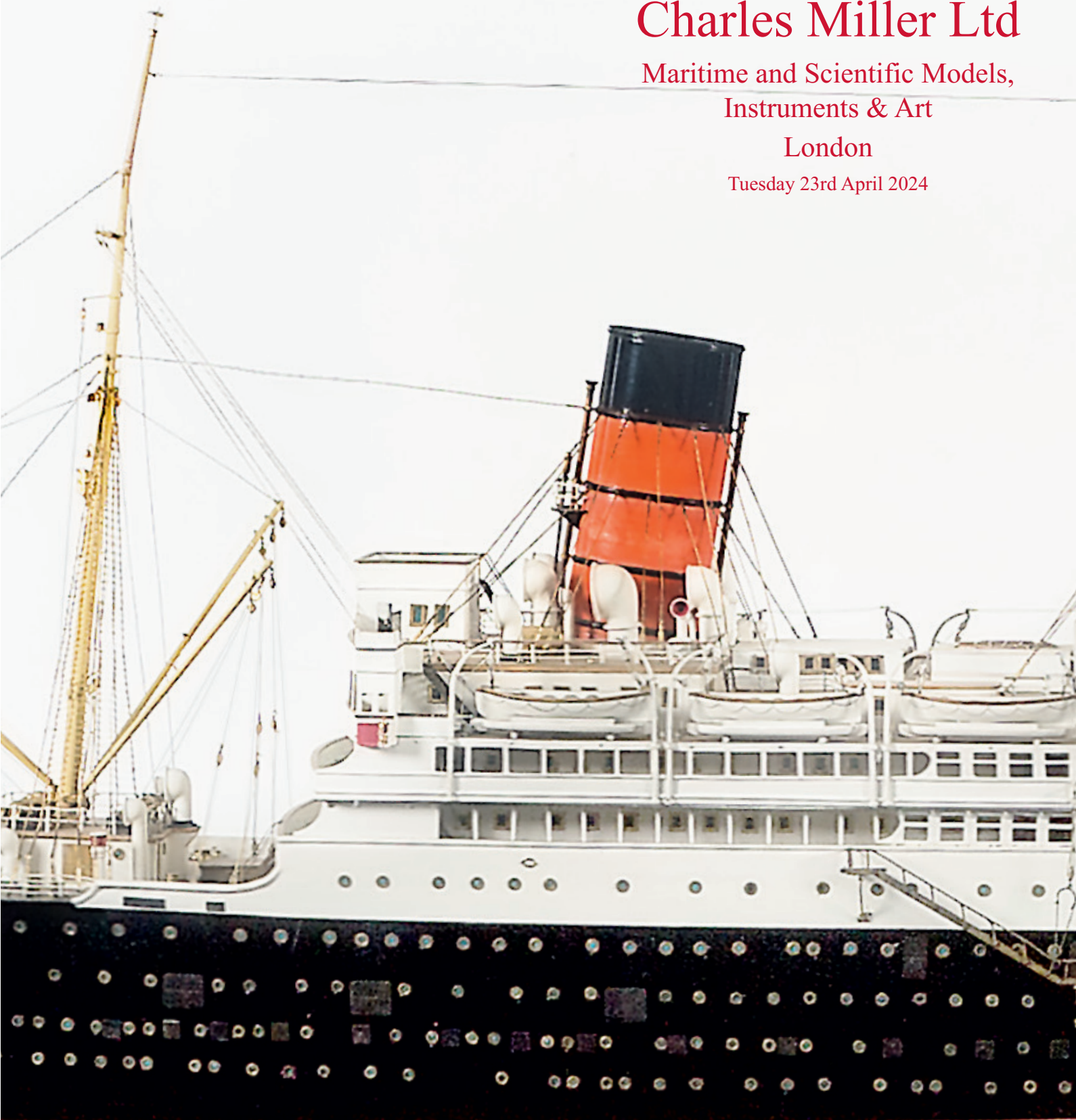


# Charles Miller Ltd

Maritime and Scientific Models,  
Instruments & Art

London

Tuesday 23rd April 2024



# Auction Enquiries and Information

Sale Number: 033  
Code name: ZEEBRUGGE

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# Charles Miller Ltd

## Maritime and Scientific Models, Instruments & Art



*Including property from the Honorable Company of Master Mariners*

### **TO BE SOLD BY LIVE WEBCAST AUCTION**

Tuesday 23rd April 2024 at 10am, precisely

### Viewing

**We will be offering viewing by appointment only** at our offices, 300 Munster Road, London SW6 6BH between 10am - 5pm from **Monday, 9th April – Monday, 22nd April.**

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

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### Post Sale Collection

**The office will not be open to the public on sale day for viewing, bidding or collections,** lots may be collected from 10am on Wednesday, 24th April.

### Order of Sale

|  |                |
|--|----------------|
| <b>Mercantile Sail</b>                           | <b>1-47</b>    |
| <b>Mercantile Steam</b>                          | <b>50-113</b>  |
| <b>Naval Sail</b>                                | <b>115-181</b> |
| <b>Naval Steam</b>                               | <b>186-265</b> |
| <b>Navigational &amp; Scientific Instruments</b> | <b>269-301</b> |



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

# Explanation of Cataloguing Practice

## Pictures

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

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

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

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

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

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

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

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

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

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

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

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

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

### *"After..."*

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

### *"Signed..."*

### *"Dated..."*

### *"Inscribed..."*

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

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

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

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

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

## Models

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

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

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

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

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

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

### *"Restored..."*

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

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

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

## Model Scales

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

## Measurements

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

## Condition

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

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

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

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



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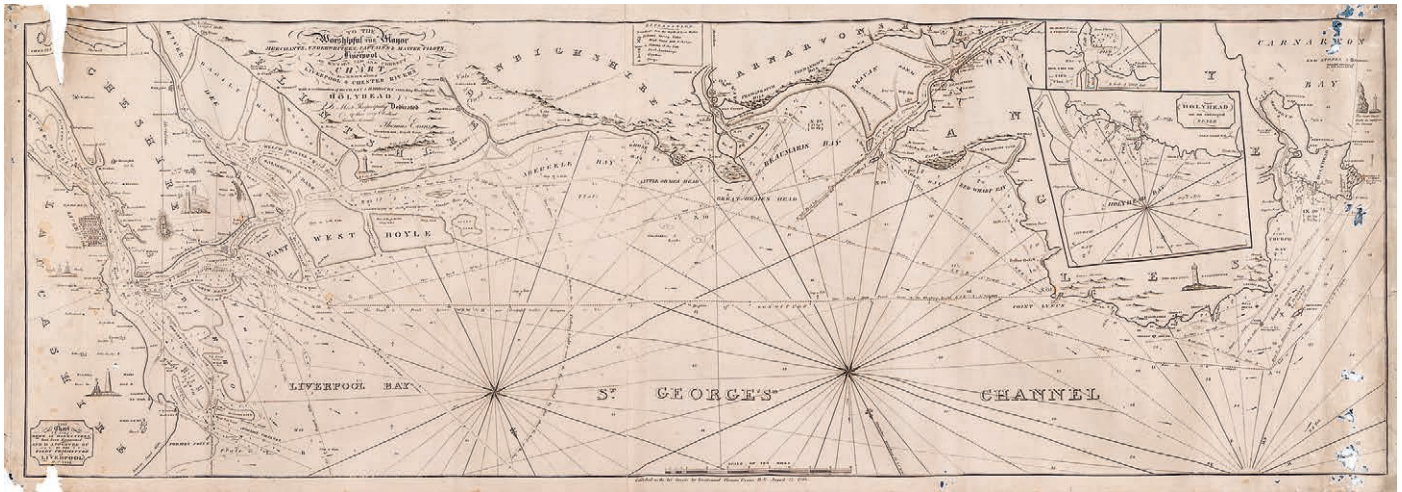
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A Sale Preview & Drinks

300 MUNSTER ROAD  
FULHAM  
SW6 6BH

TUESDAY 9TH APRIL, 5.30-7.30PM

TO ATTEND PLEASE RSVP TO:  
[enquiries@charlesmillerltd.com](mailto:enquiries@charlesmillerltd.com)

Mercantile Sail



1

1  
**'AN ENTIRE NEW AND CORRECT CHART FROM AN ACTUAL SURVEY OF LIVERPOOL & CHESTER RIVERS...'**

published by Thomas Evans, Lieutenant Royal Navy, August 25th, 1816, printed over two conjoined sheets with publisher's cartouches and explanation symbols, now backed onto blue paper with owner's inscriptions — 22½ x 60in. (57 x 152cm.)

£200 - 300



2

2  
**JOSEPH HONORÉ MAXIME PELLEGRIN (FRENCH, 1793-1869)**  
*'Le Solide' off Marseilles, 1862*

Signed, inscribed and dated 'H Pellegrin à Marseilles 1862' (lower right)

Gouache

14¾ x 16in. (37.5 x 41cm.)

£200 - 300



3

3  
**ENGLISH SCHOOL, (CIRCA 1890)**  
*Study of the barque 'Beechwood'*

Extensively inscribed on original mount

Watercolour

5 x 8in. (12.5 x 20cm.)

£100 - 150

**Provenance:** The Honourable Company of Master Mariners; Bequeathed by Ms. Frances Dennison, the sister of Captain George Dennison.

This 815-ton iron barque, built by Royden of Liverpool in 1875, was wrecked on a reef at Los Villos on 8th August 1913 under the name *Libertad*.



4

4  
**THOMAS ROSE MILES (BRITISH,  
 1844-1916)**

*A brisk sea in Galway Bay*

Signed 'T.R. Miles' (lower left)

Oil on canvas

23¼ x 41¼in. (59 x 105cm.)

£800 - 1,200



5

5  
**WILLIAM MINSHALL BIRCHALL (BRITISH, USA, 1884-1941)**

*Up and down channel; A tow down channel off Dungeness*

Signed 'W.M. Birchall 1921' (lower right; lower left) the latter inscribed with title.

Watercolour heightened with white

14 x 20in. (35.5 x 51cm.)

(2)

£200 - 300



6

6

**JOHN WILSON CARMICHAEL (BRITISH, 1800-1868)**

*The Scarborough fishing fleet off Flamborough Head*

Signed and dated 'J.W. Carmichael 1866' (lower right)

12 x 23½in. (30.5 x 59.5cm.)

£2,500 - 3,500

**Provenance:** Sotheby's London, 3rd June 1987, lot 135.



7

7

**THOMAS EDWARD WATERS (19TH-20<sup>TH</sup> CENTURY)**

*Fishing boats off Sunderland Point, Lancaster*

Artist label to stretcher inscribed with title and date 1909

Oil on canvas

11½ x 17½in. (29 x 44.5cm.); **together with** two 20<sup>th</sup> century oils on canvas by Thomas Westcott (British, 1863-1934) of fishing boats

(3)

£150 - 250



8 (part)

8

**P\* L\* (19<sup>TH</sup> CENTURY)**

*Three studies of fishing boats*

Signed in monogram 'PL'

Oil on board

each 6 x 8½in. (15 x 21.5cm.)

(3)

£150 - 250





9

9  
**ATTRIBUTED TO THOMAS WHITCOMBE (BRITISH, 1763-1824)**  
*Study of a cutter leaving the harbour*  
Oil on canvas  
10½ x 14in. (27 x 35.5cm.)  
£600 - 800



10

10  
**WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)**  
*Shipping off Antwerp Harbour*  
Signed and dated 'W.L. Wyllie 1874' (lower left)  
Oil on board  
14 x 9¾in. (35.5 x 25cm.)  
£600 - 800



11

11  
**FOLLOWER OF R. B. SPENCER (BRITISH, 1812-1897)**  
*An East Indiaman in a swell*  
Oil on canvas  
35 x 52in. (89 x 132cm.)  
£500 - 700



12

12 6

**CHARLES PEARS (BRITISH, 1873-1958)**

*Daybreak after a storm*

Signed 'Chas. Pears' (lower right); artist label to frame

Oil on canvas

19½ x 29½in. (49.5 x 75cm.)

£1,500 - 2,500



13



**A PAIR OF MARINE THEMED MENU HOLDERS BY OMAR RAMSDEN, CIRCA 1920**

Each modelled as a galleon under sail, maker's mark and London marks for 1920-21 — 3½in. (9cm.) wide

(2, a pair)

£150 - 250

**Provenance:** The Honourable Company of Master Mariners.



14



**A PAIR OF GERMAN SILVER-MOUNTED ROYAL PRESENTATION CUT GLASS CLARET JUGS, CIRCA 1869**

the spouts engraved alternately *To E. Hobbs / from / Henry and Waldemar / Princes of Prussia / 1869* and *To E. Hobbs / from / Charlotte and Victoria / Princesses of Prussia / 1869* | 750 standard with maker's mark 'KB' — 12½in. (32cm.) high overall

(2)

£600 - 800

**Provenance:** The Honourable Company of Master Mariners; Presented by Doreen Smith, widow of Warden W. D. Smith in 1975.

These claret jugs were presented as a gift to Emma Hobbs, the British nurse (nanny) who cared for Princess Victoria's children (younger siblings of Kaiser-to-be Wilhelm II), grandchildren of Queen Victoria. Her duties included teaching them English and their customs. Whilst Wilhelm fought against his Anglophile parents, he couldn't help reluctantly admiring his British family and was very proud to be Queen Victoria's grandson - it is recorded that *The person who was closest to Wilhelm in his early childhood was, however, an Englishwoman, his nurse Emma Hobbs.* Hobbs left the German Royal service to return to Britain to marry Mr. Grisson in 1869, whose son Charles became a Master Mariner.

15 δ

**CHARLES PEARS (BRITISH, 1873-1958)**

*A windjammer of the 1920s*

Signed 'Chas Pears' (lower right)

Oil on canvas

19½ x 24in. (49.5 x 61cm.) in a silver Rowley frame

£1,000 - 1,500



15



16

16

**A NOVELTY SILVER ELECTRIC LIGHTHOUSE LIGHTER, CIRCA 1938**

the removable 'lamp' housing with hinged top to wick and flint, reservoir stopped with a flag, mounted on square plinth battery compartment base with press-button ignition and Birmingham hallmarks for 1938-39, and the battery compartment with presentation inscription from Caernarvon Sailing Club with enamelled pennant — 7½in. (19cm.) high

£200 - 300



17

17

**A FINE SHIPSTRIKE CLOCK BY THE CHELSEA CLOCK COMPANY, CIRCA 1900**

5in. silvered dial, signed *CHELSEA SHIPS BELL*, black filled Arabic numerals, oxidised hands, slow/fast lever by 12, twin winding arbors to going barrel movement with striketrain, hinged faceplates, mounted within ten-spoke metal helm on tapering stand with wooden backplate with retailer's label for 'Lewis Hannah & Sons Glasgow' — 17½in. (44.5cm.) high

£600 - 800



18

18  Ø

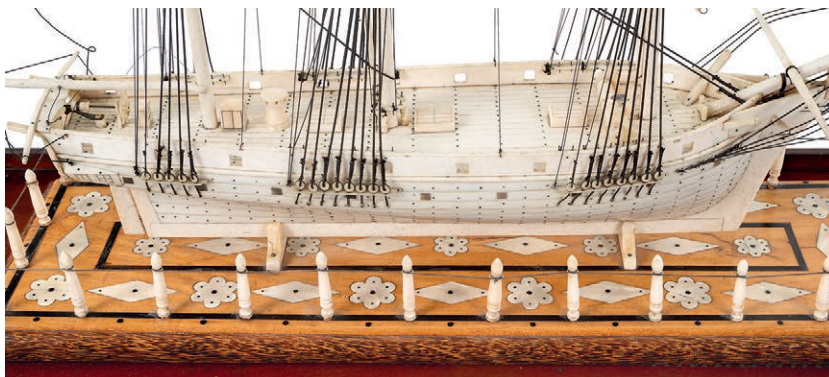
**A FINE AND RARE WHALEBONE MODEL OF A WHALING SHIP, CIRCA 1820**

the 19in. hull with uninterrupted planks with copper pins, baleen sweep ports, scrimshaw-lined stern and quarter lights, marine ivory bust-length female figurehead, chainplates with marine ivory deadeyes, planked flush deck with simple details including winch with ratchet, scored hatch covers, belaying rails with pins, marine ivory capstan, carved helm with steering gear and compass box, whale tethering booms, three-section masts with standing and running rigging, bowsprit with dolphin striker and other details, loosely mounted on cradle stand to bone inlaid display base with baluster rails, contained within fine lunette glazed wooden display case, overall measurements — 30 x 40 x 14in. (76 x 102 x 35.5cm)

£6,000 - 8,000

**Provenance:** The Honourable Company of Master Mariners; Presented by F. E. Wilson in 1950.

The planking is distinctive because only a whale can supply the length of bone needed to supply a single strake along the frames - by comparison, the more familiar models made by French prisoners of war using beef bone, have many short lengths. The other distinctive features are the two booms over the quarter lights, a feature unique to whalers as the whale carcass was too large to hoist aboard and had to be flensed whilst tethered alongside. This brought the additional advantage that unwanted fluids dispersed straight into the sea. This model also has masts made from single-turned lengths of bone, rather than being bound from a number of them, and sweep ports which are rarely seen, theoretically allowing a becalmed vessel to pursue a pod.



18 (detail)

19 Ø

**A FINE LATE 19<sup>TH</sup> CENTURY NARWHAL (MONODON MONOCEROS) TUSK**

of typical barley twist form, light buttery hue with mild warp and corkscrew taper — 92½in. (235cm.) high; Article 10 supplied £8,000 - 12,000



19



20

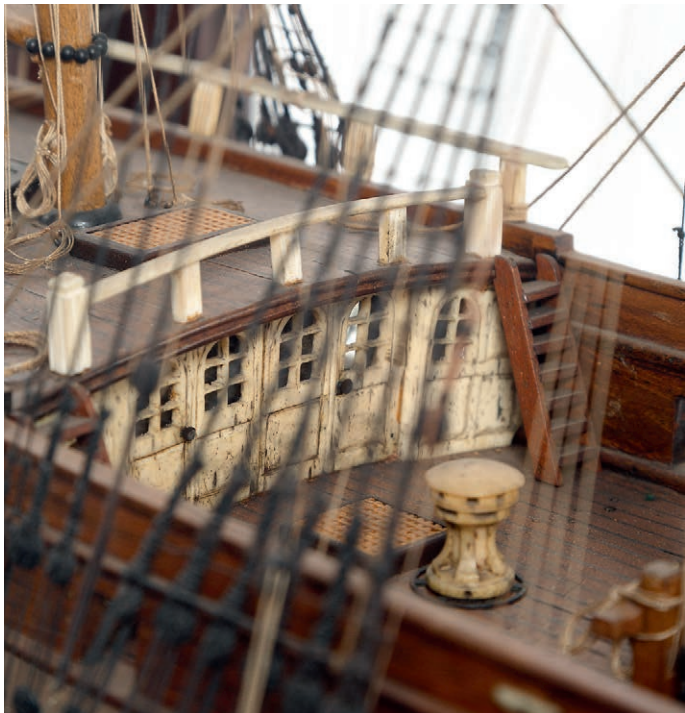
20  Ø

**A RARE WOOD AND WHALEBONE MOUNTED DOCKYARD APPRENTICE MODEL FOR A WHALER, CIRCA 1820**

a 22in. hull, planked and pinned with copper, hinged sweep ports, fenders, chainplates with deadeyes, the bow with carved billethead, metal anchors with bound wooden stocks on whalebone catheads, bow stripped with dolphin striker, planked and pinned decks with whalebone railings, capstan, poop deck, doors and steering gear, wooden gratings, fitted boat in cradles, bilge pumps with iron handles, companionways, saloon light, whale tethering booms, bound masts with yards, st' un'sl booms, standing and running rigging with painted locks, mounted on wooden cradle stand to raised display base within glazed wooden case with presentation plate attached to stand, measurements including stand — 73 x 49½ x 21½in. (185.5 x 126 x 54.5cm.)

£4,000 - 6,000

**Provenance:** The Honourable Company of Master Mariners; Presented by J. J. Joass in 1951.



20 (detail)



20 (detail)



21

21 Ø

**AN EARLY 20<sup>TH</sup> CENTURY SOUTH AMERICAN RIVER TURTLE CARAPACE**

the mellowed overall tone with suspension wire behind — 28 x 25in. (71 x 63.5cm.); Article 10 supplied  
£1,000 - 1,500

22

**A RARE BOUND GROUP OF NEWSLETTERS FROM THE 19<sup>TH</sup> CENTURY AUSTRALIAN WOOL SHIP PARRAMATTA**

The *Parramatta Echo* being a series of papers established on the homeward voyage of the S. *Parramatta*, comprising 35 leaves of 'Weekly Expense and Remains of Provisions on board the *Parramatta*', 9 lithographed plates and portraits, errata slip, frontispiece portrait and title-page laid down, a little foxing, later polished calf, title in gilt on spine and front cover — 8½ x 5½in. (21.5 x 14cm.) **together with** a colour print of the *Parramatta*

(2)

£100 - 150

*Parramatta* was launched at Sunderland in 1866, and plied between England and Australia (mostly carrying wool from Australia) and England and America until she foundered in 1898



23

23

**A LARGE-SIZED MID-19<sup>TH</sup> CENTURY SCRIMSHAW WORKED NAUTILUS SHELL BY C.H. WOOD**

incised overall with designs and captions, including Brunel's steamships *Great Britain* and *Great Eastern*, the Royal Arms, a short nautical rhyme and the Prince of Wales's feathers, and also 'engraved with a common penknife by C Wood', 6in. (15.5cm) high, undated but circa 1860, a good example, with well-blackened decoration

£500 - 600

C.H. Wood specialised in producing worked nautilus shells, usually claiming, as with this example, that each was executed with only a simple penknife.



24

24

**A SWEETHEART BUGBEAR COCONUT, CIRCA 1790**

comprising finely carved half section, depicting two enchainned lovers' hearts with an eternal flame below, flanked by wreaths and garlands with gold-filled bugbear eyes — 5in. (13cm.) wide  
£250 - 350



25

25

**A POLYCHROME STERN BOARD FOR THE GREENWICH REGATTA OF 1847**

comprising the City of London arms within a garter inscribed *GREENWICH REGATTA PRIZE*, surmounted by a royal crown, flanked with patriotic foliage and banner inscribed *AUG. THE 2d 1847* — 17 x 54in. (43 x 137cm.)

£600 - 800



26

26

**A RARE PAIR OF WOOLWORKS FOR A SCHOONER YACHT OF THE ROYAL VICTORIA YACHT CLUB, CIRCA 1880**

depicted in opposition on calm seas under sail and dressed overall flying the yacht club's pennant, contained in original bird's eye maple frames, overall — 18 x 25in. (46 x 63.5cm.)

£1,000 - 2,000

**Provenance:** Removed this year from an old family property in Bembridge, Isle of Wight, where it is believed they have been located since acquired from the artist.



27

27 (detail)

27

**A 1:48 SCALE ARCHITECTS MODEL FOR THE OPIUM CLIPPER SYLPH, DESIGNED BY SIR ROBERT SEPPINGS FOR RUSTOMJEE COWASJEE, 1831**

the 24in. hull carved from the solid with ebonised top sides pierced for twenty guns with red-lined ports, gilt female bust figurehead, head rails with boomkins, catheads, carved stern and quarter lights with green windows, plain decks with cutaway masts and bowsprit, mounted on three simulated brick plinths with side wire supports on shaped ebonised display base, overall measurements — 10 x 30in. (25.5 x 76cm.)

£2,000 - 3,000

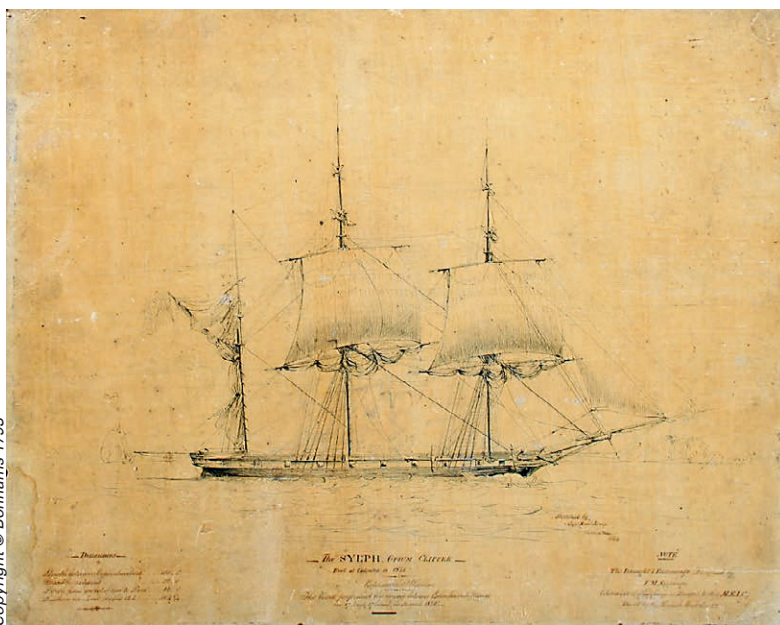
The lure of opium to the Chinese went back centuries, but once the merchants and entrepreneurs of British India became involved in the supply of opium to meet China's insatiable demand, the trade rapidly evolved into one of the most lucrative on earth.

With the trade in Indian opium already booming by 1830, the following year saw the launching of *Sylph*, one of the most celebrated of all the ships plying the run to China. Built at Howrah in West Bengal for Rustomjee Cowasjee, a wealthy Parsee shipowner who made a fortune from opium, he was so determined to own a record-breaker that he sent to London and persuaded none other than Sir Robert Seppings, the illustrious Surveyor of the Navy, to design it for him. Measured at 304 tons, much the same as most other vessels in the trade, she was 100½ feet long with a 26-foot beam and had a complement of 70 men. Originally barque-rigged but later altered to a full ship rig, whichever rig she carried she proved extremely fast and, in 1833, set the record from Calcutta to Singapore in 9 days 20 hours which stood for many years.

During her career, she often found herself racing against other notable opium clippers, most frequently with *Red Rover* but also with the *Antonio Pereira*, the latter match ending in tragedy when her adversary was lost without trace between Singapore and Macao in July 1838. In 1839, her reputation for speed even saw her in line for an Indian government mail contract but, at the last moment, her owner withdrew her as the financial reward was pitiful when compared to the profits from opium. When the so-called 'Opium War' with China began in 1840, *Sylph* and the other vessels in the opium fleet simply mounted more guns and carried on regardless; indeed, the Chinese were so desperate for opium that the authorities 'turned a blind eye' to the trade even though England and China were formally at war.

Stranded on a reef and very nearly wrecked off Singapore in 1835, her passengers, crew and most of her valuable cargo of 1,115 chests of opium were saved by the HEIC's 18-gun sloop *Clive*, and *Sylph* herself was finally floated off and made it back to Singapore for repairs. Another narrow escape occurred in May 1840 when *Sylph*, in company with her sister the *Cowasjee Family*, was attacked by a large fleet of armed Chinchew junks north of Amoy and both only got away thanks to their superior speed. After another race with the fast little *Poppy* in 1841, an admiring newspaper correspondent wrote that, despite being a decade old, "The good old *Sylph*...still wears the belt for a clean pair of heels. Far prettier vessels have been built, but none can show her stern to the *Sylph* in a race....".

Still turning in fast passages and record profits all through the 1840s, including the war years, *Sylph* left Hong Kong for Singapore on 11th July 1849, but was never seen again despite an extensive search. With no bad weather reported, it was assumed that she had fallen victim to pirates off the island of Hainan, which was subsequently confirmed by the master of a Chinese junk.



Contemporary view of 'Sylph' by Cap. Robert Jump

Copyright © Bonhams 1793



28

**JOHN LYNN (BRITISH, 1826-1869)**

*Lord Belfast's Yacht 'Emily' in the Mediterranean*

Oil on canvas

26½ x 38½in. (67.5 x 97.5cm.)

£3,000 - 5,000



28

The Earl of Belfast, later 3rd Marquess of Donegal, was one of the most colourful albeit controversial personalities in the first decade of British competitive yacht racing. After some notable successes with his first three yachts – all cutters – he famously turned his attention to two square-riggers, the first of which was *Emily*, a brigantine widely regarded as “an outstanding little beauty”.

Built for Lord Belfast in 1830, *Emily* was measured at 30 tons and rigged, most unusually for a racing yacht, as a brigantine. In the event however, and despite her successes for Lord Belfast, it soon became apparent that he had commissioned her as little more than a ‘stalking horse’ for his real ambition to build a much larger square-rigger with which to astonish the yachting world. Thus, after only two years, and as soon as Lord Belfast took possession of his hugely celebrated *Water Witch* (in 1832), little *Emily* was laid up for two years and, in 1834, sold to Captain Pechell, M.P., who raced until 1837 after which she disappeared from record, probably renamed by a new owner.



29

29

**JOHN H. 'JOCK' WILSON (BRITISH, 1774-1855)**

*Lord Yarborough's Yacht the 'Falcon' R.Y.S.*

signed 'J. Wilson' (lower left)

Oil on canvas

11½ x 19½in. (29 x 49.5cm.)

£800 - 1,200

Of all the ships involved in the China Tea trade during the first half of the nineteenth century, one of the most interesting was *Falcon*. Launched in June 1826, she was built for Lord Yarborough at a cost of £18,000 in List's yard at Wootton Bridge, Isle of Wight. Though designed as a private yacht, her full-rig and general appearance prompted one spectator to remark that she more resembled a “20-gun ship-of-war” and she undoubtedly proved a highly impressive flagship to the Royal Yacht

Squadron, a role she fulfilled for ten years. Yarborough, the R.Y.S.'s first Commodore, was a legendary character in the early history of yachting and employed fifty-four “choice” hands under the command of a naval officer to crew *Falcon* whenever she raced.

A serious accident at sea followed by illness prompted Yarborough to dispose of *Falcon* and in 1836 she was sold to Baring Brothers for £5,500. They considered her to be faster than any other vessel in the China trade and although no details exist of her passage times, she seems to have come up to expectations judging by a notable early run to Batavia in 92 days. After being modernised at Liverpool in 1839, she went out to China the following year where she was bought by Jardine Matheson who operated her out of Calcutta carrying opium to Macao until she disappears from the record in the mid-1850's.

The builder's model of *Falcon* was sold by these Rooms 2nd May 2017, lot 315.



30

30

**JAMES EDWARD BUTTERS WORTH (BRITISH, 1817-1894)**

*Cutter yachts of the Royal Thames Yacht Club and the Royal Yacht Squadron competing in the Solent*

Signed 'J.E. Buttersworth' (lower right)

Oil on canvas

21½ x 29in. (54.5 x 73.5cm).

£3,000 - 5,000



31 (part)

31

**C\* A\* C\* (19<sup>TH</sup> CENTURY)**

A collection of 9 pencil drawings, all with titles including *Sloop of War, Attacking Chinese Juncks* [sic]

All later inscribed on reverse by 'C. A. C.' and dated '1852'

Pencil

6 x 9in. (15 x 23cm.)

£300 - 500



32

32

**A 19<sup>TH</sup> CENTURY SILVER YACHTING TROPHY**

comprising a two handled covered cup repoussé yacht racing scene and opposing cartouche, foliate handles and stem and cover with a jack tar and anchor finial, London maker's marks for Samuel Hayne & Dudley Cater 1863-1864 — 12½in. (32cm.) high, 725g.

£400 - 600

33

**NICHOLAS CONDY (BRITISH, 1793-1857)**

*The R.Y.S. cutter yacht 'Ganymede', with the owner J.H.W. Pigott Smyth Pigott Esq. on deck*

signed and inscribed 'The Cutter Yacht/  
Ganymede 70 Ton/ Piggott Esq/ Painted by  
N. Condy Esq.' (on the artist's label, to the  
reverse)

Oil on panel

13¾ x 17 in. (34.9 x 45.4cm.)

£8,000 - 12,000



33

*Ganymede* was a 70-ton cutter first recorded at the Dublin Regatta on 22 July 1828 when she was owned by Colonel Madden. By the time the Colonel was elected to the Royal Yacht Squadron in 1832, he had sold *Ganymede* to the 3rd Lord Graves who only kept her for one season before selling her to Viscount Exmouth. After two further rapid changes of ownership, she was acquired by J.H.W.P. Smyth-Pigott in 1842 and he kept her until 1848 during which period she is known to have been painted by Condy.

Apart from her appearance at the Dublin Regatta in 1828, there is no other record of *Ganymede* racing and her subsequent owners appear to have used her exclusively for cruising, a pursuit which had gained considerable popularity during the reign of **William IV (1830-37)**. The following extract is taken from Guest & Boulton's *Memorials of the Royal Yacht Squadron, 1815-1900*, publ. 1903:

".....Mr Smyth Pigott, in the *Ganymede*, was a notable disciple of the cruising school, who lived on his yacht all the year round, and spent most winters in the south. Mr. Pigott, "who is devoted to yachting and a very experienced sailor, and one of the most active members of the spirited aquatic fraternity of the R.Y.S.," as *Bell's Life* records. "His vessel, for man-of-war-like efficiency, order, trim, and discipline, is the *beau ideal* of the English gentleman's yacht," as we are told....."

34

**A FINE AND ORIGINAL POND MODEL FOR THE CUTTER YACHT *STELLA*,  
CIRCA 1860**

a 43in. hull carved from the solid with ebonised topsides, with gilt lining and armorial scrollwork to bow, substantial lead keel, rudder with brass tiller, scored deck with rudders and reefing points, gold painted undersides below the waterline, raked masts with running rig and part suit of stitched linen sails of reef points (*later*), mounted on wooden stand with turned wooden side supports — 48 x 64in. (122 x 163cm.)

£2,000 - 3,000



34



35

35  
**WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)**  
*Yacht racing in the Solent*

signed 'W.L. Wyllie' (lower right)

Watercolour

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

£800 - 1,200



36

36  
**WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)**  
*The Isle of Wight from Portsmouth*

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

Watercolour

7.5 x 15in. (19 x 38.5cm.); **together with** another of big class yachts racing in the Solent with a torpedo boat in the foreground, watercolour — 10 x 17½in. (25.5 x 44.5cm.)

(2)

£1,500 - 2,500



37

37  
**WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)**  
*Off Ryde*

Signed 'W.L. Wyllie' (lower right) with title

Watercolour

9½ x 16¼ in. (24 x 41cm.)

£1,000 - 1,500



38

38  
**CHARLES WILLIAM WYLLIE (BRITISH, 1853-1923)**  
*Lower Thames*

Signed 'Charles W. Wyllie' (lower left)

Watercolour

5.5 x 7½ in. (14 x 19cm.)

£100 - 150



39

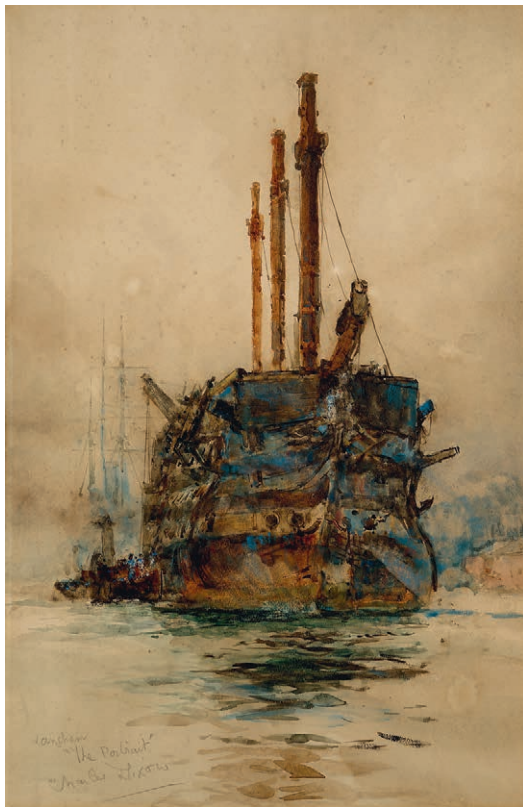
39  
**WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)**  
*Off Harwich*

Signed and inscribed with title 'W.L. Wyllie' (lower right)

Watercolour

5½ x 12 in. (14 x 30.5cm.)

£800 - 1,200



40

40

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

*The old 'Wellesley' hulked in the Tyne, with the training ship 'Cornwall' moored astern of her*

Signed and inscribed 'Langham "the portrait" Charles Dixon' (lower left)

Watercolour

19 x 12½ in. (48 x 32cm.)

£500 - 800

Whilst obsolete ships, when no longer seaworthy, were often renamed and put to other use, the renaming of both *Wellesley* (launched as *Boscawen* in 1844 and renamed *Wellesley* in 1874) and *Cornwall* (launched 1830, exchanged names with *Wellesley* in 1868 but became *Wellesley (II)* in 1874) remain a particularly confusing example. Sufficient to say however, both vessels ended up on the Tyne from 1868, *Cornwall* as a training ship and *Wellesley* as an associated hulk.

41

**AN EDWARDIAN POND YACHT HULL**

with planked and pinned hull with lead keel, flush deck with metal fittings, mast, bowsprit and tiller, with wood and cork deck plug, framed laterally internally — 55in. (140cm.)

£200 - 400



41



42

42 δ

**MONTAGUE DAWSON (BRITISH, 1895-1973)**

*The Wind that Follows*

Signed 'Montague Dawson' (lower left)

Watercolour and gouache

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

£6,000 - 8,000



43

43 δ

**JAMES MILLER (BRITISH, B. 1962)**

*'Velsheda' leads the Fleet the Solent J Class Regatta, 2012*

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

Oil on canvas

26 x 38in. (66 x 96.5cm.)

£400 - 600

44 δ

**JAMES MILLER (BRITISH, B. 1962)**

*'Endeavour' and 'Rainbow' neck and neck, America's Cup 1934*

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

Oil on canvas

26½ x 38¼in. (67 x 97cm.)

£400 - 600



44





45 (part)



45 (part) Ted Heath at the helm of 'Morning Cloud II'

45

**A BUILDER'S YARD HALF MODEL FOR TED HEATH'S RACING YACHT *MORNING CLOUD II*, WINNER OF THE ADMIRAL'S CUP, 1971**

the 30in. hull carved from the solid with polished topsides, gold painted below the waterline, white deck with cutaway mast, simple cockpit inscribed on splash rail *MORNING CLOUD*, mounted on white display board with brass plate inscribed *MORNING CLOUD II* / *Built by Clare Lallow, Cowes / For Rt. Hon Edward Heath / Launched 10th April 1971 — 12 x 36in. (30.5 x 91.5cm.); together with* an invitation to the launch with RSVP to 10 Downing Street; black & white photo of the yacht at sea by Beken of Cowes; a framed print of the 1971 Admiral's Cup by Roger Taylor; and a book: Edward Heath, *Sailing. A Course of My Life* (1975), signed by the author

(A lot)

£1,000 - 1,500

**Provenance:** Trevor Mackett (1946-2023) yacht builder at the Clare Lallow Yard, Isle of Wight, and thence by descent.

The second of five yachts all named *Morning Cloud* built for Sir Edward - universally known as Ted Heath - between 1969 and 1983, the first four all designed by the prolific American yacht designer Olin Stephens and built by the Clare Lallow Yard at Cowes. Heath, Prime Minister between June 1970 and March 1974, remained an enthusiastic yachtsman throughout. Having won the Sydney to Hobart Yacht Race in 1970, he rapidly commissioned his second yacht in 1971, represented by this model, and won the Admiral's Cup that year, it's thought a further two examples were built under licence.



46

46

**WILLIAM MINSHALL BIRCHALL (BRITISH, USA, 1884-1941)**

*A ship of the Eighties*

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

Watercolour heightened with white

14½ x 10in. (37 x 25.5cm.)

£150 - 250

47 δ

**ROBERT TAYLOR (BRITISH, 1946-2024)**

*Sail and Steam*

Signed and dated 'Robert Taylor 74' (lower right)

Oil on canvas

35¼ x 70in. (89.5 x 178cm.)

£300 - 500

48-49

No Lots



47

# Mercantile Steam





50

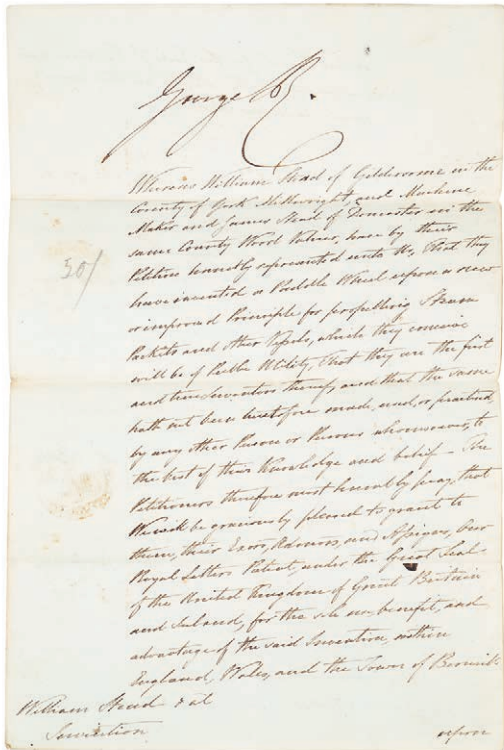
50

**A 1:48 SCALE BUILDER'S-STYLE MODEL OF THE ADMIRALTY PADDLE TUG *VOLCANO*  
[1899]**

the 27in. hull carved from the solid finished in polychrome with varnished planked decks replete with detailed polished brass fittings as appropriate, contrasting wooden superstructure, twin stayed funnels, two fitted planked boats in davits, towing gear, gratings and other details, mounted on brass supports within glazed wooden case — 22¼ x 35½ x 14in. (56.5 x 90 x 35.5cm.)

£4,000 - 6,000

A large tug which displaced 772 tons, *Volcano* was built by Barclay, Curle & Co. at a time when large civilian paddle tugs were being broken up. She served as a tender to Queen Victoria when she visited Cowes and in 1918 was re-named *Volatile*. She was finally sold to Wards for breaking in 1957.



51

51

**A GRANT OF PATENT FOR A 'NEW FORM OF PADDLE WHEEL' SIGNED BY GEORGE IV, 1828**

written over a folded sheet of laid paper watermarked for 1827, the first side signed *George R.*, granting William and James Stead of York who have invented a *Paddle Wheel upon a new or improved Principle for propelling Steam Packets and other Vessels which they conceive will be of Public Utility.* the centre with copperplate printed form annotated in the same hand and dated for 3rd November 1828, the back numbered '210' and inscribed *William Stead et al / Invention / Clause Navy / [ 'not struck through ] stamped / Abbott*, blind stamp impression for 'One Pound Ten Shillings' in margin — 12¾ x 8in. (32.5 x 20cm.)

£100 - 150

52

**AN ASSORTMENT OF BOOKS ON NAVAL ARCHITECTURE**

*A Treatise on Marine and Naval Architecture or Theory and Practice blended in Ship Building* [third and fourth? editions]; **together with** 2 vol. tinted lithographed frontispieces and numerous white-on-black plates, some foxing, original embossed cloth, second vol. detached from binding and lacking spine, 12 x 9in. (30.4 x 23.5cm.), bookplates of Professor J. H. Biles and David Ian Moor, New York, D. Appleton and Co., 1852 & London, George Philip and Son, 1856; *The Ship Builder's Manual and Nautical Referee* by John W. Griffiths, 2 vol, tinted lithographed frontispiece in vol. I, plates, one white-on-blue, the remainder white-on-black, vol. II lacks the first six plates, contemporary half roan, spine and corners rubbed, 9 x 7in. (22.6 x 18.1cm.), New York, published by the author, 1853; *The Cutty Sark* by Robert R. E. Brettell, Cambridge 1969

(5)

£100 - 150

53

**AN ASSORTMENT OF BOOKS ON SHIPBUILDING**

*The Modern Practice of Shipbuilding in Iron and Steel*, by Samuel J. P. Hearle (1846-1913), plate vol. only, 34 plates, one double page, original blue cloth gilt, 10½ x 8in. (21 x 20cm.). London and Glasgow, W. Collins, 1886. Presentation inscription by the author to John Morrison, October 1886; *Catalogue of the Naval Models [Ship Models and Marine Engineering] in the South Kensington Museum*, 2 vol., some foxing, contemporary half calf and half roan, a little rubbed, London, Eyre and Spottiswoode, 1865-78. William Denny & Bros. (the famous shipbuilders) in gilt on front covers; *Leather Work. A Practical Manual for Learners*, by Charles G. Leland, numerous illustrations, original blue pictorial cloth gilt, head and foot of spine worn, 8½ x 6¾in. (21.8 x 17cm.)

(4)

£100 - 150

54

**A QUANTITY OF BOOK INCLUDING EARLY PROPELLER DEVELOPMENT**

*A Treatise on the Screw Propeller with Various Suggestions of Improvement* by John Bourne [and the second edition of the same]. 2 vol. Numerous folding engraved plates, titles a little discoloured, original cloth, bookplate of David Ian Moor. 11 x 8½in. (27.8 x 21.5cm.) – London, Longman [and others], 1882; *De l'état actuel de la navigation par la vapeur*, par A. Campaignac, 5 large folding engraved plates, a little foxing, contemporary half roan, lacking top compartment of spine, 10½ x 8½in. (26.7 x 21.8cm.). Paris, L. Mathias, 1842, bookplate of David Ian Moor; *Report on Waves* by J. Scott Russel, engraved plates, one folding, portrait of the author loosely inserted, 2 plate numbers cropped, plates rather foxed, contemporary blue polished calf, hinges rather rubbed, 11¼ x 8¾in. (28.7 x 22cm.). London, Taylor, 1845. Large paper copy, bookplates of John Scott Russell and David Ian Moor; and another volume.

(5)

£100 - 150



52

53

54



55

55

**WILLIAM JOHN HUGGINS (BRITISH, 1781-1845)**

*The Irish paddle packet 'Shannon' off Poolbeg Lighthouse, Dublin Bay with the city beyond, circa 1835*

Oil on canvas

24½ x 36¼in. (62.5 x 92cm.)

£3,000 - 5,000

This painting was engraved by Huggins' son-in-law, **Edward Duncan (1803-1882)** with copies held in the Government Art Collection and at RMG. In 1830 Huggins was appointed Marine Painter to William IV with this text proudly displayed in capitals on the engraving.

Although the British & Irish Steam Packet Co. (BISP) dominated sailings in and out of Dublin (to and from Liverpool) for well over a century, the first regular route out of Dublin was, in fact, to London and was the first passenger cross-channel steamer service in the world. Begun by an entrepreneur using the single steamer *Thames* in 1815, the Dublin & London Steam Packet Co. (DLSP) was formed soon afterwards and, by the late 1820s, was operating three steamers, one of which was *Shannon*. Built at Limehouse on the Thames by Fletcher, Sons & Furnell in 1826, she was constructed of wood throughout, registered at 550 tons, and measured 153 feet in length with a 27-foot beam. Popular with passengers and seemingly very successful, *Shannon* was absorbed into the BISP's fleet when the DLSP went into liquidation in 1837 and thereafter her career details become obscure. It would appear however that she remained in service until 1845 and was then sold (and said by some sources to have been renamed *Pearl*).



56

56

**ENGLISH SCHOOL (MID 19<sup>TH</sup> CENTURY)**

*A paddle tug towing a wreck off Whitby Abbey; A ship in distress off a rocky headland with lighthouse*

Oil on panel

5½ x 9½in. (14 x 24cm.)

(2, a pair)

£250 - 350



57

57

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

*The R. MacAndrew & Co. passenger-cargo ship 'Ariosto' off the Downs of Dover*

Signed 'H. Mohrmann' (lower right)

23¾ x 39¼in. (60 x 100cm.)

£600 - 800

*Ariosto* was a steamer of 2,920 tons built in 1887 by Russell & Co., Port Glasgow. On the 24th December 1899 she was bound for Hamburg loaded with cotton, corn, wheat and meal, when she stranded on Ocracoke Beach, North Carolina. Of her thirty crew twenty-one abandoned the ship and took to the boats soon after she was stranded. The boats were wrecked in the heavy seas and all were drowned. The captain and the remaining eight men were saved by the Ocracoke life-saving station.



58

58

**A MODEL OF THE STEAM YACHT VENUS, CIRCA 1902**

the 40in. carved hull painted tan below the waterline, brass portholes, single screw and rudder, scored deck, with brass and silvered fittings, including capstan, anchor winches, companionway, lined deck housing including saloon with light, open bridge, davits with fitted boats, brass ventilators, retractable funnel to live steam spirit-fired engine, and other details, twin masts with yards, standing and running rigging, mounted on four brass columns within glazed wooden case, overall dimensions — 22 x 50 x 17in. (56 x 127 x 43cm.); **together with** a folder of restoration and historical data

(2)

£1,500 - 2,500

The album of photographs taken during the 1994 restoration includes one of an inscription inside the hull by the bow reading: *THIS MODEL WAS MADE BY F. DE. SALES IN DUBLIN, 1902, NATIVE OF NEW ORLEANS, LOUISIANA [sic] USA.*





59

59

**FRANK BARNES (NEW ZEALAND, 1859-1941)**

*The New Zealand Shipping Co's S.S. 'Tongariro' under reefed canvas*

Signed 'F. Barnes Wellington 1906' (lower right) and inscribed with title lower left

Oil on board

20 x 30in. (51 x 76cm.)

£600 - 800

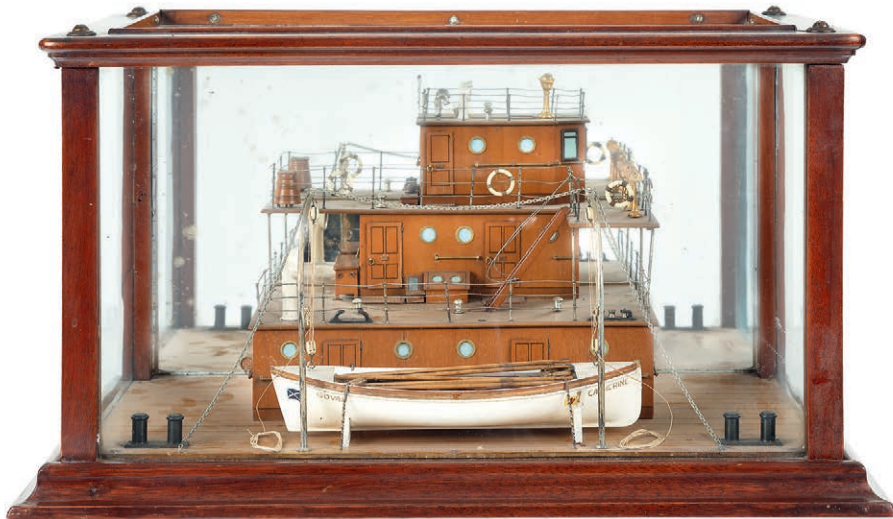
Built by Hawthorn Leslie in 1901, the 8,895 ton general cargo steamer *Tongariro* was wrecked off Bull Rocks, Portland Island, New Zealand on 30th August, 1916, whilst carrying a general cargo from London intended for Wellington.

60

**AN UNUSUAL MIRROR-BACKED DIORAMA MODEL OF A BRIDGE SECTION FOR A STEAMSHIP, CIRCA 1880**

lined boxwood decking with oxidised brass bits, carved wooden lifeboat in silvered davits, fitted with crossboards and oars and inscribed *Catherine; Govan*, superstructure with lined fittings and deck, with details including deck rails, cleats, bollards, ventilator, companionway, telegraphs, binnacle, water cask, fire buckets, lifebuoys, and other details, contained in original glazed wooden case — 9 x 16½ x 9in. (23 x 42 x 23cm.)

£800 - 1,200



60

61

**A SILVER PRESENTATION MODEL LIFEBOAT FOR P&O, 1866**

with 15½in. hull realistically modelled with bilge keels, detachable rudder with London hallmarks for John Crane Salt, 1866, steering chains, cutaway masts, bench seats, gratings and other details, mounted on shaped ebonised stand with maker's plate for 'Angell & Browne, Manufacturers, 10 Strand, London' and presentation plate inscribed TO JAMES ALLAN ESQ. / FROM JOHN WHITE, COWES / TO RECORD THE DESIGNING & INTRODUCTION / OF THE ABOVE PLAN OF LIFE BOATS INTO THE / PENINSULAR & ORIENTAL COMPANY'S FLEET / 1848 — 9 x 19in. (23 x 48cm.) overall

£2,000 - 3,000



61 (detail)



62

62

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

*A coastal stranding, with local inhabitants on the foreshore trying to assist*

Signed 'Chas Dixon 88.93' (lower right) counter-signed in margin (lower right)

Watercolour heightened with white

23 x 34½in. (58.5 x 87.5cm.)

£400 - 600

Wreck scenes are very rare within the oeuvre of Charles Dixon and it is worthy of note that not a single such work is listed or mentioned in the only book on the artist, namely *Charles Dixon And the Golden Age of Marine Painting* by Stuart Boyd, published in 2009.

61



63

63

**A DETAILED MODEL OF THE HARBOUR AND CROSS CHANNEL SWIMMING TENDER EARLY MORN DOVER, CIRCA 1930**

16in. planked and framed hull inscribed on the stern EARLY MORN / J. BURWILL - DOVER, with fitted compartments for sliding doors and engine controls, etc, red painted bottom with metal rudder, loosely mounted on cradle stands with display base — 6½ x 19in. (16.5 x 48cm.)

£250 - 350

Jack Burwill operated this tender at Dover and, perhaps as a result, became closely involved with the surge of interest in cross-channel swimming that occurred in the 1950's, attending many swims and attempts.



64

64

**A BUILDER'S-STYLE MODEL BY NORMAN HILL FOR THE S.S. *SINNINGTON COURT*, ORIGINALLY BUILT BY ARMSTRONG, WHITWORTH & CO. FOR THE UNITED BRITISH S.S. CO., 1928**

with 52in. carved hull finished with red below the waterline, ebonised topsides, lined yellow and planked decks replete with detailed metal and wood fittings as appropriate with some elements plated in gilt, mounted on four gilt supports within glazed wooden case with builder's-style plates — 25½ x 60½ x 16½in. (65 x 154 x 42cm.) overall

£1,500 - 2,000

A large vessel of nearly 7000 tons, *Sinnington Court* was owned by the Court Line for ten years from 1936 before reverting to her original owners. Sold to Japanese owners in 1951, by 1955 she was trading as the *Fukuzan Maru*. On 26th October 1961 she foundered in a hurricane sixty miles north of Saipan on a voyage from Townsville to Yokohama carrying copper ore. Understood to have been privately commissioned in the 1970's, Norman Hill mainly produced models for the Admiralty.



65

65

**FRANK STUART MURRAY (BRITISH, 1848-1915)**

*Bound for the Nore, 1855*

Signed 'Frank Murray 1885' (lower right) artist label to verso

Watercolour

6 x 12in. (15 x 30.5cm.)

£100 - 150



66

66

**WILLIAM MINSHALL BIRCHALL (BRITISH, USA, 1884-1941)**

*The New Zealand Shipping Co's S.S. 'Ruahine' passing Cape Horn*

Signed 'W.M. Birchall 1933' (lower left) with title

Watercolour heightened with white

12¼ x 17in. (31 x 43cm.)

£250 - 350



67

67

**A BUILDER'S-STYLE MODEL FOR THE ALFRED HOLT (BLUE FUNNEL) LINE PASSENGER-CARGO SHIP M.V. ANCHISES [1947]**

with 61½in. carved hull finished with red below the waterline, ebonised topsides, painted and planked decks replete with detailed metal and wood fittings as appropriate, mounted on four plain white supports within glazed wooden case — 23 x 66½ x 12½in. (58.5 x 169 x 32cm.) overall

£2,000 - 3,000



68

68 δ

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

*Alfred Holt's Blue Funnel Line 'Cyclops' in the South China Sea, winter 1959*

Signed and dated 'Robert G Lloyd 2001' (lower left)

Oil on board

21½ x 42in. (54.5 x 107cm.)

£300 - 500



69

69 δ

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

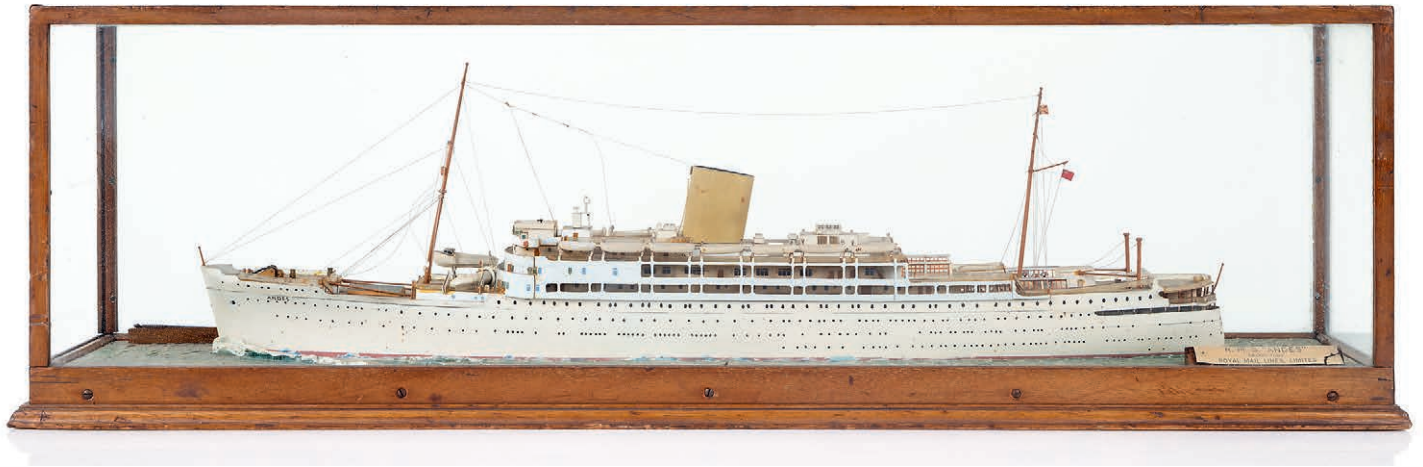
*The Pacific Steam Navigation Co. MV 'Cotopaxi' in heavy weather, Bay of Biscay, Circa 1960*

Signed 'Robert G Lloyd' (lower right)

Oil on board

21½ x 41¼in. (54.5 x 105cm.)

£400 - 600



70

70  
**A TRAVEL AGENT MODEL FOR THE ROYAL MAIL LINE PASSENGER CARGO LINER R.M.S. ANDES, CIRCA 1939**

27in. hull, carved with lined paper glass-covered decks with simple fittings including covered lifeboats and davits, swimming pool with umbrellas and tables flanking, exercise courts demarcated, waterline mounted in a painted seascape with plates — 11 x 35 x 8in. (28 x 89 x 20cm.)

£600 - 800



71

71 ♂  
**ROBERT G. LLOYD (BRITISH, B. 1969)**

*The P&O liner S.S. 'Chusan' pictured in the River Thames off Tilbury, circa 1958*

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

Oil on board

24½ x 38½in. (62 x 98cm.)

£400 - 600



72

72 ♂  
**ROBERT TAYLOR (BRITISH, 1946-2024)**

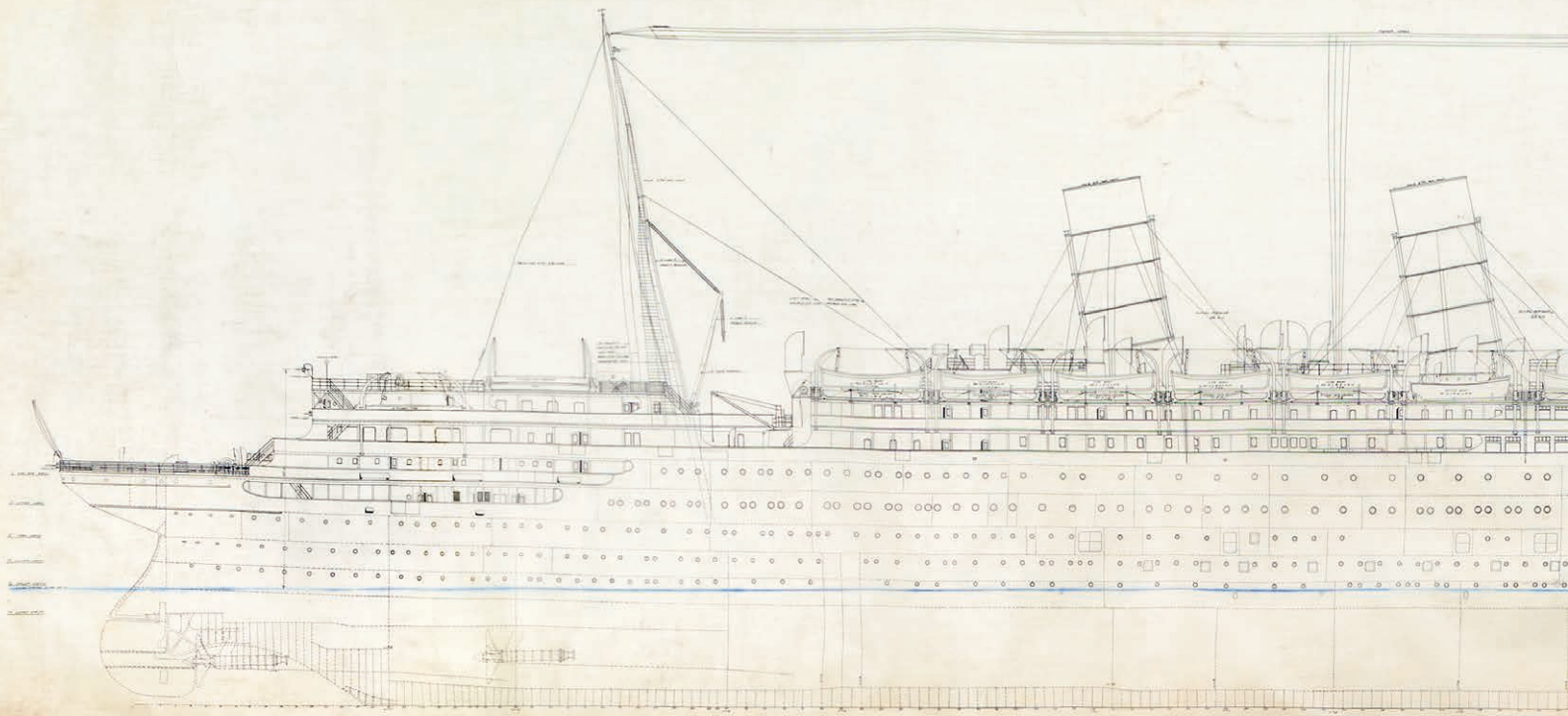
*The 'Empress of India' passing the Bay of Naples*

Signed and dated 'Robert Taylor 73' (lower left)

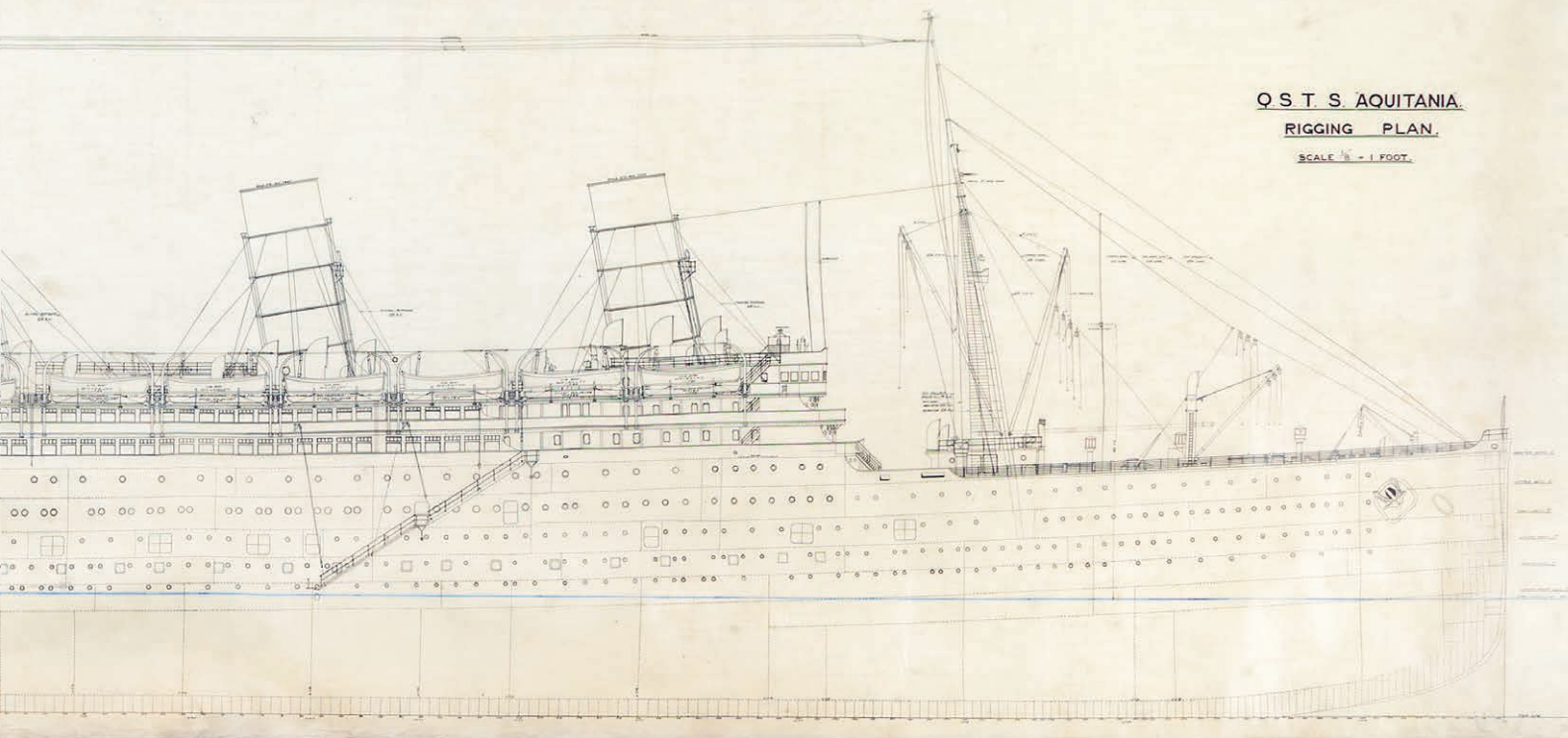
Oil on canvas

34½ x 67in. (87.5 x 170cm.)

£400 - 600



R.M.S. "Aquitania"  
First Class Lounge



74 (part)

## R.M.S. *Aquitania* Lots 73-77

Arguably the most successful of the great pre-1914 North Atlantic liners, as well as being regarded by many as the most handsome of all the legendary 'four-stackers', *Aquitania* was undeniably the longest-lived of that glamorous breed of ocean greyhounds. Conceived as a consort to *Lusitania* and *Mauretania*, Cunard ordered her from John Brown's Clydebank yards in December 1910 where she was launched on 21st April 1913. Named for the ancient Roman province in southwest France, her design was broadly similar to her two sisters, although she was significantly larger in every respect. Registered upon completion at 45,647 tons gross, she measured 901 feet in length with a 97-foot beam, but was never intended to outstrip *Lusitania* and *Mauretania* in terms of speed. Powered by quadruple screws driven from Parsons-Brown 62,000shp. steam turbines, she was designed to cruise at 23 knots, in fact achieving an effortless 24 knots on her trials. Sumptuously fitted out and with accommodation for 618 First, 614 Second, and 1,998 Third class passengers, she carried a crew of 972 and entered service amidst high expectations thanks to the reputations of her two older sisters.

Clearing Liverpool on 30th May 1914 for her maiden voyage to New York, she was only to complete three round trips before being requisitioned by the British Government in August 1914 upon the outbreak of the Great War. Designed and built under Admiralty supervision, it had always been expected that, in times of war, *Aquitania* would assume the guise of an armed merchant cruiser, but in the event, as with others like her, she proved far too large for this role. Slightly damaged in a collision within a month of beginning her wartime career, she returned to Liverpool and was laid up until the spring of 1915 when she began work transporting troops for the offensive at Gallipoli. Soon converted into a hospital ship for the same campaign, she resumed trooping in 1916, was laid up for most of 1917 but was back in service in 1918 carrying troops from the U.S.A. to France. Between June and November 1919, she ran a brief 'austerity service' between Southampton and New York but was sent to Armstrong, Whitworth's yards at Newcastle that December for a major post-war refit including conversion to oil-firing.

Returning to regular commercial sailings in July 1920, her splendid decor attracted passengers immediately and she soon settled down to become one of the most popular liners on the North Atlantic over the next two decades. Apart from the occasional Mediterranean cruise in the early years of the Depression, *Aquitania* remained a stalwart on the Atlantic ferry and, after 1936, became the new *Queen Mary's* running mate whilst *Queen Elizabeth* was under construction. With the latter destined for completion in 1940, it was intended that *Aquitania* would be scrapped when the second 'Queen' entered service, but this plan was abandoned when the Second World War began in September 1939. Converted into a troop transport for the second time in her life, she spent the next eight years carrying 300,000 servicemen all over the world, the sole survivor of the Edwardian giants and the only one to serve in both World Wars. 1948 found her ferrying war brides to Canada prior to being returned to Cunard for yet another post-war 'austerity service'. Hastily refitted and repainted in traditional livery, although never restored to her former magnificence, she maintained a one-class Southampton to Halifax service for a further year and a half before being finally withdrawn in December 1949. After three million miles and thirty-five years at sea, her scrapping at Faslane in the spring of 1950 brought the era of the majestic 'four-stackers' to an end and thereby closed a notable chapter in the history of North Atlantic navigation.



73 

**A FINE BUILDER'S MODEL FOR THE R.M.S. AQUITANIA,  
CONSTRUCTED BY JOHN BROWN & CO., CLYDEBANK FOR  
CUNARD, 1914**

with 88in. laminated and carved hull replete with detailed painted and gilt fittings as appropriate and contained in original glazed case with presentation plate from Cunard, finished in Cunard service livery, overall measurements — 33¼ x 103 x 23½in. (84.5 x 261.5 x 59.5cm.); **together with** associated 36in. high table stand; and three card and paper models of *Aquitania* as a troop ship, hospital ship, and cruise liner

(5)

£30,000 - 40,000

**Provenance:** The Honourable Company of Master Mariners;  
Presented by Cunard Steamship Company in 1952.





**A SET OF DRAUGHTSMAN OFFICE PLANS FOR R.M.S. AQUITANIA, JOHN BROWN & CO., CIRCA 1913**

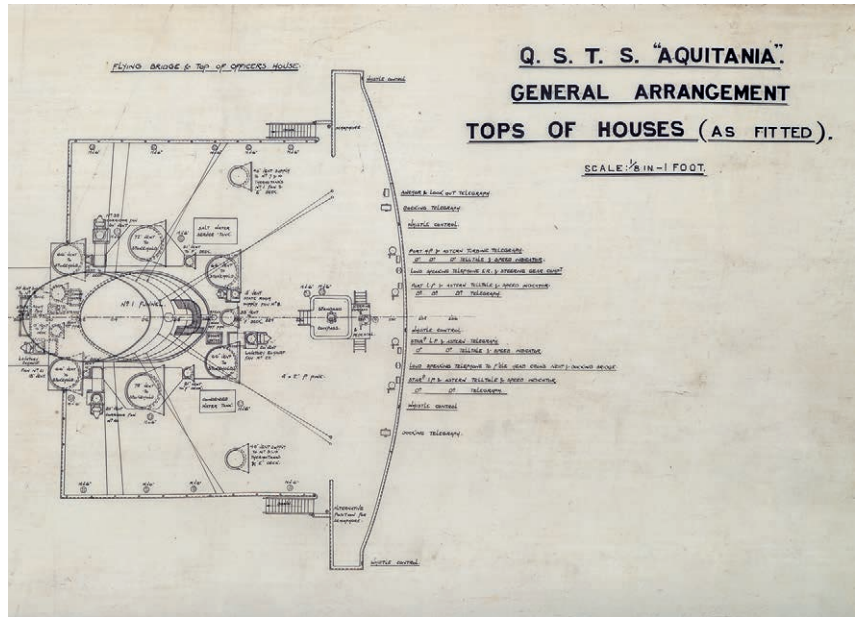
ink on waxed linen and comprising: General Arrangement "G" Deck scale; General Arrangement "F" Deck scale; General Arrangement C. Deck scale; General Arrangement "D" Deck scale; General Arrangement "B" Deck scale; General Arrangement Hold Plan scale; General Arrangement "H" Deck scale; General Arrangement "E" Deck scale; Rigging Plan scale; Lines scale; General Arrangement Tops of Houses scale; General Arrangement "A" Deck scale; General Arrangement Boat Deck scale, the largest — 33 x 121¼ in. (84 x 308cm.)

(13)

£3,000 - 5,000

**Provenance:** David Moor (1927-2016), Naval Architect

David Moor was a naval architect who worked from the late 1940s initially at Denny with their test tank, and from the early 1950s with Vickers at their test tank located in the South of England. Amongst his collection are a quantity of images and ephemera from John Brown which suggests he had friendly links there. These plans were apparently recovered from a skip as being surplus to requirement.



74 (part, detail)



75



Card Tables in the First Class Smoking Room

75 

**A RARE CARD TABLE FROM THE FIRST CLASS SMOKING ROOM OF R.M.S. AQUITANIA, PROBABLY SUPPLIED BY HARRIS LEBUS, CIRCA 1914**

the rectangular top with circular corner counter trays with sliding drink trays under, covered in brown baize with later silver plate to centre inscribed *This table and the accompanying chairs were part of the original furnishings in the Cunarder "AQUITANIA". They were presented to the "WELLINGTON" by the CUNARD STEAM-SHIP COMPANY LIMITED as a tribute to the memory of THE LATE COMMODORE SIR JAMES T.W. CHARLES K.B.E..C.B..R.D..R.N.R., A Founder Member of the Honourable Company of Master Mariners, who commanded the "AQUITANIA" from 1918-1928*, birch-veneered frame with faint chalk marks underneath inscribed 'STAR F' [starboard, first class] supported on four carved maple legs, with shell carvings and bellflowers, terminating in carved cloven hoofs, approximately — 30 in. (76.2cm.) square; **together with** a Perspex display cover and four 'hands' of Cunard cards

(A lot)

£600 - 800

**Provenance:** The Honourable Company of Master Mariners; Presented by Cunard Steamship Company as a tribute to **Commodore Sir James T. W. Charles KBE CB RD RNR (1865-1928)**, a founding member of The Honourable Company of Master Mariners, and who commanded *Aquitania* from 1918-1928.



76

76 

**A RARE PAIR OF FIRST CLASS ARMCHAIRS MADE FOR THE PALLADIAN LOUNGE OF R.M.S. AQUITANIA, PROBABLY SUPPLIED BY FREDERICK PARKER & SONS, CIRCA 1914**

carved in walnut and upholstered overall with a gadrooned front skirt, leaf-carved short cabriole legs terminating in scroll feet — 41½in. (105.5cm.) high

(2)

£800 - 1,200

**Provenance:** The Honourable Company of Master Mariners; Presented by Cunard Steamship Company in 1952.

77

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

*R.M.S. 'Aquitania' passing Cloch Point Lighthouse on her final voyage, 21st February, 1950*

Signed and dated 'Robert G. Lloyd, 2021' (lower left)

Oil on canvas board

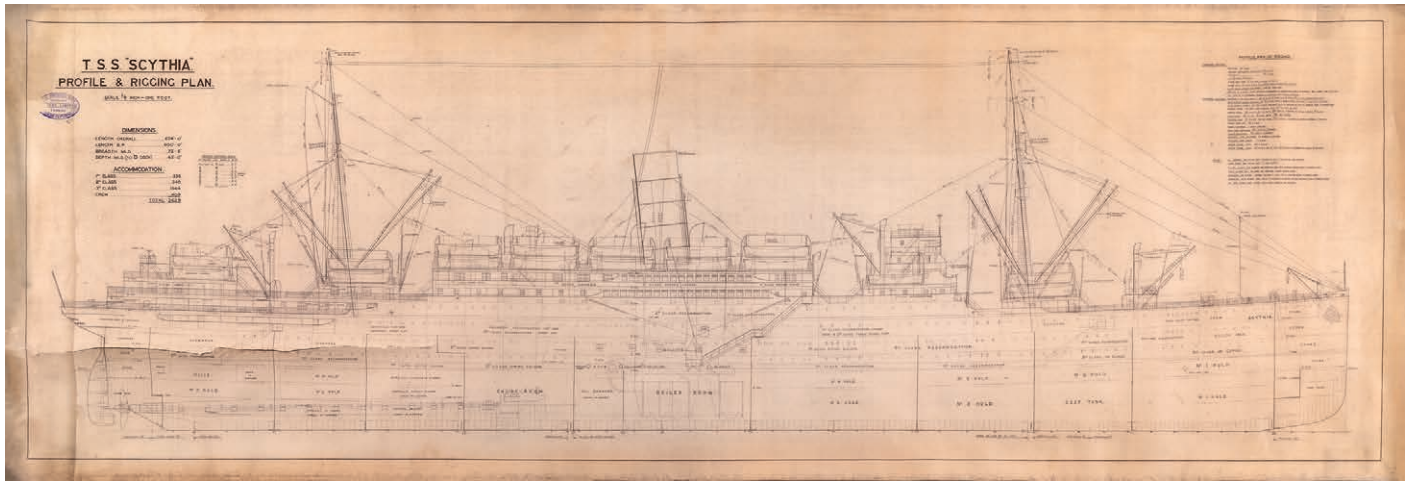
23 x 32½in. (58.5 x 82.5cm.)

£1,000 - 1,500

*Aquitania*, the third in Cunard Line's grand trio of express liners (preceded by *Mauretania* and *Lusitania*), was also the last surviving four-funnelled ocean liner. She sailed on her final commercial voyage from Halifax to Southampton between November 24th and 1st December 1949. After 35 years of service, her decks leaked in foul weather and her bulkheads and funnels were corroded to the point that a crewmember recalled *You could stick a finger through them!*



77



78 (part)

78

**A SET OF VICKERS DRAUGHT OFFICE PLANS FOR THE R.M.S. CYTHIA, BUILT FOR CUNARD 1921**

two black ink on waxed linen with commissioning cartouches for Cunard, the rest on paper with dated yard stamps for Vickers and comprising sixteen plans including: Profile & Rigging Plan; General Arrangements for the Hold; Decks A-G inc.; Capacity Plan; Midship Section; Profiles, and others, the largest — 34 x 110in. (86 x 280cm.); **together with** six tinted plans for the Clyde Navigation Trust showing proposed development; and a facsimile profile plan for the *Cutty Sark*

(A lot)

£200 - 300

**Provenance:** David Moor (1927-2016) Naval Architect with Denny and Vickers SB.

79

**BRITISH SCHOOL (20<sup>TH</sup> CENTURY)**

*The Illawarra & South Coast SN Co passenger-cargo ship S.S. 'Merimbula' steaming off a headland*

Signed and dated 'G Allcor 1912' (lower left)

Oil on canvas

12 x 18in. (30.5 x 40cm.); **together with** two oils on board by Max Parsons of the Wilson Line ships *Eskimo* and *Orlando* and a watercolour of the *Exodus* ships awaiting sail in Haifa Harbour in 1947

(4)

£100 - 150

*Merimbula* was wrecked near Beecroft Head, 100nm South of Sydney, 27 March, 1928.



79 (part)



80

80

**LETTERS RECEIVED, WILLIAM DENNY LTD**

nine volumes, eight numbered 3-10, dating between approximately 1907-1948, a very large amount of letters received and sent, a vast amount to Messrs. William Denny Ltd of which many are addressed to and from Edwin R. Mumford, a very large amount to the Irawaddy Flotilla Company Rangoon, other correspondents include John Brown and Co. Clydebank, the William Froude National Tank and the Leven Ship Yard Dumbarton, several photographs mounted, numerous blueprints, original half reverse calf, rubbed, 13 x 8in. (33 x 20cm.). There are numerous test trials of all nautical fittings including propellers, boilers, centrifugal pumps, 'a new design of stern and balanced rudder', calibration tests of starboard and port shafts, etc.

(9)

£300 - 500

**Provenance:** David Moor (1927-2016), Naval Architect with Denny and Vickers SB, salvaged from a skip at Denny's.

81

**1904 AND 1912 LLOYD'S BOOK OF HOUSE FLAGS AND FUNNELS BOOKS**

*Lloyd's Book of House Flags & Funnels, 1904*

first edition, London, 1904, containing coloured flags and funnel markings, 27 pages of night signals of steamship companies, with index, and 25 pages of adverts, original publisher's cloth with gold-blocked front board — 10 x 6½in. (25.5 x 16.5cm.); **together with** *Lloyd's Book of House Flags & Funnels, 1912*, second revised edition, London 1912, containing flags and funnel markings, with index, original publisher's cloth with gold-blocked front board - 10 x 6½in. (25.5 x 16.5cm.)

(2)

£150 - 250

82

**A LARGE COLLECTION OF MERCANTILE SHIPPING POSTCARDS**

comprising approximately 550 cards organized by line and contained within eight modern flip photo albums; **together with** approximately 200 assorted b/w mercantile photographs including some stamped yard press shots

(A lot)

£200 - 300

**Provenance:** David Moor (1927-2016), Naval Architect



82 (part)

**GENERAL STEAM NAVIGATION CO. LTD.**  
15, TRINITY SQ., E.C.3.

**"CRESTED EAGLE"**



FROM LONDON BRIDGE 9-30 A.M.

**SOUTHEND MARGATE  
RAMSGATE**

83

**AN ADVERTISING POSTER FOR THE  
GENERAL STEAM NAVIGATION CO. *CRESTED  
EAGLE*, CIRCA 1935**

after Harry Hudson Rodmell, advertising  
sailings from London Bridge to the south  
coast, printed by Ronald Massie London —  
39½ x 25in. (100 x 63.5cm.)

£200 - 400

84

**INMAN & INTERNATIONAL STEAM SHIP CO.:  
FIVE 'IMARI' PATTERN PORCELAIN DINNER  
PLATES BY DOULTON OF BURSLEM, CIRCA  
1890**

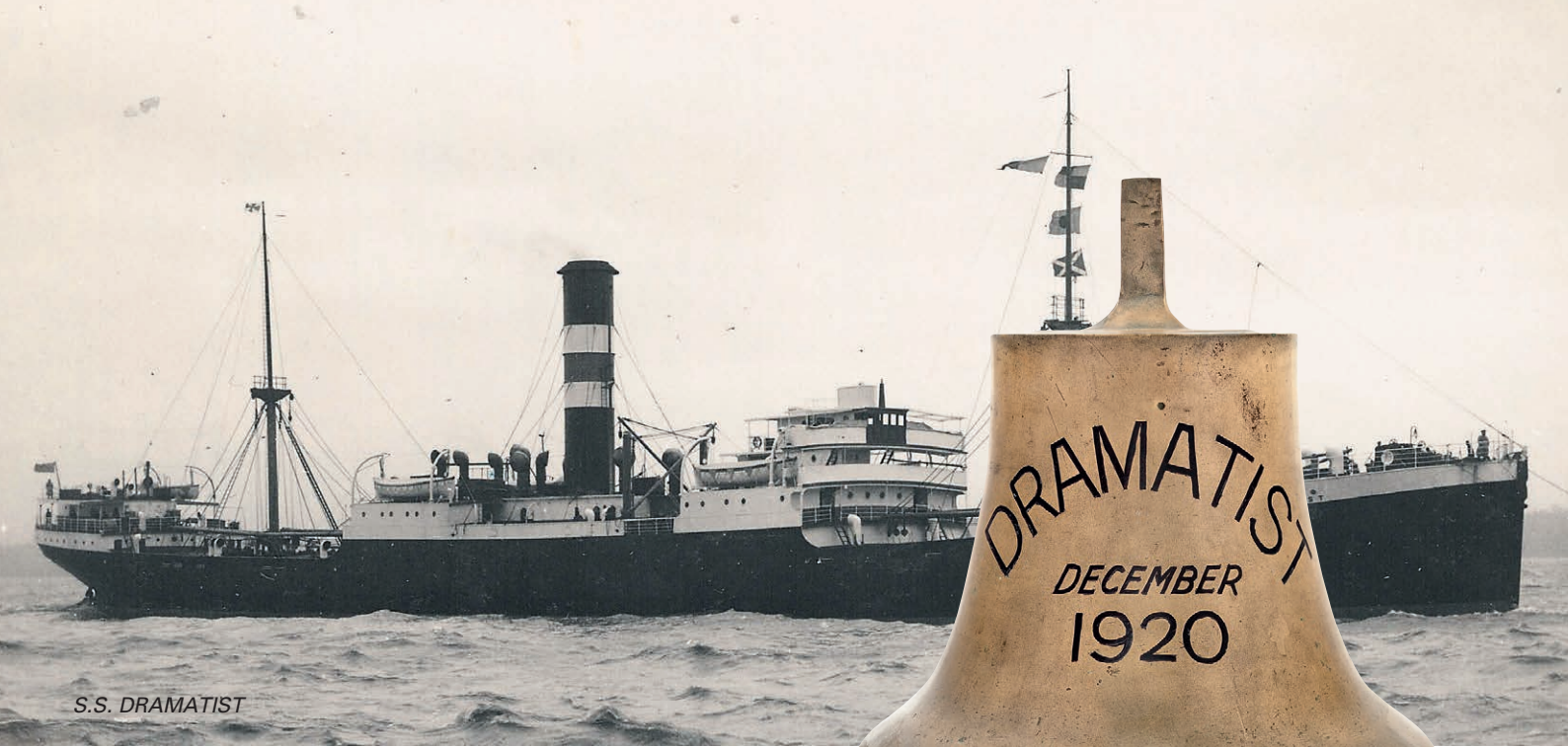
each with impressed maker's marks and line  
transfers on undersides, the plate — 9¾in.  
(24.7cm.) diam.

£250 - 350

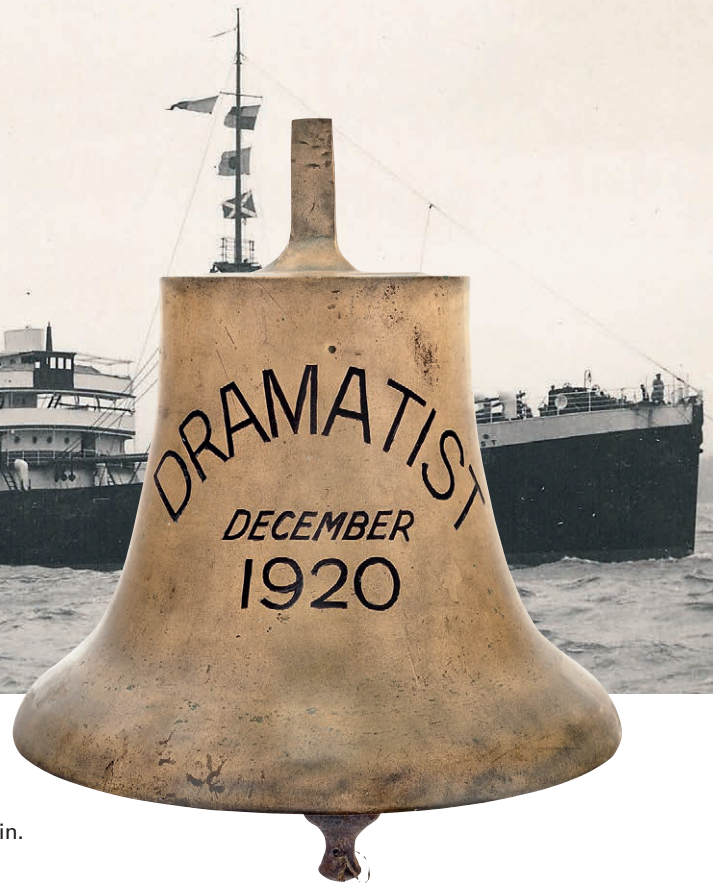
83



84



S.S. DRAMATIST



85

85

**THE MAIN SHIP'S BELL FROM THE HARRISON LINE S.S. DRAMATIST, 1920**

cast in bell metal with black filled lettering to front inscribed *DRAMATIST DECEMBER 1920*, complete with iron clapper — 14½in. (37cm.) square

£300 - 500

Built for Charente and operated by Harrisons, S.S. *Dramatist*, launched as the bell unusually states, in December 1920, was a general-purpose cargo ship registered at 5,443 tons, built by Charles Connel & Co of Scotstoun and broken by Wards in 1949.



86

86

**RARE PAIR OF SILVER PLATED WINE COOLER STANDS FOR THE WHITE STAR LINE, CIRCA 1922**

circular bases with White Star burgee stamped on the underside with maker's marks for Elkington Plate numbered 26776 and inscribed *White Star Line'* — 17½in. (44.5cm.) high;

**together with** an associated pair of ice buckets by Elkington Plate

(4)

£600 - 800



87

87

**AN ART DECO ICE BUCKET BY CHRISTOFLE**

with reeded rim, foliate side handles and moulded foot, the front engraved with a shipping company device, and the base with stamps for *CHRISTOFLE / RUYMBEKE* — 9in. (23cm.) high

£200 - 300



88 (part)

88

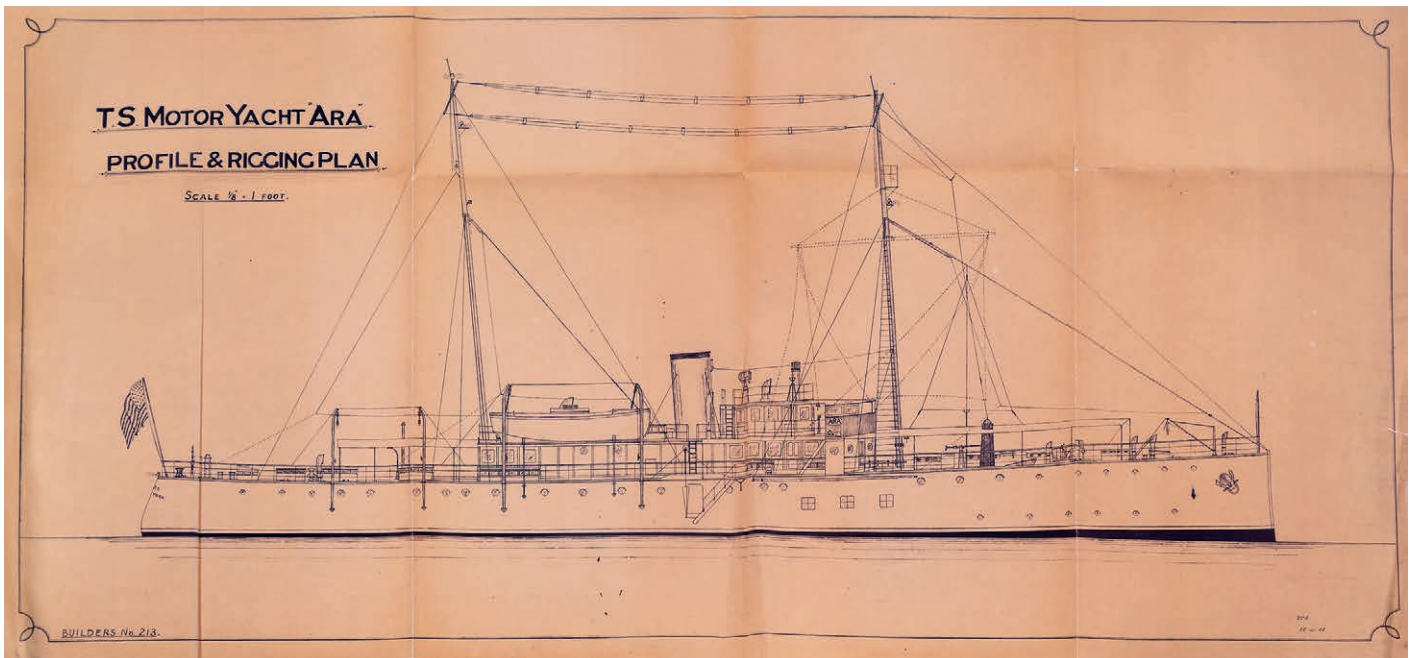
**A BUILDER'S HALF MODEL FOR THE TURBINE STEAM MOTOR YACHT *ARA* DESIGNED AND BUILT BY CAMPER & NICHOLSON LTD. 1914, COMPLETED FOR THE FRENCH NAVY, 1917, AND SOLD TO W. K. VANDERBILT II, 1922**

54in. laminated and carved hull, finished in red below the waterline with dark green topsides with plain deck mounted to display board with waterline tinting and builder's inscription lower left — 12 x 60in. (30.5 x 152.5cm.); **together with** a set of nine facsimile ¼in.:1ft scale plans for the *Ara*, stamped *Camper & Nicholson* 1979 and some historical data

(A lot)

£3,000 - 5,000

Large numbers of sea-going steam and motor yachts were chartered or commandeered for government service during the Great War, but few enjoyed such a fascinating life as the *Ara*. Built for pleasure in an English boatyard, bought by the French Navy for conversion into a fully-fledged naval sloop and then, when hostilities ended, resold to the colourful scion of one of America's wealthiest and most famous families who not only turned her back into a luxurious pleasure craft but also used her as a serious oceanic research vessel. This remarkable character was **William Kissam Vanderbilt II [WKV] (1878-1944)**, an immensely rich automobile and power boat enthusiast, yachtsman and renowned collector of ethnographica and the curiosities of the natural world, and the great-grandson of the legendary American railway tycoon "Commodore" Cornelius Vanderbilt. Known to his friends as "Willie K", WKV enjoyed great success racing power yachts in the years preceding the Great War and, when his own wartime service finished, succumbed to the lure of the ocean by buying a 1,400 ton twin-screw ex-naval sloop named *Ara* in 1922. Ordered and begun in Camper & Nicholson's Southampton yard in 1913, her completion was delayed until 1917 owing to the default of her owner. Then acquired by the French government and converted into an armed naval sloop, she sailed under French colours for the remainder of the War until decommissioned and returned to Camper & Nicholson pending sale in 1922 and where she was spotted by WKV. Given his wealth, it seems curious that he didn't order a brand new motor yacht to his own specifications but, for reasons unknown, he bought *Ara* and reconverted her into a pleasure yacht for his own use. Possibly the result of his second marriage in 1927 to a woman who perhaps craved travel, the following year he and his new wife Rosamund, a few friends and a 'crew' of forty left Centerport, New York State, on the first of their two circumnavigations of the globe. Quite apart from the crew required to man the vessel, the yacht's complement also included scientists and photographers to analyse and study natural phenomena found *en route* and to produce detailed reports for the American Museum of Natural History as well as for WKV's own private museum. Having obtained his Master's certificate in 1918, WKV mostly skippered *Ara* himself and although she carried three watch officers, more often than not it was WKV himself at the wheel. The epic voyage of 28,738 miles took six months and WKV deemed it so successful that he very soon bought a second, even larger motor yacht, the *Alva*, and in her completed his second circumnavigation in 1931. By then, the *Ara* had already been sold, but whatever life she encountered thereafter, it seems unlikely that it was as interesting as what had gone before.



88 (part)





89

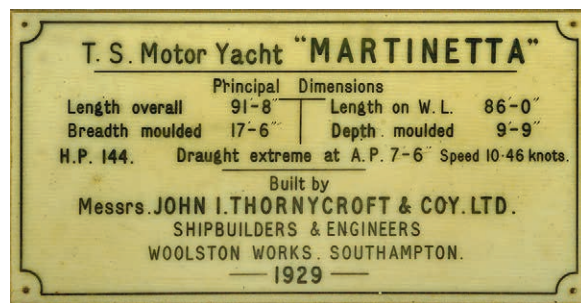
89

**A BUILDER'S MODEL FOR THE TWIN SCREW MOTOR YACHT *MARTINETTA* BY JOHN I. THORNYCROFT AND CO. LTD., SOUTHAMPTON 1929**

with laminated and carved 44in. hull, boarding companionway, lined decks with gold plated fittings, as appropriate, panelled deckhouse with mirrored windows and bell, stage funnel, fitted boats swung out in davits and other details, mounted on three ebonised columns to raised felt lined display base with builder's plate within original glazed wooden base — 32¼ x 55½ x 18in. (82 x 141 x 46cm.)

£2,000 - 3,000

Registered at 99 tons, *Martinetta* survived the hostilities of World War Two, was sold to the Fijian Government in 1971, converted to a research ship with a marginally increased displacement of 105 tons and re-named *Vola Silga*. She was deleted from the list in 2011 as her existence was in doubt.



89 (detail)



90

90

**1:24 SCALE MODEL OF THE MOTOR YACHT *WARRIOR GERAINTE* [CIRCA 1950]**

with 55in. hull, with boarding companionway, painted flush deck with wood and metal fittings, superstructure with helmsmen, comms mast with signal flags, lifeboat in davits with one mounted under 'tow', mounted on four glass columns within plexiglass wooden case with brass name plate — 24½ x 59 x 14in. (62 x 150 x 35.5cm.) **together with** a facsimile plan for a Fairmile B Motor Launch by David MacGregor

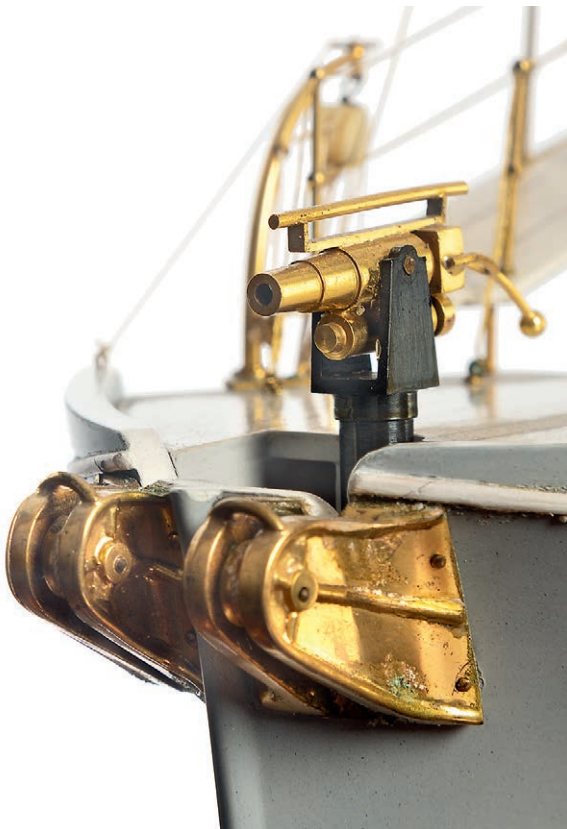
(2)

£800 - 1,200

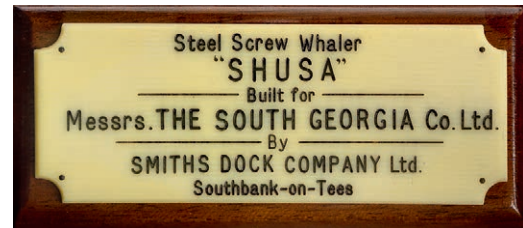
**Provenance:** Sotheby's Marine Pictures and Nautical Works of Art, 29 May 1997, lot 315



91



91 (detail)



91

**A RARE BUILDER'S MODEL FOR THE WHALER *SHUSA*, BUILT BY SMITH'S DOCK CO. LTD. FOR THE SOUTH GEORGIA CO. LTD., 1929**

the laminated and carved 30in. hull with white lined decks, detailed gold plated, wood and metal fittings as appropriate including harpoon gun on bow platform with gantry to wheelhouse, stayed funnel, two fitted boats in davits, radio shack with cage direction finder over, lamps, ventilators and other details, mounted on two gilt columns to display base with ivoryne builder's plate within original glazed wooden case — 22½ x 38 x 11in. (57 x 96.5 x 28cm.)

£2,500 - 3,500

Launched in June and completed in July 1929 with a displacement of 251 tons, her registered occupation was that of 'whalecatcher'. In March 1940 *Shusa* was handed over to the Soviet Navy for use as a minesweeper and foundered under their colours when she disappeared in the Barents Sea, 20th November, 1942.



92

92

**A FINE BUILDER'S-STYLE MODEL FOR THE R.M.S. *ORONTES*,  
ORIGINALLY BUILT BY VICKERS-ARMSTRONG FOR THE ORIENT  
LINE IN 1929**

the laminated and carved 80in. hull with brass portholes, boarding companionway and polished brass propellers, planked decks with wood-capped deck rails, detailed wood and metal fittings throughout as appropriate, fitted lifeboats in davits, stayed funnels, rigged masts and other details, mounted on turned brass columns to wooden display base with nameplate, overall dimensions — 25½ x 88½ x 14in. (65 x 225 x 35.5cm.)

£6,000 - 8,000



92 (detail)



93

93

**A SIXTH ORDER FRESNEL LAMP HOUSING BY F. BARBIER & CIE.,  
PARIS, 1893**

heavily constructed in bronze, with internal A-frames supporting circular Fresnel lenses with two micrometers attached along the lower edge with hinged access door, lower edge under door with shaped maker's label inscribed *F BARBIER & Cie / Constructeurs / PARIS — 1893* — 18 x 23in. (46 x 58.5cm.)

£3,000 - 5,000



93 (detail)



94

94 

**A BUILDER'S MODEL FOR THE TANKER S.S. *BRITISH COURAGE*, BUILT FOR BP BY HAWTHORN LESLIE, 1957**

the laminated and carved 84in. hull with red painted decks, and painted and plated fittings including anchors, deck rails, anchor winches, bits, bollards, ventilators, companionways, pipework, wooden gantries with rails and intermittent cowls, raised superstructure with awning stanchions, overbridge with binnacle, rangefinder and comms masts, benches with wooden slats, wood capped deck rails, fitted lifeboats in davits, swimming pool, liveried funnel and much other fine detail, mounted on four silvered columns within original phosphor bronze case with maker's plates and detail plates dated 1967, on table stand of issue — 59 x 96 x 19in. (150 x 244 x 48cm.)

£2,000 - 3,000

**Provenance:** The Honourable Company of Master Mariners; Presented by BP Tanker Company in 1973.

This 22,001-ton tanker was sold to the Society de Transportes Maritimos and renamed *Pouantes* in 1973 and sent for breaking in China in 1977.





94 (detail)



95

95

**A BRONZE SCULPTURE PRESENTED TO THE EAGLE OIL AND SHIPPING CO. LTD.**

*unsigned*, in the form of an eagle and snake fighting over a bird carcass, loosely mounted on ebonised plinth with presentation plate inscribed *Presented to / The Eagle Oil & Shipping Co Ltd / By / The Rt. Hon. Lord Kindersley, G.B.E. / January 1951* — measurements including stand 20 x 17 x 17in. (51 x 43 x 43cm.)

£400 - 600

**Provenance:** The Honourable Company of Master Mariners; Presented by Shell Tankers in 1953.

The Eagle Oil & Shipping Co. (founded 1912 as the Eagle Oil Transport Company) was bought by Royal Dutch Shell in 1919 but remained a separate company within the framework until fully absorbed by Shell in 1959.



| M. V. "ALAN EVELYN" |  |   |
|---------------------|--|---|
| DIMENSIONS          | BUILDERS   | MACHINERY   |
| LENGTH O.A.         | 59'-9"   | DOUBLE REDUCTION<br>GEARED TURBINES<br>SERVICE POWER 7300 S.H.P.<br>AT 100 R. P. M. |
| BREADTH MLD.        | 80'-0"   |   |
| DEPTH UPPER DK      | 42'-3"   |   |
| GROSS TONNAGE       | 16250  |   |
| DEADWEIGHT          | 24750  |   |
|                     | FURNESS SHIPBUILDING CO <sup>LTD</sup><br>HAVERTON-HILL-ON-TEES<br>ENGLAND |   |

96

96

**A SMALL BUILDER'S BOARDROOM MODEL FOR THE TANKER M.V. ALAN EVELYN BUILT BY FURNESS SHIPBUILDING CO. FOR BRITISH OIL SHIPPING CO. LTD., 1957**

modelled by I. R. Amis Ltd. London, laminated and carved 36in. hull with red painted decks, complete with detailed painted fittings as appropriate and mounted on two columns within original glazed display case with modeller's and owner's plates — 15 x 42½ x 9½in. (38 x 108 x 24cm.)

£2,500 - 3,500



97

97 ♂

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

*The Blue Star cargo liner 'Empire Star' at Cape Town in 1938*

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

Oil on board

25 x 38in. (63.5 x 96.5cm.)

£300 - 500



98

98 ♂

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

*New Zealand Shipping Company 'Northumberland' at sea, 1956*

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

Oil on board

22½ x 37½in. (57 x 95cm.)

£300 - 500



99 (part)

99

**A BUILDER'S MODEL FOR THE CARGO SHIP M.V. HARMATTAN BUILT BY LITHGOWS LTD. FOR J. & C. HARRISON LTD., 1959**

the 68in. laminated and carved hull with lowered companionway and gilt brass propeller, painted and lined decks with detailed painted and metal fittings as appropriate including liveried funnel, mounted on two brass pedestal stands within metal bound Plexiglass case with baize lined base — 24 x 76 x 16½in. (61 x 193 x 42cm.); **together with** a large quantity of associated ephemera and artefacts including illuminated owner's plates, extensive photographs of the damage, plans, die-cast models, company Christmas cards, a qty of cine films of various ships, and number files detailing reparations for Harrison Line vessels lost in WW2, and the flags worn when sunk, etc.

(A lot)

£2,000 - 3,000

**Provenance:** Mr. N.J.T. Harrison-Sleep (1948-2022), family, removed when the firm was sold, left to family friend.

*Harmattan* was caught up in the short-lived Indo-Pakistani War of 3-16 December 1971. At anchor in Karachi Port, she was targeted by an Indian naval missile on the 8th of December and sank with extensive damage. Declared a total loss she was raised and broken up locally.



99 (detail, part)



99 (part)



103



100

100 

**A RARE CLASSICAL FORM LIGHTHOUSE OIL RESERVOIR FROM THE ALGUADA REEF LIGHTHOUSE BURMA, CIRCA 1865**

comprising a tapering brazed copper container with internal drop handles and brass lid, lined with zinc, with spigot port, mounted in classical brass x-frame stand with lions masks with rings and scrolling palmette devices to circular ring base with cloven feet support and holes drilled for deck securing — 37½ x 18in. (95 x 46cm.)

£400 - 600

**Provenance:** The Honourable Company of Master Mariners; Presented by Mrs H M Dawson in 1949 as from the Alguada Reef Lighthouse, Burma.

101

**A DOUBLE BRIDGE TELEGRAPH BY CHADBURNS OF LIVERPOOL**

10½in. backlit instruction plate signed as per title and contained within substantial glass pedestal mount with plates inscribed *Port Starbd.*, internal gong — 48½in. (123cm.) high

£800 - 1,200

102

**EMERGENCY STEERING HELM BY JOHN LYNN AND CO. LTD. SUNDERLAND, CIRCA 1950**

30in. diam., 6 spoke bronze helm, mounted on steering gear with port/starboard rudder indicator, signed as per title, with flared foot for deck securing — 45½in. (115.5cm.) high

£600 - 800

103

**THREE LAUNCHING HATCHETS**

comprising launching of M.V. *Karen*, 1969; M.T. *Grey Warrior*, 1976; and M.S. *Feliks Dzierzynski*, all contained in fitted boxes with ribbons and details where appropriate, the largest — 14½in. (37cm.) wide

(3)

£200 - 300



105 (part)

104

**A COPPER SIGNAL LAMP BY R. C. MURRAY & CO. GLASGOW, CIRCA 1900**

maker's labels to front, hinge top to interior complete with sprung shutter, oil lamp and inspection window, hinged securing arm and carry handle, Fresnel type glaze window, shutter arm and carry handles — 14in. (36cm.) high

£300 - 500

105

**A SET OF 3 COPPER AND BRASS NAVIGATION LAMPS**

comprising port, starboard and masthead, with filters where appropriate, now converted to electricity — 8½in. (21.5cm.) high; **together with** a decorative copy of a bridge telegraph — 40in. (101.5cm.) high

(4)

£250 - 350



104

105 (part)



106



**A TWIN-HANDLED CUP MADE OF SILVER RECOVERED FROM THE P&O LINER EGYPT, SUNK 1922**

hallmarked for Atkins Brothers, Sheffield, 1938, with presentation inscriptions above leafy-cut card work reading *Made from an Ingot of Silver / recovered from the wreck of the / S/S "Egypt" and Presented by / C. Peter Sandberg and James Swinburne / to / Captain Beck C.B.E. D.S.O. R.N. / who was their Representative during the / whole of the salvage operations / during 1929-1938*, leaf-capped scroll handles on piedouche — 6½in. (16.5cm.) high; 748g.

£300 - 500

**Provenance:** The Honourable Company of Master Mariners.

One of five sister liners built by P&O for the Indian and Australian service (the others being *India*, *China*, *Arabia* and *Persia*) they were the largest additions yet made when completed in 1897. Surviving the Great War (unlike *Persia*, *India* and *Arabia* which were all torpedoed) she was unfortunate in colliding in fog with the French ship *Seine* off Ushant. She sank 20th May, 1922, in 20 minutes with the loss of eighty-six souls and bullion then valued at £1,054,000 (about £49 million today). By 1935 most of this had been salvaged by the Italian salvage vessel *Artiglio*.



109



**A PAIR OF GEORGE III SILVER CANDLESTICKS**

hallmarked for Fenton, Creswick & Co, 1777, square outline neoclassical decoration, with detachable nozzles, loaded; **together with** a pair of Victorian three-light silver candelabra branches made to match, each with a pair of curved arms and a detachable extension, complete with six detachable nozzles, Rupert Favell, London, 1891 — 19½in. (49.5cm.) high

(4)

£1,200 - 1,800

**Provenance:** Candlesticks; The Honourable Company of Master Mariners; Presented by Mrs. H. W. Rowbottom, widow of Honourary Member H. W. Rowbottom, General Manager of Shell Company in 1974.



107

108



**A LINE THROWING GUN BY D. KAHNWEILER & SONS NEW YORK, CIRCA 1880**

heavily cast in brass with 2½in. smooth bore, stamped around the muzzle with maker's name and numbered 1705, 24in. two stage barrel with touch hole and trunnions mounted on a wooden carriage with heavy iron ring bolts and plaque inscribed *SIGNAL CANNON / FROM P/S 'TRIDENT' / OF THE / GENERAL STEAM NAVIGATION CO LTD / H.M. QUEEN VICTORIA AND H.R.H. THE PRINCE CONSORT / TRAVELLED FROM LEITH TO LONDON IN THIS VESSEL IN 1842 / THE ORIGINAL GUN CARRIAGE WAS DESTROYED DURING THE BOMBING OF LONDON IN 1941* — 17 x 40in. (43 x 101.5cm)

£1,500 - 2,500

**Provenance:** The Honourable Company of Master Mariners; Presented by the General Steam Navigation Company in 1949.

**David Kahnweiler (1828-1898)** was born in Bavaria and known to be in Pennsylvania in 1861, by 1880 he was established in New York with the US Federal Census recording him living at E. 57th St NY listed as a 'Life Preserver Manufacturer'. This lot is very similar to the Lyle 'Type C' line throwing cannon adopted by the US life-saving service in 1878 suggesting it's of a similar vintage. The connection to P.S. *Trident* seems tenuous as she was removed from the Register in 1878.



109

**MARINE THEMED DESK CLOCK RETAILED BY LEUCHARS AND SON LONDON, CIRCA 1920**

constructed in lacquered brass with 2½in. silvered dial with blue hands and Swiss watch type lever escapement movement behind, mounted in a ship's wheel, with plate inscribed with title 'Leuchars and Son 38 & 39 Piccadilly' — 7½in. (19cm.) high

£250 - 350





110

110 5

**JOHN STEVEN DEWS (BRITISH, B. 1949)**

*The Eggar Forrester Ltd. Cargo Ship 'Wib' underway in a calm swell 1979*

Signed 'J. Steven Dews' (lower right)

Watercolour heightened with white

15½ x 19in. (39.5 x 48cm.)

£200 - 300

The M.V. *Wib* (later *Glenetive* and *Boston Trader*) was a 199-ton cargo ship built in Malta. She foundered off Maputo in 1991.



111

111

**SIX SILVER SHIPPING COMPANY NAPKIN RINGS**

comprising the Elders & Fyffes Ltd. Line (1921); Canadian Pacific (S.S. *Ardeola*); Elder Dempster Line (R.M.S. *Karina* 1905); Elder Dempster Line (R.M.S. *Zungeru* 1904) and Royal Mail Steam Packet Company (S.S. *Arcadian*); and one other

(6)

£250 - 350



112

112

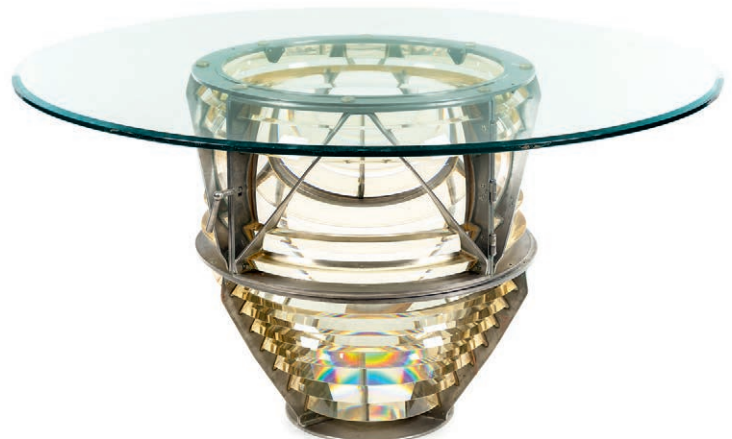
**A PAIR OF TRINITY HOUSE-PATTERN BUOY LAMPS, CIRCA 1960**

heavily constructed in alloy, with flare illumination system within, with filters, Fresnel barrel lenses contained within lamp housing with substantial triangular glass framed casing, with hinged spring-loaded chimney, with plaque inscribed *GAS ACCUMULATOR CO (UK) LTD. / LIGHTHOUSE ENGINEERS / BEACON WORKS / BRENTFORD ENGLAND / DALEN PATENTS / N° 2844* — 33in. (84cm.) high

(2)

£800 - 1,200

**Provenance:** Middle Eastern Navigation Aids Service, given to vendor as retirement present 2001



113

113

**A FRESNEL LENS COFFEE TABLE**

composed of two sections of Fresnel lens housing circa 1960, substantial aluminium frame supporting lenses, the middle section now supporting circular glass table top — 24 x 47in. (61 x 119.5cm.)

£2,500 - 3,500

114

No Lot





115

115

**A RARE 'DOMINION OF THE SEAS' MEDAL, 1639**

the cast and chased medal by Nicholas Briot, *obv.* armoured bust of Charles I facing right wearing large plain collar, *rev.* ship in full sail, diam. — 60mm.

£2,000 - 3,000

These medals were struck to reaffirm Charles I's 'dominion of the seas' following the action between the Spanish and Dutch fleets off the Kent coast on 31st October 1639, in what were regarded as English waters.



116

116

**BATTLE OF LOWESTOFT MEDAL, 1665**

*unsigned* [by J. Roettiers], silver, 62mm, with bust of Charles II, reverse showing King watching battle, 62mm, with later loop, *very fine*

£300 - 500



117

117

**FOUR MEDALS COMMEMORATING THE SIEGE OF GIBRALTAR**

comprising: General Elliott's Medal for Gibraltar, 1782, silver, 49mm. with loop; Medal commemorating the defence of Gibraltar, obverse with bust of Elliott, 1782, bronze, 40mm.; Medal commemorating Gibraltar relieved, 1783, white metal, 44mm; Counter commemorating the blockade of Gibraltar and the loss of the 'Royal George', 1783, copper, 35mm.

(4)

£300 - 500



118

118

**THREE MEDALS COMMEMORATING ADMIRAL HOWE AND THE BATTLE OF THE GLORIOUS FIRST OF JUNE 1794**

comprising: Medal commemorating Admiral Richard Howe by Conrad Küchler for Matthew Boulton, 1794, bronze, 48mm., and another example in copper; Large medal commemorating Admiral Howe and the Glorious First of June, 1794, white metal, 58mm. with loop

(3)

£500 - 700



119

119

**NINETEEN MEDALS COMMEMORATING NELSON**

comprising: *Nelson Praefectus Classis Anglicae*, 1798, silver, 30mm., 1798; *Victory of the Nile*, thanksgiving, 1798, bronze, 38mm. and another example in copper; *Admiral Lord Nelson of the Nile*, 1798, bronze, 38mm.; *In Memory of the Action off the Nile*, 1798, copper, 32mm.; Two medals commemorating Nelson's return home, 1800, white metal, each 38mm. and another example in bronze; Medal commemorating the Battle of Copenhagen with busts of Nelson and Parker, 1801, white metal, 38mm.; the Monument in Birmingham, 1809, copper gilt, 52mm.; Nelson Column, 1843, bronze, 24mm.; Lord Nelson and the Foudroyant, 1897, bronze, 38mm., and another example in copper; Greenwich Hospital School silver prize medal, 40mm., 1883; Greenwich Hospital Nautical School, silver prize medal, on ribbon, 35mm., 1858; Centenary of Trafalgar, three in fitted case by Spink, including two replicas of Boulton's Trafalgar Medal in white metal and bronze gilt, each 32mm., and a replica of the Naval Gold Medal, gilt, glazed, 22mm.

(19)

£1,000 - 1,500

120

**MATTHEW BOULTON'S MEDAL FOR TRAFALGAR 1805**

silver, by C.H. Küchler, in tin shell as issued — 48mm., near mint

£600 - 800



120



121

121

**FIFTEEN MEDALS COMMEMORATING BRITISH NAVAL VICTORIES**

Comprising: Medal commemorating the Battle of Cape Finisterre and Admiral Lord Anson's voyage by Pingo, silver, 43mm.; Medal commemorating the Battle of Ushant and Admiral Keppel, 1778, copper gilt, 40mm.; Medal commemorating the Battle of Camperdown and Admiral Duncan, 1797, white metal, 38mm.; Medal commemorating the defence of Acre and Sir William Sidney Smith, 1799, copper, 38mm.; Medal commemorating the landing in Holland and General Sir Ralph Abercromby, 1799, bronze, 40mm.; Medal commemorating Admiral Earl St Vincent and the Battle of Cape St Vincent, 1797, bronze, 38mm., and two other examples in white metal; Medal for Admiral Earl St Vincent's Testimony of Approbation, 1800, by Conrad Küchler, silver, 48mm.; Medal commemorating the capture of Egypt and General Sir Ralph Abercromby, 1801, white metal, 40mm; two Medals commemorating the Battle of Copenhagen, 1801, silver, 39mm.; Two Medals commemorating the Battle of Trafalgar and Vice Admiral Cuthbert Collingwood, 1805, bronze, each 38mm., and another example in white metal.

(15)

£800 - 1,200



122

122

**TOKEN BOX COMMEMORATING NAVAL VICTORIES**

A small circular, pierced gilt box containing five gilt tokens for Duncan, Nelson, St. Vincent, Exmouth, and Smith, each 29mm., circa 1816; and two additional similar tokens; and eight mixed smaller naval tokens

(16)

£300 - 500



123

123

**MATTHEW BOULTON'S MEDAL FOR TRAFALGAR, 1805**

bronze, by Küchler, obv. using the alternative bust of Nelson, 48mm., near mint; and another example in white metal, fair

(2)

£500 - 700



124

124

**A FINE 1:64 SCALE MODEL OF THE 74-GUNSHIP H.M.S BELLONA [1760]**

The planked and pinned 32in. hull, copper sheathed below the waterline with ebonised main wale, hinged gun ports with protruding guns, chainplates with deadeyes, finely carved relief swags on blue field between, metal anchors with wooden bound stocks, finely carved figurehead, quarterlights and stern galleries, plank decks with belaying rails with pins, stovepipe, belfry with brass bell, well deck with suite of three fitted boats over capstan with bars, gratings, double helm with turned spokes, saloon lights, bound cutaway masts and other details, mounted on light blue cradles to green cloth covered display base with legend within glazed wooden case — 21½ x 48 x 15¼in. (54.5 x 122 x 39cm.)

£3,000 - 5,000

*Bellona's* keel was laid at Chatham in May 1758 and she was launched on 19th February 1760. Continuously in action during the Napoleonic Wars, she was principally engaged in three major operations beginning with the capture of Trinidad in February 1797 when she formed part of Rear Admiral Harvey's squadron assisting the land-based campaign of General Sir Ralph Abercromby. On 18th June 1799, in company with several other ships of the fleet, *Bellona* helped capture a French squadron of five ships off Cape Sicie, near Toulon, and she was also one of Nelson's squadron at the bombardment and destruction of the Danish fleet at Copenhagen on 2nd April 1801. Despite being grounded due to an error by her master, *Bellona* was still able to make a significant contribution to the victory by virtue of her ability to bombard the shore defences and she drew much enemy fire as a result. Showing her age when she was unable to keep up with the fleet which participated in Sir Richard Strachan's action against the survivors of Trafalgar on 4th November 1805, she nevertheless took part in other sorties with Strachan's squadron and also assisted at the famous fireship attack on the French fleet lying in the Basque Roads on 11th April 1809. This was *Bellona's* last engagement and after a short period laid up, she was broken up at Chatham in September 1814.



124 (detail)



125

125

**NICHOLAS MATTHEW CONDY  
(BRITISH, 1816/18-1851)**

*H.M.S. 'Britannia' sailing off  
Plymouth and summoning a pilot*

Oil on panel

14 x 17 1/4 in (35.5 x 43.5cm.)

£2,000 - 3,000

126

**AN ADJUSTABLE  
CANDLESTICK MADE  
FROM THE WOOD OF  
H.M.S. BRITANNIA**

comprising a turned spindle with 5 location points, supporting brass candle arm with provenance labelled to circular foot — 18 1/2 in. (47cm.) high

£100 - 150



126

127

**AN HISTORICALLY INTERESTING STANDISH, CARVED FROM TIMBER  
RECOVERED FROM THE WRECK OF H.M.S. LUTINE**

the central inkwell with cover supported by three dolphins within circular dish with foliate border, the inkwell with white metal plaque engraved *THIS INKSTAND / is made of the / RUDDER of LUTINE Frigate wrecked off the island of Vlieland Octr. 9 1799 / The Rudder was recovered in 1859 / after being submerged 60 years, flanked by two carved sets of arms for the City of London — 7 x 10 1/2 in. (18 x 26.8cm.)*

£800 - 1,200

The *Lutine*, a prize taken in 1793, was a 5th rate of 32-guns. She was wrecked on a bank near Vlieland, Holland in 1799 with a vast fortune in gold aboard. Much of this was subsequently recovered over a period of years, along with artefacts including her famous bell, which hangs at Lloyd's of London and which used to be rung every time a ship insured by them foundered, a tradition that lapsed when a crack was discovered.



127

128

**A COMMEMORATIVE SILVER  
BELL FOR H.M.S LUTINE,  
CIRCA 1962**

model as a miniature scale copy with "nibbled rim" etc, and inscribed *Saint Jean 1779*, fixed clapper and suspension wire with London hallmarks for 1962 — 9 1/2 in. (24cm.) high

£150 - 250



128



129 (part)



129 (part)

129

**ADMIRAL JOHN BYNG'S PERSONAL MEDITERRANEAN JOURNAL, MARCH-OCTOBER 1748**

comprising 120 pages (60 sheets) of folded foolscap laid paper bearing a Govt watermark, kept between 1st March and 13th October 1748 in a small neat hand, ruled margins with crew names where mentioned and occasional appended marginalia notes, stitched within contemporary card wrapper inscribed *Journal of Jna Byng 1747-48* with trimmed portrait engraving applied to front inscribed in a later hand *Portrait of Hawke not Byng* (old staining and wear) — 7¾ x 6in. (20 x 15cm.); **together with** a transcript of *The TRIAL of the Honourable Admiral JOHN BYNG at a Court Martial, Dublin 1757*, full calf binding; a contemporary unbound copy of Byng's defense viz: *A LETTER to a Member of Parliament... Relative to the CASE of ADMIRAL BYNG, London 1756*; a framed 6½ x 4in. engraved frontispiece portrait of Byng with a companion example of Admiral Hervey; Pope, D: *At 12 Mr Byng was Shot*, Weidenfeld & Nicolson, 1962; *Tunstall, B: Admiral Byng*, Philip Allan & Co. Ltd, 1928; and a typed transcript of the journal

(8)

£8,000 - 12,000

**Provenance:** Bloomsbury Auctions, 6th December, 2007, lot 266 where entered as 'The Property of a Lady'.

This interesting journal, written during the final negotiations of the failed Treaty of Aix-la-Chapelle and some six years before his fate was infamously sealed by his Actions off Minorca, is nearly complete save a few spare pages at the back. It includes daily weather reports, the conduct of the War, orders given and received, the political situation in the Mediterranean etc., and would have been used as the basis for his official log book. It includes a long first-hand account of a Franco-Spanish attack on Savona which he helped repulse: [15 March] *The information secured from deserters, were that the enemy were about 5 or 6000 men under the command of a Major General, Nephew to the Duke de Richelieu, that their intentions were to first burn ye Gallies and Vessels and there in ye Mole, to take and plunder the town, make themselves masters of the artillery which they knew had arrived in Savona but ye day before...* Two months later Byng records the Treaty of Aix-La-Chapelle. Some historians portray Byng as a Commander who lacked the experience of War to assert himself when under pressure and which led to his Court Martial and execution in 1758, however, this journal challenges that perception and Byng appears to command logically and forcibly when given the right men and equipment to do so.

His infamous fate was to be Court Marshalled and shot - by his own signal - kneeling upon the quarterdeck of his flagship *Monarch*, an event that still provokes discussion and contempt for an Administration which made him a scapegoat for their own political ends. Famously Voltaire included the incident in his best-selling satirical novel *Candide* where in chapter 23 he wrote about Britain's loss of Minorca:

'And why kill this Admiral?'

'Because he didn't kill enough people,' *Candide* was told. 'He gave battle to a French Admiral, and it has been found that he wasn't close enough.'

'But,' said *Candide*, 'the French Admiral was just as far away from the English Admiral as he was from him!'

'Unquestionably,' came the reply. 'But in this country, it is considered a good thing to kill an Admiral from time to time, *pour encourager les autres!*'







132

132

**BOWLES'S UNIVERSAL DISPLAY OF THE NAVAL FLAGS OF ALL NATIONS IN THE WORLD, CIRCA 1801**

Bowles & Carver (publisher), London, *undated* (but post-1801), containing 20 double-page plates detailing 218 hand-coloured flags, contemporary quarter-calf and marbled boards, red label on spine, and the hand-colouring carefully executed £300 - 500

The earliest known edition to us of this handy guide to the world's maritime flags is dated 1783 and it would appear that new editions were published to reflect the introduction of new flags, in this example the altered Union flag following the Act of Union (with Ireland) in 1801. All editions are rare and the last example in commerce realised £1,000 (Forum Auctions, 10 November 2022, lot 158).

133

**AFTER LEMUEL FRANCIS ABBOTT (BRITISH, 1760-1803), 19<sup>TH</sup> CENTURY**

*Portrait of Lord Nelson*

Oil on copper sheet  
4 x 3in. (10 x 7.5cm.)

£100 - 150



133



134



135

134

**A 1:48 STATIC DISPLAY MODEL FOR AN ARMED PINNACE OF CIRCA 1803**

modelled in pearwood, redwood and oak, the 9in. planked and framed hull with crossboards, thwarts and oars, brass gun mounted on stepped wooden carriage with slider in bow, rudder attached with brass pintles and keel, bound mast and lateen yard, mounted on brass pedestals in glazed wooden case — 14 x 18½ x 7½in. (35.5 x 47 x 19cm.)

£500 - 700

135

**ENGLISH SCHOOL (19TH CENTURY)**

*Nelson wounded at Santa Cruz de Tenerife, 22nd July 1797*

Oil on copper

6 x 5in. (15 x 13cm.)

£100 - 150

This incident, during which Nelson lost his right arm, is most commonly associated with the famous painting by Richard Westall hanging at Greenwich, the origin of the graphic included here has yet to be identified.

136

**EARLY 19TH CENTURY ENGRAVING OF LONDON NELSON AFTER SIR WILLIAM BEACHEY**

engraved by Richard Earlom 1805, hand-coloured and contained in gold cartouche mount, engraving — 5 x 4in. (13 x 10cm.)

£200 - 300

137 Ø

**PORTRAIT MINIATURE OF ADMIRAL LORD NELSON, ENGLISH SCHOOL, 19TH CENTURY**

a portrait miniature of Admiral Lord Nelson in uniform and wearing breast stars of the Orders of the Bath (with correct red sash), the Neapolitan Ferdinand & Merit, and the Turkish Crescent, half-length facing left, with detailed view of H.M.S. *Victory* beyond, watercolour on ivory, in contemporary gilt metal and velvet-backed frame — 2¾ x 2¼in. (7 x 6cm.) IDN: A27QSE34

£400 - 600

**Provenance:** Bonham's Trafalgar Bi-Centenary sale, 5th July 2005, lot 275.



136



137



138

138  
**A PEWTER BOX COMMEMORATING ADMIRAL LORD NELSON, CIRCA 1905**

a square pewter box, the planished lid with scalloped edges and inset with an oval Berlin enamel plaque of Admiral Lord Nelson, after the famous 1799 portrait by Lemuel Abbott, unmarked [but very reminiscent of the Tudric Ware marketed by Liberty's of London in the early 20<sup>th</sup> century], an unusual souvenir — 5in. (12.5cm.) square, 2¾in. (7cm.) deep £300 - 500

139  
**AFTER PHILIP JAMES DE LOUTHERBOURG (FRENCH, BRITISH, 1740-1812)**

*The Battle of the Nile*  
 Engraving, published December 1802  
 pl. 23 x 30½in. (58.5 x 77.5cm.)  
 £100 - 150

140  
**RARE GEORGE III HORN BEAKER COMMEMORATING THE BATTLE OF THE NILE BY NATHANIEL SPILMAN OF YARMOUTH, DATED 1814**

titled *LORD NELSONS GLORIOUS VICTORY AT THE NILE AUGt 1st 1798*, engraved in full, heightened in ink, and titled with each of the British and French ships at the action, signed *N.SPILMAN SCULPT YARM* and further inscribed with owners names: *T & R PARROTT 1814* — 4½ x 3¼in. (11.5 x 8cm.)  
 £1,000 - 1,500

A similar beaker by Nathaniel Spilman depicting the Battle of Trafalgar is in the collection of the National Maritime Museum, Greenwich, no. OBJ0435; and another representing the Battle of Camperdown was sold by Woolley & Wallis in their *Furniture, Works of Art and Clocks* sale, 11 August 2020, lot 472.



139



140



141

141

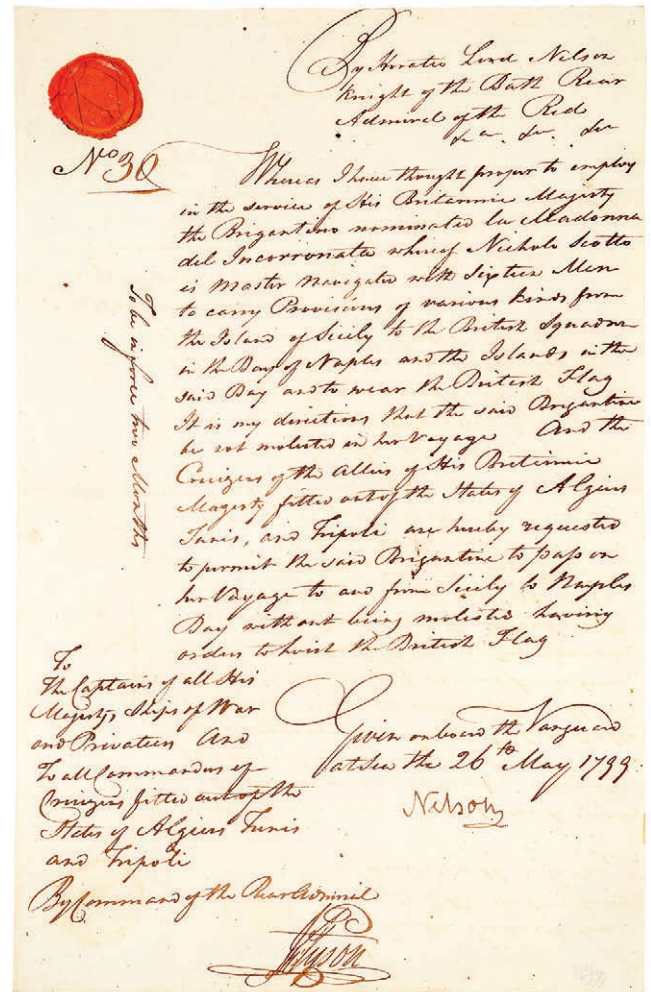
**THOMAS ROWLANDSON (BRITISH, 1756-1827)**

Sketch study *After the Glorious Battle of [the] Nile*  
Signed 'Rowlandson' (lower left) and inscribed with title

Ink on laid paper  
10½ x 8in. (27 x 20.5cm.)

£800 - 1,200

The published 12 x 16in. engraving (see RMG Object ID PAG8537) carries the full title *ADMIRAL NELSON recreating with his Brave Tars After the GLORIOUS BATTLE of the NILE*. Rowlandson engraved the plate himself and introduced some corrections such as the grotesque close to Nelson on the left being replaced by a mast, giving the subject (whom Rowlandson doesn't caricature, but turns into an even more romanticised hero) more space to be admired. The engraving was rushed to publication on October 20th 1798 for Ackermans, only ten weeks or so after the action.



142

142

**AN AUTOGRAPH VICTUALLING ORDER FROM NELSON, 1799**

in the secretarial hand of John Tyson aboard the Vanguard whilst in the Bay of Naples, 26th May, 1799 granting the Master of the local vessel *La Madonna del Incoronata* freedom to supply the British squadron and fly the red ensign with duplicate orders to the rest of the squadron not to 'molest' her, signed *Nelson* and sealed with a good impression of Sir William Hamilton's seal -- 13¼ x 8¼in. (33.5 x 21cm.)

£2,500 - 3,500



143



144

143

**EARLY 19<sup>TH</sup> CENTURY FRENCH NAPOLEONIC BONE PRISONER OF WAR SHIP MODEL**

11in. planked and pinned hull with carved figurehead stern and quarterlights, backed with gilt tracing, oxidised brass guns with red painted port lids, chainplates with deadeyes, brass anchors with bone stops, planked deck with simple fittings including belaying rail, stove pipe, belfry, carved and fitted bone boats, over well deck, gratings, companionways, bound masts, yards with st'uns'l, standing and running rigging with bone blocks, mounted on wooden cradle stands within wood trim case — 17½ x 22 x 8½in. (44.5 x 56 x 21.5cm.)

£4,000 - 6,000

**Provenance:** Parker Gallery London

144

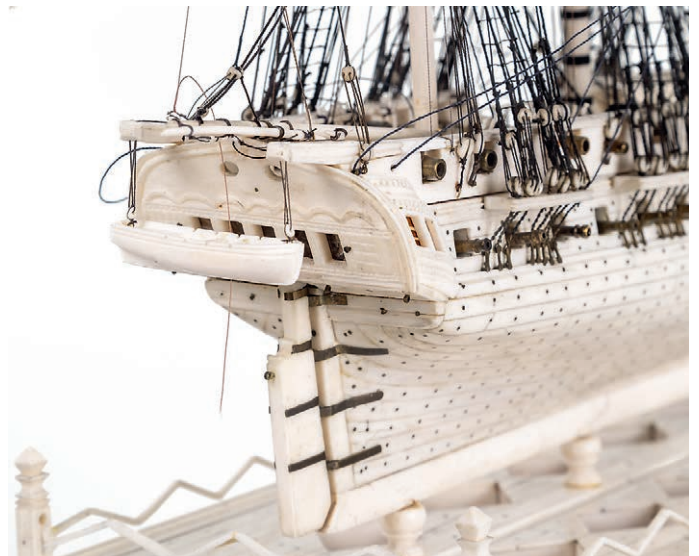
**EARLY 19<sup>TH</sup> CENTURY FRENCH NAPOLEONIC BONE PRISONER-OF-WAR SHIP MODEL**

10in. planked and pinned hull with carved figurehead stern and quarterlights, backed with gilt foil, cast brass guns, chainplates with deadeyes, planked deck with simple fittings including belaying rail, belfry carved and fitted bone boats, bound masts, yards with st'uns'l, standing and running rigging with bone blocks, mounted on bone base with geometric cavities and zig-zag bone railings contained in glazed wood bound case — 17½ x 22½ x 8½in. (44.5 x 57 x 21.5cm.)

£4,000 - 6,000



143 (detail)



144 (detail)



145

**145  
AN UMBRELLA STAND MADE FROM *FOUDROYANT* OAK BY GOODALL, LAMB & HEIGHWAY, MANCHESTER, CIRCA 1898**

of elegant Art Nouveau design, tapering square-shape with metal drip tray and large copper plaques inscribed *FOUDROYANT* / 1798 / 1897 — 31in. (78.7cm) high

£400 - 600

This umbrella stand is listed in Goodall's catalogue as item No. 14C described as *Foudroyant' Oak Umbrella Stand, with copper band, lettered.* and priced at £4.4s.0d.



146

**146  
A CORNER CUPBOARD MADE FROM *FOUDROYANT* OAK, CIRCA 1898**

lead glazed door with maker's copper plate for 'Goodall, Lamb & Heighway', break arch pediment and shaped skirt with single shelf within — 34 x 24in. (86.5 x 61cm.)

£400 - 600



148

147

149

**149  
PAGE TURNER MADE OF TREEN RECOVERED FORM H.M.S. *VICTORY* AND PRESENTED TO BURNHAM THORPE IN 1881**

the plain, slightly tapering section, engraved silver presentation plate from the Lords of the Admiralty — 17.5in. (44cm.) long, contained in associated plush lined wooden case; **together with** dummy prayer books made of treen recovered from the H.M.S *Royal George* and H.M.S *Eurydice*.

(3)

£100 - 150

**147  
A STATIONERY CABINET MADE FROM '*VICTORY*' WOOD, CIRCA 1900**

the hinge doors carved with fouled anchors, naval crowns and banners inscribed *Trafalgar* and *Nile*, fitted internal compartment for stationary, pen tray, ink wells etc, lower drawer with brass label inscribed *Made from Wood taken out of H.M.S. 'Victory' 1900* — 10½ x 14½ x 10½in. (26.5 x 37 x 26.5cm.)

£300 - 500

**148  
A PEN BOX MADE FROM TIMBER RECOVERED FROM H.M.S. *FOUDROYANT***

carved in the round and inscribed *OAK FROM FOUROYANT' LORD NELSON 1798 1897* — 12in. (30.5cm.) wide

£200 - 300

**150  
AN 18<sup>TH</sup> CENTURY CARVED GILT WOOD LION MASK**

square-shaped and deeply carved as a snarling lion, probably for decorating the cathead on an 18th-century warship, gilded with traces of red paint — 5½in. (14cm.) wide

£400 - 600



150



151



151 (detail)



151 (part)

151 Ø

**CAPTAIN HARDY'S HOT PUNCH JUG, CIRCA 1805**

marked for Robert Garrard, London, 1804 and designed as a coopered barrel with hinged cover and ivory acorn finial, silver handle with ivory insulators, the front engraved with the initials *T.H.* within a garter further inscribed *THE GIFT OF SIR M.M. SYKES BART. 1805* — 8in. (20cm.) high; 990 grams/31 oz.tr.; **together with** a rectangular painted wooden cellar label for Hardy's rum inscribed *RUM Sr. T. Hardy* — 4½in. (11 cm.) long, IDN: 5SK5XJDB

(2)

£1,800 - 2,200

**Sir Mark Masterman Sykes, 3rd Baronet (1771–1823)**, was a politician and celebrated book collector. His wife Henrietta Masterman was an heiress and kinswoman of Captain Hardy's mother Nanny Masterman. Both Sir Mark Sykes and Captain Hardy incorporated the Masterman name into their own. This jug, designed for serving hot grog or rum punch, may have been a gift in recognition of Captain Hardy's exploits at the Battle of Trafalgar.

152 δ

**ROBERT TAYLOR (BRITISH, 1946-2024)**

*Onboard H.M.S. 'Victory' at the Battle of Trafalgar*

Signed and dated 'Robert Taylor 71' (lower right)

Oil on canvas

32 x 67in. (81 x 170cm.)

£200 - 400



152



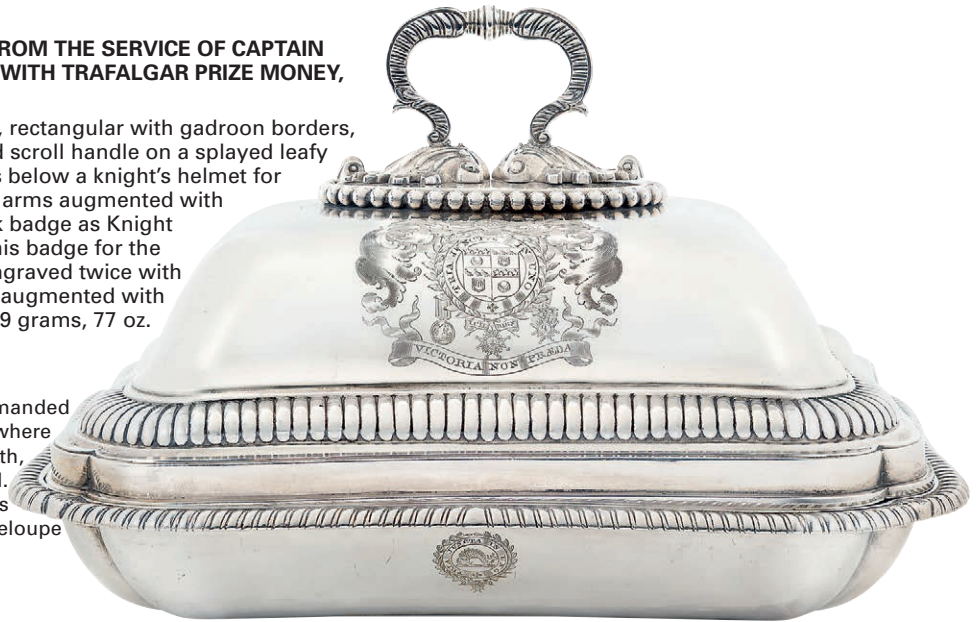
153

**A SEAGOING ENTRÉE DISH AND COVER FROM THE SERVICE OF CAPTAIN PHILIP DURHAM, PROBABLY PURCHASED WITH TRAFALGAR PRIZE MONEY, CIRCA 1807**

marked for Richard Crossley, London, 1807, rectangular with gadroon borders, the domed cover with incurved corners and scroll handle on a splayed leafy calyx, engraved twice with the coat of arms below a knight's helmet for Admiral Sir Philip Durham (1763-1845), the arms augmented with his Naval Gold Medal for Trafalgar, his neck badge as Knight Commander of the Order of the Bath, and his badge for the Military Merit of France, the base further engraved twice with Durham's crest of a dolphin, each similarly augmented with his K.C.B. badge — 11in. (28 cm.) wide; 2419 grams, 77 oz. tr.

£2,500 - 3,500

**Captain Philip Durham (1763-1845)** commanded H.M.S. *Defiance* (74) at the Battle of Trafalgar, where he was wounded, and, as Knight of the Bath, carried a chivalric banner at Nelson's funeral. His badge for the Military Merit of France was awarded for Durham's role in reducing Guadeloupe for King Louis XVIII in 1815.



153



154

154

**A COMMEMORATIVE PLATE FOR LORD NELSON BY CHAMBERLAINS OF WORCESTER CONNECTED TO THE ABERGAVENNY SERVICE, CIRCA 1814**

with Greek key pattern rim, broad foliate and gilt border with orange field and central cartouche comprising a fouled anchor inscribed with *Victory* and naval crown surrounded by gilt frame inscribed *Aboukir Copenhagen Trafalgar* — 9½in. (24.5cm.) diameter

£300 - 500

This plate bears a close similarity with a small quantity from the Abergavenny Dinner Service of 1814 offered by Bonhams, Knightsbridge, *British & European Ceramics and Glass*, 3 November 2016, lot 261.

155

**A LARGE NELSON COMMEMORATIVE STERLING SILVER CAKE SLICE**

with shield-shaped bowl and handle modelled as a standing figure of Admiral Lord Nelson upon a column plinth, marked 'BM' for Berthold Müller and import marks for London, 1897 — 10¼in. (26cm.)

£300 - 500

An identical example was sold in these rooms, 27th April, 2021, lot 230.



155

156

156

**SILVER SPOONS COMMEMORATING ADMIRAL LORD NELSON, CIRCA 1905**

first a dessert spoon, the handle modelled as Nelson's Column, by John Millward Banks of Birmingham, marked for Chester, 1905; **together with** two teaspoons with Nelson's bust terminals and decorated bowls, marked for Birmingham, 1903 & Sheffield, 1911; another teaspoon modelled as Nelson's Column, with decorated bowl, marked for Birmingham, 1905; and a pair of sugar nips, both arms modelled as Nelson's Column, marked for Chester, 1905 (5)

£150 - 250



157

157  
**AN EARLY 19<sup>TH</sup> CENTURY GOLD AND ENAMEL NELSON MEMORIAL RING, 1806**

commemorating the death of Admiral Lord Nelson at Trafalgar, the enamel rectangular bezel decorated with the gothic letters *N* and *B*, surmounted by a viscount's and a ducal coronet, inside bezel engraved *Lost to his Country 21 Oct. 1805*, outside shank engraved with Nelson's motto: *PALMAM QUI MERUIT FERAT*  
 £3,000 - 5,000

According to a hand written list in the British Library, by Sarah, Countess Nelson, the wife of Nelson's brother and executor William, first Earl Nelson (1757-1835), fifty-eight such rings were distributed ahead of Nelson's funeral in January 1806 to friends and family. The small size of this example suggests a female recipient.

158  
**AN EARLY 19<sup>TH</sup> CENTURY 'NELSON MEMORIAL' BROOCH, CIRCA 1805**

the right-facing profile of Nelson in black sulphide upon white opalescent glass, after the image by Tassie, the central oval mounted within a gold-mounted finely-woven twine border resembling rope, with brooch fittings for wearing and contained in its original green leather case — 1½in. (4cm.) high  
 £300 - 500

**Provenance:** Sold in these rooms, 12th May 2015, lot 88.

159  
**MINIATURE NELSON BROOCH, CIRCA 1805**

a miniature silver sulphide cameo brooch of Admiral Lord Nelson, bust facing left, in gold mount with brooch pin, in an old (original?) fitted case — ¾ x ½in. (2 x 1.5cm.)  
 £400 - 600

**Provenance:** Bonham's: *Trafalgar Bi-Centenary Sale*, 5th July 2005, lot 243.



160

160  
**A LOCK OF NELSON'S HAIR WITH AN IMPECCABLE PROVENANCE, 1844**

a lock of Nelson's hair displayed within a velvet-backed oval glazed frame, probably gold, with loop for wearing, the pendant mounted in a plush-lined custom-made red leather case — 4¾ x 3¾in. (12 x 9.5cm.), the plush lettered in gold "From Mrs. H.N. Ward, 1844", very good condition and very attractively presented, pendant — 2½in. (6.5cm.) high  
 £2,000 - 3,000

**Provenance:** Christie's: *Trafalgar Bi-Centenary Sale*, 19th October 2005, lot 262.

Mrs. Horatia Nelson Ward was Nelson's illegitimate daughter by Emma Hamilton and born on 29th January, 1801. Christened Horatia Nelson Thompson to protect her identity, despite it being an open secret, her childhood was traumatic following her father's death in 1805 and her mother's descent into penury. After Emma's death in 1815 in Calais, where she had gone to escape her creditors and probably the debtors' prison, Horatia was initially taken care of by George Matcham and his wife Catherine (Nelson's favourite sister) but later became housekeeper to Nelson's brother-in-law Thomas Boulton after his wife Susanna (another of Nelson's sisters) had died. Horatia married the Reverend Philip Ward in 1822, produced ten children - from whom all Nelson's current descendants can be traced - and died aged 80 on 6th March, 1881.

161  
**A VICTORY OAK SNUFF BOX, EARLY 19<sup>TH</sup> CENTURY**

the circular oak box with a silver plate engraved *H.M.S. 'Victory' 21st October 1805* affixed to lid — 3¾in. (9.5cm.)  
 £100 - 150

162  
**A CIRCULAR TORTOISESHELL SNUFF BOX COMMEMORATING ADMIRAL LORD NELSON, CIRCA 1805**

the lid set with an apparently gold cliché of the obverse of Matthew Boulton's iconic Trafalgar Medal, glazed with a gold rim — 3in. (7.5cm.)  
 £400 - 600



161



158



159



162

163



164



165



166



167

163

**A BILSTONWARE 'NELSON' ENAMEL SNUFFBOX, CIRCA 1800**

the lid decorated with a 'Horn of Plenty' within palm fronds and the legend *NELSON & Victory with Peace & PLENTY* below, hinged to a blue box — 2¼in. (5.9cm.)

£300 - 500

164

**A BILSTONWARE ENAMEL PATCHBOX CELEBRATING THE PEACE OF AMIENS, CIRCA 1802**

the lid with two allegories of *Fame* and *Plenty* below *Fame Proclaiming her Heroes Peace with Plenty*, and *Fame* holding a swag inscribed *Duncan; Jervis; Abercromby; Nelson & Howe*, the lid with internal mirror and hinged to a pink body — 2in. (5cm.) wide

£200 - 250

**Provenance:** Bonham's: *Trafalgar Bi-Centenary Sale*, 5th July 2005, lot 82.

165

**A RARE BILSTONWARE 'NELSON' PATCHBOX, CIRCA 1800**

the lid decorated with a half-length sepia portrait of Nelson below a banner reading *Nelson & Victory*, and ships of the fleet behind, with integral mirror and hinged to a blue box — 2in. (5cm.)

£400 - 600

166

**A BILSTONWARE 'DEATH OF NELSON' ENAMEL PATCHBOX, CIRCA 1805**

the lid decorated with a seated Britannia weeping alongside a headstone reading *Sacred to Nelson* with H.M.S. *Victory* offshore, with internal mirror and hinged to a blue box — 1¾in. (4.5cm.)

£300 - 500

167

**A BILSTONWARE 'POST-TRAFALGAR' ENAMEL PATCHBOX, CIRCA 1805**

the lid decorated with an anchor modelled as a memorial cross and draped with a swag reading *England expects....etc.*, with internal mirror and hinged to a green box - 1¾in. (4.5cm.)

£300 - 350

168

**A SET OF NELSON COMMEMORATIVE DRAWER HANDLES, CIRCA 1810**

comprising 8 repoussé work handle backs with profile of Nelson and H.M.S *Victory* inscribed *Trafalgar* within Greek key border, now mounted on Georgian drawer panel with key hole — 6 x 44in. (15 x 112cm.)

£150 - 250



168



169

169

**A RARE EARLY 19<sup>TH</sup> CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE SPINNING JENNY IN A BOTTLE, CIRCA 1810**

comprising two 'Jenny's' flanking a spinning wheel with yarn within bone framework, operated by a carved wood stopper — 9½in. (24cm.) high

£400 - 600

170

**A SECTION OF 18<sup>TH</sup> CENTURY BLACK OAK DECKING FROM H.M.S. VICTORY**

stamped on the underside 46 / 22, with galvanised plate punched *SAVE THE VICTORY / OAK DECKING FROM THE ORIGINAL / BUILD OF 1765 / HMS VICTORY TRAFALGAR 1805 (old cut marks and abrasions overall)* — 9.5in. (24cm.) square

£200



170

171

**A FINE GOLD-MOUNTED TABLE SNUFF BOX MADE OF TREEN FROM THE 1819 AND 1824 NORTHWEST PASSAGE EXPLORATION VESSEL H.M.S. GRIPER**

dedicated as a 'freedom box' for the City of Chichester, the lid cast with the city arms, presentation inscription and vellum certificate inside to James Thompson dated 1828-9, the underside with inset gold ring inscribed *This Box was made from a portion of the deck of HMS Griper CAPT. G.F. LYON — 3½in. (9cm.) diameter; together with* an engraving of Captain Sir Roger Curtis saving Spanish sailors at Gibraltar, 13th of September, 1782, from Raymond's *History of England*, PL. — 10½ x 6½in (27 x 16.5cm.) framed and glazed

(2)

£2,000 - 3,000

The Arctic Expedition of 1819-20 was only the second such voyage to be officially sponsored by the British government and was yet another attempt to find the supposed North West Passage. *Hecla* (Lieutenant William Parry) and *Griper* (Lieutenant Matthew Liddon) left England in May 1819 and, by September, had reached Melville Sound where they found the way forward blocked by ice. Wintering off Melville Island, the two vessels were finally able to get free of the ice the following June even though, by August 1820, it was clear that no further progress could be made due to yet more ice in the McClure Strait. Thus, the expedition turned for home and made landfall at Peterhead on 30th October.



171



171 (detail)

172

**THOMAS LUNY (BRITISH, 1759-1837)**

*A Squadron of the Red shortening sail off Beachy Head*

Signed and dated 'Luny 1822' (lower left)

Oil on canvas

12¾ x 16¾in. (32.5 x 42.5cm.)

£1,500 - 2,500



172



173

173

**A COPY LETTER BOOK FROM H.M.S. *BANN* AND H.M.S. *ONTARIO*, 1820-1821**

copy letter book of both these ships under the command of Commander (later Captain) Jodrell Leigh, in various parts of the Caribbean, 22 March 1820-20 November 1821, 58 & 7 leaves, contemporary sheep-backed wrappers, 12½ x 8in. (320 x 200mm), including a letter from Vera Cruz, 3 May, 1820, to Don José Davila apologizing and explaining the delay in refitting the *Bann*, a letter of 4 May, 1820, on the same subject to Don José Davila, a letter to the Commander in Chief of the Ships and Vessels at Havana requesting the release of prisoners and several letters to Rear Admiral Sir Home Popham, "a controversial figure, as well known for his invention of the 'naval telescope' used at the Battle of Trafalgar as for his unauthorized attack on Buenos Aires' and several to Thomas Huskisson, Commander and Senior Officer at Jamaica.

£200 - 300

H.M.S. *Bann* was commissioned January 1815, paid off June 1820 and recommissioned under Commander Jodrell Leigh, paid off June 1825 and sold to H. Cropman for £1,050. H.M.S. *Ontario* was commissioned July 1818, paid off December 1821 and re-rigged as ship 1825 and sold to Mr Stone for £760.



174

174

**ATTRIBUTED TO GEORGE RICHMOND (BRITISH, 1809-1896)**

*Portrait of a Naval Cadet, circa 1835*

Watercolour heightened with white

14¾ x 10¼in. (36.5 x 26cm.)

£500 - 700



175

175  
**MALTESE SCHOOL, (CIRCA 1800)**

Possible print design: *View of the Grand Port of Malta with location key below ('Veduta del Gran Porto di Malta')*

Pen, ink and gouache

19 x 27½in. (48 x 70cm.); **together with** a lithograph of H.M.S. *Alfred* coming out of Malta Harbour, circa 1833

(2)

£400 - 600

176 

**CIRCLE OF ROBERT DIGHTON (BRITISH, 1752-1814)**

*Portrait of the Duke of Wellington*

Watercolour; **together with** an autographed fragment of a letter

15 x 9¼in. (38 x 23.5cm.); overall 24 x 14¾in. (61 x 37.5cm.)

£400 - 600

**Provenance:** The Honourable Company of Master Mariners; Presented by Rt. Hon. Lord Winster in 1949.



176

177

**A COPY LETTER BOOK FROM H.M.S. DUKE OF WELLINGTON, 1886-88**

addressed Portsmouth, 16 February 1886 - 8 April 1888, in a contemporary hand, contemporary roan-backed marbled boards, worn, small folio, dealing with such subjects as 'Prevention of Contagious Diseases', 'Imprisonment and Punishment of Leave Breaking' and 'Rum Ration-proposed substitution of Beer' — 12½ x 8in. (32 x 20.5cm.)

£150 - 250

The *Duke of Wellington* was launched in 1852 with the original name of H.M.S. *Windsor Castle* and for a while, on paper at least, was the most powerful warship in the world and the largest yet built for the Royal Navy. She first saw service in the Baltic during the Crimean War, but owing to engine faults, saw no service in that campaign. She ended up as the flagship of the Port Admiral at Portsmouth from 1869 to 1891 and was broken up in 1904.



178

178

**THOMAS SEWELL ROBINS (BRITISH, 1814-1880)**

*Portsmouth Harbour*

Signed 'T. S. Robins' (lower left)

Watercolour heightened with scratching out  
 11½ x 19½in. (29 x 49.5cm.)

£800 - 1,200



179

179

**A FINE DOLLOND TELESCOPE PRESENTED BY KING GEORGE IV TO CMDR. SIR CHARLES PAGET WHEN HE ASSUMED COMMAND OF THE ROYAL YACHT ROYAL GEORGE, 1821**

with 2in. achromatic objective lens assembly, silver plated fittings and interchangeable draw tubes signed *Dollond London*, each further engraved *Commodore the Honble. Sir Charles Paget K.C.H. from his esteemed & beloved Sovereign George 4th, On Board the Royal George Yacht, Cowes Roads, Aug. 4th, 1821*, contained within a fitted mahogany box of issue — 40¼in. (102cm.) diameter

£1,500 - 2,000

**Sir Charles Paget (1778-1839)** was in command of the Royal Yacht *Royal George* between 1817-1819 in attendance on the Prince Regent and was made a KCH on 19th October 1819. He continued his rise through the ranks until 10th January 1837 when he was made Vice Admiral, commanding the North America and West Indies station until his death from yellow fever at St Thomas, Jamaica, on 27th January 1839.

180

**HISTORICAL DIVING INTEREST: THE PRIVY COUNCIL REPORT INTO THE RECOVERY OF BULLION FROM H.M.S. THETIS, LOST 1830**

Captain Thomas Dickinson R.N. v. Robert Dewar, Rear Admiral Sir Thomas Baker and William Townsend [1832], 183 pages, loosely bound and containing letters, accounts, personnel lists, log entries, testimonies with descriptions of the diving operations and air pumps etc — 17 x 11in. (43 x 28cm.)

£150 - 250

When H.M.S. *Thetis* was wrecked off Brazil in 1829 carrying a fortune in gold and silver, the Admiralty dispatched **Capt. Thomas Dickinson (1786-1854)** to attempt salvage. He designed and built new equipment and spent over a year in H.M.S. *Lightning* managing to raise about three-quarters of the bullion (£160,000 - now over £15m) but then fell out with his Commanding Officer in Rio de Janeiro. There's little doubt Dickinson's diving bell and launch secured the success of the operation, but it took the long legal battle represented in this lot before he was finally awarded compensation. The models for his diving bell and launch can be viewed at RMG.



181



179 (detail)

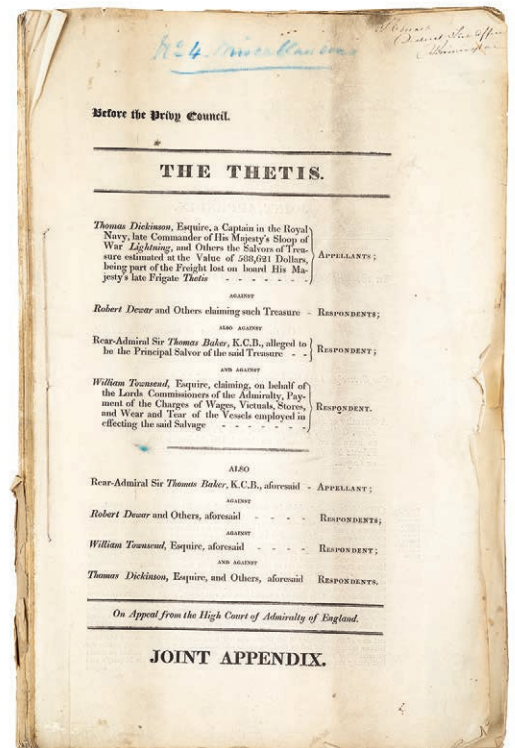
181

**A 19TH CENTURY SAILOR'S WOOLWORK PICTURE AND FRAME**

depicting the Royal Arms with raised silkwork lion and unicorn supporters, flanking embroidered arms outlined with beads and contained within a folk art cork frame, overall — 22½ x 26in. (57 x 66cm.)

£150 - 250

182-185



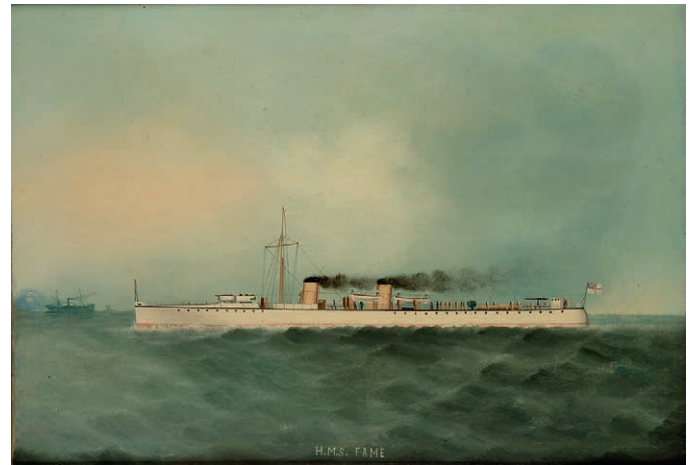
180



# Naval Steam

202(detail)





186

186

**CHINESE SCHOOL, (CIRCA 1898)**

*A fair and foul pair of pictures for H.M. Torpedo boat destroyer, 'Fame', circa 1898*

Inscribed with titles (lower middle)

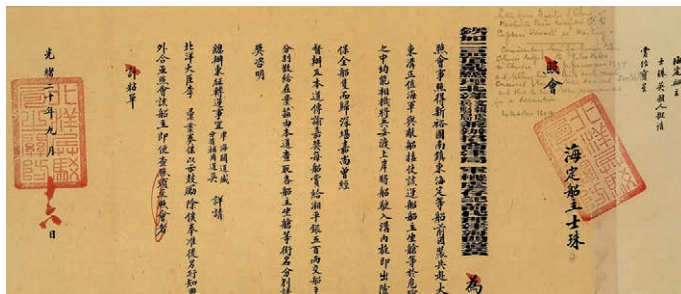
Oil on canvas

12 x 17½in. (30.5 x 44.5cm.)

(2, a pair)

£400 - 600

One of the '30-knotters' built by John I. Thornycroft at Chiswick in 1896, *Fame* was on the China Station from 1897 for the rest of her career, and was broken up in Hong Kong in 1921.



187 (part)

187

**THE DIPLOMA OF THE DOUBLE DRAGON: AN IMPERIAL CHINESE LETTER AND CERTIFICATE CONFERRED ON CAPT. J.W.Y. STEWART, MASTER OF THE S.S. HAILONG FOR TRANSFERRING TROOPS TO FIGHT IN THE FIRST SINO-JAPANESE WAR, 1894-1895**

comprising the diploma, 1st Grade of the 3rd Class, conferred 23rd December 1894 by the Emperor of China; and letter to the Director of the China Steamship Navigation Company in Mandarin from the Emperor commending Captain Stewart for taking troops to the Taping River to fight the Japanese in October 1894, with official stamps in red ink and associated wrappers, each framed and mounted within glazed framed with cartouche titles, the largest — 23 x 54in. (58.5 x 137cm.) inc. frame

(4)

£2,000 - 3,000

**Provenance:** The Honourable Company of Master Mariners; Presented by M. Mackay in 1998.

Japan, emboldened by a rapid programme of modernisation and industrialisation based on western lines, aggressively sought to exploit correctly perceived weaknesses of her vast neighbour, China. The main aim was to secure Korea, a country that could pose a threat if occupied by a major world power, such as Russia. The country was a Chinese tributary state at the time, but by the Treaty of Ganghwa, forced upon the Koreans in 1876, the Japanese gained influence within the country. The opportunity to take over the peninsula came in 1894 with the Donghak Rebellion, a peasant uprising. Both Japan and China sent troops to quell the disturbance and fighting soon broke out between the two sides. The Chinese had a large army and navy, but they proved no match for the well-trained and well-equipped Japanese forces. They overran Korea following their victory at the Battle of Pyongyang and then, invading Manchuria, overwhelmed the Chinese at the decisive Battle of Weihaiwei. Meanwhile, at sea the Chinese navy was virtually destroyed at the Battle of the Yalu River. In February 1895 the Chinese, completely outclassed, sued for peace.



188 (part)

188

**WILLIAM DAVISON, (BRITISH, 1808-1870)**

*The 'Warrior' Class ironclad H.M.S. 'Black Prince' underway*

Signed 'W. Davison' (lower right) and inscribed with title (lower left)

12¼ x 18¾ (31 x 47.5cm.); **together with** another watercolour by C.S. Inglis of *H.M.S 'Agincourt' steaming off the rock of Gibraltar*

(2)

£250 - 350

189

**CAST BRASS MODEL MUZZLE LOADING GUN, CIRCA 1860**

comprising three stage barrel mounted on slider to articulated deck section with brass wheels — 7in. (18cm.) wide

£250 - 350

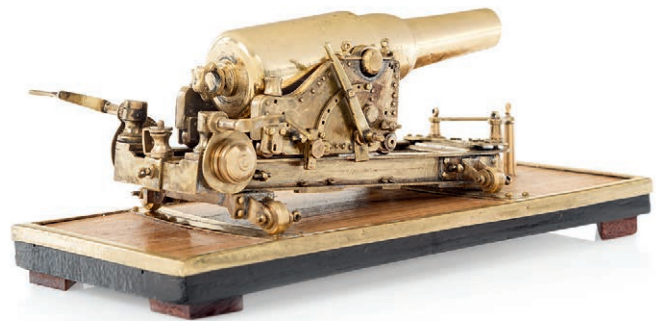
190

**A COPY LETTER BOOK FROM H.M. PADDLE SLOOP *GORGON*, CIRCA 1858**

48 leaves in a clear copperplate hand on blue paper kept between May 16 1856 – August 1 1857, contemporary half sheep, small folio — 12¾ x 7¾ins. (32.5 x 20cm.)

£150 - 250

Built in 1837 by Pembroke Dockyard, in 1840 *Gorgon* saw action with three other ships at the bombardment of Acre under the command of **Admiral Robert Stopford (1768-1847)**. In 1843 she arrived in the River Plate during the Uruguayan Civil War and in August 1856-June 1857 she was at Bodrum commissioned to transport the finds from Sir Charles Thomas Newton's excavation at the Mausoleum of Halicarnassus (Caria) to the British Museum. In 1858 she assisted in the laying of the first transatlantic telegraph cable. In 1863 she was despatched to Madagascar to keep the peace on the death of King Radana II and was eventually broken up on 17 October 1864.



189

191

**WILLIAM FREDRICK MITCHELL (1845-1914)**

*H.M. Sloop 'Dragon' towing H.M. Schooners 'Harrier' and 'Undine', Red Sea May 1882*

Signed 'W.F. Mitchell 1883 / 1369'

Watercolour heightened in white

6 x 9in. (15 x 23cm.); **together with** Irwin Bevan (British, 1852-1940) watercolour of *H.M.S. *Zealous* under sail*. 8½ x 12in. (21.5 x 30.5cm.)

(2)

£150 - 250

192

**FRENCH SCHOOL (LATE 19<sup>TH</sup> CENTURY)**

*Study of the French battleship 'Bouvet', circa 1898*

Coloured chalks

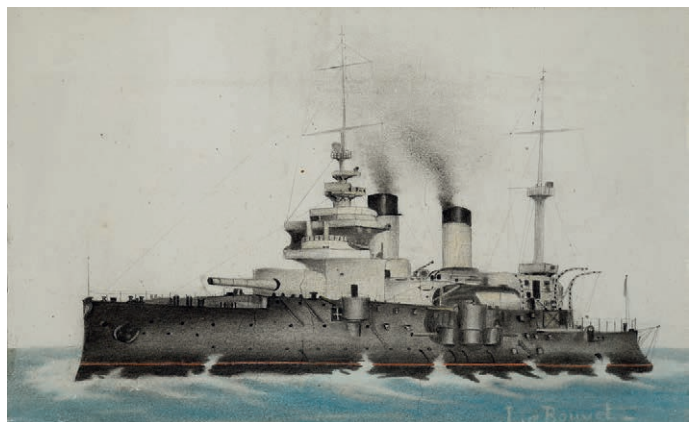
11½ x 18in. (29 x 46cm.)

£200 - 300

*Bouvet* was one of the many large but obsolete ships lost in the Dardanelles Campaign when she was mined on the 18th March 1915.



191 (part)



192



193

193

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

*The Channel Fleet on manoeuvres led by its flagship H.M.S. 'Revenge', circa 1896*

Signed 'Charles Dixon 96' (lower left under main vessel)

Watercolour heightened with white

11 x 28in. (28 x 71cm.)

£1,000 - 1,500

From left, the vessels depicted are *Charybdis* (2nd Class Cruiser); *Speedy* (Dispatch Vessel); *Revenge* (Flagship); *Royal Oak*, *Majestic* (Battleships); and *Gibraltar* (1st Class Cruiser).



194

194

**DEUTSCHLAND ZUR SEE [GERMANY ON THE SEA], CIRCA 1905**

*A brief overview of the development and the current status of the German Navy.....*, by Bernhard Teutsch-Lerchenfeld, plates only, comprising 31 superb colour mounted 8 x 13in. lithographed plates on larger black cartridge paper mounts, each with gilt-embossed titles, contained within original green buckram folder, titled and decorated with a gilt sword surmounted by a white battleship, the plates perfect but the folder would benefit from a little repair — 14 x 18in. (36 x 46cm.)

£300 - 400

Although lacking the small text volume, these plates give a wonderfully colourful view of the ships of the Imperial German Navy just prior to the Dreadnought age. A complete copy of this work was sold in these rooms, 24th November 2020, lot 197



195

195

**A CHINA SIDE PLATE RECOVERED FROM THE WRECK OF THE GERMAN BATTLE CRUISER 'MOLKE' SCUTTLED SCAPA FLOW 1912 AND RAISED 1927**

the rim with blue transfer device for the German crown, maker's marks for Franz Anton Mehlem behind — 9½in. (24cm.) diam.; **together with** mess plates for H.M. ships *Edgar* (1890); *Princess Royal* (1911); and *Vernon* (torpedo school circa 1951)

(4)

£150 - 250



196 (part)



196 (part)

196

**EDGAR J. MARCH: THE AUTHOR MANUSCRIPT DRAFTS FOR HIS SEMINAL BOOK *BRITISH DESTROYERS: A HISTORY OF DEVELOPMENT 1892-1953***

comprising five volumes, two with autographed press photographs of March at his desk the spines inscribed *1892-1915*; *1915-1937*; *1939-1944*; and *PLANS 1892-1944* filled overall with 737 photographs, 105 plans and descriptions for the various classes and progressions of destroyers, each — 13 x 20½in. (33 x 51cm.); **together with** two copies of 'British Warships' issued by the Illustrated London News, both annotated by March; and a large quantity (approx. 175) of mainly b/w research and reference photographs including some original press images from Yarrow SB and others.

(A lot)

£500 - 800

**Provenance:** David Moor (1927-2016) Naval Architect, presumed acquired from the author Edgar J. March (1897-1971) or his estate.



197

197

**A DETAILED BUILDER'S STYLE MODEL FOR H.M. TORPEDO BOAT *HAVOCK* [1893]**

with carved 32in. hull, finished in grey above the waterline with polished brass and painted fittings as appropriate, including main and secondary armament and turn table torpedo tubes, mounted on two brass columns within glazed wooden display case — 18½ x 40 x 9in. (47 x 102 x 23cm.)

£3,000 - 4,000



198

198  
**AN ELECTRIC POND MODEL FOR A TORPEDO BOAT OF CIRCA 1890, MODELLED CIRCA 1920**

58in. hull carved from the solid, and finished with ebonised topsides and yellow below the waterline, removable funnel section to battery compartment, turtle bow section with deckrails, two quick-firing gun nests, ventilators, comms mast, torpedo tube and friction rudder, loosely mounted on wooden cradle stand — 24in. (61cm.) high  
 £400 - 600

199  
**A PRIVATE CODING APPARATUS FOR USE IN THE CHANNEL FLEET, CIRCA 1907**

comprising two sets of punched alphabets held in location by retaining pins in green and red blocks inscribed *SENDING / RECEIVING*, the reverse with an explanatory note from Sir R Plunkett Ernle-Erle-Drax pasted behind, approximately — 10in. (25cm.) high; **together with** his office stamp and inepad

(3)  
 £150 - 250

**Provenance:** Sir R Plunkett Ernle-Erle-Drax (1880-1967)  
 Between 1st April, 1907 and 28th July 1908, **Lieutenant (later Admiral) Reginald Aylmer Ranfurly Plunkett-Erle-Erle-Drax (1880-1967)** served aboard H.M.S. *King Edward VII*, Channel Fleet flagship of Admiral Lord Charles Beresford. Amongst his additional duties, he was given responsibility for the nascent wireless telegraphy that had been installed, thus this code board, made of his own divining, must be amongst the earliest created and to have survived.



200



199

200  
**A MIDSHIPMAN'S JOURNAL FOR H.M. SHIPS *NELSON* & *DRAKE***

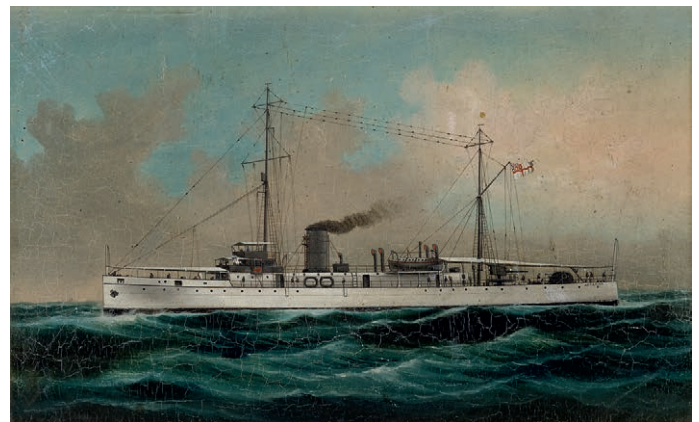
kept by W. St. G. Abbott between May 15th 1911 and October 1911 aboard *Nelson* and 7th December 1911-30th August 1913 aboard *Drake* in a neat hand and liberally tipped with watercolour and ink charts, technical drawings throughout; **together with** Abbott's service log and diary for H.M.S. *Marshal Ney* from commissioning on 31st August 1915 to February 1916 containing photographs, cuttings and other ephemera of his life as the ship's Lieutenant in a small ships company whilst on Dover Patrol and includes descriptions of his actions and visits ashore, accounts of an air raid and action off the Belgium coast including press clippings showing *Marshal Ney* under shell fire.

(2)  
 £150 - 250

201  
**CHINESE SCHOOL (EARLY 20<sup>TH</sup> CENTURY)**

*H.M. Minesweeper 'Marazion', circa 1920*

Oil on board  
 10 x 16in. (25.5 x 40.5cm.)  
 £200 - 300



201



202

**202**  
**QUANTITY OF GLASSWARE FROM THE ROYAL YACHT OSBORNE, CIRCA 1890**

comprising two water jugs, five spirit carafes, four assorted glasses and a punch cup, each incised with the cypher inscribed *Royal Yacht Osborne (old losses, repair and wear)*, jugs 11½in. (29cm.) high

(12)

£1,000 - 1,500

203

**TWO WATER GLASSES FROM THE ROYAL YACHT OSBORNE, CIRCA 1890**

each incised with the yacht cypher inscribed *Royal Yacht Osborne*, 5¾in. (14.8cm.) high; **together with** a china side plate, blue and gold pattern, with cypher inscribed *The Royal Yacht* with maker's marks for Copeland behind, 8¾in. (22cm.) diameter

(3)

£400 - 600

203 (part)



204

204

**AN HISTORICALLY INTERESTING DRY CARD BINNACLE COMPASS FROM THE ROYAL YACHT OSBORNE**

the 5½in. compass card signed *BORBIDGE • WHITEHAVEN*, sealing wax balancing over business card inscribed to *Mackenzie Borbidge* behind, mounted in a weighted brass bowl with gimbals and contained in temple-topped binnacle with glazed brass hood complete with two shades and removable lamp housing, the front stamped *CHISLETT. TOWER HILL LONDON.*, the right edge engraved *Her Majesty's Yacht Osborne*, hinged door to divided interior, side securing rings and brass feet drilled for deck securing — 19in. (48cm.) high

£1,500 - 2,500

The instrument maker Mackenzie Borbidge is probably the son of Charles Borbidge and who took over the business in 1834; Alfred Chislett traded from Tower Hill between 1834-55 suggesting this compass was possibly from the first R.Y. *Victoria & Albert* which was renamed *Osborne* in 1855 when the *Victoria & Albert II* was built. This first *Osborne* remained in service until 1867 when the bespoke *Osborne* was built and which remained in service until 1908.

205

**A DECORATIVE CAST BRASS GRILL FROM THE ROYAL YACHT VICTORIA AND ALBERT**

with central V&A cartouche, with intricate pierced dolphin devices within a deep set frame with each end drilled for two securing poles and stamped 3 and 26 — 4½ x 18½ x 2in. (11.5 x 47 x 5cm.)

£600 - 800



205



206

206 5

**ROBERT TAYLOR (BRITISH, 1946-2024)**

*Discovery off the ice pack*

Signed and dated 'Robert Taylor 76' (lower left)

Oil on canvas

35 x 68½ in. (89 x 174cm.)

£400 - 600

207

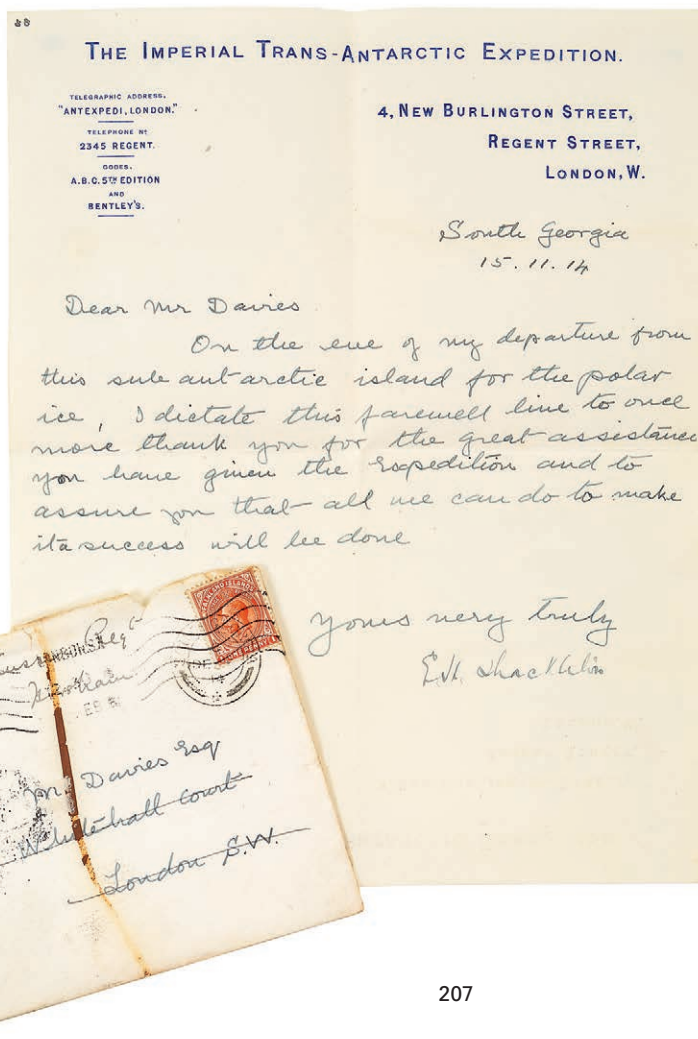
**IMPERIAL TRANS-ANTARCTIC EXPEDITION: A LETTER FROM ERNEST SHACKLETON TO A SUPPORTER, WRITTEN FROM SOUTH GEORGIA ON THE EVE OF HIS FINAL DEPARTURE**

written in a secretarial hand over a single side of expedition stationery watermarked 'Air Dried Legal Vellum', counter addressed and dated *South Georgia / 15.11.14* he continues *...On the eve of my departure from this sub antarctic island for the polar ice, I dictate this farewell line to once more thank you for the great assistance you have given the Expedition...* signed in his own hand *Est Shackleton*, folded twice and contained in original envelope with Falkland Island stamp franked for Dec 14th, a receiving stamp for 2nd Feb and forwarding address to the '1st Batt Royal Sussex Regt.' — 5 x 4in. (13 x 10cm.)

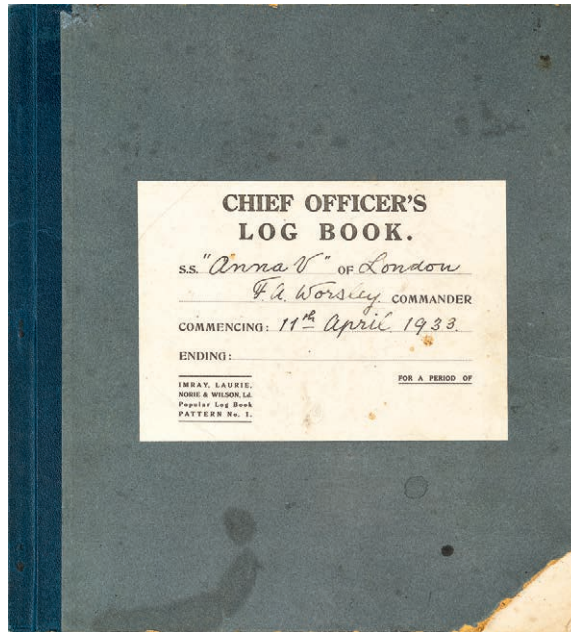
£2,500 - 3,500

**Provenance:** Theophilus Maxwell Davies, recipient, and thence by descent to the vendor.

**Theophilus Maxwell Davies (1881-1970)** had many interests including a passion for music and the arts and was described in a Canadian Newspaper as an 'Edwardian Dandy'. His work as a Civil Engineer led to his involvement in many design projects and it is thought that this, as well as his membership of the Royal Geographical Society, could have led to Shackleton seeking his expertise. Although Theophilus's exact contribution to the Expedition is unclear, his family believes that he provided Shackleton with practical advice, drawing on his wealth of experience, rather than giving him financial support.



207



208

208

**FRANK WORSLEY'S LOG BOOK FROM THE S.S. ANNA V, 1933**

Chief Officer's Log Book kept between 11 April-16 September 1933, 41 leaves, between Copenhagen and the Gulf of Bothnia and back via the Gulf of Finland to Kiel via Dantzig each page signed *F.A. Worsley* (Master), crew list to front, bound in blue card with label to front — 14[ ] x 12[ ]in. (36.6 x 31.2cm.); **together with** an associated passage planning chart of the Baltic Sea, circa 1966, with red-inked voyage lines for the *Anna V*

(2)

£150 - 250

**Frank Worsley (1872-1943)** was Captain of the *Endurance* in 1914 with Shackleton's Trans-Antarctic Expedition where, as a navigator along with Shackleton and four others, he sailed the lifeboat *James Caird* some 800 miles across the South Atlantic Ocean where his navigational skills were crucial to the safe arrival of the lifeboat



209

209

**AN HISTORICALLY INTERESTING SAILOR'S MODEL FOR H.M. AUSTRALIAN STATION SURVEY VESSEL DART, CIRCA 1904**

modelled by W.G. Holbrow, R.N. with 15in. hull carved from solid and painted below the water line, propeller and rudder, and glass portholes, scored deck with wood and metal fittings including capstan winch, deckhouse, open bridge, brass rudder and ventilators, companionway, binnacle and helm, and white ensign, rigged masts with standing and rigging mounted on cradle stand within ebonised, glazed case with provenance label pasted to back, overall — 23½ x 26½ x 9in. (59.7 x 67.3 x 23cm.)

£300 - 500

Built as a 226-ton schooner yacht in 1877, in 1882 (and now fitted with engines), she was bought by the Royal Navy for the Australian Station and for the next 22 years surveyed large areas of the Australia Station including the Pacific Islands and New Zealand. A tender and then school ship thereafter, she was sold to private owners in 1921 and deleted from the record in 1937.





210

210  
**AN HISTORICALLY IMPORTANT PROTOTYPE DESIGN MODEL FOR THE VARIABLE-PITCH AVIATION PROPELLER MADE BY WALLACE TURNBULL, CIRCA 1927**

constructed with a lathe-turned hub and hand-sawn blade grips with square-ended hand-carved wooden blades bolted through — 24¼in. (61.5cm.); **together with** an indenture signed by Turnbull's executors approving probate.

(2)

£2,000 - 3,000

**Provenance:** Wallace Rupert Turnbull (1870-1954); found on the mantelpiece of his house when the estate in New Brunswick was sold in 1956 to the Steele family and thence by descent.

A mechanical engineering graduate of Cornell University, Turnbull was employed by Frederick & Co aircraft builders during the Great War and for who he invented several propeller types - the vari-pitch however was by far his most successful and important and is now the standard type of propeller used. The lot offered here was found on the mantelpiece of his old home after his death, it seems highly likely that he kept this memento of his most significant contribution to aviation as a memento but which was over-looked by his family when they sold the estate a couple of years later. The next owners luckily preserved it and so, nearly a century after its invention, the prototype for the first vari-pitch propeller is offered for sale.



Wallace Turnbull, circa 1930 (photo from CNRC Archive)



211



211 (detail)

211

**A SILVER FOB WATCH COMMEMORATING THE VOYAGE OF THE AIRSHIP GRAF ZEPPELIN BETWEEN LAKEHURST AND FRIEDRICHSHAFEN IN 1928**

the 1in. dial with Arabic numerals and subsidiary seconds contained within a rectangular case with fob wind, the reverse engraved with profile of the *Graf Zeppelin* and inscribed *OCT. 29TH - NOV. 1st. 1928 / LAKEHURST - FRIEDRICHSHAFEN / JOSEF D. JESSEL / WILLIAM ULLMAN*, with hinged lunette rim for night-time use — 2 in. x 1½in. (5.5 x 4cm.)

£600 - 800



212

212

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

*The fleet at Portland, 1912*

Signed, inscribed and dated 'Charles Dixon 1912' (lower right)

Watercolour

6 x 7¾in. (15 x 19.5cm.)

£200 - 300

213

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

*A hive of activity in Portsmouth Harbour*

Signed 'Harold Wyllie' (lower left) title on reverse

Watercolour

7 x 12¾in. (18 x 32.5cm.)

£200 - 300

214

**MIDSHIPMAN'S JOURNALS FOR H.M.S. OCEAN**

H.M.S. *OCEAN*, *PRINCE GEORGE*, *PHAETON* & *COLOSSUS*. Journal for the use of Midshipman and compiled by Maurice W.B. Harvey, 15 leaves, 4 August 1914-31 May 1915, original half buckram. Hervey on the *Ocean*, part of the 7th Battle of Squadron, witnessed the declaration of war on 4 August 1914, and after battle and firing practice convoyed a number of ships to Gibraltar. After a week in Malta he is next found in Aden where he is deputed to accompany a few other ships in Karachi, but left the convoy to escort another troop convoy to Bahrain. He is later under bombardment by the Turks at Fao and there, at Toussoum on the Suez Canal, found engagements against the Turks, initially unsuccessful but ultimately devastating with huge Turkish losses. He is next to be found in the Dardanelles, where fierce fighting erupted and many allied shipping sunk owing to the extreme accuracy of the Turkish guns; **together with** a printed small volume *From Dartmouth to the Dardanelles*. A *Midshipman's Log*, based on Hervey's log on the *Ocean*, folio - 12¼ x 8in. (31 x 20.5cm.)

(2)

£150 - 250



213

215

**REAR ADMIRAL DICKENSON HALL MANUSCRIPT DRAFTS FOR 'SAILOR'S LUCK'**

memoirs, four typed volumes, wrappers, 423pp. **together with** an abridged book entitled *Sailor's Luck*, 1999; **and** a conferral signed by the Queen ('Elizabeth R') appointing him a Commander of the Bath (Third Class) and two large folding maps (Land's End to Falmouth and River Gambia, Albreka to Kuntaur) — 11½ x 8¾in. (29.6 x 21cm.)

(A lot)

£400 - 600

**Rear Admiral Geoffrey Penrose Dickinson HALL, C.B., D.S.C., D.L. Haileybury Melville (1930-1934)** was born in 1916, Naval cadet 1934, Midshipman 1935, Sub-lieutenant 1938, Lieutenant 1939, Lieutenant Commander 1946, Commander 1953, Captain 1961, Rear Admiral 1971. During War II he served in Malaga, the Atlantic, West Africa, Burma, Ceylon, Sumatra (mentioned in despatches). Honorary ADC to the Queen (1970), C.B. 1973, retired 1975, Deputy Lieutenant Lincolnshire 1982. He was the twentieth hydrographer of the Navy since the post was established in 1795.

216

**A NAMEPLATE FROM THE FLOTILLA LEADER H.M. DESTROYER MONTROSE, 1919**

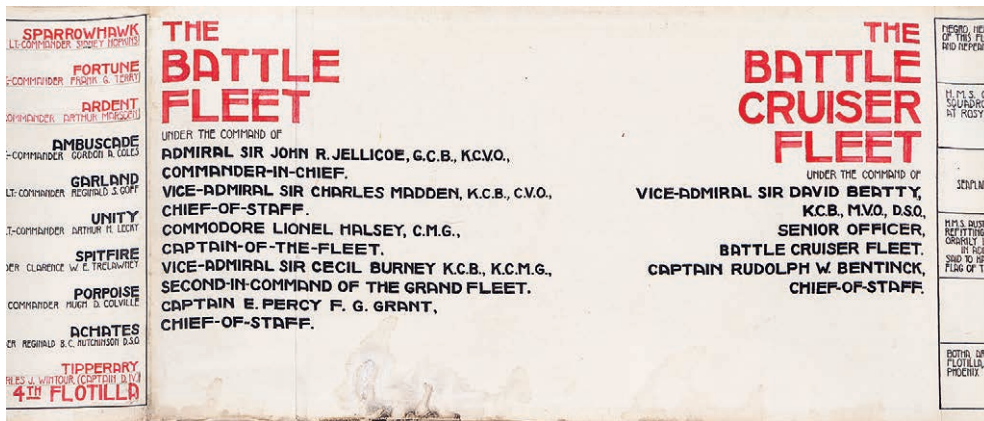
cast in brass with polished lettering in a red field, drilled with securing points — 9 x 26in. (23 x 66cm.)

£800 - 1,200

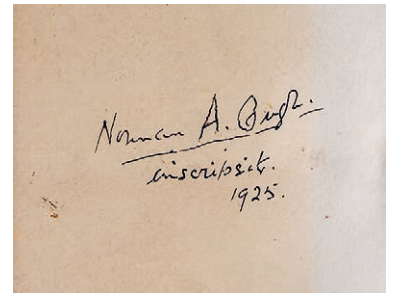
Built by Hawthorn Leslie as part of the Emergency War Programme and launched (and completed) in 1918, *Montrose* took part in Operation Dynamo where she evacuated 925 troops from the Dunkirk beaches before she collided in fog outbound near Dover and was towed back stem first for repair. That summer she was back in the Channel for the first stages of the Battle of Britain during which she shot down two bombers but near-misses again consigned her to the yards for urgent repairs. By 1942 she was providing distant cover for Arctic Convoys including *PQ18* and also, in company with HMS *Garth*, fought a flotilla of E-boats laying a minefield off Lowestoft with one being sunk; She supported convoys to the Normandy Landings from 6th June for which she won her final battle honour, damaged again she was placed in reserve and broken up in 1946.



216



217 (detail)



217 (detail)

217

**NORMAN OUGH'S BATTLE OF JUTLAND DIORAMA MANUSCRIPT FLEET KEY FOR THE ROYAL NAVY, CIRCA 1925**

sign-written in red and black inks with ship locations and commanders/officers, organised by flotilla with historical notes with timings, flanking central main label with key personnel for the battle fleet and the battle cruiser fleet, written on paper sections with backing, the extreme left panel signed *Norman A. O. / Inscript. 1925* — 6½ x 144in. (16.5 x 366cm.)

£200 - 300

**Provenance:** From the collection of the late John Clarke (d.2007), a Museum Exhibition designer, 1970's



218

218

**A NAVAL DOCKYARD WOODEN BADGE TEMPLATE FOR H.M.S. IRON DUKE, 1912**

carved in oak with a lion holding a banner within an octagonal frame with screw holes — 13in. (30cm.) diam.; **together with** wooden templates for the badges of H.M. Ships *Neptune* 1909; and *London* 1927 (3)

£300 - 400

Shortly after the First World War, the Admiralty instituted a Badge Committee to regularise and authorise 'official' patterns for ship crests. Hitherto most Captains had made their own up which gave a wide variety of eccentric shapes and designs, so-called 'unofficial' badges. Thus, before the War, *Iron Duke* would have used this format, however, in 1921, the Badge Committee briefly authorised this version (but circular and with a naval crown to the top) and then in 1922 changed it to the more familiar, and perhaps appropriate, profile of the Duke of Wellington.



219

219

**AN OFFICERS' WARDROOM BADGE FROM H.M.S. VINDICTIVE, CIRCA 1897**

repoussé work depicting ship's crest with foliate lower edge within an endless rope grommet border, now mounted on wooden display board, diam. — 24in. (61cm.)

£1,000 - 1,500

An 'Arrogant' Class cruiser commissioned in 1900, *Vindictive* enjoyed her greatest moment of fame in the Zeebrugge Raid of 23rd April 1918, and shortly after sunk as a blockship in the second Ostend Raid - her bow is still preserved in Ostend as a memorial.



220

220

**ALBANY E. HOWARTH (BRITISH, 1872-1936), AFTER CHARLES JOHN DE LACEY (BRITISH, 1856-1936)**

*'Vindictive' disembarking troops for the Zeebrugge Raid*

Engraving

Signed in pencil by both the artist and engraver

pl. 18 x 24in. (46 x 61cm.)

£150 - 250

**Provenance:** with Agnews.



221 (part)

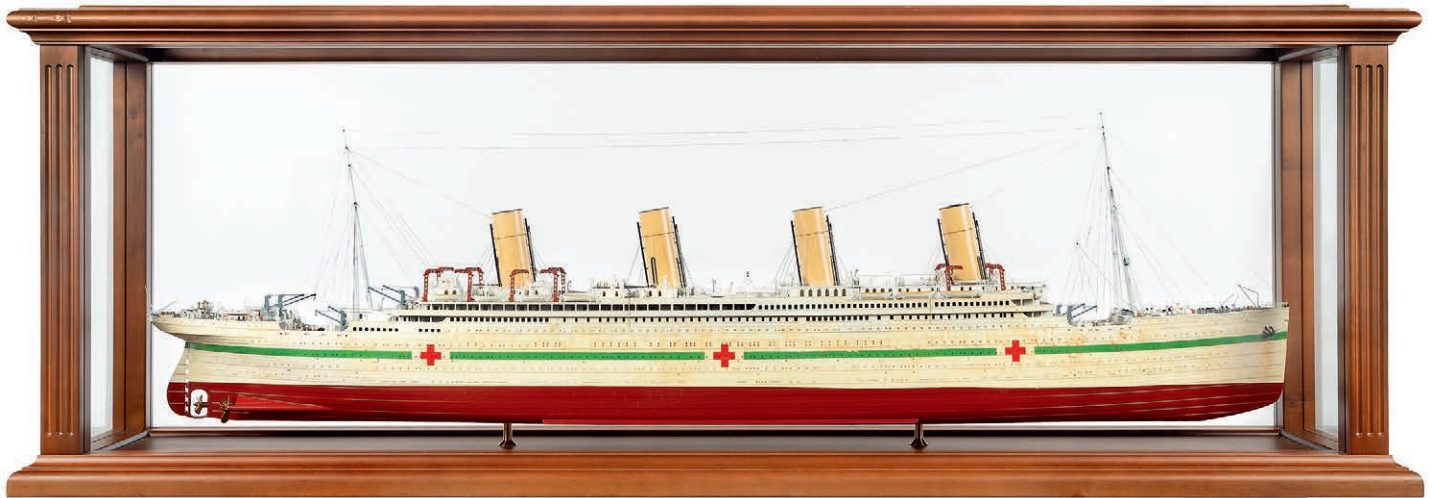
221

**AN 8IN. TOMPION FROM H.M. DESTROYER HARPY 1909**

cast in brass and depicting a classical Harpy, secured to shaped display board — 16 x 13½in. (41 x 34.5cm.); **together with** an MOD letter with historical data, taped to reverse

(2)

£100 - 150



222

222

**A 1:200 SCALE MODEL OF H.M.H.S. BRITANNIC [1914]**

the 52in. laminated and carved hull with simulated plating and finished in hospital ship livery with white hull, green boottop with interspersed red crosses, brass propellers and rudder, lined paper deck with detailed fittings including deck rails with lifebuoys, spare anchors, bow crane, anchor chains and capstans, companionways, covered hatches, superstructure with bridge, stayed funnels with ladders, safety valve extension pipe and hooter, engine room lights and other details, mast with standing and running rigging and radio aerial, the foremast with crows nest; mounted within two column glazed wooden case — 21 x 60 x 13½in. (53.5 x 152.5 x 34cm.)

£2,500 - 3,500

*Britannic* was launched on February 26th 1914 but completion was delayed by the looming War. On November 13th, 1915 she was requisitioned for use as a hospital ship to assist with the evacuation from the Dardanelles campaign carrying 3,009 hospital berths (returning from her first visit with 3,300 casualties). Whilst passing through the Aegean Sea towards Mudros on her sixth voyage with just crew and medical staff on board, she struck a mine laid by *U-73* just hours before and sank within an hour. Commodore Bartlett, her Master, endeavoured to ground the ship but she foundered in four-hundred feet of water. Tragically one of the lifeboats was drawn into the still-turning propeller blades as the stern rose from the water and twenty-nine lives were lost.



223

223

**WILLIAM MINSHALL BIRCHALL (BRITISH, USA, 1884-1941)**

*The hospital ship 'Dieppe' off Dover*

Signed 'W.M. Birchall 1933' (lower right) with title

Watercolour heightened with white

12½ x 17in. (32 x 43cm.)

£250 - 350



224

224 

**A BRONZE WALL PLAQUE COMMEMORATING THE SINKING OF U-103 BY H.M.T. OLYMPIC, 1918**

cast with raised text and presented by the American 59th Regiment, and American eagle crest flanked by crossed rifles — 14½ x 23in. (37 x 58.5cm.) and contained in a Plexiglass box frame with white trim — 24 x 28in. (61 x 71cm.)

£600 - 800

**Provenance:** The Honourable Company of Master Mariners; Presented by Cunard White Star by 1936.

*U-103* began her short but successful raiding career in June 1917, by the time she spotted *Titanic's* older sister *Olympic* in the English Channel, she had already sunk eight mainly British merchantmen and damaged another. In the early hours of 12th May 1918, *U-103* (Capt. Claus Rücker) sighted *Olympic* carrying American troops to fight in France and was preparing to fire her torpedoes when she was in turn spotted by lookouts aboard *Olympic* which promptly altered course to ram and simultaneously opened fire. *U-103* attempted to crash dive but the *Olympic's* port propeller sliced through the pressure hull behind the conning tower causing *U-103* to blow all her ballast tanks. *Olympic* did not wait to witness the sinking, but 35 survivors were picked up by USS *Davis* with eight more foundering with their craft.



225

225 ♂

**ROBERT TAYLOR (BRITISH, 1946-2024)**

*The battleship 'King Edward VII' (launched 1903 and completed 1905) steaming in heavy seas in company with two of her [seven] sisters, and with a 'dreadnought' overtaking them to starboard*  
Signed and dated 'Robert Taylor 70' (lower right)

Oil on canvas

32 x 68½in. (81 x 174cm.)

£300 - 500



226

226

**WILLIAM MINSHALL BIRCHALL (BRITISH, USA, 1884-1941)**

*Prince of Wales Eastern Tour / H.M.S. 'Renown' leaving Portsmouth 26.10.1921*

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

Watercolour heightened with white

13½ x 20in. (34 x 51cm.); **together with** Donald Maxwell (1877-1936): *H.M.S. 'Renown' at dusk*, watercolour — 9 x 13¾in. (23 x 35cm.)

(2)

£300 - 500

The battlecruiser *Renown*, 26,500 tons, was laid down in 1915, built in a remarkable twenty months and completed in September 1916 as the fastest capital ship of her day. Capable of 32½ knots under full steam and impressively armed with 6-15in. guns, she proved a hugely valuable addition to the fleet during the Great War. She was then selected to convey the Prince of Wales (later King Edward VIII and latterly Duke of Windsor) on three overseas tours between 1919 and 1921.



227

227

**A COLLECTION OF NAVAL SILVERWARE**

comprising a sports trophy from H.M.S. *Britannia* 1888; a bombe-form cigar lighter from the Wardroom of H.M.S. *Renown* to commemorate the fleet review of 1897; a lamp form cigar lighter from H.M.S. *Renown*, 1934; three presentation prize oars for rowing, one mounted on stand, cup — 8¾in. (22.5cm.) high

(6)

£150 - 250

228

**MARGARET ANDERSON (BRITISH, 20<sup>TH</sup> CENTURY)**

*The destroyer H.M.S. 'Fame' escorting an Atlantic convoy, 1942*

Signed 'Margaret Anderson' (lower right)

Oil on canvas

23½ x 35½in. (59.5 x 90cm.)

£200 - 400



228



229

229 δ

**FRANK HENRY MASON (BRITISH, 1876-1965)**

*Self Sacrifice: H.M.S. 'Jervis Bay' in action with S.M.S. 'Admiral Scheer', 1940*

Signed 'Frank H. Mason' (lower left)

Oil on canvas board

17½ x 29½in. (44.5 x 75cm.)

£1,000 - 1,500

**Provenance:** H.M.T. Worcester, where displayed until presented to Ian A. Borland, Secretary to Worcester, upon its closing in 1968, and via the family.

Anticipating events in Europe, the British Government requisitioned *Jervis Bay* in August 1939 and she was rapidly converted into an Armed Merchant Cruiser mounting eight [1898-vintage] 6in. guns and two QF 3in. guns for anti-aircraft defence and placed on convoy protection duties. On 5th November 1940, she was escorting an eastbound convoy of 37 ships when, a little after 1700hrs., the convoy was spotted by the German heavy cruiser *Admiral Scheer* which opened fire with her six 11-in. guns and much else. As the convoy scattered under smoke, *Jervis Bay*, under the command of Captain Fogarty Fegen, RN, turned to face the enemy and steamed towards the *Scheer* at full speed to divert attention from the convoy. Almost immediately, a barrage of German shells fell upon *Jervis Bay* before her own guns could be brought into range and, within fifteen minutes, *Scheer* had pounded her adversary to a stop. Aboard *Jervis Bay* there was carnage and, at 2000hrs., she began to sink although *Scheer* continued to shell her for a further thirty minutes before she foundered taking her captain and another 189 men to their deaths. In the event, Captain Fogarty Fegen's sacrifice saved thirty-one ships out of the 37 in the convoy and, for his gallantry in the face of insuperable odds, Fegan received one of the Second World War's most famous and well-deserved posthumous Victoria Crosses.



230 δ

**GEOFF SHAW (BRITISH, 1924-1992)**

*H.M.S. 'Carnation' on convoy escort duty in the Atlantic, 1944*

Signed 'Geoff Shaw' (lower right)

Oil on canvas

17½ x 29½in. (44.5 x 75cm.)

£100 - 150

230





231

231 δ

**CHARLES EDDOWES TURNER  
(BRITISH, 1883-1965)**

*A Flower Class Corvette  
escorting a convoy*

Signed 'C.E. Turner' (lower right)

En grisaille, oil on canvas

17½ x 30in. (44.5 x 76cm.)

In a contemporary oak frame  
with ivorine presentation plates  
from Smith's Dock Company Ltd.  
to Eston Urban District Council,  
1940-45.

£600 - 800

232

**THE SCREEN BADGE FOR H.M.  
LIGHT CRUISER CERES, 1917**

cast in brass with remnant  
polychrome field behind name —  
20½ x 16 ½in. (52 x 42cm.)

£1,000 - 1,500



232

233

**DESK LOGS FOR H.M.S. LONDON**

4 desk logs, 7 August 1942-11 February 1945. 88, 92, 92, 95 leaves, written throughout in pencil. H.M.S. *London*, a County Class cruiser sailed on 12 September 1942 from Loch Ewe with the cruisers *Suffolk* and *Norfolk* to provide cruiser cover for the merchant ships bound for Murmansk. In July 1943 she was deployed for an offensive sweep off Norway as a diversion from the Sicily landings. In August of the same year, she was deployed on interception duty to prevent a breakout of German warships for attacks on Atlantic convoys between the Faeroes and Iceland. In November she was deployed for convoy defence and interception in the Indian Ocean. A further two desk logs (17 August-18 February 1946) describe the surrender of the Japanese forces in Sumatra carried out on board (31 August 1945) and the attempt to rescue H.M.S. *Amethyst* which had been trapped in the Yangtze River. While in action against Chinese shore batteries, the *London* was hit by 23 shells which caused major damage. She returned to England on 18 June 1949 and was decommissioned and broken up later that year, folio - 14½ x 10½in. (37.2 x 26.7cm)

(4)

£400 - 600

234 δ

**ERIC TUFNELL (BRITISH, 1888-1978)**

*Arctic Convoy 'P.Q.17' with H.M.S. 'Meteor' in the foreground 1942*

Signed 'E Tufnell' (lower right) and inscribed 'H.M.S. *Meteor*, P.Q. 17 Sept 1942' (lower left)

Watercolour heightened with white

10¼ x 14½in. (26 x 37cm.), *together with H.M.S. 'Abdiel' in action 1941* watercolour by the same hand

(2)

£250 - 350



234 (part)



235

235 δ

**ROBERT TAYLOR (BRITISH, 1946-2024)**

*The 'Bismarck' sinking H.M.S. 'Hood'*

Signed and dated 'Robert Taylor 71' (lower left)

Oil on canvas

30½ x 67in. (77.5 x 170cm.)

£300 - 500

236 δ

**ERIC TUFNELL (BRITISH, 1888-1978)**

*H.M.S. 'Hood' and 'Prince of Wales' 0557 May 24th 1941; Sinking of the 'Bismarck', 27th May, 1941*

Both signed (lower right)

Watercolour and gouache

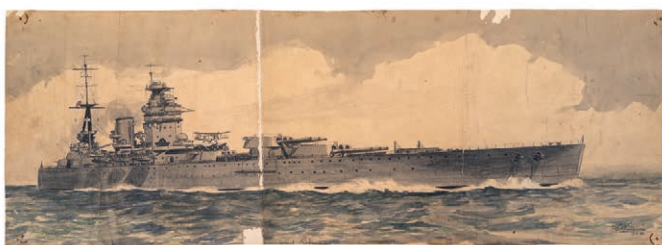
10 x 14½in. (25.5 x 37cm.)

(2, a pair)

£500 - 800



236



237 (part)

237

**G. A. KITCHIN NAVAL SCHOOL (20<sup>TH</sup> CENTURY)**

*H.M.S. 'Rodney'*

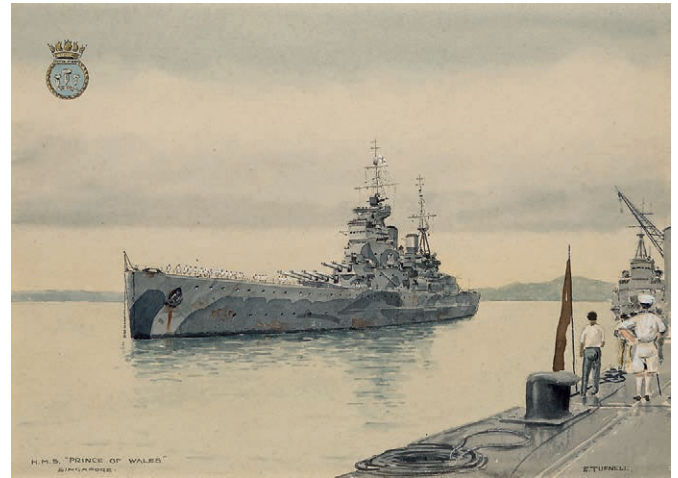
Signed 'G.A. Kitchin 17.3.43' (lower right)

Watercolour laid on canvas

8¼ x 23½in. (21 x 59.5cm.); **together with** three others comprising of H.M. Ships *Hood*; *Barham*; and *Gurkha*, all produced in the War.

(4)

£150 - 250



238

238 δ

**ERIC TUFNELL (BRITISH, 1888-1978)**

*H.M.S. 'Prince of Wales' in Singapore 1941*

Signed 'E. Tufnell (lower right) and inscribed with title (lower left)

Watercolour heightened with white

7¼ x 10½in. (19.5 x 26.5cm.); **together with** a watercolour of H.M.S. *Forth* (1912) by Henry Branston Freer (British, 1870-1915) — 8 x 13in. (20.5 x 33cm.)

(2)

£200 - 300



239

239 δ

**IAN LOWE (BRITISH, 20<sup>TH</sup> CENTURY)**

*Force tender creasing, H.M.S. 'Rodney' clearing a storm*

Signed 'Ian Lowe 77' (lower right)

Oil on canvas

24½ x 29½in. (62 x 75cm.)

£200 - 300



240

240

**AN ADMIRALTY PATTERN TILLER YOKE FROM A LAUNCH OF H.M.S. MALAYA, CIRCA 1910**

heavily cast in brass in the form of opposing dolphins with sheaths in their tails, stamped behind *GALLEY MALAYA* — 18½in. (47cm.) wide

£400 - 600

*Malaya* was a 'Queen Elizabeth' Class battleship of 1916 which saw action at the Battle of Jutland and, with *Scharnhorst* and *Gneisenau*, in the Second World War. She was scrapped in 1948.



241

241

**A WELL PRESENTED AND DETAILED 1:220 SCALE MODEL OF *SCHARNHORST* [1939]**

the laminated and carved 48in. hull finished in red below the waterline and dazzle above, with lined decks, painted metal fittings, main and secondary armoured as appropriate, finished with 'rust and modest signs of age' mounted on two brass columns within glazed wooden case — 16 x 59½ x 13in. (40.5 x 151 x 33cm.)

£2,000 - 3,000

The German battlecruiser *Scharnhorst*, 34,841 tons, was built at Wilhelmshaven and completed in January 1939 after numerous changes of design and equipment due to continual reappraisals of her role by the German High Command. Beginning her wartime service with the notorious sinking of the lightly-gunned auxiliary cruiser *Rawalpindi* on 23rd November 1939, the Norwegian campaign of 1940 culminated in her sinking the British aircraft carrier *Glorious* on 8th June. A three-month sortie into the Atlantic early in 1941 cost the Allies 22 ships and the next year saw her celebrated 'Channel dash' with her sister *Gneisenau*. Finally cornered off the North Cape whilst lying in wait for Arctic convoys, *Scharnhorst* was surprised by the battleship *Duke of York* and sunk after a classic action on 26th December 1943.



242

242 5

**CHARLES PEARS (BRITISH, 1873-1958)**

*Japanese Battleships 'Fuso' & 'Yamishiro' off South America*

Signed 'Chas Pears' (lower left)

Oil on board

12 x 21¼in. (30.5 x 55cm.)

£1,500 - 2,500



243

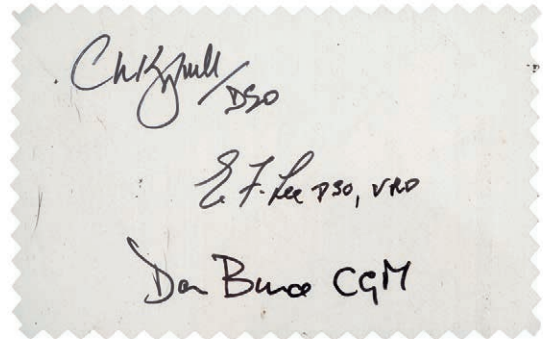
243

**A MODERN SILVER MODEL OF A FAIREY SWORDFISH  
 COMMEMORATING THE ATTACK ON *SCHARNHORST* 12TH FEBRUARY  
 1942**

realistically modelled in 925 silver with London hallmarks for 2009, mounted on an ebonised display base with torpedo on loading trolley with title plate, and section of doped aviation cloth signed by three surviving pilots: C.M. Kingsmill DSO, E.F. Lee VRO and D. Bunce CGM — 12½ x 9in. (31.5 x 23cm.)

£600 - 800

After a successful cruise of commerce raiding (sinking some 22 ships), the pocket battleships *Scharnhorst* and *Gneisenau* were bottled up in the harbour at Brest from March 1941. Joined by *Prinz Eugen* that June, they were urgently needed to assist in the Norway campaign. Faced with losing his guns, Admiral Erich Raeder ordered Operation 'Cerberus' - a plan of dramatic simplicity and one history records as 'The Channel Dash'. Leaving Brest at 19.30 on February 11th, due to a series of errors or luck, they weren't challenged until after midday when South Foreland shore batteries opened fire and seven MTB's attempted, and failed, to pass the screen of *schnelboots* and destroyers. At 12.45 six obsolete Fairy Swordfish bi-planes, represented by this lot, heroically attacked - all were lost along with most of their crews. Delayed by a mine at 14.32, *Scharnhorst* was underway again by 15.17 and the flotilla docked at Wilhelmshaven the next morning.



243 (detail)



244

244

**½IN:1FT SCALE MK 20 TORPEDO MODEL MADE OF BRONZE RECOVERED FROM H.M. DESTROYER *CAESAR***

cast in the solid with articulated propellers, and mounted on brass pins, wooden display base with legend — 12in. (30.5cm.) wide  
 £200 - 300

245

**A TREAD PLATE FROM H.M. DESTROYER *PETARD*, WHICH ASSISTED IN THE SINKING OF *U-559* AND THE RECOVERY OF THE ENIGMA 'SHARK' CODEBOOKS IN 1942**

heavily cast in brass with inset raised lettering within ebonised field, now mounted to wooden display frame with plaque inscribed *PRESENTED BY / P & W MACLELLAN 1967* — 13 x 23½in. (33 x 60cm.)

£2,500 - 3,500

**Provenance:** Christie's South Kensington: *Maritime & Naval Battles*, 16th May 2007, lot 54 (one of two).

H.M.S. *Petard* was one of the eight 'Paladin' or 'P' class of destroyers ordered for the fleet on 2nd October 1939, just



HMS 'Petard'

weeks after the outbreak of the Second World War. Launched on 27th March 1941, she was ready for sea before the year's end. Like all her sisters, she displaced 1,550 tons, measured 345 feet in length with a 35-foot beam and carried a main armament of 4-4.7in. guns.

During a relentlessly busy wartime career, her most memorable encounter with the enemy took place on 30th October 1942 when, in company with her sister *Packenham*, another destroyer *Hero* and two escort destroyers, she depth-charged and forced to the surface the German submarine *U-559* north-east of Port Said. As soon as the U-boat broke surface, *Petard* opened fire and scored a direct hit on the conning tower thereby forcing the crew to abandon their submarine. Immediately afterwards, Lieutenant Anthony Fasson (*Petard's* first officer) and two

crew dived into the sea, swam over to the stricken U-boat and boarded her. Before she sank, taking Fasson and one of the other men with her, they managed to retrieve numerous secret documents, one of which proved to be a priceless set of cribs for solving the 'Shark' Enigma codes, which was broken at Bletchley Park on 13th December. Allied shipping losses in the Atlantic halved in early 1943 and there is no doubt that millions of tons of shipping were saved; as one naval historian has put it: "Few acts of courage by three individuals can ever have had so far-reaching consequences."

Surviving the War, *Petard* was converted into an 1,800-ton frigate in 1956 and eventually scrapped in 1967.



246

246

**A KRIEGSMARINE U-BOAT BULKHEAD CLOCK**

the 6¼in. silvered dial marked with Kriegsmarine device numbered 4972 / N, black spade hands with sweep seconds and slow/fast [V / N] lever by '2', winding arbor to going barrel 8-day movement, hinged glazed faceplate with locking arbor numbered '11', bulkhead case with three suspension points, stamped behind 2111 — 8in. (20.5cm.) diam. overall; with associated winding key

(2)

£1,000 - 1,500



247

247

**A KRIEGSMARINE U-BOAT BULKHEAD CLOCK**

the 6¼in. silvered dial marked with Kriegsmarine device numbered 16742 / N, black spade hands with sweep seconds and slow/fast [V / N] lever by '2', winding arbor to going barrel 8-day movement, hinged glazed faceplate with locking arbor, bulkhead case with three suspension points, stamped behind 11235 — 8in. (20.5cm.) diam. overall; with original winding key

(2)

£1,000 - 1,500



248

248 ♂

**RICHARD WILLIS (BRITISH, B. 1924)**

*M.T.B. '758' at speed*

Signed and dated 'Richard Willis 1988'

Oil on canvas laid on board

16½ x 23¾in. (42 x 60.5cm.); **together with** Arthur Briscoe (British, 1920-1997), *H.M.S. 'Achilles' and H.M.S. 'Exeter' with H.M.S. 'Ajax' 1939 South Atlantic*

(2)

£600 - 800

**Provenance:** Willis: Believed commissioned by Edward du Cann M.P. (1924-2017)

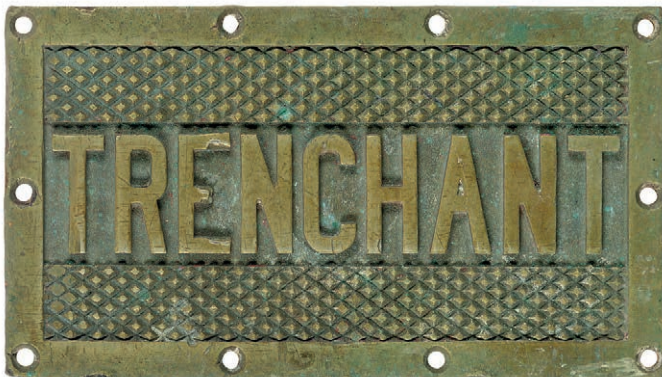
MTB 758 was a 'Fairmile D' class torpedo boat built by Alex Robertson & Sons Ltd. Ordered in 1942, it was commissioned in October 1944 and sold from the service in 1956. Du Cann was commissioned as an officer in the Royal Navy in World War II serving as a Lieutenant in motor torpedo boats. Based in East Anglia he patrolled the North Sea and served alongside both Owen Aisher (later a yachtsman and entrepreneur) and David Wickins. In 1956, he was elected MP for Taunton in a by-election and became Chairman of the Conservative Party 1965-67. It was at du Cann's home when the 1922 Committee met and dropped Edward Heath in favour of Margaret Thatcher in 1974.

249

**A ROYAL NAVY GROG TUB, CIRCA 1960**

of typical tapering form, heavily coopered in oak, with brass banding and inscribed in raised brass lettering *THE QUEEN GOD BLESS HER*, complete with lid with acorn and star finial handle — 18½ x 18½in. (47 x 47cm.)

£600 - 800



251



250

**A ROYAL NAVY RUM PUMP, PROBABLY GEORGE VI**

constructed in copper with zinc lining and wooden-handled pump with perforated brass foot — 41in. (104cm.) high; **together with** a copper half-gill measure

(2)

£200 - 400

251

**A TREAD PLATE FOR H.M. SUBMARINE TRENCHANT 1944**

heavily cast in brass with recessed raised lettering and grips within brass frame with securing points — 9½ x 17in. (24 x 43cm.)

£800 - 1,200

Built at Chatham and commissioned in February 1944, *Trenchant* spent most of her wartime career in the Far East where she sank a range of vessels using torpedoes, gunfire and even ramming. In September she sank *U-859*, taking eleven crew aboard as Prisoners-of-War and the next month *Chariots* carried by her sank a Japanese Army cargo ship in Phuket Harbour, Siam. Her most significant kill however was on the 8th June 1945 when five of eight torpedoes fired at 4000 yards found their mark and sent the Japanese cruise *Ashigara* to the bottom with only 400 of the 1600 troops she was carrying surviving together with 850 crew, which earned *Trenchant's* commander, Arthur Hezlet, a second DSO. *Trenchant* was broken up in 1963.

252 ♂

**DEREK GEORGE MONTAGUE GARDNER (BRITISH, 1914-2007)**

*A Southampton Class cruiser in dazzle camouflage leaving the Scapa Flow*

Signed 'D.G.M. Gardner' (lower left)

Watercolour heightened with white

8½ x 14¼in. (21.5 x 36cm.)

£250 - 350



252



253

254

253  
**A WELL PRESENTED AND FINELY DETAILED 1:192 SCALE WATERLINE MODEL FOR H.M.S. MAGPIE AS DEPICTED CIRCA 1950**

modelled by John. R. Haynes with 18in. carved hull, finished in regulation two tone grey livery and complete with fittings and armament as appropriate, including fitted boats, open bridge, with signal lanyards displaying the ship's number and other details, depicted underway in a moulded green sea with white highlighting and brass details plate in glazed wooden cover — 8¾ x 23½ x 6¾in. (22.5 x 60 x 17cm.)

£2,000 - 3,000

Latterly *Magpie* was the late Prince Philip, Duke of Edinburgh's first and last Command before duties as the late Queen's consort halted his career as a serving naval officer.

254  
**A FINELY DETAILED 1:192 SCALE WATERLINE MODEL OF H.M. SLOOP STARLING AS DEPICTED IN CIRCA 1943**

model by M. Reading with 19in. carved hull, finished in green/grey dazzle, detailed fittings and armament as appropriate, depicted at anchor in a moulded and painted seascape with details card and Plexiglass cover — 9 x 24½ x 10½in. (23 x 62 x 26.5cm.)

£1,500 - 2,500

From her completion at Fairfields SB in April 1943 to the end of hostilities, *Starling*, under the command of Captain Frederick John Walker, sank ten U-boats and assisted with the sinking or damaging of several others, one of the highest rates attached to an individual vessel in the War.



255

255 δ  
**BRIAN ENTWISTLE (BRITISH, 20<sup>TH</sup> CENTURY)**

*H.M.S. 'Campbell' steaming off the Faroes in World War II*

Signed 'B.R. Entwistle' (lower right)

Watercolour

12½ x 22¼in. (32 x 56.5cm.)

£150 - 250

256  
**PAIR OF CANDLESTICKS MADE OUT OF REGULATION ROYAL NAVAL SWORD HILTS**

solid half-basket hilts with hinged thumb pieces and wire-bound shagreen grips with lion head pommels mounted on decorative circular stands with candle sockets and drip trays attached to short blade section — 10in. (25cm.) high

(2)

£200 - 300



256





257

257 δ

**DENYS LAW (BRITISH, 1907-1981)**

*The training ship 'Worcester' moored on the Thames at Greenhithe, dressed overall to celebrate a visit by their patrons Her Majesty Queen Elizabeth II and Prince Philip, Duke of Edinburgh, 1962*

Signed 'Denys Law' (lower right)

Oil on board

13¾ x 20in. (35 x 51cm.)

£150 - 250

**Provenance:** H.M.T. *Worcester*, where displayed until presented to Ian A. Borland, Secretary to Worcester, upon its closing in 1968, and via the family.

258 δ

**ERIC TUFNELL (BRITISH, 1888-1978)**

*H.M. Ships 'Apollo'; 'Saltburn'; 'Raleigh'; and 'Abercrombie', a collection of 4 watercolours*

All signed and inscribed

Watercolour on board

all 8 x 11¾in. (20 x 30cm.)

(4)

£150 - 250



258 (part)

259

**A SET OF REFIT PLANS FOR H.M.Y. BRITANNIA FROM H.M. DOCKYARD MALTA, CIRCA 1954**

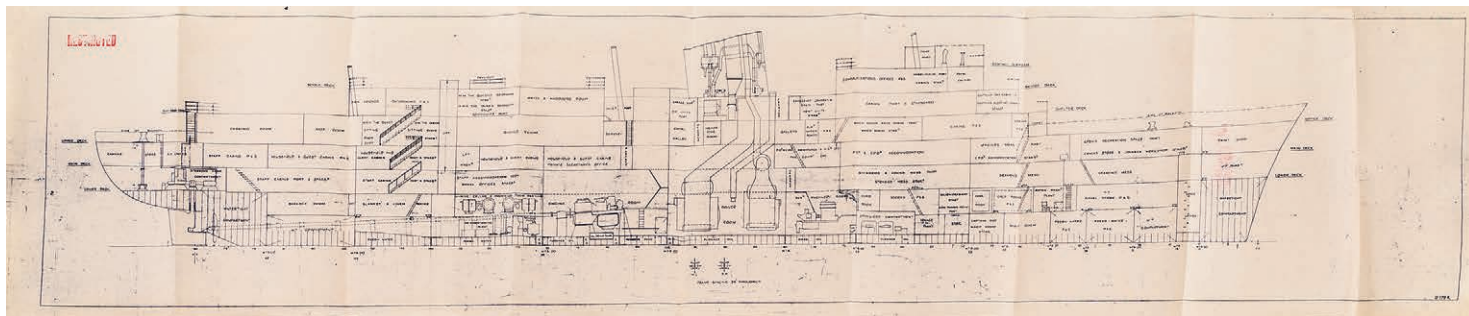
comprising a set of eight facsimile blueprints annotated in pencil and red ink, each stamped in red *RESTRICTED* — 15½ x 64¾in (39.5 x 164.5cm.) contained in a folder.

(8)

£600 - 800

**Provenance:** Leonard James (Jim) Brinton R.C.N.C. (1919-1991) and by descent.

Jim Brinton was a naval architect and a member of the Royal Corps of Naval Constructors attached to the Admiralty. The Corps members interchanged their duties between designing ships and practical work in R.N. Dockyards around the globe. In 1954 Brinton was stationed in Malta at the dockyard in Valletta and so was closely involved when *Britannia* unexpectedly called in on her maiden voyage after suffering a minor collision. Aboard were Prince Charles and Princess Anne, who were to be reunited with their parents in Tobruk at the end of the Royal couple's Commonwealth Tour. With the eyes of the world on the Royal couple and their new yacht, it had to look perfect and it was Brinton's job to make her so, aided by this set of plans.



259 (part)



260

260

**A 1:240 SCALE WATERLINE MODEL FOR H.M. SLOOP AMETHYST [1943]**

the 15in. hull carved from solid and finished in regulation grey with green decks, fittings and armament as appropriate, including comms mast flying signal flags and white ensign, depicted underway in a green moulded sea with white foam highlighting, brass plaque and Plexiglass cover — 8 x 18 x 5in. (20 x 46 x 13cm.) overall

£600 - 800

*Amethyst* was made famous during the 'Yangtze 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 Yangtze Incident: The Story of H.M.S. *Amethyst*."



261

261

**A VERY LARGE LIGNUM VITAE FID, EARLY 20<sup>TH</sup> CENTURY**

of typical tapering form with rounded end — 30in. (76cm.) high

£400 - 600



262

262

**THE SHIP'S BELL FOR THE ADMIRALTY TRAWLER M.F.V. 1020, 1944**

cast in brass with lined rim and shoulder, red filled lettering, clapper staple — 10½in. (26.5cm.) square

£150 - 250



263

263

**THE SHIP'S BELL FROM H.M. ESCORT CARRIER *CAMPANIA*, 1944**

regulation pattern, cast in bell metal with moulded rim and crown suspension, black filled lettering to front inscribed *H.M.S. CAMPANIA 1944*, ebonised interior with clapper staple and faintly inscribed in gothic text inside rim *25.5.52 Laurence Christopher George Millward* and *8.6.1952 George William Mudford* — 12½in (32cm.) square

£1,000 - 1,500

Built by Harland & Wolff, *Campania* saw service towards the end of the War - her Swordfish aircraft sinking at least one U-Boat, but her main fame comes from her use as a floating exhibition at the Festival of Britain in 1951 touring the UK's ports with a civilian crew as the Festival Ship *Campania* to supplement the main exhibition in London. As soon as the Festival closed, she was converted for use as the HQ of Operation Hurricane, with her exhibition spaces converted to laboratories and a desalination plant, she was dispatched to witness the detonation of Britain's first atomic bomb on 3rd October 1952 at Monte Bello Islands off Western Australia. After her return to the UK at the end of 1952 she was sold, being scrapped at Blyth in 1955.

The Royal Navy has long had a tradition of, when possible, christening the children of the ship's company using the ship's bell inverted as a font. Usually, their names and dates are scratch-inscribed inside the rim so it is unusual to see handsome Gothic inscriptions such as these.



264



263 (detail)

264

**A NAMEPLATE FROM H.M. PATROL BOAT *PLOVER*, 1984**

with 1in. brass lettering, secured to wooden display board with suspension brackets behind — 11 x 43in. (28 x 109cm.)

£200 - 400

265

**THE SHIP'S BELL FROM H.M.S. *CARDIFF*, 1979**

cast and brass-inscribed *H.M.S. CARDIFF 1979* in black-filled lettering and black painted interior complete with clapper — 10½in. (26.5cm.) square

£1,200 - 1,800

**Provenance:** Bonhams Knightsbridge: *MOD Disposal Auction*, 28 November 2007, lot 195

A Type 42 Destroyer built by Vickers SB and launched on 22 February 1974, *Cardiff* wasn't commissioned until 1979. When the Falklands War erupted in 1982 she formed part of the Task Force. Although she escaped undamaged, she was involved in a 'friendly fire' incident with an Army helicopter. She subsequently took part in the first Gulf War of 1991 and was decommissioned in July 2005 at Portsmouth.

266-268

No Lots



265



# Navigational & Scientific Instruments



269 (part)

269

**A MODERN 1:20 SCALE DESK MODEL FOR A DIESEL ENGINE OF 1897**

constructed in ebonised and polished steel, and mounted on a polished base with reflecting half the drive wheel with German inscription and Plexiglass cover — 6½in. (16.5cm.) high; **together with** a pitchometer by Chapman Hunter Leith contained in plush lined box; and a duplex pressure gauge by W. C. & K. De Wit, Amsterdam in fitted case with original instruction sheet

(3)

£150 - 250

270

**10IN. TERRESTRIAL GLOBE PUBLISHED BY PHILIPS LONDON, CIRCA 1961**

12 two part coloured gores, maker's cartouche inscribed 'challenge globe,' mounted on a late 19<sup>th</sup> century cast iron decorative stand — 16in. (40.5cm.) high

£100 - 150

271

**A 1½IN. THREE DRAW ACHROMATIC TELESCOPE BY WILLIAM STORER, CIRCA 1785**

parallel wooden main tube signed and inscribed on the draw cuff *Storer Professor of Optics to his Majesty No.*, objective with lens cap and eyepiece with dust slide — 9¾in. (25cm.) closed

£400 - 600

**Literature:** de Clercq, Dr. P: Bulletin 98, (pp37-8) September 2008, Scientific Instrument Society (copy enclosed with lot)

'Professor' William Storer came from Norwich, worked in London between 1778-1789 and was made bankrupt in 1784. He is most famously associated with a portable camera obscura but was also involved with optical schemes and devised an elaborate 'subscription' telescope which was the subject of the article referenced below and for which he claimed to have invented a new type of doublet lens. Only six examples of this instrument have been found thus far, the highest number being '188' suggesting Storer was attempting to magnify his market reach with what must have been an expensive and over-complicated instrument. The example included in this lot is of conventional design but is the only example known to date. It seems plausible he was using up spare 'subscription' instrument optics after being declared bankrupt in 1784; Latterly he worked as a 'chinaman' (porcelain retailer) in Piccadilly; he died in 1805.



271 (detail)



271

272 (part)

272

**A 19<sup>TH</sup> CENTURY 1½IN. FOUR DRAW TELESCOPE BY BAKER LONDON**

nickel-plated with baleen-covered main tube, signed by the eyepiece with dust slide *Baker 244 High Holborn London* complete with lens cap — 8in. (24.3cm.) closed and contained in original leather tube; **together with** a 19<sup>th</sup> Century 1¼in. two draw telescope *unsigned* with the leather covered main tube with flag chart — 15in. (38cm.) closed

£150 - 250

273

**A 3IN. SOLAR TELESCOPE, CIRCA 1960**

*unsigned*, the 37½in. aluminium main tube with ebonised crackle finish, lacquered-brass objective, back plate and fine focus wheel, solar diagonal eyepiece, coated solar objective cuff, starfinder assembly and four-pin mounting points — 47½in. (120.5cm.) overall

£150 - 250

274

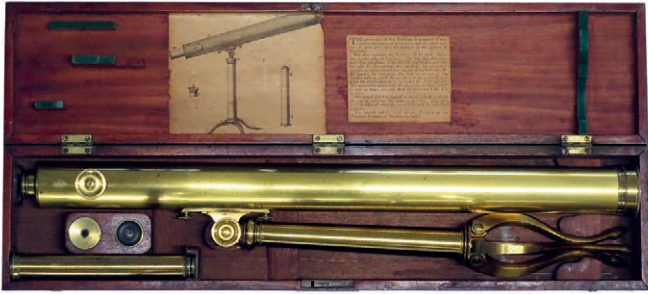
**A PAIR OF PERISCOPE BINOCULARS BY CARL ZEISS JENA, CIRCA 1940**

with 10in. green painted brass main tubes with prismatic objective lenses, one tube with German label indistinctly inscribed, adjustable eyepieces, hinged pivot mount, both signed and stamped on the base plate with maker's marks and numbered '224' — 16in. (40.5cm.) high overall

£250 - 350



273



275

**275  
A TELESCOPE MAGAZINE BY JAMES LONG, ROYAL EXCHANGE, LONDON, CIRCA 1800**

with 2in. single-draw lacquered-brass telescope, the 28½in. tube with rack and pinion focussing, signed on the eyepiece as per title and mounted on folding tripod stand, within original fitted case with accessories and period illustration and instructions pasted inside lid — 30¾in. (78cm.) diameter  
£250 - 350

James Long worked between 1781-1805 from the Royal Exchange and retired 1811.

**276  
A MASTER COMPASS CARD PRINTING PLATE BY MASSELEY FOR SESTREL, CIRCA 1960**

a spun steel plate with raised compass card design with trademark for Sestrel and stamped *Masseley 14080* — 9 x 8in. (23 x 20cm.); *together with* a lifeboat compass by Sestrel with electric lamp; *together with* a 1½in. three draw telescope inscribed *Enbeeco* on the second draw

(3)  
£300 - 500



276 (part)



277

**277  
A PATENT SHIP ALMIDA TORPEDO LOG BY EDWARD MASSEY, CIRCA 1880**

constructed in polished brass and signed on the cuff as per title and numbered 15762, counter-signed enamel dials inscribed *New Yacht Log*, contained in original box of issue with maker's label and retail label for Francis Moore, Dublin — 17in. (43cm.) wide  
£300 - 500

**278  
RECORDING BAROGRAPH BY KELVIN BOTTOMLEY AND BAIRD LTD, CIRCA 1920**

lacquered-brass movement with eight cell pressure drum, ivory maker's plate, clockwork mechanism to drum and hinged glazed lid with drop handle to top, base with carved slider for spare pen arms, etc. — 12½ x 6½in. (32 x 16.5cm.)  
£200 - 300

**279  
AN ARTIFICIAL HORIZON, CIRCA 1902**

*unsigned*, of typical form, ebonised cast iron tray, oxidised brass and glass tent and turned steel mercury flask, secured within original box of issue with Kew Observatory certificate dated 1902, facsimile notes, handle and original key of issue — 5½ x 7¼in. (13.5 x 18cm.)  
£150 - 250



279



280



**7½IN. RADIUS BRIDGE-FRAMED VERNIER SEXTANT BY JESSE RAMSDEN, LONDON, NO. 1227, CIRCA 1794**

with lacquered-brass frame signed at the apex *Ramsden London* and numbered '1227' behind, the inset silvered scale divided to 130°, Vernier with lateral adjusting magnifier and rotating light prism, bridge-frame supporting adjustable sighting tube socket, mirrors and six shades, now mounted on pillar stand within glazed wooden box and presentation plate along top, with telescope's test certificates for 1902 and 1922, a privately written manuscript on vellum of the history of Jesse Ramsden along with a history of this instrument before presentation in 1921, both in full calf gilt embossed bindings — 20 x 13½ x 14in. (51 x 34.5 x 35.5cm.)

£2,000 - 3,000

**Provenance:** The Honourable Company of Master Mariners.

281

**5IN. RADIUS VERNIER SEXTANT BY TROUGHTON LONDON, CIRCA 1800**

with single cast lacquered brass 'TY' frame, signed on the crossbar *Troughton London*, the arch with inset silver scale divided to 160°, Vernier with clamp and magnifier sighting tube, mirrors, 5 shades and threaded fruitwood handle, contained in fitted box of issue with accessories including two sighting tubes and a sun filter — 9in. (23cm.) diameter

£1,000 - 1,500



281



**A UNIVERSAL EQUINOCTIAL RING DIAL, CIRCA 1800**

in lacquered brass, chapter ring with black-filled Roman numerals, pivoted bridge with calendar and zodiac scales and sliding gnomon, string gnomon with slotted pin sight, the rim with sliding suspension loop, the inner ring scratched inscribed ?owners name [Thos. W. Mathews] — 6in. (15cm.) diameter

£600 - 800

**Provenance:** The Honourable Company of Master Mariners; Presented from the private collection of Past Master Captain C StJ H Daniel MBE.



282



283

283

**A FINE SHIP'S BELL BULKHEAD CLOCK INCORPORATING THE SEQUENCE FOR THE 'DOG WATCHES' BY J.R. LOSADA, LONDON, CIRCA 1870**

the 8in. silvered dial signed *J.R. Losada / 105 Regent St. / LONDON*. Roman hour numerals, oxidised brass spade hands, subsidiary seconds dial, strike-silent and slow-fast levers to top, twin winding arbors to robust four pillar frame containing double fusée movement to both striking and going trains, platform escapement with English lever format escape wheel, two hammers and silvered gong, contained in a large brass bulkhead case with bevelled glass face plate and perforated back, the case – 11½ x 6½in. (29 x 16.5cm.)

£800 - 1,200

Before the introduction of mechanical timekeepers, time onboard ship was measured using a '30 minute' sand glass. Starting at the beginning of each watch it was the duty of the helmsman or quartermaster to reverse this glass every thirty minutes immediately the sand had run through the top-half to the bottom-half, and on each occasion he did this he would strike on the ship's bell the number of times he had turned the glass, giving double strokes for whole hours followed by a single stroke for the last half. To ensure the watch keepers shared equal duties throughout the night, the 'dog watch' was introduced to run two compressed watches of two hours duration each between 4.00pm and 8.00pm which progressed the sequence, after which the regular watch pattern resumed. 'Ship's Bell' clocks which only repeat the striking sequence for every four hour period starting from midnight are not uncommon, but it is particularly rare to have a clock which takes care of the 'Dog Watch' sequence - care should be taken however to ensure the sequence begins in the PM and not AM. Jose R. de Losada worked in London between 1839-1881 and is listed as 'By appointment to several courts.'



284



284 (detail)

284

**A POCKET CHRONOMETER BY JOHN ROGER ARNOLD, CIRCA 1840**

1¾in. enamel dial with gold hands and oxidised secondary dial hand, signed and numbered on the back plate *J.R. Arnold 84 Strand LONDON 6335*, standard balance with dual pivot, now gimble mounted in brass drum case of circa 1890 with push on glazed top, inscribed to the front *PRESENTED BY / the Lords Commissioners of / THE ADMIRALTY* — 2 x 2¾in. (5 x 7cm.)

£1,000 - 1,500





285

285  
**AN ELECTRO-MECHANICAL MASTER CLOCK BY THOMAS MERCER, CIRCA 1961**

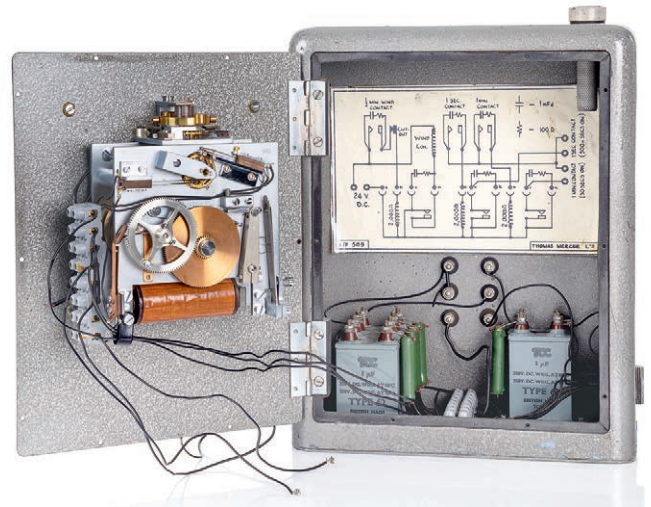
the 5½in. silvered dial signed as per title and numbered '1122', subsidiary seconds at '12' with inspection port by '60', blued-steel hands, ports for time and stop/start with removable plug, mounted in coated aluminium case with hinged front access, vertical going-barrel movement in counter numbered frosted plates with standard Mercer balance and electric 30 second winding mechanism with battery support, wiring schematic to inside back, threaded humidity plug to top, ten pin electric socket to right and the back with three sets of contacts — 12 x 9¼ x 4in. (30.5 x 23.5 x 10cm.) overall

£300 - 500

**Literature:** Betts, J: *Marine Chronometers at Greenwich*, OUP, 2017, p.670-672

**Provenance:** This instrument was deaccessioned from the Admiralty Compass Observatory, Ditton Park, and retained by a compass technician who retired in the 1990's

According to Jonathan Betts book, Mercer's publicity advertised that this instrument could be used '...in Observatories Laboratories, Factories, Lighthouses and Lightships'.



285 (detail)

286  
**A 2 DAY CHRONOMETER MOVEMENT BY LITHERLAND DAVIES & CO., LIVERPOOL, CIRCA 1845**

3in. silvered dial signed as per title and numbered 1007/18641, gold spade and poker hands, spotted plates with Earnshaw escapement to standard balance with blued helical spring, counter-stamped 1007 behind the dial, contained in brass bowl of issue, counter-signed and numbered within, with threaded domed glass faceplate — 4in. (10cm.) diam.; **together with** aluminium chronometer shipping drum

£800 - 1,200

287  
**A SILVER-CASED DECK WATCH BY ULYSSE NARDIN LOCLE SUISSE FOR THE BRITISH HYDROGRAPHIC SURVEY, CIRCA 1940**

the 2in. diameter enamel dial signed as per title and numbered '123133', Roman numerals, blued-steel spade hands with sweep seconds and push-button setting, the gilt movement counter-signed and numbered, with Guillaume balance contained in 925 standard silver case stamped on the back 'H.S.2' with the Government mark, secured by glazed bevel to lacquered brass bowl set within wooden case of issue, with chronometer department label inside lid — 2½ x 4 x 5in. (6.4 x 10 x 12.7cm.)

£600 - 800



286



287



288



289

288 Ø

**EIGHT-DAY MARINE CHRONOMETER BY BARRAUD, LONDON, CIRCA 1830**

4¼in. silvered dial signed 'BARRAUD London 5196', blued spade and poker hands, secondary and up/down dial, movement mounted within plain plates, Earnshaw escapement to standard balance, contained within gimbal mounted brass bowl with domed glass and locking arm within three tier wooden box with drop handles, approximately — 8in. (20cm.) cubed, IDN: 7P5SET6W

£3,000 - 4,000

289 Ø

**AN EIGHT-DAY MARINE CHRONOMETER PROBABLY BY R. & W. ROSKELL AND RETAILED BY J.G. FAIERS LONDON CIRCA 1830**

4¼in. silvered dial inscribed *J.G. Faiers Watchmaker / 32 Sloane Square SW* and numbered 564/43791, oxidised hands with subsidiary seconds at 'XII' and 'VI', plain plates with fusée movement to Earnshaw escapement with bi-metallic standard balance, contained within gimbal mounted glass bowl with threaded faceplate, suspended in three tier wooden case with locking arm, winding key and drop handles, approximately — 7½in. (19cm.) cubed, IDN: Y92FU98X

£3,000 - 4,000

290 Ø

**EIGHT-DAY MARINE CHRONOMETER BY BROCKBANK AND ATKINS, LONDON, CIRCA 1835**

4in. silvered dial signed and titled with 993, gold spade and poker hands, blued secondary hand and gold up/down indicator, the movement mounted within plain counter-signed and numbered plates, fusée movement with Earnshaw escapement to standard balance with blued helical spring, contained within counterweighted brass bowl, gimbal mounted within, 3 tier wooden box with tipsy key, locking arm and drop handles and retailer's plate to front inscribed *J. W. Noel Down Green Wheathampstead*, approximately — 8in. (20cm.) cubed, IDN: Z99MVGQL

£3,000 - 4,000

291 Ø

**A TWO-DAY MARINE CHRONOMETER BY KELVIN BOTTOMLEY & BAIRD LIMITED, GLASGOW, CIRCA 1925**

the 4in. silvered dial signed as per title and inscribed with address *16 and 18 Cambridge Street Glasgow*, numbered 12907 and inscribed *Q 'A'*, blued steel hands, movement with spotted plates, counter-numbered behind dial, Earnshaw escapement to standard balance with silvered helical spring, contained in gimbal brass bowl counter-numbered within and contained in wooden box with locking arm, tipsy key, inset drop handles and ivory maker's plate — 7in. (18cm.) cubed; **together with** lined guard box of issue with leather strap — 9½in. (24cm.) square, IDN: 4ASCXT76

£1,000 - 2,000



290



291

292 Ø

**TWO-DAY MARINE CHRONOMETER FOR P&O BY BROCKBANK AND ATKINS, LONDON, CIRCA 1880**

4in. silver dial signed as per title and numbered '1970,' gold spade and poker hands, subsidiary seconds and up/down dial, fusée movement mounted within spotted, counter-signed and numbered plates stamped '3315', Earnshaw escapement to bi-metallic standard balance, contained within gimballed mounted brass bowl counter-stamped '3315' with threaded face plate inscribed in gothic lettering on silver bevel 'P.O.S.N. Co and tipsy key, contained within best quality brass bound three tier case with plush lined lid, inset drop handles and maker's label — 8 x 7 x 7in. (20.4 x 18 x 18cm.), IDN: Z28LZKAT

£2,000 - 3,000

293 Ø

**AN UNUSUAL TWO-DAY MARINE CHRONOMETER BY J SEWILL, LONDON, CIRCA 1870**

4in. silver dial signed *J SEWILL ROYAL EXCHANGE 30 CORN HILL LONDON MAKER TO THE ADMIRALTY* 4260 with secondary address '61, SO, CASTLE ST LIVERPOOL, 24 hour dial with red filled Arabic numerals, gold spade and poker hands with secondary and up/down dials, fusée movement within spotted plates, stamped on the rim '4062', Earnshaw escapement standard mercer type balance, contained within gimballed mounted bowl with tipsy key, locking arm, best bound box with inset drop handles (*top lid replaced*), approximately — 7ins. (18cm.) cubed, IDN: FBKT86WW

£2,000 - 3,000



292

293



294

295

294

**AN EIGHT-DAY MARINE CHRONOMETER BY THOMAS MERCER, ST. ALBANS, NO. 647N, CIRCA 1962**

the 4½in. silvered dial signed as per title and numbered '647N', blued-steel hands, single chain fusee movement with spotted plates, with single chain fusée movement with Earnshaw escapement to standard balance with silvered helical spring, counter numbered behind dial, gimballed-mounted within two-tier wooden box with locking arm and tipsy key and Dutch observatory plate — 8in. (20cm.) cubed

£1,500 - 2,500

295

**A TWO-DAY MARINE CHRONOMETER BY THOMAS MERCER, ST. ALBANS, 1962**

the 4in. silvered dial signed as per title and numbered 24535, blued-steel hands, to fusée movement with spot-finished plates, Earnshaw escapement and Mercer's standard balance with steeled spring and jewelled detent, contained within a gimballed bowl numbered '42' set within two-tier wooden box with glass top, locking arm and tipsy key, approximately — 9in. (23cm.) cubed; **together with** guard box of issue and original Mercer guarantee and instructions, along with a test certificate from 1975

£300 - 500



296

296

**ELLIS TYPE AQUATIC MICROSCOPE ATTRIBUTED TO DOLLAND, CIRCA 1780**

with lacquered brass pillar thread-mounted into lid boss with concave mirror plate, circular specimen stage with glass four threaded eye-pieces, two reflectors, contained within green plush-lined pocket case covered in black fishskin with securing hooks — 5½ x 4½in. (14 x 11.5cm.)

£600 - 800



297

297 Ø

**18<sup>TH</sup> CENTURY BOTANIST POCKET MICROSCOPE**

*unsigned*, constructed in lacquered brass with ivory handle and sliding specimen stage with pin forceps, contained in marbled cardboard box of issue — 3¼in. (8.5cm.) wide, IDN: LQR62VH2

£100 - 150



298



298 (detail)

298

**A FINE BINOCULAR MICROSCOPE BY EDMUND WHEELER, LONDON, CIRCA 1870**

constructed in lacquered brass with 8in. tubes, with high and low power eyepieces, specimen stage with adjustable platform and substage polariser, plano-convex mirror, signed on rear of Y-shaped foot 'E Wheeler London', contained in original fitted box with signed nosepiece containers, live box and tweezers— 17½ x 9½in. (44.5 x 24cm.)

£1,000 - 1,500



299

299

**A MONOCULAR MICROSCOPE BY CARY, LONDON, CIRCA 1840**

8in. main tube, threaded specimen platform with slide clamp and pincer, rack and pinion focussing and concave mirror under, signed on the backfoot 'Cary 181 Strand London', contained in fitted box with accessories including live box, two nose pieces and bull's-eye condensing lens — 9½ x 7½in. (24 x 19cm.)

**Provenance:** 9

£250 - 350

300

**A MONOCULAR MICROSCOPE BY MARRATT, LONDON, CIRCA 1865**

with 7in. tube, threaded to mount with rack-and-pinion platform with sprung specimen stage, signed on circular foot *Marratt / 63 King William St London Bridge*, magnifier and tweezers and substage concave mirror, contained in fitted original box with 3 drawers of accessories and specimens — 15 x 7 x 7in. (38 x 18 x 18cm.)

£250 - 350



300



301

301

**A COMPOUND MONOCULAR MICROSCOPE BY CARL ZEISS JENA, CIRCA 1920**

the lacquered-brass tube signed as per title and numbered '44027', triple revolving nosepiece, circular specimen stage with clamps, substage accessories and plano convex mirror on ebonised brass stirrup foot, contained within fitted case of issue with accessories including nosepiece, slide labels, etc — 15 x 8½in. (38 x 21.5cm.) **together with** a German cystoscope circa 1930, constructed in steel with rubber tubing accessories, contained in fitted wooden box with maker's labels for *Georg Wolf Berlin* — 18in. (46cm.) diam.

(2)

£150 - 200

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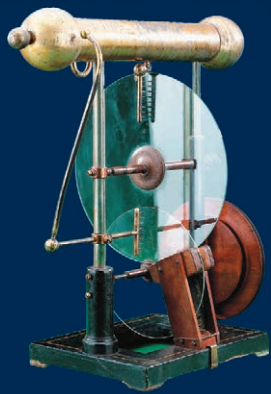
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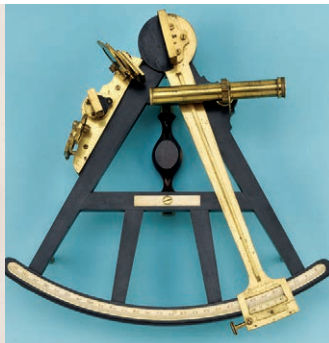






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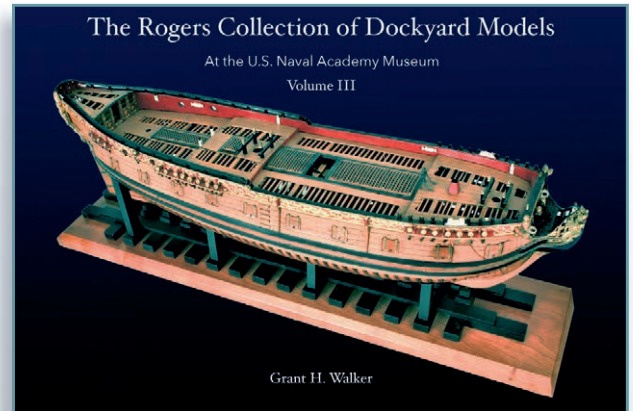
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## 3. Examination of Lots

- (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.

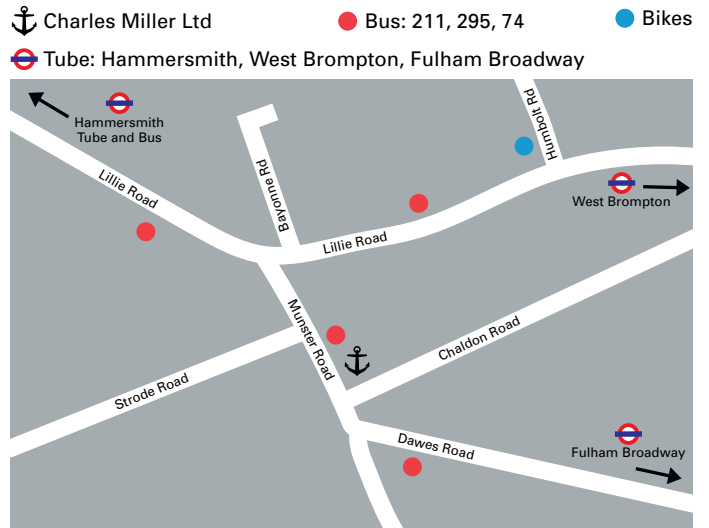
Charles Miller Ltd. has discretion to waive any of the above requirements. Charles Miller Ltd. may require the Buyer to obtain at the Buyer's cost the reports of two independent and recognised experts in the relevant field and acceptable to Charles Miller Ltd.

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.

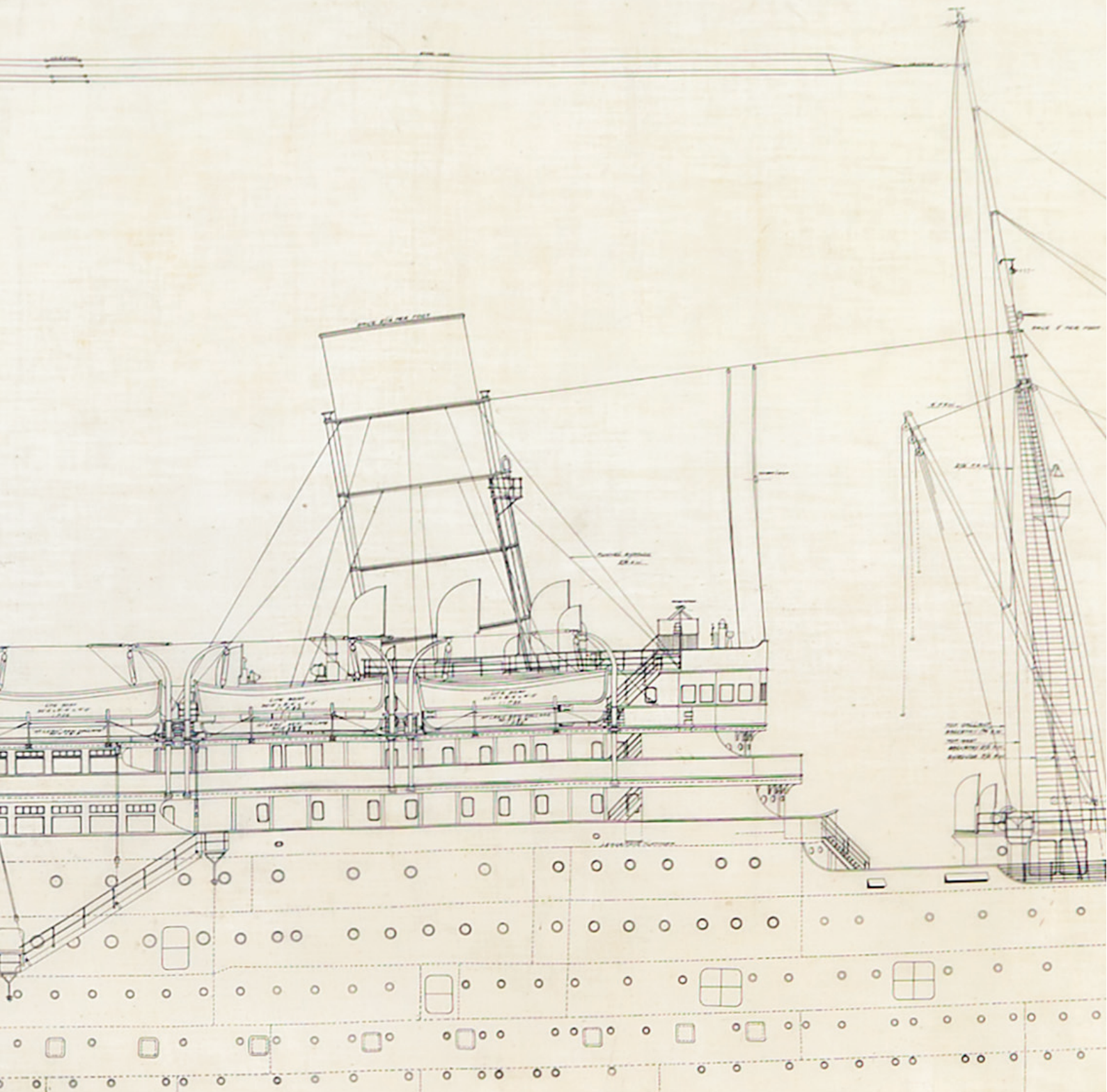
### ARTIST'S RESALE RIGHT ("DROIT DE SUITE") δ

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.



**Charles Miller Ltd**

300 Munster Road, London, SW6 6BH

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