



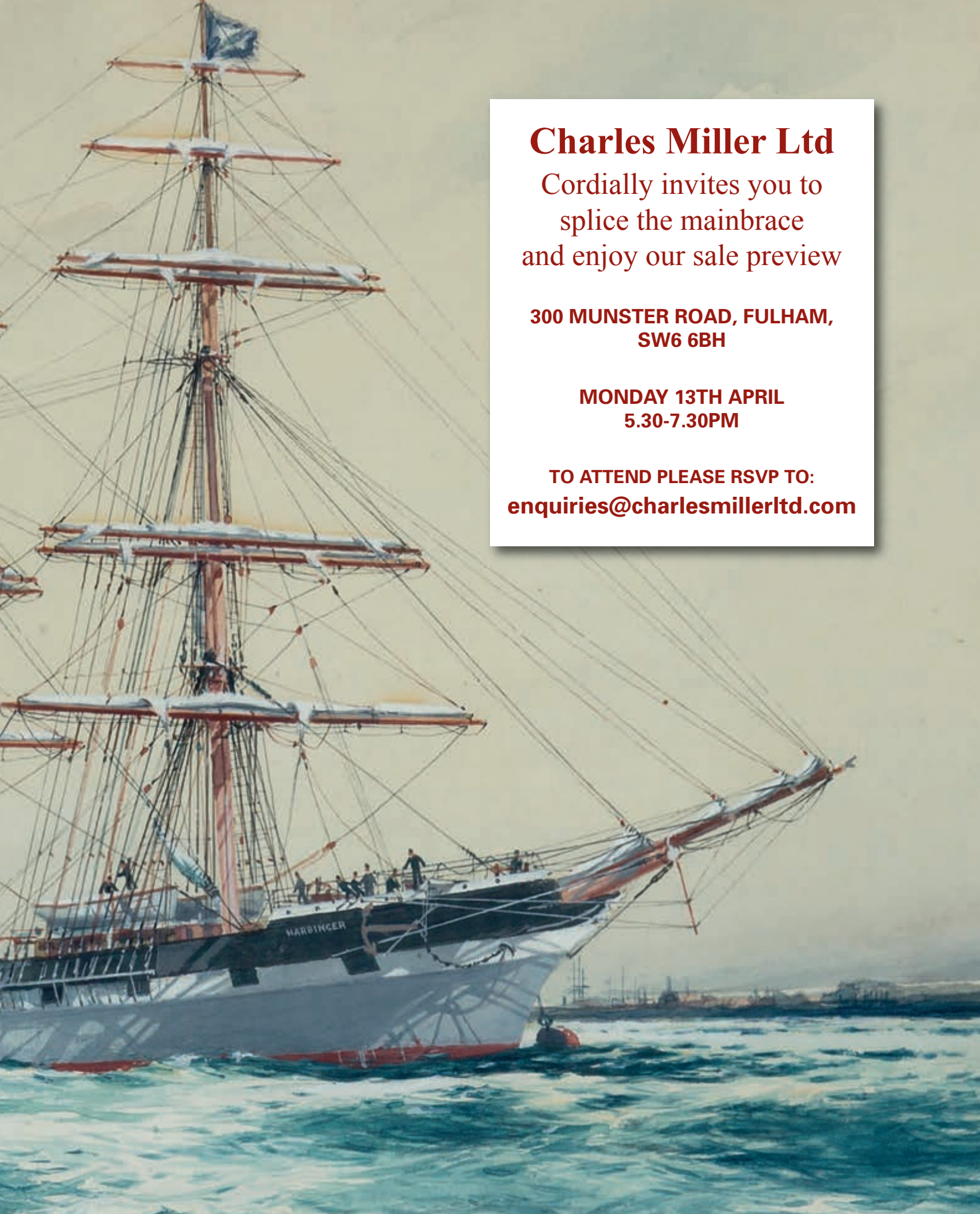
Charles Miller Ltd

Maritime and Scientific Models,
Instruments & Art

London

Tuesday 21st April 2026





Charles Miller Ltd

**Cordially invites you to
splice the mainbrace
and enjoy our sale preview**

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

**MONDAY 13TH APRIL
5.30-7.30PM**

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

Auction Enquiries and Information

Sale Number: 038
Code name: FOUDROYANT

Enquiries
Charles Miller
Oliver Salter
Emma Saber
Clarissa Ward

Historical Consultant
Michael Naxton




Charles Miller Ltd
300 Munster Road
LONDON SW6 6BH


Tel: +44 (0) 207 806 5530
Email: enquiries@charlesmillerltd.com
Catalogues
Printed catalogues available in person or by post at £20 (plus postage).
Additional images, condition reports and a pdf version of the catalogue can be found on our website:
www.charlesmillerltd.com/next-auction

Bidding at Auction:

You will not be able to bid in person for this sale, however there are a number of ways you can still participate:

1. Absentee bid – you can place a bid through our website: www.charlesmillerltd.com/next-auction or using the form on page 99
2. Online via one of the following platforms:

 Easylive: 3% surcharge or £3 flat fee

 Invaluable: 5% surcharge

 The Saleroom: 5% surcharge

PLEASE ENSURE YOU MAKE ARRANGEMENTS TO BID IN SUFFICIENT TIME BEFORE THE SALE. WE STRONGLY ADVISE BIDDING SOFTWARE IS TESTED IN ADVANCE.

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

Important Information for Buyers

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

All book lots are sold not subject to return.

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

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

Lots marked with the symbol ‡ have been imported from outside the UK to be sold at auction under Temporary Import Rules. When released to buyers within the UK, the buyer will become the importer and must pay VAT at the rate of 5% on the hammer price. The Buyer's Premium will be subject to the standard VAT rate at 20%. Buyers outside the UK may be eligible to obtain a refund in respect of VAT, upon receipt of satisfactory documentary evidence of exportation within 30 days. Further information on this matter is available on request.

Charles Miller Ltd. will be pleased to execute bids on behalf of those clients unable to attend the sale in person, subject to our Conditions of Business. All bids must be submitted in writing in good time and lots will always be purchased as cheaply as possible (depending on any other bids received, reserves and competition in the saleroom.) This service is offered free of charge.

Charles Miller Ltd. can supply quotations for shipping of purchases, including transit insurance and VAT refund administration fees, and will assist in the application for any export licences which may be required. Buyers are reminded that it is their responsibility to comply with UK export regulations and with any local import requirements.

NOTICE FOR EU AND OVERSEAS BUYERS SHIPPING PURCHASED LOTS OUTSIDE THE UK

Please note that as of 1st January 2021 for Margin Scheme lots, VAT on the Buyer's Premium will be refunded by Charles Miller Ltd if valid proof of export of your Lot from the UK is received within 3 months of the sale.

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

Front Cover: lots 63 (detail) and 40 (detail) Back Cover: lot 155 (part)
Photography: Max Saber Photography
Catalogue produced by Pardy & Son (Printers) Ltd

Charles Miller Ltd

Maritime and Scientific Models, Instruments & Art

TO BE SOLD BY LIVE WEBCAST AUCTION

Tuesday 21st April 2026 at 10am, precisely

 To include property from the Honourable Company of Master Mariners

Viewing

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

Tuesday 7th April – Monday 20th April 10am – 5pm

Weekend viewing: 18th and 19th April 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, 22nd April

Order of Sale

Mercantile Sail	1-33
Mercantile Steam	34-97
Naval Sail	100-150
Naval Steam	155-229
Navigation & Scientific Instruments	230-253



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

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

Explanation of Cataloguing Practice

Pictures

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

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

"Attributed to..."

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

"Studio of..."

"Workshop of..."

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

"Circle of..."

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

"Follower of..."

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

"Manner of..."

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

"After..."

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

"Signed..."

"Dated..."

"Inscribed..."

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

"With signature..."

"With date..."

"With inscription..."

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

Models

"Builder's model..."

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

"Boardroom model..."

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

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

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

"Restored..."

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

"Restored overall..."

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

Model Scales

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

Measurements

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

Condition

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

Ø PROPERTY INCORPORATING MATERIALS FROM ENDANGERED SPECIES (CITES)

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

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

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



Lot 17 (detail)

Mercantile Sail



1

1

WILLIAM ARTHUR FRY (BRITISH, 1865-1936)

A ship hove to awaiting pilot off Scarborough

Signed 'Wm Fry' (lower right)

Oil on canvas

12 x 16in. (30.5 x 40.5cm.)

£150-250

2

GEORGE CHAMBERS, SENIOR (BRITISH, 1803-1840)

A fresh breeze

Oil on canvas

9½ x 13½in. (24 x 34cm.)

£600-800

Provenance: With Cooper Fine Arts Ltd, 2014; letter from Alan Russett confirming attribution (author of *George Chambers 1803-40: His Life and Work*).



2



3

3

JOHN DAVISON LIDDELL (BRITISH, 1859-1942)

Leaving the Tyne - a coaster under tow from a paddle tug passing Herd Groyne lighthouse, circa 1890

Signed 'J D Liddell' (lower right)

Oil on canvas

11¼ x 23½in. (30 x 60cm.)

£80-120



4

4

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

(2)

£150-250

5



A SAILOR'S WATERLINE MODEL OF THE THREE-MASTED BARQUE *STRONSA*, CIRCA 1882

the 17in. carved hull with scored deck planks, carved and painted fittings, masts with full suit of carved and painted sails, standing and running rigging with numeral pennants showing aft, blocks and tackle, and red ensign, depicted in a moulded sea form base within glazed wooden case with brass presentation plate for 1947 — 18 x 25¼ x 9½ in. (46 x 64 x 24cm.)

£150-250

Provenance: The Honourable Company of Master Mariners; Presented by A. M. Kinnersley Saul, 1947.

Stronsa was a 2053-ton iron general cargo sailing ship built by Royden & Sons, Liverpool for Sandbach, Tinne & Co., Liverpool in 1882. Changing hands several times from the turn of the century, she was renamed *Valkyrien* in 1915 for A. O. Andersen & Co., Copenhagen and broken up in 1923.



5

6 

JACK SPURLING (BRITISH, 1870-1933)

The Orient Line's 'Harbinger' with other shipping leaving harbour

Signed and dated 'J. Spurling 1923'
(lower left)

Watercolour and gouache

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

£1,000-1,500

Provenance: The Honourable Company of Master Mariners; Presented by Captain C. Stg. Glasson, Master, 1959-1962.



6



7

7 

WILFRED KNOX (R. MACGREGOR) (BRITISH, 1884-1966)

The emigrant clipper 'Royal Family' running before the wind under full sail

Signed 'R. Macgregor' (lower left)

Oil on canvas

23¼ x 35¼in. (59 x 89.5cm.)

£100-150



8

8 

A SAILOR'S WATERLINE MODEL OF THE CLIPPER *CHRISTINA MARY*

modelled by Captain F Froud, the carved 27in. hull replete with fixtures and fittings as appropriate, with full suit of carved and painted sails, standing and running rigging with blocks, mounted in a carved and painted blue sea on a port reach within glazed wooden case with presentation plate — 27¼ x 39¼ x 15in. (69 x 99.5 x 38cm.)

£300-500

Provenance: Honourable Company of Master Mariners; donated by Mrs C. F. Froud, 1965.



9

9 

A 1:60 SCALE PROBABLE BUILDER'S MODEL OF THE WOOL CLIPPER *SCOTTISH MINSTREL*, BUILT BY RICHARDSON, DUCK & CO. LTD, 1877

the 50in. hull with scored decks, plated and carved fittings, painted masts and yards with chains facing, cast alloy figurehead, standing and running rigging with blocks and tackle, signal hoist, contained on four columns to display base secured with anchor and studded chain, in glazed wooden case — 43¼ x 73 x 25in. (110 x 185.5 x 63.5cm.)

£6,000-8,000

Provenance: The Honourable Company of Master Mariners; Presented by Captain James Park, 1949.



9 (detail)



9 (detail)



10

10

'FINDEN'S THE PORTS, HARBOURS, WATERING PLACES AND COAST SCENERY OF GREAT BRITAIN..'

by William Beattie, illustrated by W.H. Bartlett, published London, George Virtue, 1842, in two vols bound in half green Morocco with gilt titles, owners ms. name 'Lucy Hobson Hedgeland' to fly; **together with** another two sets, similar, in red and tan diced Morocco; two further unmatched volumes of the same content, and *The Watering Places of Great Britain and Fashionable Directory*, London for I.T. Hinton with dedication to William IV, 30 plates, half calf binding, all — 11 x 9in. (28 x 23cm.)

(9)

£200-300



11

11

'STANFIELD'S COAST SCENERY, A SERIES OF VIEWS OF THE BRITISH CHANNEL.. BY CLARKSON STANFIELD ESQ.'

for Smith, Elder & Co. London, 1836, first edition, rebound in a contemporary half leather with marbled boards, marbled endpapers and text block edge, forty plates complete, some sporadic spotting, **together with** five other copies, two of which are in the publisher's full maroon calf with gilt decorations

(6)

£100-150



12 (part)

12

WILLIAM HENRY PEARSON (BRITISH, 19TH-20TH CENTURY)

Trawlers off Dover

Signed 'W H Pearson' (lower right) with title

Watercolour heightened with white

10¼ x 27½in. (26 x 70cm.); **together with** a watercolour by Thomas Bush Hardy *In the Channel*

(2)

£100-150



13

13

AN EARLY 20TH CENTURY WOODEN MODEL FOR A DOUBLE-ENDED NORFOLK WHERRY

the 36in. carvel hull with planking secured with brass screws, substantial lead-weighted keel, brass-bound rudder with tiller, hatch covers with securing hooks, collapsible mast with canvas sail, yard, blocks and winch, loosely mounted on cradle stand — 36 x 41in. (91.5 x 104cm.) including rudder

£400-600

10



14

14 

A FINELY DETAILED FULLY-RIGGED 1:96 SCALE POSSIBLE BUILDER'S MODEL FOR THE BARQUE *CARRADALE*, FOR ALEXANDER STEPHEN & SONS, 1889

the 34in. hull with plimsoll marks, simulated gun ports, finely carved figurehead, anchors with studded chain, scored and lined boxwood decking, with silvered and painted fittings as appropriate, painted wood cap deck rails, covered boats stowed over saloon, spare spars, lifeboats in davits, saloon lights with bench seats, painted masts and yards with chains, footropes, carved bone blocks, standing and running rigging with plated terminals and much other fine details, mounted on two turned columns to raised display base with presentation plate, within original glazed wooden case, witness mark to base for probable builder's plate — 29½ x 49 x 16½in. (75 x 124.5 x 42cm.)

£3,000-4,000

Provenance: The Honourable Company of Master Mariners; Donated by Captain J. W. Harris, 1948.

A 2085-ton barque built by Alexander Stephen & Sons Ltd., Govan in 1889, *Carradale* spent her career as a timber carrier to the Baltic and Russia, sold by William Allison of Paisley in 1914 to Russian owners, she was broken up in 1924.



14 (detail)



15



15 (detail)

15

AN RNLI PRESENTATION MODEL FOR A SELF-RIGHTING LIFEBOAT, 1873

the 24in. carved and painted hull with grab ropes, RNLI logo to bow, with detailed fittings including furled sails, masts, set of oars, painted fittings as appropriate and lifebuoy, in original glazed wooden case with silver plate inscribed *Dedicated to F. J. Blake Esqr 1873* — 11½ x 33 x 12in. (29 x 84 x 30.5cm.)

£1,500-2,500

16

JOHN FREDERICK LOOS (BELGIAN, ACT. 1861-C. 1895)

Mackay & Co's clipper ship 'Landsborough'

Signed and dated 'J. Loos 1866' (lower left)

Oil on canvas

24¼ x 32¼in. (61.5 x 82cm.)

£600-800



16

12

additional images online at www.charlesmillerltd.com

17 

CIRCLE OF WILLIAM JOHN HUGGINS (BRITISH, 1781-1845)

The Money, Wigram & Son's Frigate 'Serिंगapatam' off the North Foreland, circa 1843

Oil on canvas

19 x 28in. (48.5 x 71cm.)

£600-800



17

Provenance: The Honourable Company of Master Mariners; Presented by Captain H. W. Wise, 1948.

Built by Green, Wigram's & Green's Blackwall Yard in London in 1837, *Serिंगapatam* was at the forefront of a new generation of passenger-carrying vessels developed after the East India Company lost its monopoly in 1834. She registered 818 tons - 160 tons larger than all previous vessels - and measured 152½ x 34½ x 22ft, being effectively the first of the so-called 'Blackwall Frigates'. She set a new record of 85 days from London to Bombay on her maiden voyage and *was always noted for her quick and regular passages and became the model for many succeeding vessels* - according to Basil Lubbock, twelve vessels were promptly based on her lines. She was last surveyed in 1861 for Lloyd's Register but is not listed thereafter. In 1843 the original partnership split with Greens retaining the Blackwall Line nomenclature, and Money, Wigram & Sons setting up as a separate entity which lasted until 1891. In this picture we see *Serिंगapatam* flying the new House flag of Money, Wigram & Sons.



18

18
WILLIAM JOY (BRITISH, 1803-1867)

An English frigate becalmed with Dutch shipping at anchor in an estuary

Watercolour

6 x 8½in. (15 x 21.5cm.)

£400-600

Provenance: Sotheby's London: *Watercolours and Drawings from the Michael Appleby Collection*, 29 November 2000, lot 17.

With Kaye Michie Fine Art, Surrey.



19

19
NICHOLAS POCOCK (BRITISH, 1740-1821)

Dutch shipping off a fortified town
Signed and dated 'N Pocock 1793' (lower left)

Watercolour

4½ x 7¾in. (11.5 x 19.5cm.)

£600-800

Provenance: Christie's South Kensington: *Maritime*, 21 May 2003, lot 362.

With Maurice Edward Dear Gallery, Southampton.

20

CHARLES GREY (BRITISH, 1808-1892)

*The three-masted trading ship
'Chieftain of Greenock' off Largs*

Signed and dated 'C. Grey 1830'
(lower left)

Oil on canvas

12½ x 19in. (32 x 48cm.)

£400-600



20



21

21 

ATTRIBUTED TO CHARLES TAYLOR (BRITISH, ACT. 1836-1871)

Three-masted ship sailing off a headland with a paddle steamer

Watercolour

16 x 26in. (40.5 x 66cm.)

£150-250



22

22 

**AN INDIAN COLONIAL SILVER CUP AND COVER FOR THE
COMMANDER OF THE SHIP SAMARANG**

the campana-shaped body with embossed floral motifs and branch handles, the domed cover with rose finial, engraved PRESENTED / by / Lt Colonel Reid and the / head quarters H.M. 62nd Regt / to / Dibia Robertson Esq Commander / of the Ship SAMARANG, in testimony / of his very kind and undeviating attention / during their passage from Newhaven to Calcutta / 28th October 1840, maker's mark for Arthur Pittar, Lattey & Co, Calcutta, circa 1840 -- 9in. (23cm.) high; 835g.

£1,000-1,500

Provenance: The Honourable Company of Master Mariners.

H.M.S. *Samarang* was built under licence by the East India Company's yard at Cochin, India as a 499-ton 6th Rate 'Atholl' Class corvette for the Royal Navy. She saw action in the First Opium War, surveyed the coasts of the East Indies and Southern China before ending her days as a guardship at Gibraltar, being broken up in 1883.

A COLONIAL SILVER TWO-HANDLED VASE AND OPENWORK COVER PRESENTED TO THE OWNER AND MASTER OF THE RECORD-BREAKING OPIUM CLIPPER *RED ROVER*, TO COMMEMORATE HER LAUNCH, 1829

campana-shaped vase with applied grapevine below an engraved coat of arms and inscription, square plinth foot with rocaille collar below the body, the wirework cover with a border of coral and finial representing Neptune, engraved *To / WILLIAM CLIFTON ESQR / for his indefatigable attention in Superintending the building / of the Bark Red Rover / and for his energy & Nautical Skill in commanding / that vessel between the Port of / Calcutta & Canton. / THIS VASE / is presented by Messrs Alexander & Co as a mark of their / respect and cordial esteem*, possibly by Benjamin Smith, Duke Street, St James, but marked and retailed by Hamilton & Co, Calcutta, c. 1830 -- 20in. (51cm.) high; approx. 7425g.

£10,000-15,000

Provenance: The Honourable Company of Master Mariners.

By the late 1820s the stocks of opium at Calcutta had greatly increased from previous years, and it was clear that the traditional one passage per year between India and China could not keep up with demand. Captain William Clifton (b.c. 1793) persuaded the Governor General of India, Lord Bentick, to back his idea of constructing a fast, sleek clipper which could complete three round trips per year. The Howrah Dock Company was commissioned to construct a 255-ton barque-rigged vessel with a flush deck with little or no sheer, so that in monsoon conditions, she would encounter little wind resistance. Raking masts also lessened the strength of resistance. The first true opium clipper, *Red Rover* was launched from the Hooghly River at Calcutta on 12th December 1829. She departed that port 17 days later with 800 chests of opium, and arrived at Macao on 17th February 1830, after sailing through the northeast monsoon in the China Sea. An equally fast return passage to Calcutta resulted in a round trip of 86 days, beating all previous British records. Further rapid passages followed, and such was the vessel's prowess that she soon came under the watchful eye of Jardine Matheson, who bought a half share in her in 1833, and on Clifton's retirement in 1836, completed full ownership. In the 1820s Singapore had become a free port and became a regular port of call between Calcutta and Hong Kong. *Red Rover* made several calls at Singapore during the 1830s and 1840s, her fastest passage being just 12 days in January 1836. Other clippers were built or bought by Jardine Matheson, but none were as successful as *Red Rover*. Even as late as May 1850, more than 20 years after her maiden voyage, she made her fastest return passage to Hong Kong of 78 days. Her final passage departed Calcutta on 6th July 1853, but she was caught in a typhoon in the Bay of Bengal and never heard from again.



23

FRANZ JOHANN WILHELM HÜNTE (GERMAN, 1822-1887)

The yacht 'Merrimac' R.L.Y.C. off Cuxhaven, 1864

Signed 'F. Hünten' (lower right) with title plate inscribed 'MERRIMAC RLYC W. E. MATTHIESSEN 1864' to half-circle slip frame

Oil on canvas

16½ x 27in. (42 x 68.5cm.)

£400-600

Provenance: Acquired from the Royal London Yacht Club (label to reverse).



24

A CARVED WOODEN TILLER FOR THE YACHT *PETREL*, CIRCA 1885

carved with panels inscribed *PETREL / PRESS*, barley-twist shaft to tapering grip terminating with hand grasping a serpent — 51½in. (131cm.)

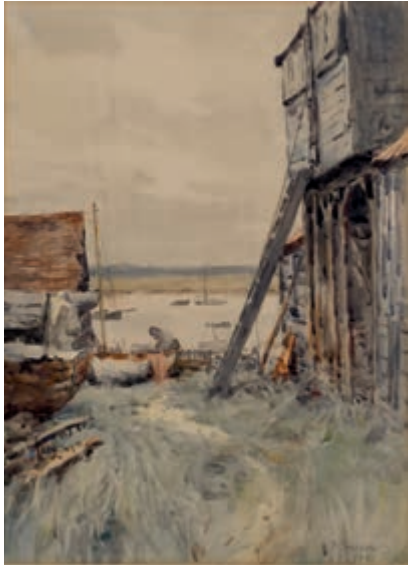
£250-350

Provenance: Probably **Henry Press (1844-1920)** marine artist

The artist Henry Press painted the yacht *Petrel* underway in the 1880s and was listed as the owner in the 1895 Lloyds Register of Yachts.



25



26 (part)

26

ARTHUR JOHN TREVOR BRISCOE (BRITISH, 1873-1943)

The boatyard

Signed and dated 'A. Briscoe /21' (lower right)

Watercolour

13¼ x 9¾ in. (33.5 x 25cm.); **together with** a watercolour by Frederick Bertrand Harnack of an estuary scene

(2)

£250-350



27 (part)

27

ARTHUR JOHN TREVOR BRISCOE (BRITISH, 1873-1943)

Moored yachts

Signed and dated 'A. Briscoe /23' (lower right)

Watercolour

7½ x 14 in. (19 x 35.5cm.); **together with** a similar watercolour by Frederick Bertrand Harnack

(2)

£100-150



28

28

A COCKTAIL SHAKER & GLASSES FOR THE ROYAL YACHT SQUADRON, CIRCA 1930

comprising a large conical shaker with silvered cork strainer and stopper, RYS burgee and cobalt blue foot with gilt lining, and six matching glasses, the shaker — 13 in. (33cm.) high

(7)

£250-350



29

29

A SILVER MODEL FOR RACING YACHT ZULU, BUILT BY MORRIS & LORIMER FOR SIR HARRY SPURRIER [1957]

the 7¾ in. hull with lined deck, mast with sails, rigging and pennant number 'K-8573Y', engraved to stern *ZULU* with silver hallmarks for London, 1985, contained to black baize-lined base with detail plaque and Perspex case — 14½ x 11½ x 7½ in. (37 x 29 x 19cm.); 200g. excluding case

£200-300

30

A RARE BURGEE FROM THE DUKE OF EDINBURGH'S 'DRAGON'-CLASS YACHT BLUEBOTTLE, CIRCA 1947

stitched green and white cotton bunting depicting the arms of the Duke of Edinburgh attached to sleeve with lanyard (*old wear and signs of use*) — 8½ x 11¼in. (21.5 x 28.5cm.)

£300-500

Provenance: Given by the late Duke of Edinburgh to the vendor's uncle, Mr Frank Groves, boatman to the Royal Yacht Squadron, Cowes.

Built by Camper and Nicholson in 1947, the Dragon Class *Bluebottle* (K 192) was a wedding gift to the then Princess Elizabeth and her husband, Philip, Duke of Edinburgh by the members of the Island Sailing Club in Cowes. Philip often lent her to other yachtsmen, among them the victorious Graham Mann, Ronald Backus and Jonathan Janson. It was under their management that *Bluebottle* took third place at the Melbourne Olympics in 1956.



30



The Duke of Edinburgh's 'Dragon'-class yacht Bluebottle, circa 1947

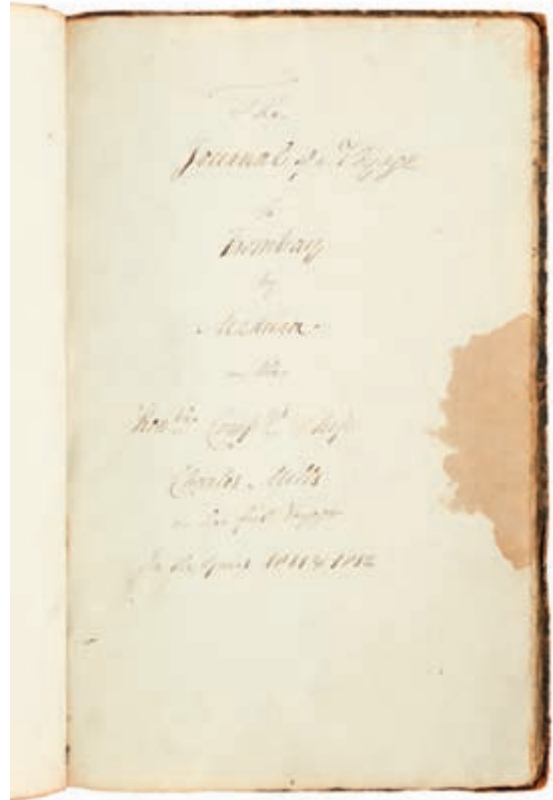
31

A LOG FOR THE HONOURABLE EAST INDIA COMPANY SHIP CHARLES MILLS, 1811-12

comprising approx. 158 pages of a voyage to Bombay by Madeira in the H.C.S. *Charles Mills*, her maiden voyage in the years 1811 & 1812, folio, contemporary half calf, marbled boards — 14 x 8in. (33.5 x 20.5cm.)

£300-400

The *Charles Mills*, launched at Chester in 1810, was an East Indiaman that completed two voyages for the British East India Company before trading independently between London and India under an East India Company license after the Company lost its monopoly in 1813. Commanded by Captain George Raincock, she made successful round trips to Bombay in 1811-12 (described in the present manuscript journal) and 1813-14, calling at ports such as Madeira, St Helena, the Cape of Good Hope, and Ceylon. Despite her earlier safe service, the ship foundered on 20 May 1822, with the loss of most of those on board.



31



32

32

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 droigt tag RK04A0197 — approx. 6¼in. (16cm.) long; 1944g.

£4,000-6,000



33

33

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

green glass onion bottle with waxed cork and iridescence — 6¼in. (16cm.) high

£600-800



Mercantile Steam

Lot 56 (detail)

34

A FINELY DETAILED 1:75 SCALE STATIC DISPLAY MODEL OF THE S.S. GREAT WESTERN, DESIGNED AND BUILT BY ISAMBARD KINGDOM BRUNEL, 1837

the 38in. carved hull plated below the waterline, planked and pinned decks with trennels, finely cast brass Neptune figurehead, paddle boxes with red painted paddle and railings, stayed funnel, safety valve extension pipes, saloon deck lights, two fitted boats in davits, and circular raised stern with double helm and binnacle, wood capped railings, gratings, secured to cradle stands within wooden display case with plate — 27½ x 52½ x 16½in. (70 x 133 x 42cm.)

£2,500-3,500



34

35

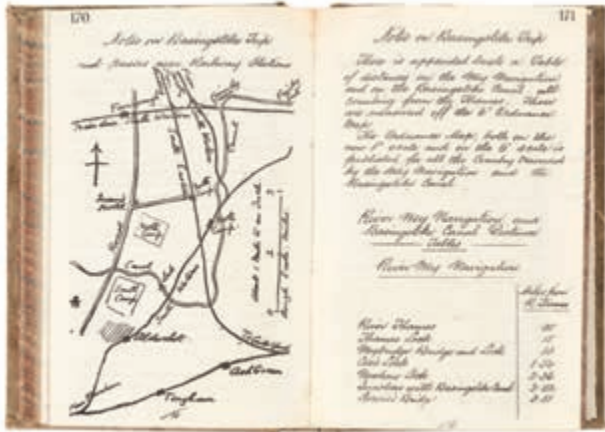
AN ENTERTAINING JOURNAL FOR A TRIP UP THE THAMES BY HENRY MARC BRUNEL AND FRIENDS IN 1885

comprising 274 pages, lithographs throughout, including several illustrations, title with printed monogram 'HMB' for the author, cream cloth, flat spine with the date '1885' — 7 x 4¾in. (17.8 x 11.2cm.)

£200-300

Provenance: Henry Marc Brunel.

An amusing account by engineer **Henry Marc Brunel (1842-1903)**, second son of Isambard Kingdom Brunel, describing a series of boating trips on the River Thames during 1885. The author's travelling companions included fellow engineers E. M. Cruttwell and John Wolfe-Barry, who co-designed Blackfriars's Bridge. The text provides an entertaining account of the trials and tribulations of boating, including problems with locks and weirs, descriptions of the passing landscape, the Henley Regatta (including difficulties of organising a photograph by William Taunt), less successful regattas at Kingston and Molesey - *the Sunday after each Regatta was devoted to forgetting its joys* - and information on eating establishments.



35



36

36

A SILVER MEDAL COMMEMORATING THE SAFE RETURN OF THE S.S. GREAT BRITAIN TO BRISTOL ON 19TH JULY 1970

struck by The Royal Mint for Overton, Farrell & Sons Ltd, signed as per title with sidewheel and floral motifs, obv. profile of *THE GREAT BRITAIN* with information inscription, numbered to rim '1530' of a limited run of 5000, contained in red plush-lined Overton, Farrell & Sons (Medallists) Ltd case, the medal — 1½in. (3.9cm.) diam.; 32g.; **together with** a Royal Mint silver medal commemorating the 400th anniversary of the Spanish Armada in a Royal Mint blue plush-lined case, the medal — 2½in. (6.3cm.) diam.; 153g.; and a silver medal commemorating the 175th anniversary of the Battle of Waterloo in Royal Mint green plush-lined case, the medal — 2½in. (6.3cm.) diam.; 153g.

(3)

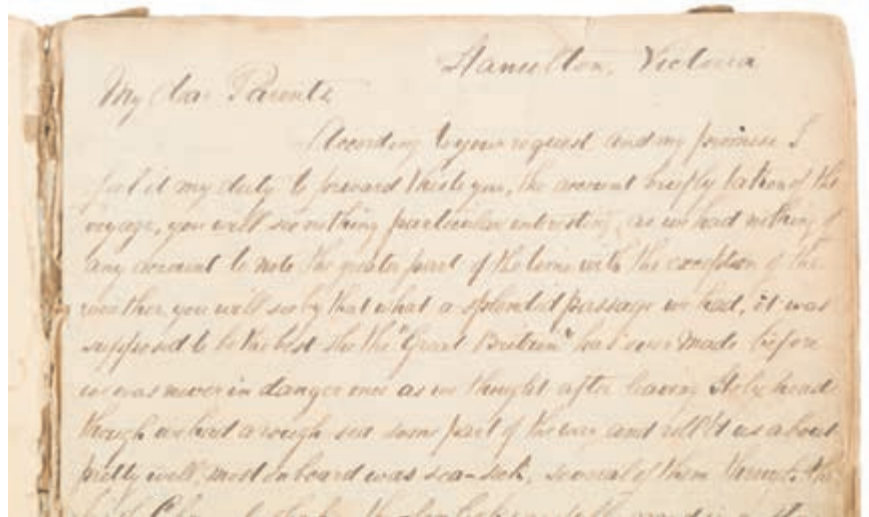
£400-600

20

A RARE ACCOUNT OF A THIRD CLASS PASSENGER'S VOYAGE TO AUSTRALIA ABOARD THE S.S. GREAT BRITAIN IN 1871

Manuscript, comprising a 38pp detailed description in the form of a letter home from Hamilton, Victoria to the author's parents in England, of a third-class passenger's voyage to Australia aboard the SS *Great Britain*, which sailed on 17 December 1871, it was supposed to be the best [voyage] the "*Great Britain*" has ever made, we was never in danger once as we thought after leaving Holy Head though we had a rough sea some part of the way. The anonymous writer describes waking to the sound of cocks crowing on deck, where animals were kept for food and provisions. For the saloon passengers there was one cow to supply milk, and for the second-class saloon there were sheep, pigs, fowl, turkeys, geese, ducks, pigeons, and rabbits. Friday 22nd: "We set sail again today. Near where we had been anchored at Holyhead was the place where the *Royal Charter* was wrecked. Our lamplighter had been on that ship at the time. He swam ashore to save his own life and went on to save 37 others. He later received a handsome gift from the Queen for his bravery. [...] Saturday 6th: "There was a concert on deck tonight. Several pushy young men on board liked to make themselves prominent - some who will likely do no good for themselves, either here or anywhere else. Drink was the greatest nuisance on board" [...] Monday 12th: "I noticed today how many warrant passengers we have on board - there are 124 of them. They are very fortunate to be travelling on this ship, as they are usually sent out in sailing vessels" [...] Wednesday 21st: "We sighted land this morning. I stayed in Melbourne from Wednesday afternoon until Friday afternoon. Uncle met me on Friday morning [...] There was 2 deaths on the voyage as I named before and 4 births, we was [sic] altogether including the time from Liverpool 60 days making the passage" [...] "Your affectionate son, Austin". The 20 page account of the voyage is followed by 18 pages of poetry — 8½ x 7in. (22.7 x 17.5cm.)

£300-400



37 (detail)



38

39

38

A 19TH CENTURY SHIP'S LAMP

constructed in copper with red glass globe shade, chimney and suspension loop — 20in. (51cm.) high; **together with** another similar lamp (lacking burner)

(2)

£150-250

39

A 19TH CENTURY SALOON LAMP BY MURRAY MCVINNIE & CO. LTD, MAVISBANK, GLASGOW

constructed in copper with globe shade, chimney, drop handle and maker's plate, complete with burner — 16½in. (42cm.) high

£200-300



40 (detail)

40 🏆

A FINE INDIAN COLONIAL SILVER CUP AND COVER PRESENTED BY P&O TO THE METEOROLOGIST HENRY PIDDINGTON IN 1852

on circular rocky and coral base applied with various shell motifs and rising to a double gourd-shaped body with presentation inscription and two half handles formed as seahorses, below various chased scenes, the presentation within cartouches made up of the emblems of England, Scotland and Ireland, the heavy cover cast and applied with a figure of Neptune and a mermaid below a standing figure of a sailor, engraved *PRESENTED / By a number of the Officers of / Peninsular & Oriental Steam Navigation / Company's Service / to / CAPTAIN PIDDINGTON / as a slight token of their appreciation / of his meritorious and indefatigable / exertions in rendering the theory of the / LAW OF STORMS / so practically useful to all / NAUTICAL MEN / Calcutta 1852*, possibly by Edward Barnard & Sons, London, but marked and presumably retailed by Hamilton and Co., Calcutta, circa 1850 -- 19in. (48cm.) high, 4060g £8,000-12,000

Provenance: The Honourable Company of Master Mariners.

Captain Henry Piddington (1797-1858) mainly sailed in East India and China, later settling in Bengal, where he worked as the curator of a geological museum. He is particularly well known for his pioneering studies in the meteorology of tropical storms and hurricanes and was the first to note the circular winds around a calm centre - or 'eye' - recorded by ships caught in storms; he coined the term 'cyclone' in 1848.



41

42

41

TWO 19TH CENTURY BOARDROOM ARMCHAIRS FROM P&O

in the manner of William IV, solidly constructed in mahogany with finely carved cornucopia arm supports and lion's paw feet carved in the round, sprung brown leather seats, the backs with plates inscribed *PRESENTED BY / PENINSULAR & ORIENTAL / STEAM NAVIGATION COMPANY / DECEMBER 1963* — 39½ x 37in. (100 x 94cm.)

(2)
£800-1,200

Provenance: The Honourable Company of Master Mariners; Presented by P&O in 1963.

42

TWO 19TH CENTURY BOARDROOM ARMCHAIRS PRESENTED BY THE P&O LINE

in the manner of William IV, solidly constructed in mahogany with finely carved cornucopia arm supports and lion's paw feet carved in the round, sprung brown leather seats, the backs with plates inscribed *PRESENTED BY / PENINSULAR & ORIENTAL / STEAM NAVIGATION COMPANY / DECEMBER 1963* — 39½ x 37in. (100 x 94cm.)

(2)
£800-1,200

Provenance: The Honourable Company of Master Mariners; Presented by P&O in 1963.

43

A FLINTLOCK SHIP'S PISTOL FROM THE 1854-56 WEST AFRICA NIGER EXPEDITION STEAM YACHT *PLEIAD*

the lock signed *E & W. BOND / LONDON*, brass trigger guard inscribed *PLEIAD*, brass-mounted walnut stock with steel ramrod captured on muzzle stirrup — 15¼in. (38.5cm.) overall
£700-900

William Baikie M.D. (1825-1864) was born in Orkney and studied medicine at Edinburgh University. He joined the Royal Navy in 1848 and soon attracted the notice of Sir Roderick Murchison who secured Baikie the post of surgeon and naturalist to the Niger Expedition in 1854. One of Baikie's most important observations was on the use of quinine to prevent malaria as no one on the expedition contracted the disease. During the expedition, the senior officer, Consul John Beecroft, died and Baikie took command. Ascending the Benue about 250 miles beyond the point reached by former explorers, he returned and reached the mouth of the Niger, after a voyage of 118 days, without the loss of a single man. The expedition was partly funded by Laird of Birkenhead — the 266-ton screw yacht *Pleiad* was designed by William Laird Jr and built by John Laird of Birkenhead to meet whatever unknown challenges cropped up, and was well armed with a single 12pdr gun, four swivel guns, a number of Minie guns together with pistols, shotguns and trade muskets. Baikie also used it for his second expedition of 1857 but it was wrecked in rapids. Baikie determined to carry out the purposes of the Expedition. He first considered establishing a British Consular Agency at Kabba but faced opposition from the local king — possibly because Baikie was against the slave trade, which still provided a generous income for some tribal leaders. Instead, he chose Lokoja as the base of his future operations, it being the site of the model farm established by the Niger Expedition of 1841, and abandoned on the death of most of the white settlers. After Baikie's death, the British government abolished the consulate (1866), but the trading post remained influential. The district where Baikie had worked so successfully was finally secured for the UK through private enterprise some 20 years later and Lokoja became the capital of the Northern Nigeria Protectorate. Baikie wrote up the 1854 Expedition in his *Narrative of an Exploring Voyage up the ... Niger and Isadda* published in 1856.



43



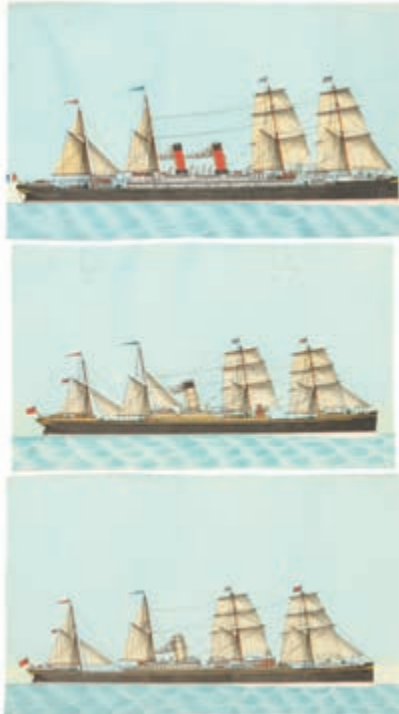
43 (detail)



44 (detail)



44



45



'Ophir' as a Royal Yacht (Harold Whitehead)

44 

A SHIP'S BELL FROM THE ORIENT LINE'S R.M.S. OPHIR, 1891

cast in brass with black-filled lettering inscribed OPHIR, complete with clapper, mounted on a wooden stand with brass plaque inscribed R.M.S. "OPHIR" / THIS BELL COMMEMORATES THE HONOUR SHOWN TO THE MERCHANT NAVY WHEN, IN 1901, R.M.S. "OPHIR" WAS SELECTED TO CARRY THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF YORK (AFTERWARDS THEIR MAJESTIES KING GEORGE V AND QUEEN MARY) ON THE WORLD TOUR DURING THE COURSE OF WHICH HIS ROYAL HIGHNESS INAUGURATED THE FEDERAL PARLIAMENT OF AUSTRALIA / PRESENTED TO / THE HONOURABLE COMPANY OF MASTER MARINERS / BY / ORIENT STEAM NAVIGATION CO. LTD. / 1950, the bell — 10in. (25.5cm.) square; the stand — 21 x 19 x 10in. (53.5 x 48 x 25.5cm.)

£2,000-3,000

Provenance: The Honourable Company of Master Mariners; Presented by the Orient Steam Navigation Co. Ltd, 1950.

Ophir was a highly distinctive twin-screw steamer ordered for the Orient Line's prestigious Australian service in 1891. Built by Robert Napier & Sons at Glasgow, she was registered at 6,814 tons gross (2,920 net) and measured 465 feet in length with a 53½ foot beam. Powered by two of her builder's own triple-expansion engines, she could make 18 knots at full speed and, whilst she had passenger accommodation in three classes, her first class public rooms were particularly lavish. In fact, so luxurious were her appointments that she proved a logical choice when the government found it necessary to charter a suitable liner to convey the Duke and Duchess of York (later King George V and Queen Mary) on their overseas tour in 1901. After minor modifications, including the positioning of two 32-foot steam cutters over the poop, and thereafter repainted in her new white livery, *Ophir* left Portsmouth on 16th March 1901 for the first-ever Royal Tour in the modern sense. Every continent in the Empire was visited except India, and by the end of the seven-month voyage, she had steamed 45,000 miles. Returning to commercial sailings the following year, her royal connection made her even more popular with the travelling public, although her running costs were so high that she was frequently laid up during the low season. Serving as an armed merchant cruiser during the Great War, she was paid off for the last time in 1919 and broken up in 1922.

45

THREE PIERHEAD WATERCOLOURS OF LATE 19TH CENTURY LINERS

comprising 'Bostonian' (1888); 'Normandie' (1883) and 'Tower Hill' (1881), all in pen and ink on watermarked paper for A. Whatman, largest — 9 x 15¾in. (23 x 40cm.) unframed

(3)

£80-120



46

46
MARIE EDOUARD ADAM (FRENCH 1847-1929)
The Beck Line steam ship 'Beck Frères'

Signed and dated 'Eud Adam 1900' (lower left)
 Oil on canvas
 23 x 35½in. (58.5 x 90cm.)
 £800-1,200

Launched by Laing of Deptford in December 1881 as *Laju* and registered at 1910-tons, she was sold in 1900 to Georges Beck who will have commissioned this picture. In 1917 she was sold again and renamed *Outreau*, on the 24th November 1922 she was between the Tyne and Boulogne with coal when she was reported missing presumed lost, no trace has ever been found.

47

A WELL PRESENTED WATERLINE MODEL OF THE INMAN LINER S.S. PARIS, CIRCA 1890

probably by Triggs Maritime Architects, the 32in. carved hull with painted wood and metal fittings as appropriate, saloon lights, open bridge, stayed funnels with cotton wool 'smoke', 10 lifeboats in davits and other details, mounted in a green sea with foam alongside hull, contained within glazed ebonised case with sky painted backdrop — 14 x 42 x 11in. (36 x 107 x 28cm.)
 £500-700



47



A SILVER SALVER PRESENTED BY HALL LINE TO CAPTAIN SEALY CAINES, 1889
with scroll and shell border and three panel supports, the centre engraved
*PRESENTED TO / CAPTAIN JAMES SEALY CAINES, / ON HIS RETIREMENT FROM
SEA, / Messrs. Hall Brothers / OF / NEWCASTLE ON TYNE / AS A MARK OF ESTEEM
AND APPRECIATION / OF HIS 29½ YEARS SERVICE IN THEIR EMPLOY / VIZ 1½
YEARS AS CHIEF OFFICER AND 28 YEARS IN COMMAND OF / THEIR SAILING
SHIPS AND STEAMERS / JANUARY 1889*, with maker's mark for John Batson,
London, 1887 — 11½in. (29cm.) diam.; 645g.

£800-1,000

Provenance: The Honourable Company of Master Mariners.



A SILVER SALVER PRESENTED BY THE RANGOON PILOT SERVICE, 1926
with Chippendale border and three volute supports, with various engraved
facsimile signatures and engraved *"PRESENTED TO / Mr. H. St. John Clay / BY / HIS
BROTHER OFFICERS / IN THE / RANGOON PILOT SERVICE / ON THE OCCASION OF
HIS MARRIAGE / JANUARY 1926*, maker's mark for Atkin Bros, Birmingham, 1925
— 11¾in. (30cm.) diam.; 985g.

£1,000-1,500

Provenance: The Honourable Company of Master Mariners.



A SILVER SALVER PRESENTED BY THE SHIP'S COMPANY OF THE P&O AUSTRALIA SERVICE SHIP MALWA TO CAPTAIN H.W. RANDALL, 1927
with bold scrolling foliate border on three scroll feet, the centre engraved *To / Captain H. W. Randall
R.N.R / FROM THE SHIP'S COMPANY / P.&O. R.M.S.
"MALWA" / 1926-1927*, maker's marks for Mappin & Webb, Sheffield, 1926 — 15in. (38cm.) diam.; 1900g.

£2,000-3,000

Provenance: The Honourable Company of Master Mariners.

The S.S. *Malwa* was built for the Australian service by Cairds in 1910. Registered at 10,883 tons, she had twin quadruple-expansion engines delivering an impressive 18 knots. Used for troop service in World War One, she resumed the Australia run in 1920 and was broken up in 1932.

51 

A VICTORIAN SILVER SALVER PRESENTED TO CAPTAIN PARFITT OF P&O'S P.S. FORMOSA, 1852

decorated with flat-chased floral and foliate band, below a scroll and rocaille rim, scroll supports, the centre engraved *Presented / TO / CAPTAIN W. PARFITT, / accompanied by a purse of 540 sovereigns, / AS / A TESTIMONIAL OF RESPECT, / from the Merchants, Banking Companies & others, / OF THE CITY OF SYDNEY; / and in recognition of the energy & promptitude displayed / by him in deviating from his prescribed route whilst / in Command of the "FORMOSA" Steam Ship, / and thereby ensuring the delivery in London / of the Sydney Mails of the 8th Nov 1852 / in the short space of / SIXTY NINE DAYS.,* with maker's marks for William Kerr Reid, London, 1841 — 17in. (43cm.) diam.; 2201g. £3,000-4,000

Provenance: The Honourable Company of Master Mariners.

Ordered by the Malcolmson Brothers' Waterford Steamship Company and launched as the *Caledonia* on 17th April 1852, for reasons unknown, this smart barque-rigged iron screw steamer was purchased by P&O the very next month and emerged from her builder's yard on the Clyde as the newly christened *Formosa* on 29th June 1852. Registered at 637 tons gross, she was 203.5 feet in length with a 25.7 foot beam and could make 8 knots under steam. Although intended for P&O's brand new Singapore – Australia service, this venture proved controversial for the company and, in the event, *Formosa* only undertook one single round trip on the route. Sailing from Southampton on 7th August [1852] with 90 passengers and the Australian mails aboard, by the time she finally returned to England in November, after calling at Singapore on both the outward and homeward passages, the company had decided to replace her with their newer and significantly larger *Bombay*. Thus transferred onto the company's Calcutta – Hong Kong – Shanghai service where she remained, based at Hong Kong, until 1867 when she struck a rock off Ocksen (sic) Island (now Xiamen Island) on the coast of mainland China and had to be beached at Amoy for repairs. Subsequently sold and the resold again until bought by the China Navigation Co. in 1876, she was eventually reduced to a coal hulk in 1891. Still afloat in 1929, she was reportedly sold to Chinese owners that year although no further details are available.



53

52 

A SILVER SALVER PRESENTED TO CAPTAIN BERTRAM FOX HAYES R.N.R., 1900

with scroll and shell border with three claw and ball supports, the centre engraved *PRESENTED / TO / Capt. B. F. Hayes R.N.R. / BY THE OFFICERS OF THE / IMPERIAL REPRESENTATIVE CORPS, / AS A SOUVENIR OF THEIR / VOYAGE IN THE S.S. BRITANNIC / TO / AUSTRALIA & NEW ZEALAND, / 12th November 1900 to 14th April 1901.,* with maker's marks for the Goldsmiths & Silversmiths Company Ltd, London, 1900 — 17in. (43cm.) diam.; 1840g.

£2,000-3,000

Provenance: The Honourable Company of Master Mariners. Presented by Captain Bartram Fox Hayes

Completed by Harland & Wolff in 1874, *Britannic* attained the Blue Ribband in 1876 for her West Bound crossing; She made her final transatlantic voyage for White Star in August 1899 whereupon she was requisitioned by the Royal Navy and converted for use as a troopship to transport soldiers to the Second Boer War in South Africa, transporting 37,000 troops over three years. In November 1900, *Britannic* also sailed to Australia with a guard of honour to represent Great Britain at the inauguration of the Australian Commonwealth and took part in the fleet review in Sydney Harbour to mark the occasion. **Captain Bartram Fox Hayes (1864-1941)** was awarded the Transport Medal for his services during the Boer War and was later Master of the R.M.S. *Olympic* (see lot 165) for her troop carrying duties in World War I, during which time he rammed and sank U-103. Please also see lot 162 for a further Fox Hayes *Britannic* item.

53 

AN OVAL SILVER SALVER PRESENTED TO CAPTAIN W. CUMING OF THE S.S. EDINBURGH, 1856

standing on four cast scroll feet, scroll and line engraved, inscribed *Presented with an address / to / Capt. W. Cuming / by the Saloon Passengers / S.S. Edinburgh / as a mark of their esteem, / and admiration of his character as a / Seaman and a Gentleman. / New York, 7th May 1856,* retailed by Black Ball & Co., New York with maker's mark for William Forbes — 11 x 15¼in. (28 x 38.5cm.); 960g.

£1,000-1,500

Provenance: The Honourable Company of Master Mariners.

Launched by Tod & McGregor in 1855, this 2315-ton barque-rigged steamship was acquired by the Inman Line in 1859 and, in June that year she struck an iceberg while travelling from New York to Glasgow, subsequently reaching St. Johns, Newfoundland, with two compartments flooded thanks to Cummings' calm conduct. She continued a passenger service between Liverpool and New York until sold for use as a cable layer, then converted to a hydrographic survey vessel, and finally as an Italian cadet training accommodation ship located at Bari, which lasted until 1943.



54

54 

CHARLES EDWARD DIXON (BRITISH 1872-1934)

Off Deptford

Signed and dated 'Charles Dixon 03' with title (lower left)

Watercolour

10 x 30in. (25.5 x 76cm.)

£800-1,200

Provenance: The Honourable Company of Master Mariners.

55 

CHARLES EDWARD DIXON (BRITISH 1872-1934)

Above Gravesend

Signed and dated 'Charles Dixon 03' with title (lower left)

Watercolour

10 x 30in. (25.5 x 76cm.)

£800-1,200

Provenance: The Honourable Company of Master Mariners.



55



56



56 (detail)



56 (detail)

56 

A 1:96 SCALE BUILDER'S MODEL FOR THE S.S. GRELDON (EX-DARTMOUTH), BUILT BY RICHARDSON, DUCK & CO. LTD FOR ANNING STEAMSHIP COMPANY LTD, 1903

the 42in. carved and laminated hull with white and grey lined decks, silvered fittings as appropriate, masts with standing rigging and derricks, stayed funnel with company livery, red-lined ventilators, emergency helm, steering chains, mounted on four turned columns to raised display base in original glazed wooden case with ivory plate and brass legend to front — 18½ x 53 x 16in. (47 x 134.5 x 40.5cm.)

£6,000-8,000

Provenance: The Honourable Company of Master Mariners; Donated by Kenneth P. D. Thomas, 1956.

Registered at 3322 tons in 1903 for the Anning SS Co. Ltd., Cardiff, she was named *Dartmouth* until sold to J. C. Gould & Co., Cardiff in 1915 and renamed *Grelton*. She was torpedoed without warning by German submarine *U-96* on October 8th 1917 when 7 miles off the Arklow Light Vessel, Ireland. 28 lives were lost, including her Master, D.H. Jones.



57 (part)

57 (part)

S.S. Grantully Castle

57

THE BUILDER'S PLATE AND SHIP'S WHEEL FROM THE UNION CASTLE LINE'S S.S. GRANTULLY CASTLE, 1910

the plate cast in brass and inscribed "GRANTULLY CASTLE" / No. 477 / BARCLAY CURLE & Co. LTD. / SHIPBUILDERS & ENGINEERS / GLASGOW, with holes for bulkhead placements, mounted to wooden display board — 14 x 20in. (35.5 x 51cm.); **together with** an 8-spoke ship's wheel from the *Grantully Castle* — 41½in. (105.5cm.) diam.; and a framed letter from the Union-Castle Mail Steamship Co. Ltd regarding the wheel and plate

(3)

£1,000-1,500

Provenance: Thomas William Bexson, signals officer on the *Grantully Castle*; and thence by descent.

An intermediate steamer of 7606-tons, she cruised at a steady 13kts and had accommodation for three classes. In January 1915 she was deployed as a troopship during the Dardanelles campaign and held at Mudros in company with the *Alnwick Castle*, and *Balmoral Castle*, for five weeks from 18th March whilst attempts to force the Dardanelles Strait were delayed until 23rd April - when they eventually landed, it was to a newly reinforced Turkish army. She left the Dardanelles on 1st May 1915 for Malta where she was converted to a hospital ship with 552 beds. The war poet **Rupert Brooke (1887-1915)** was transferred from her to a French hospital ship where he died on 23rd April. Reverting to Union Castle ownership in 1919, she served for a further 20 years before being broken up in 1939 at Bo'ness.

58

A SHIP'S BELL FOR THE ABERDEEN LINE'S DEMOSTHENES, 1911

cast in brass with black-filled lettering inscribed *DEMOSTHENES* / 1911 / *ABERDEEN*, complete with clapper and sally, the bell — 10½in. (26.5cm.) square; **together with** a framed photograph of *Demosthenes* in the Thames, Tilbury

(2)

£300-400



58



Demosthenes in the Thames, Tilbury



59 (part)

59

FRANK WATSON WOOD (BRITISH, 1862-1953)

The 'Mauretania' berthing at Southampton

Signed and dated 'Frank W Wood 1929' (lower right)

Watercolour

12½ x 20in. (32 x 51cm.); **together with** a pastel by P.M.

Dinsmore of a two-funnel liner

(2)

£500-800

60 

A MODEL OF BRUNEL'S P.S. GREAT WESTERN [1837]

the 16in. plastic hull coppered below the waterline with paddle boxes, red painted paddles, anchors, plain deck with simple fittings, masts with shaped plastic sails, and circular stern castle, mounted on blue-painted display base with glazed cover — 11¾ x 23½ x 9in. (30 x 59.5 x 23cm.); **together with** approx. 16 miniature diecast waterline models for assorted lines and ships inscribed to underneath, contained in a 3-sectioned glazed case

(2)

£100-150



60 (part)



61 δ

FRED JOHNSON (BRITISH, 20TH CENTURY)

White Star Line's R.M.S. 'Majestic' (1922); Anchor Line's R.M.S. 'Transylvania' (1923); Blue Star Line's 'Avila Star' (1929); Elder Dempster Line's 'Apapa' (1948)

Each signed 'Fred Johnson' (lower right)

Watercolour heightened with white

11 x 15½in. (28 x 39.5cm.); 11 x 17in. (28 x 43cm.); 11 x 15¼in. (28 x 39cm.); 11 x 16½in. (28 x 42cm.)

(4)

£150-250

61 (part)



62

62

A RARE CARVED OAK PANEL FROM THE FIRST CLASS SMOKING ROOM OF R.M.S. *AQUITANIA*, CIRCA 1914

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

£400-600

This panel was one of a series of carvings depicting English seaside towns and ports, forming part of the decoration scheme for the 1st class Smoking Room on the R.M.S. *Aquitania*. The design of the room was created by architects Mewès & Davis, inspired by the Carolean style at the Royal Hospital, Greenwich, and constructed by W. & E. Thornton-Smith Ltd, London. The same architectural partnership acted as consultants for the Cunard Building at the Pier Head, Liverpool, 1914-17.



63

63

THE 'LAWRENCE' TROPHY: A MAGNIFICENT SILVER ART NOUVEAU MARINE TROPHY

the ovoid bowl chased with seaweed and flanked by handles modelled as mermaids holding cornucopias and wreaths of Victory, inscribed in opposing cartouches, supported by a kneeling figure of Neptune on socle plinth wreathed with seaweed and shells, Sheffield hallmarks for John Round & Son Ltd, 1904, loosely mounted on ebonised wooden base with later silver winners dedication cuff, the trophy — 22in. (56cm.) high excluding base; 7.1kg; with wooden storage case

£10,000-15,000

Provenance: The Marine Society & Sea Cadets.



64

64

A 1:192 SCALE BUILDER'S BOARDROOM MODEL OF THE T.M.V. DURHAM, BUILT BY WORKMAN CLARK LTD, BELFAST, FOR THE FEDERAL STEAM NAVIGATION CO. LTD, 1934

the 32in. laminated and carved hull with bilge keels, the lined lacquered decks with detailed gilt plated and painted fittings as appropriate, companionways, rigged derricks with winches, open boats in davits, bridge with binnacle helm and telegraphs, livery funnel, brass vents and other fittings, mounted on four turned columns within original glazed wooden case with green felt-lining to base with ship's information — 15 x 39 x 9¼in. (38 x 99 x 25cm.)

£3,000-5,000

Provenance: The Honourable Company of Master Mariners; Donated by New Zealand Shipping Company, 1951.

A refrigerated cargo ship of 10,893 tons, *Durham* was fitted as a cadet training ship for both Federal and New Zealand SS Co cadets with forty berths and a classroom. When World War Two started she remained on commercial work until June 1941 when she was taken to Malta and fitted for convoy work with a 12lb gun, two Bofors guns and twenty machine guns. By the end of her Malta service she had shot down two enemy fighters, been torpedoed, mined and beached. Patched up she resumed duties in July 1943 and survived the War. She returned to her pre-War service until sold in 1965 to the Italian Astroguardia Cie. who renamed her *Rion*, ran her for a single voyage and then sold her for breaking at Taiwan.



64 (detail)



65

65

A BUILDER'S ENGINE ROOM PLATE FROM THE T.S. SLIEVE BAWN, BUILT BY WILLIAM DENNY & BROS, DUMBARTON, 1937

cast in brass and inscribed *No 1299. / TURBINE STEAMER / "SLIEVE BAWN" / BUILT BY / DENNY - DUMBARTON / 1937.* — 12 x 17½in. (30.5 x 44.5cm.) mounted to a wooden display board
£300-400

Slieve Bawn was a general-purpose cargo ferry built for the London Midland and Scottish Railway Co. Registered at 1447 tons, her geared Parsons turbines gave her a guaranteed contract speed of 17kts. According to the Denny List, she was designed to carry 5,580 cu ft. cargo; 735 cattle; 18 drovers, 12 dealers and 95 tons of coal and cost £96,635/15/- to build. Converted to fuel oil in 1961 she lasted until 1972 when sold to Spanish breakers.



66

66 5

ROBERT G. LLOYD (BRITISH, B. 1969)

The Blue Funnel Line's M.V. 'Hector' en route to Hong Kong, circa 1968

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

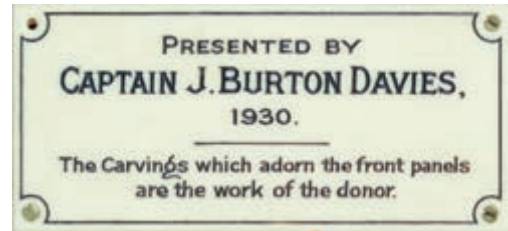
Oil on board

24½ x 36½in. (62 x 93cm.)

£600-800



67



67 (detail)

67 

AN OAK COFFER FOR THE HONOURABLE COMPANY OF MASTER MARINERS, CIRCA 1930

carved to the front with the Arms of The Honourable Company of Master Mariners flanked by the Prince of Wales feathers — 27½ x 49½ x 17½in. (70 x 126 x 44.5cm.)

£300-500

Provenance: The Honourable Company of Master Mariners.



68

68 

A LIMITED EDITION SET OF SILVER INGOTS COMMEMORATING THE HISTORY OF THE NORTH ATLANTIC LINERS, 20TH CENTURY

including *The Great Western; The Great Eastern; Mauretania; Titanic; Normandie; Queen Mary* and *Queen Elizabeth*, sterling silver, Birmingham Mint, 32g each, all contained within a miniature sailor's chest-style box — each 2 x 1in. (5 x 2.5cm.); 640g. total

(20)

£800-1,200

Provenance: The Honourable Company of Master Mariners.



69

69

A DRAMATIC SAILORWORK DIORAMA MODEL OF A WRECK SCENE WITH LIFEBOAT IN ATTENDANCE

comprising a steamship foundering off a rocky headland with water flooding the top deck, her lifeboat upended and anchor chains adrift with double-ended lifeboat being rowed by a full crew in life preservers, moulded painted sea with papier-mâché rock backdrop and painted backboard — 37 x 11 x 11in. (94 x 28 x 28cm.) with loose Perspex dust cover

(2)

£80-120



70

70

A 1:48 SCALE BUILDER'S STYLE MODEL OF THE STEAM TUG FLYING EAGLE, ORIGINALLY BUILT BY BOW, MCLACHLAN & CO. FOR THE CLYDE SHIPPING CO. LTD [1928]

the carved 22in. hull with planked decks and polished brass fittings as appropriate, stayed funnel with safety valve extension pipe, fitted boats in davits, towing gear, wheelhouse with mast over, winch and other details, mounted on two turned columns to raised display base with plaque within glazed wooden display case — 18¼ x 34¼ x 13¼in. (46.5 x 87 x 33.5cm.)

£3,000-4,000



71

71

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

Early morn - off Greenhithe

Signed and dated 'W M Birchall 1940' (lower left) with title Watercolour heightened with white

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

£80-120



72

72

A PAIR OF 20TH CENTURY GIMBALLED SALOON CANDLE LAMPS

constructed in polished brass with spring candle sockets, weighted base, gimbal suspension, glass shades and suspension bracket with circular bulkhead plate — 11in. (28cm.) high

(2, a pair)

£250-350



73

73

A WATERLINE MODEL OF THE PADDLE STEAMER WAVERLEY [1946]

the 23in. carved wooden hull finished in company livery, scored decks and fully fitted as appropriate, set in a foamy blue moulded seascape within glazed wooden case with name plate — 9¾ x 27½ x 9½in. (24.7 x 70 x 24cm.)

£600-800



74

74

A PAIR OF LATE 19TH CENTURY GIMBAL MOUNTED BRASS CANDLE SCONCES

with weighted brass cases, removable candle sheath with bare neck fitting to top and 3 arm supports for shades, the glass shades with brass trims to base, gimbal mounted for bulkhead securing — 18in. (46cm.) high

(2, a pair)

£250-350

75

75

TWO GIMBALLED SALOON CANDLE LAMPS, CIRCA 1890

cast in brass with gimbal mounts, sprung candle sockets and bulkhead mounting plate, complete with glass shades, the largest — 16½in. (42cm.) long

(2)

£250-350

76

76

A PAIR OF 20TH CENTURY ELECTRIC SALOON LAMPS

cast in brass with balustrade supports with circular bulkhead attachment plates, with gimbal with weighted shield-shaped base and electrical fitting — 13½in. (34.5cm.) high

(2, a pair)

£250-350

77 

A PAIR OF SILVER PORT AND STARBOARD MINIATURE LANTERNS

with glass fronts and hinged tops, the 'port' with recess for tooth picks, 'starboard' with lamp maker's marks for Samuel Jacob, London, 1897, the port lamp maker's marks for Ernest Arthur Jacob, London, 1930 — 3½in. (9cm.) high; **together with** a silver cigar lighter modelled as a masthead lamp with red Fresnel-type lens with maker's mark for Deakin & Francis, Birmingham, 1876 — 3½in. (9cm.) high; 401g. total

(3)

£300-500

Provenance: The Honourable Company of Master Mariners.

Cigar lighter: Presented by Captain J. D. Norie.



77



78



78 (detail)



78 (detail)

78 

A BUILDER'S BOARDROOM MODEL FOR THE M.V. CLAN MACLAREN, BUILT BY SINCLAIR MODEL ENGINEERING FOR GREENOCK DOCKYARD CO., 1946

the 84in. hull with red and white painted decks, silvered and painted fittings, rigged derricks, covered lifeboats in davits, bridge with awning stanchions and rangefinder, and other details, on four turned columns to base contained in a glazed wooden case — 32¼ x 99 x 22in. (82 x 251.5 x 56cm.)

£15,000-20,000

Provenance: The Honourable Company of Master Mariners; Donated by The Clan Line of Steamers Ltd, 1951.



79

79
A BULKHEAD CLOCK FROM THE CHARTROOM OF THE PACIFIC S.N. CO.'S M.V. SARMIENTO, 1943

the 6in. painted dial with black Roman numerals, black spade hands with subsidiary seconds dial, slow/fast lever, 8-day movement stamped *MADE IN ENGLAND / SMITHS CLOCKS & WATCHES / LTD LONDON* and numbered '123', contained within large brass bulkhead case with bevelled glass face plate, mounted to square wooden display board — 10in. (25.5cm.) square
 £100-150

80

A HISTORICALLY INTERESTING CONTEMPORARY 1:160 SCALE WATERLINE MODEL OF THE ILL-FATED TANKER REGENT TIGER, TORPEDOED 8TH SEPTEMBER 1939

modelled by crew member Christopher Pitcher in 1942, with carved 35in. hull finished in two-tone grey overall and complete with wood and metal fittings, ventilators, lifeboats in davits, rigged masts with navigation lamps, pipework, railings, quick-firing gun on platform behind funnel and other details, mounted on polished wooden base with plate within original wooden glazed case, overall — 19½ x 42 x 10in. (49.5 x 107 x 25.5cm.)
 £500-800



80

Built by Swan, Hunter & Wigham Richardson, the 10,176 ton tanker M.V. *Regent Tiger* was one of the earliest casualties of World War II when she was torpedoed about 400nm west of Bishops Rock by U-29 on the 8th September 1939, just five days after War was declared between Trinidad and Avonmouth with 14,000 tons of gasoline. At 12.15 the u-boat fired warning shots over the bow and allowed a general evacuation. Captain William Roberts, 40 crew members and three passengers were picked up after a few hours by the S.S. *Jean Jadot*, which had heard their distress call and landed them at Ramsgate on 11 September. The *Jean Jadot* was sunk by a torpedo in 1943. Crewman Christopher Pitcher was just 16 at the time of the incident.

81 

A 1:96 SCALE BUILDER'S WATERLINE BOARDROOM MODEL FOR THE M.V. AMBERLEY, BUILT BY GRANGEMOUTH DY FOR STEPHENSON CLARKE LTD, 1953

the 32in. hull with ebonised decks and hatches, silvered and painted fittings as appropriate, fitted bridge with rangefinder, binnacle, etc., masts rigged with derricks, aft funnel, two covered lifeboats in davits and other details, mounted in a moulded painted sea within original glazed wooden case with presentation plate — 16 x 41½ x 14in. (40.5 x 105.5 x 35.5cm.)
 £1,500-2,500

Provenance: The Honourable Company of Master Mariners; Presented by Stephenson Clarke Ltd.



81



82



82 (detail)

82

A 1:96 SCALE BUILDER'S WATERLINE MODEL OF THE M.S. LAGOS PALM, BUILT BY SWAN, HUNTER & WIGHAM RICHARDSON, LTD, FOR PALM LINE LTD, 1961

the 58in. laminated and carved hull with white decks, lined hatch covers, gold-plated fittings as appropriate, rigged derricks with blocks, central superstructure with binnacle, telegraph and rangefinder over, engine room lights, livery funnel and other details, mounted on a mottled green glass sea with builder's plates fore and aft, within original glazed wooden case — 18 x 65½ x 14½in. (46 x 166 x 37cm.)

£3,000-5,000



82 (detail)

83

A BRASS BINNACLE AND COMPASS, 20TH CENTURY

the 8in. compass card signed *CHRISTIE & WILSON / GLASGOW.*, and contained within liquid-filled bowl, set within tapering brass binnacle with hood and correction spheres — 53 x 35in. (135 x 89cm.); **together with** a liquid-filled bridge compass in base with correction spheres (*lacking hood*); and 3 galvanised metal navigation lights comprising port, starboard and masthead (*converted electric*)

(5)

£400-600

84

A SINGLE-SIDED BRIDGE TELEGRAPH BY MECHANS LIMITED, SCOTSTOUN, GLASGOW

with 8in. replaced paper dial, set on tapering brass pedestal with mounting plate for deck securing — 41in. (104cm.) high; **together with** a porthole and bulkhead clock display to wooden board; and a ship's clock by Smith's Astral

(3)

£300-400



84 (part)

83 (part)



85

85

A 1:96 SCALE BUILDER'S MODEL OF THE TANKER *BRITISH FREEDOM*, BUILT BY SWAN HUNTER WIGHAM RICHARDSON LTD FOR BP LTD, 1950

by the Tees Model Shipbuilding Co., the 58in. laminated and carved hull with bilge keels, lowered companionway, propeller and rudder, with red painted decks with detailed polished and painted fittings as appropriate, including central superstructure with bridge covered lifeboats in davits, lined wooden decks, awning stanchions, radio shack with aerial, gantry to aft superstructure with stayed livery funnel, engine room lights and much other fine details, mounted within later period style wooden glazed case with specification plate and modeller's label — 25½ x 75 x 16½in. (65 x 190.5 x 42cm.)

£3,000-5,000

Broken up at Kaohsiung, 20th April, 1972.



85 (detail)



86

86 δ

ROBERT G. LLOYD (BRITISH, B. 1969)

The British and Burmese Steam Navigation Co. Ltd's M.V. 'Yoma' in Liverpool docks, circa 1952

Signed and dated 'Robert G. Lloyd 2001' (lower right) with artist label to reverse

Oil on board

22 x 34½in. (56 x 87.5cm.)

£600-800



87

87  **A 1:100 SCALE BUILDER'S BOARDROOM MODEL FOR THE M.S. LONDON STATESMAN, BUILT BY UDDEVALLAVARET AB, SWEDEN FOR LONDON & OVERSEAS FREIGHTERS LTD, 1963**

modelled by A.B. Sverre Gothenburg, the 62in. carved and laminated hull with red painted decks, painted fittings as appropriate, rigged derricks, grey hatch covers, bridge with comms over, livery funnel, boats in davits and other details, mounted on four turned wooden columns to display base with brass builder's plate and glazed cover — 21½ x 71 x 14in. (54.5 x 180.5 x 36cm.)

£2,000-3,000

Provenance: The Honourable Company of Master Mariners; Donated by London & Overseas Freighters Ltd, March 1976.

Registered at 10,892, the *London Statesman* was unwittingly caught up and sunk twice in conflicts separated by a decade. Completed in 1963, she spent nearly ten years successfully trading as a tramp steamer when, on the 10th July 1972, during the Vietnam War, she was unloading a cargo of rice in Nha Trang in South Vietnam when her engine room suddenly flooded, and she sank by the stern - sabotage by the Viet Cong was suspected. Refloated, she continued her trade for a further twelve years (by which time she was under Greek ownership and called *Skaros*) when, on 1 February 1984, during the Iran-Iraq War, she was one of four merchant ships in a convoy outward bound in the Bandar Imam Khomeini Channel which were attacked by Iraqi aircraft with Exocet missiles hitting all four ships. *Skaros* was hit in the engine room and set on fire. She was towed back to Bandar Imam Khomeini that same day, but her insurers declared her a total loss.



88

88  **ROBERT G. LLOYD (BRITISH, B. 1969)**

The Blue Funnel Line's 'Memnon' passing Sultan Shoal Lighthouse inward bound to Singapore, circa 1967

Signed and dated 'Robert G. Lloyd 2016' (lower right)

Oil on canvas board

23 x 35in. (58.5 x 89cm.)

£600-800



89

89 **A BRIDGE BELL FROM THE BLUE FUNNEL LINE'S S.S. MENE LAUS, 1957**

cast in brass with black-filled lettering inscribed *MENE LAUS*, with brass hanging bracket and wooden wall mount, complete with clapper and sally, the bell — 9in. (23cm.) square

Built by Caledon SB, *Menelaus* (sister to *Memnon*, see lot 88) was a refrigerated cargo ship of 8539 tons and was sold to Elder Dempster in 1972 by the Ocean SS Co, and renamed *Mano*, she was sold twice more before breaking at Pusan, South Korea, in 1979.

£200-300



90

90 

A 1:96 SCALE BOARDROOM WATERLINE MODEL FOR BANK LINE'S MOTOR SHIP CEDARBANK, 1976

by Sunderland Models of Newcastle-upon-Tyne, the 65in. carved and laminated hull with ebonised decks and beige-lined hatches and fittings, aft superstructure with lined decks, covered lifeboats in davits, swimming pool, companionways, spare propeller and other details, mounted on a painted sea form base with maker's plate contained within glazed wooden case — 16½ x 73½ x 14in. (42 x 187 x 35.5cm.)

£1,500-2,500

Provenance: The Honourable Company of Master Mariners; Donated by Andrew Weir & Co., 1976.

Built by Sunderland SB in 1976 for Andrew Weir & Co's Bank Line, she registered 11,282 tons. Sold in 1983 and renamed *Elly*, (then *Irene* (91) and *Nini* (97)), she was broken up at Alang in 1999.



91

91
WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

Tower Bridge - London

Signed 'W M Birchall' (lower left) with title

Watercolour

10 x 14½in. (25.5 x 37cm.)

£80-120



92

92 ♂
ROBERT G. LLOYD (BRITISH, B. 1969)

The Port Line's M.V. 'Port Caroline' off the coast of New Zealand, circa 1972

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

Oil on board

26 x 41in. (66 x 104cm.)

£600-800



93



93 (detail)

93 

A 1:96 SCALE BUILDER'S MODEL FOR THE REFRIGERATED CARGO SHIP M.V. MATINA, BUILT BY KAWASAKI, KOBE, FOR FYFFES GROUP LTD, 1969

the 58in. laminated and carved hull with lowered boarding companionway, bilge keels and grey painted decks with gilt and painted fittings as appropriate, superstructure with fitted overbridge comms masts, liveried funnel, engine lights, covered boats in davits, and other details, mounted on four columns within glazed wooden display case with raised platform — 33 x 72 x 19in. (84 x 183 x 48cm.)

£1,500-2,500

Provenance: The Honourable Company of Master Mariners; Presented by Captain G. Coleridge, 2014.

94 

A 1:200 SCALE BUILDER'S BOARDROOM MODEL OF THE MOTOR TANKER MOBIL ENDURANCE, 1982

modelled by Tokyo Model Laboratory for Mobil Shipping, the 32in. hull with metal and plastic fittings and pipework, blue painted superstructure and livery funnel, mounted on 4 columns contained in a glazed metal case with builder's and modeller's plate and raised plinth — 45 x 39 x 15in. (114 x 99 x 38cm.) including plinth

£1,000-1,500

Provenance: The Honourable Company of Master Mariners; Presented by Mobil Oil.

A tanker of 19,580 tons, she was renamed: *Samoset* (1990) *Aliakmon* (2002) *Dignity* (2005) and *Merlin Trader* (2006), being broken up at Alang, 2010



94



95

95 

A 1:300 SCALE BUILDER'S BOARDROOM MODEL OF THE TANKER M.V. ARGO THETIS, BUILT FOR DAEWOO SHIPBUILDING, 1992

the 40in. hull with sectioned bilge keels, propeller and rudder, with red painted decks, pipework and fittings, silvered raised walkways, white painted superstructure with comms array, liveried exhaust, lifeboats in davits, etc., mounted on two substantial stepped supports to green cloth-lined display base with builder's plate within frosted aluminium display case — 15 x 49 x 13in. (38 x 124.5 x 33cm.)

£1,000-1,500

Provenance: The Honourable Company of Master Mariners.

This huge 153,347-ton tanker was broken up in Chattogram in March 2019.



96

96
A CASED SCHERMULY PISTOL ROCKET LINE THROWER, CIRCA 1960

complete with pistol, two cartridges, cleaning brush and three boxes of 300-yard orange nylon line, contained in grey-painted box of issue with instructions inside lid and carry handle — 20 x 26in. (51 x 66cm.)

£150-250

Invented around 1920 by Alfred James Schermuly, by 1929 the British Board of Trade required all vessels exceeding 500 tons to carry a set.



97

97 

A DETAILED CONTEMPORARY MODEL OF A DUBAI PORTS CONTAINER CRANE

modelled in resin with detailed components including gantrys with railings, jointed stays, accommodation, lifts, stairways, supporting two containers, etc., finished in yellow with Arabic signage for DP World, secured to blue-plush display base with Perspex cover — 21 x 11½ x 9in. (53 x 29 x 23cm.)

£80-120

Naval Sail

rich & did not
Sir Thomas: Richard
who may be relied upon
will not when my friends
end (Mr. Holloway is arrived in
you from the fleet he is an invalid
admission from his letter
Provida you will turn the book
the measure in your mind. You
note when it may be proper to
ins of tables to all
stant



100

100

ROBERT CLEVELEY (BRITISH, 1747-1809)

A two-masted lugger transporting crew to a waiting Royal Navy frigate

Initialed and dated 'R.C. 1784' (lower left)

Watercolour over pen and ink

3¼ x 5¼in. (8.5 x 13.5cm.)

£350-450

Provenance: With the Sabin Galleries, London, 1969.

Acquired by Walter Brandt, 1969.

Sotheby's London: *Old Master & British Drawing Sale*, 7 July 2011, lot 274 (part lot).

With John Spink, London.

101

WILLIAM ANDERSON (BRITISH, 1757-1837)

Dutch barges and a warship becalmed; A Dutch barge and warships making sail off a coast

Each signed and dated 'W. Anderson 1791' (lower left; lower right)

Watercolour

each 4½ x 6in. (11.5 x 15cm.)

(2, a pair)

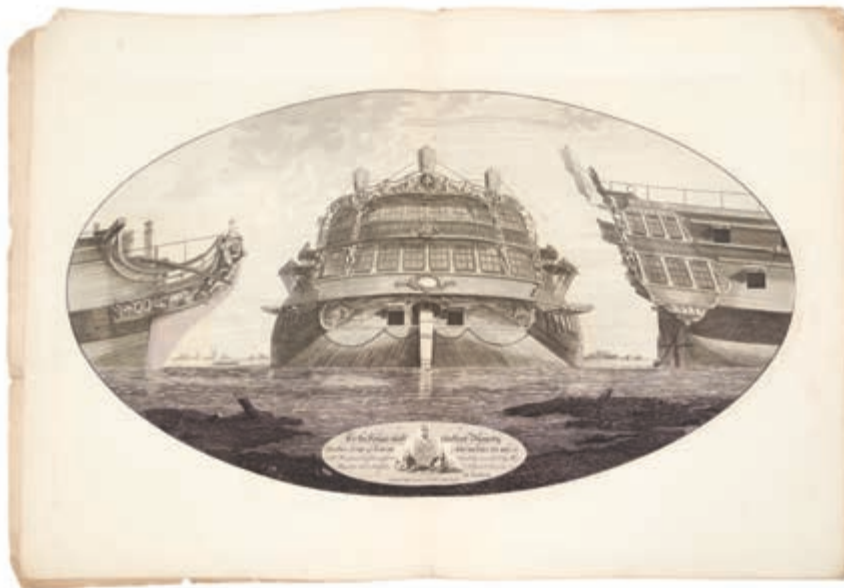
£600-800

Provenance: Sotheby's Olympia: *Scawby Hall*, 11 April 2002, lot 78.

With Maurice Edward Dear Gallery, Southampton.



101



102 (detail)

102

MARMADUKE STALKART: 'NAVAL ARCHITECTURE; OR THE RUDIMENTS AND RULES OF SHIP BUILDING EXEMPLIFIED IN A SERIES OF DRAUGHTS AND PLANS..'

London: for the author and sold by J. Boydell, 1781, **First edition. Text volume with the signature of the subscriber Joseph Graham (1746-1814)** 2 volumes (text and atlas volume of plates), text in folio, engraved allegorical frontispiece and title, letterpress list of subscribers. Atlas in large folio, 14 engraved plates, of which 13 double-page (including plate 11 bound as the frontispiece), some folding, the text volume — 14½ x 9¼in. (37.2 x 23.6cm.); the folio — 23 x 16¼in. (58.5 x 41cm.)

(2)

£1,000-1,500

Provenance: Joseph Graham; signature at head of title of text volume, subscriber and shipbuilder in Harwich, Essex; by direct descent to his son George Graham also a shipbuilder (d. 1863; armorial bookplate in text volume).

Joseph Graham (1746-1814), a prominent shipbuilder of the Royal Naval Yard in Harwich, Essex, was also Mayor of Harwich for six terms and died in office in 1814. His son George Graham (d. 1863) took over the Royal Naval Yard on his father's death 'but orders for naval vessels had now ceased. The yard concentrated instead upon commercial and other Government orders: the first Harwich lifeboat was built there, as were a total of eleven Post Office steamers between 1824 and 1827. The first commercial steamer built there was the *Ramsgate* in 1834 and the last ship built by the younger Graham was the schooner *Whim* in 1840. The yard was put up for tender on his retirement in 1840' (Victoria County History of Essex, Volume XIII: Harwich and Dovercourt 1815 to 1914).



102 (detail)



103

103

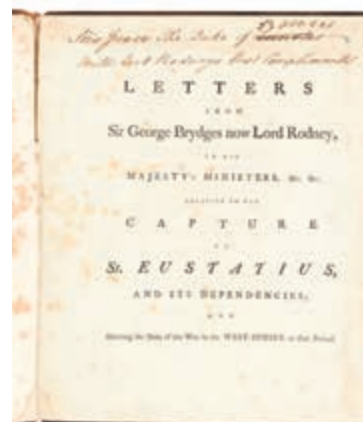
'REGULATIONS AND INSTRUCTIONS RELATING TO HIS MAJESTY'S SERVICE AT SEA..'

London, 1787, the twelfth edition, engraved title-vignette, and engraved head- and tail-pieces, folding table at end (p.232), manuscript copy in ink of 'Additional Regulations & Instructions relating to His Majesty's Service at Sea' (1763) on eight leaves, with Admiral Domett's signature on the title and preliminary free endpaper, further containing a neat manuscript copy of *Additional Regulations & Instructions relating to His Majesty's Service at Sea* (1763), addressed to *The respective Captains in Command of His Majesty's Ships & vessels* issued by the Lords of the Admiralty on 16th September 1763 (originally signed by John Montagu, 4th Earl of Sandwich, Richard Howe, 1st Earl Howe, and Thomas Pitt, and written by Philip Stephens, First Secretary of the Admiralty), contemporary calf — 9¾ x 7½in. (24.4 x 19cm.)

£500-700

Provenance: Admiral Sir William Domett (1752-1828), who saw extensive service during the American Revolutionary, French Revolutionary and Napoleonic Wars.

A rare edition with only 2 copies recorded in ESTC. A fair copy in ink on 8 blank leaves (6 at the front and 2 at the end; small hole in final leaf of manuscript affecting a few letters). ESTC N38622 (2 copies only: British Library and the National Archive).



104

104

'LETTERS FROM SIR GEORGE BRYDGES NOW LORD RODNEY, TO HIS MAJESTY'S MINISTERS, &C. &C. RELATIVE TO THE CAPTURE OF ST. EUSTATIUS, AND ITS DEPENDENCIES; AND SHEWING THE STATE OF THE WAR IN THE WEST-INDIES, AT THAT PERIOD..'

[Privately printed; London?, c.1784?], First edition. Rare. Presentation copy, inscribed to *His Grace The Duke of Lancaster St Albans, with Lord Rodney's best compliments*, occasional manuscript corrections in ink to the text (pp. 49, 58, 60, 70, 80, 92) and contemporary marginal annotations in another hand to pages 75, 94, and 104 (*all cropped by the binder, title and end leaves foxed*). Contemporary mottled calf, flat spine gilt (*joints split, spine slightly worn*) — 10 x 8in. (25.5 x 20.5cm.)

£300-400

This rare privately printed edition is referred to by Lord Rodney in a later edition of 1789 (p. 102), where he states that this earlier edition was *printed some time ago and intended for the perusal of his friends only* (ESTC T64787).



105 (part)

105

A PORTRAIT PLAQUE FOR ADMIRAL DUNCAN, CIRCA 1797

the oval brass plaque with a portrait bust of Admiral Duncan within a border of naval trophies and legend 'Victorious', with later scone fitting — overall approx. 11½ x 6in. (29 x 15cm.); **together with** a glass paste portrait of Admiral Duncan by James Tassie mounted in a later glazed pendent inscribed 'Admrl. Duncan 1731-1804 *Tassie*' — approx. 1½ x 1¼in. (4 x 3cm.); and Battle of Camperdown, 1797, a copper medal, unsigned [by T. Wyon], obv. bust of Lord Viscount Duncan, rev. Britannia seated, lion at her side — 1½in. (4cm.) diam.

(3)

£300-500

106

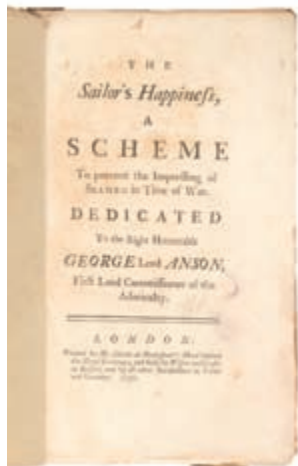
A RARE BATTERSEA ENAMEL PATCH BOX COMMEMORATING LORD DUNCAN CIRCA 1800

the lid depicting his ships underway and inscribed around the edge *Succefs to Admiral / Duncan's Fleet*, hinged to light blue body with white interior (*mirror silvering in lid decayed*) — 1½in. (4cm.) diam.

£250-350



106



107 (part)



108 (part)

107

TWO RARE 18TH-CENTURY WORKS ON NAVAL IMPRESSMENT

comprising: "Philonauta" [pseud.] *The sailor's happiness, a scheme to prevent the impressing of seamen in time of war. Dedicated to the Right Honourable George Lord Anson, First Lord Commissioner of the Admiralty.* London: for W. Clarke at Shakespear's Head, 1751. The author proposed reforms to the Royal Navy's impressment system in time of war, by eliminating the forced recruitment of sailors. (First (and only) edition. Rare. Not in the British Library. No copy traced in auction records (RareBookHub; ESTC N21301; eight copies; UK only Lambeth Palace Library (2 copies) and Westminster Abbey) — 8½ x 4¾in. (21.5 x 12cm.); **together with** [Oglethorpe, James Edward (attributed to)]: *The Sailors Advocate.* First printed in 1727-8. To which is now prefixed, some strictures, drawn from the statutes and records, relating to the pretended right of taking away men by force, under the name of pressing seamen. The seventh edition. London: for B. White, and E. and C. Dilly, 1777 (Rare. ESTC records four copies only. No copy traced in auction records (RareBookHub). ESTC T102369 (4 copies only, 2 in the UK and 2 in North America) — 9¼ x 5½in. (23.5 x 14cm.)

(2)

£200-300

The latter work is attributed to **Lieutenant-General James Edward Oglethorpe (1696-1785)**, British Army officer, Tory politician and colonial administrator who founded the Province of Georgia in British North America. This work attacks the injustices that were suffered by the sailors of the Royal Navy, particularly their forcible recruitment by press-gangs

108

AN INTERESTING DIARY FOR A NAPOLEONIC ENGLISH PRISONER OF WAR, 1803-1813

manuscript diary of seaman John Burch while a prisoner-of-war at Givet, France, 1803-1813 with some later manuscript additions to circa 1830, small pocket notebook, circa 108 pages, plus blanks, contemporary calf with wrap-around calf tie — 4 x 2¾in. (10.2 x 7.2cm.); **together with** a 20th-century manuscript transcript in several hands of most of the diary in a shorthand notebook.

(2)

£150-250

John Burch sailed on 20th May 1803 from Harwich on board the *Earl of Leicester* packet with mail and 16 passengers for Helford, where they arrived on 23 May, and were shortly afterwards captured by French soldiers, Burch and the officers and crew of around 20 were taken to Antwerp, then marched to Brussels, then Mons, followed by a long march over 13 days to Nancy, followed by a period of time of working for the French. Burch and his companions were finally marched to the prisoner of war camp at Givet where they arrived in January 1804. Burch describes the lack of food, conditions, petitions for better food and shoes for the march to Nancy, the arrival at Givet of many other prisoners from various named British ships and vessels, and the deaths of prisoners in the camp; the diary also contains poetry, religious thoughts and verse, lists around 107 titles of books, mostly in French and some in English (that were available in the camp?), and some pages of medical, household, and other receipts.

109

'THE MEMOIRS AND ADVENTURES OF MARK MOORE, LATE AN OFFICER IN THE BRITISH NAVY..'

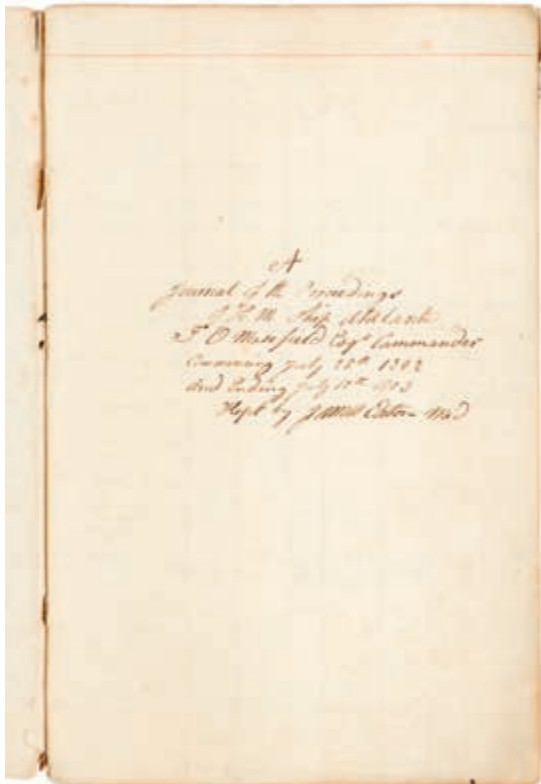
London: for the author by J.W. Myers, 1795, interspersed With a Variety of original Anecdotes, selected from his Journals, when in the Tuscan, Portuguese, Swedish, Imperial, American, and British Service, in each of which he bore a-Commission, inscription in large letters on inside upper wrapper From Daniel Hannor, Aug. 22, [18]67, Calcutta (ink offset onto title) contemporary stab-stitched brown card wrappers, uncut (slightly worn); **together with** a further three volumes comprising **David Woodward: The Narrative of Captain David Woodward and Four Seamen, who lost their ship while in a boat at sea, and surrendered themselves up to the Malays, in the Island of Celebes.** London: Printed for J. Johnson, 1804 Second edition, 8vo, engraved portrait frontispiece, one plate and 2 folding maps, with a brief vocabulary of Malay (pp.124-128), an account of the *Bounty* survivors and loss of the *Pandora* while transporting them from Tahiti to England, original brown paper wrappers with twentieth-century manuscript title on upper cover in large letters "Captivity and escape from amongst the Malays", uncut; **The sinkable iron-cased frigate "Warrior"**. reprinted from the Steam Shipping Chronicle, July 19. London, 1861, original printed green wrappers; **Sir William Hillary: An appeal to the British Nation, on the humanity and policy of forming a National institution for the preservation of lives and property from shipwreck.** London, 1824, second edition, modern marbled paper wrappers, all — 9 x 6in. (23 x 15cm.)

(4)

£200-300



109 (part)



110 (part)

110

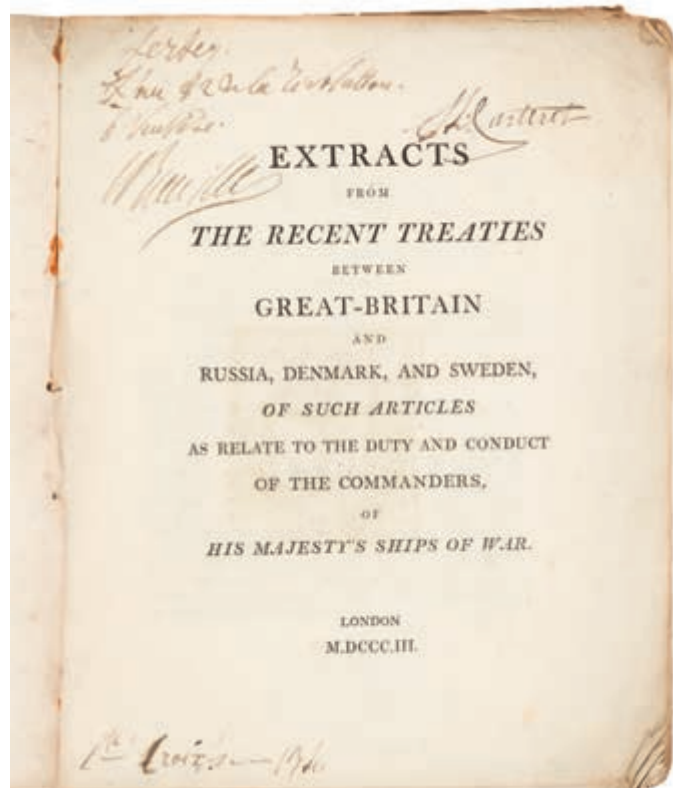
A GROUP OF FOUR EARLY 19TH CENTURY MIDSHIPMAN JOURNALS

kept by James Eaton between July 28th 1802 and 22nd August 1805, aboard H.M.S. *Atalante* under Commander Masfield, until March 10th 1804 in two vols comprising 63 + 56pp; and then H.M.S. *Temeraire* under Captain Eliab Harvey in two vols comprising 71 + 67pp, contemporary marbled wrappers, the four wrapped in later brown paper — 12½ x 8in. (32 x 20cm.)

(4)

£300-400

H.M.S. *Atalante* was a 16-gun brig-sloop of the Royal Navy. She was formerly the French *Atalante*, captured in 1797. She served with the British during the French Revolutionary and Napoleonic Wars, and was wrecked in 1807. In 1802–03, Captain Masfield commanded *Atalante* on highly successful anti-smuggling and wartime patrols, capturing numerous smuggling vessels and seizing large quantities of spirits and goods, earning his crew substantial prize money. With the renewal of war against France, *Atalante* took prizes, recovered damaged vessels, impressed seamen, and monitored French naval movements off Brest, capturing several French merchant ships. A notable cutting-out action at Saint Gildas Point in October 1803 involved fierce resistance from shore troops and soldiers aboard enemy craft, costing *Atalante* one killed and two wounded, and resulted in enemy vessels being disabled. The ship also intercepted valuable timber cargos bound for French naval construction at Lorient, further disrupting French war efforts.; **H.M.S. *Temeraire*** was a 98-gun Royal Navy ship launched in 1798 that served mainly in blockades and convoy escorts during the French Revolutionary and Napoleonic Wars. Though she fought in only one major battle – Trafalgar – her role there and later fame in J.M.W. Turner’s painting and literature earned her the nickname “The Fighting *Temeraire*”. Captain Eliab Harvey took command of the *Temeraire* in 1804, and she joined the Channel Fleet blockading Brest, where Napoleon was gathering forces for a planned invasion of England. The ship endured harsh conditions, requiring major repairs, and briefly changed captains while Harvey served as an MP. In 1805, after Franco-Spanish fleet movements failed to link up with Brest, Admiral Nelson took command of the Cádiz blockade and personally selected *Temeraire* for his fleet – despite this run of logs ending before Trafalgar, Eaton is recorded as serving in the action.



111

111

'EXTRACTS FROM THE RECENT TREATIES BETWEEN GREAT-BRITAIN AND RUSSIA, DENMARK, AND SWEDEN OF SUCH ARTICLES AS RELATE TO THE DUTY AND CONDUCT OF THE COMMANDERS, OF HIS MAJESTY'S SHIPS OF WAR..'

London, 1803, engraved frontispiece, 23 pages with owners name to title page, contemporary marbled wrappers — 11¼ x 9¼in. (28.5 x 23.5cm.)

£80-120

Provenance: Captain Sir Philip Carteret Silvester (1777-1828), signature on title, son of **Rear-Admiral Philip Carteret (1733-1796)**, the circumnavigator, Royal Navy officer who served in the French Revolutionary and Napoleonic Wars.

112

**A 1:48 SCALE SAILING AND PULLING
LONGBOAT OF THE ROYAL NAVY, CIRCA 1800**

the 10in. brass mounted planked hull with fittings internally, cross boards and bundles of oars, mast with stitched in sails, contained within glazed wooden case — 16 x 20 x 7in. (40.5 x 51 x 18cm.)

£150-250



112



113

113

'LETTERS FROM THE WEST INDIES AND THE MEDITERRANEAN', 1793-1795 AND 1801-1804

comprising 621 pages written over a pair of manuscript volumes containing a narrative incorporating an extensive series of copy letters written by William Beveridge from H.M.S. *Hermione* in the West Indies, from 29th June 1793 to August 1795, and from H.M.S. *Monmouth* in the Mediterranean from 5th June 1801 to 1st January 1804, to his wife Ann, detailing his service during the Napoleonic Wars, with his extensive comments on political matters (vehemently denouncing despotism), on day-to-day squadron operations including references to Nelson: '*The Victory joined the Squadron on Saturday Morning..from Malta..Lord Nelson..thinks it probable we may remain at Naples until we have Orders to that Effect..if we are not "forced out of Naples Bay by the French"..'*', on operations in the Caribbean including an account of an abortive rising against the garrison at Port au Prince, and extensive descriptions of regions visited in Italy including Calabria, Herculaneum and Pompei, contemporary calf — 8 x 5in. (20 x 12.5cm.)

(2)

£400-600

Provenance: Ann S. Beveridge (1786-1881), wife of William Beveridge; signature at head of each title page; Alexander & Margaret Beveridge (armorial bookplate in each volume)

Sotheby's London, *English Literature and History*, 15 July 1999, lot 37 (part lot).

52

additional images online at www.charlesmillerltd.com



114 (part)

114

FOUR ENGRAVINGS OF ACTIONS DURING THE FRENCH REVOLUTIONARY WARS, CIRCA 1800

after William Wilkins, engraved by Francesco Ambrosi, later hand colouring, depicting *Lord Howe's Victory* at the Glorious First of June; *Lord St. Vincent's Victory* at the Battle of Cape St. Vincent; *Lord Duncan's Victory* at the Battle of Camperdown; and *Baron Nelson's Victory* at the Battle of the Nile, each mounted without frames — 13½ x 17in. (34.5 x 43cm.)

(4)

£200-300

115

AN ORDER BOOK FROM H.M.S. ROYAL WILLIAM, 1799-1800

manuscript, containing 56 pages of transcripts of orders and memoranda issued from the *Royal William* at Spithead, including some signed by Admiral Mark Milbanke (9 October 1799 to January 1800), and others from the *Royal George* off Ushant (17 July 1800 to 12 September 1800), contemporary limp vellum, with ink title on upper cover *Order Book* — 9 x 7in. (23 x 18cm.)

£200-300



115

116

A COLLECTION OF EARLY 19TH CENTURY NAVAL MANUSCRIPT VOLUMES

kept by Cmdr Smith Cobb and containing journals, orders, letters, punishments, wages and a private log, c. 1800-1815, viz i) his midshipman's journal for the *Ambuscade*, September 1800 to November 1801 [...]; ii) Remarks &c. on board His Majesty's ship *Ambuscade*; iii) "Journal of the daily occurrences on board His Majesty's ship *Ambuscade*" from 16 November 1803 to 18 January 1804, when the ship's name was changed to *Le Seine*, then to October 1804; iv) West Indies, Jamaica Station—"Journal of the proceedings on board His Majesty's ship *Seine* (late *Ambuscade*) from the fifth day of November 1804 to the 17 day of April 1806, David Atkins Esq. Captain, kept by Smith Cobb, Midshipman", note: in 1805, Cobb assisted at the capture of the French and Spanish privateers *Perseverante* (schooner) and *Concepcion* (felucca), in the neighbourhood of Porto Rico.; v) "Complete book H.M.S. *Onyx*", wage book, January 1811 to July 1815; vi) "List of Punishments", October 1812 to September 1815; vii) "Copies of Orders &c. &c. received", September 1810 to January 1815; viii) "Captain Cobb's Private Log", October 1814 to June 1815; ix) Manuscript letter book, Kingston, Jamaica, March-April, 1815

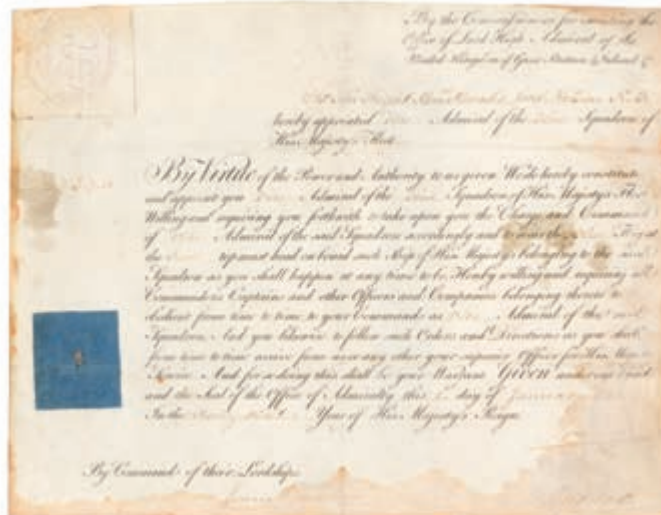
(9)

£800-1,200

Smith Cobb (1786-1833), eldest son of a Kent magistrate, entered the Royal Navy in 1800 and rose to Commander through active service in the Caribbean, Atlantic, and Mediterranean during the Napoleonic Wars. He served in several major ships and expeditions, including the escort of the Portuguese royal family to Brazil, the Walcheren campaign, and prolonged gun-boat operations around Cádiz, where his conduct earned praise from British superiors and thanks from the Spanish Regency. Promoted to command the brig *Onyx* in 1812, he later criticized such small vessels as unfit for naval service. Invalided from service in 1815, he married in 1816 and had one son and three daughters; two of his brothers were also naval officers, one of whom was killed in action. (*Royal Naval Biography*, 1823)



116



117

117
NELSON'S COMMISSION APPOINTING HIM TO THE RANK OF VICE ADMIRAL OF THE BLUE SQUADRON, 1 JANUARY 1801

engraved commission on vellum, completed by hand in pen and ink, signed by George John 2nd Earl Spencer, First Lord of the Admiralty, Baron Arden and Admiral Sir William Young as Commissioners, and Sir Evan Nepean as Secretary of the Admiralty, with the seal of the Admiralty and a duty stamp — 9¾ x 12¼in. (24.5 x 31cm.)
 £2,000-3,000

This commission accompanied Nelson's appointment as second-in-command of the Channel Fleet. It came at a timely moment, as he had just parted company with his wife, deserting all but the legal formality of his marriage, and the scandal of his entanglement with Lady Hamilton had become public knowledge. He embarked on his new flagship the *San Josef*, which he had taken by boarding off Cape St. Vincent nearly four years previously, at the start of January 1801 with the prospect of active service before him and plans being laid to for operations in the Baltic to pre-empt an alliance between the French, the Scandinavians and Russia. (Pocock, T. *Horatio Nelson*, (1990), p. 222 ff.).

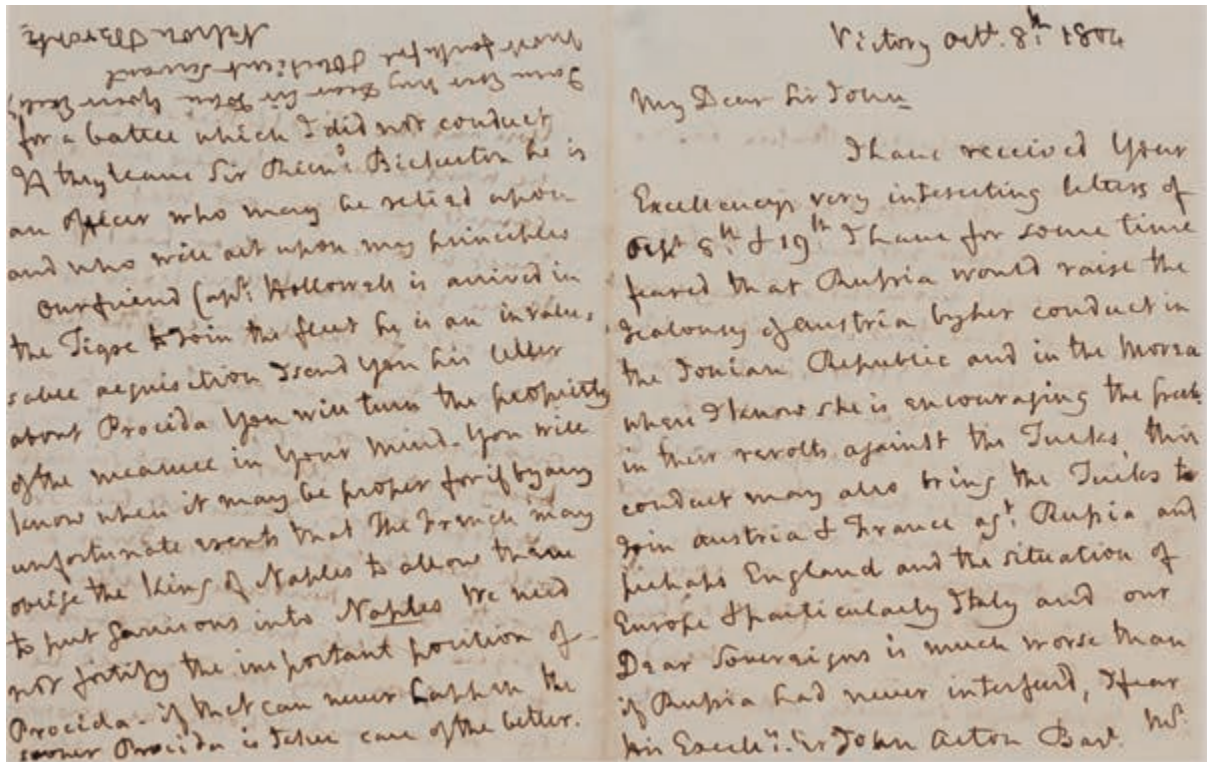
118
A COURTS MARTIAL WITH NELSON'S SIGNATURE AND COMMENTS, 1804

written aboard H.M.S. *Royal Sovereign*, 19 April 1804, comprising an official copy of the deliberation of Captain 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 left-handed signature, 4 pages, the last blank save for endorsement *Hindostan's Court Martial attested by Lord Viscount Nelson* — 12½ x 7½in. (32 x 19.5cm.)
 £800-1,200

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!'



118



119

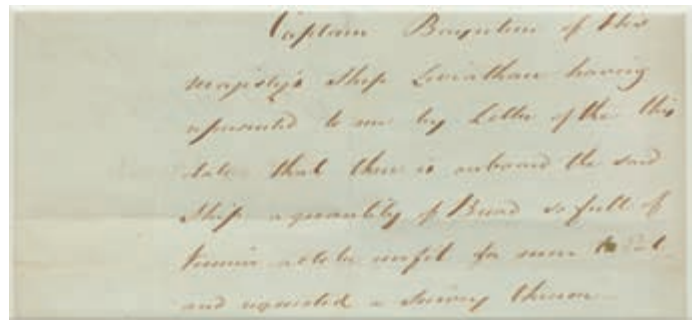
119

A NEWLY DISCOVERED HOLOGRAPH LETTER FROM LORD NELSON TO SIR JOHN ACTON, 1804

written over four sides of a folded 9½ x 14½in. sheet of laid paper addressed 'Victory Oct. 8th, 1804 and signed *Nelson & Bronte*, addressed to Sir John Acton who, until shortly before the letter was written, had been Prime Minister of Naples and Sicily under King Ferdinand IV and discussing the fraught political situation with Russia, Austria and Turkey, ruing Sir John's departure and that he needed to return to blockade Toulon, mounted framed and glazed — 15½ x 20½in. (39 x 52cm.) Full transcript online £10,000-15,000

Literature: The Nelson Society: *The Nelson Dispatch*, Vol 15 Part IV, p. 223-227

Admiral Sir John Acton (1736-1811) was a French-born Englishman, the son of Edward Acton, a physician. As a young man he joined the Tuscan Navy and after a successful and active career he had risen to the rank of Admiral. In 1779 he was co-opted by the King of Naples to undertake a reorganisation of the Neapolitan Navy. This task was carried out so successfully that he continued to move up the ladder, becoming firstly Minister of Finance and eventually Prime Minister. In this influential role he became a close friend and confidant of the English ambassador to Naples, **Sir William Hamilton (1730-1803)**. During the two years following the Battle of the Nile when Nelson stayed with the Hamiltons, in both Naples and Palermo, he also got to know and became good friends with Sir John Acton. So much so that in February 1800 when the 63-year-old Sir John married his 13-year-old niece (for dynastic reasons, but requiring Papal dispensation) Nelson threw a party for the newly-weds on his flagship, H.M.S. *Foudroyant*. By 1804 Sir William had departed and Hugh Elliot Esq held the ambassadorial appointment. The French, at this time, though capable of taking Naples had allowed it to continue its existence as a neutral state. However, the perceived closeness between Acton and the British was a cause of irritation and the French insisted he was replaced. Although having lost his position, Acton remained in Naples (on a generous pension) and continued, unofficially, to advise the King. It is for this reason that Nelson was writing to his old friend.



120

120

LORD NELSON: AN AUTOGRAPH ORDER REGARDING INFESTED BREAD

dated 14th January, 1805 and sent To the Masters of His Majesty's Ships *Royal Sovereign*, *Conqueror* and *Canopus* advising them that, following an inspection by Captain Baynton of the *Leviathan*, they were to destroy infested bread ...*there is onboard the said Ships a quantity of Bread so full of Vermin as to be unfit for men to Eat...* written in a secretarial hand and signed *Nelson + Bronte*; mounted in a reverse-glazed frame — 7½ x 11½in. (19 x 29cm.) overall

£1,500-2,500

Provenance: Lt. Cmdr. **Charles Addis M.B.E., R.N.**, Captain of H.M.S. *Victory* 1982-1986; Sold in these rooms 30 October 2013, lot 43.



121

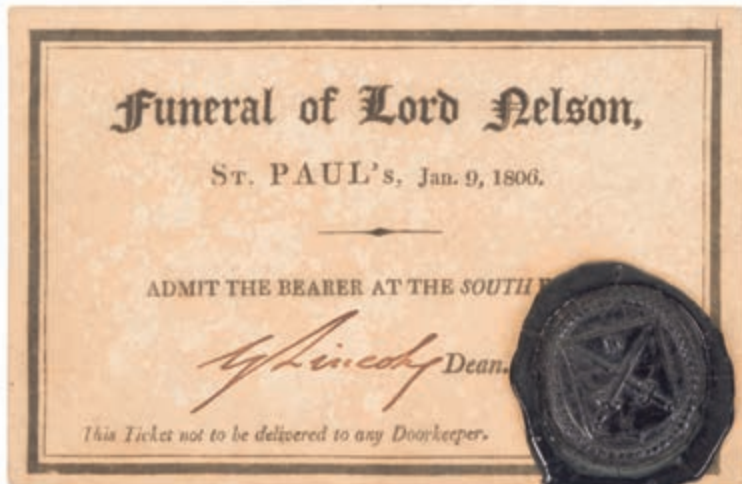
121

FOUR 19TH CENTURY AQUATINTS OF LORD NELSON'S FUNERAL PROCESSION

hand-coloured after Augustus Charles Pugin, depicting the *Remains of Lord Viscount Nelson laying in state in the Painted Chamber at Greenwich Hospital; Funeral Procession of the Late Lord Viscount Nelson from Greenwich to Whitehall; from the Admiralty to St Paul's; and In the Cathedral of St Paul's*, published 1st April 1806 — each 14½ x 19½in. (37 x 49.5cm.) framed and glazed

(4)

£1,000-1,500



122

A TICKET TO LORD NELSON'S FUNERAL, ST. PAUL'S, JANUARY 9, 1806

for admittance 'at the South door', printed ticket signed and sealed by Bishop of Lincoln as Dean of St. Paul's Cathedral — 3 x 4¾in. (7.5 x 12cm.)

£600-800

122



123

123

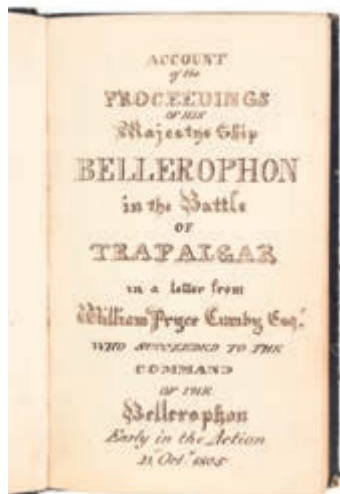
A FRAGMENT OF FLAG REPUTEDLY FROM LORD NELSON'S FUNERAL

approximately 6 x 4in. with a silver wire anchor sewn to upper section, mounted on canvas with label reading *From The Funeral of Lord Nelson / London. January 9th / 1806*, contained in an oak frame inscribed to reverse *Horatio Lord Nelson / Sockburn Hall / Darlington / September 1950* — 14½ x 12½in. (37 x 32cm.)

£3,000-5,000

Provenance: Presumed Collingwood Blackett family, Sockburn Hall, County Durham, 1808-1920

Henry Collingwood Blackett (1808-1856) lived at Sockburn Hall from 1834 and was given the Collingwood name to commemorate the family's association with Admiral Cuthbert Collingwood - father, Sir William Blackett (5th Bt.) was the nephew of John Erasmus Blackett, father-in-law of Admiral Collingwood, Nelson's second in command at Trafalgar. Henry was presumably named after Admiral Collingwood. How, or when, the fragment was acquired has been lost to history.



124

124

CAPTAIN WILLIAM PRYCE CUMBY'S ACCOUNT OF THE BATTLE OF TRAFALGAR

account of the *Bellerophon* in the Battle of Trafalgar in a letter from William Pryce Cumby Esq. comprising approximately 57 pages plus blanks, including Cumby's account (31 pages), and 26 pages of notes on Cumby and his family, including Cumby's epitaph, notes on some of Cumby's relations with naval connections, a family tree, genealogical notes, and a *Diagram shewing the relative positions of the Bellerophon and L'Aigle during the battle*. Contemporary blue roan, small gilt stamped sailing ship to upper cover and anchor to lower cover, gilt edges, marbled endpapers (*binding rather rubbed*) — 6½ x 4in. 16.2 x 9.7cm.)

£300-400

Provenance: Christie's South Kensington: *Maritime*, 16 November 2005, lot 267.

William Pryce Cumby (1771-1837) fought at Trafalgar on board *Bellerophon* and was obliged to take command after the death of the captain, John Cooke. He was raised to Captain, 1st January 1806, and Companion Order of the Bath in 1831.

125

CAPTAIN WILLIAM PRYCE CUMBY'S PLATE CHEST, EARLY 19TH CENTURY

in polished mahogany with baize-lined shaped compartments, brass drop handles, brass hasp and clasp with lock plate and key, the lid with inset brass plate inscribed 'CAPT. CUMBY / ROYAL NAVY' — 15 x 22 x 15½in. (38 x 56 x 39.5cm.); **together with** a collection of documents relating to Captain Cumby, and the Cumby family, c. 1805 to 1890s, including: "Lord Nelson's Victory. Extract of a letter written by Mr Walker and officers of the *Bellerophon*, Dec. 2nd 1805", foolscap, 5½ pages; an autograph letter from Sir John Franklin to his friend and shipmate of H.M.S. *Bellerophon*, Captain Cumby, from Franklin's home at 42 Montpellier Terrace, Cheltenham, dated 1st December [no year], 4 pages, 4to, red wax seal; and documents appointing Cumby as captain of various ships, notes on his funeral, and other documents and letters of other members of the Cumby family

(A lot)

£300-500



125



126

126

THE ALEXANDER DAVISON'S MEDAL FOR THE NILE, 1ST AUGUST 1798, GIVEN BY LORD NELSON TO HIS STEPSON JOSIAH NISBET

by C.H. Küchler in copper-gilt as issued to petty officers, pierced with suspension loop, *worn* — 1¾in. (4.5cm.) diam.

£1,500-2,500

Provenance: Admiral Lord Nelson by gift to Josiah Nisbet; thence by family descent.

Christie's South Kensington: *Christie's Interiors: Style and Spirit*, 3 July 2012, lot 1 (part lot).

After the Battle of the Nile, Nelson's prize agent Alexander Davison arranged for medals to be struck in different metals and issued to every man present at the action according to rank. The medals were designed to Davison's order by C.H. Küchler and struck by Matthew Boulton at his Soho Factory in Birmingham. The first medals were completed by March 1799 when Davison sent them out to the Mediterranean for distribution by Nelson. Davison also sent this medal to Nelson's wife Frances, then in Bath, as a gift. 'The medal is elegant' she replied, 'I thank you for it, and it shall be an heirloom to my *son* who will value it as it deserves.' [NMM, DAV/2/3]. A month later, on 15 April 1799, Lady Nelson wrote to her son Josiah, who had been in *Vanguard* with Nelson at the battle, asking 'Have you received the medal I sent you?' [Naish, *Nelson's Letters to his Wife*, 1958, p.520] This medal is evidence that not only did Josiah Nisbet receive the medal, but that he also wore it.

Josiah Nisbet (1780-1830) was Lord Nelson's stepson, the son of his wife's first husband. In 1793, Josiah went to sea with his stepfather and was present alongside him at the Battle of Cape St Vincent and at Tenerife, where he was credited with saving Nelson's life after he was wounded, resulting in the loss of his arm. Despite being made post-captain at the early age of twenty, Josiah was ill-suited to a naval career, and in 1802, he went on half-pay and never served at sea again. After the war, he pursued a successful business career in Paris until forced to leave in 1830 during the July Revolution. He died shortly afterwards and was buried in a churchyard at Littleham in Devon, where his mother joined him the following year.



127

127

ALEXANDER DAVISON'S MEDAL FOR TRAFALGAR, 21ST OCTOBER 1805

pewter with copper rim and integral suspension, as issued — 2in. (5cm.) diam.

£1,000-1,500

Designed and struck by Thomas Halliday on his own initiative or to the order of Nelson's prize agent Alexander Davison following the Battle of Trafalgar, for issue to surviving seamen in H.M.S. *Victory* for wearing in the funeral procession. Accordingly, some 600 medals were struck; however, as John Brown, seaman in *Victory*, revealed in a letter on 18 December 1805, only 300 medals would be required 'There is three hundred of us Pickt out to go to Lord Nelson Funral. We are to wear blue Jackets with Trowsers and a black scarf round our arms and hats besides gold medal [sic] for the battle of Trafalgar Valued £7 1s. round our necks. That I shall take care of until I take it home to Shew it to you.'

128

A FINE 2½IN. FOUR-DRAW TELESCOPE BY DOLLOND, LONDON, THAT BELONGED TO LORD NELSON'S STEPSON, JOSIAH NISBET

signed by the eye-piece as per title and inscribed *This telescope belonged / TO / Capt. Josiah Nisbet / R.N. / who died in Paris July 14th / 1830*, red Morocco-covered parallel main tube, lens cap and dust slide — 15in. (38cm.) closed, contained in wooden box, possibly of issue, with later brass plate to top inscribed 'H.E.T. / March 1888', with securing hooks — 16in. (40.5cm.) long

(2)

£800-1,200

Provenance: Christie's South Kensington: *Christie's Interiors: Style and Spirit*, 3 July 2012, lot 6.



128



128 (detail)

A COLLECTION OF LATE 18TH-EARLY 19TH CENTURY WORKS COMMEMORATING NELSON AND TRAFALGAR

comprising: **Edward Berry** *An authentic narrative of the proceedings of His Majesty's squadron, under the command of Rear-Admiral Sir Horatio Nelson, from its sailing from Gibraltar to the conclusion of the glorious Battle of the Nile; Drawn up from the minutes of an officer of rank in the squadron.* London: for T. Cadell, Jun. and W. Davies, 1798, 8vo, 46pp., stab-stitched without wrappers, uncut (*outer leaves browned and spotted*). [ESTC T164279 (4 copies only; not in the British Library); **[Church of England]** *A form of prayer and thanksgiving to Almighty God: to be used in all churches and chapels throughout England, Wales, and the Town of Berwick upon Tweed, on Thursday the twenty-ninth day of November, 1798, Being the Day appointed by His Majesty's Proclamation for a general thanksgiving to Almighty God, For the late Glorious Victory obtained by His Majesty's Ships of War, under the Command of Rear-Admiral Lord Nelson of the Nile, over the French Fleet, [...].* [no place or date, ?London, 1798], 8vo, 15pp., stab-stitched, without wrappers, uncut; **[Edward Newenham]** *Admiral Nelson's victory over the French fleet, at the mouth of the Nile, August 1, 1798. Hereford, 4 October, [Hereford, 1798] 2 copies, each: 12mo, single sheet, 2pp., a poem by Sir Edward Newenham [ESTC T160646 (one copy only: British Library)]; together with a single page manuscript letter by Newenham dated Hereford 9th October 1798; **[Joseph] Mazzinghi** *Admiral Lord Nelsons victory. A sonata for the piano forte. Composed by J. Mazzinghi: in commemoration of the Glorious 1st of August 1798.* London: by Goulding, Phipps & D'Almaine, [1798?], 4to, engraved throughout: title with vignette of the Battle of Trafalgar, catalogue (p. 1) and music (pp. 2-11) [bound with:] **Thomas Attwood**, *Overture to the Mouth of the Nile [...]* composed by T. Attwood. London: Goulding, Phipps & D'Almaine, [1798?], 4to, 7pp., engraved throughout 2 works bound together (extracted from a volume), without covers (*first title a little stained*); **J. Delap**, *The Lord of Nile, an elegy.* Lewes: printed and sold by W. Lee, 1799 4to (262 x 210mm), 12pp., pencil note on title (*horizontal crease from folding, title lightly browned*). Later buff thin card wrappers. [RARE. not traced in ESTC]. **Provenance:** John Lord Sheffield, Sheffield Place, Sussex (armorial bookplate on verso of title)—Michael A. Nash (bookplate); **William Firth** *A letter to Edw. Rigby Esq. Mayor of Norwich [...] to shew that the destruction of the combined Fleets of France & Spain, by the Immortal Nelson, is rather a subject of rejoicing.* (Norwich): R. M. Bacon, (1805) First edition, 8vo, (*without final blank*). Nineteenth-century black half roan, marbled boards (rubbed). **Provenance:** T. J. Wm. Cushing (bookplate)—Michael A. Nash (bookplate). RARE (only 3 copies traced: British Library, University of East Anglia Library and National Maritime Museum - Caird Library & Archive). A pencil note on the preliminary free endpaper explains the *Mayor of Norwich refused to allow Norwich to join in the national celebrations of Trafalgar as he didn't like Nelson.* **Laurence Halloran** *The Battle of Trafalgar, a poem. To which is added a selection of fugitive pieces chiefly written at sea.* London: for the author, 1806 8vo, half-title (without final blank). Contemporary cloth-covered boards, uncut (*upper cover detached, binding stained and worn*). Halloran had been chaplain of the HMS *Britannia* and Secretary to Rear Admiral the Earl of Northesk; **Gloucester Journal** Four issues: October 23, 1797; October 30, 1797; November 6, 1797 and December 30, 1799; broadsheets, each 4pp., Gloucester: R. Raikes (printer)*

(13)

£400-600



129

129

A MANUSCRIPT POCKET BOOK OF HENRY D'ESTERRE DARBY, CAPTAIN OF H.M.S. BELLEROPHON, SIGNED BY LORD NELSON AND OTHERS

kept between April and October 1799, in ink over approx. 68 pages and chiefly covering the period between June and July 1799 when Darby was serving in the Bay of Naples as part of the squadron commanded by Lord Nelson, following his recent victory in the Battle of the Nile. The volume records incoming memoranda and orders, principally from Nelson himself, with others by Nelson's flag captains Thomas Masterman Hardy and Sir Edward Berry, and by Earl St Vincent, Sir John Duckworth, and Sir Robert Calder, the documents written in a variety of hands, comprising transcripts of some forty-six memoranda and orders issued by or on behalf of Nelson with approximately thirty-five signed by him, three unsigned, seven issued on his behalf by his flag captain Hardy and one by Hardy's predecessor and successor as flag captain Berry, original tan card wrappers, upper cover titled in ink 'Bellerophon | 1799' — 8¼ x 6¼in. (20.8 x 16cm.)

£3,000-5,000

Provenance: Bonhams London, *Nelson and the Royal Navy*, 18 October 2005, lot 30.



130 (part)

131

A BOX MADE OF OAK FROM H.M.S. VICTORY

rectangular in shape, on wide, flat foot, the front carved with 1805 within a laurel and ribboned border — 8 x 13 x 9¼in. (20.5 x 33 x 23.5cm.)

£300-500

Provenance: Admiral Sir George Le Clerc Egerton KCB (1852-1940).



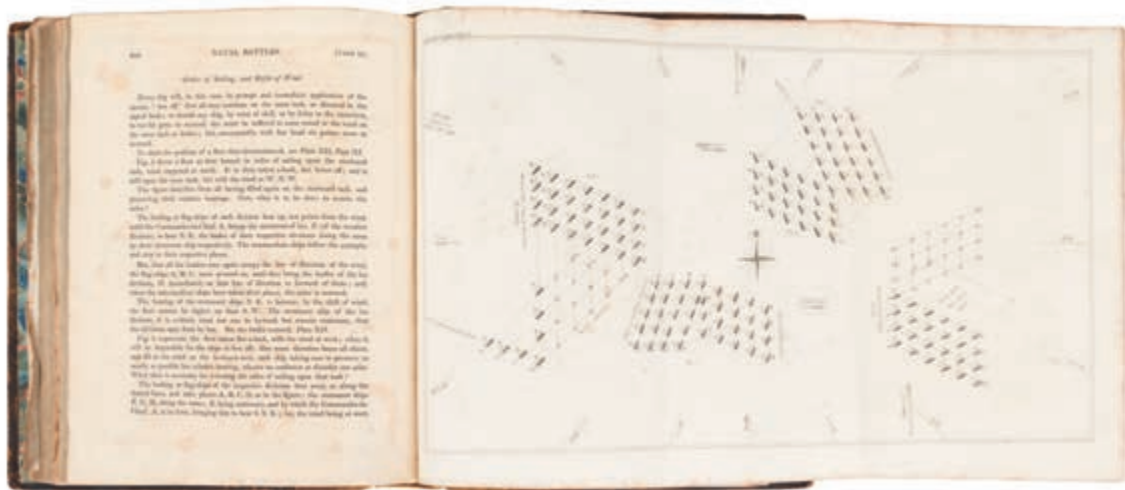
131

132

'NAVAL BATTLES FROM 1744 TO THE PEACE IN 1814'

Charles Ekins, London: Baldwin, Craddock and Joy, 1814, first edition, three parts in one volume with continuous pagination, half-title, 79 engraved plates, some folding, contemporary calf — 11 x 9in. (28 x 23cm.)

£100-150



132

133

JOHN JERVIS, 1ST EARL OF ST VINCENT (1735-1823): AUTOGRAPH LETTER REGARDING CAPTAIN WILLIAM RAMAGE, 15TH MAY 1815

an autograph letter signed by Admiral Lord St Vincent, stating that *I do hereby certify that when directed to hoist the Union Flag, on board His Maj's. Ship the Hibernia, I found Capt. Wm. Ramage, now Commander of the sloop H.M.S. Cherokee performing the duty of Signal Lieutenant in which he acquitted himself entirely to my satisfaction and continued to do so until the ill state of my health and advanced age compelled me to resign the command of the Channel Fleet*, signed and dated 15 May, 1815, and with a red wax seal, framed and glazed — 8½ x 7in. (21.5 x 17.7cm.)

£150-250



133

A LETTER FROM ADMIRAL SIR THOMAS COCHRANE OF H.M.S. FOX SUGGESTING A FLAG OF TRUCE TO THE DUTCH GALLEY MARIA WILHELMINA, 1807

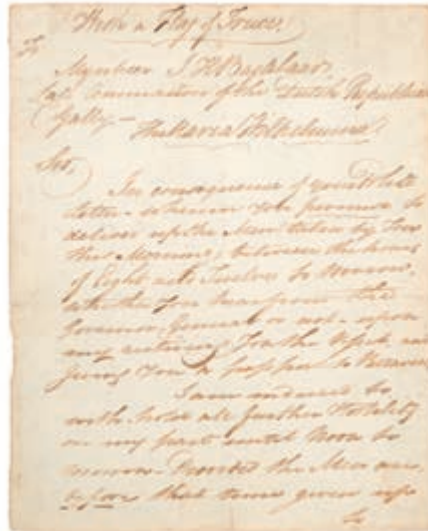
autograph document addressed from *H.B.M. Ship Fox* signed *Adml. Cochrane* dated 3 September 1807 and addressed *With a Flag of Truce to Mynheer J[an] H[endrik] Bagelaar [1780-1827], late Commander of the Dutch Republican Gally – The Maria Wilhelmina.* and continuing:

Sir, In consequence of your Polite letter – whenever you promise to deliver up the Men taken by You this morning, between the hour of Lights and Twelve tomorrow, whether You hear from the Governor General or not – upon my returning from the vessel, and giving you a passport to Batavia.

I am and need to with hold all further hostility on my part until noon tomorrow provided the Men are before that time given up ... but also [I am] to return You the Dutch Prisoners I have at present on guard this Britannic Majesty's Ship Fox under my command. written over two sides of laid paper — 9 x 7½in. (23 x 18.2cm)

£1,500-2,500

The original flag of truce document sent by **Admiral Sir Thomas John Cochrane (1789-1872)**, commanding the British frigate *H.M.S. Fox* to *J.H. Bagelaar*, commanding the *Maria Wilhelmina*, a Javanese native galley. The action itself is described in the *Biographisch Woordenboek der Nederlanden* (Haarlem, 1854, vol.2, pp.42-3) as follows: *In May 1807, [Bagelaar] took command of a native galley, the Maria Wilhelmina, mounted with one 8-pounder and four 4-pounder guns. The crew consisted of 20 Europeans and 80 Javanese. He was once so chased by a large English frigate [H.M.S. Fox] that he could not escape, and therefore kept his vessel very close to the beach. Unable to follow him due to the frigate's heavy draft, the English launched their armed launch and sent it armed, under the command of the frigate's first officer, to seize the galley. Bagelaar, sparsely supplied with ammunition, initially did not respond to the English fire, so they assumed he would offer no resistance; but when the launch came within close range, Bagelaar himself pointed the eight-pounder, heavily laden with scrap, at the launch and had it so oriented. He then took his hunting rifle and with it struck the English officer, who was sitting in the stern of the launch, holding a pistol in his hand, shouting to his crew: "Row up, lads! I'll shoot him dead (meaning Bagelaar)." Taking advantage of the confusion caused by this death, Bagelaar immediately ordered the eight-pounder to fire, causing the launch to sink. The crew were unable to save themselves but were rescued by the galley's boats. Twenty-five Englishmen thus fell into his hands, after the death of the first officer and some men. Bagelaar then went ashore with his prisoners, and the commander of the English frigate [Cochrane] began negotiating with him [the present document]. It was agreed that the prisoners would be returned; However, no further attack on the galley would take place, and it would be allowed to sail unhindered along the Java coast for a year. The captain of the English frigate Bagelaar also requested the handsome pair of pistols captured from the fallen officer, which were kept in a small chest, as they were a family heirloom to which they were highly prized. Bagelaar immediately complied with this request and received the officer's sword in return.*



134



135

135

A NAVIGATION MANUSCRIPT COMPILED BY JOHN HARPER WHILST A PRISONER OF WAR IN FRANCE, 1811-1814

comprising nearly 400 pages, the frontispiece inscribed *Navigation, with the most useful part necessary. for conducting of ships to different Parts of the Globe, as has been Practised, by Modern British circum-Navigators, [1811-1814]*, giving extensive details of geometrical and navigational principles, the whole set out neatly and semi-calligraphically, with copious meticulously drawn diagrams, legends and tables, also with a full-page pen-and-ink and wash drawing of *The Wreck of the Flora, Transport, on the Texel Island, Decr : 24. 1811*, half calf — 7½ x 6¼in (19 x 15.7cm.)

£300-500

Provenance: According to note on the flyleaf by Thomas Lincoln "This Book was written by John Harper in [a] French Prison - 1811 to 1814 - see a brief Sketch of his Life in the Wesleyan Methodist Magazine for the Month of April 1857, page 376."

Sotheby's London: *English Literature and History*, 13 July 2000, lot 239.

136

A TABLE SNUFF BOX MADE OF OAK FROM H.M.S. SHANNON, 1813

the lid with silver plate inscribed *John Tozer / SHANNON JUNE 1. 1813* — 3in. (7.5cm.) diam.

£600-800



136



137

137
A 1:100 SCALE SCRATCH-BUILT MODEL OF THE 74-GUN H.M.S. BELLONA [1760]

modelled by A. Cook, with 20in. planked and framed hull, cannons with raised gunports, carved and painted figurehead, metal anchors with bound wooden stocks on ropes, planked deck with fittings including gratings, stovepipe, belfry, capstan, deck light, etc., painted bound masts and yards with st'uns'l booms, standing and running rigging with wooden blocks and tackle, loosely mounted on cradle stand within glazed case with electric lighting and sliding end panel — 28½ x 35 x 16½in. (72.5 x 89 x 42cm.)

£600-800

The second H.M.S. *Bellona*, a 74-gun ship of the line and nameship of her class, was ordered in 1757 during the Seven Years' War. Laid down at Chatham in May 1758 and launched on 19 February 1760, she was commissioned with a crew of about 550 men. Her first major success came on 14 August 1761 when she captured the French 74-gun *Courageux* south-west of Cape Finisterre. During the American War of Independence she captured the Dutch warship *Princess Carolina* (54 guns) on 30 December 1780 while cruising with H.M.S. *Marlborough*, and later served with Lord Howe's fleet off Cape Sparte in 1782. In the wars with Revolutionary and Napoleonic France she took part in the capture of Trinidad (1797), the capture of a French squadron off Cape Sicié (1799), and Nelson's attack on Copenhagen (1801). Her final action was at the Basque Roads in 1809. She was broken up at Chatham in September 1814.

138

TWO 19TH-CENTURY BOUND MANUSCRIPT NAVIGATION VOLUMES

comprising: **1). Hoodless, I. Manuscript volume on Navigation, Mathematics and Geometry, 1829-1831**, including a section on "Navigation" with 2 folding manuscript maps of the world in pen and ink and one in colours a folding manuscript "Chart from England to the Cape Verde Islands on Mercator's Projection", and notes "To find the Longitude by lunar observation", c. 236pp; "Journal of a Voyage from England to Madeira, in the ship *Britannia*, J.T. Commander, kept by Hoodless, Mate, 1831, c. 10 pages; together with sections on mathematics with examples, rules, problems and exercises, 4to (255 x 202mm.), neat pen and ink calligraphic manuscript, over 800 pages in total, with occasional pen and ink and watercolour illustrations and diagrams in the text, (missing a few leaves of mathematical exercises at beginning), nineteenth-century green half calf, marbled boards (rubbed); and **2). [Anonymous]. Manuscript volume containing sailing bearings and distances, along the south coast of England from Cornwall and the Isle of Wight**, manuscript on paper, occasional drawings in the text, c. 110 pages, plus 8 pages of notes at end and blanks, small 4to (130 x 113mm.), contemporary sheep (worn).

(2)

£300-400



138 (part)



139 (detail)



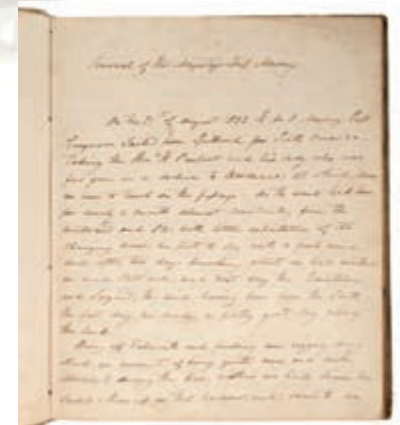
139

139

A FINE EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR MODEL OF A 74-GUN FRIGATE

the 11in. planked and pinned hull with retractable brass guns, red-painted port lids, full-length warrior form figurehead flourishing a sword, finely carved stern and portlights, planked deck with fittings including capstan, gratings, water casks, belfry, companionway, etc., bound masts with yards and st'uns'l booms, standing and running rigging with blocks and tackle, mounted on carved bone cradle stand to original bone display base with balustrade and central gun pull cord — 17½ x 20in. (44.5 x 51cm.)

£6,000-8,000



141

140

A RARE PRESSED WOOD SNUFF BOX WITH A SECRET TRIBUTE TO NAPOLEON, CIRCA 1840

the lid depicting the Place Vendome and inscribed *COLONNE DE LA PLAC[sic] / VENDOME*, tortoiseshell lining, the reverse with threaded compartment containing a 2in. gilt-cliché repoussé portrait obverse of a medallion of Emperor Napoleon by the French medallist Raymond Gayrard (1807-1855), set in a silver frame — 3¼in. (8cm.) diam.

£800-1,200



140

141

A NAVAL OFFICER'S JOURNAL TO SOUTH AMERICA, 1823-1827

kept by John Hay aboard H.M. Ships *Mersey* and *Cambridge* over approx. 110 pages bound in contemporary vellum boards — 8 x 6¼in. (19.8 x 16cm.)

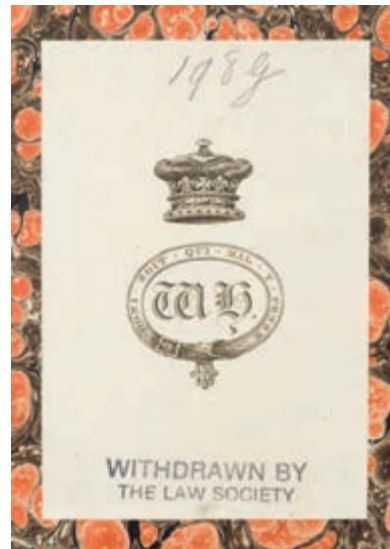
£150-250

Provenance: Sotheby's: *Unknown Sale*, 22 May 1950, lot 190 (part lot).

John Hay (b.1804) was an Officer in the Royal Navy, and this journal covers his service of about four years in South America, latterly as Mate on board the H.M.S. *Mersey*, under the command of Captain John Macpherson Ferguson, followed by H.M.S. *Jaseur*, with Captain Thomas Martin and then H.M.S. *Cambridge* under Captain Thomas James Maling. Hay's journal covers the period from 21st August 1823 to 20th May 1827, recording visits to Valparaiso, the River Plate, Rio de Janeiro, and other places in South America, including shore visits in various places during the Chile war, and Peru, including a description of a visit to Lima. Hay was promoted to Commander in 1841.



142



142 (detail)

142

KING WILLIAM IV, "THE SAILOR KING": ROYAL MARINE LISTS

A list of the officers of His Majesty's Royal Marine Forces, on full and half pay; with an index. London, 1818-1827 and 1862, the first 9 volumes from the library of King William IV "The Sailor King", with his bookplate when Prince William was serving as a midshipman under Admiral Digby, the final volume from the library of Prince William's illegitimate son Adolphus FitzClarence — 9 x 6in. (23 x 15cm.)

(11)

£300-500

Provenance: King William IV (armorial bookplate when Prince William in the first 9 volumes); the final volume with the armorial bookplate of Prince William's son **Adolphus FitzClarence (1802-1856)**; Law Society (ink library stamps)



143

143

AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE MODEL OF A 74-GUN FRIGATE

the 15in. planked and pinned hull with oxidised guns protruding, wooden bust figurehead, planked decks with simple fittings including belaying rails, catheads, longboat, carved stern, masts with standing and running rigging, loosely mounted on ebonised cradle stand — 20 x 24in. (51 x 61cm.)

£5,000-7,000



144

144

THREE GOLD NAVAL THEMED SEALS, EARLY 19TH CENTURY

comprising a small seal with anchor pendent set with a carnelian engraved with a ship and pennants inscribed *Victory* and *100 guns*; **together with** a gold seal with naval coronet pendent and ribbon inscribed *ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY* and set with bloodstone engraved with the initials *J L*; and a small gold seal with scroll and fluted pendent and set with a carnelian engraved with a fouled anchor and bird crest, mounted on a gold fob

(3)

£500-700



145

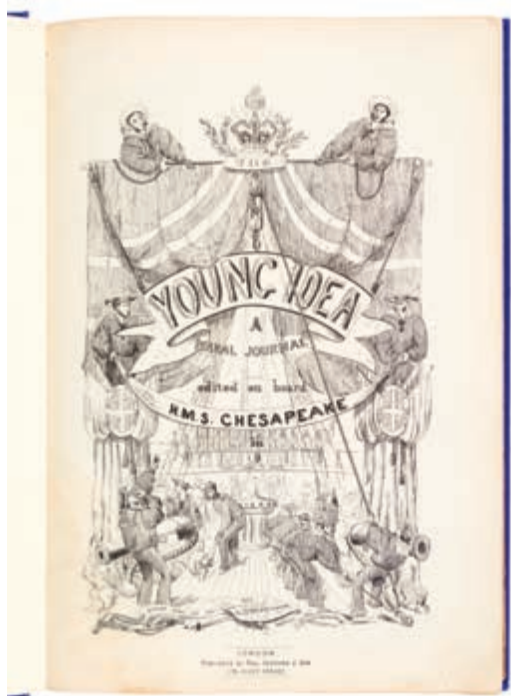
145

FIVE NAVAL PORTRAIT SEALS, 19TH CENTURY AND LATER

comprising a gold seal with flute, foliate and scroll pendent set with a bloodstone engraved with a portrait of Admiral Cuthbert Collingwood, circa 1810; **together with** a gilt metal seal with foliate fluted and scroll pendent set with a carnelian engraved with a portrait bust after Abbott of Admiral Lord Nelson; a gilt metal seal with cornucopia pendent set with a paste portrait of Admiral Lord Nelson; a small gold seal with chased foliate pendent set with a black onyx engraved with a portrait of Admiral Lord Nelson after de Koster, circa 1805; and a modern gilt metal seal set with a paste portrait of Admiral Lord Nelson

(5)

£300-500



146

146

A BOUND RUN OF 'THE YOUNG IDEA', A NAVAL JOURNAL PRODUCED ABOARD H.M.S. CHESAPEAKE, CIRCA 1867

edited by A.D. McArthur for 1857, 1858 and 1859, first edition, published in London by Paul Jerrard & Son, c.1867, 2 volumes bound in one (vol. 1, nos. 1-44 and vol. 2, nos 1-14, all published), lithographed throughout, pictorial title, dedication, preface (dated July 1867), illustrations in the text, appendix and errata leaves at end, twentieth-century blue cloth with most of original pictorial blue cloth upper cover mounted on the upper board — 14¾ x 10½in. (37.5 x 27cm.)

£400-600

We cannot trace any copy of this work sold at auction in over 60 years (Rare Book Hub). H.M.S. *Chesapeake* was a Royal Navy, screw-propelled, steam frigate launched in 1855, with a crew of 510 men and a 51-gun armament. She served as the flagship of the East Indies and China Squadron between 1857-1861 and she and her crew participated in actions during both the Indian Mutiny and the Second Opium War during this tumultuous period.

'The Young Idea' was a shipboard, manuscript periodical circulated not only among the crew of the *Chesapeake*, but also to "subscribers" in other squadron vessels and interested parties ashore during 1857-1859. It served both as newspaper and literary journal and a typical issue contained reports not only of military and naval actions, sports competitions, and promotions, but also was replete with humorous observations, short stories and poems. The Young Idea's shipboard editor, A. D. McArthur, had it lithographically reproduced nearly a decade later, including well-executed illustrations by talented amateur artists.



147

147
A 20TH CENTURY FRENCH PRISONER-OF-WAR-STYLE BONE MODEL

probably by D.C. Peers, with 12in. planked and pinned hull, turned bone guns, pierced headrails with shield billets head, planked decks with simple fittings including stove pipe, welldeck with fitted boat over, gratings, companionways, deck light, etc., bound masts with standing and running rigging and yards, mounted on a decorative bone display base within glazed pine case — 17 x 23 x 9in. (43 x 58.5 x 23cm.)

£800-1,200

148
AN ENTERTAINING ALBUM OF NAVAL CARICATURES, CIRCA 1868

the title page inscribed *A COLLECTION OF SKETCHES ILLUSTRATING A FEW OF THE MOST INTERESTING AND MOST LUDICROUS INCIDENTS IN CONNEXION [sic] WITH THE SHIPS IN WHICH THE ARTIST SERVED FROM 1868*. A scrapbook kept by an unidentified officer during the Royal Navy's transition from sail to steam in wood to iron during the 1860s and 70s. Comprising approx. 170 drawings and watercolours of rarely seen incidents of life aboard ship above and below decks, life ashore in search and entertainment and adventure—both in British and foreign ports, and historical episodes, notably the artist's experiences in the 1874 Transit of Venus Expedition to Hawaii. Each pasted in with witty captions, four pages of crew autographs, occasional newspaper articles reporting incidents ashore, contained in a standard issue quarter calf log book — 13 x 8½in. (33 x 21.5cm.)

£1,500-2,000



148



149

149

HENRY THOMAS DAWSON (BRITISH, 1841-1896)

A two-decker of the Royal Navy with sponson booms set, at sunset

Signed and dated '18 H Dawson 75' (lower left)

Oil on canvas

19½ x 29in. (49.5 x 73.5cm.)

£600-800

150

A GOODALL, LAMB & HEIGHWAY CORNER CHAIR MADE FROM THE TIMBER OF H.M.S. *FOUDROYANT*

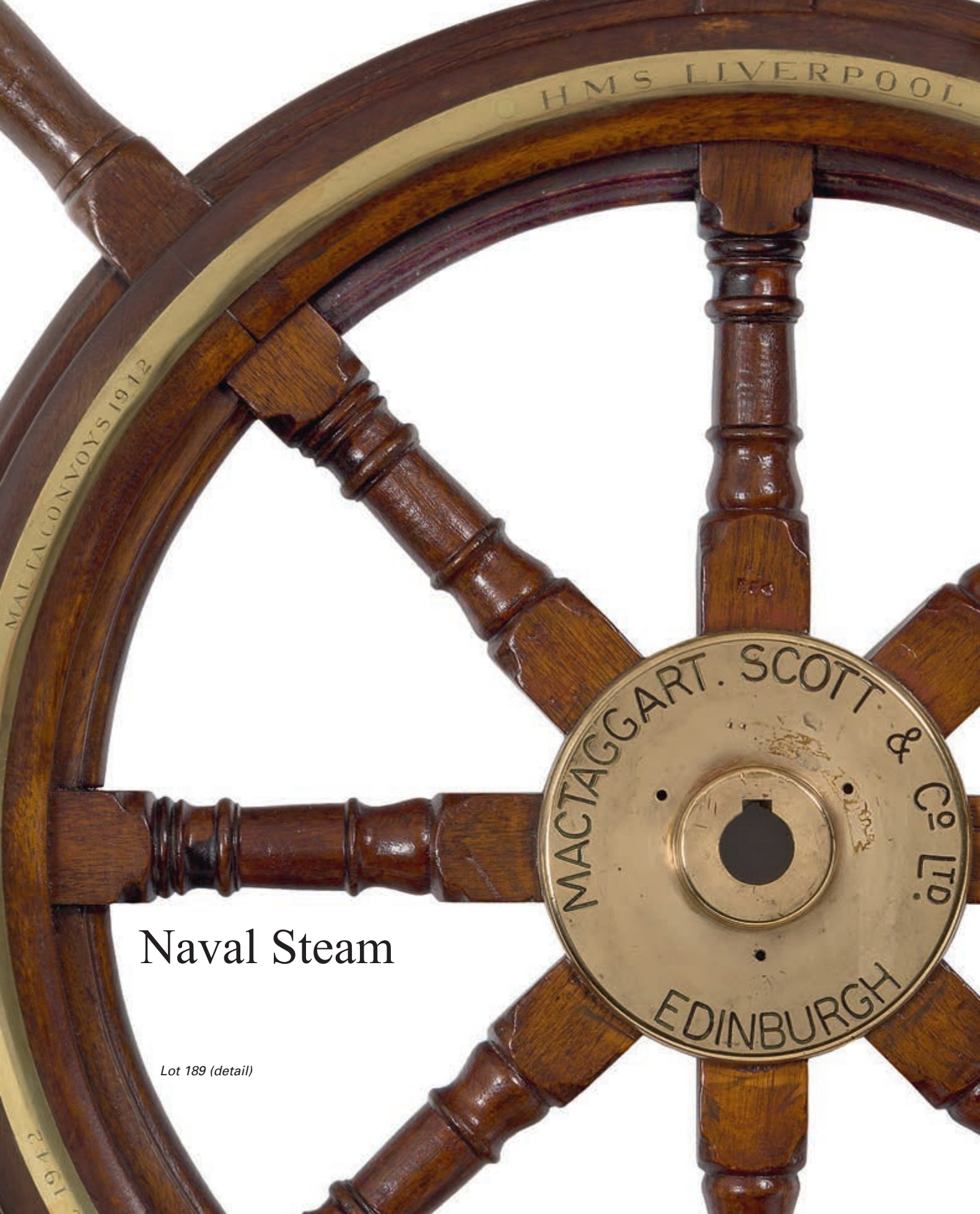
with carved and moulded top rail and arm supports inscribed *FOUDROYANT / LAUNCHED 1798 / WRECKED 1897*, with crossed stretchers and leather seat (later) — 31½ x 24in. (80 x 61cm.)

Goodall, Lamb & Heighway bought the wreck to produce commemorative items from its oak and copper, issued a catalogue of designs, many of which were produced to order and not made speculatively. A similar chair to the one offered is listed as No.1 and described 'This Chair once belonged to Lord Nelson's Father. Price of reproduction in *Foudroyant Oak*, £10.18s.6d.', circa 1898.

£500-800



150



HMS LIVERPOOL

MALTACONVOYS 1912

MACTAGGART. SCOTT &
Co LTD
EDINBURGH

Naval Steam

Lot 189 (detail)

155

A FINE AND EXTENSIVELY ILLUSTRATED MIDSHIPMAN'S LOG JOURNAL FROM H.M.S. ROYAL GEORGE INCLUDING SERVICE IN THE CRIMEAN WAR

kept by A.D. Grant in a neat calligraphic hand between 1853-56 over, c.282 pages using coloured ink and watercolour throughout viz pictorial pen and ink title initialled by the author 'A.D.G.' and dated '21/2/56' showing the H.M.S. *Royal George* at sea, decorative pen and ink head-and tail-pieces, circa 7 manuscript maps, charts and plans in pen and ink or pencil in the text or bound in, 10 full-page cross sectional diagrams of *Royal George* in coloured ink, 18 tipped-in mostly topographical drawings in sepia or watercolour, some folding, and 7 full-page pen and ink sketches, meteorological information and tables in the text including a 'List of the Allied Fleet in the Baltic', bound a in contemporary dark green half roan, green cloth boards — 8½ x 7in. (22 x 18cm.)

£400-600

H.M.S. *Royal George* served as part of the British Baltic Fleet during the Crimean War in 1855, a campaign aimed at containing Russian naval power and attacking coastal fortifications across the Baltic Sea. Under the command of **Captain Henry Codrington (1808-1877)**, the ship took part in operations supporting the Allied blockade of Russian ports and the bombardment of key strongholds. The fleet's most notable action was the bombardment of Sveaborg on 9-11 August 1855, following which the joint British and French Baltic fleet, commanded by **Admiral Sir Richard Dundas (1802-1861)** and **Vice-Admiral Pénaud (1800-1864)**, undertook extensive, detailed planning for a subsequent assault on the heavily fortified naval base of Kronstadt.



155



156

156

A 1:32 SCALE BUILDER'S-STYLE MODEL OF THE 'ANT'-CLASS FLATIRON GUNBOAT H.M.S. BUSTARD [1871]

by Alan Locks, 1984, the 33in. hull with lined wooden deck, single funnel, anchors, capstan and helm, fitted boats in davits and muzzle loading gun, loosely mounted on wooden cradle stand mounted on wood-based Perspex case— 35 x 16¼ x 15in. (89 x 41.5 x 38cm.); **together with** an information folder including ship's plans

(2)

£600-800



157 (part)

157

THE SPITHEAD REVIEW: A COLLECTION OF DEPICTIONS OF ROYAL NAVAL REVIEWS AT SPITHEAD AND ASSOCIATED EPHEMERA

comprising 1853 (unframed) and framed views for 1887, 1897 and day and night views of 1911, each with key, largest — 25 x 36in. (63.5 x 91.5cm.) inc. frame; **together with** a quantity of Spithead Review ephemera comprising original souvenir programmes (including 1897) and some later facsimile material

(A lot)

£200-300



158

158 

A PAIR OF SILVER NAVAL CROWN MENU HOLDERS

mounted on wooden bases with maker's marks for J. Dudley (Southsea, London, 1901 — 2¼in. (5.5cm.) long; **together with** a silver standish with Trafalgar Day inscription from 1950; a single silver menu holder of H.M.S. *Victory*; and a small silver seal with an anchor handle; 488g. total including wooden bases

(5)

£400-600

Provenance: The Honourable Company of Master Mariners.

Silver Standish: Presented by The Watch Ashore, October, 1950.



159

159 

A MINIATURE SILVER MODEL OF A NAVAL OFFICER'S CAP

probably used as a pin cushion, lined, maker's marks for Blanckensee & Son Ltd, Birmingham, 1914 — 3¼in. (8.4cm.) long; **together with** a pair of knife rests with propeller supports; and a cigar cutter modelled as a ship's helm; 329g. total

(4)

£150-250

Provenance: The Honourable Company of Master Mariners.



160

160

A FINE 1:4 SCALE TRAINING MODEL OF A MONTAGU-PATTERN WHALER, DESIGNED 1890 FOR THE ROYAL NAVY, MODELLED BY CADETS AT CHATHAM DOCKYARD, 1977

modelled as in working practice with exacting details and components labelled throughout and finished in polychrome, loosely mounted on a cradle stand — 9 x 80in. (23 x 203cm.) excluding rudder

£1,500-2,500

Provenance: Greenhithe Merchant Navy College 1977-1986; National Sea Training College (Gravesend) 1986-1996 when presented to a retiring section lecturer.

Designed by **Rear Admiral Victor Alexander Montagu (1841-1915)** around 1890, this pattern of whaler was so successful it was in use until the 1970s. This model is understood to have been commissioned by the Greenhithe Merchant Navy College from shipwrights at Chatham Dockyard in 1977 and was used to instruct their students until it closed.



160 (detail)



161 (part)

161

A RARE SAILOR'S STRAW SENNIT HAT FROM H.M.S. SUPERB, CIRCA 1910

trimmed with cap tally inscribed with ship's name, trimmed in black textile with white cloth lining, printed with *Thomas Townend & Co, Lime Street, London, made for Almeida & Menzies, Dar es Salaam & Tanga* — 13in. (33cm.) wide; **together with** a naval seaman's linen tunic top, trousers, belt, and cap with separate cap tally for H.M.S. *Phoebe*

(6)

£300-500



162



163

164

162 

A SILVER CIGAR BOX FOR CAPTAIN BERTRAM FOX HAYES, 1900

with oblong body, cedar lined, the lid engraved *To / Captain B. F. Hayes, R.N.R. / FROM THE OFFICERS, / 2ND BATT. SCOTS GUARDS, / in remembrance of a very pleasant voyage to the Cape / ON / R.M.S. BRITANNIC, / April 5th 1900*, the front engraved with the names of 28 officers, maker's mark for the Goldsmiths & Silversmiths Co. Ltd, London, 1900 — 8 x 6 x 4in. (20 x 15 x 10cm.); 2000g.

£1,500-2,500

Provenance: The Honourable Company of Master Mariners; Presented by Captain Sir Bertram Fox Hayes; Please see lot 52 for another *Britannic*-related presentation item.

163 

A VICTORIAN SILVER TWO-HANDLED CUP AND COVER PRESENTED TO CAPTAIN MILLIGAN, 1882

with acanthus capped scroll handles, the domed cover with engraved initials "JM", the body engraved *PRESENTED TO / Captain John Milligan / BY THE FOLLOWING OFFICERS OF HOUSEHOLD CAVALRY, AS A TOKEN OF REGARD, / IN REMEMBRANCE OF THEIR PLEASANT VOYAGE / TO EGYPT, IN THE STEAMSHIP "HOLLAND", / UNDER HIS COMMAND, / 1ST TO 14TH OF AUGUST 1882*, engraved beneath are the names of nine officers of the 1st Life Guards and five officers of the Royal Horse Guards, maker's marks for C S Harris, London, 1882 — 11¾in. (30cm.) high; 1315g.

£1,500-2,500

Provenance: The Honourable Company of Master Mariners.



164

164 

THE H.M.S. ULSTER QUEEN SILVER FOOTBALL CUP, 1941

with double ribbed girdle and double scrolled leaf-capped handles, on round spread foot, engraved on the side *H.M.S. ULSTER QUEEN / FOOTBALL CUP. / PRESENTED BY / THE FIRST LIEUTENANT / 1941*, with maker's mark for Walker & Hall, Sheffield, 1905 — 6 in. (15.5cm.) diam.; 409g.; **together with** a silver-plated two-handle tray with stamped pierced scrollwork border, inscribed *Commander W. H. Whittle / April 1924*, facsimile signatures, maker's mark for Alexander Clarke — 25¼ x 17¼in. (64 x 44cm.)

(2)

£400-600

Provenance: The Honourable Company of Master Mariners.

Football Cup: Presented by Misses Mary & Anne Bennett, daughters of Captain M Bennett, 2011.



165

165 

A SILVER CIGAR BOX PRESENTED TO CAPTAIN BERTRAM FOX HAYES OF R.M.S. OLYMPIC FOR THE EVACUATION OF CAPE HELLES, 1916

polished, inscribed *To / CAPTAIN BERTRAM HAYES R.N.R. / As a mark of appreciation / from / The Officers of the West Kent Yeomanry / WHOM HE BROUGHT OUT ON THE OLYMPIC / WHO WERE PRESENT AT THE EVACUATION / OF CAPE HELLES. 1916*, with facsimile signatures, lined, retailer Percy Edwards and Co, maker's mark for Wright & Davies, London 1898 — 14½ x 9½ x 4¾in. (37 x 24 x 12cm.), 4202g. total

£2,000-3,000

Provenance: The Honourable Company of Master Mariners; Presented by Captain Sir Bertram Fox Hayes.



166

166 δ

IAN H. MARSHALL (BRITISH, 1933-2016)

The Russian 'Borodino'-class battleship 'Tsesarevich' during her sea trials off the Port of Toulon, 1903

Initialled 'I.H.M' (lower right)

Watercolour

13½ x 21in. (34 x 53cm.)

£300-500

Provenance: With Oliver Swann Galleries, London, 1991.

167

HAROLD WHITEHEAD (BRITISH, ACT. 1890-1910)

H.M.S. 'Renown', as the Royal Yacht 'Renown' escorted by H.M.S. 'Terrible', conveying the Prince and Princess of Wales to their tour of India in October 1905

Signed 'H. Whitehead' (lower left)

Watercolour heightened with white

10 x 20½in. (25.5 x 52cm.)

£250-350

Provenance: With Rountree Tryon Gallery, London.

In 1889 the Admiralty ordered two second-class battleships, and later a third, for use on the China and Pacific stations. H.M.S. *Renown* was the third of these ships and was launched in 1895, 407 feet in length and displacing 12,350 tons, with a maximum speed of 18 knots. She mounted four 10-inch guns and ten 6-inch guns, carried four submerged torpedo tubes and one above the water. *Renown* was never to perform the duties for which she was intended and instead led a glamorous life with the great fleets from the beginning. Firstly, when new, she was flagship of the Diamond Jubilee Review in 1897, and immediately afterwards was second flagship in the Mediterranean Fleet, wearing the flag of **Sir John Fisher (1841-1920)**. Two years later, when he returned as Commander-in-Chief, he re-hoisted his flag in H.M.S. *Renown*, and from 1899 to 1902 she was the principal flagship in the Royal Navy. In 1905, she took the Prince and Princess of Wales (later King George V and Queen Mary) to India as depicted in this lot. H.M.S. *Renown* was scrapped in 1914.

168

A REGULATION R.N. COCKED HAT FOR A LT. COMMANDER, CIRCA 1930

labelled inside for *Gieves*, and contained in toleware case of issue with epaulets and belting, the lid inscribed in white paint *E.B. Tancock R.N.* — 18in. (46cm.) wide

£100-150

Edward Bernard Tancock DSC, RN (1902-) was made a Lt Cdr in 1932. He was aboard H.M. Ships *Cockchafer* and *Forester* during the War and was awarded a DSC in December 1939 to which a bar was added at the end of June 1940. He helped save several hundred lives from merchantmen torpedoed by U-124, amongst others. He retired from the RN in January 1947 and was awarded the O.B.E. in June 1950.

additional images online at www.charlesmillerltd.com



167

169

A BICORN HAT FOR THE YUGOSLAV NAVY, CIRCA 1925

made of black mohair, trimmed with wide gold edging, a brocade button to each end embroidered *A I* for King Aleksander I, blue, white and red cockade behind a plaited bullion strap with embroidered crowned anchor, cream silk lining — 17in. (43cm.) long

£150-250

170

AN 1827-PATTERN ROYAL NAVAL OFFICER'S DRESS SWORD BY J.R. GAUNT & SONS LTD, CIRCA 1935

the 31in. etched pipe-back steel blade signed for *J.R. GAUNT & SONS LIMITED EDWARD THURKLE*, with wire-bound fish skin grip, brass lion head pommel with regulation hilt engraved for owner *W.D. COOPER* and with fouled anchor, contained within leather and brass scabbard of issue with two suspension rings — 37in. (94cm.)

£100-150

Provenance: W.D. Cooper, Lt. Cdr Gunnery, H.M.S. *Fearless* (Navy List 1935)

171

A FRENCH 1854-PATTERN NAVAL OFFICER'S SWORD BY COULAUX & CIE, KLINGENTHAL, 20TH CENTURY

the 28in. steel pipe-back blade signed as per title with ebonised ribbed grip, brass pommel and hilt with fretwork floral motifs, fouled anchor and dolphin quillon, contained within leather and brass scabbard of issue with fouled anchor and shells, with belt strap — 36in. (91.5cm.) long; **together with** a facsimile Royal Naval dirk

(2)

£150-250



171



172

172

AN EVOCATIVE EDWARDIAN HOUSE PARTY AUTOGRAPH-PHOTOGRAPH ALBUM INCLUDING SIGNATURES FOR THE PRINCIPAL MEMBERS OF THE 1907 BRITISH ANTARCTIC 'NIMROD' EXPEDITION

kept between 1905-08 over forty-three card leaves with drawings, photographs, invitations and enclosure passes with several pages of marine interest principally including a page entitled *NIMROD / BEFORE STARTING FOR THE SOUTH POLE*. over three-quarter watercolour view of *Nimrod* with signatures for twelve of the crew comprising Ernest Shackleton (Expedition Leader), Philip L. Brocklehurst (Assistant Geologist), Eric Marshall (Surgeon and Cartographer), A. Forbes Mackay (Assistant Surgeon), W.A. Rupert Michell (Surgeon) and Jameson Boyd Adams (Second-in command, Meteorologist), also crew members; Lieut. Rupert England (Master), Aeneas L.A. Mackintosh (2nd Officer), H.J.L. Dunlop (Chief Engineer), John King Davis (1st Officer); Four pages relating to R.Y.S. *Hersilia*, Cowes and H.M.S *Dreadnought* – signatures of Augusta Spencer Churchill, Edward Spencer Churchill and their son, E. G. Spencer Churchill. Other pages show photographs and signatures from country house weekends, including at Gorhambury (Hugh H. Grimston), Longford Castle (Julian Radnor, 'Folkestone') and Scotney Castle (Edward Hussey) and many others, bound in in green cloth boards with strap hinges — 10½ x 16½in. (26.5 x 42cm.)

£800-1,200

Provenance: Mary Alexander (1885-1963), daughter of the Hon. Walter Philip Alexander (1849–1934), 2nd son of 3rd Earl of Caledon.

173

CAPTAIN SCOTT'S BRITISH ANTARCTIC EXPEDITION 1910-13: A MEAT FORK AND KNIFE SHARPENER FROM THE R.Y.S. *TERRA NOVA*

the plated handles impressed with expedition emblem and holding steel components (*wear*), contained in later plush-lined box with data inside lid, the sharpener — 11in. (28cm.) long

(3)

£800-1,200



173 (part)



174

174

A FINE AND DETAILED 1:100 SCALE BUILDER'S STYLE MODEL OF H.M.S. DREADNOUGHT [1906]

the 60in. laminated and carved hull with bilge keels, sponson arms, 4 propellers on shafts with brackets, lined wooden decks with silvered and painted fittings and armament as appropriate, open bridge with searchlights, ebonised tripod masts with director fire control and signal lanyards, suit of steam launches and open galleys, flanking second funnel and other details, mounted on 4 columns to base within glazed wooden case with plate — 27½ x 68 x 14in. (70 x 173 x 35.5cm.)

£6,000-8,000



174 (detail)

175

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

A line of Battleships

Signed 'W L Wyllie' (lower left)

Drypoint etching

4 x 8½in. (10 x 21.5cm.); **together with** *Guardians of the Country's Peace* after Norman Wilkinson, lithographic print for the Daily Graphic

(2)

£100-150



175 (part)



176 (part)

176

ALMA CLAUDE BURLTON CULL (BRITISH, 1880-1931)

H.M. Armoured Cruiser 'Drake', Flagship, 5th Cruiser Squadron 1909-1911

Signed and dated 'A B Cull /11' (lower left)

Watercolour heightened with white

10 x 17½in. (25.5 x 44.5cm.); **together with** another by the same hand for *H.M.S. 'Bedford'* — 8½ x 16½in. (21.5 x 42cm.)

(2)

£300-500

Provenance: Admiral Frederick Tower Hamilton (1856-1917), who served aboard *H.M.S. Drake*, 1909-11.

177

FRANK WATSON WOOD (BRITISH, 1862-1953)

H.M. Battleship 'Queen', Flagship to Vice Admiral Hamilton 1911-13

Signed 'Frank Wood 1913' (lower right)

Watercolour heightened with white

13½ x 20½in. (34.5 x 52cm.)

£400-600

Provenance: Admiral Frederick Tower Hamilton (1856-1917), who served aboard *H.M.S. Queen*, 1911-13.



177



178

178

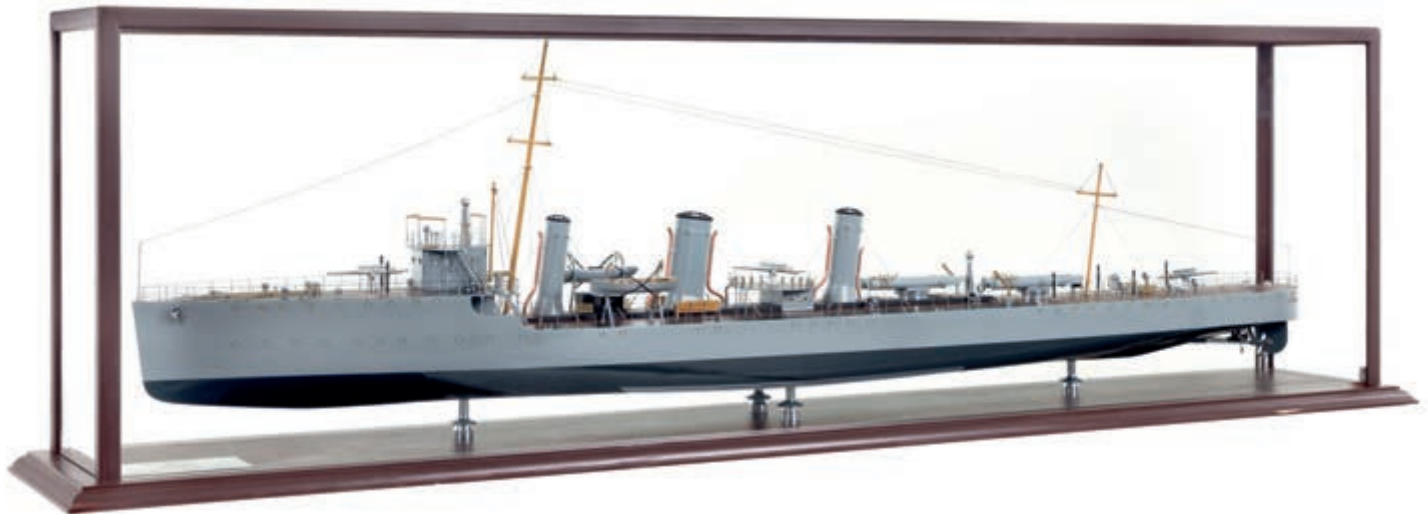
FRANK WATSON WOOD (BRITISH, 1862-1953)

H.M. Battleship 'Lord Nelson' dressed overall for 12 Noon, Coronation Day 11th June 1911

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

9 x 29½in. (23 x 75cm.)

£600-800



179

179

A 1:60 SCALE MODEL OF THE THORNYCROFT 'M'-CLASS DESTROYER H.M.S. MASTIFF [1914]

the 55in. carved and laminated hull with bilge keels, portholes, twin propellers, rudder and anchors, ebonised and brown painted decks with silvered fittings and armament as appropriate, stayed funnels, fitted boats in davits, torpedo tubes, searchlights, etc., mounted on four columns to display base with plates within glazed wooden cover — 18 x 62 x 10½in. (46 x 157.5 x 26.5cm.)

£3,000-4,000

Reputedly the fastest ship in the service when launched, *Mastiff* was one of six 'M'-Class destroyers, one of two built to a Thornycroft design. Together with her sister *Meteor* they displaced 1,001 tons and fitted with Parson's steam turbines supplied by four Yarrow boilers developed 26,500 shaft horsepower, giving her an impressive 37kts - two knots faster than the design speed. Ordered as part of the 1913-14 programme, *Mastiff* was completed in November 1914 and joined the 10th Destroyer Flotilla at Harwich. She fought at the Battle of the Dogger Bank forming part of the vanguard of the Grand Fleet - the 'M'-Class was the only one that could keep ahead of the battle cruisers and mount an attack. In April 1918 she supported small craft taking part in the Ostend Raid, but by the end of the War she was worn out and laid up, being sold for breaking in 1921.



HMS 'Marlborough' (1912)

180

VICE ADMIRAL SIR CECIL BURNEY'S PINNACE PENNANT, FLOWN DURING THE BATTLE OF JUTLAND, 31ST MAY-1ST JUNE 1916

stitched in wool bunting with red ball in upper canton by linen sleeve with hoist and a brass shackle, approx. — 20 x 25in. (51 x 63.5cm.); **together with** Jack Abrahams's pencil-written diary/notebook for the period in which he describes on loose leaves the drowning of Lord Kitchener aboard the *Hampshire* and provides a rare first-hand account of the Battle of Jutland from his perspective, including being torpedoed aboard H.M.S. *Marlborough*.

(2)

£1,000-1,500

Provenance: Signalman Jack Spence Abrahams; and thence by descent.

Jack Spence Abrahams (1899-1946) was Admiral Burney's signalman aboard H.M.S. *Marlborough* which served as flagship for the First Battle Squadron - Burney was also Second-in-Command of the Grand Fleet. When *Marlborough* was torpedoed, Burney transferred to the *Revenge* but was separated from Abrahams who was sent to H.M.S. *Royal Oak*; on the 9th, June Burney was made a full Admiral and so this flag was no longer needed and Abrahams kept it as a souvenir of the action. Abrahams noted in his diary, *Marlborough torpedoed / Warrior Abandoned / Caster in Sinking Condit - I have seen some rare sights Zepps Battleships / all sorts of ships (enemy) & submarines to.*



181

181 δ

IAN H. MARSHALL (BRITISH, 1933-2016)

H.M.S. 'Canopus' off Simonstown, Cape, 1914

Initialed 'I.H.M.' (lower right) with title to mount

Watercolour

20½ x 28in. (52 x 71in.)

£100-150

Provenance: With Swann Galleries, London.

Canopus was a battleship of 1897. When the Great War broke out, she was retained as she was fitted with four 12in. guns that matched the latest dreadnoughts in calibre, if not in number. However, her design speed of 18 kts had been reduced to just 12 kts, and she was a burden to any modern squadron. Having failed to support Admiral Craddock at Coronel, she was dispatched to the Falkland Islands and run up onto the mudflats by the harbour in case von Spee's squadron attempted a raid. In the event this is precisely what occurred. With the avenging British squadron led by Admiral Doveton Sturdee in the midst of coaling, German smoke was spotted on the horizon, only to flee when *Canopus* loosed off the first rounds of the action, giving the British squadron time to raise steam and give chase.

182

ARTHUR JOHN TREVOR BRISCOE (BRITISH, 1873-1943)

H.M. Battlecruiser 'Tiger' and 'Renown' on patrol in the North Sea during the Great War

Signed and dated 'A. Briscoe /19' (lower right)

Watercolour

18 x 28in. (46 x 71cm.)

£250-350



182



183

183

A WHITE ENSIGN FROM THE DOVER PATROL MOTOR LAUNCH 397, USED IN THE ZEEBRUGGE AND OSTEND RAIDS OF 1918

the ensign approx. 29 x 45in., smoke-stained overall with tattered edges and mounted in an elaborately carved glazed wooden box frame flanked with crew names, the two actions below and banner title to top reading *1914 DOVER PATROL 1919*, the top corners with 'Z' and 'O', overall — 66 x 73in. (168 x 185.5cm.)

£1,500-2,500

M.L. 397 was one of about five-hundred 37-ton motor launches built by Elco during the Great War and was heavily involved with the 1918 raids on the German-held ports of Ostend and Zeebrugge. Manned by a specialised volunteer crew, she provided smoke screens to hide the approaching flotilla from shore batteries, guided the blockships *Brilliant* and *Sirius* in an attempt to block the Ostend harbour entrance and rescued survivors from these scuttled vessels. In common with nearly all the Motor Launches, she was sold off shortly after the War's end.

184

FRANK WATSON WOOD (BRITISH, 1862-1953)

The famous Fifth Battle Squadron

Signed and dated 'Frank Wood 1920' (lower right) with title (lower left)

Watercolour

10 x 29in. (25.5 x 73.5cm.)

£400-600

Provenance: With Maritime Originals, Sherbourne.



184



185

185
A DETAILED 1:96 SCALE WATERLINE MODEL OF THE 'TENNESSEE'-CLASS BATTLESHIP U.S.S. CALIFORNIA [1918]

the 76in. laminated and carved hull replete with wood and metal fittings, armament and superstructure as appropriate, finished in grey throughout and complete with float plane on spring launcher and 'crew' manning guns etc., mounted on a blue sea display base with name plate and Plexiglass cover, overall — 22 x 83 x 20in. (56 x 211 x 51cm.)

£1,500-2,500

This 32,000-ton battleship was sunk at Pearl Harbour in December 1941, but had managed to open fire and is thought to have shot down some of their Japanese attackers. Refloated and rebuilt, she saw extensive service in the Central Pacific campaigns late in the War. Placed in reserve in 1946, she was decommissioned in 1947 and broken up in 1959.



186

186 δ
FRANK JOSEPH HENRY GARDINER (BRITISH, B. 1942)
The German Battleship 'Tirpitz'

Signed and dated 'F.J.H. GARDINER 92' (lower right)
 Watercolour and gouache heightened with white
 14½ x 21½in. (37 x 54.5cm.)

£250-350



187

187
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. (25.5cm.) wide
 £250-350



188

188
A 1:128 SCALE RADIO-CONTROLLED FIBREGLASS MODEL OF H.M.S. *LIVERPOOL*, DEPICTED IN DAZZLE CAMOUFLAGE DURING WORLD WAR II

the 55in. moulded hull with bilge keels, 4 three-bladed brass propellers on shafts with A-brackets and servo-assisted rudder, lined wooden grey painted decks, detailed fittings and armament as appropriate, with removable superstructure sections fore and aft to electric motor, loosely mounted on cradle stand within Perspex case — 21 x 63 x 13in. (53.5 x 160 x 33cm.)

£800-1,200

189
AN HISTORICALLY INTERESTING EIGHT-SPOKE SHIP'S HELM FROM H.M.S. *LIVERPOOL*, 1937

constructed in teak with brass hub signed *MACTAGGART, SCOTT & CO LTD, EDINBURGH*, polished brass rim binding engraved *H.M.S. LIVERPOOL, 1937 / MEDITERRANEAN 1940 / CALABRIA 1940 / ARCTIC 1942 / MALTA CONVOYS 1942* — 36½in. (93cm.) diam.; **together with** a mounting pin and hub cap; and a modern polychrome ship's badge for H.M.S. *Liverpool* mounted on a wooden display board — 10 x 8in. (25.5 x 20.5cm.)

(4)

£1,000-1,500

Launched by Fairfield Shipbuilding & Engineering Co. at Govan on 24th March 1937 and completed for sea on 25th October the next year, *Liverpool* was registered at 9,400 tons and measured 591 feet in length with a 64ft beam. Sent to the East Indies and China Station at the beginning of World War II, *Liverpool* was involved in a diplomatic incident with Japan when intercepting the liner *Asama Maru* for transporting German troops. This resulted in the acceptance of a proposal for the Japanese to deny military-aged German citizens access to their vessels.

Liverpool was torpedoed twice whilst participating in both the Malta and Arctic convoys, resulting in her not seeing war service after 1942. Post-war, she was assigned to transport ceremonial items, including the torch, for the 1948 Olympic Games from Greece and via various destinations around the Mediterranean to London. She was decommissioned in 1952 and broken up at Rosyth in 1958.



189 (part)



189A



189A (detail)

189A

A HISTORICALLY INTERESTING BRIDGE TELEGRAPH SALVAGED FROM THE WRECK OF H.M.S. VORTIGERN, TORPEDOED IN 1942

with horizontal plate with indicator signed *MECHANS LIMITED SCOTSTOUN GLASGOW* with later brass provenance plate, sidewheel inscribed *AHEAD / ASTERN*, lamp mounting, on tapering brass pillar stand with deck securing holes — 35½in. (90cm.) high; Droite No. 144/23-01

£500-800

A 1,300-ton destroyer built by J.S. White & Co. in 1917, *Vortigern* was a 'V'-Class destroyer capable of 34 knots. Deployed with the 17th Destroyer Flotilla running out of Plymouth in 1939, she was transferred to the 13th running out of Gibraltar and escorted convoys to and from the UK. On the 15th March 1942, she was escorting convoy FS749 of Cromer when a flotilla of German *Schnellboote* attacked them, and two torpedoes from *S-104* hit *Vortigern*. There were only 14 survivors picked up by the Cromer lifeboat; her commander, Lt Cdr R.S. Howlett, and 110 souls perished. This telegraph was raised in the mid-1970s; the wrecksite was designated a wargrave in 1986.



190 (part)

190 6

ERIC ERSKINE CAMPBELL TUFNELL (BRITISH, 1888-1978)

H.M.S. 'Vanguard' dressed overall at the Coronation Review of 1953

Signed 'E Tufnell' (lower right) and inscribed 'H.M.S. Vanguard June 15 1953' (lower left)

Watercolour

7½ x 10½in. (19 x 26.5cm.); **together with** another by the same hand of *H.M.S. Vanguard in Portsmouth Harbour for the last time, 1960*

(2)

£100-150



191 (part)

191

A TOMPION FROM A 15IN. GUN OF H.M. BATTLESHIP VANGUARD, 1946

cast in brass depicting a lion holding a spear in polychrome with rope border — 17½in. (44.5cm.) diam.; **together with** a small section of steel from the armoured flight deck of an 'Illustrious'-class carrier

(2)

£600-800



192

192

A ROYAL NAVY SIX GALLON BARRICOE

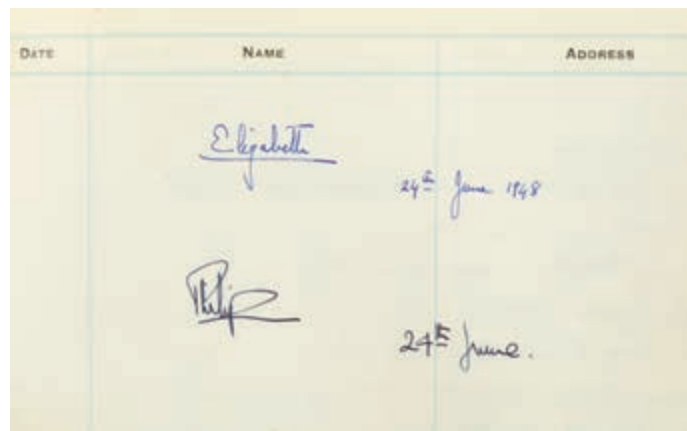
coopered in oak with brass binding, wooden bung with shaped hasp locking plate, with lock and key and carry handle — 24in. (61cm.) long
£800-1,200

193

ADMIRAL PATRICK BRIND'S 4TH CRUISER SQUADRON VISITORS' BOOK

kept between 20th October 1944 and 24th March 1953 and comprising approximately 1,400 signatures including Princess Elizabeth and Lt Philip, Duke of Edinburgh (later H.R.H. Queen Elizabeth II and Prince Philip) on 24th June 1948, and six officers from H.M.S. *Amethyst* for 3rd August 1949 (four days after their return from the 'Yangtse Incident'), with numerous other naval luminaries — 8 x 10in. (20 x 25.5cm.); **together with** a ms. list of entries organised by rank and title
£1,000-1,500

Amethyst was made famous during the 'Yangtse Incident' of April-July 1949 when, having been grounded with casualties under sustained fire from Chinese communists, she was able to re-float and follow a pilot through the shallows to safety, culminating with the full-speed ramming of a restrictive boom at the river's mouth and the now-famous signal *Have rejoined the fleet off Woosung... God save the King!* The episode was celebrated in the 1957 film "The Yangtse Incident: The Story of H.M.S. *Amethyst*."



193 (part)



194

194

H.M. YACHT BRITANNIA MACHINERY INFORMATION BOOK, ISSUED BY JOHN BROWN, 1954

comprising a set of twenty-three diagnostic arrangements for various aspects of the engine printed on folded linen and contained within blue card covers with typed list inside front cover with yard stamp for John Brown & Co, Clydebank, dated 4th February, 1954, gilt titles and bolted fold spine — 12 x 16in. (30.5 x 41cm.)
£400-600

195 ♂

TERRY O'NEILL (BRITISH, 1938-2019)

a photographic print of Queen Elizabeth II, originally taken on 30th January 1992 -- 24¼ x 20¼in. (61.5 x 51.5cm.) framed and glazed; **together with** a framed Plan of the *Falkland Islands* by John Smith; and a modern framed map of the *Arms of the City of London* (3)
£200-300

Provenance: The Honourable Company of Master Mariners, acquired from the Mission to Seafarers, Paternoster Royal, circa 1999



195 (part)



H.M. Frigate Ajax

196

A NAMEPLATE FOR THE 'LEANDER'-CLASS H.M. FRIGATE AJAX, 1962

with 1½in. brass lettering, secured to wooden display board — 13¼ x 41in. (33.5 x 104cm.)

£350-450

197 δ

KEN HOWARD (BRITISH, 1932-2022)

Devonport

Signed and dated 'Ken Howard 23 6 82' (lower right) with title

Watercolour

10¼ x 15¼in. (26 x 39cm.)

£200-300



197

198

A PAIR OF MILITARY BOUNDARY SIGNS FROM EAST BERLIN

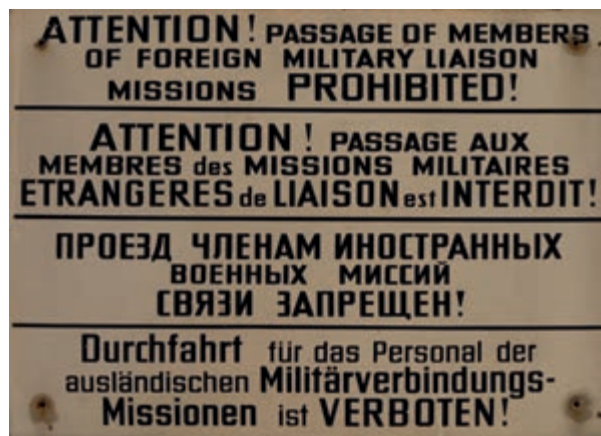
made of Rexine with black lettering inscribed *ATTENTION! PASSAGE OF MEMBERS / OF FOREIGN MILITARY LIAISON / MISSIONS PROHIBITED!*, also in French, Russian and German, with four mounting holes — 20 x 27¾in. (51 x 70.5cm.)

(2)

£150-250

Provenance: Estate of the late Robert Avery

Robert Avery (1952-2025) worked as a trusted Russian translator for the Royal Navy in the final years of the Cold War in Berlin, His most enduring contributions came through the RUKUS (Russia, United Kingdom and United States Navies) staff talks, initiated in 1989 as clandestine discussions to prevent maritime incidents but evolving into formal exchanges, joint exercises, and mutual visits. As the pre-eminent British authority on the Soviet and Russian navies, Avery often served as the sole interpreter for the UK delegation, earning exceptional trust from all sides for his impartiality and finesse.



198 (part)



199 (part)



H.M.S. Juno

199

A NAMEPLATE FOR THE 'LEANDER'-CLASS H.M. FRIGATE JUNO, 1965

with 1½in. brass lettering, secured to wooden display board — 12 x 39in. (30.5 x 99cm.); **together with** brass polychrome ship's badge for *Juno*; and 3 postcards of *Juno* and a sticker of the badge for the ship (6)

£300-400



200 (part)

200 δ

DESMOND V.C. JOHNSON (BRITISH, 1922-2022)

H.M.S. 'Sheffield' and task force on route to the Falkland Islands, 1982

Signed and dated 'Desmond Johnson 10/82' (lower right)

Watercolour

8½ x 12¾in. (21.5 x 32.5cm.); **together with** two further watercolours *H.M.S. 'Daring'* by Eric Tufnell; and *H.M.S. 'Brazen' leaving Grand Harbour, Malta, 1986* by Aldo M. Galea

(3)

£100-150

additional images online at www.charlesmillerltd.com



201

201

FALKLANDS WAR MEDAL, 1982

South Atlantic Campaign Medal, 1982, with riband rosette for operational service (Aick M C Evans, HMS *Hecla*), with riband brooch for wearing as issued — 1½in. (3.6cm.) diam.

£400-600

H.M.S. *Hecla* was the name-ship of the Royal Navy's three 'Hecla' class ocean survey vessels ordered to replace their ageing predecessors in the early 1960s. Built by Yarrow on the Clyde in 1964 and commissioned for sea in 1965, *Hecla* was successfully deployed as an auxiliary hospital ship during the Falklands War in 1982 where she rendered notable service amid intense combat operations. Sold into private ownership in 1997 and renamed *Bligh*, her new career proved short-lived and she was scrapped in India in 2004.

A PRIVATE COLLECTION OF HISTORIC DIVING EQUIPMENT

205

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

the polished wood and brass-bound case with mechanism stamped on the frame 9907, green-painted A-frame with green-painted cylinder tank and one diver/two diver lever, twin glazed Bourdon pressure gauges counter signed with hinged drop covers, cast brass maker's plate and twin air outlets with hinged access cover, fore and aft securing rings, with twin 35in. diam. cast iron flywheels inscribed *Siebe Gorman & Co.* with wood-sheathed crank handles and flat lid counterpunched with number, overall measurements excluding wheels and handles — 42 x 23½ x 21in. (106.5 x 59.5 x 53.5cm.); **together with** a pair of Siebe Gorman bellows

(2)

£1,000-1,500



205 (part)

206

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, neck ring stamped 'L19', with exhaust valve numbered 199, telephone port numbered 339 and air ducts, finished in remnant tinning — 18in. (46cm.) high

£2,500-3,500



206

207

A SIEBE GORMAN 'T' SPANNER, 20TH CENTURY

cast in brass — 4½in. (11.5cm.) square; **together with** two brass helmet weight rings

(3)

£100-150



208

A KIRBY MORGAN SUPERLITE 17B DIVING HELMET, CIRCA 1980

the yellow fibreglass structure with bronze carry handle and counterweight, steel regulator marked for *KIRBY MORGAN / SUPERFLOW*, three valves, red neoprene layer to base, with maker's label to side — 13in. (33cm.) high

£800-1,200



209

A GENERAL AQUADYNE DM-6 DIVING MASK, CALIFORNIA, CIRCA 1975

the glazed front with adjustable head straps, earphones, inlet valves stamped 'CDS LTD' on the underside, filled leatherette face seal, mouthpiece with free flow valve, with maker's label to top (*now obscured*) — 11in. (28cm.) high

£250-350



210

A SIEBE GORMAN & CO. DIVER'S KNIFE

the 7½in. double-edged steel blade signed as per title, set to Bakelite handle, contained in brass sheath with leather belt loop — 13½in. (34.5cm.) long; **together with** a Siebe Gorman & Co. Ltd brass diver's torch

(2)

£200-300



211 (part)

211

A SIEBE GORMAN & CO. DIVER'S KNIFE

the 8in. double-edged steel blade signed as per title, set to Bakelite handle, contained in brass sheath — 13¾in. (35cm.); **together with** two Siebe Gorman & Co. Ltd diver's torches marked *PATENTED A.P.8965*; and *REF No. 6230-99-942-7885*; and a torch stand

(4)

£100-150



212
A GERMAN DIVER'S KNIFE BY J. A. HENCKELS, SOLINGEN
 the 7¼in. single-edged steel blade with maker's emblem and inscribed *NICHT / ROSTEND*, set to lead handle, contained within brass sheath with hanger — 14in. (35.5cm.)
 £200-300

213
AN EAST GERMAN DIVER'S KNIFE, CIRCA 1950
 the 8in. straight pointed steel blade set to brass ribbed grip with stamp for *MEDI*, contained within brass counter-stamped sheath with hanger — 13½in. (34.5cm.) long
 £200-300

214
AN 20TH CENTURY DIVER'S KNIFE
 the 7½in. single-edged steel blade with maker's mark, set to bronze handle stamped *BM 134*, contained within bronze sheath with hanger — 14in. (35.5cm.)
 £200-300

215
AN EARLY 20TH CENTURY DIVER'S KNIFE
 the 6¼in. serrated steel blade set to turned wooden handle, contained in a red-painted brass sheath with hanger — 13½in. (34.5cm.) long; **together with** another unsigned diver's knife with 6¾in. single-edged steel blade, turned wooden handle, contained within green-painted sheath with hanger
 (2)
 £200-300

216
TWO 20TH CENTURY DIVER'S KNIVES
 with 7½in. and 8in. single-edged steel blades set to brass handles with brass sheaths with hangers, the smaller with red sticker inscribed *FRENCH 1945*, the larger — 13½in. (34.5cm.) long
 (2)
 £200-300



215



216



217

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

the 6½in. single-edged steel blade set in heavily cast brass handle stamped with maker as per title, contained within counter-signed scabbard for HEINKE / LONDON — 12½in. (32cm.)

£200-300

218

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

the 6½in. serrated-steel blade set in heavily cast brass handle stamped with maker as per title, contained within counter-signed scabbard for HEINKE / LONDON — 12½in. (32cm.)

£200-300

219

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

the 6½in. serrated-edged steel blade set in heavily cast brass handle stamped with maker as per title, contained within counter-signed scabbard for HEINKE / LONDON with leather belt loop — 12½in. (32cm.)

£200-300

220

A 20TH CENTURY DIVER'S SPONGE KNIFE

the 6in. blade set to turned wooden handle with brass scabbard with hanger (*reattached*) — 13½in. (34.5cm.); **together with** a diver's knife with 7½in. single-edged anti-magnetic bronzed blade with ribbed rubber grip with stamp for AM, contained within brass scabbard with leather belt loop

(2)

£200-300

221

A DIVER'S KNIFE BY SIEBE & GORMAN, CIRCA 1890

the 6¼in. double-edged steel blade signed as per title, set to turned ebonised wooden handle, contained in brass sheath with counter-signed hanger — 12¾in. (32.5cm.)

£200-300

222

A DIVER'S KNIFE BY GALEAZZI, LA SPEZIA

the 6¼in. double-edged steel blade with wooden flat handle grip, contained within brass sheath with hanger signed GALEAZZI/SPEZIA — 12¾in. (31cm.) long

£200-300



220



221

222



223 (part)

223

A SIEBE HEINKE FROGMAN DIVER'S KNIFE, CIRCA 1970

the 5in. serrated-edged steel blade stamped *STAINLESS* and set to ribbed plastic handle with maker's mark *SIEBE-HEINKE / MADE IN ENGLAND*, contained in aluminium sheath signed for *C. E. HEINKE & CO. LTD. LONDON*, with belt loop attachment — 11in. (28cm.); **together with** 4 modern diver's knives and a modern diver's multi-axe

(6)

£150-250



224

224

AN ADMIRALTY-PATTERN DIVER'S KNIFE BY SIEBE GORMAN & CO

the 8in. double-edged steel blade signed as per title, with turned wooden handle and contained within a brass sheath stamped *NON-MAGNETIC / A.P. 6261* and leather belt loop — 13¾in. (35cm.) overall; **together with** another Siebe Gorman & Co. signed diver's knife with 8in. serrated-edged blade, turned wooden handle with brass sheath and leather belt loop

(2)

£200-300



225

225

TWO 20TH CENTURY SIEBE GORMAN & CO. LTD. DIVING KNIVES

the 7¾in. double-edged steel blades signed for *SIEBE GORMAN & CO*; and *SIEBE GORMAN*, set to brass hilts with turned Bakelite handles, contained in brass scabbards (*one non-magnetic*) with leather belt loops, the larger — 14in. (35.5cm.) long

(2)

£200-300

226

A RARE SONY MPK-60 BETAMAX UNDERWATER VIDEO CAMERA CASE, CIRCA 1985

heavily constructed in thick white plastic with ebonised aluminium side handles with start/stop and far/near levers, the front with glazed port with heavy rubber seal signed *SONY*, the back with function control, maximum depth warning label for 40m, model and serial number '010159', hinged top with six securing catches, internal connection cables and label to lid, the top with makers label and moulded *BETAMAX* to one side — 14 x 24 x 19in. (35.5 x 61 x 48cm.)

£150-250

Designed for use with Sony's Betamax 'Handycam' video camera, the Betamax video format was abandoned in 1988 when Sony finally admitted VHS had won the format war, suggesting this is a very rare survivor.



226

OTHER PROPERTIES



227

**227
AN AIR MINISTRY RAF SCRAMBLE BELL, 1940**

cast in silvered bell metal, with moulded rim and shoulder, inscribed to front *A.M. 1940* with crown suspension, complete with clapper and sally — 10½ x 10¾in. (27 x 27.5cm.)

£1,500-2,500



228

**228
AN AIR MINISTRY RAF SCRAMBLE BELL, 1942**

cast in silvered bell metal with moulded rim and shoulder, inscribed to front with black-filled lettering *A.M. 1942* with red-painted crown suspension, complete with red-painted clapper, bell — 10in. (25.5cm.) square

£2,000-3,000



229

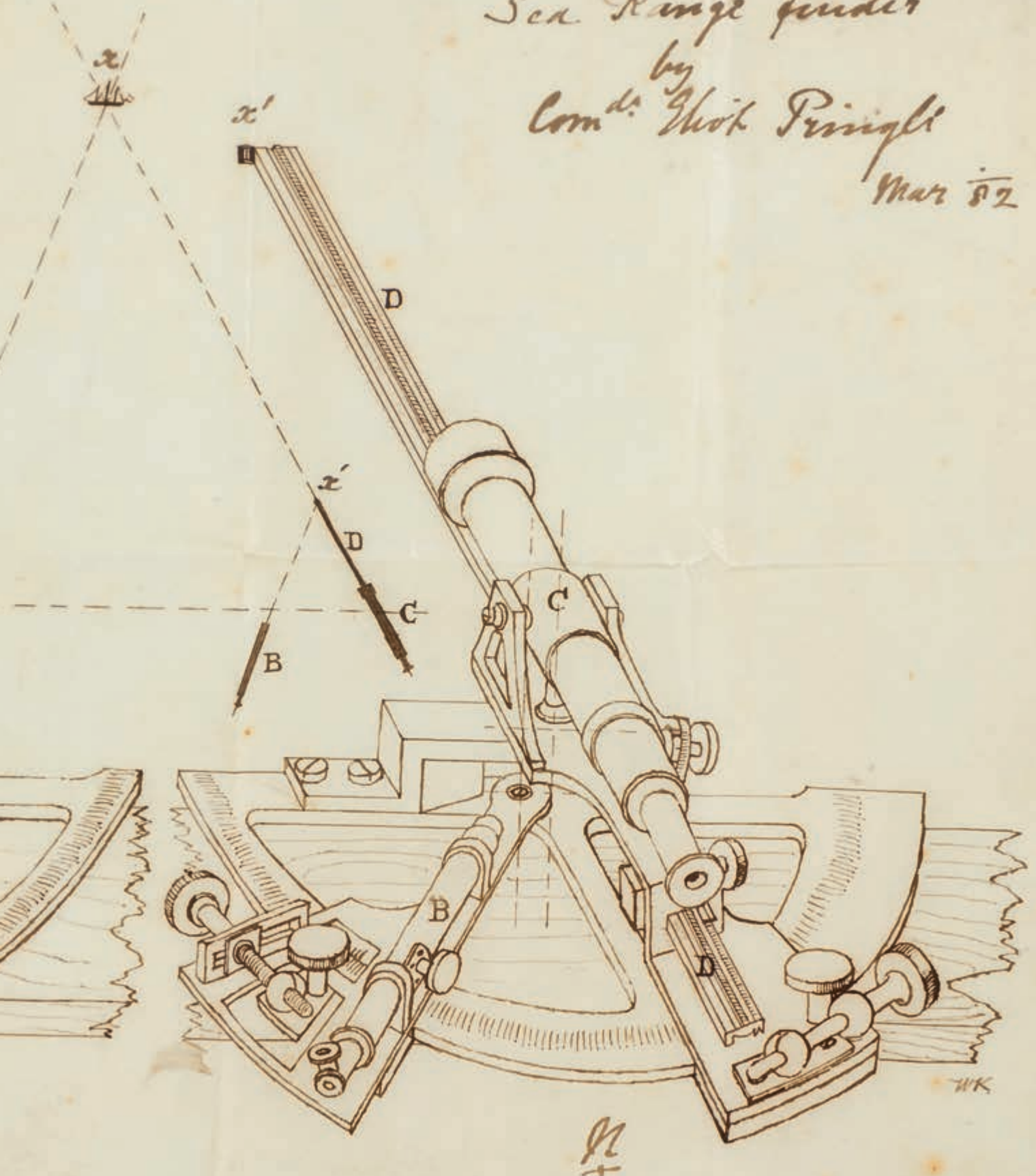
**229
A RARE SUSPENSION BRACKET FOR A SCRAMBLE BELL, CIRCA 1940**

cast in iron in cruciform with securing holes — 18in. (45.5cm.) high

£300-400

Sea Range finder
by
Com^d. Thos Pringle

Mar 82



Navigational & Scientific Instruments



230

230

A BRASS MAGHRIBI ASTROLABE, POSSIBLY 18TH-CENTURY

the mater with plain tinned lining with faintly etched concentric circles, degree scale to edge with Arabic lettering, solid plain mater with suspension loop, the reverse with calendar and shadow square, the single tinned plate engraved over both sides, tinned brass rete with pointers for 26 stars, tinned alidade with pinhole sights and securing pin (*horse missing*) — 5¼in. (13.4cm.) diameter
 £10,000-15,000

Literature: King, D. 'On the History of Astronomy in the Medieval Maghrib', in *Etudes d'histoire des Sciences Arabes*, Abattouy, ed., 2007, pp.175-218.



231

231 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, gimballed in three-tier box with inset drop handles (*winding key missing*) — approx. 8in. (20.5cm.) cubed; IDN: FT133UVN

£3,000-4,000



232

234

A TWO-DAY MARINE CHRONOMETER BY THOMAS MERCER, CIRCA 1957

the 4in. silvered dial signed as per title and numbered '21358', blued hands, spotted plates, Earnshaw escapement to bi-metallic balance with silver helical spring contained in gimbal-mounted counter-stamped bowl in two-tier box with supplier's plates and test labels including one with ship names including *Stad Breda* and *Ocean Enterprise* — approx. 7in. (18cm.) cubed

£500-800

232

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, gimballed in three-tier box with drop handles and tipsy key — approx. 8in. (20.5cm.) cubed

£3,000-4,000

233 Ø

A TWO-DAY MARINE CHRONOMETER BY JOHN POOLE, LONDON, CIRCA 1860

the 4in. silvered dial signed as per title, addressed *53 Fenchurch Strt.* and numbered '3381', gold spade hands with blued secondaries, spotted plates containing Earnshaw escapement with bi-metallic standard balance, blued helical spring to jewelled detent, contained in counter-numbered bowl gimballed-mounted within three-tier case with drop handles, securing arm and tipsy key — approx. 7in. (18cm.) cubed; IDN: SZ9S8EBH

£1,500-2,000



233

234

235

A TWO-DAY AMERICAN MARINE CHRONOMETER BY H.H. HEINRICH, NEW YORK, CIRCA 1885

the 4in. silvered dial signed as per title numbered '703' and addressed for '14 John St.', gold spade hands, plain plates with blued helical spring to standard bi-metallic balance, contained in gimballed bowl within three-tier case with locking arm and tipsy key — approx. 7½in. (19cm.) cubed

£1,000-1,500



235

236

236

A TWO-DAY AMERICAN MARINE CHRONOMETER BY BLISS & CREIGHTON, NEW YORK, CIRCA 1865

the 3½in. silvered dial signed as per title numbered '856', gold spade hands, lightly spotted plates with silvered helical spring to standard bi-metallic balance, contained in gimballed bowl with domed glass cover within three-tier case with locking arm, tipsy key and drop handles — approx. 7½in. (19cm.) cubed

£1,000-1,500

237

JAMES MURRAY SMALL MAHOGANY 2-DAY MARINE CHRONOMETER, NO. 497, CIRCA 1825

the 3½in. silvered dial signed James Murray, Royal Exchange, London, No. 497, champlévé Roman numerals, subsidiary seconds, gold hour and minute hands, movement with fusee and chain, Harrison's maintaining power, Earnshaw-type footed spring detent escapement, bi-metallic compensation balance with peripheral temperature and meantime adjustment screws, diamond endstone, free-sprung blued-steel helical balance spring, gimbal-mounted brass bowl punch-numbered '327' and 'M&S' (Murray & Strachan), screw-down brass bezel with convex glass, in three-tier brass-bound mahogany box with brass drop handles, the interior with paper trade label for L. Vander Voodt-Cornet, Antwerp — approx. 7in. (18cm.) square

£1,500-2,500

238

A ONE-DAY MARINE CHRONOMETER BY EDWARD BAKER, LONDON, CIRCA 1830

the 3¼in. dial signed as per title and numbered '924', blued spade hands with subsidiary seconds, plain plates counter signed, Earnshaw escapement with standard balance, blued helical spring with jewelled detent, contained in a gimbal-mounted bowl with domed glass and contained in a later three-tier case with locking arm and drop handles (*winding key missing*) — approx. 7in. (18cm.) cubed

£1,000-1,500



237

238



239

A TWO-DAY MARINE CHRONOMETER BY PARKINSON & FRODSHAM, LONDON, CIRCA 1827

with 3¼in. silvered dial signed as per title and numbered '2462', blued hands, spotted plates counter-signed movement with Earnshaw escapement, standard bi-metallic balance with blued helical spring contained in dust cover within gimballed bowl with locking arm, domed glass and numbered tipsy key stamped 'P & F', contained in three-tier wooden box with drop handles — approx. 7in. (18cm.) cubed

£1,500-2,500

A 24-HOUR CHRONOMETER DECK WATCH BY ULYSSE NARDIN, CIRCA 1944

with 2in. enamel dial signed as per title, inscribed *Locle Suisse*, and numbered '120454', blued steel spade hands with sweep seconds, counter-stamped frosted gilt movement with 21 jewels, straight-line lever escapement, Anibal-brass Guillaume balance,

blued-steel Breguet balance spring with terminal curve, swan-neck micrometer regulator, four-body polished silvered case stamped with maker's marks and numbered '604361' — 2½in. (6cm.) diam.

£400-600



242



240



241

A ROYAL NAVAL BULKHEAD DECK WATCH BY LIMIT, LONDON, CIRCA 1940

the 1¾in. enamel dial signed *Limit / No. 2* with Roman numerals, blued-steel spade hands with subsidiary seconds dial, stamped to dial and counter-stamped to movement *SWISS MADE*, contained within nickel-plated case numbered '3216770' and inscribed to reverse *PATT. 301 / 1079* with broad arrow mark, contained within brass bulkhead case with blue plush-lined base with inscription to reverse *AP302* — 4¾in. (12cm.) diam.

£200-300

A BRASS SUNDIAL BY THOMAS HEATH, CIRCA 1750

signed *T. Heath Fecit* behind solid gnomon and engraved armorial between 'IIII' and 'VIII' — 15in. (38cm.)

£400-600

LORD KELVIN'S PATENT ELECTRIC BALANCE, CIRCA 1895

with maker's plate signed for *James White, Glasgow* and numbered '407', ebony glass bedplate with insulated control under, supporting a pair of coils and aluminium scale and indicator, lacquered brass fittings and brass-bound cover, mounted on three threaded feet — 7 x 18in. (18 x 45.5cm.)

£100-150

This apparatus is used to measure large DC currents flowing through parallel coils of wire, allowing more current to flow than through parallel straight wires. The repulsive forces between the coils cause a small mass to move along a horizontal scale - the distance the mass travels is proportional to the square of the current.



243



244

244

EIGHT BOXES OF MICROSCOPE SLIDES, 19TH AND 20TH CENTURY

approximately 300 slides comprising: the first wood box with approximately 12 professional slides - mostly entomology; the second wood box with approximately 60 slides, mostly entomology, some with maker's labels including, J.B. Dancer, Manchester; J. Amadio, London; T & R Doublet, London; Smith Beck & Beck, London; and H. F. Angus & Co., London; the third wood box with approximately 80 slides including zoological, botanical, material and chemical, some with maker's labels including Arthur C. Cole, London; A. T. Davies, Keynsham; the Norman family, John Garbutt, Leeds; H. Ebbage, Southend-on-Sea; and W. H. Boswell; the fourth wood box with approximately 24 histology slides, some with maker's labels for Flatters & Garnett, Manchester; and Abraham Flatters, Manchester; the fifth wood box with approximately 20 slides, most appear defective and empty, a few with maker's labels including A. Amadio, London; and Richard Suter, Tottenham; the sixth wood box (hinges broken) with approximately 20 slides, mostly amateur entomology; the seventh wood box with approximately 60 slides, diatoms, zoological, and botanical, most appear defective or empty, some with maker's labels including Arthur C. Cole, London; J. Bourgogne, Paris; J. D. Möller, Wedel in Holstein; E. Thum, Leipzig; and William Gatrell, Barnes; the eighth cloth bound cardboard box with approximately 50 slides, mostly biological, entomology and botanical, most amateur but a few with maker's labels including, C Baker, London; Smith Beck & Beck, London; James W. Bond; John T. Norman; and Charles Morgan Topping; **together with** an empty wood slide box (9)

£300-500



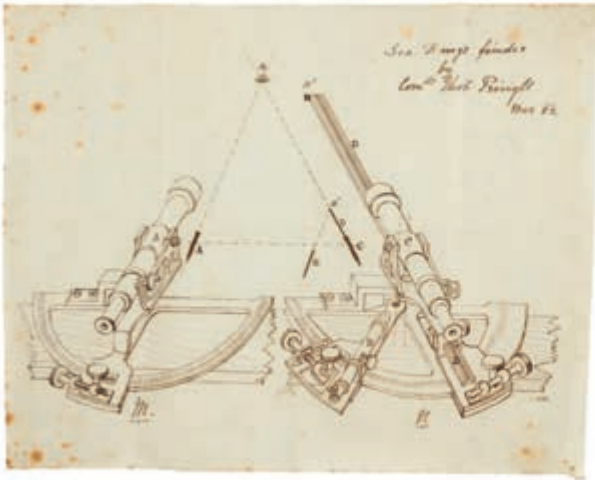
245

245

'EDWARDS' GEOMETRICAL PLANES AND SOLIDS.. BOX NO. 3'

comprising twenty-two (of thirty-one) numbered shapes carved from fruitwood and contained in box of issue with the maker's label, with numerical content list inside lid and securing hooks to front — 12in.(30.5cm.) wide

£300-500



246 (part)



247

246

ELLIOTT BROTHERS: TECHNICAL DRAWINGS FOR A RANGEFINDER, 1882

comprising two ink on waxcloth drawings of a rangefinder with modification, one inscribed *Sea Range finder / by / Comdr. Eliot Pringle / Mar/82*, accompanied by a ms. letter on headed paper from Elliott Brothers addressed for 101-102 St. Martins Lane, London to Pringle advising that their modification would limit any error to within one minute of arc, signed 'Elliott Bros', all three folded into an envelope

(3)

£100-150



248

247 Ø

A 17½IN. RADIUS VERNIER OCTANT, CIRCA 1780

unsigned, the ebonised 'T' frame with inset ivory scale divided to 95°, brass index arm and pad feet (*lacking sights and shades*) — 19½ x 17in. (49.5 x 43cm.); IDN: YB3HD85F

£200-300

248

A FINE PAIR OF 25 X 150 BRIDGE BINOCULARS BY FUJI MEIBO, JAPAN, CIRCA 1960

the 23in. tubes with 7in. objective shades and 7in. eyepiece assembly, inscribed and numbered to the top plate *Fuji Meibo 25 x 150 2.7^o no. 27792*, with adjustable eyepieces with rubber eye insulators, with quadrant angle securing and lateral adjustment with degrees scale, finished in polished aluminium and mounted on an adjustable tripod floor stand with castors

£10,000-15,000



249 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
£100-150



250

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
£250-350



251

A BOW-FRONT STICK BAROMETER BY CARY, LONDON, CIRCA 1830

silvered scales signed as per title, with vernier indicator, silvered thermometer with scales in Fahrenheit and Reaumur scales — 39in. (99cm.) high
£400-600



252

252

A FINE 2¾IN. 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, Diemans 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 hook — 3in. (7.5cm.) diam.

£3,000-5,000



253 

A RARE 30IN. TERRESTRIAL GLOBE BY W. & A. K. JOHNSTON LTD, EDINBURGH & LONDON, CIRCA 1890

with 36 printed gores signed in cartouche as per title, analemma of time, principal steamer routes with distances, mounted in brass meridian to wooden stand with horizon ring and four turned wooden legs with stretchers — 45 x 42in. (114.5 x 106.5cm.)

£3,000-5,000

The brothers **William Johnston (1802-1888)** and **Andrew Keith Johnston (1804-1871)** made and published globes in Edinburgh from the mid-19th century and they soon displaced rival makers to become the pre-eminent makers in the United Kingdom. As a result of this they were offered a Royal Appointment by Queen Victoria and her arms are present on this example. This format was the largest example the Johnston firm produced - the first of which was exhibited at the Great Exhibition of 1851 in Hyde Park, London, where it received a Gold Medal.

END OF SALE

253

Charles Miller Ltd

Est. 2007

SPECIALIST MARITIME & SCIENTIFIC AUCTIONEERS

The Maritime Picture Collection of the late Jason Pilalas

30th June 2026 at 2pm

Viewing from 15th June

CHARLES PEARS (BRITISH, 1873-1958)

The Pool of London with a view of Tower Bridge during Docklands Air Raids in the Blitz of December 1940

Oil on board 14½ x 24in. 36.8 x 61cm.)

300 Munster Road
Fulham London SW6 6BH

Tel: +44 (0)20 7806 5530
enquiries@charlesmillerltd.com

Ship Name Index

Ship	Lot	Artist	Lot
397, M.L.	183	Maria Wilhelmina	134
Ajax, H.M.S.	196	Mastiff, H.M.S.	179
Amberley, M.V.	81	Matina, M.V.	93
Amethyst, H.M.S.	193	Mauretania, R.M.S.	59
Apapa, S.S.	61	Memnon, M.V.	88
Aquitania, R.M.S.	62	Menelaus, S.S.	89
Argo Thetis, M.V.	95	Merrimac, R.L.Y.C.	24
Atalante, H.M.S.	110	Mersey, H.M.S.	141
Avila Star, S.S.	61	Mobil Endurance, M.T.	94
Beck Frères, S.S.	46	Nimrod, R.Y.S.	172
Bellerophon, H.M.S.	124, 125, 129	Normandie, S.S.	45
Bellona, H.M.S.	137	Ocean Enterprise, M.V.	234
Bluebottle, S.Y.	30	Olympic, R.M.S.	165
Bostonian, S.S.	45	Ophir, R.M.S.	44
Britannia, H.M.Y.	194	Paris, S.S.	47
Britannic, R.M.S.	52, 162	Petrel, S.Y.	25
British Freedom, M.T.	85	Pleiad, S.Y.	43
Bustard, H.M.S.	156	Port Caroline, M.V.	92
California, U.S.S.	185	Queen, H.M.S.	177
Cambridge, H.M.S.	141	Red Rover, S.V.	23
Canopus, H.M.S.	181	Regent Tiger, M.T.	80
Carradale, S.V.	14	Renown, H.M.S.	167
Cedarbank, M.S.	90	Rooswijk, B.O.C.	32
Charles Mills, H.C.S.	31	Royal Family, S.V.	7
Cherokee, H.M.S.	133	Royal George, H.M.S.	155
Chesapeake, H.M.S.	146	Royal William, H.M.S.	115
Chieftain, S.V.	20	Samarang, S.V.	22
Christina Mary, S.V.	8	Sarmiento, M.V.	79
Clan Maclaren, M.V.	78	Scottish Minstrel, S.V.	9
Dartmouth, S.S.	56	Seringapatam, S.V.	17
Demosthenes, S.S.	58	Shannon, H.M.S.	136
Drake, H.M.S.	176	Sheffield, H.M.S.	200
Dreadnought, H.M.S.	174	Slieve Bawn, T.S.	65
Durham, T.M.V.	64	Stad Breda, M.V.	234
Edinburgh, S.S.	53	Stronsa, S.V.	5
Flying Eagle, S.T.	70	Superb, H.M.S.	161
Formosa, R.M.S.	51	Temeraire, H.M.S.	110
Foudroyant, H.M.S.	150	Terra Nova, R.Y.S.	173
Fox, H.M.S.	134	Terrible, H.M.S.	167
Grantully Castle, S.S.	57	Tiger, H.M.S.	182
Great Britain, S.S.	36, 37	Tower Hill, S.S.	45
Great Western, S.S.	34, 60	Transylvania, R.M.S.	61
Gredon, S.S.	56	Tirpitz, S.M.S.	186
Harbinger, S.V.	6	Tsesarevich	166
Hecla, H.M.S.	201	Ulster Queen, H.M.S.	164
Hector, M.V.	66	Vanguard, H.M.S.	190, 191
Hibernia, H.M.S.	133	Victory, H.M.S.	119, 123, 158
Holland, S.S.	163	Vliegend Hert, V.O.C.	33
Juno, H.M.S.	199	Vortigern, H.M.S.	189A
Lagos Palm, M.S.	82	Waverley, P.S.	73
Landsborough, S.V.	16	Yoma, M.V.	86
Liverpool, H.M.S.	188, 189	Zulu, S.Y.	29
London Statesman, M.S.	87		
Lord Nelson, H.M.S.	178		
Majestic, R.M.S.	61		
Marlborough, H.M.S.	180		
Malwa, R.M.S.	48		

Artists and Makers' Index

Artist/Maker	Lot	Artist/Maker	Lot
Adam, M.E.	46	Knox, W.	7
Anderson, W.	101	Küchler, C.H.	126
Atkin Bros	50	Legzdins, O.	4
Attwood, T.	130	Levitt	232
Baker, E.	238	Liddell, J.D.	3
Barclay Curle & Co. Ltd	57	Limit	241
Batson, J.	49	Lloyd, R.G.	66, 86, 88, 92
Beattie, W.	10	Locks, A.	156
Berry, E.	130	Loos, J.F.	16
Birchall, W.M.	71, 91	MacGregor, R.	7
Birmingham Mint	68	MacTaggart, Scott & Co. Ltd	189
Bliss & Creighton	236	Mappin & Webb	48
Bond, E. & W.	43	Marshall, I. H.	166, 181
Briscoe, A.J.T.	26, 27, 182	Mazzinghi, J.	130
Brown	249	McArthur, A.D.	146
Carpenter & Westley	250	McLachlan	231
Cary	251	Mechans Ltd	84, 189A
Chamber, G.	2	Mercer, T.	234
Christie & Wilson	83	Moore, M.	109
Clarke, A.	164	Morgan, K.	208
Cleveley, R.	100	Murray, J.	237
Cochrane, T.	134	Nelson, H.	119, 120
Cook, A.	137	Newenham, E.	130
Coulaux & Cie	171	O'Neill, T.	195
Cull, A.C.B.	176	Park, J.	9
Cumby, W.P.	124	Parkinson & Frodsham	239
Darby, H.D.	129	Pearson, W.H.	12
Dawson, H.	149	Peers, D.C.	147
Deakin & Francis	77	Pitcher, C.	80
Delap, J.	130	Pocock, N.	19
Dixon, C.E.	54, 55	Poole, J.	233
Dollond	128	Pugin, A.C.	121
Dudley, J.	158	Reid, W.K.	51
Eaton, J.	110	Richardson Duck & Co. Ltd	56
Edwards	245	Rodney, G.B.	104
Ekins, C.	132	Round & Son Ltd., J.	63
Elliott Brothers	246	Schermuly	96
Firth, W.	130	Siebe & Gorman	221
Froud, F.	8	Siebe Gorman & Co. Ltd	205, 207, 210, 211, 224, 225
Fry, W.A.	1	Siebe Heinke	223
Fuji Meibo	248	Sinclair Model Engineering	78
Galeazzi	222	Smith, C.	116
Gardiner, F.J.H.	186	Smiths Clocks	79, 84
Gaunt & Sons Ltd	170	Sony	226
General Aquadyne	209	Sourling, J.	6
Gieves	168	Stalkart, M.	102
Goldsmiths & Silversmiths	52, 162	Stanfield, C.	11
Goodall, Lamb & Heighway	150	Stephen & Sons, A.	14
Grangemouth, D.Y.	81	Sunderland Models	90
Grant, A.D.	155	Sverre, A.B.	87
Grey, C.	20	Swan Hunter	85
Halliday, T.	127	Swan, Hunter & Wigham Richardson Ltd	81
Halloran, L.	130	Taylor, C.	21
Harper, J.	135	Tokyo Model Laboratory	94
Harris, C.S.	163	Townend & Co. , T.	161
Hay, J.	141	Triggs Maritime Architects	47
Heath, T.	242	Tufnell, E.E.C.	190
Heinke & Co., C.E.	206, 217, 218, 219	Uylsse Nardin	240
Heinrich, H.H.	235	Whitehead, H.	167
Henckels, J. A.	212	Wilkins, W.	114
Hill, N.	252	William Denny & Bros	65
Howard, K.	197	Wood, F.W.	59, 177, 178, 184
Huggins, W.J.	17	Workman Clark Ltd	64
Hüntten, F.J.W.	24	Wright & Davies	165
Jervis, J.	133	Wyllie, W.L.	175
Johnson, D.V.C.	200		
Johnson, F.	61		
Johnston Ltd, W & A.K.	253		
Joy, W.	18		
Kelvin	243		

NOTES



Scientific Instrument Society

www.scientificinstrumentsociety.org



- A Society that embraces all scientific instrumentation
- Open to anybody with an interest in scientific instruments
 - Collectors • Dealers • Academics
- National and international study tours
- Visits and talks
- Worldwide membership
- An active committee that welcomes help from all the membership
- Encourages and supports members wishing to publish pamphlets, articles and books relating to scientific instrumentation



Quarterly Journal

- SIS Bulletin is sent free to members
- Members articles regularly published



To join the Society email sis@sisoffice.org.uk or visit www.scientificinstrumentsociety.org

Visit our website benefits of membership and for latest news, collections and advertising

Registered Charity No. 326733

Charles Miller Ltd

Catalogue Subscription Form

In order to avoid missing a sale why not subscribe and receive the catalogue directly from the printer's mailing house. Subscribers receive at least two catalogues per annum and are kept up-to-date with sale-related events at Charles Miller Ltd.

Name (Block Capitals)

Address

.....

.....

Post/Zip Code

Telephone Number

Signature

Date

E-mail

By completing your email details, you agree to receive Charles Miller Ltd e-mailings

SUBSCRIPTION COSTS (including postage)

UK £40

Europe £50

Rest of the world £60

Please make cheques payable to **CHARLES MILLER LTD** and send to Charles Miller Ltd, 300 Munster Road London SW6 6BH, United Kingdom, or alternatively fax your details to us on +44 (0) 207 806 5531

Credit/Debit Card Information

Mastercard

Visa

Debit/Switch

Card Number

Expiry Date

3-digit Security Code

Please debit my card for the amount shown above

SIGNED

If you would like to receive sales notifications and alerts from us, please select one or both of the options below; Or email enquiries@charlesmillerltd.com

Email:

Post:

Conditions of Business for Buyers

1. Introduction

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

2. Definitions

"Bidder" is any person making, attempting or considering making a bid, including Buyers;

"Buyer" is the person who makes the highest bid or offer accepted by the auctioneer, including a Buyer's principal when bidding as agent;

"Seller" is the person offering a lot for sale, including their agent or executors;

"CM" means Charles Miller Ltd., Auctioneers, 300 Munster Road, London SW6 6BH, company number 6282355. **"Buyer's Expenses"** are any costs or expenses due to Charles Miller Ltd. from the Buyer;

"Buyer's Premium" is the commission payable by the Buyer on the Hammer Price at the rates set out in the Guide for Prospective Buyers;

"Hammer Price" is the highest bid for the property accepted by the auctioneer at the auction or the post auction sale price;

"Purchase Price" is the Hammer Price plus applicable Buyer's Premium and Buyer's Expenses;

"Reserve Price" (where applicable) is the minimum Hammer Price at which the Seller has agreed to sell the lot.

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

3. Examination of Lots

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

4. Exclusions and limitations of liability to Buyers

- (a) CM shall refund the Purchase Price to the Buyer in circumstances where it deems that the lot is a counterfeit, subject to the terms of CM's Authenticity Guarantee.
- (b) Subject to Condition 4(a), neither CM nor the Seller:-
 - (i) is liable for any errors or omissions in any oral or written information provided to Bidders by CM, whether negligent or otherwise;
 - (ii) gives any guarantee or warranty to Bidders and any implied warranties and conditions are excluded (save in so far as such obligations can not be excluded by English law), other than the express warranties given by the Seller to the Buyer (for which the Seller is solely responsible) under the Conditions of Business for Sellers;

- (iii) accepts responsibility to Bidders for acts or omissions (whether negligent or otherwise) by CM in connection with the conduct of auctions or for any matter relating to the sale of any lot.
- (c) Without prejudice to Condition 4(b), any claim against CM and/ or the Seller by a Bidder is limited to the Purchase Price for the relevant lot. Neither CM nor the Seller shall be liable for any indirect or consequential losses.
- (d) Nothing in Condition 4 shall exclude or limit the liability of CM or the Seller for death or personal injury caused by the negligent acts or omissions of CM or the Seller.

5. Bidding at Auction

- (a) CM has absolute discretion to refuse admission to the auction. Before sale, Bidders must complete a Registration Form and supply such information and references as CM requires. Bidders are personally liable for their bid and are jointly and severally liable with their principal, if bidding as agent (in which case CM's prior and express consent must be obtained).
- (b) CM advises Bidders to attend the auction, but CM will endeavour to execute absentee written bids provided that they are, in CM's opinion, received in sufficient time and in legible form.
- (c) When available, written and telephone bidding is offered as a free service at the Bidder's risk and subject to CM's other commitments; CM is therefore not liable for failure to execute such bids. Telephone bidding may be recorded.

6. Import, Export and Copyright Restrictions

CM and the Seller make no representations or warranties as to whether any lot is subject to import, export or copyright restrictions. It is the Buyer's sole responsibility to obtain any copyright clearance or any necessary import, export or other licence required by law, including licences required under the Convention on the International Trade in Endangered Species (CITES).

7. Conduct of the Auction

- (a) The auctioneer has discretion to refuse bids, withdraw or re-offer lots for sale (including after the fall of the hammer) if (s)he believes that there may be an error or dispute, and may also take such other action as (s)he reasonably deems necessary.
- (b) The auctioneer will commence and advance the bidding in such increments as (s)he considers appropriate and is entitled to place bids on the Seller's behalf up to the Reserve Price for the lot, where applicable.
- (c) Subject to Condition 7(a), the contract between the Buyer and the Seller is concluded on the striking of the auctioneer's hammer.
- (d) Any post-auction sale of lots shall incorporate these Conditions of Business.

8. Payment and Collection

- (a) Unless otherwise agreed in advance, payment of the Purchase Price is due in pounds sterling immediately after the auction (the "Payment Date").
- (b) Title in a lot will not pass to the Buyer until CM has received the Purchase Price in cleared funds. CM will generally not release a lot to a Buyer before payment. Earlier release shall not affect passing of title or the Buyer's obligation to pay the Purchase Price, as above.
- (c) The refusal of any licence or permit required by law, as outlined in Condition 6, shall not affect the Buyer's obligation to pay for the lot, as per Condition 8(a).
- (d) The buyer must arrange collection of lots within 10 working days of the auction. Purchased lots are at the Buyer's risk from the earlier of (i) collection or (ii) 10 working days after the auction. Until risk passes, CM will compensate the Buyer for any loss or damage to the lot up to a maximum of the Purchase Price actually paid by the Buyer. CM's assumption of risk is subjected to the exclusions detailed in Condition 5(d) of the Conditions of Business Sellers.

- (e) All packing and handling of lots is at the Buyer's risk. CM will not be liable for any acts or omissions of third party packers or shippers.
- 9. Remedies for non-payment**
Without prejudice to any rights that the Seller may have, if the Buyer without prior agreement fails to make payment for the lot within 5 working days of the auction, CM may in its sole discretion exercise 1 or more of the following remedies:-
- (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.

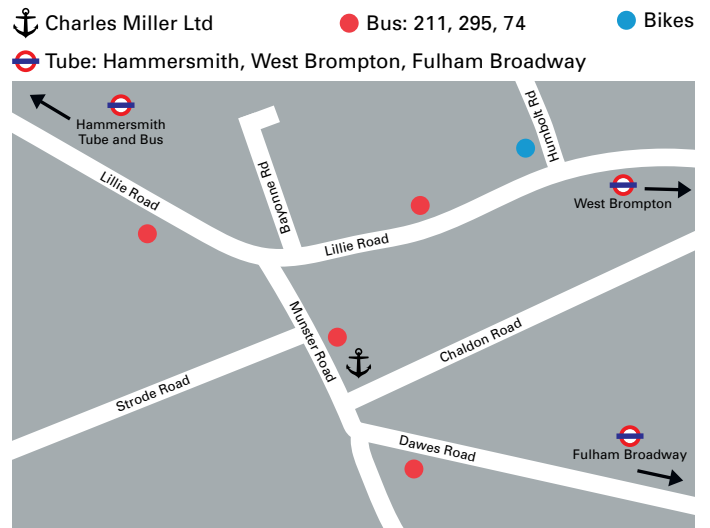
Charles Miller Ltd. has discretion to waive any of the above requirements. Charles Miller Ltd. may require the Buyer to obtain at the Buyer's cost the reports of two independent and recognised experts in the relevant field and acceptable to Charles Miller Ltd.

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.



R. C. Inw 1784





Charles Miller Ltd

300 Munster Road, London, SW6 6BH

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

www.charlesmillerltd.com