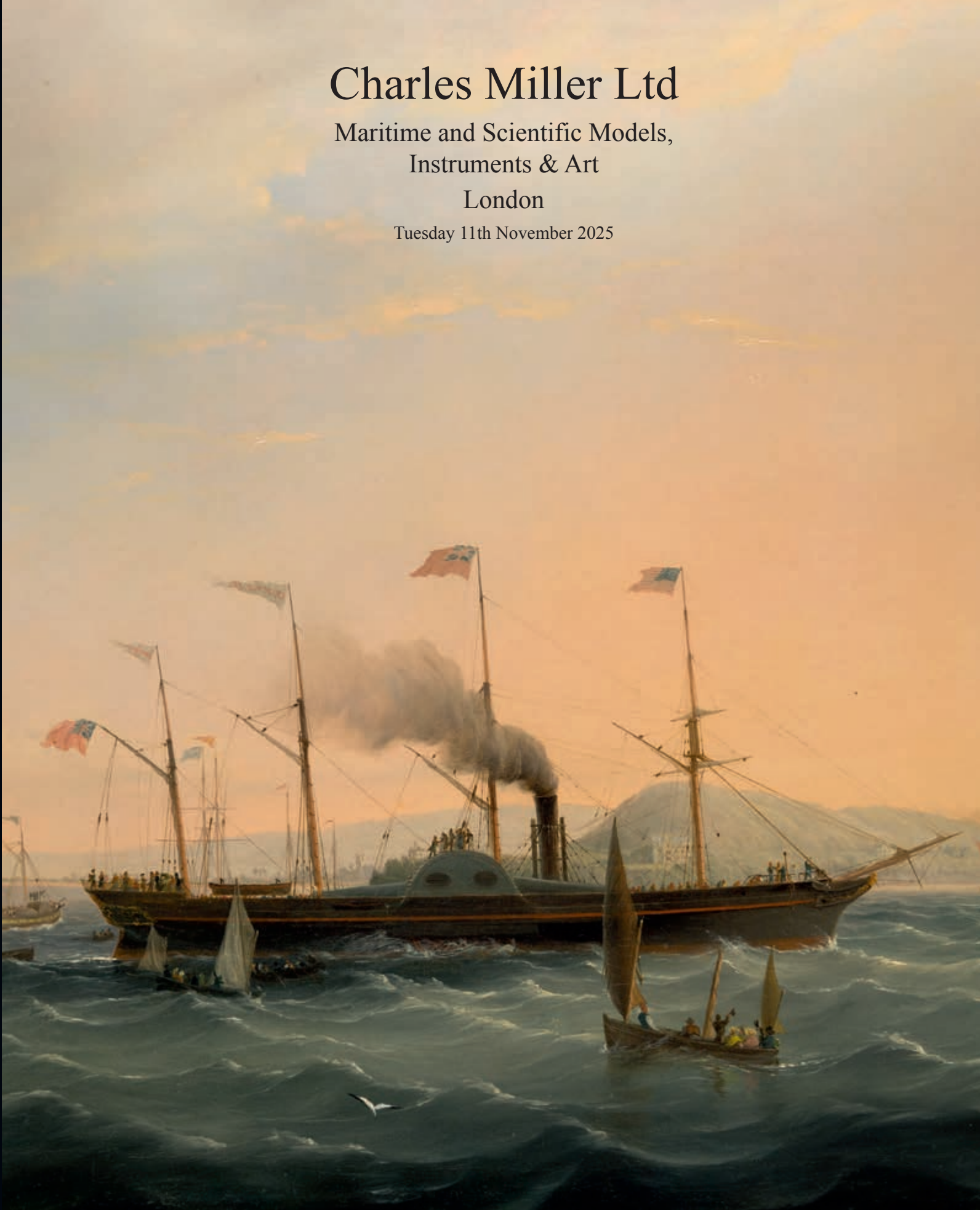


Charles Miller Ltd

Maritime and Scientific Models,
Instruments & Art

London

Tuesday 11th November 2025



Auction Enquiries and Information

Sale Number: 036
Code name: TARTAR

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Front Cover: lot 79 (detail) Back Cover: lot 81 (detail)
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Charles Miller Ltd

Maritime and Scientific Models, Instruments & Art

TO BE SOLD BY LIVE WEBCAST AUCTION

Tuesday 11th November 2025 at 10am, precisely

Viewing

Viewing from our premises at 300 Munster Road, London SW6 6BH

Monday – Friday, 28th October – 10th November 10am – 5pm

Weekend viewing: 8th and 9th November 12pm – 4pm

Bidding Options

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

Post Sale Collection

The office will not be open to the public on sale day for viewing, bidding or collections, lots with cleared accounts may be collected from 10am Wednesday, 12th November

Order of Sale

Mercantile Sail	1-76
Mercantile Steam	79-147
Naval Sail	149-213
Naval Steam	214-290
Navigation & Scientific Instruments	295-360



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

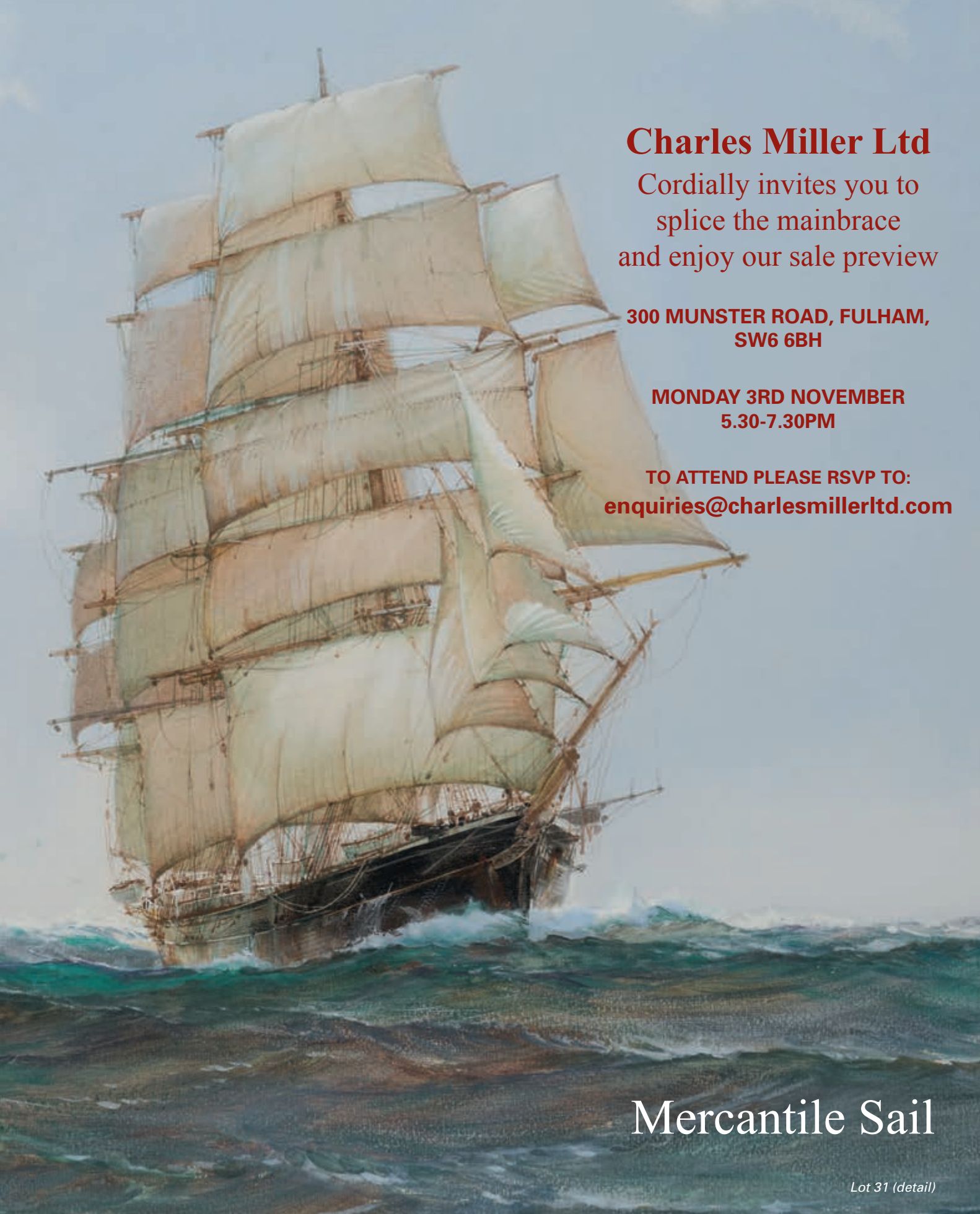
Condition may be mentioned in italics within brackets at the end of a description; detailed condition reports may be had from CM Ltd. prior to sale and are for reference only. Clients should satisfy themselves in person wherever possible as to the condition of a lot, or ask an agent to inspect it for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

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

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

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



Charles Miller Ltd

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splice the mainbrace
and enjoy our sale preview

**300 MUNSTER ROAD, FULHAM,
SW6 6BH**

**MONDAY 3RD NOVEMBER
5.30-7.30PM**

**TO ATTEND PLEASE RSVP TO:
enquiries@charlesmillerltd.com**

Mercantile Sail

Lot 31 (detail)



1 (part)

1

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

Views on the Thames

Etchings

Both signed in pencil 'W L Wyllie' (lower left; lower right)

8½ x 10½in. (21.5 x 26.5cm.) each

(2, a pair)

£100-150



2

2

THOMAS BUSH HARDY (BRITISH, 1842-1897)

A ship being towed into Calais harbour

Signed 'T. B. Hardy' (lower right)

Watercolour

7½ x 26¼in. (19 x 66.5cm.)

£150-250



3

3

THOMAS BUSH HARDY (BRITISH, 1842-1897)

Shipping in Venice harbour; The Venice lagoon

Signed and dated 'T. B. Hardy 93' (lower right); 'T. B. Hardy 95' (lower left)

Watercolour and gouache; watercolour with scratching out

7 x 11¼in. (18 x 30cm.); 6¾ x 9¾in. (17 x 25cm.)

(2)

£300-500





4

4

HENRY SCOTT TUKE (BRITISH, 1858-1929)

A barque under tow at Falmouth

Signed and dated 'H.S. TUKE 1914' (lower left)

Watercolour

17¾ x 11½in. (45 x 29cm.)

£800-1,200

Provenance: With the Fine Arts Society, London, 1960.



5

5

HENRY SCOTT TUKE (BRITISH, 1858-1929)

A barque of the Rickmer Line under tow off Falmouth

Signed and dated 'H.S. TUKE 1912' (lower left)

Watercolour

11¾ x 17¾in. (30 x 45cm.)

£1,000-1,500

Provenance: With the Fine Arts Society, London, 1960.



6

6

A FINELY DETAILED 1:96 SCALE MODEL OF THE CLIPPER *SEA WITCH*, 20TH CENTURY

the 23in. hull with gold dragon figurehead, planked decks, with painted wood and metal fittings as appropriate, bound masts with standing and running rigging with painted tops and full suit of stitched linen sails, mounted on cradle stand, within brass glazed display case — 25 x 36½ x 13in. (63.5 x 93 x 33cm.)

£800-1,000

The *Sea Witch* was an American clipper ship designed by John W. Griffiths for the China trade firm of Howland & Aspinwall and launched on December 8, 1846 - her distinctive figurehead was a Chinese dragon with an open mouth and a partly coiled tail. After gold was discovered in California, the *Sea Witch*'s owners transferred her from the China trade to the new Cape Horn run from the East Coast to San Francisco. Early in 1850 the *Sea Witch* completed this passage in just 97 days - the first vessel ever to do so in less than 100. By the middle of the decade she was showing her age and younger vessels were out performing her. In 1856, with approximately 500 immigrants from China aboard, she ran aground 12 miles west of Havana and became a total loss.



7

7

A FINELY CARVED 19TH CENTURY MODEL MERCHANT SHIP

the 36in. hull carved from the solid in stained lime or pine wood, carved wooden deck fittings including winch, belaying rails, covered hatches, deck house, covered companionways, saloon light etc, three cut-away masts and bowsprit, loosely mounted on cradle stand — 15 x 40in. (38 x 101.5cm.)

£200-300



8 (part)

8

EARL BEAUCHAMP (BRITISH, C. 1926)

The Beaver Line clipper ship 'Lake Superior'

Signed and dated 'E. Beauchamp 1931' (lower left)

Watercolour heightened with white

10½ x 15in. (26.5 x 38cm.); **together with** the watercolour by William Minshall Birchall (British, 1884-1941) *Rough Passage* (2)

£100-150



9

9 8

NORMAN WILKINSON (BRITISH, 1878-1971)

West Bay, Kent

Signed 'NORMAN WILKINSON' (lower right) and titled 'West Bay' (lower left)

Watercolour and gouache

10½ x 15½in. (26.5 x 39.5cm.)

£300-500



10

10

THOMAS BUSH HARDY (BRITISH, 1842-1897)

Safe in port

Signed and dated 'T. B. Hardy 1895' with title inscription (lower right)

Watercolour heightened with white and scratching out

12½ x 20in. (32 x 51cm.)

£150-250

11

AN IMPRESSIVE CARPENTER'S MODEL FOR THE TRADING BRIG MARGARET HANNAH BELL, CIRCA 1860

the 21in. hull carved from the solid, with ebonised above the waterline and coppered below, simple carved fittings including two boats, helmsman and compass, raked masts with rigging and paper flags, mounted in a cutaway sea in a wooden case with painted backdrop of Bamburgh Castle, the beach and other shipping, scrolled rail to top and two drawers below, overall measurements — 35 x 46½in. (89 x 118cm.)

£500-800



11



12

12

BRITISH PIERHEAD SCHOOL, 19TH CENTURY

The North Shields Brigantine 'Tryphena' (Master W. Harris) underway

Oil on canvas

20 x 31½in. (51 x 80cm.)

£150-250

13

A SAILOR'S FOLK ART TREEN FLOUR MEASURE OR MUG, POSSIBLY 18TH CENTURY

carved from the solid and decorated with chip-carved decoration overall, the front with a three-masted armed merchantman entitled *SHP [sic] WARREN*, flanked by geometric designs and borders, and handle — 4in. (10cm.) high

£150-250

Of the several vessels named *Warren*, two are possible candidates for this measure: An East Indiaman of 1748-62; or a U.S. frigate which enjoyed a very short career between 1776-79 during the American War of Independence.

14

A 19TH CENTURY SCRIMSHAW-DECORATED HORN BEAKER COMMEMORATING THE SUNDERLAND BRIG THALIA

incised to one side depicting the two-masted brig surrounded by a foliate border and inscribed *Good luck to the Brig THALIA 1872* — 4in. (10cm.) high

£150-250

Built in Sunderland by the Alcock yard and registered at 299 tons, by 1872 the *Thalia's* Master is recorded as one T. Adamson, who worked a regular passage between Sunderland and the Mediterranean. This cup was to prove far from being a lucky talisman, as the same year she foundered on the 9th December in the North Sea off Great Yarmouth; her Master and crew were, however, rescued.



13

14



15

15

O. LEGZDINS (1859-1914)

A windjammer on a port reach; A windjammer setting her topgallant sails

Both signed 'O. Legzdins' (lower right)

Oil on canvas laid on board

16½ x 27¼in. (42 x 69.5cm.); 16¼ x 25¾in. (41.5 x 65.5cm.)

(2)

£250-350

16

AN 18TH CENTURY SILVER CREAMER

with a foliate cartouche of a man o'war inscribed with monograms for 'WM' and 'AM', with London marks for Solomon Hougham, 1794-95 — 4in. (10cm.) high; 90g.

£150-250



16

17

A 19TH CENTURY BUILDER'S HALF BLOCK MODEL FOR A MERCHANTMAN

the 36in. hull carved from contrasting woods with pinned frame locations, rudder and keel and mounted on a display board — 9 x 42in. (23 x 107cm.)

£250-350



17



18

18

DUTCH SCHOOL (EARLY 18TH CENTURY)

Shipping in a brisk sea

Oil on panel

18 x 25in. (46 x 63.5cm.)

£800-1,200



19

19

JOHN SYER (BRITISH, 1815-1885)

Fishing boats working in Yarmouth Roads, with a view of the town beyond

Signed 'J. Syer' (lower right)

Oil on canvas

30¼ x 50½in. (77 x 128cm.)

£600-800



20

20

PRIMITIVE SCHOOL (BRITISH, 20TH CENTURY)

Eddystone Lighthouse

Signed and dated 'H. G. Silver 1901' (lower right) with title (lower centre)

Oil on board

20¾ x 31½in. (52.5 x 80cm.)

£250-350



21

21

WILLIAM CASLEY (BRITISH, 1852-1918)

The Arm'd Knight and Longships Lighthouse

Signed 'W Casley' (lower left)

Watercolour heightened with white

24¼ x 15½in. (61.5 x 39.5cm.)

£100-150



22

22 δ

FRANK HENRY MASON (BRITISH, 1875/76-1965)

Fishermen off the entrance to Scarborough Harbour

Signed 'F. H. MASON' (lower left)

Watercolour heightened with white

9 x 24in. (23 x 61cm.)

£200-300



23

23 δ

BARRY MASON (BRITISH, B. 1947)

A barque under tow in the Thames estuary

Signed 'Barry Mason' (lower left)

Oil on canvas laid on board

13½ x 23½in. (34.5 x 60cm.)

£300-500

Provenance: With Omell Gallery, London.

24

FREDERICK J. TUDGAY (BRITISH, 1841-1921)

The Danish barque 'Dr Mezger' with the Vlissingen pilot cutter approaching

Signed and dated 'F Tudgay 1871' (lower right)

Oil on canvas

18½ x 30¼in. (47 x 79.5cm.)

£400-600

Presumed to be named after **Johann Georg Mezger (1838-1909)**, a Dutch physician widely regarded as a founder of modern physiotherapy and massage therapy. The vessel may have been registered with Der Norske Veritas but was not listed with Lloyds, few details for her career are readily available.



24



25

25

A MASTING AND SPAR PLAN FOR THE S.V. WASDALE, 1881

pencil and ink on linen with dimensions in feet and inches for each spar and mast, including length and depth, hand-stitched border — 23 x 41½in. (58.5 x 105.5cm.) framed and glazed

£250-350

Built by Whitehaven Shipbuilding Co., Whitehaven in 1881 and owned at the time of her loss by N. A. Lydersen, Tvedestrand, Norway, *Wasdale* was an iron fully-rigged ship of 1856 tons. On February 3rd, 1917, *Wasdale*, on voyage from Buenos Aires to Dublin with a cargo of maize, was sunk by the German submarine *U-43* using explosive charges, WSW of the Fastnet. There were no casualties, and the crew was rescued by the Dutch steamship *Samarinda*.



26

26

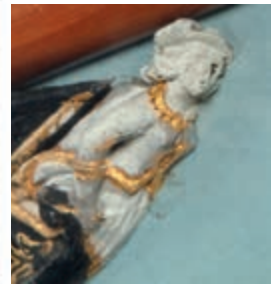
A DECORATIVE FIGUREHEAD BY NORMAN GACHES, 1997

carved from the solid in the form of a half-length 19th century lady on a scroll terminal, signed behind as per title and finished in white with gilt edges and socket for wall mounting — 29in. (74cm.) high

£500-800



27 (part)



27 (detail)

27 Ø

A 1:48 SCALE BUILDER'S HALF BLOCK MODEL FOR THE COMPOSITE TEA CLIPPER *MAITLAND*, BUILT BY WILLIAM PILE & CO. FOR JOHN KELSO, 1865

the 42in. laminated and polychromed hull with gold boot top and gilt scrollwork by stern and head, finely carved half-length female figurehead, wood-capped deck rails with finely turned balustrade supports, cutaway masts and bowsprit, mounted on a light blue display board with red ensign painted by stern, contained in original glazed wooden case — 15 x 61½ x 6in. (38 x 156 x 15cm.) **together with a** marine barometer shaft with brass plate inscribed *Presented by / FR Haswell / to / Captn Coulson / AS A TOKEN / OF RESPECT*; IDN: GFL62LXT

(2)

£2,500-3,500

Provenance: Captain Coulson (first Master of *Maitland*) and thence by descent.

Whilst the name of *Maitland* is much less familiar than those legendary clippers such as *Ariel*, *Taiping* and *Thermopylae*, she was nevertheless a notable vessel dating from the most exciting decade in the history of the China Tea Trade. With owners wanting ever faster ships to bring the new season's tea home as speedily as technology would allow, *Maitland* was ordered by John Kelso of North Shields and built in William Pile's yard at Sunderland. Despite Pile's earlier success with the doughty *Lammermuir* of 1856, his yard was not renowned for turning out record-breakers; nevertheless, much was expected from *Maitland* as she neared completion.

Launched on 2nd December, 1865, she was registered at 799 tons and measured 183 feet in length with a 35-foot beam. Of composite construction, her planks were laid upon iron frames and her considerable beam provided good stability for her large and lofty sail plan. This even included some highly unusual moonsails above her standing skysails, a feature that simply added to the thoroughbred appearance. Credited with a speed of 15 knots in 1869, Captain Coulson - her first master - even claimed a burst of 17 knots on her maiden passage, but these figures were to prove the exception rather than the rule. However, she still made Hong Kong 87 days out of Sunderland on that first outward run and this resulted in a prime cargo at Foochow when the local shippers heard of it. She returned home in a speedy 104 days, fast but not remarkable, and this was to become characteristic of her performance thereafter.

She survived the potentially fatal striking of the Ariadne Rock when leaving Woosung late in 1868 only by beaching herself in the nick of time with five feet of water in her hull. Repaired at Shanghai, she was back in service the following year, during which she claimed a record dash of 22½ hours from Sunderland to the Downs at the start of her outward passage, returning home in a creditable 102 days against *Thermopylae's* cracking 91 days, Foochow to London. Short-lived, like so many of her contemporaries, she was wrecked on a coral reef in the Huon Islands, north of New Caledonia, on 25th May 1874 whilst on passage from Brisbane to China.

The builder's framing model for this vessel was sold by these Rooms on 27th April 2021, lot 8.



28



28 (detail)

28

A 19TH CENTURY SAILOR'S SEA CHEST

of typical tapering form with painted ropework handles in carved becketts, tarred canvas to lid edged with polished brass pins, painted to the inside with a British four-masted barque underway and dated 1913 in carved cartouche top right, painted interior with ditty box — 17 x 36 x 19¼in. (43 x 91.5 x 49cm.)

£400-600



29

29

WILLIAM DIXON (BRITISH, 1774-C.1827)

The East Indiaman 'Phoenix', in three positions in the Downs off Dover

Signed and dated 'W. DIXON 1815' (lower right)

Oil on canvas

24 x 35½in. (61 x 91cm.)

£3,000-5,000

William Dixon specialised in Thames dockyard scenes with at least two examples contained within the National Collection at Greenwich, it seems Dixon was also commissioned by a returning captain when the occasion required it. The 861-ton H.C.S. *Phoenix* was built by William Barnard of Deptford Green in 1804, and commenced her lengthy maiden voyage in 1805. By August 1815 she was under the command of Captain John Pyke and had just arrived in the Downs from Bengal after a successful voyage lasting over a year. East India Company Captains made significant sums of money over and above their official cargo by carrying goods and passengers privately. The distinctive flag being flown from the foremast is unlikely to be an owner's flag as they were invariably worn by the main mast, so this represents the vessel's name; The finely-observed figurehead is of Chastity, of which the phoenix was an attribute and which depicts her holding a palm -- had she a shield, it would also bear a phoenix. After a further two round-trips to Bengal, *Phoenix* was sold for breaking in 1821.



30

30

A COLLECTION OF RELICS OF THE CUTTY SARK

comprising a wooden 6in. and 8in. deadeye in tarred steel wire shroud with white-painted intersections, largest — 60in. (152.5cm.) long; **together with**, a 7in. and 8in. deadeye painted metal shackle with bolt; and 2 certificates of provenance from *Cutty Sark* numbered '481' and '480'

(6)

£400-600



29 (detail)



31

31 δ

MONTAGUE DAWSON (BRITISH, 1895-1973)

The clipper 'Ocean Telegraph' leading 'Great Republic' in the tea race of 1859-60

Signed 'MONTAGUE DAWSON' (lower left)

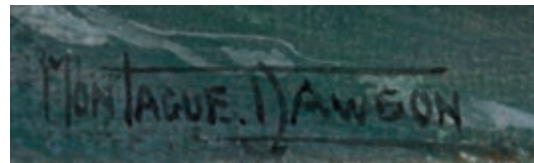
Watercolour heightened with gouache

19½ x 29½in. (49.5 x 75cm.)

£5,000-7,000

Provenance: With Richard Green, London.

Launched as *Ocean Telegraph* on 29 March 1854 for Reed, Wade & Co. of Boston for the New York to San Francisco run, an admirer wrote *No expense was spared to make her one of the most perfect and beautiful ships ever built. The bow raked boldly forward, flaring gracefully, and was ornamented with a beautiful carved female figure with forks of lightning playing around.* Racing against the *Great Republic* in 1859-60, she won the challenge by completing the distance between the cities in 109 days. Sold to the Black Ball Line of James Baines & Co., Liverpool in 1863, they renamed her *Light Brigade*. Her principal route for the next ten years was London to Australia and New Zealand. Sold on several times, by 1875 her glory days were over and she ended her days hulked in Gibraltar, being deleted from the register in 1923.



31 (detail)



32

32

A HALF-MODEL OF A 19TH CENTURY WHITBY COBLE

the 18in. wooden hull carved from the solid with bilge keel, contained on wooden display board — 17¼ x 24in. (45 x 61cm.)

£250-350



33

33

AN UNUSUAL 19TH CENTURY SAILOR'S MODEL OF THE MERCHANT SHIP *BLIND LOVE*, RUNNING UNDER SHORTENED SAIL IN A STORMY SEA

the 12in. hull carved from the solid with simple carved fittings, carved reefed and set sails, depicted on a port reach in a high moulded running sea contained in glazed wooden case — 16 x 21½ x 11½in. (40.5 x 55 x 29cm.)

£100-150



34

TWO 19TH CENTURY DUTCH COSTRELS

staved oak with wicker bindings, one end with corked opening — 9¼in. (23.5cm.) high

(2)

£150-250

35

A VICTORIAN COCONUT TEA CADDY

shaped as a teapot, the carved coconut with lid and securing lock, contained on wooden baluster support with 4-legged stand — 7in. (18cm.) high

£300-500

36 Ø

A 19TH CENTURY SAILORWORK COCONUT SHELL WATER DIPPER

the bowl carved with star motif and inscribed to front *BARK FOX* and carved in relief *NB 1852*, with marine ivory-mounted handle — 12¾in. (32cm.) long; IDN: QY8DBEMT

£300-500

37

AN EARLY 19TH CENTURY SAILORWORK CHARACTER CARVING

comprising a torso of a sailor wearing a coat and hat, smoking a pipe and grinning widely whilst glancing right, scratch inscribed underneath '1819' — 4½in. (11.5cm.) high; **together with** a sweetheart's present snuff box with geometric lid and base, the lid inset with whalebone profile of a song bird; and a coconut water dipper with white-filled circle-stamped pattern and roughly carved handle

(3)

£200-300

38

A SAILOR'S CHEST FROM THE S.V. ZEMINDAR, 1885

constructed in oak with hinged lid covered in brass, with copper strapping and makers plates inscribed for *C.E. Heinke & Co. Ltd* and *Siebe Gorman & Co. Ltd*, yellow-painted interior with candle/ditty box to right, the front with oval brass name plate to front inscribed *1885 / ZEMINDAR / of / Liverpool*, now mounted on casters — 15¾ x 33½ x 15½in. (40 x 85 x 39.5cm.)

£600-800

The sailing ship *Zemindar* was built by Harland & Wolff, Belfast in 1885. Registered at 2,120 tons, she changed hands - and names - several times, being renamed *Otto Gildemeister* (1900); *Homeward Bound* (1902); *Star of Holland* (1903); *Zemindar* (1937) and *Homeward Bound* (1937) when she was converted to a barge. She was finally broken up in the U.S.A. in 1950.





39

39

A BUILDER'S HALF MODEL FOR A BARQUE, CIRCA 1860

the 40in. hull carved from contrasting laminated woods, with bowsprit and rudder, mounted on dark green-painted display board with red edging — 11 x 54in. (28 x 137cm.)

£800-1,200



40

40

A 19TH CENTURY BUILDER'S HALF-BLOCK MODEL FOR A MERCHANT SHIP

the 24in. hull carved from the solid and *finely* planked and pinned, with rudder and flush deck, mounted on display board with witness marks for figurehead and cut-away bowsprit — 6 x 28½in. (15 x 72.5cm.)

£400-600



41

41

A SAILOR-MADE TREEN ROUNDEL, CIRCA 1840

carved in relief with a sailor and his sweetheart and a castle in the distance, with raised rim complete with zig-zag pattern — 10¼in. (26cm.)

£400-600



42

42

PRIMITIVE SCHOOL (BRITISH, 19TH CENTURY)

A two-masted barque off Whitby harbour

Oil on canvas

16¼ x 25¾in. (42.5 x 65.5cm.)

£150-250



43

43

ALFRED VICKERS (BRITISH, 1786-1868)

A ship entering Whitby in a fresh breeze

Signed 'A Vickers' (lower left)

Oil on board

9½ x 12½in. (24 x 32cm.)

£250-350



44

44

A 19TH CENTURY GERMAN SILVER NEF

unmarked, the stylised three-masted galleon with decorated 4½in. hull, masts with billowing sails and pennants, wire rigging and decorative dolphin rudder, contained within shaped wheeled silver base, loosely mounted on black baize-lined base with a Plexiglass cover — 11¼ x 13 x 6½in. (28.5 x 33 x 16.5cm.); 423g.

(2)

£400-600



45

45

A WATERLINE MODEL OF A THREE-MASTED BARQUE, 20TH CENTURY

the 12½in. hull with scored wooden decks, masts with standing and running rigging, wooden and bone fittings as appropriate, including anchors, deck rails, capstan, helm, lifeboats, and carved female figurehead, contained on baize-lined sea within glazed wooden case — 16 x 20½ x 9in. (40.5 x 52 x 23cm.)

£200-300



46

46

A MARINE THEMED MANTLE CLOCK, CIRCA 1900

with 3in. enamel dial, Roman numerals, ebonised spade hands, set within a brass ship's wheel, anchor and cannon with rear access to 8-day movement, mounted on green marble plinth with brass trim — 9½in. (24cm.) high

£400-600



47

47

DUTCH SCHOOL, CIRCA 1820

Clearing harbour

Oil on panel

8½ x 11½in. (21.5 x 29.5cm.)

£150-250

Provenance: With Robert Dunthorne Gallery, London.



48

48

A 19TH CENTURY SUNDERLAND LUSTREWARE WALL PLAQUE OF THE THREE-MASTED BLACK BALL LINE CLIPPER MARCO POLO

with transfer print of the ship surrounded by lustre with moulded rim, with two holes for wall mounting — 7¾ x 8½in. (19.5 x 21.5cm.)

£150-250



49

49

A FINELY MODELLED DOUBLE-ENDED CANOE, 20TH CENTURY

with finely planked carvel hull with bracing, string seats and stretchers, finished in green and varnished, mounted on a cradle stand together with single paddle — 27½in. (70cm.) long

£250-350



50

50

TOMMASO DE SIMONE (ITALIAN, C.1805-1888)

A British racing schooner swinging on her anchor in the bay of Naples

Signed and dated 'De Simone 1865' (lower right)

Oil on canvas

12¾ x 21½in. (32.5 x 54.5cm.)

£1,000-1,500

Provenance: Christie's South Kensington: *Maritime and Naval Battles*, 31 October 2002, lot 480.



51

51

A HALF-FRAMED BUILDER'S MODEL FOR THE ROYAL WESTERN YACHT CLUB'S CUTTER YACHT *LUCIDORA*, 1869

the 17in. planked and pinned hull over vertical frames and mounted with rudder to ebonised display board with suspension hole, inscribed in pencil to reverse "*Lucidora*" cutter RWYC / 17 TONS OM / Built by Alfred Payne at Southampton ... 1869 / for F B Williamson Esq — 5½ x 20in. (14 x 51cm.)

£300-500



52

52

LUIGI ROBERTO (ITALIAN, 1845-1910)

The Royal Yacht Squadron's schooner 'Zara' off Naples

Watercolour and gouache

16½ x 23½in. (42 x 59cm.)

£250-350

Zara was a 240-ton schooner yacht built by Whites of East Cowes and launched in 1853; her last appearance in Lloyd's Register of Yachts is 1881-2.



53

53

A SILVER MODEL OF A CUTTER YACHT, 20TH CENTURY

the 2¾in. waterline hull with planking, mast with sails, rigging and pennant, engraved to hull *STERLING SILVER*, contained in glazed ebonised wooden case — 7½ x 7 x 4¼in. (19 x 18 x 12cm.)

£200-300



54

54

LUIGI ROBERTO (ITALIAN, 1845-1910)

A schooner yacht of the Royal Victoria Yacht Club off Naples

Signed and dated 'L Roberto Napoli 1885' (lower left)

Watercolour and gouache heightened with white

15½ x 21½in. (39.5 x 54.5cm.)

£200-300

56

A SILVER ROYAL VICTORIA YACHT CLUB CIGARETTE CASE

engraved with the pennant of the Royal Victoria Yacht Club with gilt interior, hallmarks for Birmingham, 1893-94 — 3½ x 2¾ x 1in. (9 x 7 x 2.5cm.); 121g.

£80-120

57

AN ATTRACTIVE PRESENTATION MODEL FOR A NAVAL GUN, 20TH CENTURY

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

£400-600

Provenance: Royal Naval Club & Royal Albert Yacht Club, Portsmouth.

55

A SMALL CHANDLER'S MODEL FOR A LIQUID BINNACLE COMPASS FOR A YACHT, 20TH CENTURY

unsigned, with 3in. compass card float with pivot and magnet bars, contained in a sealed spherical bowl with circular window and rear lamp attachment, pillar stand to foot for deck attachment — 9in. (23cm.) high

£150-250



55



56



57



58

58

ANTONIO DE SIMONE (ITALIAN, 1851-C.1907)

The Royal Ulster Yacht Club's S.Y. 'Tighnamara' under steam

Signed and dated 'De Simone 98' (lower right) and inscribed 'S.Y. Tichnamara [sic]' (lower left)

Gouache heightened with white

11 x 17in. (28 x 43cm.)

£150-250



59

59

ANTONIO DE SIMONE (ITALIAN, 1851-C.1907)

The Royal Thames Yacht Club schooner 'Marchesa' off the Bay of Naples

Signed 'De Simone' (lower right) and inscribed 'R.T.Y.C. MARCHESA' (lower left)

Gouache

16 x 24in. (40.5 x 61cm.)

£500-700

The screw schooner *Marchesa* was designed and built by Lobnitz, Coulborn & Co. at Renfrew in 1877. Registered at 377 tons (Thames), she measured 138½ feet in length with a 25-foot beam and was owned for many years by Mr Charles Kettlewell of Dumbleton Hall, Evesham, Gloucestershire. Obviously well-travelled, judging by the fact that *Marchesa* was surveyed by Lloyd's Register at Singapore in 1884, Mr Kettlewell sold her at the end of 1891 and replaced her with a newer steam yacht (the *Queen Marfisa* of 1887) which he renamed *Marchesa* in honour of her predecessor.



60 (detail)

60

A MODERN LIVE STEAM MODEL FOR FREDERICK W. VANDERBILT'S STEAM YACHT *WARRIOR* [1904]

the 54in. pre-formed hull with 3-blade brass propeller and rudder, containing a single cylinder Stewart vertical engine, driven by mahogany lagged copper boiler, removable superstructure with fittings including stayed funnel, removable masts and bowsprit, boats in davits, etc., loosely mounted on cradle stand — 29 x 63in. (74 x 160cm.)

£600-800



60



61

61

JOHN MOORE OF IPSWICH (BRITISH, 1820-1902)

'Britannia' winning the Golden Jubilee Regatta of 1895

Signed and dated 'J. Moore 1895' (lower left)

Oil on canvas

17¾ x 23¾in. (45 x 60.5cm.); **together with** historical data

£800-1,200

Provenance: With N. R. Omell Gallery, London.

63

A SILVER AND ENAMEL RACING PENNANT LAPEL PIN FOR THE PRINCE OF WALES YACHT *BRITANNIA*, CIRCA 1900

stamped for 800 standard silver and depicted on mast top — ¾in. (2cm.) wide; **together with** a post-card of *Britannia*

(2)

£400-600

64

A SILVER PLATED TROPHY FOR THE ROYAL YACHT SQUADRON'S COWES REGATTA, 1907

in the form of a champagne ice bucket with applied badges inscribed with an armorial crest and the opposing inscribed *R.Y.S. / COWES REGATTA / AUGUST 8TH 1907 / WON BY / YACHT L'ESPERANCE / OWNER / ERNEST W. INGLEBY* — 9in. (23cm.) high

£150-250

62

A SILVER RACING TROPHY PRESENTED BY KING GEORGE V AT THE INTERNATIONAL REGATTA, 1911

the tankard with spout, scroll handle and thumbpiece, on three ball and claw feet, the cover mounted with a St. George and the dragon finial, the body applied with a medallion depicting a three-masted 17th century ship and engraved *International Cup / First European International Regatta / 1911 / Patron King George V*, with Birmingham marks for Elkington & Co., 1911 — 8in. (20.5cm.) high, 665g.

£800-1,200

Under the patronage of King George V, himself an enthusiastic yachtsman, the European International Regatta – staged in George's Coronation Year – was a genuine attempt by the King to improve international relations during the period of increasing tensions across Europe prior to the First World War. The International Cup, for which this was a trophy, was raced on the second day of the Regatta.



62



63 (part)



64



65

65

A 19TH CENTURY CARVED WOODEN TILLER FOR THE *PETREL PRESS*

carved with panels inscribed with name as per title, tapering top terminating with hand grasping a serpent — 51½in. (131cm.)
£600-800

Probably for a yacht, however *Petrel* is one of the most popular names with up to fourteen appearing in Lloyds Yachting Register, although none include 'Press' - was this an owner's name?

66

TIMOTHY FRANKLIN ROSS THOMPSON (BRITISH, B. 1951)

'Cambria' & 'Shamrock' in Whitecliff Bay

Signed 'T F Thompson' (lower left)

Oil on canvas

7 x 9in. (18 x 23cm.)

£150-250

67

A STAINLESS STEEL TROPHY FROM THE GLOBAL CHALLENGE, 2004-2005

cast in the design of a yacht with etching *GLOBAL CHALLENGE 2004-2005* and *Leg 7 / La Rochelle to Portsmouth / Winner*, signed in pen to front — 27 x 19in. (68.5 x 48.5cm.)

£100-150

68

ROLAND DAVIES (BRITISH, 1904-1993)

Out from Foochow

Signed 'ROLAND DAVIES' (lower left)

Oil on canvas

30 x 39½in. (76 x 100.5cm.)

£300-500



67



66



68



69

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

stamped with the mark of the Amsterdam Chamber of the V.O.C., with rampant goat assay master's mark, stamped 'A' above 'VOC' conjoined, with a droit tag RK04A0196 — approx. 6¼in. (16cm.) long; 1983g.

£3,000-5,000

69

70

**AN ONION BOTTLE RECOVERED FROM THE DUTCH EAST
INDIAMAN *VLIEGEND HERT*, WRECKED IN THE SCHELDT
ESTUARY, 1735**

green glass, in wreck find condition — 7in. (18cm.) high; **together with** a scent bottle recovered from the H.C.S. *Colebrooke*; and a pamphlet produced by the finder of the wreck of the *Vliegend Hert* (3)

£250-350

Provenance: Item one: understood to have been recovered in 1991.



71

71

**A RARE CHINESE EXPORT PORCELAIN
ARMORIAL MUG FROM THE QIANLONG
PERIOD, FOR THE WORSHIPFUL COMPANY OF
SHIPWRIGHTS, CIRCA 1795**

painted with the arms of The Worshipful Company of Shipwrights and the initials *MN*, further decorated with blue floral sprigs and blue and gilt borders — 5¼in. (13.5cm.)

£500-800

Provenance: The Worshipful Company of Shipwrights.



70 (part)



72

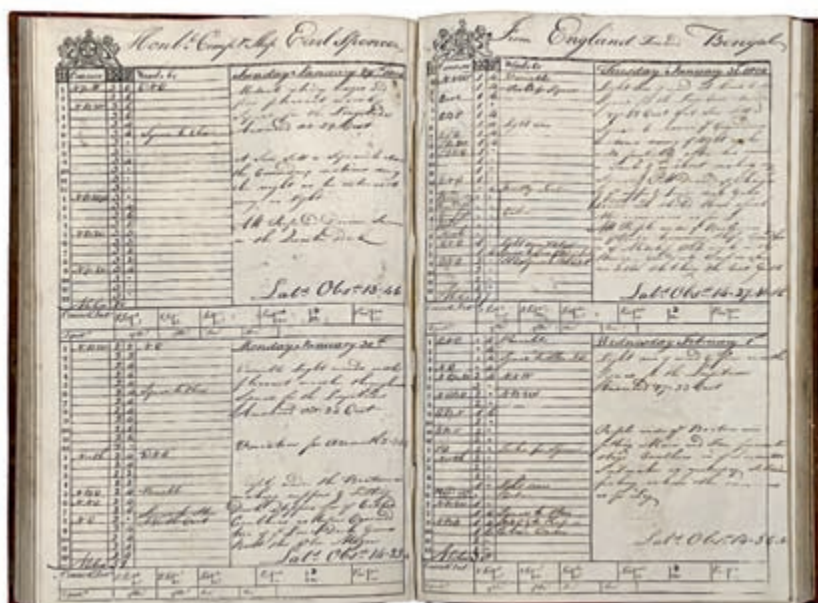
72

TWO CHINESE EXPORT TWO-HANDLED VASES FOR THE HONOURABLE EAST INDIA COMPANY, CIRCA 1840

famille rose bodies with company device to both sides between gilt lobe-shaped handles, polychrome border (*lacking lids*), the larger — 10in. (25.5cm.) high

(2)

£800-1,200



73

73

A LOG BOOK FOR THE HONOURABLE EAST INDIA COMPANY SHIP EARL SPENCER, CIRCA 1803-1804

moored at Blackwall, then Gravesend, Portsmouth and thence to Bengal, 25 April 1803-7 February 1804 with a month stop at Rio de Janeiro (18 September-16 October) for repairs and supplies, 110 pp. Most of the entries are standard for this type of log: weather, cleaning the ship, washing clothes, making gaskets and sails, the log finishes abruptly on Thursday 7 February 1804 with *Earl Spencer* still at sea, numerous blank pages at the end, contemporary reverse calf (*slight damage to spine*), folio — 14¾ x 9in. (37.5 x 23cm.)

£200-300

Earl Spencer was a 644-ton ship built in Perry's Yard, Blackwall for James Duncan, and launched in 1795. Plying a steady trade to the Coromandel Coast and Bengal, in 1811, she was chartered by the British government and used to transport convicts to Botany Bay, her final fate is unrecorded.



74

74

A LIVERPOOL PORCELAIN JUG FOR THE WORSHIPFUL COMPANY OF SHIPWRIGHTS, CIRCA 1792

polychrome transfer print of *THE SHIPWRIGHT'S ARMS* to one side and a ship under construction flying a Union and Red Ensign flag to the other, under the spout painted overglaze *H / L * A / 1792* and inscribed in transfer below *IF GOD BE FOR US WHO CAN WITHSTAND US* over a seated figure of Britannia — 8 $\frac{3}{4}$ in. (22cm.) high; **together with** another jug with transfer for *The Shipwright's Arms, James Leech and Ship Caroline* — 11in. (28cm.) high

(2)

£200-300

Provenance: The Worshipful Company of Shipwrights, presented in 1932 by W. Lacon Threlford, M.B.E., R.D., Sheriff 1932-1933 (item one);

Presented by Capt. J. Bell White, CBE, RNR, Master 1912-1913 (item two).

Exhibited: Sotheby's London, *Rule Britannia Exhibition*, 1986 (item one).



75

75

A GEORGE III COMMEMORATIVE MARINE SILVER SALVER, 1762

plain circular with shaped shell and gadroon border on three scroll feet, the centre engraved with the representation of an armed merchantman at sea, surmounted by a banner inscribed: *THE ELTHAM*, London hallmarks for Richard Palmer, 1762 — 13in. (33cm.) diam.

£2,000-3,000

Eltham was a 170-ton armed merchantman ship built on the Thames in 1750 for the North American trade.



75 (detail)



76

76
**A QUEEN ANNE MARITIME
 PRESENTATION SILVER FOOTED
 WAITER, 1713**

plain circular with reeded border
 standing on flared foot, engraved in
 the centre with the marital cypher *FMC*
 within a foliate and scroll border and
 underneath with presentation
 inscription *This Waiter belonged to
 Captain John Gouger of Ramsgate,
 Commander of the Ship Eltham
 through the whole period of his
 seafaring life. It was presented by the
 Owners to him in testimony of the high
 esteem in which he was held as a man
 of Integrity and Christian Excellency
 and also for his Nautical ability. He
 married Mary Small, Granddaughter of
 Francis and Mary Coxen whose Widow
 and five Children survived him, he died
 in August 1809 and was Interred in St
 Lawrence Churchyard, and further
 engraved with the initials *FCM* and
 inscription *Francis & Mary Coxen who
 were the Great Grandfather & Great
 Grandmother on the maternal side of
 George Gouger. The former was born
 in the year 1677 & Died in the year
 1759 Aged 82. The latter was Born in
 the year 1685 & Died in the year 1748
 Aged 63 — 7in. (17.5cm.) diam; 2in.
 (5cm.) high; 413g**

£1,500-2,000



76 (detail)

Mercantile Steam



Lot 121(detail)

COLIN
VERITY



79

79

JOSEPH WALTER OF BRISTOL (BRITISH, 1783-1856)

The maiden voyage of Brunel's 'Great Western' to America, 1838

Signed 'J. Walter' (lower right)

Oil on canvas

19¾ x 27½in. (50.5 x 70cm.)

£8,000-10,000

Provenance: With N. R. Omell Gallery, London.

In 1835, at the same time as work was beginning on the construction of the Great Western Railway from London to Bristol, Brunel turned his attention to the sea. In his view, a regular steamship service from Bristol to New York was the logical extension to his railway across the breadth of England and the resulting ships ushered in a new era of transatlantic travel. The first of them, *Great Western*, was laid down in Patterson's Yard, Bristol, in July 1836 and launched exactly a year later. Built of wood, she was 236 feet long, registered at 1,340 tons, and her luxurious appointments included 128 first-class berths. Her two-cylinder Maudsley sliver-lever engines provided 450hp to her paddles and gave her a cruising speed of 12 knots in calm water. Leaving Bristol on 8 April 1839, she completed her maiden voyage to New York in 15 days and thus began a highly successful career that was to last 18 years. She was more profitable by far than either of Brunel's two other ships, *Great Britain* and *Great Eastern*. She was broken up at Vauxhall, London, in November 1856.



80

80

AN INTERESTING 1:250 SCALE CUTAWAY PRESENTATION MODEL OF BRUNEL'S S.S. *GREAT BRITAIN* [1845]

modelled by J. Brain, the 14in. hull with cutaway starboard amidships to reveal engine and boiler, 6-blade propeller and rudder, scored wooden decks with carved wooden fittings, stayed funnel with safety valve extension pipe, with open walkway behind, large deck light over engine, covered companionways, capstans, benches, fitted boats in davits and other details, 6 masts with standing and running rigging and flying flags as appropriate, mounted on wooden display board with silvered modeller's and presentation plates with Plexiglass cover — 11 x 19 x 9in. (28 x 48 x 23cm.)

£500-800

Provenance: This model was presented to Richard Gould Adams C.B.E., for his work on restoring the original vessel, 1982;

The Laister Collection.

Arguably the most famous steamship ever built, the *Great Britain* may be said to have spanned the entire history of the ocean liner. Designed by the visionary Isambard Kingdom Brunel for his Great Western Steam Ship Company of Bristol, she fulfilled all his ambitions to set new standards on the North Atlantic passenger route and proved a remarkably successful vessel in every respect. The first ocean-going screw-powered passenger liner in the modern sense, she was also the first iron-hulled ship of any size and was, in fact, the largest vessel in the world (3,450 tons) when she was launched. All this innovation took time, however, and even though work began on her in July 1839, she was not ready for sea until January 1845, by which time she had become an object of great public interest. The giant steamship cleared Liverpool for her maiden voyage to New York on 26 July 1845, and made the crossing in just under 15 days. Her luxurious appointment and consistent reliability made her a popular ship amongst the travelling public but, partly as a result of her failure to secure a government mail subsidy, her owners were beset by financial problems and *Great Britain* was sold to Gibbs, Bright & Co. in 1850. They altered her extensively and after only one return passage to New York, she was put to work on their profitable Australia run, which she continued to sail for the rest of her service life. Laid up in 1876 after completing thirty-two round trips, Gibbs, Bright sold her and, shortly afterwards, her engines were removed and she was converted to a full-rigged ship. Damaged rounding Cape Horn in 1884, she limped into the Falkland Islands, where she was deemed unseaworthy and relegated to a hulk until scuttled in 1937. The remarkable strength of her iron-hulled construction ensured her survival, however, and in 1970 she was refloated and brought home to Bristol, where she can still be viewed restored to her original condition in the same dry-dock that built her.

81

'ISAMBARD KINGDOM BRUNEL'

mezzotint published by H. Cousins after J. C. Horsley, mounted and framed with an autograph of Brunel — 23 x 19½in. (59 x 49cm.); **together with** 'Mark Isambard Brunel', a portrait mezzotint published by Charles Turner after James Northcote, framed — 23½ x 18in. (60 x 46cm.); 'The Plays of Shakespeare...In eight volumes [with] Explanatory and Historical Notes by Alexander Chalmers, F.S.A.', Vol. IV (1847) octavo, with bookplate of 'I Brunel, Balliol College, Oxford'; and a printed handkerchief advertising 'The Great Eastern The Largest Steamship in the World' as a music hall venue, circa 1880 — 18½ x 18½in. (47 x 47cm.)

(4)

£300-500

The bookplate is for **Isambard Brunel Jr. (1837-1902)**, the eldest son of Isambard Kingdom Brunel, attended Balliol College, Oxford.



81 (part)

30

additional images online at www.charlesmillerltd.com



82

82

ATTRIBUTED TO GEORGE CHAMBERS JR (BRITISH, 1830- C.1890)

Brunel's 'Great Eastern' assisted by paddle tugs departing John Scott Russell & Co's yard from Millwall on the River Thames after eight months fitting out with Greenwich Hospital beyond, September 1858

Oil on canvas

23¼ x 35½in. (59 x 90cm.)

£1,500-2,500

This serene scene belies the trauma behind the launch of what was to be the largest ship in the world for fifty years. At 19,000 tons she was the biggest object yet moved by man, but when the appointed day came on 3rd November 1857, she caused the deaths of two workers, injured several others, and was only persuaded to move a few feet, disappointing the huge crowd who had come to enjoy the spectacle. Undeterred, Brunel set the date for the next attempt for 30th January 1858, to coincide with the next flood tide and deployed an array of hydraulic rams, vast chains (in front of which Brunel had his now-iconic photograph taken) and other devices to guarantee success. High winds prevented it this time, but she was finally launched around 10am the next morning. Spending the next eight months fitting out, the costs were so enormous, the investors took fright and sold her for a huge loss before she ever raised steam. Further fittings were needed however and it wasn't until 17th June 1860, she actually embarked on her eleven day maiden voyage from Liverpool-New York with 35 paying passengers and 418 crew.

83

A VICTORIAN GREAT EASTERN FIRESCREEN, CIRCA 1860

The plain rectangular frame mounted with a woolwork picture depicting the *Great Eastern* ship, reverse with tapestry of a flying duck, beneath baluster with handle, on four feet — 28 x 32½in. (71 x 83cm.)

£150-200



83



84

84

A MEAT PLATTER FOR THE DUNDEE, PERTH & LONDON SHIPPING COMPANY, 1836

with green transfer profile of a company ship with double-headed eagle device below, within broad lacework border, the reverse impressed with maker's marks for Minton — 21in. (53cm.) wide
£150-250



85

85

A RARE BRITISH AND IRISH STEAM PACKET COMPANY MEAT PLATTER, CIRCA 1840

with light green transfer of company ship and device within border, with light blue rim border, embossed to reverse with indistinguishable maker's mark — 19½in. (49.5cm.) wide
£150-250



86

86

A RARE DISH FROM THE AUSTRALIAN HUNTER RIVER S.N. CO.'S PADDLE STEAMER ROSE, CIRCA 1840

transfer printed in blue with profile of *Rose* steaming in a swell within a foliate rose border, the reverse with miniature profile inscribed *THE ROSE* — 9½in. (24cm.) diam.

£400-600

Built by Fairburn & Co., Millwall, London, the *Rose* was the first purpose-built paddle steamer to be acquired by the Hunter River SN Co. based in Sydney, Australia. She was schooner-rigged and fitted with a 100hp side-lever jet condensing engine. Departing London 31st October 1840, she arrived via Cape Horn in April 1841 and commenced a passenger-cargo service on the 15th April with about twenty passengers.



87

87

CLEMENT DREW (AMERICAN, 1806-1889)

A paddle steamer in a heavy swell off a rocky headland with lighthouse

Signed indistinctly (lower right)

Oil on canvas

20½ x 29½in. (52 x 75cm.)

£250-350



88

88

JOHN BOURNE (BRITISH, 1861-1935)

The Clan Line's cargo ship 'Clan Mackinnon'

Signed and dated 'J. BOURNE / 98' (lower left)

Oil on panel

11½ x 18in. (29 x 46cm.)

£150-250

Built by Stephen of Linthouse in 1891, by 1912 she was Greek owned and called *Pelagos*. She was on route from Barry for Leghorn carrying a cargo of coal when she ran aground and was stranded on Cold Knap, Barry on the 14th August 1912. She was re-floated, sold and broken up.



90

90

A VICTORIAN SILVER-PLATED SWING-HANDED FRUIT BASKET PRESENTED BY CANADA FOR THE RESCUE OF PASSENGERS FROM THE P.S. SHAMROCK STEAMBOAT DISASTER OF 1842

with chased grape designs to border and double scroll handle and fluted raised foot, inscribed to centre *PRESENTED / to / Mr John Norton / of Lachine / By his Countrymen in Montreal / A Testimonial / of their Fraternal Regard, and / approbation of his Humane exertions / on all occasions, Particularly at / the time of the Wreck of the / Steamer Shamrock / 9th July 1842 — 13¼ x 13¼ x 4 ½in. (33.5 x 33.5 x 11.5cm.)*

£250-350

Lethal boiler explosions on early steamships seem to have been all too common; *The Times* reportage of the *Shamrock* disaster is flanked by more 'Melancholy Accounts' of other 'DREADFUL STEAMBOAT EXPLOSIONS' for the steamers *Edna* and *Gomer* in both of which there were multiple dead and wounded, many from scalding water. In *Shamrock's* case she was a new vessel built in Niagara on her fourth voyage with an engine in 'excellent condition' and the boiler newly tested, none of which spared the sixty-eight who died but which included many children and couples — *The Times* only bothers to report the names of the forty-three British victims.



89

89

A SILVER LAUNCHING HATCHET FOR THE NATIONAL LINE PASSENGER CARGO SHIP SPAIN, 1871

the stylised silver axehead with London hallmarks for Barnard & Sons Ltd, 1870-71, with inset blade, fluted ebonised wooden shaft terminating in silver handle inscribed "*SPAIN*" / floated from / Building Dock / BIRKENHEAD / IRONWORKS / 9 MAY 1871. — 7¾in. (20cm.) long

£150-250

A large vessel of 4,512 tons built for the National Line, *Spain* was a classic twin-funnelled four-masted ship with yards on her foremast. She maintained a steady schedule between Liverpool and New York until sold for breaking in 1896.



91

91

A TRINITY HOUSE MARQUETRY WORK BOX, CIRCA 1870

the front panel depicting a Trinity House twin-funnelled paddle cutter and other shipping, internal paper lined tray with pin cushion and five lidded compartments with crossed flags — 13in. (33cm.) wide

£300-500



92

92

CHINESE SCHOOL (19TH CENTURY)

The Blue Funnel Line's 1871 'Patroclus' Class steamer off China

Oil on linen

17¼ x 22¾in. (44 x 58cm.)

£250-350

93

JOHN HORSBURGH (SCOTTISH, 1835-1924)

Portrait of Walter Holland (1842-1915), director of Lamport & Holt

Signed, inscribed and dated 'J. HORSBURGH SENR. FRSSA / Edin 1910' (lower left)

Oil on canvas

29 x 24in. (74 x 61cm.) framed and glazed

£200-400

Provenance: Lamport & Holt Shipping Line.

94

A PRESENTATION SILVER SNUFF BOX FROM THE S.S. COLLINGWOOD, 1867

of foliate design with presentation inscription *Presented to / CAPT. CAMPBELL OF THE S.S. COLLINGWOOD / by his friends in Sunderland in testimony / OF HIS UNTIREING [sic] EXERTIONS IN PROMOTING / the Cattle importation to that place / AND THE GREAT CARE AND ATTENTION / he devoted to the stock / SUNDERLAND OCT. 1867.*, with Birmingham marks for George Unite, 1867-68 — 2¾ x 4 x ¾in. (7 x 10 x 2cm.); 175g.

£300-500



94



95

95

A RARE 19TH CENTURY BRONZE P&O LAMP

of obelisk design with P&O rising sun crest to all four sides with banner inscribed with the motto *QUI SEPARABIT*, baluster-shaped upper terminal decorated with swags, maker's mark to base inscribed *VERITY BROS, 127, REGENT ST. LONDON* — 37in. (94cm.) high

£800-1,200

Possibly from a booking office.

96

A RARE 19TH CENTURY SILVER PLATED WATER PITCHER FOR THE IRRAWADDY FLOTILLA CO. LTD

with company device to side, maker's mark for Elkington & Co, 1887 — 11½in. (29.5cm.) high

£100-150

The Irrawaddy Flotilla Company was a British-owned river transport enterprise in colonial Burma. Established in 1865, it was originally a subsidiary of the Glasgow-based shipping firm P. Henderson & Co., and later came under the control of the British and Burmese Steam Navigation Company. Managed from Glasgow, Scotland, the company grew to operate one of the largest inland water transport fleets in the world, with hundreds of steamers and barges navigating the Irrawaddy River. It played a vital role in trade, communication, and transportation across Burma. During World War II, much of its fleet was deliberately scuttled to prevent use by advancing Japanese forces.



96



97

97

A "WELL & TREE" MEAT PLATTER FOR THE LIVERPOOL, NEW YORK & PHILADELPHIA STEAMSHIP COMPANY, CIRCA 1865

with central green transfer device for the company and ropework border, transfer maker's mark to reverse for Bodley & Company, Burslem, with feet — 19in. (48cm.) wide

£150-250

98

'P&O PENCILINGS' AND 'UNION JOTTINGS' BY W.W. LLOYD, LONDON, CIRCA 1891

each volume with twenty-three colour chromolithographic plates backed with illustrations by the author and bound in original decorated boards, the 'Union' following the voyage of the S.S. *Scot*, signed by the artist and numbered '74'; 'Pencilings' published by Day & Son — 10¼ x 15in. (27.5 x 38cm.); 'Union' published by Frederick Warne & Co — 16 x 12in. (41 x 30.5cm.)

(2)

£200-300

99

'LLOYD'S BOOK OF HOUSE FLAGS AND FUNNELS'

Spottiswoode & Co Ltd, London, 1904, re-bound with blue cloth boards with gilt titles, list of extant shipping companies, night signal index, interesting adverts — 10 x 6½in. (25 x 16.5cm.); **together with** *Reed's Flags & Funnel*, undated but with dedication for 1919; and the [Liverpool] *Journal of Commerce's Flags & Funnels of the British Mercantile Marine* book form unfolding to a wall chart

(3)

£100-150



99



98

100

A WALKING STICK CARVED FROM THE TIMBER RECOVERED FROM THE WRECK OF THE ROYAL CHARTER [1859]

of tapering form with foliate devices, handle with castle design and embossed *Wood of Wreck Royal Chartr* — 37in. (94cm.) long

£250-350

Royal Charter left Melbourne on 26th August, 1859, homeward bound and carrying 388 passengers, 112 crew and a large cargo of bullion fresh from the goldfields. Quite apart from almost 70,000 ounces of gold valued at £273,000 and £48,000 in newly minted sovereigns, she was also carrying the personal wealth of a number of passengers who had made fortunes at the gold rush diggings. After dropping mails at Queenstown, she headed for Liverpool and had signalled for a pilot when the weather turned with such ferocity that the ship was lost. Only 40 survived and all were men — 22 passengers and 18 crew. Every woman and child (and Captain Taylor with all his officers) perished in the violence of the storm and those bodies which were recovered revealed the awful truth; very few had drowned, most had been battered to death on the rocky shore within feet of safety.

101

A SET OF FIRST CLASS CARD TABLE CHAIRS FOR P&O LINERS, CIRCA 1920

constructed in teak in Queen Anne style, the slated back inscribed with company device in contrasting wood — 40in. (102cm.) high each

(4)

£400-600



101



100



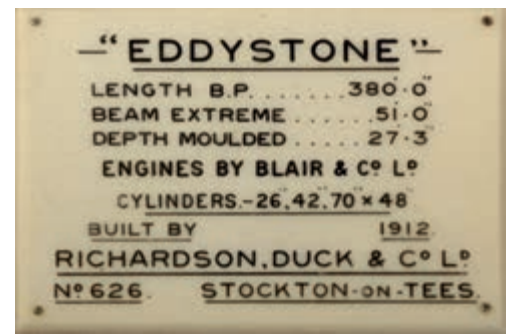
102

102

A FINE BUILDER'S MODEL FOR THE S.S. EDDYSTONE BY RICHARDSON, DUCK & CO. LTD FOR THE FARGROVE S.N. CO. LTD, 1912

the 48in. laminated and carved hull replete with silvered fittings as appropriate, grey painted deck with lined white hatch covers, mounted on four silvered columns within original glazed wooden case with ivorine plate — 19 x 59 x 16in. (48 x 150 x 40.5cm.) £6,000-8,000

Completed in July 1912 and registered at 4,214 tons, *Eddystone* was a classic 'tramp' steamer of the age. She remained with her original owners until 1918, then changed hands a further seven times. By 1939, she was under a Greek flag as the *Marionga*. On the 24th May 1941, she was steaming in ballast off Liberia when, at 03.56 hours, she was hit in the stern by a single torpedo from *U-103* and sank within four minutes with the loss of twenty-six crew members. On 28 May, three survivors were picked up by the British steamer *City of Rangoon* and were landed at Cape Town on 9 June with a further two survivors landing at Monrovia on 10 June. It later transpired the U-boat had stalked *Marionga* since the 23rd but chose to wait until it was dark before attacking to cause maximum confusion, the first two of her torpedoes missing their mark.



102 (detail)



102 (detail)



103

103

AN EARLY 20TH CENTURY DESK TIDY IN THE DESIGN OF A PELTON STEAMSHIP COMPANY FUNNEL

with black and red chequered company device and deck rails, removable brass tray, contained on wooden base with scored decking and pen recesses — 6¾ x 9¾ x 5½in. (17 x 25 x 14cm.) £100-150



104

104

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

A P&O Liner leaving Tilbury

Inscribed with title 'Leaving Tilbury', signed and dated 'W M Birchall 1912' (lower left)

Watercolour heightened with white

7 x 18in. (18 x 46cm.); **together with** another watercolour by the same hand: *The Smoky Thames — Limehouse Reach, 1913*, signed and inscribed lower left

(2)

£150-250

105

BRITISH PIERHEAD SCHOOL, CIRCA 1890

The Monarch Line's S.S. 'Cirencester' underway

Indistinctly initialled (lower left)

Oil on panel

20½ x 28½in. (52 x 72.5cm.)

£250-350

To date no steamship called *Cirencester* has been located and the House flag is a close, but not exact, match for the Monarch Line. Perhaps this picture represents a proposal that was never completed.



106



105

106

A 20TH CENTURY PIERHEAD SILKWORK PICTURE OF THE BURNS, PHILIP & CO. LTD PASSENGER-CARGO SHIP MORINDA (1913)

depicting the ship under steam on a painted canvas background — 15 x 27in. (38 x 68.5cm.) framed and glazed

£250-350

107

H. G. SWANWICK (BRITISH, FL. 1915)

The London Missionary Society's steam yacht 'John Williams' underway

Signed in the sea 'HG SWANWICK' (lower left)

Watercolour and gouache

20¼ x 14¾in. (51.5 x 37.5cm.)

£200-300

Built by Lairds and registered at 663 tons, she was classified as a 'passenger-cargo' ship, but was really a large steam yacht. She followed her calling until sold in 1931 and, from 1934, was owned by a succession of Chinese owners. Her history is somewhat unclear after the revolution - she was last sighted in 1945, but was only removed from the lists in 1961. This attractive image is redolent of a poster and may have been used to advertise her cruising schedule.



107



108

108

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

a group of four watercolours, viz: *Gravesend Reach*, 1932; *The Sentinel*, 1930; *Corminster*, 1932; and *A Grimsby fish carrier*, 1926 5 x 7in. (13 x 18cm.) each, framed within 20 x 15in. (51 x 38cm.) frames

(2)

£120-128

'The Sentinel' depicts Roche Point lightship *Puffin*; 'Corminster' was a Cory Line Collier of 1928, broken up in 1967.

109

A PAIR OF NOVELTY SILVER PLATED TABLE SALT AND PEPPER CASTERS, CIRCA 1900

modelled as port and starboard navigation lamps, each respectively mounted with red and green glass bottles, with removable pierced covers and swing handles — 4in. (10cm.) high

£300-500

110

A COLLECTION OF NINE IMARI PATTERN DINING PLATES FOR THE INMAN LINE, CIRCA 1890

of assorted blue and gilt designs, the reverse with marks for the Inman and International Steamship Co. Ltd and embossed and stencilled maker's marks for Dolton Burslem — 9¼in. (25cm.) diameter each

(9)

£500-800



110



109



108

111

A PAIR OF NEW ZEALAND SHIPPING COMPANY SALOON CHAIRS, CIRCA 1890

the back carved with company device, reversible seats and ebonised cast iron baluster supports, now attached to circular wooden deck section — 32in. (81cm.) high each

(2)

£400-600

112

A PAIR OF BRITISH INDIA STEAM NAVIGATION COMPANY DINING SALOON CHAIRS, CIRCA 1900

the backs carved with company device and polychrome house flag, reversible seats, attached to green cast-iron supports with deck attachments — 33½in. (85cm.) high

(2)

£300-500



111

112



113

113

SYDNEY A. GAMMELL (BRITISH, 19TH-20TH CENTURY)

The John Holt & Co. Ltd screw steamer 'Thomas Holt'

Signed indistinctly (lower right)

Watercolour heightened with white

13½ x 19in. (34.5 x 48.5cm.)

£200-300

A cargo ship of 1521 tons built by Hamilton of Glen Yard, she was sold to German owners in 1929 and renamed *Eilenau*. She was scuttled by British forces at Svolvær, Lofoten in the 1941 Norway campaign and not raised until 1948 whereupon she was broken up. This watercolour is understood to be original publicity artwork.



114

114

A BOUND VOLUME OF THE ILLUSTRATED LONDON NEWS INCLUDING THE TITANIC EDITIONS

spanning 6th January - 29th June 1912 and including extensive reportage and imagery before, during and after for the *Titanic* disaster; Amundsen's success in beating Captain Scott to the South Pole and most other news and events of the day with many interesting photographs and adverts, blue cloth boards — 12 x 16in. (30 x 41cm.)

£200-300

115

THE BRIDGE BELL FROM THE NATAL DIRECT LINE CARGO SHIP UMONA, 1890

cast in brass with blue-filled lettering inscribed *UMONA* (lacking original crown and staple) — 9 x 10in. (23 x 25.5cm.)

A 2,031-ton cargo ship built by Laing's Deptford Yard, she ran aground and was wrecked on the 15th May 1903 at Suvadiva Atoll, Maldivian Islands.

£300-400

116

THE BRIDGE BELL FROM THE WOERMANN LINE PASSENGER CARGO SHIP HANS WOERMANN, 1900

cast in brass with lettering inscribed *HANS WOERMANN*, attached to wall bracket complete with clapper and sally, bell — 7½ x 8in. (19 x 20.5cm.)

£400-600

A 4,059-ton cargo ship built by David J. Dunlop & Co's Inch Yard for the German operators Woermann Line based in Hamburg. On the 23rd September 1914 she was captured by H.M.S. *Cumberland*, transferred to the Elder Line and renamed *Gold Coast*, making her a legitimate target for *U-47* which torpedoed her fourteen miles off Minehead with a general cargo on the 19th April 1917.

117

A CUNARD LINE'S R.M.S. BERENGARIA BISCUIT TIN BY WILLIAM CRAWFORD & SONS, CIRCA 1930

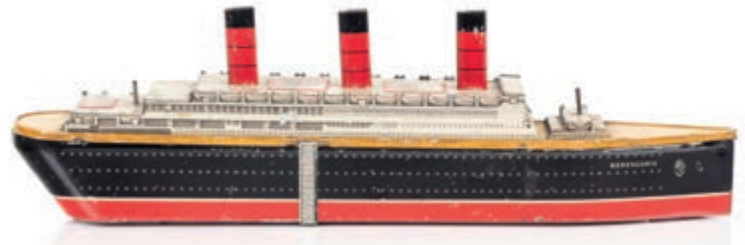
cast with polychrome finish, three funnels with deck section secured by ladder clasps and 3 wheels to beneath — 15in. (38cm.) long

£300-500



115

116



117



118

118

A FINELY REALISED 1:150 SCALE MODEL OF R.M.S. *QUEEN MARY* [1936]

the 76in. bespoke preformed hull with glazed portholes, quadruple three-blade bronzed propellers on brackets and rudder, planked wooden decks with detailed painted metal and moulded fittings as appropriate, including deck rails, anchors with chains and capstans, covered holds, ventilators, masts with derricks, lifeboats with cross boards in davits, stayed funnels with hooters, companionways, engine room lights, bitts, lockers and other details, mounted on two brass supports in glazed wooden case — 25½ x 86½ x 17in. (63.5 x 219.5 x 43cm.)

£6,000-8,000



118 (detail)



119

119

A CUNARD LINE SILVER-PLATED SALVER, CIRCA 1925

with beaded rim, engine-turned surface with Cunard device to centre, 3 ball-and-claw feet, the reverse with maker's marks for Harrison Bros & Howson, Sheffield Eng. — 14¼in. (36cm.) diameter
£100-150



120

120

A SAUTÉ PAN AND TABLE BURNER FROM R.M.S. *QUEEN MARY*, CIRCA 1939

inscribed on the base with Elkington Plate maker's marks and *Cunard White Star* with date letter 'D' (1939); **together with** a pan with wooden handle with similar marks and date letter 'Z' (1936), the burner — 7½in. (19cm.) high

(2)

£800-1,200

Provenance: Bonhams New York: *Life on Board, Maritime, Yachting and Ocean Liner Paintings and Decorative Arts*, 22 June 2010, lot 175.



122

122

A DOUBLE-SIDED BRIDGE TELEGRAPH BY CHADBURNS OF LIVERPOOL

the 11½in. backlit instruction plates signed as per title with handles operating gong, with side lamp attachment, mounted to tapering brass pedestal — 47in. (119.5cm.) high

£800-1,200



121

121 6

COLIN VERITY (BRITISH, 1924-2011)

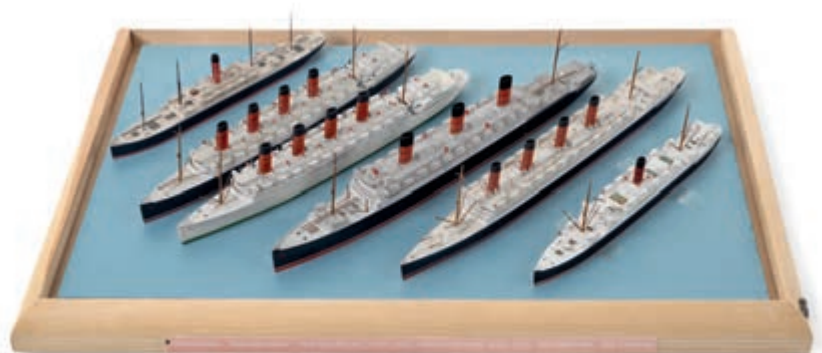
The Cunard Line's R.M.S. 'Queen Mary' passing a ship of the Blue Funnel Line

Signed 'COLIN VERITY' (lower right)

Oil on canvas

23¾ x 35½in. (60.5 x 90cm.)

£300-500



123

123

A COLLECTION OF 1:1200 SCALE CUNARD LINERS BY BASSETT-LOWKE

comprising R.M. Ships *Saxonia*; *Aquitania*; *Mauretania* (2); *Berengaria*; and *Samaria*, with maker's labels to the underside, secured to blue base and contained within glazed Perspex case with ship names taped to front — 15½ x 10 x 4½in. (39 x 25 x 11.5cm.)

£300-500

Provenance: The Derek Head Collection;

Bonhams Knightsbridge: *The Marine Sale*, 15 April 2015, lot 22.



124

124

A FINELY DETAILED AND WELL PRESENTED 1:120 SCALE BUILDER'S-STYLE MODEL FOR THE NORDDEUTSCHER LLOYD LINE'S S.S. BREMEN [1928]

the 84in. laminated and carved hull with bilge keels, four propellers on shaped shafts, rudder and brass-ringed portholes, replete with polished and painted metal and wood fittings as appropriate, including wood-capped deck rails, lined wooden decks, anchors with chains, capstans and hawse pipes, companionways, red-lined brass ventilators, deck lights, superstructure awning stanchions, wing bridge telegraphs, two launches and covered lifeboats in davits, searchlights, stayed aerodynamic funnels, float mono plane on turntable ramp, rigged masts with derricks, traced windows, cranes and other details, mounted on three brass supports within glazed oxidised brass case with plate — 26 x 92 x 16½in. (66 x 234 x 42cm.)

£10,000-15,000

In an attempt to revive the glories of Germany's pre-Great War North Atlantic liners, the North German Lloyd Shipping Company decided, in the mid-1920s, to upgrade and transform their New York service with a pair of strikingly modern turbine steamers with which it could also challenge for the Blue Riband trophy. Ordered together, it was intended that the two ships would be built to one timetable so that both could enter service at the same time even though, in the event, *Bremen* was completed nine months ahead of her sister *Europa* due to a serious dockside fire which severely damaged the latter whilst she was fitting out. *Bremen* - the fourth liner to bear this name (as the third had been confiscated by the Allies after the Great War) was built at Bremen and launched on 16th August 1928, the day after her sister *Europa*. Both ships were markedly streamlined and whilst *Bremen* had squat, pear-shaped funnels compared to *Europa's* which were taller and oval, in most other respects the ships were virtually identical and with accommodation for 800 First, 500 Second, 300 Tourist and 600 Third class passengers, they embodied the acme of art deco design combined with the finest German engineering. *Bremen* entered service first and on her maiden voyage in July 1929 took the Blue Riband from the ageing *Mauretania* which had held it for twenty years. It was a heady moment for Germany and, between them, *Bremen* and her sister held the record until August 1933 when it fell to the new Italian contender *Rex*. Finding herself in the United States on the eve of the Second World War, *Bremen* slipped out of New York without passengers on 30th August 1939, made for Murmansk (Russia) and eventually got back to Germany in December. Although considered for conversion to a troopship, the work was never completed and she was laid up at Bremerhaven where, on 16th March 1941, a disgruntled cabin boy started a fire aboard her which soon engulfed the ship. Scuttled in an unsuccessful attempt to save her, the damage was too serious to repair and she was scrapped.



124 (detail)

125

A NORDDEUTSCHER LLOYD COMPACTUM/WASH STAND, CIRCA 1890

constructed in oak with carafe and glass recesses to top, mirror-fronted tank cover, cupboard and recesses, drop down sink with Norddeutscher Lloyd Bremen crest, twin soap trays and plated faucet, drop down writing slope from closed position, panelled lower cupboards and waste-water cupboard — 69 x 19¼ x 10½in. (175 x 49 x 26.5cm.)

£600-800



125



126

126

**A TRAVEL AGENT-STYLE MODEL OF THE FRENCH LINER
NORMANDIE [1936]**

the 45in. hull carved from the solid with bilge keels and propellers, lined paper decks with deck rails, lifeboats in davits, carved funnels, raked masts, swimming pool and other details, mounted on cradle and brass pillar supports within polymer display case — 17 x 51 x 10in. (43 x 129.5 x 25.5cm.)

£400-600

Provenance: Bonhams New York: *Life on Board, Maritime, Yachting and Ocean Liner Paintings and Decorative Arts*, 22 June 2010, lot 197.



127

127

**A SET OF SIX LIQUEUR GLASSES BY DAUM FOR FIRST CLASS
LOUNGE ABOARD THE S.S. NORMANDIE, CIRCA 1935**

of baluster form with etched CGT logo to front, circular foot with ribbing to edge — 3½in. (9cm.)

(6)

£200-400



128

128

**SIX SILVER NAPKIN RINGS FOR ASSORTED SHIPPING
COMPANIES**

comprising the Elder Dempster Line (M.V. *Aureol*; R.M.S. *Port Kingston*, and one other); the Allan Line (*Virginian & Tunisian*); the Orient Line (S.S. *Orontes*); and the Royal Mail Line (S.S. *Asturias*); 5 with enamel burgee

(6)

£300-500



129

129 δ

JOHN S. SMITH (BRITISH, 1921-2012)

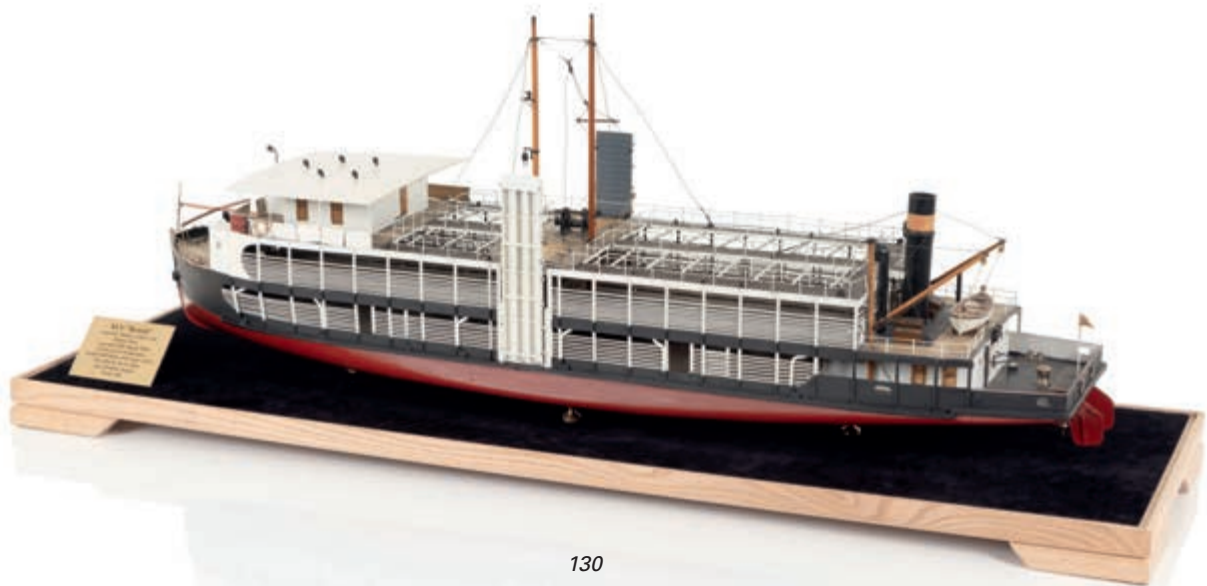
The paddle steamer 'Medway Queen'

Signed 'John S. Smith' (upper right)

Oil on canvas

14½ x 19½in. (37 x 49.5cm.)

£200-300



130

130

AN INTERESTING BUILDER'S MODEL FOR THE CATTLE CARRIER M.V. BOVRIL, BUILT BY J. I. THORNYCROFT, SOUTHAMPTON, FOR BOVRIL LIMITED, 1928

the 39in. laminated and carved hull finished in red below the waterline, with metal-lined port holes, twin rudders and propellers on 'A'-brackets, lined paper decks with painted and plated metal fittings as appropriate, including deck rails, bitts, ventilators, anchor winch with chain, copper awning stanchions, companionway, wheelhouse with tinted windows and lined doors, cattle pens with bars, twin masts to centre with navigation lights and loading ramp tackle, gantries, steering chains to wheelhouse, stayed funnel with company livery, derricks to fitted boat on cradles, capstan, gratings, etc., mounted on 4 brass supports to ebonised plush-display base with brass plate, contained within wooden glazed case — 19½ x 47½ x 14½in. (49.5 x 119.5 x 37cm.) £3,000-5,000

This efficient 270-ton cattle carrier was designed for use in the Argentine Estates of Bovril Ltd. Developed in the 1870s, Bovril was first marketed in 1886 by Johnston's who utilised the words Bo[vine] and 'Vril' - a fictional super-food from an early and now forgotten science fiction novel to create 'Bovril', which found ready markets both domestically and militarily as a versatile and portable quick meal. It now forms part of the Unilever group.

131

A SHIP'S BELL FROM THE LONDON & ROCHESTER TRADING CO. LTD COASTER SHIP GARDIENCE, 1948

cast in brass with black-filled lettering inscribed *M.V. GARDIENCE / 1948*, complete with clapper, the bell — 12in. (30.5cm.) square £150-250



131



132

132

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

H.M.S. 'Sterling' standing by the Douglas S.S. Co's 'Haiching' off Chilano Point, 8th December 1930 after an attack by pirates

Signed and dated 'WM Birchall 1934' (lower left)

Watercolour

8 x 21in. (20 x 53cm.)

£150-250

Sterling was completed by Palmers of Jarrow just before the end of the Great War. After a short period in reserve, she was sent to the China Station where, on 8 December 1929, the destroyer, accompanied by her sister ship *Sirdar*, assisted the crew of the passenger ship *Hatching*, which had been attacked by 25 pirates disguised as passengers. The crew regained control of the ship, but one officer, a guard, five passengers, and five pirates were injured. The remaining pirates were tried and executed upon the ships' return to port.

133

A SHIP'S BELL FOR THE NORWEGIAN CARGO SHIP SIGLAND, 1957

cast in brass with moulded rim, white-filled lettering to front inscribed *SIGLAND / JULY 1957* and suspension bracket — 13in. (33cm.) high

£150-250



133



134

134

A TRAVEL AGENT MODEL FOR THE T.S.S. FALAISE, BUILT BY WM. DENNY & BROS, DUMBARTON, FOR THE SOUTHERN RAILWAY, 1947

modelled by Tees Model Shipbuilding Co, the 32in. carved hull with bilge keels and stabilisers, twin four-blade propellers and rudder, ebonised hull with brass portholes, lined and painted decks replete with painted and polished wood and metal fittings as appropriate, including slatted benches, covered lifeboats in davits, fitted funnel, bridge with binnacle and comms mast over, covered hatches and much other detail, mounted within wood-bound glazed case with makers and details plates — 18½ x 43½ x 9½in. (47 x 110.5 x 24cm.)

£2,500-3,500



135

135 δ

ROBERT G. LLOYD (BRITISH, B. 1969)

Houlder Brothers & Co. Line's passenger-cargo ship 'Westbury' underway in the South Atlantic bound for South America, circa 1968

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

Oil on board

22 x 33½in. (56 x 85cm.)

£400-600



136

136 δ

ROBERT G. LLOYD (BRITISH, B. 1969)

Blue Funnel (Alfred Holt) Line's passenger-cargo ship 'Dardanus' depicted at Birkenhead Docks in October 1970

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

Oil on board

21 x 37¼in. (53.5 x 94.5cm.)

£400-600



137

137

A BUILDER'S BOARDROOM MODEL FOR THE SD14 CARGO SHIP M.V. *WELSH TRIDENT*, BUILT BY AUSTIN & PICKERSGILL, SUNDERLAND FOR WELSH ORE CARRIERS LTD, 1973

modelled by Norman Hill Scale Models, Weston-Super-Mare, the 58in. hull carved from the solid and finished red, green and grey with rudder and brass propeller, plain green decks with painted wood and metal fittings as appropriate including anchors with chain and winch, deck rails, companionways, stanchion posts with derricks, covered holds, ventilators, white superstructure with liveried funnel, covered boats in davits, comms mast, engine lights, stern with spare propeller and other details, mounted on four silvered metal posts to display base with plates and Plexiglass cover — 20½ x 65½ x 14in. (52 x 165 x 35.5cm.)

£2,000-3,000



137 (detail)



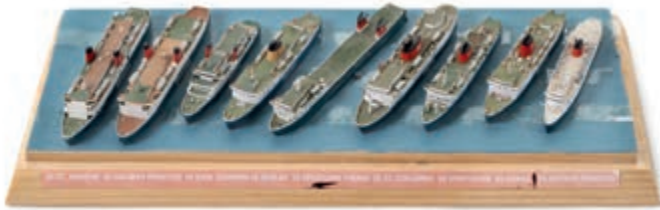
138

138

A LIVE STEAM MODEL FOR THE EDWARDIAN RIVER LAUNCH *OPAL* BY MARTEN, HOWES & BAYLISS

the 42in. wood-lined moulded hull with planked decking and interior, wood lagged boiler, oscillating cylinder engine, brass fittings including cleats, fitted passenger compartment, rope fenders, mounted on cradle stand — 14 x 42in. (35.5 x 107cm.)

£600-800



140

140

A COLLECTION OF 1:1200 SCALE WATERLINE SEALINK (BRITISH RAIL) FERRIES

comprising 9 models by Reginald Carpenter, containing steam ships *Anselm*; *Galway Princess*; *Earl Goodwin*; *Senlac*; *Speedlink Viking*; *St Columbia*; *Vortigern*; *Horsa*; and *Antrim Princess*, secured to blue base and contained within glazed Perspex case with ship title plaque — 15½ x 5½ x 4in. (39.5 x 14 x 10cm.)

£100-150

Provenance: The Derek Head Collection;

Bonhams Knightsbridge: *The Marine Sale*, 15 April 2015, lot 28.



141

141

A TRAVEL AGENT'S WATERLINE MODEL FOR THE M.V. RORO FERRIES *HORSA*, *HENGIST* AND *SENLAC* [1972], AS DEPICTED IN 1979

the 32in. moulded fibreglass hull with fibreglass and plastic polychrome fittings as appropriate, complete with Sealink British Ferry's livery, contained in Plexiglass case — 13 x 38 x 9½in. (33 x 96.5 x 24)

£400-600



142 (part)

142

AN ELECTRIC-POWERED RADIO-CONTROLLED MODEL OF A FAIREY HUNTSMAN LAUNCH

the wooden hull with glazed cabin with interior furnishings and three bunks, opening doors to cockpit with upholstered seats, wheel, instruments and controls, aft deck and opening stern doors, external details include pulpit, anchor, cleats, signal mast, powerplant details include two Hummingbird 30 motors, two shafts, propellers and rudders and A comms radio control, finished in red, white, varnish and polished brightwork — 15 x 43in. (38 x 109cm.); **together with** transmitter, stand, and carrying box (4)

£500-800

Provenance: Christie's South Kensington: *Maritime & Naval Battles (Models)*, 16 May 2007, lot 204.



143

143

A PETROL-POWERED REMOTE CONTROL WOOD AND METAL MODEL OF THE GAR WOOD DESIGNED SPEED BOAT *MIZ LIZ* [1950'S]

modelled by M. Alsop, the fibreglass-lined wooden hull with planked mahogany decking and brass fittings, fuel intake cock, removable panels to petrol engine with pull start and fitted cockpit — 14 x 57in. (35.5 x 145cm.)

£1,000-1,500

Provenance: Christie's South Kensington: *Maritime & Naval Battles (Models)*, 16 May 2007, lot 203.



144 (part)



Richard Wilkins & Don Shead discuss 'Tramontana III'

The Cowes-Torquay trophy was run between 1961 and 1970 and was initiated by Max Aitken and John Coote after Aitken had witnessed the Miami-Nassau race and thought there should be a British equivalent to improve designs of ocean-going cabin cruisers. The first race was run in the spirit of the 1930's newspaper-sponsored events and attracted some sixty-two entrants forming a fleet composed mostly of inexperienced amateur's and gentleman sportsmen in some highly unsuitable craft. Tommy Sopwith in Thunderbolt won the first race in seven hours seventeen minutes and was sufficient for the second race (lengthened to 170 miles) run in 1962 to attract some forty-one serious British and international entries. Richard Wilkins was determined the trophy would stay in British hands and with lax rules, the 2000hp Peter Du Cane-designed Vosper-built Tramontana romped to victory and the trophy included as lot 144 in just five hours ten minutes at an average speed of 37mph. Her huge engines consumed some 650 gallons at a then cost of about £450! Subsequent races were run with a 1000hp cap and the second Tramontana of 1963, powered by four Jaguar E-Type engines (lot 145) wasn't placed and, thereafter, the Wilkins concentrated on ocean cruising rather than racing (see lot 146).

144

THE BEAVERBROOK TROPHY FOR THE SECOND DAILY EXPRESS INTERNATIONAL OFFSHORE POWER BOAT RACE WON BY THE HIGH SPEED LAUNCH TRAMONTANA, 1962

comprising gilt-metal propeller within plated lorai wreath, mounted on glass sea form base with tapering agate stand with silver cuff inscribed *TRAMONTANA R.S. WILKINS 1962* — 13in. (33cm.) high; **together with** a 16 x 22in. hand-coloured photograph of *Tramontana* at speed by Beken & Sons, Cowes, framed and glazed; and a 23½ x 29½in. unsigned oil painting of *Tramontana* racing

(3)

£400-600

Provenance: Richard Wilkins and thence by descent



145



145 (detail)

145

A 1:12 SCALE BUILDER'S MODEL BY BASSETT-LOWKE LTD FOR THE HIGH SPEED LAUNCH TRAMONTANA II, DESIGNED BY PETER DU CAINE FOR RICHARD WILKINS, 1963

the 20in. hull carved from laminated wood and finished in green with union flag side banners, fitted with 4 prop shafts with 3-blade gilt-brass propellers and rudder, buff-finished deck with fittings as appropriate, including access hatches, glazed superstructure with figurehead, screen wipers, grab rails, fitted internally with controls including seats, steering wheels, fire extinguisher, and other details, mounted on 3 oxidised brass supports to display base with maker's plate within original glazed wooden case — 17 x 28½ x 14in. (43 x 72.5 x 35.5cm.); **together with** a 12 x 15in. black and white photograph signed for Beken & Sons, Cowes, and inscribed *HSL TRAMONTANA II. / INTERNATIONAL OFFSHORE POWERBOAT RACE 1963*

(2)

£800-1,200

Provenance: Richard Wilkins and thence by descent.



146

146
A BUILDER'S MODEL FOR THE HIGH-SPEED CRUISING LAUNCH TRAMONTANA III, DESIGNED BY DON SHEAD FOR RICHARD WILKINS, CIRCA 1970

the 32in. carved hull with twin main prop shafts and single auxiliary drop shaft, lined paper decks with wood and metal fittings as appropriate, white-painted glazed superstructure with full internal fittings including cushion seats, curtains, controls, etc., mounted on 2 turned plated columns to display base within glazed wooden case with 2 internal lamps — 15½ x 42 x 13½in. (39 x 107 x 34.5cm.); **together with** a builder's brochure and two facsimile plans showing the internal accommodation and profile

(4)

£600-800

Provenance: Richard Wilkins and thence by descent.



147

147
A 1:100 SCALE BOARDROOM MODEL OF THE PELICAN-CLASS DYNAMICALLY POSITIONED DRILL SHIP POLLY BRISTOL, BUILT BY IHC GUSTO, SCHIEDAM, COMPLETED BY BOELE SCHEEPSWERVEN EN MACHINE FABRIEK B.V., BOLNES, FOR K.C.A. OFFSHORE DRILLING LTD, LONDON, 1981

the 58in. carved and laminated hull with moulded and brass fittings including variable propellers, 8 anchors to bow and stern, lifeboats in davits, white superstructure, 2 counterbalanced cranes, drilling rig, helicopter pad, rangefinder, binnacle, companionways and pipework, complete in polychrome with company devices, contained within glazed case — 40½ x 69½ x 19in. (103 x 176.5 x 48.5cm.) on stand — 30½in. (77.5cm.) high

£1,000-1,500

Naval Sail



Lot 195 (detail)



149

149

DUTCH SCHOOL (17TH CENTURY)

Warships under shortened sail in a stormy sea

Oil on canvas

18 x 24½in. (46 x 62cm.)

£2,000-3,000



150

150

AN ARMADA CHEST/STRONGBOX, 18TH-19TH CENTURY

with foliate metal side panels and lid with strapwork, dummy lock to front, top lock to lid with iron key, internal fret-cut grill with two opposing dragons, internal lid support money compartment — 28in. (71cm.) wide

£800-1,200



151

151

DUTCH SCHOOL (18TH CENTURY)

An English man o'war saluting a Dutch frigate

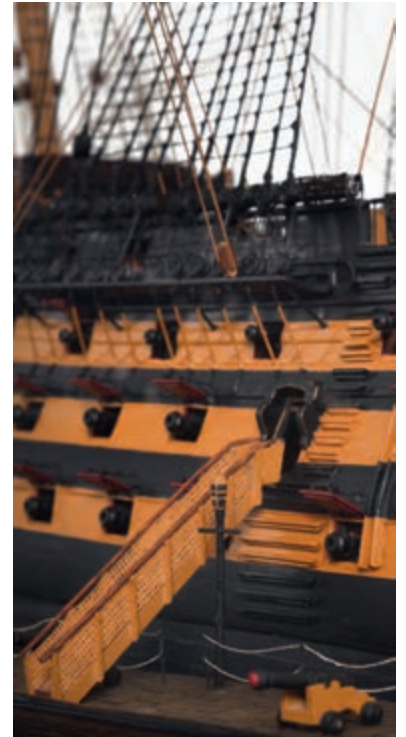
Watercolour and gouache

7 x 9½in. (17.5 x 24cm.)

£200-300



152



152 (detail)

152

A WELL PRESENTED AND FINELY DETAILED 1:96 SCALE MODEL OF H.M.S. VICTORY AS VIEWED IN DRY DOCK, CIRCA 1986

modelled by B. Foote, based on a Corel hull and scratch components using research from Conways 'Anatomy of the Ship' series, 21in. hull finished in polychrome as appropriate with open and glazed gun ports, planked decks with detailed fittings, bound masts with hand-wound rigging, blocks and tackle, yards with s'tun'sl booms, depicted in a recessed cobble dry dock with railings, boarding ramp with street lamp, and a row of guns with red tompions in stepped wooden carriages, brass detail plates, contained in Plexiglass wooden case with black felt lining to base — 33 x 47 x 18in. (84 x 119.5 x 46cm.); **together with** McKay, J: *The 100-gun ship VICTORY*, published by Conway, 1987

(2)

£2,000-3,000

Provenance: This model was the subject of an article in *Model Boats*, Vol 47 Issue 558 (June 1997), and won First Prize at the Fleetwood and Windermere model shows in the early 1990s.



154 (part)

153

A FRAGMENT OF H.M.S. VICTORY'S MIZZEN MAST

in heavily worn condition and now coated with preservatives — 9in. (23cm.) wide, mounted on display base with brass information plate; and a certificate of provenance from the Shipwreck Museum, Isle of Wight

(2)

£200-400

154

VIEWS OF 'THE ROYAL DOCKYARD AT DEPTFORD' AND 'THE ROYAL DOCKYARD AT CHATHAM'

two etchings after Richard Paton and John Hamilton Mortimer, published by Royal Authority, 1775 — 19¾ x 26¼in. (50 x 68cm.) each

(2, a pair)

£300-500



155

155

**ADMIRAL EARL ST. VINCENT'S SEAGOING WRITING TABLE,
18TH CENTURY**

constructed in mahogany with rectangular hinged adjustable ratcheted writing slope with retractable sprung support; above a single drawer with compartments, on four square section legs, each with a recessed turned quarter column, terminating in castors and bulkhead securing hooks to rear — 35½ x 23½ x 31in. (91 x 60 x 80cm.)

£3,000-5,000

Provenance: Admiral of the Fleet John Jervis, Earl of St Vincent (1734-1823) and thence by descent;

Bonhams Knightsbridge: *Home & Interiors*, 23 September 2025, lot 145, 'A George III mahogany architects table.'

Admiral Earl St Vincent's newly identified seagoing writing table displays all the features necessary for naval furniture in the eighteenth century when sea officers 'turned their cabins into a floating extension of their own homes' (Brawer, *British Campaign Furniture*, New York 2001). Of compact scale, the table has hardwood casters to allow one man to move it quickly when Jervis's cabin was cleared for action. During use, the table was secured to bulkhead brackets by iron hooks, one of which remains in situ. A rare detail is the retractable support on the slope, which is recessed by a hidden mechanism when the top is down, to allow the table to be used for showing charts or, as evidenced by the staining, to support wine glasses. A burn mark, possibly caused by a guttering candle, is also visible.

Dating to the third quarter of the 18th century, it is likely the table accompanied John Jervis throughout his later and illustrious career at sea culminating in his great victory at the Battle of Cape St Vincent in February 1797. His many correspondents in that period included all the leading naval officers and politicians of the age, most notably Nelson to whom many of Jervis's letters, composed on this table, survive.



Admiral of the Fleet John Jervis, Earl of St Vincent (1734-1823)



156

156

NAVAL EVOLUTIONS OR A SYSTEM OF SEA DISCIPLINE BY CHRISTOPHER O'BRYEN ESQ, 1762

Naval Evolutions: or, a System of Sea-Discipline; extracted from the Celebrated Treatise of P. L'Hoste..., London, W. Johnston, 1762, 18 folding engraved plates, with the final leaf of 'Ships lost by the English during the present war' and errata, original boards with paper label on spine, lower fore-corner of front cover repaired, unopened, Sir Home Riggs Popham's signature on front paste-down endpaper — 9½ x 11½in. (24 x 29cm.)

£1,200-1,800

Popham's invention of his telegraphic code was used (and greatly admired) by Nelson in the West Indies and at Trafalgar; book-label of the booksellers Mario and Fiammetta Witt. Hoste's magisterial *L'art des armées navales* was first published in 1697.

157

A RARE MID-18TH CENTURY NAVAL SIGNAL BOOK

J. Millan, facing ye Admiralty [London], undated [but 1748]: *SIGNALS for the ROYAL NAVY and SHIPS Under CONVOY, Sailing & Fighting Instructions, ARTICLES OF WARR... Given by ye Lords of ye Admiralty, to the Flag & other Officers... With ye Additional Signals of Adm. Vernon &c., & ye Flags of all Nations*, 22pp., all flags attractively hand-coloured throughout, thumb indexed and with much additional information on the contemporary navy, original calf boards with the bookplate of Sir William Abdy on inside front, signed and dated by him 2nd April 1759, ribbed spine — 7 x 4in. (18 x 10cm.)

£600-800

This is the second "Signal Book proper" for the use of the Royal Navy after that issued by Greenwood in 1714, and a significant rarity seldom seen in commerce.

Captain Sir William Abdy, 6th Baronet (c.1732-1803) entered the service of the Honourable East India Company in 1750, serving aboard the *True Briton* (as midshipman) and the *Stafford* (as fourth mate). Afterwards, he transferred into the Royal Navy and was given command of the new 14-gun sloop H.M.S. *Beaver* in 1761, sailing in both home waters and the West Indies until 1766, when he was made post captain, after which he saw no further active service.

158

'THE ROYAL CHARTER OF CONFIRMATION.. TO THE TRINITY HOUSE'

London, reissue of 1730 (from original of 1685), owner's plate for 'Edw Powell', 177 pages with list of the Elder Brethren to back with Samuel Pepys as 'Master', full calf boards with decorative spine — 7½ x 5in. (18 x 13cm.)

£100-150



157



158



159

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A 19TH CENTURY SAILOR'S MODEL FOR A 40-GUN WARSHIP, CIRCA 1840

the 17in. hull carved from the solid, ebonised finish with white strake along gun deck, with protruding guns with white muzzles, decorative stern inscribed *USS Horatio*, plain flush deck with carved and painted wooden fittings including upturned boats, painted gratings and deck lights, capstan, guns in stepped carriages, double helm etc., raked masts with white painted lower stages and fighting tops, with standing and running rigging, mounted within glazed wooden case — 32 x 35 x 15in. (81.5 x 89 x 38cm.)

£600-800



160

160

AMERICAN PRIMITIVE SCHOOL (19TH CENTURY)

Portrait of an American naval officer and his wife in front of a large mirror, circa 1790

Oil on panel

24½ x 16in. (62 x 40.5cm.)

£600-800

It has been suggested that this was conceived as a frontispiece for a book, the mirror supporting the text etc. The appearance of a 'sans culotte' cap shows support for the French Revolution of 1789.



161

161

A PAIR OF 18TH CENTURY ENGRAVINGS OF ACTIONS DURING THE AMERICAN WAR OF INDEPENDENCE

after Robert Dodd, mounted in contemporary style frames, depicting the *Ville de Paris* striking her colours to the *Barfleur*; and a gallant scene between *Dominica* and *Guadeloupe* in the West Indies — 18½ x 24in. (47 x 61cm.) each

(2, a pair)

£300-500



161



162



162 (detail)



162 (detail)

162

A MONUMENTAL LLOYD'S COFFEE HOUSE NAVAL PRESENTATION SILVER URN, 1797

Two-handed vase shaped, with a half-fluted body and tap, standing on a square plinth with ball feet, the cover with finial designed as Britannia with a lion, the obverse engraved with an inscription: *This Urn / is presented to Captain Simon Miller / of his Majesty's Ship the Vanguard / from the Gentlemen Underwriters at Lloyds Coffee House / as a Mark of their Approbation for his great Care & Attention / to a very valuable Fleet of Merchant Ships / which he had under his Convoy / from the West Indies to Great Britain / in the Year / 1797*, the reverse engraved with the coat of arms of Miller (Scotland), London hallmarks for John Robins, 1797 — 23in (58.5cm.) high; 3.65kg

£10,000-15,000

Provenance: Grosvenor House Antiques Fair, June 1954.

In June 1797, *Vanguard*, **Captain Simon Miller RN (c.1750-1825)**, escorted the Leeward Islands fleet of 140 merchantmen and several transports with cargo valued at £7 million (about £1billion today) safely to England from the West Indies. In recognition, the underwriters at Lloyd's Coffee House presented Miller 'with an elegant piece of plate, as a mark of their approbation of his great care and attention to a very valuable fleet of merchant-ships, which he had under his convoy from the West Indies to Great Britain'.

In November 1797, Miller was succeeded in *Vanguard* by **Captain Edward Berry (1768-1831)** who then carried the flag of Admiral Sir Horatio Nelson at the Battle of the Nile on 1 August 1798.



163



163

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TWO 18TH CENTURY AQUATINTS OF ACTIONS DURING THE FRENCH REVOLUTIONARY WARS

by Robert Dodd, depicting the Battle of the Nile at 10 o'clock at night; and H.M.S. *Crescent* attacking the French frigate *La Reunion*, both published by Robert Dodd, 1799; 1794, largest — pl. 19¼ x 28½in. (49 x 72.5cm.)

(2)

£300-500



164 (part)

164

A 19TH CENTURY ENGRAVING OF THE BATTLE OF CAMPERDOWN

after Philip James de Loutherbourg, depicting the victory under Admiral Duncan, published by J. Fittler, 1801 — pl. 23½ x 31¼in. (59.5 x 79.5cm.); **together with** an engraving depicting 'The loss of the *Revenge*' after Oswald Walter Brierly, published by the Art Union of London, 1881

(2)

£300-500



165

165

A PRATTWARE ADMIRAL RODNEY MASK MUG, LATE 18TH CENTURY

depicting a bust form of Rodney in polychrome with braid designed handle — 5¼in. (14.5cm.) high

£300-400



166

166

ENGLISH SCHOOL (19TH CENTURY)

The capture of the French gun-brig 'Venteux' by boats of H.M.S. 'Loire', 27th June 1803

Signed and dated 'R. K. 1843' (lower left)

Oil on canvas

20½ x 24½in. (52 x 62cm.)

£500-800

The French brig *Venteux* was anchored close to shore batteries on the Île de Batz when the boats of H.M. Brig *Loire* mounted an audacious attack and captured her. *Venteux*, with a crew of 82 men under the command of Lieutenant Gilles-François Montfort, was armed with four 18-pounder guns and six 36-pounder brass carronades. *Loire* lost her boatswain and five men badly wounded; the French lost their second captain and two men killed, and all five remaining officers, including Montfort, were wounded, as well as eight other men. The Royal Navy brought *Venteux* into service as *Eagle*, and next year renamed her *Eclipse*. Lloyd's Patriotic Fund awarded both Lieutenant Francis Temple and Lieutenant James Bowen, who had commanded the boats 50 guinea swords, and Midshipman John Priest, whose boat did not arrive in time, a 30 guinea sword. In 1847 the Admiralty recognized the action with the clasp "27 June Boat Service 1803" to the Naval General Service Medal, awarded to all surviving claimants from the action, suggesting this painting may have been commissioned by one of the participants on the fortieth anniversary of the action.

167

AN INTERESTING PROBABLE CARPENTER'S MODEL FOR THE 14-GUN TWIN-MASTED BRIG-SLOOP *DOVE* OF CIRCA 1800 WITH LATER RESTORATIONS

the 40in. framed clinker-planked hull with chain plates and deadeyes, elegantly decorated red bulwarks, scored flush deck mounting turned wooden guns in stepped carriages, capstan with chain and wooden anchors, bitts, grating and some simple fittings, ebonised masts with some rigging and blocks, loosely mounted on cradle stand — 42 x 51in. (107 x 130cm.)

£600-800

No RN vessel named *Dove* mounted 14 guns; however, the Navy's urgent need for fast armed escorts and dispatch carriers from the outset of the Revolutionary Wars in 1793 generated several classes of so-called 'brig-sloops', at least two of which were flush-decked and mounted fourteen guns. The elegant painting along the bulwarks is strongly reminiscent of that more usually seen on more refined Admiralty models of the late 18th century.



167



168

168 δ

KENNETH CARTER (BRITISH, 1928-2007)

Two warships of the Royal Navy cruising off Henry Winstanley's Eddystone Rock lighthouse, c. 1700

Signed in scratching out 'Kenneth Carter' (lower right)

Oil on canvas

27 x 39in. (68.5 x 99cm.)

£100-150

The first Eddystone Lighthouse was completed in November 1698, designed and built by the ingenious **Henry Winstanley (1644-1703)**, a polymath who had lost two of his ships to the notorious shoals nine miles south of Rame Head (near Plymouth). It comprised an elegant octagonal granite tower with ornamental ironwork and a glazed candle lamp room. Winstanley was visiting on 27th November 1703 - the night of the Great Storm - which washed both him and his lighthouse away. The short period of operation had, however, saved many lives and ships, and a larger replacement was constructed by 1709.



169

169

A 19TH CENTURY BRONZE CANNON

the 36in. four-stage tapering barrel with 2in. bore muzzle, trunnions, touch-hole and cascabel, mounted on an associated red-painted stepped wooden carriage with metal wheels and securing rings — 27 x 54in. (68.5 x 137cm.)

£3,000-5,000



170

170

CIRCLE OF LOUIS LÉOPOLD BOILLY (FRENCH, 1761-1845) *A dashing portrait of Admiral Brueys, depicted full-length on the quarterdeck of his flagship 'L'Orient', brandishing his sword* Inscribed (twice) 'L Admiral Brueys', and dated '1798', and further dated '9 ieme année de la Republique' (1798)

Pen, ink and watercolour

15 x 12½in. (38 x 32cm.) Framed and glazed

£800-1,200

Provenance: Bonhams Knightsbridge: *Marine Paintings & Works of Art*, 13 January 2000, lot 92.

François-Paul Brueys d'Aigalliers (1753-1798) commanded the French fleet to the invasion of Egypt in May 1798 with General Napoleon Bonaparte on board his flagship *L'Orient*. On 1 August, whilst anchored off Alexandria, the French were attacked and destroyed by Nelson at the Battle of the Nile. During the action, Brueys lost both legs to shot but insisted in continuing his command strapped to a chair until his death. Shortly afterwards, *L'Orient* was destroyed in a cataclysmic explosion so violent the battle paused for twenty minutes. Bruey's son had been told by his father to stay nearby and, when his father perished and failed to order his escape, remained at his post until he too succumbed. The incident was immortalised in the poem *Casabianca* by Felicia Dorothea Hemans - *The boy stood on the burning deck...*



171

171

ATTRIBUTED TO ROBERT DODD (BRITISH, 1748-1815)

'La Piémontaise' capturing the 'Warren Hastings', 21st June 1806

Oil on canvas

12¼ x 17½in. (31 x 44.5cm.)

£600-800

Despite the danger of so doing in time of War, the East Indiaman *Warren Hastings* was heading home from China without the benefit of either escort or convoy when, on 21st June 1806, she sighted an armed vessel flying British colours south of Réunion Island in the Indian Ocean. When the other vessel failed to answer the private recognition signal and revealed herself as the 40-gun French frigate *Piémontaise*, the *Warren Hastings*, mounting 36-guns, immediately shortened sail and cleared for action. A fierce fight ensued but, thanks to the superior gunnery of the Frenchman, the *Warren Hastings* took a tremendous battering. Captain Larkins [in command of the East Indiaman] fought tenaciously but, in the late afternoon and after some four hours of desperate efforts, he was obliged to 'strike his colours' and surrender in what was destined to become known as one of the most gallant defences by an East Indiaman during the entire French Wars.

In the work offered here, the artist has shown the boats from the *Piémontaise* being rowed over to the disabled *Warren Hastings* to take possession of the prize, the third and final view of the action he produced. Engravings may be seen at the National Maritime Museum ID Nos. PAH 8046-PAH 8048 (first two only).



172

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**A REVOLVING LIBRARY BOOKCASE MADE FROM TIMBER
RECOVERED FROM THE *FOUDROYANT***

with two shelves and central pillar support, the top with copper plate inscribed *MADE BY GOODALL, LAMB AND HEIGHWAY LTD / MANCHESTER / THIS BOOKCASE / IS MADE FROM THE / OAK & PINE / SALVED / FROM THE / FOUDDROYANT / NELSON'S FLAGSHIP / OF WHICH / THIS DISC OF COPPER FORMED A PART* — 34½ x 20¾in. (87.5 x 52.5cm.)

£300-500

173

**A 19TH CENTURY MODEL OF AN EARLY 18TH CENTURY
FRENCH WARSHIP**

the 20in. hull carved from the solid, mounted with turned guns with port lids, decorative carved stern with gallery, indistinctly named, figurehead in the form of a bust length winged female, deck with carved fittings, fitted ship's boats over well deck, gratings, capstans etc., bound masts with standing and running rigging, full suit of stitched linen sails with reefing points and flags as appropriate, secured to wooden cradle stand — 30 x 30in. (76 x 76cm.)

£350-450

174

**A 19TH CENTURY
CARPENTER'S MODEL
FOR A 40-GUN WARSHIP**

the 15in hull carved from the solid and finished in polychrome with turned wooden guns with red muzzles, depth gauge painted to rudder in Roman numerals, scored deck with simple fittings including stove pipe, belfry, capstan etc., white painted masts with standing and running rigging with shrouded foretops, secured to wooden display base — 22 x 24in. (56 x 61cm.)

£150-250



173

174



175

175

A LARGE FULLY RESTORED NAPOLEONIC PRISONER-OF-WAR BONE SHIP MODEL FOR H.M.S. *UNICORN*

the 31in. planked and pinned hull with contrasting main and secondary wales, oxidised brass guns in ports, double-equestrian unicorn figurehead and finely carved stern with balcony, planked decks with strakes and fittings including gratings, capstan, water casks, well deck with balustrade and conjoined fitted boats over, bilge pump, covered companionways, guns in stepped bone carriages, deck light, bound masts with yards, s'tun'sl booms, standing and running rigging with bone blocks and tackle, mounted via three bone supports to inlaid marquetry display base with feet — 36 x 52in. (91.5 x 132cm.)

£12,000-18,000

Provenance: Christie's South Kensington: *Maritime Sale*, 15 October 1992, lot 320, 'This model was originally hung outside a chandler's shop in San Francisco and has been restored and rebuilt.'



176

AN EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER OF WAR STRAW-WORK JEWELLERY CASKET

worked overall with coloured straw, the lid depicting a French naval vessel sailing off a castle, the interior with mirror in lid and tray with central covered compartment — 8½in. (21.5cm.) wide

£200-300

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ARTHUR DAVID MCCORMICK (BRITISH, 1860-1943)

Viewing a French Prisoner of War ship model at Portchester Castle

Signed and dated 'A B MCCORMICK 1931' (lower right)

Oil on canvas

21 ¼ x 29in. (54 x 74cm.)

£800-1,200

Provenance: Christie's London: *Fine Victorian Pictures, Drawings & Watercolours*, 8 November 1996, lot 167.



178

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A NAPOLEONIC FRENCH PRISONER-OF-WAR BONE SHIP MODEL

the 9in. planked and pinned hull with simple figurehead and plain stern, planked decks with simple fittings including capstans, scored hammock racks, guns in bone stepped carriages, bound masts with yards, s'tun'sl booms, standing and running rigging, set in straw-work waterline mount with anchor devices to each corner and bow cables tied under, fret-cut balustrade surround and bone feet, contained in later glazed case, overall — 13 x 18 x 9in. (33 x 46 x 23cm.)

£1,500-2,500



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ADMIRAL LORD VISCOUNT NELSON, AUTOGRAPH LETTER, 1802

signed 'Nelson & Bronte' and dated Merton, 6 April 1802, to his wine merchant Messrs. Brown & Whiteford, arranging payment of Sir William Hamilton's account and ordering '...Twenty dozen of your best Port wine, and I beg that you will send a person with it who can stow it away in my Wine Binns...'; 1 page, 4to., mounted and framed with a photographic print of Nelson after Abbott — 28½ x 21½in. (72 x 55cm.)

£3,000-4,000

180

A RARE NELSON SIGNATURE FROM A LETTER SIGNED BRONTE NELSON OF THE NILE, CIRCA 1798

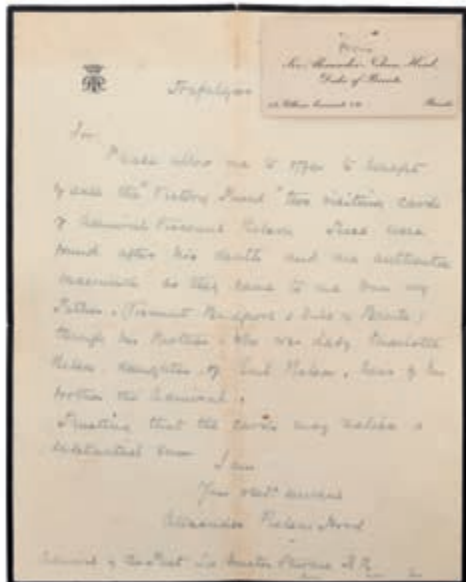
verso with the last three lines of an autograph letter signed 'Bronte Nelson of the Nile' to Lady An Sir Wm...Knight, written in Nelson's left hand 'and join in kindest regards with your affectionate & real friend' with 5 lines of the letter on the recto — 2 x 7½in. (5 x 19cm.)

£400-600

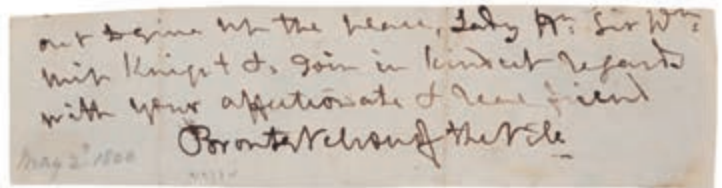


181

182 (part)



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LORD NELSON'S VISITING CARD, 1800-1805

engraved with *Viscount Nelson Duke of Bronte* — 3 x 2¼in. (7.5 x 5.7cm.); **together with** a letter of provenance written by Sir Alexander Nelson Hood, 5th Duke of Bronte to Admiral of the Fleet Sir Doveton Sturdee explaining the direct family provenance, dated 1923, on crested paper with black edging and with attached name card; an envelope written in same hand; another unrelated letter to Sturdee from S Eardley-Wilmot of The Old Malt House, Marlow, concerning another donation to the Trafalgar Fund

(2)

£1,000-1,500

Provenance: **Admiral Lord Nelson** to his brother, Rev. William Nelson, Viscount Merton and Earl Nelson of Trafalgar & Merton (1757-1835); to his daughter, Charlotte Mary Hood, Baroness Bridport, 3rd Duchess of Bronte (*née* Nelson 1787-1873); to her son Alexander Nelson Hood, 1st Viscount Bridport, also 4th Duke of Bronte (1814-1904); to his son Sir Alexander Nelson Hood, 5th Duke of Bronte (1854 - 1937); Gifted by the above to Admiral of the Fleet Sir Doveton Sturdee RN on Trafalgar Day 1923 to raise money for the Save The Victory Fund.

182

LORD NELSON'S VISITING CARD, 1800-1805

engraved with *Viscount Nelson Duke of Bronte* — 3 x 2¼in. (7.5 x 5.7cm.); **together with** a photocopy of a letter of provenance written by Sir Alexander Nelson Hood, 5th Duke of Bronte to Admiral of the Fleet Sir Doveton Sturdee explaining the direct family provenance, dated 1923, on crested paper with black edging and with attached name card

(2)

£800-1,200

Provenance: **Admiral Lord Nelson**; to his brother, Rev. William Nelson, Viscount Merton and Earl Nelson of Trafalgar & Merton (1757-1835); to his daughter, Charlotte Mary Hood, Baroness Bridport, 3rd Duchess of Bronte (*née* Nelson 1787-1873); to her son Alexander Nelson Hood, 1st Viscount Bridport, also 4th Duke of Bronte (1814-1904); to his son Sir Alexander Nelson Hood, 5th Duke of Bronte (1854 - 1937); Gifted by the above to Admiral of the Fleet Sir Doveton Sturdee RN on Trafalgar Day 1923 to raise money for the Save The Victory Fund.

183

THE LONDON GAZETTE PUBLISHED 15 APRIL 1801, CONTAINING A REPORT ON THE BATTLE OF COPENHAGEN

describing the Battle of Copenhagen with numerous details by Admiral Sir Hyde Parker, 'was it possible for me to add any thing to the well-earned renown of Lord Nelson, it would be by asserting that his exertions, great as they have heretofore been, never were carried to a higher pitch of zeal for his country's service', contains also Parker's copy of Nelson's report, 4pp., — 12 x 8in. (31 x 20.5cm.)

£80-120



184

184

COURTS MARTIAL FOR CAPTAIN LE GROS WITH COMMENTS FROM NELSON, 1804

the deliberation of the Le Gros' courts-martial in which Le Gros was honourably acquitted, detailing his and his subordinates' efforts in extinguishing a fire which caused the loss of his ship, the *Hindostan*, signed by R. Bickerton and listing the twelve commissioners of the court-martial, including Captain Hardy, also with Nelson's signature (with his left hand), but stated to be a copy, 4pp. (the last blank save for endorsement 'Hindostan's Court Martial attested by Lord Viscount Nelson'), written aboard H.M.S. *Royal Sovereign*, 19 April 1804 — 12½ x 7½in. (32 x 19.5cm.)

£1,500-2,500

In transmitting the minutes to the Admiralty, Nelson added 'From every information which I have received, the exertions of Captain Le Gros, his officer and ship's company, in the late unfortunate business, deserve great commendation, and that to the cool and collected conduct of Captain Le Gros is to be attributed the preservation of their lives!'.



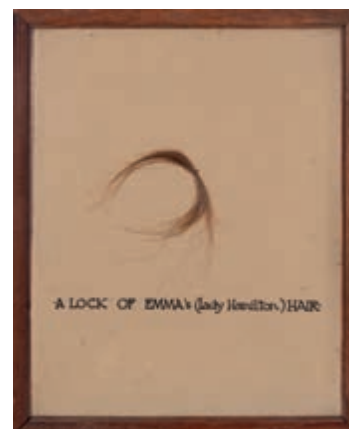
185

185

TWO CAMEO WAX IMPRESSIONS DEPICTING LORD NELSON AND LADY HAMILTON, 19TH CENTURY

Lady Hamilton by William Tassie after the intaglio by Filippo Rega; Lord Nelson probably by William Tassie, both mounted on board with titles — 15¼ x 11¼in. (39 x 30cm.)

£100-150



186

186

A LOCK OF LADY HAMILTON'S HAIR, 19TH CENTURY

a tied lock of hair, mounted and titled 'A Lock of Emma's (Lady Hamilton) Hair', framed — 11 x 9in. (28 x 23cm.)

£400-600

Provenance: Sotheby's London: *Collection of Autograph Letters and Historical Manuscripts formed by the late Alfred Morrison Esq of Fonthill*, 5th May 1919, lot 3133, where sold with a book, several other locks of hair in envelopes inscribed 'For my dear dear Sir William 1790/1' and a letter requesting to go to Naples;

Christie's South Kensington: *Maritime*, 21 May 2003, lot 26.



187

187

AFTER RICHARD BARNETT SPENCER (1854-1923)

The 140-gun 'Santisima Trinidad' on the point of surrender at the Battle of Trafalgar, 1805

Oil on canvas

33 x 52½in. (84 x 133.5cm.)

£1,500-2,500



188

188

AFTER LEMUEL FRANCIS ABBOTT (C.1760-1802)

a self-portrait of the artist holding his portrait of Nelson, a mezzotint engraving by Valentine Green, published 14 November 1805 by John Harris, 30 Conduit Street, London, mounted and framed — 27 x 23½in. (69 x 60cm.)

£300-500

Provenance: Sotheby's London: *Trafalgar: Nelson and the Napoleonic Wars*, 5 October 2005, lot 87.



189

189

A RARE REGENCY WORK BOX ON STAND COMMEMORATING NELSON, CIRCA 1820

the plain oval drum mahogany workbox decorated on the hinged cover with a portrait of Nelson after Daniel Orme on a cream ground, interior fitted with two trays and drawers, on baluster support on three feet with casters — 30½in. (77cm.) high

£200-300

Provenance: Sotheby's London: *The Marine Sale*, 28 April 1999, lot 234.



190

190

A SMALL SAILOR'S, POSSIBLY ENGLISH, NAPOLEONIC PRISONER-OF-WAR MODEL FOR H.M.S. *SANS PAREIL* (1794)

the 6in. hull carved from the solid, and refinished in polychrome, with gun ports, simple carved figurehead, scored decks with simple fittings, white painted bound masts with fighting tops, standing and running rigging, secured to cradle stand inscribed *Sans Pareil 1794*, in glazed wooden case — 11 x 13 x 6in. (28 x 33 x 15cm.)

£200-300

Provenance: Private European collection.

The British seaman **John Wetherell (1780-c.1834)** spent much of the Napoleonic Wars incarcerated in Givet Prison (in the Ardennes), writing an enigmatic diary of his experiences between 1804-14. Included in his entry for January 1st, 1806: *"...by the end of this year the Prison was one continual buzzing like a swarm of Bees; in every room... Every person was inclined to some sort of employment, some Makeing [sic] Ships for Sale."* Unlike their famous French contemporaries, very few models are firmly attributed as 'English prisoner-of-war' work, but, although restored, the model in this lot is a plausible example.

191

A 19TH CENTURY CARPENTER'S MODEL FOR A 12-GUN SHIP

the 16in. carved hull with planking and pinning, scored deck with simple carved fittings, metal guns in carriages, fitted boat over grating, bird form figurehead, painted bound masts with standing and running rigging and stitched linen sails with reefing points, loosely mounted on cradle stand — 29½ x 32in. (75 x 81cm.)

£150-250



193



191

192

192

A 19TH CENTURY SAILOR'S MODEL FOR AN ARMED MERCHANTMAN

the 21in. hull carved and scored from the solid, scored deck with simple fittings, bound masts with standing and running rigging with furled sails, loosely mounted on cradle stand — 28 x 30in. (71 x 76cm.)

£100-150

193

A REGENCY LACQUERED PAPIER-MÂCHÉ TRAY

depicting the Battle of Trafalgar, rectangular with rounded corners, the sides decorated with gold floral decoration, centre painted with a depiction of *Victory* engaging *Redoubtable* at close quarters, reverse of tray lacquered in black — 29½ x 21¼in. (75 x 55cm.)

£300-500

194

A POWDER TESTER, CIRCA 1840

unsigned, with cap lock mechanism and ratchet wheel numbered 1-8, with release to clamp, and wooden grip — 6in. (15cm.) long; **together with** two 19th Century flintlock tinder lighters (3)

£250-350



194



195 (detail)



195

195

ROBERT HOOD: HIS MIDSHIPMAN LOG FOR H.M.S. *GLASGOW*, 1814-15

kept by Midshipman Robert Hood between 29th September 1814 and 28th August 1815 on H.M.S. *Glasgow*, Captain the Hon. Henry Duncan. Largely cruising in the Channel. Extra illustrated with early watercolours by Hood showing *Melpomene* being attacked by the Danish gunboats; *Sultan* going through the Straits of Gibraltar; *Glasgow* beating into Brest; views of the French coast, and with a coloured chart of the French Atlantic coast — 12 x 8in. (30 x 20cm.) £1,000-1,500

In 1819, **Robert Hood (1797-1821)** was appointed midshipman and official artist (together with George Back) to Captain John Franklin's disastrous Coppermine expedition in North America during which he completed important new views of the flora, fauna and indigenous peoples of the Canadian arctic regions. On 21 October 1821, after surviving an overland trek in extreme hardship, Hood was murdered by a cannibalistic voyageur.

196 Ø

A 2IN. FOUR DRAW RANDS-PATENT ORDNANCE TELESCOPE BY WILLIAM WATKINS, LONDON, CIRCA 1799

numbered, signed and inscribed on the first draw 75 / *C. Rands, Patent, / Made & Sold by, Wm WATKINS, / St. James's Strt LONDON* with calculation advise under, eyepiece with shade and distance meter and micrometer scale with magnifier attached, wooden main tube with sliding cuff embossed with patent arms to calculation table of figures entitled *TABLE / for computing Horizontal Distance of Objects*, ivory note plate, objective lens with cross hairs and cap — 12½in. (32cm.) closed; **together with** a facsimile copy of Rand's Specifications; IDN: YEV3YBG6

(2)

£600-800



196



197

197

PRISON HULK GRAFFITI, A PINE BULKHEAD PANEL FROM HMS DROMEDARY, BERMUDA, 1852-56

the panel variously carved with the names of convicts and dates of their confinement, the reverse with exhibition label and number, later framed — 20¾ x 25½in. (53 x 65cm.)

£1,500-2,500

The 5th rate, 44-gun HMS *Dromedary*—originally *Kaikusroo* then *Howe* when purchased by the Admiralty—was built at Bombay in 1799. In 1809, the ship carried Lachlan Macquarie to his new posting as Governor of New South Wales, in place of William Bligh.

For forty years from 1823, Bermuda received British convicts to work on the building of the naval dockyard. In 1826, after delivering convicts to the island, *Dromedary* was stripped and converted to a prison hulk and, for the next 37 years, was moored at Ireland Island - alongside the construction site and near the quarries where the convicts laboured.

In the naval tradition, the convicts lived together and dined in messes and the carving on the panel—predominately for prisoners with initials R-T—suggests they messed alphabetically.

In 1864, *Dromedary* was broken up when this panel was salvaged then subsequently donated in 1899 to an unknown institution.

198

A 19TH CENTURY SAILOR'S WOOLWORK PICTURE FOR AN IRONCLAD OF CIRCA 1860

depicted in full sail and flying a white ensign and pennant numbers on a stylised sea, and contained in original chip-carved frame, overall measurements — 23 x 28in. (58.5 x 71cm.)

£300-500



198

199

A SAILOR'S WOOD AND PIQUÉ WORK 'GOING ASHORE' STICK, MID-19TH CENTURY

with thick bulbour handle, the shaft decorated in brass piqué work with crown, fouled anchor, and stylised flowers, with the mottos *USE ME WHEN WANTED / SEBASTOPOL Sept 8th 1855 / Honour the Queen / fear god* and the date 1857 — 37in. (94cm.) long

£300-500

This stick was clearly intended for self-defence as much as a walking accessory, suggesting the shore leave in the Crimea could be very boisterous!

200

A RARE AND EARLY ALBUMEN PRINT OF H.M.S. ROYAL WILLIAM, PRODUCED BY LINNAEUS TRIPE, DEVONPORT, CIRCA 1858

the ship depicted from a three-quarter port side bow view with a fine view of the full-length figurehead, sepia-toned with dark corners and scratch-inscribed on lower middle edge 'LS 1858' — 6¼ x 8¼in. (16 x 21cm.)

£400-600

Linnaeus Tripe (1822 – 1902) was a pioneering photographer more famously associated with his views of Burma and India in the 1850s. However, he lived in Devonport and seems to have practiced his technique between trips on the various naval ships moored there, thus providing a fascinating glimpse of the last of the sailing navy. This view of *Royal William* is interesting because her fine full-length figurehead is so clear. Not long after this was taken, the ship was converted to steam, and the figurehead was replaced with a half-length example to compensate the vessel's trim.



200



199



201

201
AN IMPRESSIVE MARINE-THEMED OVERMANTEL MIRROR, CIRCA 1900

with carved marine devices including masts, sails, rigging, a union flag, capstans, the bottom edge with ship's bow, the upper with the figure of a reclining Neptune flanked by hippocamp etc. — 48 x 62in. (122 x 157.5cm.)

£1,000-1,500

202
A SAILOR'S MODEL FOR A FRENCH AUXILIARY WARSHIP, CIRCA 1862

the 8in. carved hull mounted with bone and wood fittings, with smoking funnel and guns mounted to the stern, masts with standing and running rigging, depicted in a moulded sea display base with other shipping, contained within associated glass dome, inscribed in pencil on underside with modeller's name(?) and dated 1862 — 14 x 15in. (36 x 38cm.)

£100-150



202

203 (part)

203
A 19TH CENTURY SAILOR'S MODEL FOR MAN O'WAR, CIRCA 1850

the 12in. hull carved from the solid with raised bulwarks, plain deck with simple fittings, some guns in red painted stepped carriages, white painted masts with standing and running rigging, secured to cradle stand — 16 x 22in. (40.5 x 56cm.); **together with** a small sailor's model for a merchantman

(2)

£100-150

204
A 19TH CENTURY CARVED WOOD MARINE PANEL FOR THE CITY OF BELFAST

carved from the solid with polychrome arms for the City of Belfast, surrounded by marine motifs including sails, cannons and a fouled anchor — 13½ x 30in. (34.5 x 76cm.)

£200-300

Possibly originally located over a door or passageway.



204



203 (part)

205

205

A FRENCH SAILOR'S MODEL FOR A 14-GUN BRIG SLOOP, CIRCA 1820

the 8in. hull carved from the solid, with stern boat and warrior figurehead finished in polychrome, flush deck with 14 guns, red painted tiller and companionway, yellow-painted masts with standing and running rigging and furled sails, mounted in recessed waterline display base with long boat alongside, depicted moored to a buoy, within glazed dome cover — 18 x 16in. (46 x 41cm.)

£150-250



206

206

A WHITE AND BLUE NAVAL MESS BOWL, CIRCA 1880

the exterior transfer-printed for *MESS NO 58* with profile of young Queen Victoria and a depiction of a naval battle, the interior transfer with foliate and rope border and coronet to centre — 6¼in. (16cm.) diameter; **together with** a black and white naval mess bowl with geometric designs numbered '25'

(2)

£200-300



207

207

FIVE BLUE AND WHITE MESS PLATES FOR THE ROYAL NAVY

comprising four crown pattern plates for messes 1, 4, 14 and 56 (Victoria and Edward VII heads) and one with crown and crossed flags pattern for mess 1 (Victoria head), one with stamp for Bovey Pottery Co. Ltd — 9½in. (24cm.) diam.

(5)

£300-500



208

208

FIVE BLUE AND WHITE MESS PLATES FOR THE ROYAL NAVY

comprising four crown pattern plates for messes 1, 2, 16 and 22 (Victoria and Edward VII heads) and one with crown and crossed flags pattern for mess 3 (Victoria head), one stamped Bovey Pottery Co Ltd, another with W. W. Davies, Birmingham — 9½in. (24cm.) diam.

(5)

£300-500

Naval Steam





210

210
A LATE 19TH CENTURY MODEL DIORAMA OF SIR JAMES CLARKE ROSS'S SHIP *EREBUS* OVERWINTERING IN THE ANTARCTIC ON HIS 1839-43 EXPEDITION

the 5in. hull carved from the solid and depicted with covered decks ice-bound and surrounded by icebergs, contained in glazed wooden case with typed label to front reading *H.M.S. Erebus / Capt. Sir James C. Ross R.N./ Polar Explorer* — 12 x 20 x 7¼in. (30.5 x 51 x 18.5cm.)
£150-250

211
A RARE ROYAL NAVY COCKED BICORN HAT OWNED BY THE BOTANIST DR. DAVID LYALL R.N., WHO ACCOMPANIED SIR JAMES CLARKE ROSS TO THE ANTARCTIC, 1839-43

in beaver felt with bullion tassels, braid side strap over ribbed silk cockade, RN button, the silk lining with maker's label for *Betten & Adams / Devonport*, contained in original toleware case of issue inscribed *Dr. D. Lyall*, with carry handle — 12 x 20in. (30.5 x 51cm.)
£1,000-1,500

David Lyall (1817–1895) MD, RN, FLS a surgeon, botanical explorer and lifelong friend of **Sir Joseph Hooker (1817-1911)**, was born in Auchenblae, Kincardineshire, Scotland on 1 June 1817. He entered the Royal Navy in 1839 and was immediately appointed, on 6 June, as assistant surgeon on H.M.S. *Terror*, under **Captain Francis Crozier (1796-1848)**, one of the two ships forming **Sir James Clark Ross's** Expedition to the Antarctic. Lyall's medical qualifications and the fact that he had already acquired experience in the Arctic must have made him an obvious choice. Hooker (later to be knighted) was assistant surgeon on the other ship of the expedition, H.M.S. *Erebus*. Hooker and Lyall made good use of their time botanising on Kerguelen Island and Lyall had the rare distinction of having a whole genus, *Lyallia*, named after him by Hooker.



211

David Lyall (1817–1895) MD, RN, FLS



212

**212
A RARE PLATE FROM THE BRITISH ARCTIC EXPEDITION OF 1875-76**

a Copeland stoneware dinner plate for H.M.S. *Discovery* with brown transfer border and expedition device, the reverse with ship's name, 3 fouled anchors, maker's marks and further impressed marks — 9¾in. (24.5cm.) diam.
£400-600



213

**213
A RARE PLATE FROM THE BRITISH ARCTIC EXPEDITION OF 1875-76**

a Copeland stoneware dinner plate for H.M.S. *Alert* with blue transfer border and expedition device, the reverse with ship's name, 3 fouled anchors, maker's marks and further impressed marks — 9in. (23cm.) diam.
£300-500



214 (part)

**214
A GROUP OF ANTARCTIC EPHEMERA BELONGING TO BOATSWAIN THOMAS ALFRED FORSTER FEATHER**

comprising an envelope with the Discovery Antarctic Expedition 1901 crest with an Madeira postage stamp, dated 1901; a black silk cap tally for "DISCOVERY"; an electroplated silver 'Old English' pattern table fork stamped 'DISCOVERY 1901'; a gilt brass Discovery button, makers marks for Firmin & Sons Ltd, London, stamped on reverse; and two associated miniature propelling pencil chatelaines

(6)
£800-1,200

Provenance: Thomas Alfred Forster Feather (1869-1943), boatswain aboard *Discovery* (1901-04), and thence by descent.

215

TWO ANTARCTIC LETTERS FROM BOATSWAIN THOMAS ALFRED FORSTER FEATHER, 1910

comprising a mss letter written aboard *Terra Nova* using official expedition stationery, addressed to his sister and brother, dated 23rd June 1910, with a Portuguese postage stamp showing the head of King Manuel II, franked in Burgess Hill, 2 July 1910; and another letter to his sister and brother written onboard *Terra Nova*, at Summons town(?), South Africa, dated 21st August 1910

(2)

£800-1,200

Provenance: Thomas Alfred Forster Feather (1869-1943), boatswain aboard *Discovery* (1901-04), and thence by descent.

Thomas Alfred Forster Feather (1869-1943) joined the R.N. in 1885 and Scott seems to have rated him highly as he joined both expeditions - as a boatswain on *Discovery* (for which he was awarded a Polar Medal in 1904), and, initially as a dog handler aboard the *Terra Nova*, but as his first letter explains, his duties were extended: 23rd June 1910 he writes that *shortly after we left London the Capt sent for me and told I should have to do Bosun duty in addition to looking after the sledging equipment, as he did not think the other chap could run the show, so you see I have my hands pretty full.* However, the *Terra Nova* expedition did not go as planned for Feather and he left the expedition at Lyttleton, New Zealand, due to "insubordination". According to Scott's journals, on 29th October 1910 he wrote *Heard Feather had been insubordinate to Rennick - very much annoyed - Feather suspended from duty....* two days later Scott wrote *Saw Feather again - I'm afraid he must go.* Whatever occurred, he never travelled to the Antarctic on the fateful 1912 expedition. Feather's second letter to his brother and sister was written just two months before the incident of insubordination with no mention of any difficulties, but does talk about a fire in which *we had a lot of stuff destroyed by fire and water* and goes on to explain that they can write to him at Lyttleton where they will be up to the middle of December before travelling onwards. During the First World war he served on H.M.S. *Torch* and H.M.S. *Dreadnought*, retiring in 1922, he died in 1943.

216

AN ELECTROPLATED TEASPOON FROM R.Y.S. TERRA NOVA OF THE BRITISH ANTARCTIC EXPEDITION, 1910-13

impressed with the expedition crest and pressed with maker's marks for Walker & Hall to reverse — 5¼in. (14.5cm.)

£200-300



215

217

AN ELECTROPLATED TEASPOON FROM R.Y.S. TERRA NOVA OF THE BRITISH ANTARCTIC EXPEDITION, 1910-13

impressed with the expedition crest and pressed with maker's marks for Walker & Hall to reverse — 5¼in. (14.5cm.)

£200-300

218

AN ELECTROPLATED TEASPOON FROM R.Y.S. TERRA NOVA OF THE BRITISH ANTARCTIC EXPEDITION, 1910-13

impressed with the expedition crest and pressed with maker's marks for Walker & Hall to reverse — 5¼in. (14.5cm.)

£200-300



216

217

218

219

WILLIAM ADOLPHUS KNELL (BRITISH, 1805-1875)

The arrival of Prince Albert aboard the P.S. 'Ariel' at Dover en route to London for his marriage to Queen Victoria in 1840

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

Oil on canvas

17 x 23½in. (43 x 60cm.)

£3,000-5,000

Provenance: Christie's South Kensington, *Maritime Sale*, 5 May 1994, lot 155;

Another example purchased by Prince Albert on 16 July 1841 is held within the Royal Collection (ID; RCIN 407161).

Prince Albert of Saxe-Coburg had been groomed to become his cousin Victoria's consort long before they ever met and after his successful visit to England in 1836, it was tacitly agreed between them that they would marry. In October 1839 he returned for a short visit during which their betrothal was announced and then went home to Germany whilst the marriage preparations were put in hand. The wedding day having been fixed for 10 February 1840. Albert left Gotha on 28 January and was soon in Calais, where he found two vessels waiting to convey him and his suite across the Channel. The Admiralty packets *Ariel* and *Firebrand* were under the temporary command of Lord Clarence Paget although aboard *Ariel* was Mr Henderson, one of the most experienced pilots in the Service. *Ariel*, a paddle steamer of 130 tons, had been built as *Arrow* in 1822 for the General Post Office, was lengthened in 1833 and renamed when the Admiralty took her over in 1837.

By the time the Prince was ready to sail, the wind had freshened to half a gale, and the conditions made it impossible to board the 510-ton *Firebrand*. Thus, the entire party embarked in the tiny *Ariel* for what was to be a frightening passage lasting 5½ hours. Thrown about by huge seas, her puny 60hp engine could do little to lessen the discomfort of her passengers, and most of those aboard her quickly became convinced that they would never complete the crossing. Eventually, *Ariel* limped into Dover to the cheers of a large crowd that had gathered to greet the Queen's future husband despite the appalling weather. So as not to disappoint the people, Prince Albert came on deck to acknowledge the welcome despite the effects of the severe sea-sickness from which he was suffering wretchedly. He did his best to smile, but as he admitted later, his face was 'the colour of a wax candle'.



219



An example insitu on board 'Britannia'



221

221

A RARE INTERCOM TELEPHONE FROM THE H.M. ROYAL YACHT BRITANNIA, CIRCA 1954

the maple-veneered body with dial for extension '443', six coloured intercom switches for direct lines including *HM CLERKS OFFICE*; *YEOMAN*; *MASTER OF HOUSEHOLD*; and *ROYAL SERVRY*, ebonised plastic handset with curled cable and thick main connection cable — 11in. (28cm.) wide

£800-1,200

This model was used throughout the yacht in two colours - Her late Majesty preferred this lighter maple colour, while the late H.R.H. Duke of Edinburgh inclined towards a darker hue. Thus, this example comes from the late Queen's household aboard, and examples may be seen in the Officers' Wardroom and cabins as allocated. In keeping with all the Royal Palaces - where similar models were used - the communication infrastructure was rarely updated and this was in use from *Britannia's* acceptance in 1954 until her decommissioning in 1997.



220

220

ANTONIO DE SIMONE (ITALIAN, 1851-C. 1907)

The Royal steam yacht 'Victoria & Albert III' under naval escort

Signed and dated 'De Simone 1909' (lower right) and inscribed 'Royal S.Y. Victoria & Albert' (lower left)

Gouache

17 x 26½in. (43 x 67.5cm.)

£600-800



222



223



*The Vendor when a child with her dog
Paddington wearing lot 222*

222

A 12-BOLT DIVING HELMET BY SIEBE GORMAN & CO. LTD, NO. 11479 (MATCHING), CIRCA 1928

of typical form, front weighted studs, spit-cock, numbered bonnet and corselet, air inlet, sprung non-return valve, exhaust, brasses with wing nuts and spun copper bonnet (*corselet missing maker's plate*) — 19in. (48cm.) high

£2,000-3,000

223

A THREE-BOLT SHALLOW DIVING HELMET BY C.E. HEINKE CO. LTD, LONDON, CIRCA 1920

constructed from beaten copper with maker's label to corselet and components counter-stamped as appropriate, with exhaust valve numbered 642, telephone port and air ducts, finished in remnant tinning — 18in. (46cm.) high

£2,500-3,500

224

TWO LEAD DIVER'S WEIGHTS BY SIEBE GORMAN & CO. LTD, LONDON, 20TH CENTURY

the weights stamped with maker's marks as per title, with rope handles — 10½in. (26.5cm.) diam.

£200-300

225

A RARE SINGLE CYLINDER "BABY" DIVING PUMP BY SIEBE GORMAN & CO., LONDON, CIRCA 1900

the eccentric shank shaft signed as per title and stamped "7" with oiling points numbered 1, 2 and 3 to apex and axels, pressure gauge, maker's plate, single hose connecting point, with domed lid and 32in. single cast iron fly wheel with handles, when assembled — 47in. (119.5cm.) high

£2,000-3,000



225



226

A RUSSIAN 3-BOLT DIVING HELMET, CIRCA 1965

the spun bonnet with threaded face plate and circular side ports, numbered *1106*, air inlet and exhaust, connected to corselet with guide hooks and maker's plate dated 1965, white painted interior with telephone, air inlet and knock valve — 19in. (48cm.) high; **together with** associated comms device in a wooden box labelled in Cyrillic *KBC* and numbered *351*

(2)

£500-800

227

A SWINDELL-PATTERN LIGHTWEIGHT DIVING HELMET, CIRCA 1970

constructed in blued fibreglass with silvered brass fittings, large Plexiglass face plate and top light, electrical contacts, air inlet/outlet — 13in. (33cm.) high

£250-350

228

A PAIR OF LIGHTWEIGHT DIVER'S SAND SHOES BY SIEBE GORMAN & CO. LTD, LONDON, 20TH CENTURY

with brass soles and toecaps inscribed as per title and canvas topsides with straps — 13in. (33cm.)

£300-500



226

229

A PAIR OF BRASS AND LEATHER DIVER'S BOOTS, 20TH CENTURY

with lead soles, leather uppers with straps and brass toe caps — 14in. (35.5cm.) long

£150-250

230

A PAIR OF DIVER'S KNIVES

with re-purposed 19th-century military brass hilts now fitted with serrated blades and inscribed *CHRIS* and *VAL*, one with knuckle-bow, the longest -- 16in. (40.5cm.); **together with** a Puma Frogman diver's knife with scabbard; and Typhoon diver's knife with scabbard

(4)

£150-250

231

A DIVER'S KNIFE BY SIEBE GORMAN & CO. LTD

the 8in. blade signed as per title with moulded composite handle, contained within brass scabbard with drain hole and hook — 13½in. (34.5cm.) long

£100-150



230 (part)

231



232

232

A SET OF FOUR ASSORTED 19TH CENTURY MESS PLATES FOR THE ROYAL NAVY

comprising mess numbers 1; 8; 10; and 41 — all approx. 9½in. (24cm.) diam.; **together with** a wreck-condition plate depicting Lord Nelson surrounded by a garland inscribed *VICTORY*

(5)

£150-250

233

THREE ROYAL GEORGE TREEN-BOUND BOOKS DESCRIBING HER LOSS IN 1782

editions for 1840; 1841 and c.1848 (9th ed.), the first two with depictions of the loss, the latter showing the *Royal George's* equestrian figurehead, the largest — 4½in. (11.5cm.) high

(3)

£300-500

With the loss of over 900 lives, the capsizing of *Royal George* remains the Royal Navy's worst peacetime disaster. Her wreck presented a serious obstruction to shipping off Spithead, and, when attempts to raise her failed, she was broken up *in situ* over the course of several years, effectively creating the art of enclosed helmet diving. The successful use of underwater explosives on her last frames may have contributed to the development of torpedo technology.



234



233

234

TOMMASO DE SIMONE (ITALIAN, C.1805-1888)

A Royal Naval auxiliary frigate at anchor off Naples

Signed and dated 'De Simone 1865' (lower right)

Oil on canvas

13 x 19½in. (33 x 49.5cm.)

£800-1,200

235

A WELL-PRESENTED 1:65 SCALE MODEL OF THE IMPERIAL RUSSIAN STEAM YACHT CZAREVNA, ORIGINALLY BUILT BY EARLE'S SB CO., HULL [1874]

created after the builder's model in St. Petersburg, the 30in. laminated and carved hull complete with detailed fittings in brass and wood throughout, including double-headed eagle figurehead with scrollwork, capstan, winches, anchors, planked and fitted boats in davits, deck house with open bridge with helm, binnacle, navigation and search lamps, funnel with ventilators, glazed engine room lights, rigged masts with sails and other details, mounted on two brass supports to display base with brass plate and wood-bound glazed cover — 22½ x 46½ x 12in. (57 x 118 x 30.5cm.)

£3,500-4,500

Registered at 717 tons, this smaller Royal Yacht was regularly used by the Russian royal family for short informal excursions, including regular cruises to the Finnish fjords. Superseded by *Pole Star*, it remained in use until the Great War and was subsequently broken up after the 1917 revolution.



235



236

236

A 1:16 SCALE CONCEPT OR BUILDER'S MODEL FOR AN EARLY TORPEDO BOAT, POSSIBLY THE SECOND CLASS TB'S 12 & 13 BUILT BY THORNYCROFT (CHISWICK) FOR THE ROYAL DANISH NAVY, 1889

the 50in. hull carved from the solid with silvered fittings comprising portholes, red-lined ventilators, single funnel, coal chute covers and capstan, mounted on two silvered columns to square wooden supports — 11in. (28cm.) high

£600-800

This pair of 78ft vessels displaced 25 tons and were powered by 384hp engines developing 19.96kts.



237

237

A RARE PAPIER-MÂCHÉ FOLK ART MODEL FOR A JAPANESE PRE-DREADNOUGHT BATTLESHIP, PROBABLY LATE 19TH CENTURY

the 19in. hollow moulded hull with port holes, sponson arms and guns, propellers and rudder finished in white with red below the waterline, brown decks with naive armament and fittings as appropriate, stayed funnels, masts with crows nests and rigging, mounted on wooden display base — 14 x 21in. (35.5 x 53.5cm.)

£300-500

Provenance: Christie's Paris: *Collection Vérité Maquettes de Bateaux*, 24 June 2014, lot 170.



238

238

TWO LARGE VICKERS, SONS & MAXIM COMPANY SHAREHOLDER LEDGERS

Nos. 20 and 34 kept between 1898-1903 and 1912-1916, each containing 600 numbered pages with three entries per page with details including of each 'member' and number of £1 shares purchased, copperplate writing with later annotations and stamps when shares were sold, the first entry being for Leopold de Rothschild with numerous luminaries of the age including The Earl of Sandwich, Lord North, The Earl of Salisbury etc., marbled endpapers, the front with makers label for Wm Townsend & Son, Sheffield, massive full calf boards with gilt titles, brass edges and leather spine straps — 22 x 17in. (56 x 43cm.)

(2)

£300-500

239

AN IMPRESSIVE FRENCH INDUSTRIAL MANTLE CLOCK IN THE FORM OF A SEA MINE, CIRCA 1890

unsigned, comprising a 9½in. diameter oxidised brass mine with suspension lugs, red enamelled demi-sphere chapters with gilt Roman numerals, tapering gilt hour and minute hands, twin winding arbors to eight-day pendulum movement stamped for 'Jules Rolez, Paris' and numbered '2670', strike train with gong, mounted on socle to castellated base with drop rings threaded with gilt ropes — 19in. (48cm.) high

£6,000-8,000



239



240

A RARE FRENCH TRAINING MODEL FOR A MOORED OR DRIFTING CONTACT MINE, CIRCA 1900

modelled in Bakelite with guiding vanes, one stencilled *INERTE*, the nose with four hinged antenna prongs — 24in. (61cm.) long

£300-500

241

AN EARLY 20TH CENTURY TORPEDO GYROSCOPE BY ROBERT WHITEHEAD

heavily constructed in brass and steel with substantial spring mechanism, stamped to the side *W & C 206* and secured to the drop-front of the hinged oak box with label remnants in lid, with key — 9¼ x 8 x 6½in. (23.5 x 20.4 x 17.1cm.) cased

£800-1,200



240

242

A RARE WHITEHEAD TORPEDO TOOL/ADJUSTMENT SET, CIRCA 1900

comprising nearly complete set of steel tools, contained in fitted wooden recessed chest with label inside lid and inscribed to front *Chest. Tool. Torpedo. Artificers* — 4 x 15½ x 11½in. (10 x 39 x 29cm.); **together with** an empty accessory chest with spare gear contents label for Whitehead & Co. inscribed to front *Torpedoes, 14In. Weymouth. MI / Spare Gear*, the right side inscribed with a red-filled 'N' and drop side handles (*one missing*) — 23in. (56cm.) wide

(2)

£250-350



242

241

242



243

243
A RESTORED BUILDER'S MODEL FOR THE GERMAN SUBMARINE U-17, BY GERMANIAWERFT, KIEL, 1935

the 32in. carved hull ebonised below the later line with grey topsides and lined boxwood deck, silvered and painted fittings including twin prop shafts on brackets, fore and aft planes, water inlet covers, recessed anchors, dogs tooth net cutter to bow, deck rails, quick-firing gun, conning tower with navigation lamps, range finder, hooter, snorkel, periscope, Third Reich ensign, escape hatch cover and other details, mounted on twin tapering columns to red plush display base with Gothic plate within later glazed case — 19 x 42 x 12½in. (48 x 107 x 32cm.)

£3,000-5,000

Provenance: Major W. L. Lowing, recovered from Wilhelmshaven, 1946;

Loaned to Royal Navy Submarine Museum, 1989;

Gifted to the vendor's father, 1992.

A type IIB submarine of 275 long tons (323 submerged), *E-17* was already nearing obsolescence when the War started in September 1939. She completed four patrols, sinking three ships (*Havarden Castle*; *Rijnstroom* and *Grutto*) the last being in March 1940. Thereafter transferred to the 22nd U-Boat Flotilla as a training boat, she was scuttled at Wilhelmshaven at the entrance to the Raeder Lock.



243 (detail)

244

A KAISERMARINE U-BOAT BULKHEAD CLOCK SUPPLIED BY FRANZ HAPPE, KIEL, CIRCA 1914

the 6in. silvered dial with black-filled lettering signed as per title and engraved with crown and M device and numbered 2645, slow/fast lever above 'XII', brass spade hand with subsidiary dial with single winding arbour to eight-day barrel going movement, contained within brass bulkhead case with side lock stamped '198' and bevelled glass faceplate, mounted on wooden octagonal board — 10in. (25.5cm.) square

£1,000-1,500

245

A KAISERMARINE U-BOAT BULKHEAD CLOCK SUPPLIED BY FRANZ HAPPE, KIEL, CIRCA 1914

the 6in. silvered dial with black-filled lettering signed as per title and engraved with crown and M device and numbered 2773, slow/fast lever above 'XII', black spade hands with subsidiary dial with single winding arbour to eight-day barrel going movement, contained within brass bulkhead case with side lock stamped '5' and bevelled glass faceplate — 8½in. (21.5cm.) diameter

£1,000-1,500



244



245



246 (part)

246

A PAIR OF 10 x 80 KRIEGSMARINE BRIDGE BINOCULARS, CIRCA 1940

adjustable eyepieces with headrest, main tubes with folding splash cuffs, the right with fixed sight with slotted stand mount under, refinished in black paint, overall length — 22½in. (57cm.); **together with** an associated cast iron stand with wheel adjustment — 44in. (112cm.) high
(2)

£3,000-5,000



247

247

A KRIEGSMARINE HAND-HELD ANEMOMETER, CIRCA 1944

the ebonised drum with illuminated scale and Kriegsmarine mark, numbered '225162', ebonised metal wind cups, composition hand and pin feet, contained within fitted box of issue with issuing label dated 22nd Aug 44 and leather strap — 10in. (25cm.) wide
£600-800



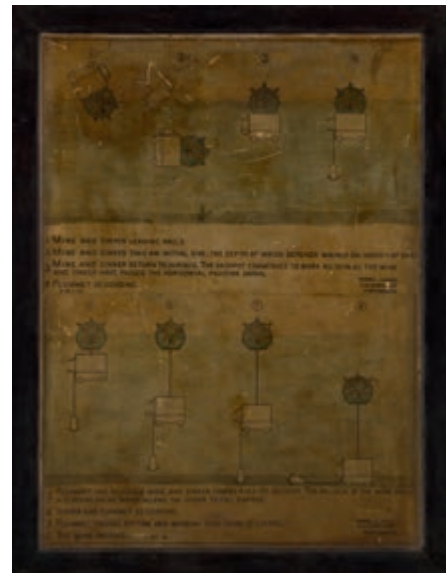
248

248

AN EIGHT-DAY SHIP'S CLOCK FROM H.M. SUBMARINE TACTICIAN, 1942

the 5½in. enamelled dial signed *CHADBURN / LIVERPOOL* with Roman numerals, black steel hands with subsidiary seconds, slow/fast lever about XII and winding arbour to eight-day movement signed for Smiths Clocks & Watches Ltd and numbered '2646', contained within brass recessed bulkhead case, the hinged faceplate with bevelled glass, scratch inscribed to reverse *TACTICIAN / GALLEY* — 8in. (20cm.) diam.

£200-300



249

249

A ROYAL NAVY CONTACT MINE LAYING TRAINING DIAGRAM, CIRCA 1920

depicting and describing the eight positions to lay a contact mine, inscribed *MINING SCHOOL / H.M. GUN WHARF / PORTSMOUTH*, contained in original wooden frame with wall mounts, stencilled to reverse with maker's label and dated 1921 — 62 x 46½in. (157.5 x 118cm.)

£500-800



250

AN ENGINEER'S BRASS PRESENTATION MODEL FOR AN AMPHION-CLASS SUBMARINE, CIRCA 1945

the 17½in. solid cast hull with fins, propellers and superstructure with snorkel, periscope, etc., mounted on two turned brass columns to ebonised display base — 29in. (48cm.) long
£600-800

253

A PRESENTATION MODEL FOR A BANDIERA-CLASS SUBMARINE, CIRCA 1930

the 12in. hull cast in aluminium to the waterline with conning tower fitted with snorkel and periscope, mounted on polished wooden display base with plaque inscribed "*BANDIERA*" TO J.G. BELL / *IN SIGN OF FRIENDSHIP* — 15in. (38cm.) long
£250-350

251

AN ENGINEER'S MODEL, PROBABLY FOR A WHITEHEAD MARK V TORPEDO, CIRCA 1910

cast in 3 threaded sections with nose-cone and propeller, guidance fins and contra-rotating propulsion — 16in. (41cm.) long; loosely mounted on wooden cradle stand
£600-800

254

AN ENGINEER'S BRASS PRESENTATION WATERLINE MODEL FOR AN 'A'-CLASS SUBMARINE, CIRCA 1945

the 11½in. solid cast hull with conning tower with periscope and snorkel, mounted on a wooden display base — 13in. (33cm.) long
£200-300

252

A WHITEHEAD TORPEDO PRESENTATION MODEL, CIRCA 1940

cast in solid nickel-plated brass in 3 sections with contra-rotating propellers and guidance fins, mounted on wooden display base — 11½in. (29cm.) long
£250-350

255

AN ENGINEER'S PRESENTATION WATERLINE MODEL FOR A T-CONVERSION TYPE PATROL SUBMARINE, CIRCA 1943-53

the 11½in. solid aluminium hull mounted on polished brass display base — 12½in. (32cm.) long; *together with* a brass profile model, possibly for an Explorer-class experimental submarine, circa 1955 (2)
£200-300



256

256

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

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

£1,500-2,500

At 363ft long, *X.1* was, for a time, the largest submarine in the world. Built at Chatham Dockyard and displacing nearly 2800 tons, she could make 19.5kts surfaced and about 9kts submerged using two salvaged German 1200hp diesel engines from *U-126* for battery charging, and two Admiralty 3000hp designs. Although fitted with six torpedo tubes in her bows, she was intended to tackle her targets using her twin pairs of 5.2in. quick-firing guns mounted in turrets fore and aft of her conning tower. Based on the late WWI German design for submarine cruisers she was laid down in November 1921, but her intended role as a commerce raider was made illegal by the 1922 Treaty of Washington and so she was completed in great secrecy and declared to be a submersible 'cruiser' capable of hunting destroyers. Manned by 100 crew with 11 officers, she was double hulled and her 1in. thick pressure hull had a designed diving depth of 350 feet but, in fact, never went below 200 feet. She proved a stable gun platform and handled well, however she was beset by mechanical problems from the outset and never achieved her full potential. She was laid up in 1933 and finally broken up in 1937 — the only R.N. vessel built after World War I to be broken up before the onset of World War II.

257

A SUBMARINE DEPTH GAUGE, BELIEVED TO BE FROM A 'P'-CLASS SUBMARINE, CIRCA 1960

the 15in. ebonised dial with fluorescent scale to 140ft, signed Payne & Griffiths Ltd, Birmingham, with counter-balanced indicator, contained in glazed aluminium case with brass instruction plate to front — 19½in. (49.5cm.) diam.

£1,000-1,500



256 (detail)



257



258

AN EIGHT-DAY SHIP'S CLOCK BY PAVEL BURE, ST. PETERSBURG, RUSSIA, CIRCA 1870

the 6in. dial with black-filled Roman numerals, slow/fast lever (missing), winding arbor to 8-day movement by V.A.P Breveté, signed to dial *Pavel Bure / Nevsky Prospect No. 23 / St. Petersburg*, contained in brass bulkhead case stamped 49, the hinged faceplate with bevelled glass — 7½in. (19cm.) diam.

£250-350

259

A COMMEMORATIVE SILVER WATCH FOR H.M.S. *POWERFUL* AT THE SIEGE OF LADYSMITH, 1900

the 1¼in. enamel dial signed for *R. Smith & Sons, 9 Strand, London*, counter-signed Swiss movement with fob wind, contained in full hunter silver case with cover engraved *SIEGE OF LADYSMITH / 118 DAYS / 1899-1900 / A. FINNAMORE / P.O. 1st. Cl. / H.M.S. POWERFUL* — 2in. (5cm.) diam.; **together with** a facsimile cast cap badge for Queen Victoria's Rifles 9th Battalion; and a book by J.B. Atkins: *The Relief of Ladysmith*, 1900

(3)

£300-500

The 118-day siege of Ladysmith by Boer forces took place between 2 November 1899 and 28 February 1900. As the Boer advance into the Natal Colony continued from the north, Ladysmith was directly in its path and was the primary focus of the British forces in the area. H.M.S. *Powerful*, one of the largest warships of the time, was returning from the China Station when she was diverted to Durban via Mauritius, where they collected a battalion of soldiers stationed there. Aware that the forces at Ladysmith urgently needed more powerful guns, Captain P. Scott of H.M.S. *Terrible* devised special carriages to transport four 12-pdr naval guns and two others to Ladysmith. The operation was overseen by the Naval Brigade from *Powerful*, initially by special train, then oxen, but when these died, the sailors took over and pulled the guns themselves *through the wild and broken country...* arriving in the nick of time to save the town. Although the Boer attackers were kept at bay, the Naval Brigade became besieged themselves, requiring their own relief expedition from *Terrible*. By the time *Powerful* returned to Portsmouth on 11th April 1900, her exploits were common knowledge and her men were regarded as heroes. On 24th April, the people of Portsmouth hosted the crew of *Powerful* to a banquet at the Town Hall (now the Guildhall), and it was at this dinner that the Mayor presented a silver watch to each member of the crew, a gift from members of the Naval and Military Club, Piccadilly, now St. James's.



259



260

260

A RARE CORONATION 'SAILOR KING' COMMEMORATIVE SILVER POCKET WATCH, 1911

the half hunter sprung cover with inscription around edge, 1½in. silvered dial etched with Royal Arms, press button release to back cover with relief profile of George V as Admiral of the Fleet inscribed around edge *OUR SAILOR KING / H.M. KING GEORGE V*, inner dust cover with engraved portrait of Queen Alexandra, Swiss lever movement inscribed *Chronometer Primus 15 Rubis* and numbered '105102', fob wind and adjustment — 2in. (5cm.) diam.; **together with** an associated Albert chain with silver fob ornament from 1904

£400-600

261

A RARE TELEGRAPHY MORSE CODE WATCH, CIRCA 1915

the 1¼in. enamel dial signed *T.R. Russell*, bold ebonised Roman numerals I-XII with red capital lettering under each between A-M, A-B having 'RSWX' between, nickel plated case with gilt-brass fob-wound lever movement counter signed and numbered '364372' with slow/fast lever, dust cover scratch inscribed '1915 RSM', back cover counter numbered and stamped 'WD 3285' with broad arrow mark — 2¼in. (6cm.) diam.

£800-1,000

Originally developed for the railway system, the dial effectively becomes a shorthand method of recording the time quickly by entering no more than three letters. The system was adopted by Signals Corps of the Royal Engineers and was in place over all the service branches by the First World War. The Marconi company also used the railway's time code system, but extended the system to indicate AM or PM.

262

A ROYAL NAVY AIR SERVICE 30-HOUR FOB WATCH, CIRCA 1917

the open face with 1¼in. ebonised dial inscribed *30 HOUR / NON-LUMINOUS / MARK V. / C.B. 1215*, removable back plate engraved A/ and stamped for 'Zenith Watch Co./SWISS 4875083', contained in a plush-lined brass case with removable faceplate for instrument panel securing — 4½in. (11.5cm.) diam.

£400-500



261



262



263

263

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

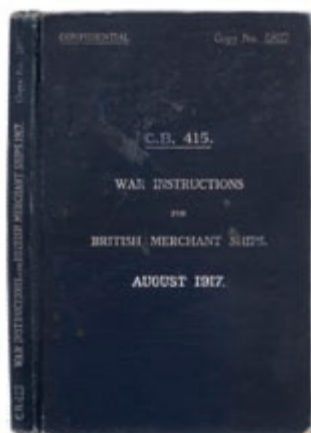
The old and the new: H.M.S. 'Victory' and H.M.S. 'Dreadnought' with a submarine in Portsmouth Harbour, circa 1906

Signed 'W L Wyllie' (lower right)

Watercolour

10¾ x 17½in. (27.5 x 44.5cm.)

£1,000-1,500



264

264

'WAR INSTRUCTIONS FOR BRITISH MERCHANT SHIPS', AUGUST 1917

a rare and copy of the Admiralty's official publication C.B. (Confidential Book) 415, "War Instructions for British Merchant Ships", issued August 1917, containing 86 printed pages plus two Addenda, and also including numerous 'Convoy Zig-Zag' diagrams, allied and enemy submarine silhouettes, and four black and white photographic plates of mines and torpedoes, original blue buckram with lead-weighted covers (for rapid disposal at sea) and individually numbered 5837

Pasted into the front of the book is an interesting declassification certificate from "the Lords Commissioners of the Admiralty to Captain J.S. Fyfe Master of S.S. *Crown of Cadiz* for his retention as a memento of War Service", dated 1st July 1919.

£150-250



265

265

A WELL-PRESENTED AND DETAILED 1:192 SCALE WATERLINE MODEL OF THE 'V'-CLASS DESTROYER H.M.S. VIDETTE [1918]

the 18in. laminated and carved hull plated in card with detailed deck fittings as appropriate including open bridge, masts with signal lanyards with flags, radio aerials, funnels with pipework and wire tops, fitted boats in davits, searchlights and other fine detailing, main and secondary armaments complete with torpedo tubes, depicted underway on a calm sea display base, with brass plate, contained within Perspex case — 7 x 21½ x 8in. (18 x 55 x 20.5cm.)

£400-600

Built by Alexander Stephens & Sons in 1918, *Vidette* was one of twenty-five V-Class destroyers forming part of the Emergency War Programme. Sent to Gibraltar for the first three years of World War Two for routine escort duties, in 1942, she was refitted as a Long Range Escort and assigned to the Western Approaches Command for North Atlantic operations. It was here she came into her own undercmdr (later Vice Admiral) **Peter Gretton (1912-1992)** and by the war's end had sunk seven U-boats. She was scrapped in 1947.



266

AN INTERESTING COLLECTION OF OFFICIAL AND UNOFFICIAL 7IN. ROYAL NAVY BATTLESHIP TOMPIONS

comprising: *Barham* (1914); *Royal Oak* (1914); *Calcutta* (1918); *Warspite* (1919); *Queen Elizabeth* (1919); *Royal Sovereign* (1919); *Iron Duke* (1922); *Duke of York* (1940); *Howe* (1940); *Anson* (1940); and *Tiger* (1959), mounted on wood and mostly — 7¾in. (19.5cm.) diam.

(11)

£2,000-3,000

266

267

AN UNOFFICIAL 12IN. TOMPION FOR H.M. BATTLESHIP AGINCOURT, 1914

cast in brass with moulded depiction of an archer with banner below inscribed *H.M.S. AGINCOURT*, with textured background and rope border, mounted on ebonised wooden display board — 16in. (40.5cm.) diam.

£400-600

Ordered by Brazil but sold to Turkey and named *Sultan Osman I* whilst still on the stocks of Armstrong Whitworth, she was on the verge of completion with a Turkish crew waiting to take possession when War broke out in 1914. Churchill immediately seized the ship (and another Ottoman Dreadnought, the *Reşadiye*, being built at Vickers) for immediate incorporation into the Royal Navy as H.M.S. *Agincourt*. These actions may well have inclined the Ottomans to sympathy with Germany, especially when the Kaiser presented Turkey with the cornered *Goeben* and *Breslau* sheltering in Constantinople after a dramatic chase across the Mediterranean in the early days of the War. *Agincourt* was a massive ship by any standards, displacing nearly 28,000 tons and had seven turrets mounting fourteen 12in. guns and a further twenty 6in. guns; ten 3in. guns and three 21in. torpedo tubes, and extensive 9in. amour belting. Despite being 'ready' she immediately needed another longish refit after seizure to make her more suited for the 1,268 European sailors needed to man her and who by now were used to lavatories instead of scuppers and bunks in place of hammocks. A fine builder's model of the ship as intended for Ottoman Turkish use resides in Istanbul's Naval Museum.



267

272 (part)



269



268



271

A CIRCULAR BRASS FOULED ANCHOR EMBLEM, POSSIBLY A CAPSTAN TOP

cast in brass depicting a fouled anchor and mounted on a wooden display board — 16½in. (42cm.) diam.

£500-800

272

AN UNOFFICIAL PATTERN BOAT BADGE FROM H.M. DESTROYER *NOBLE*, 1915

cast in brass with relief lettering *NOBLE* and ebonised field, mounted on wooden board — 9¼ x 13¼in. (25 x 35cm.); **together with** material belonging to Petty Officer S.C. Metherell from *Noble* including an identity bracelet; identity tag; bosun's call whistle; Spink medal commemorating the Battle of Jutland; 1917 Christmas card from Metherell; and two black and white photographs depicting the crew of *Noble*

(8)

£200-400

Provenance: Sydney Charles Metherell, and thence by descent.



271

268

AN UNOFFICIAL TOMPION FOR H.M.S. *NEPTUNE*, 1909

cast in brass depicting Neptune riding a seahorse with rope border, with three drill holes to reverse — 6in. (15cm.) diam.; **together with** another casting of the same tompion

(2)

£300-500

269

AN UNOFFICIAL PATTERN GUN TOMPION CASTING FROM THE 'KING EDWARD VII'-CLASS BATTLESHIP H.M.S. *AFRICA*, 1905

cast in brass, unmounted with securing holes plugged — 9½in. (24cm.) wide

£150-250

H.M.S. *Africa* was the first British ship from which an aircraft was flown, 10th January 1912.

270

A SHIP'S BADGE FOR H.M.S LIGHT CRUISER *SWIFTSURE*, 1944

cast in brass depicting a heraldic tyger, mounted on wooden display board — 7½in. (19cm.) wide max.

£150-250

By the end of the War *Swiftsure* was serving as flagship of the British Pacific Cruiser Squadron and was selected by **Admiral Sir Cecil Harcourt (1892-1959)** to hoist his flag for the formal acceptance of the Japanese surrender of Hong Kong on the 30th August 1945.



273

273

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

'ware destroyers!'

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

Watercolour heightened with white

8¼ x 12¼in. (21 x 31cm.)

£100-150

274 δ

NEVILLE SOTHEBY PITCHER (BRITISH, 1889-1959)

Manoeuvres at Portland

Signed and dated 'N. Sotheby Pitcher 1911' with title (lower right)

Watercolour and gouache

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

£300-500



274

275

A BRIDGE BELL FROM H.M. MOTOR LAUNCH 83, 1916

cast in brass with black-filled lettering inscribed *H.M.M.L / 83 / 1916*, with ebonised bracket for wall hanging and clapper with sally — 7in. (18cm.) high; **together with** a boat compass by Sestrel and two black and white photographs depicting officers of the Royal Navy and motor launch 83

(4)

£250-350

Provenance: Neville Sotheby Pitcher 1889-1959, and thence by descent.



275 (part)

276

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

M.L. '282' rescuing men during the Zeebrugge Raid, 23rd April, 1918

Signed and dated 'W L Wyllie 1919' (lower left)

Watercolour and gouache

18¾ x 20¼in. (47.5 x 51.5cm.)

£1,000-1,500

This lively watercolour shows the Elco motor launch, ML 282, in the entrance channel to the Bruges Canal rescuing the crews of the blockships *Iphigenia* and *Intrepid* during Zeebrugge Raid. The commander of ML 282, **Lt. Percy Thompson Dean RNVR (1877-1938)**, was awarded the Victoria Cross for this action and his second-in-command, **Lt. James Courtenay Wright RNVR (1882-1951)**, received the Distinguished Service Cross.



276



277 (part)

277

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

The Hospital Ship 'Britannic' with destroyer escort

Signed, dated and inscribed 'W M Birchall 1917 / Hospital Ship "Britannic"' (lower left)

Watercolour heightened with white

8¾ x 12¼in. (21 x 31cm.); **together with** three watercolours by the same hand *H.M.S. 'Victory'*; *H.M. Hospital Ship 'Liberty'*; and *The trooper 'Serapis'*

(4)

£200-300



278

278

A SET OF FOUR MARINE-THEMED CANDLESTICKS

the stems comprising fouled anchors on stepped bases with wirework lifebuoys, each — 7in. (18cm.) high

(4)

£200-400



279

279

A FINE 1:400 SCALE STATIC DISPLAY MODEL OF THE 'SUPER DREADNOUGHT' BATTLESHIP U.S.S. ARIZONA [1915]

the 19in. moulded hull with separated bilge keels, four propeller shafts on 'A' brackets with four-blade propellers and rudder, tan-coloured deck with finely realised painted brass armaments and fittings as appropriate, birdcage masts with director observation platforms, stayed funnel, fitted boats in davits, deck rails, and other details, secured to wooden display base within brass bound glazed case — 11 x 27 x 9in. (28 x 68.5 x 23cm.)

£600-800

Provenance: Bonham's New York: *Fine Maritime Paintings and Decorative Arts*, 5th June 2013, lot 96.

280

A UNITED STATES NAVAL PROPAGANDA POSTER, 1919

after Leon Alaric Shafer (American, 1866-1940), by The W.F. Powers Co. Litho., New York, depicting a submarine, destroyer and liner with the slogans *THEY KEPT THE SEA LANES OPEN* and *INVEST IN THE VICTORY LIBERTY LOAN* — 28¾ x 38¼in. (73 x 97cm.)

£200-300



280

281

A RARE ADMIRALTY PATTERN DECK CANDLE LAMP BY BULPITT & SONS, BIRMINGHAM, 1900

heavily constructed in brass with conical glass shade and brass rod guard securing chimney and turned wooden drop handle, the base with removable spring candle mechanism — 14in. (35.5cm.) high

£500-800

282

A COMMEMORATIVE TABLE BELL FOR H.M. HEAVY CRUISER LONDON, 1927

the 3½in. diameter bell embossed with sword from the arms of the City of London, with clapper and sally, contained to the exterior badge casting for *London* with dolphin feet, contained on circular wooden base — 16½in. (42cm.) high

£400-600



281



282



283

283

A FINELY DETAILED 1:192 SCALE WATERLINE MODEL OF THE ANTI-SUBMARINE 'LOCH'-CLASS FRIGATE H.M.S. LOCH FADA, AS DEPICTED IN 1944-45

modelled by M. Reading, the 19¼in. carved hull with pennant number 'K390', dark grey and red decks with detailed fittings and armament as appropriate, in dazzle underway in a moulded painted seascape with specification plate, contained on wooden base with Plexiglass cover — 9 x 26 x 9¼in. (23 x 66 x 25cm.)

£800-1,200

284

BATTLE OF THE RIVER PLATE: A COLLECTION OF COMMEMORATIVE ITEMS

comprising an 8in. bulkhead clock mounted on board with brass plate inscribed *H.M.S. EXETER SUB. LIEUT J.E. CAUSTON R.N.V.R BATTLE OF THE RIVER PLATE 13TH DECEMBER 1939* — 13 x 12in. (33 x 30.5cm.); **together with** a Third Reich red ensign attributed to a launch from *Graf Spee* — 56 x 93in. (142 x 236cm.); and a small treen bowl made from *Ajax* teak

(3)

£1,000-1,500

In December 1939, three British cruisers - *Ajax*, *Achilles* and *Exeter* - under the command of Commodore Henry Harwood formed one of various task forces searching the South Atlantic for the German pocket-battleship *Graf Spee*, which had been preying on the Allied merchant shipping since the War began. Harwood believed *Graf Spee* would be attracted to the busy shipping lanes off the estuary of the River Plate and his intuition proved uncannily accurate when he sighted his adversary on 13 December. Splitting his force to sail either side of *Graf Spee*, Harwood went into action immediately. Within half an hour, all three of his cruisers had been damaged, with *Exeter* and *Ajax* so severely mauled that Harwood was forced to retire. Instead of pursuing his quarry when he was in a position either to defeat them or to escape, Captain Langsdorff took *Graf Spee* into the neutral port of Montevideo where he was allowed to remain for a few days. Believing that he was boxed in by a superior force which was growing by the day, Langsdorff took his ship out into the Plate estuary on 17 December and scuttled her. A somewhat hollow victory for the Royal Navy, the three cruisers had nevertheless fought valiantly against a much more powerful enemy whose sinking provided a sorely-needed boost to British morale as the War gathered momentum.

285 δ

DOROTHY ELIZABETH COOPER (BRITISH, 1904-1990)

The Royal Air Force seaplane tender 'Major' underway

Signed and dated 'DOROTHY COOPER OCTOBER 1940' (lower right)

Oil on canvas

15¼ x 21¼in. (38.5 x 54.5cm.)

£150-250



284 (part)



285



286



286

286 δ

PETER SCOTT (BRITISH, 1909-1989)

Star shell and tracers; Steam gunboats in action, 1943

Each signed and dated 'PETER SCOTT 1943' (lower left)

oil on board

Each 13¼ x 9½in. (33.5 x 24cm.); **together with** a first edition copy of *The Eye of the Wind, An Autobiography* by the artist (3)

£4,000-6,000

Exhibited: Peter Scott: *The Studio Exhibition*, October 1996, catalogue numbers 49 & 50; The Wildlife Art Gallery, Lavenham, Suffolk.

Illustrated: Scott, P. M., *The Eye of the Wind, An Autobiography*, Hodder & Staughton, 1961, one illustrated on page 458.

Peter Scott (1909-1989) was just three years old when his father, **Captain Robert Falcon Scott, R.N. (1868-1912)** died attempting to conquer the South Pole in 1912. As he lay facing the inevitable end with his surviving men just a few miles from the supply depot, Captain Scott penned heartfelt notes to posterity, none more so than that to the son he had known so briefly before embarking on his Grand Adventure. Telling his wife to *make the boy interested in natural history if you can — it is better than games*, she clearly took him at his word as, when he came of age he became a prolific wildlife artist, and it's for this form of art that he's chiefly known. He was also a member of the Royal Navy Reserve, so when World War II erupted, he was of the right age and discipline to 'do his bit'. He supervised the last evacuation of wounded troops from Dunkirk before serving with destroyers in the North Atlantic and was then transferred to command the first and only squadron of Steam Gun Boats, of the fifty-two planned, only seven were ever completed. Displacing 175 tons, they could achieve 35kts and were armed with 21in. torpedoes, 20mm. cannons, two 6 pdrs and a single 6in. gun. The two pictures included in this lot show an encounter with a squadron of German 'R'-Boats (*Räumboote*) which were the nearest match to the SGB's the Kriegsmarine had, and portray the drama and confusion of a small boat night action very well, recalled from life by their own commander. By the end of the War, only one SGB had been sunk in action, and the remaining six were converted to fast mine sweepers.



287 (part)

287

A WARTIME SERVICE PHOTOGRAPH ALBUM FOR H.M. RESCUE TUG *TENACITY*

comprising approx. 150 b/w 3 x 5in. photographs mostly with mss and typed titles on black pages, spanning 1940-45 and including views of ships sinking, under tow, social and officer groups, captured U-boats, icebergs, pets, and a few of 'Scotts *Terra Nova*' in company with her sister ship, the album — 7½ x 12in. (19 x 30.5cm.); **together with** a pair of small sailor-made models of *Tenacity* and one other; and a wooden dedication plaque dated 1943

(3)

£250-350

288

JAMES SCRIMGEOUR MANN (BRITISH, 1883-1946)

A 'Flower Class' corvette in dazzle camouflage

Signed 'JAMES S. MANN' (lower right)

Watercolour

10 x 14in. (25.5 x 35.5cm.)

£150-250

One hundred and forty-five 'Flower'-Class corvettes were built by various Allied yards between 1939-45, displacing less than 1,000 tons, each was lightly armed with a single 4in. gun (and four machine guns) and depth charges in twin racks. Their service was most famously recalled by the author **Nicholas Monserrat R.N.V.R. (1910-79)** who recalled his time aboard in his novel *The Cruel Sea*, which later became a film of the same name.



288



289 (detail)

289

AN INTERESTING WORLD WAR II PHOTOGRAPH ALBUM FROM THE RUSSIAN WARSHIP *ARCHANGELSK*

with approx. 520 numbered 2½ x 3¼in. photographs documenting the handing over of H.M.S. *Royal Sovereign* in 1944 to the Russian Navy to become the *Archangelsk*, including photos of the various handing over ceremonies including British naval officers and the USSR Ambassador to the UK, Fedor Tarasovich Gusev; Russian naval officers including Admiral Gordey Ivanovich Levchenko; life on board; ship entertainments by the Anglo-Soviet Society including Scottish pipers, drummers and dancers; trips out to Edinburgh and surrounding countryside; and various manoeuvres at sea, some with captions in Russian, bound in black faux leather boards — 8½ x 13in. (21.5 x 33cm.)

£1,000-1,500

H.M.S. *Royal Sovereign* was loaned to the Soviet Navy as *Archangelsk* from 30 May 1944 to 9 February 1949 where it served as the flagship of Admiral Gordey Ivanovich Levchenko (photo no.11). It seems the Russians did not look after the ship as when it was returned to the Royal Navy her condition was deemed to be so bad it was immediately sold as a constructive loss to T.W. Ward of Inverkeithing for scrapping.

290

A NAMEPLATE FOR H.M. FRIGATE *PHOEBE*, 1964

with 1in. brass lettering, secured to wooden display board — 8½ x 43in. (21.5 x 109cm.); **together with** a facsimile scale copy of the plate

(2)

£500-800



290 (part)



H.M.S. 'Pheobe'

Navigational & Scientific Instruments





295

295

A GRAPHOMETER BY LENNEL, PARIS, 1777

of typical construction, the 3½in. silvered compass inset in a decoratively engraved fret-cut brass frame with swivelling sights, signed on the arc *Lennel à La Sphere à Paris. 1777*, folding socle mount with wing clamp, contained in original shaped wooden box — 12in. (30.5cm.) wide

£400-600



296 (part)

298

A 23½IN. RADIUS FIDUCIAL OCTANT, CIRCA 1750

marks obscured but possibly by 'Jones', mahogany 'T' frame, boxwood scale divided to 90° and stamped to left *Capt Jonathn: Thomlinson / 1750*, index arm, remnant fittings — 25½ x 21½in. (65 x 54.5cm.); **together with** a 38½in. navigational set square (2)

£150-250

296

AN EARLY 18TH CENTURY BRASS COMPASS SUNDIAL BY L. GRAFS

in the manner of Vogler, comprising a decorative octagonal plate with folding latitude arm and horizon ring with gnomon, silvered compass with blued indicator, crudely signed to the reverse with some European latitudes — 2¼in. (6cm.) diam.; **together with** another, similar but unsigned and uninscribed to reverse; and a small treen balance

(3)

£200-300

297

A SILVER PERPETUAL CALENDAR SNUFF BOX, PROBABLY AUGSBURG FOR THE FRENCH MARKET, CIRCA 1700

unsigned, the lid engraved with dates around a brass rim with decorative silver volvelle engraved for weekdays with symbols and viewing aperture, the body with six apertures for days, weeks, months etc. — 2½in. (6.5cm.) diam.

£800-1,200



297



298 (part)



299

299

A 14½IN. RADIUS VERNIER SEXTANT BY JESSE RAMSDEN, LONDON, CIRCA 1770

constructed in brass, signed on the lower cross bar *Ramsden London*, scale divided to 130° direct to arc, braced index arm, index mirror with Maskelyne flap, sighting tube, six shades, secondary mirror on rear-mounted adjustment lever, wooden handle and brass feet — 17 x 17in. (43 x 43cm.) overall

£6,000-8,000

This is the same pattern of sextant used by **Captain Cook (1728-1779)** on his first and second voyages of discovery. **George Vancouver (1757-1798)** had a 12½in. radius version when he joined the second voyage and disputed its accuracy with Ramsden who vigorously defended himself at the Board of Longitude.



299 (detail)

300

CAPTAIN DOUGLASS'S REFLECTING PROTRACTOR, BY WILLIAM CARY, LONDON, CIRCA 1825

constructed in lacquered brass, arc divided to 130° and signed *Cary, London*, vernier scale inscribed *Patent 112*, index arm with pinhole sight, attached to square protractor, contained within original fitted wooden case — 6½in. (16.5cm.) diam.

£300-500

301

A 6½IN. RADIUS VERNIER SEXTANT BY WHYTE THOMSON & CO., GLASGOW, CIRCA 1900

with oxidised brass three circle frame, polished arc signed as per title and numbered 6399 with wooden handle, contained in fitted box of issue complete with accessories — 4½ x 10½ x 9¼in. (11.5 x 26.5 x 25cm.)

£100-150

302

A 6½IN. RADIUS VERNIER SEXTANT BY IMRAY & SON, LONDON, 20TH CENTURY

the ebonised brass three-circle frame with silvered scale divided to 150° and signed as per title, with reflector and swivel magnifier, seven shades, two mirrors, ebonised wooden handle and pin feet, contained within fitted wooden keystone case of issue with accessories — 5 x 12¼ x 9½in. (12.5 x 31 x 24cm.)

£150-200



300

301



302



303

**AN UNUSUAL ONE-DAY MARINE CHRONOMETER
BY RICHARD C. WETENHALL, LONDON, CIRCA 1820**

with 3½in. silvered dial signed *R.C. WETENHALL*, blued spade hands, plain half-plate movement with Earnshaw escapement, steel escape wheel, cut bimetallic Pennington style balance, blued steel helical balance spring, steel pivoted detent with jewelled locking stone, slow/fast lever, set in gimballed bowl with press-on glass faceplate, within three-tier box with hook locking arm and hand-setting watch key — approx. 5in. (13cm.) cubed
£1,000-1,500

Wetenhall was apprenticed in 1807 to **William Howells of Lambeth (1770-1814)** and is listed in Baillie's Directory of clock and watch makers as an escapement maker. Was this curious instrument an attempt by him to produce his own chronometers?



303



304

304 Ø

**A SMALL ONE-DAY MARINE CHRONOMETER BY
RICHARD WIDENHAM, LONDON, CIRCA 1825**

the 3in. silvered dial signed *Widenham, London* and numbered '979', gold spade hands, plain plates counter-signed and numbered, Z-type balance with blued helical spring and pivoted detent, set within gimballed bowl with flat face plate, contained in three-tier box with tipsy key and drop handles — approx. 6in. (15cm.) cubed; IDN:9MY744M5
£1,500-2,500



305



306

305

**A TWO-DAY MARINE CHRONOMETER BY JOHN
POOLE, FENCHURCH STREET, LONDON, CIRCA 1890**

the 4in. silvered dial signed as per title and numbered '5261', silvered steel hands with subsidiary dial, spotted plates, Poole auxiliary balance with blued helical spring, jewelled detent, contained within counter-numbered bowl in three-tier wooden case with tipsy key and inset drop handles — approx. 7½in. (19cm.) cubed
£1,500-2,500

306

**A TWO-DAY MARINE CHRONOMETER BY ULYSSES
NARDIN, SWITZERLAND, CIRCA 1923**

the 4in. silvered dial signed as per title, inscribed *Locle Suisse* and numbered '13924', gold spade hands with blued secondaries, counter-numbered and stamped spotted plates with Guillaume balance with blued helical balance spring, bowl with glass cover, gimbal mounted in numbered two-tier box with maker's plate, drop handles and tipsy key — approx. 7in. (18cm.) cubed
£1,000-1,500

307 Ø

A SEVEN-DAY MARINE CHRONOMETER BY MCLACHLAN, LONDON, CIRCA 1870

the 5in. silvered dial signed as per title and numbered '417', gold spade hands with blued secondaries, plain plates with screwed balance with blued helical balance spring, counter-weighted bowl with domed glass cover, gimbal-mounted in three-tier box with inset drop handles (*winding key missing*) — approx. 8in. (20.5cm.) cubed; IDN:FT133UVN
£4,000-5,000



307



308

308

AN EIGHT-DAY MARINE CHRONOMETER BY LEVITT, LONDON, CIRCA 1825

the 4in. silvered dial signed as per title and numbered '504', gold spade hands with blued seconds, plain plates with standard balance with blued helical balance spring, bowl with domed glass cover, gimbal mounted in three-tier box with drop handles and tipsy key — approx. 8in. (20.5cm.) cubed
£4,000-5,000



309

309

A TWO-DAY MARINE CHRONOMETER BY PARKINSON & FRODSHAM, LONDON, CIRCA 1825

the 3in. silvered dial signed as per title and numbered '1411', partial blue spade hands and subsidiary seconds dial, the movement counter-signed on spotted plates with standard balance with blued helical spring and Earnshaw escapement, contained in dust cover within brass bowl with threaded domed glass faceplate, with three-tier wooden case of issue with drop handles and winding key — approx. 6½in. (16.5cm.) cubed
£1,000-1,500



310

310

A RARE 'CIRCULAR TIME TABLE' BY THOMAS DUNN, CIRCA 1818

the main plate divided into weeks and days, inner volvelle with months and dates, inscribed *Circular Time Table / For showing at one view / The number of days from any given date / Constructed and Sold by / Thomas Dunn, Accountant ... 1st Decr. 1818 / Entered at Stationers Hall...*, with threaded brass knob to centre — 9in. (23cm.) diam.

£250-350



311

311

A PAIR OF 8IN. TABLE GLOBES PUBLISHED BY JOHANN DOPPELMAIER, NUREMBERG, 1730

with hand-coloured gores, the terrestrial signed in cartouche *GLOBUS / TERRESTRIS NOVUS / ...JOH. GABR. DOPPELMAIER..* / *Ich. Georg Pufchnero / Chalcographie Norib / A.C. 1730* with another cartouche by south containing meridian explanation, Dampier's tracks, ecliptics etc, the celestial with colourful constellation figures, counter-signed in cartouche for 1730, each contained in calibrated brass meridian circles (*lacking hour circles and indicators*) and mounted in Dutch-style oak stands with four pillars supporting octagonal horizon rings with decorative coloured papers — 12 x 12in. (30.5 x 30.5cm.)

(2, a pair)

£10,000-15,000



311 (detail)



312

312 Ø

A WILLIAM JONES 'NEW PORTABLE ORRERY', LONDON, CIRCA 1791

with 8in. diameter oak platform with printed plate for seasons, months, planets and star signs, signed as per title, and complete with mechanical geared earth and moon mounted over plate with moon phases and revolving around a gilt sun or candle, thread-mounted on turned wooden stand and contained within original fitted mahogany case — 7½ x 8½in. (19 x 21.5cm.); **together with** the planetarium accessory with full set of ivory planets on brass rods, lacking storage box but mounted on a second published platter of same issue but lacking a plinth; IDN: T4DSYXR2

(2)

£5,000-8,000



313

313

A FINE 3IN. POCKET GLOBE BY NATHANIEL HILL, CIRCA 1754

signed in cartouche *A NEW Terrestrial GLOBE by Nath Hill 1754*, comprising twelve hand-coloured engraved gores, two polar calottes, New Holland, Dimens Land and New Zealand part delineated, North-West America as 'Unknown Parts', the case with each celestial interior comprising twelve hand-coloured engraved half gores and a polar calotte, fish skin exterior with securing hooks — 3in. (7.5cm.) diam.

£3,000-5,000



314

314

A 3IN. POCKET GLOBE AFTER HERMAN MOLL, CIRCA 1775

with hand-painted gores, inscribed in cartouche *A Correct / GLOBE / with the new / Discoveries* including California as a peninsula and Cooks tracks misdated to '1760', contained in fish skin case lined with coloured celestial gores and securing hook — 3in. (7.5cm.) diam.

£2,000-3,000

315

A RARE *PLANISPHERE MOBILE* BY GINOT DESROYS, PARIS, CIRCA 1847

circular hour chapter base with two green-edged revolving card volvelles the outer inscribed *PLANISPHERE MOBILE... Imité de l'Anglais* and signed *par Melle Ginot Desroys* and dated for 1847, the second listing and indicating various constellations and stars, the reverse with instructions for the 7th Edition dated 1847 and holes for suspension to each pole — 14½in. (37cm.) diam.
£800-1,200



315

316

A HUSUN STAR GLOBE BY HENRY HUGHES & SON LTD, LONDON, CIRCA 1920

the globe signed as per title and contained within lacquered brass meridian horizon ring, counter-signed and stamped 2863, contained within original box with instructions pasted within lid and two indicators on bar, blue and red crayons by Geo. Rowney & Co. Ltd, the lid with inset handle and securing hook — 11in. (28cm.) square
£400-600

317

A 19TH CENTURY DRY CARD COMPASS BY GRANT PRESTON, LONDON

the 4in. card signed as per title, jewelled pivot with brass plaque embossed *BY THE KING'S / PATENT / G. PRESTON / PATENTEE*, contained within white-painted bowl with removable glass face plate, gimbal-mounted within wooden box with sliding lid — 5 x 7½ x 8in. (12.5 x 19 x 20.5cm.)
£200-300

318

A DRY CARD COMPASS BY SPENCER, BROWNING & RUST, WAPPING, LONDON, CIRCA 1820

the 5in. card signed as per title and mounted on a dual-pivot within turned wooden glazed bowl with white-painted interior, contained within ebonised wooden box (*missing sliding lid*) — 5 x 7 x 7in. (12.5 x 18 x 18cm.)
£200-300



316



317



318 (part)



319

320

321

319

A LATE 19TH/EARLY 20TH CENTURY PATTERN 20 PORTABLE BOAT COMPASS BY DENT

with 4in. card signed *F.S.T.M.I.A. LTD*, within bowl signed to rim *E DENT & CO, LONDON / PATT 183* and numbered '46609', contained within wood and brass binnacle, the reverse branded with the government broad arrow mark, numbered '3' and *PATT. 20*, the hinged door with missing components and brass sliding oil lamp with hinged handle, shade plate and turned ebonised drop handle — 15 x 11¼ x 8¾in. (38 x 30 x 22.5cm.)

£500-800

320

A 19TH CENTURY LIFEBOAT COMPASS BY DENT

the 2½in. card set within liquid-filled bowl with rim inscribed *LIFEBOAT COMPASS No. 43966* and *E. DENT & Co, LONDON*, gimbal mount with locking arm within white-painted copper case with instructions pasted to the back on retail label for *Dollond*, hinged lamp chamber with brass burner and reflector, perforated chimney over bevelled glass window, reverse securing hook and top carry handle, overall — 9in. (23cm.) high

£400-600

321

A COPPER BOAT BINNACLE COMPASS BY D. MCGREGOR & CO., LIVERPOOL, CIRCA 1900

the 4½in. card signed as per title mounted within liquid-filled bowl, gimbal-mounted within copper housing unit, bevelled glass, rope carry handle and lighting compartment (*lacking burner*) with ebonised turned wooden drop handle — 11¼ x 13¼ x 8¾in. (30 x 33.5 x 22cm.)

£200-300

322

A DRY CARD COMPASS BY D. COHEN, NEWCASTLE, CIRCA 1840

the 6½in. card with jewelled pivot, signed as per title and mounted in copper bowl within panelled octagonal binnacle, with lamp aperture behind and side rings, on associated table stand — 25in. (63.5cm.) high

(2)

£300-500

323

A FINE AND LARGE PAIR OF DIVIDERS, CIRCA 1800

constructed in brass with steel tips, contained within fitted fish skin case of issue — 15½in. (39.5cm.) long

£250-350

324

A 1½IN. POCKET MONOCULAR SPY GLASS BY JESSE RAMSDEN, LONDON, CIRCA 1800

the turned wooden tube gessoed and painted with classical figures, silvered mounts, single tube signed *RAMSDEN / LONDON* and engraved with a ducal coronet with cockerel crest and initialled 'TWF' underneath — 3in. (7.5cm.) long

£150-250



323



322 (part)



325



324

326



327



328



325

A 19TH CENTURY 1½IN. SINGLE DRAW TELESCOPE BY T. HARRIS & SON, LONDON

signed on the draw as per title and inscribed *Day or Night*, parallel wooden main tube, tapered brass eye cup with dust slide — 20¼in. (51.5cm.) closed

£80-120

326

A 1½IN. FOUR-DRAW TELESCOPE BY C. W. DIXEY, LONDON, CIRCA 1860

with parallel wooden main tube with Sheffield-plate mounts, flat eyepiece with dust slide, signed as per title and inscribed *Optician to the Queen New Bond Street* — 7½in. (19cm.)

£100-150

327

A 1IN. TWO-DRAW TELESCOPE BY W & T GILBERT, LONDON, CIRCA 1820

the flared eyepiece with dust slide signed as per title, parallel wooden main tube, objective lens with dust slide — 8½in. (21.5cm.) closed

£100-150

328

A ½IN. SINGLE DRAW MARINE TELESCOPE, CIRCA 1780

unsigned, with light fruitwood tube, lacquered brass mounts, tapering eye cup and dust slides — 13¾in. (35cm.) closed

£80-120

329

A SECTOR BY MATTHEW BERGE, LONDON, CIRCA 1810

constructed in lacquered brass and signed *M Berge London* by hinge, divided over both sides with usual scales — 6½in. (16.5cm.) closed

£300-500

330

A PAIR OF 15 x 80 JAPANESE BRIDGE BINOCULARS, CIRCA 1960

with 16½in. tubes finished in polished aluminium, with rubber objective cover, individual focusing with rubber eye caps, contained within fitted wooden box of issue — 12 x 29½in. (30.5 x 75cm.); **together with** associated tripod stand

(3)

£3,000-5,000



329



330 (part)



331



332



333



333



333



333

331

A CHEMICAL EQUIVALENT SLIDE RULE BY J. NEWMAN, LONDON, CIRCA 1830

boxwood, signed *J. Newman, 122 Regent Street, London* listing the elements against numbered divisions with corresponding slider, viz, 10 - Hydrogen/Aluminium; 12 - Magnesium; 14 - Nitrogen, etc.— 27in. (68.5cm.) long

£100-150

John Frederick Newman (1783-1860), an optical, mathematical, philosophical, and nautical instrument maker, worked at this address between 1827 and 1856. Developed in the early 19th century, these rules use logarithmic scales to represent the “chemical equivalents” or relative combining weights of elements and compounds. By aligning known equivalents on the scales, users could quickly determine the weights of other substances needed to form a product or decompose a compound.

332

A RARE BOXWOOD OPEN-FRAME SLIDE RULE BY JAMES NOBLE, CIRCA 1880

constructed in boxwood with brass fittings and inscriptions to both sides, signed along edge *ENTERED AT STATIONERS HALL. IMPROVED & ARRANGED BY & MANUFACTURED FOR JAMES NOBLE. ENGINEER. SHEFFIELD.* — 12¾in. (32.5cm.) long

£150-250

333

19TH CENTURY MARINE SLIDE RULES

comprising a tonnage and displacement rule by Thomas H. Watson, naval architect, Newcastle upon Tyne; Hall’s nautical slide rule retailed by J. H. Steward, London with pasted directions on underside; shipwright’s rule for measuring masts, yard arms and bowsprits; and Sir W. M. Thomson’s patent fathom measure by J. White, Glasgow, largest — 16in. (40.5cm.)

(4)

£300-400

334

A BLADE PROTRACTOR, CIRCA 1847

unsigned, nickel silver arc inscribed *Blade Protractor* with owner’s name *J. Basin Junrs*, with vernier and clamp, limb inscribed *REGISTERED / August 4th 1847 / No. 1159*, four detachable boxwood arms with alternate divisions within a 1in. scale, contained in fitted plush-lined case of issue — 20½in. (52cm.) wide

£250-350

335 Ø

A RARE SMITH-PATENT PANTOGRAPH, CIRCA 1850

constructed in lacquered brass with ivory wheel, inscribed atop principal limb *Sold by Abraham, North St Liverpool*, contained in original fitted wooden case with accessories — 35in. (85cm.) wide; **together with** facsimile instruction manual for the pantograph; IDN: NU29VFQ8

£250-350

Abraham’s showed their new pantograph at the Great Exhibition of 1851 in London.



334



335



336

336

AN ENGINEER'S MODEL FOR A TRAPEZIUM ENGINE, CIRCA 1890

constructed in steel and brass with green painted components, mounted on raised ebonised display base — 13 x 12in. (33 x 30.5cm.)

£300-500

337

AN ARTICULATED WOODEN MODEL FOR A MARINE TRIPLE EXPANSION ENGINE, PROBABLY 20TH CENTURY

made of painted wooden components throughout, with metal securing nuts, mounted on wooden feet — 15 x 13in. (38 x 33cm.)

£300-500

338

A GOOD HYDROSTATIC SCALE BY W & S JONES, LONDON, CIRCA 1820

signed as per title on the adjustable beam balance and contained in fitted wooden box with accessories including weights, glass pouring vase, etc. — 15in. (40.5cm.) wide

£600-800



338



337

339

A RARE SILLOMETER / DISTANCE METER, 19TH CENTURY

the 2 1/4 in. enamel dial signed and inscribed *Ths Armstrong & Brother / 88-90 Deansgate Manchester / THE SILLOMETER Regd No. 9759*, outer scale in red, main and subsidiary dial with oxidised hands, fob wind with loop, nickel-plated case inscribed *The Earl of Lonsdale / Lowther Castle / Penrith - 3 3/4 in. (9.5cm.) high overall*

£150-250

340

A SET OF THOMSON SCIENTIFIC AND PHILOSOPHICAL MEDALS, CIRCA 1828

comprising 3in. white metal medals commemorating Newcomen's Steam Engine; Minerology; Crystallography; Metallurgy; Mountains; Galvanism; Savery's Steam Engine; Mechanics; Optics; Phrenology; Mr Watts Single Acting Steam Engine; Chemistry; Geology; Mr Watt Double Acting Steam Engine; Hydrostatics; and Astronomy; all contained in original plush-lined trays in book-form case with cover (*detached*) — 10 3/4 in. (27cm.) long

£500-800

A set is contained in the Science Museum, London (ID; 1993-1363)



339



340



341

**341
A 14IN. WHIMSHURST MACHINE BY GRIFFIN, LONDON, CIRCA 1890**

the contra-rotating yellow glass plates contained in glazed cabinet with insulated sparking rods, hinged doors to both sides, ivory maker's label addressed for Sardinia Street, internal electric light and crank handle — 34 x 25in. (86.5 x 63.5cm.)

£500-700



342

**344
A RARE ELECTROMAGNETIC MACHINE BY BRETON FRÈRES, PARIS, CIRCA 1885**

the mechanism contained within fitted wooden box with lacquered brass electrodes, crank, knobs, and drop handle to top, with celluloid maker's plate to front — 8¼ x 10¼in. (21 x 26cm.)

£300-500

**342
A BLUNDELL-PATENT WOODEN DRAINAGE LEVEL BY HORNE & CO., LONDON, CIRCA 1850**

constructed in contrasting wood, signed at the apex as per title and stamped to one side *BLUNDELL'S DRAINAGE LEVEL / REGISTERED / 7 JUNE 1847 / 12*, with a brass scale for inches rising and falling to 5 feet, contained in original fitted box with carry handle — 20in. (51cm.) wide

£250-350

**345
A RARE EXAMPLE OF GRIGG'S CONIC ELECTRO-MAGNETIC MACHINE, CIRCA 1875**

constructed in wood and lacquered brass with bound magnet and tapering wooden core chamber, with maker's plate signed as per title and inscribed *Maker J.R. Chislett, Plymouth*, contained within fitted box of issue inscribed number 1158 and with label pasted inside — 8½in. (21.5cm.) cubed

£300-500

For a similar example, see Science Museum, London (ID: A233915).

**343
A VICTORIAN COLLECTOR'S MARINE SPECIMEN CHEST**

comprising six drawers with drop handles, containing a large assortment of shell and coral specimens, some with labels — 18 x 17 x 13in. (46 x 43 x 33cm.)

£150-250



343



344

345



346



347



348

346 Ø

A RARE BROWN'S UNIVERSAL BAROMETER, CIRCA 1850

signed on the ivory plate as per title and inscribed *Registered Dec 21st 1850*, Mercury tube contained in plain oak case for wall hanging — 37in (94cm.) high; IDN: A7P7YCPL

£300-400

347 Ø

A GOOD DOMESTIC BAROMETER BY CARPENTER & WESTLEY, LONDON, CIRCA 1860

signed on the dual faceplates as per title and addressed for 24 Regent Street, broad mercury tube, ivory indicator controls, counter-signed detachable mercury thermometer, urn shaped reservoir with ivory pressure bob, finely figured wooden case with bevelled glass plate — 40in. (102cm.) high; IDN: 7PDVW4L

£600-800

348

A STORER'S PATENT TABLE FOUNTAIN, CIRCA 1870

constructed in plated metal on simulated bamboo stand, stamped on the axis as per title — 19in. (48cm.) high

£250-350

349

A DESK MODEL FOR AN INDIAN SPACE AGENCY ISRO INSAT-2C SATELLITE, CIRCA 1995

made by Galvano Engineering of Bangalore from brass and stainless steel with maker's label applied behind one set of panels and mounted on an ebonised display stand with inset label — 9 x 12in. (23 x 30.5cm.)

£300-500



349



350

**350
A RARE AND EXTREMELY FINE COMPOUND BINOCULAR
PORTABLE MICROSCOPE BY SWIFT & SON, LONDON, CIRCA 1870**

signed on the side support as per title with address *81 TOTTENHAM COURT RD LONDON WC*, 8in. tubes, contained in original fitted box of issue with drop handle to lid and complete set of counter-signed accessories including high/low power eyepieces, 4 nosepieces, achromatic polarising substage condenser with light shutter, plano/convex substage mirror, live box, tweezers, filters, bullseye condenser lens and stand with chamois cover, pincers, etc. — 12in. (30.5cm.) wide

£2,000-3,000



351

**351
A FINE CARY TYPE PORTABLE CHEST MICROSCOPE BY
DOLLOND, LONDON, CIRCA 1820**

signed on the hinge support as per title with threaded 5in. tube, rack and pinion focusing, contained in plush-lined fitted box of issue with near complete set of accessories, including substage mirror, live box, pincers, magnifier, etc. — 9in. (23cm.) wide

£500-800

353

**353
A FINE PORTABLE CHEST MICROSCOPE BY CARY, LONDON,
CIRCA 1820**

with threaded mount to lid signed on the support as per title with 5in. tube, contained in plush-lined fitted box of issue with removable accessories tray, with near complete set of fittings including substage mirror, live box, magnifier, etc. — 9½in. (24cm.) wide

£600-800

351

**351
A RARE CUFF-TYPE CHEST MICROSCOPE BY NAIRNE & BLUNT,
LONDON, CIRCA 1780**

signed on the cruciform platform as per title, hinged support with 7in. tube, removable case end and with near complete set of accessories including substage mirror, slide spring plate, pincers, magnifier, 5 nosepieces, fishplate, tweezers, live box, 7 four aperture slides complete with samples, etc., contained in original blue plush lined burr walnut case of issue with drop handle to lid — 11½in. (29cm.) wide

£1,000-1,500



352



353

354

**A RARE PORTABLE MICROSCOPE LAMP BY SWIFT & SON,
LONDON, CIRCA 1870**

constructed in oxidised and lacquered brass, signed on the reservoir as per title, with threaded folding feet and opaque/clear light aperture and conical chimney, contained within ebonised toleware tube — 9in. (23cm.) high

£200-300

355

**A SWIFT TYPE BOTANIST'S PORTABLE MICROSCOPE BY W.
WATSON & SONS LTD, LONDON, CIRCA 1900**

signed on the oxidised brass folding leg as per title and numbered 20303, 5½in. lacquered brass tube with nosepiece, rack and pinion focusing, brass stage with slide clamps, substage condenser, plano/convex mirror, contained in plush-lined leather carry case of issue with straps and tweezers — 7 ½in. (19cm.) wide

£150-250

356

A SET OF PORTABLE SILK CANDLE SHADES, 19TH CENTURY

comprising three green silk rosette shades and silver candle mounts, contained in leather covered travel case — 5in. (13cm.) high

£200-400

357

**A CARY-GOULD TYPE MONOCULAR MICROSCOPE BY ROBERT
BATE, LONDON, CIRCA 1830**

signed on the circular foot with tapering pillar support, rack and pinion adjustment to 6½in. tube, contained in original fitted wooden case with maker's label dedicated to the Board of Excise — 12¾ x 8½ x 6in. (32.5 x 21.5 x 15cm.); **together with** a number of accessories including condenser stand, live box, etc., and a quantity of prepared slides and samples in folded paper and contemporary manuscript instructions

£400-600

358

**A SLIDE MOUNTING SET BY CHARLES COLLINS, LONDON, CIRCA
1867**

comprising a Shadbolt-pattern turn-table, brass collapsable slide warming table (*missing two legs*), pipette and 11 sample bottles, etc. contained within wooden hinged case with maker's label as per title and shallow drawer to side — 4 x 8¾ x 7in. (10 x 22 x 18cm.)

£250-350



359

A COLLECTION OF GEOLOGIC THIN SECTIONS, 19TH CENTURY

comprising approx. 73 slides, all with labels, loosely stacked within a wooden hinged box cabinet with 12 removable trays — 8½in. (21.5cm.) wide

£100-150

360

A SPECIMEN CABINET, 19TH CENTURY

comprising 14 removable trays containing approx. 84 entomological slides, with hinged door to front — 5 x 8 x 4½in. (12.5 x 20.5 x 11.5cm.); **together with** a 19th-century specimen cabinet with 8 removable trays and hinged wooden glazed door to front

(2)

£100-150

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Free UK collection until end of January



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

10. Failure to collect purchases

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

11. Data Protection

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

12. Miscellaneous

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

Charles Miller Ltd's Authenticity Guarantee

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

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

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

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

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

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

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

To claim under this guarantee the Buyer must:-

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

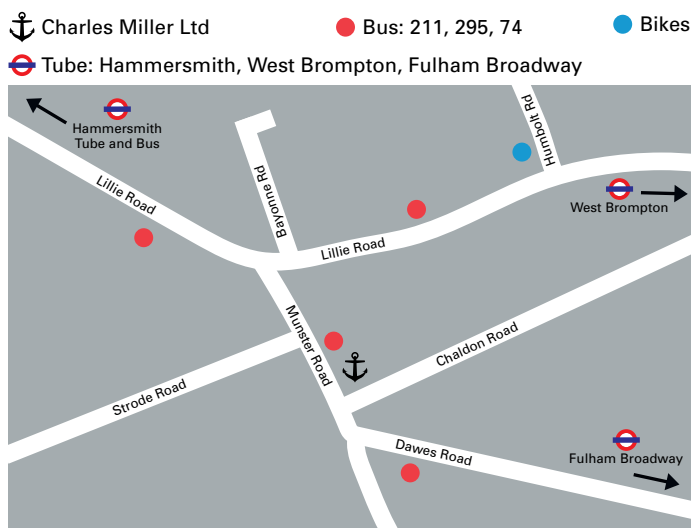
Charles Miller Ltd. has discretion to waive any of the above requirements. Charles Miller Ltd. may require the Buyer to obtain at the Buyer's cost the reports of two independent and recognised experts in the relevant field and acceptable to Charles Miller Ltd.

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

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



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



Payment

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

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

HSBC Bank Plc	Account Name: Charles Miller Ltd
38 High Street	Account Number: 01754750
Dartford	Sort Code: 40-19-04
Kent	IBAN Number: GB84HBUK40190401754750
DA1 1DG	BIC.: HBUKGB4128K
	Swift Code: HBUKGB4B

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 300 Munster Road, London SW6 6BH. Please note that collection is **BY APPOINTMENT** on +44 (0) 207 806 5530. **All lots should be cleared within a month of the auction date**, after which they will be transferred to a third party for storage. A transfer fee of £10 per lot plus all incurred transfer and storage costs due to the third party will be payable prior to release.

Post Sale Collection

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

THE FOLLOWING VAT SYMBOLS ARE USED:-

For lots imported from outside the UK: -

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

For lots sold from within the UK:-

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

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

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

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

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

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



Charles Miller Ltd

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