

PIRATES, SHIPWRECKS & LIFE AT SEA

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1. ADDINGTON, ANTHONY

An Essay on the Sea-Scurvy: Wherein is Proposed an Easy Method of Curing That Distemper at Sea; and of Preserving Water Sweet for any Cruize or Voyage

First Edition, errata slip pasted to A4 verso, slight staining to title, library shelf mark to title verso, rebound, quarter calf, marbled boards, 8vo, Reading, C. Micklewright, 1753

£1,250

A very scarce copy of Dr. Anthony Addington's (1713-1790) famous essay on scurvy at sea. In this important early work, Addington perceived scurvy as being related to diet, the quality of air, the state of decay of provisions, and the putrefaction of water.

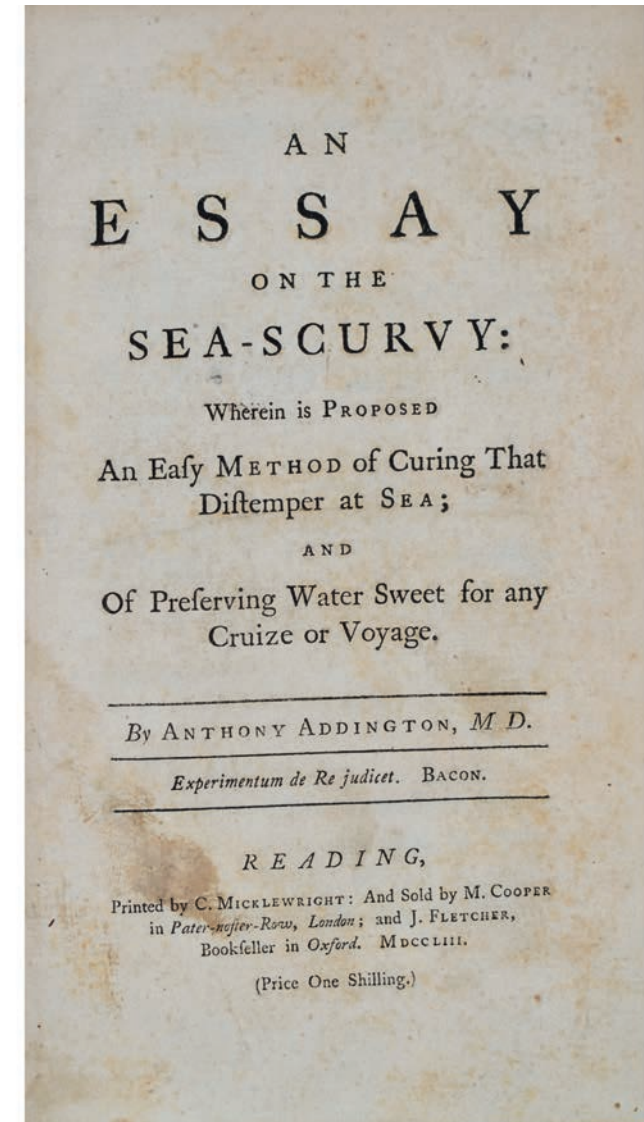
As treatment he recommended depletion, with the employment of seawater as a purgative, consuming meat was to be avoided, but regards biscuits as food suitable to those affected by scurvy. The method proposed for preserving the freshness of water at sea was the addition of muriatic acid, the hydrochloric acid of more recent chemistry.

Dr. Anthony Addington was a physician who devoted his attention particularly to the treatment of insanity. Addington gained considerable public attention when he appeared as an expert for the prosecution of Mary Blandy for the poisoning of her father Francis Blandy in 1752. William Pitt the elder and King George III are among his patients.

[ESTC N9801; Wellcome II, p.15; Blake, p.5]

2. [AMERICAN REVOLUTION] BRITISH ADMIRALTY

A Commission "To Mr John Ballett, hereby appointed Commander of His Majesty's Sloop the Otter"



A printed and manuscript commission on parchment, appointing John Ballett as commander of H.M.S. Otter, three blind stamped seals, signed by Secretary to the Admiralty Thomas Corbett, along with Bedford, Arton and Duncannon, mailing folds, ink aged, age related soiling, 280 x 315mm, 18th January, 1747
£1,250

A commission from the King George's War, (1744-48), the inconclusive third struggle between France and Great Britain for mastery of the North American continent.

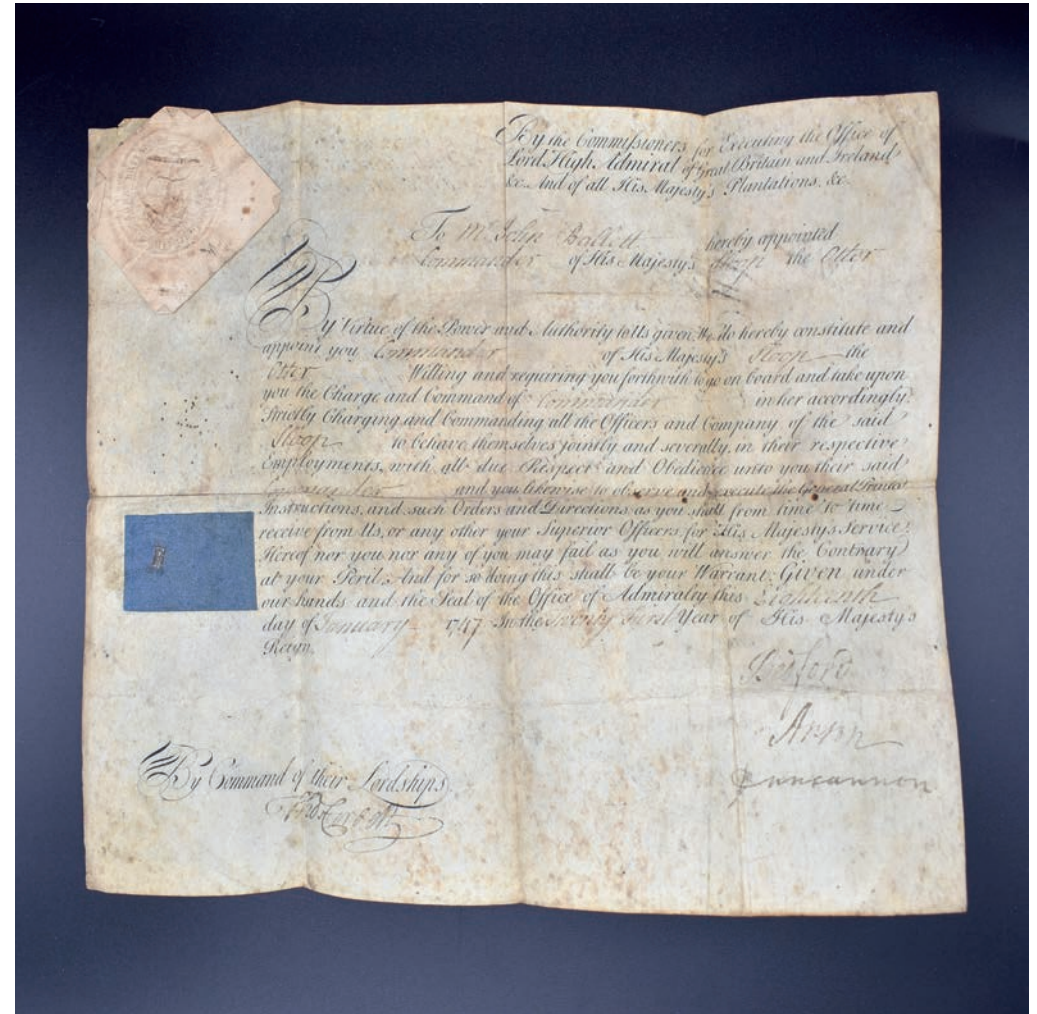
In the summer of 1748 several Spanish and French privateers caused panic among the British colonists by cruising off the mouth of the Delaware Bay a year after a French privateer who had entered Delaware Bay succeeded in the capture of several vessels. The H.M.S. Otter, under command of Captain Ballett, was ordered to engage a Spanish ship carrying an escaped prisoner of war. However the Otter was unable to pursue the privateer due to the damage received from a large French ship the sloop had recently encountered.

After four years the warring parties were tired of the costly and vain struggle. Receiving little effective military aid from either mother country, the war came to an end when France and Great Britain signed the Peace of Aix-la-Chapelle (1748). The territories conquered during the war were restored, but important colonial questions failed to be resolved.

[Britannica, "King George's War", Ashmead: History of Delaware County, pp.32-33]

3. [BEEBE, WILLIAM] BERMUDA DEEP SEA EXPEDITION

BATHYSPHERE, NONSUCH ISLAND - Photo Album 1930-1931



A collection of 163 small format black and white photographs of the research team and their work on land and sea, manuscript captions on verso, preserved in a photo album, 45pp., oblong folio, black wrapper, [1930-1931]

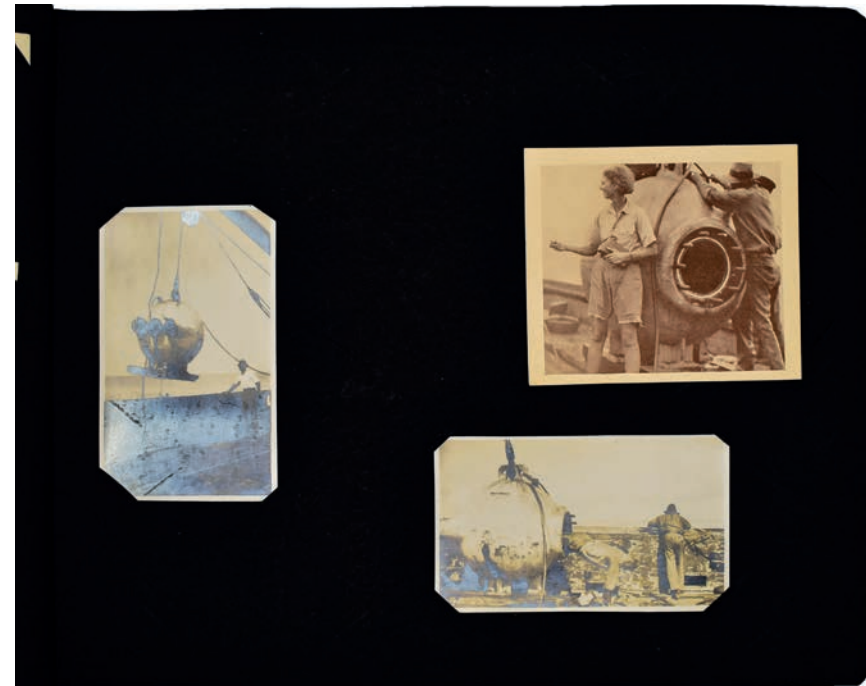
£6,000

The collection was compiled by Jackson Edwin Guernsey (1910-1998), a laboratory assistant on the expedition, while he was an undergraduate at Williams College. The photographs were taken during the third Bermuda Oceanographic Expedition, led by naturalist and explorer Charles William Beebe (1877-1962). William Beebe is regarded as one of the founders of the field of ecology, as well as one of the early 20th century's major advocates of conservation.

The New York Zoological Society funded Beebe's research in developing the Bathysphere, a vessel capable of exploring the ocean at great depths. Beede's dives in the Bathysphere off the coast of Bermuda were the first time a biologist observed deep-sea animals in their native environment.

Although no descents in the Bathysphere were made during this expedition, due to the lack of extended periods of calm weather at sea, the expedition was still successful. Numerous new species were identified, including a deep sea eel with a scarlet light organ near the tail. An intensive study was made of the characters of sharks, with eleven Bermuda species differentiated. The most important discovery was that the bottom of the deep sea area under investigation was a submerged beach, with many corals, shells and pebbles brought up in the dredge.

The scientists, research assistants, and other contributors to the project are depicted working and socialising in this fascinating album. Almost all contributors, and often the photographers themselves are identified on the backs of the photos. Along with Guernsey and Beebe, we find photographs of Gloria Hollister, who set a world record for the deepest dive performed by a woman, on her thirtieth birthday in the bathysphere; John Tee-Van, a valuable member of Beebe's famed team for over 26 years; Jocelyn



Crane, who studied crustaceans and specialized in fiddler crabs; natural history illustrator for the Zoological Society's Helene-Therese Tee-Van; Kathryn Leigh [aka Binx], who served as laboratory secretary; photographer Amos Burg who took 3500 feet of film during the expedition; Patten George, who died in Bermuda, aged 18, of appendicitis; Else Bostlemann, another artist, and many others.

Many interesting visitors were also photographed, including Professor A.L. Treadwell, head of the Zoology department at Vassar College; George Putnam, one of the most successful promoters in the US and widower to Amelia Earhart; and artist Philbrick Crouch. Several of the local people, along with animals and views of Nonsuch Island and Bermuda also appear throughout the album.

"Katherine Leigh (Binx) holding grapsus grapsus, the common land crab, tied to my water-string. On the eastern side of south point, nonsuch, bermuda. "Having nothing else to do" - we had taken a walk. June 29, 1931."

The captions on the backs do more than simply identify the contributor and photographer, they also recount the circumstances in which the photograph was taken: "Happy Hawkins, 16 years of age, dead drunk in front of his tent - the sun helped the whiskey. July 1931. Nonsuch Bermuda."

A charming and unique set of images from the earliest days of the development of the bathysphere.

Provenance: Jackson Edwin Guernsey (1910-1998) was raised in Shavertown, PA. After graduating from Williams College in 1931, he embarked on a career as a science teacher.





4. COOK, JAMES

The Three Voyages of Captain James Cook Round the World

7 vol., xii, 398; [1 blank], 368; [1 blank], 372; viii, 304; vii, [1 blank], 472; xii, 503, [1 blank]; xi, [1 blank], 462pp., frontispiece portrait, 24 aquatint plates, large folding map, 2 folding tables, half titles in all but vols 3 and 5 (conforming to Forbes 522), occasional foxing and offsetting, contemporary speckled calf, spine gilt with ship motifs, 8vo (218 x 135mm), London: Longman, Hurst, Rees, Orme, and Brown, 1821.
£2,500

A handsome set of the official accounts of Cook's three voyages.

In 1768, when Cook set out on the first of these voyages, his official purpose was to observe the transit of Venus. However, he carried with him secret orders from the British Admiralty to seek 'a continent or land of great extent' and claim it for the King and country. On this first voyage he set up an observatory on Tahiti, circumnavigated and chartered New Zealand for the first time, and charted Australia's eastern coastline. On the second voyage Cook made the first crossing of the Antarctic Circle, determining the southern landmass was not as large as previously thought. The final voyage was an attempt to find the elusive North West Passage, culminating in Cook's death in Hawaii.

Abbey Travel 5; Beddie 94; Forbes 522.

5. GEOLOGY - SHIP'S LOGBOOK

Log of the H.M.S. Wellesley from Bermuda to Venezuela [with] H.M.S. Hunter from Nova Scotia to Sydney

Two manuscript log books bound in one, [39pp-18pp], some contemporary ink splashes, marginal chippings, contemporary wrapper, folio, 1850-1849
£750

The first work contains an account by an unknown geologist giving



entries for weather, speed and positions during voyages as well as geographical and geological observations of the islands visited. Leaving Bermuda on January 22, 1850, the first destination was Barbados. "It may be a matter of interest to keep a table of the specific gravity temperature of the sea water, as I understand that among the West India Islands its density increases very much ..."

There are tables explained by this accompanying text.

Barbados was sighted on January 29, described as "...a rugged and hilly appearance, the cliff bordering on the shore high and precipitation appearing stratified but from keeping a long way off the shore...". The Wellesley was forced to anchor some distance from the shore as "A long and dangerous shoal extending considerable distance from the North Eastern portion of the island". The author observes the locals of the island "The houses present a very good idea of the want of prosperity of the place.", and other natural dangers "the sandstorm and clay form sand balls cemented together by carbonate of lime". The author is particularly interested in the possibility of fuel being found on Barbados. On the first day they found a gaseous spring and experimented to find the quantity of the gas.

"Having extinguished the light, I was anxious to witness its apparent quantity by observing its evolution under water, therefore compassing the exit holes of the gas with clay and filling it with water made it apparent that about a cube foot a minute exuded with which I filled two bottles."

The next day the author followed a lead for coal, writing "The country and the strata did not give one the idea that coal was in the vicinity however on removing about a foot of clay coal was observed in a small quantity", but the owner of the land, Mr Ellis, claims it is cheaper for him to buy coal from England than dig up the isolated veins on his land.

The following day the H.M.S. Wellesley begins the tract to Tobago, the author noting the difficult crossing by describing numerous topographical challenges such as sand banks, low tides and large rocks to navigate past, as well as geographical features of rivers, tides and currents. They passed Venezuela and Trinidad, arriving at Tobago on the 2nd of February.

"[the island is] bordered by hills abundantly clothed with



vegetation."

The author notes the local people at work. "An estate at the head of the bay raising about 80 hogsheads of sugar... about 60 negroes are actually employed pay 8d a day"

Regarding the geology of the island, the author observes "Many of the compact species of braunstone[?] being crystalized into beautiful white marble, other portions of the rock being compact limestone."

On the same day they visited Trinidad, "the northern shore of Trinidad steering for the Boca[s] del Drago[n] the range of mountains terminating the northern portion of Trinidad may be said to rise abruptly from the sea...". Once again the author describes the local population they meet. "Individuals of almost all nations are to be seen from black to really white."

The third and final place on this voyage is the island Margarita arriving on March 6th. On the approach "The number of whales

seen were about a dozen". The author describes the island "High mountains are within extremity, a range of flat land and lagoon nearly enclosed between the two makes it appear like two islands". They also discuss the main town and surrounding country in some detail before ending quite abruptly.

The second account is on the Schooner Hunter, beginning in Halifax harbour on the 12th of July, 1849. The writer, also unknown, appears to be a sailor with minimal entries for weather, speed and positions during voyages.

After a days sail they arrive at Beaver Harbour, finding "several fishing schooners at anchor", from here they sail around Nova Scotia and, after many days unaccounted for, arrive in Sydney harbour on August 28. The entries pick up as they make the return voyage to Halifax harbour, the final entry written on September 8, as the Hunter rounds Rock Head Bay.

Two very different accounts written by two very different people who happened to share a log book.

6. HORSBURGH, JAMES and INGLIS, SIR HUGH (1744-1820)

Autograph letter concerning the East India Company

Autograph letter, 2pp., signed "Hugh Inglis" addressed to "Lord Viscount Melville", mailing folds, Milton Bryand, 13 November, 1812
£2,500

Sir Hugh Inglis was a British Politician and an East Indies Merchant. He was elected as a Director of the East India Company and held the position of Chairman for several years. This letter discusses a communication Inglis has received from James Horsburgh, Hydrographer to the East India Company, who "professes more knowledge of the Eastern Seas than perhaps any other man now in Europe; he is likewise well acquainted with several of the American Captains who traded to China and India and from his knowledge of their enterprising character he

entertains a confidential opinion that heavy vessels will be sent to the Eastward of the Cape".

Enclosed is another autograph letter, 4pp., to "Sir H. Inglis" from James Horsburgh, unsigned, mailing folds, 13 November, 1812

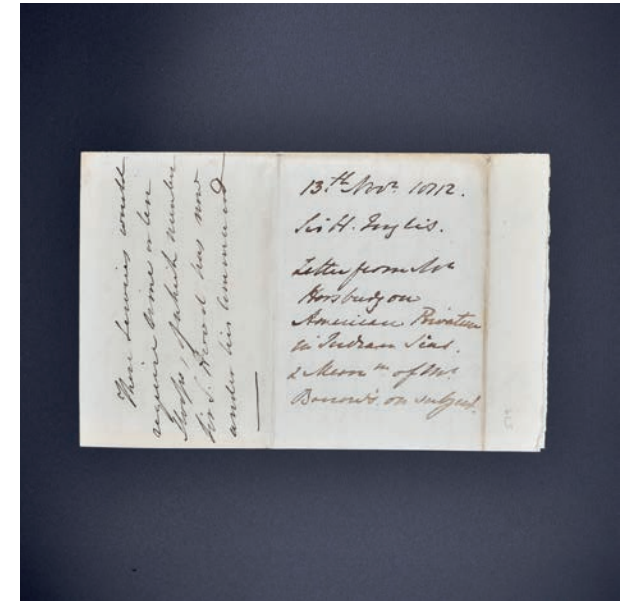
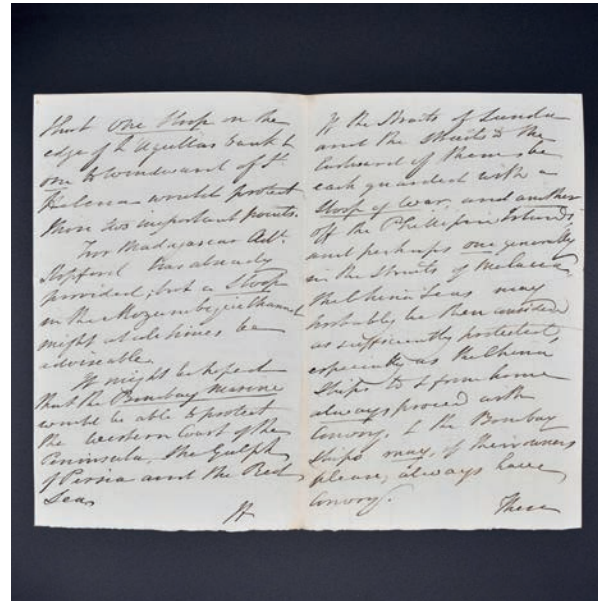
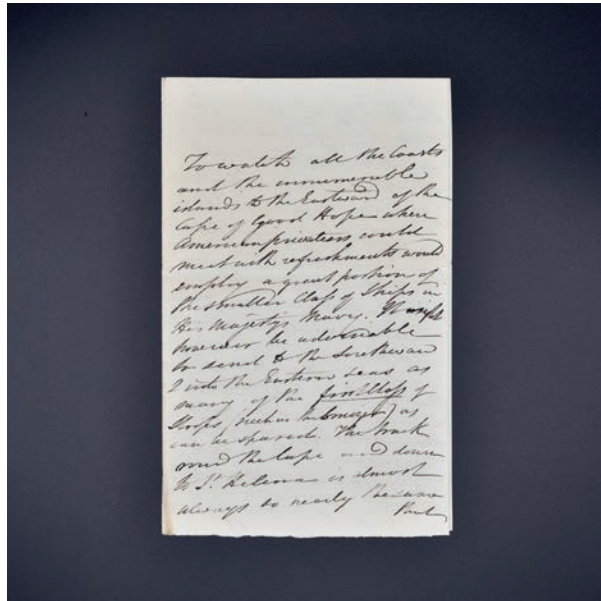
The letter is a memorandum detailing how best to protect "all the coasts and the innumerable islands to the Eastward of the Cape of Good Hope where American Privateers could meet..." Horsburgh advises "The track round the cape and down to St. Helena is almost always the same that one sloop on the edge of Aquillas bank and one to windward of St. Helena would protect those two important points." He goes on to make suggestions for Madagascar, the Gulf of Persia, the Red Sea, the Philippines and the China Sea.

James Horsburgh (1762-1836) was a Scottish hydrographer and navigator who served in the Royal Navy and went on to become hydrographer to the British East India Company. He mapped many of the seaways around Singapore and the East Indies.

Horsburgh was inspired to produce accurate maps after being shipwrecked on the island of Diego Garcia in 1786. He found his way back to India on board a ship employed in trade with China. Many of Horsburgh charts are the direct result of his own unique survey work on board the Carron and later as captain of Anna. From his research, he composed the pilot guide, 'Directions for Sailing to and from the East Indies, China, New Holland, Cape of Good Hope' (1809-1811).

Horsburghs' monumentally important guide became the standard work for oriental navigation in the first half of the 19th century. His work earned him friendships in London's highest naval and scientific circles, leading to his appointment to the positions of Hydrographer to the British East India Company. Horsburgh's work with the Company elevated the standards of the Hydrographic Department and earned him a Fellowship with the Royal society.

These letters contain intelligence important to the British during the war against America.



7. JOHNSTONE, GEORGE & EAST INDIA COMPANY

An Important Autograph Letter concerning Warren Hastings and the Treaty of Banaras

Autograph letter, 2pp., folded, signed "G. Johnstone" to Sir David Dundas, contemporary ink stain not affecting text, marginal toning, 17 September, 1774
£2,500

The autograph letter from George Johnstone, the Director of the East India Company, regarding George Vansittart (1745-1825) "quitting the service of the East India Company". The letter goes on to discuss Warren Hastings, the Treaty of Banaras and reformations. Beginning with a politically motivated embezzlement:

"You will now judge what reformations are likely to take place under such a General who in a very inferior station cut out with 100,000£ and endeavoured to support evidence on the reform

action attempted by General Claverings besides furthering by his own confession in a manner so very unworthy a public officer...". General Clavering was appointed Commander in Chief in India in 1774, shortly after Warren Hastings was appointed Governor General. By the 1770s Hastings had already made many political enemies in the East India Company.

The letter goes on to state:

"I am not surprised that Mr. Hastings and his friends should wish for a success for the only person who was privy to the Treaty at Banaras for exterpating the Rohilla... but why Pitt should adopt him I shall never wonder more."

The Treaties of Banaras of 1773 was an agreement regulating relations between the British Government of Bengal and the ruler of the Muslim state of Oudh, modern day Ayodya. Warren

Hastings ceded Allahabad and Kora to the states ruler and promised to support him against the menacing Afghan Rohillas in return for cash payments. This move, designed to strengthen Oudh as a buffer state between Bengal and the Marathas, led to the Rohilla War of 1774, which later became a major factor in Hastings's impeachment (1788-95).

The mention of Pitt is referring to Prime Minister William Pitt's Regulating Act of 1773. The Act was intended to overhaul the management of the East India Company's rule in India. Although it was not a long term solution to the concerns over the company's affairs, it marked the first step towards parliamentary control over the company and centralised administration in India.

George Johnson was an officer of the Royal Navy who served during the War of Austrian Succession, the Seven Years War and the American War of Independence, rising for a time to the position of Commodore of a squadron. Adaptable in his career, Johnson also served as a member of Parliament, a member of the Carlisle Peace Commission, a Director of the East India Company and the first Governor of West Florida from 1763 until 1767. Early in his service he revealed both the positive and negative aspects of his character. He was praised for his bravery when confronting the enemy but censured for disobedience. He rose through the ranks to his own commands and had some success with small cruisers against privateers. Throughout his life he rotated between his political career and his service in the Royal Navy. He became a director of the East India Company towards the end of his life, before illness forced him to retire from business and politics shortly before his death in 1787.

An important letter revealing the Director of the East India Company's concern over the actions of Warren Hastings.

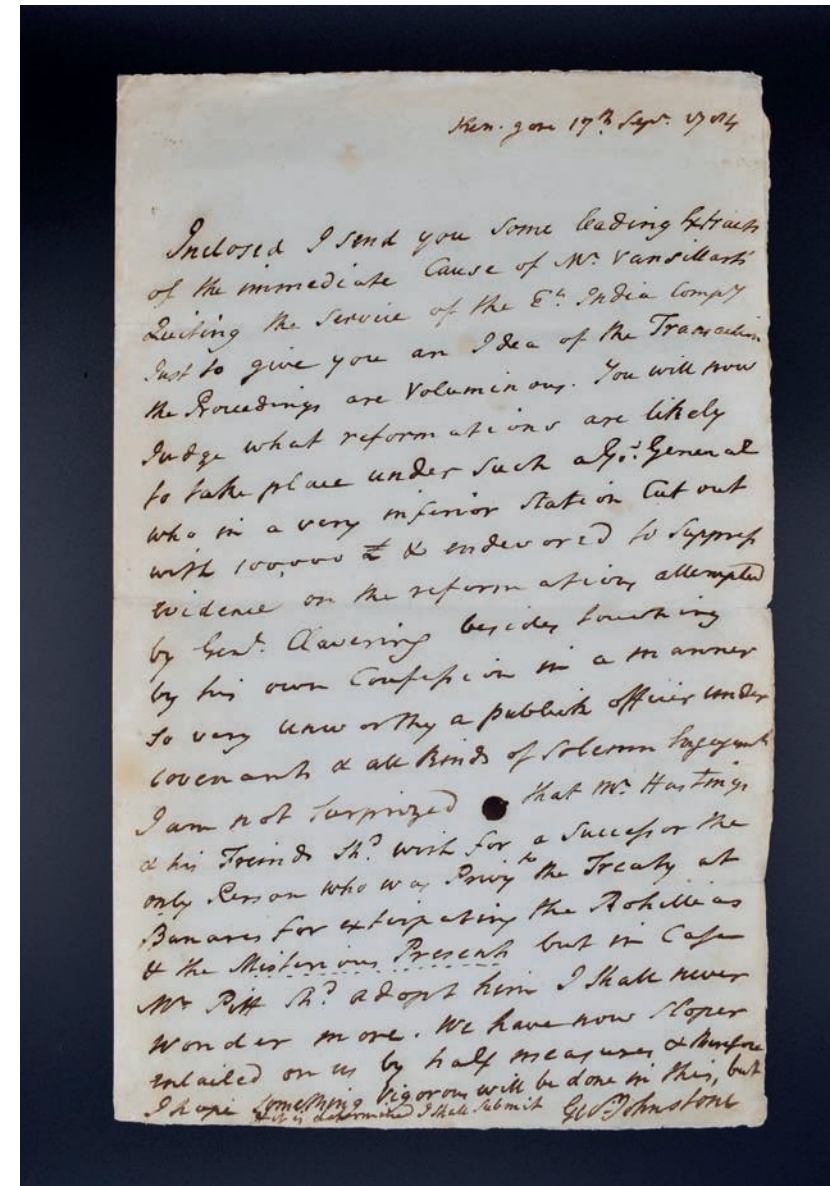
8. LUTWIDGE, ADMIRAL CHARLES SKEFFINGTON

A Collection of Letters

A collection of four manuscript letters addressed to Sir Robert Bateson Harvey, from the renowned Royal Navy officer Admiral Charles Skeffington Lutwidge.

£2,000

Lutwidge had an extensive career, serving in the American



War of Independence, the French Revolutionary Wars and the Napoleonic Wars. However he is often remembered for his connection with a young Horatio Nelson, who served under Lutwidge as a midshipman on an expedition to the Arctic in HMS Carcass in 1773. The expedition was under the overall command of Constantine Phipps, departing from Nore on June 10th. The expedition sailed up to and around Spitsbergen, reaching within ten degrees of the North Pole. The thick sea ice prevented the expedition from travelling further north and they returned to Britain in September. It is from this time the famous story of Nelson's hare-brained attempt to shoot a polar bear, with Lutwidge himself as the reported source. A distant relation was his great-nephew Charles Lutwidge Dodgson, better known as Lewis Carroll.

Lutwidge went on to take commands in North America and the Mediterranean, most notably at the fall of Fort Ticonderoga and in the Saint Lawrence River.

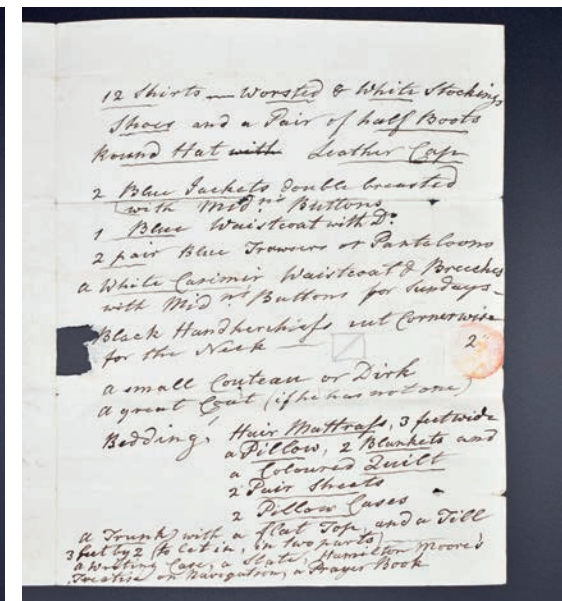
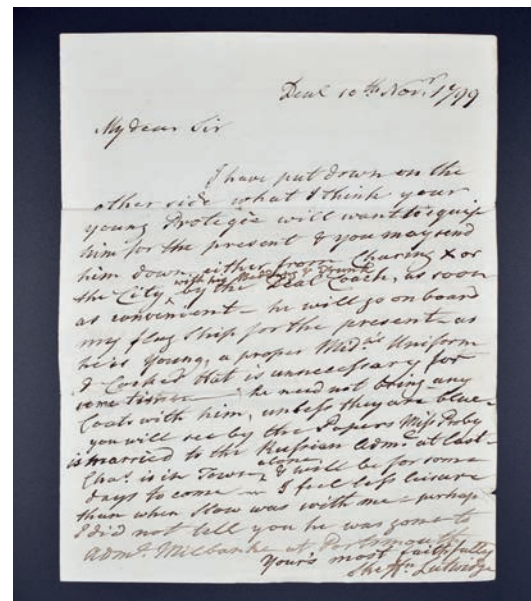
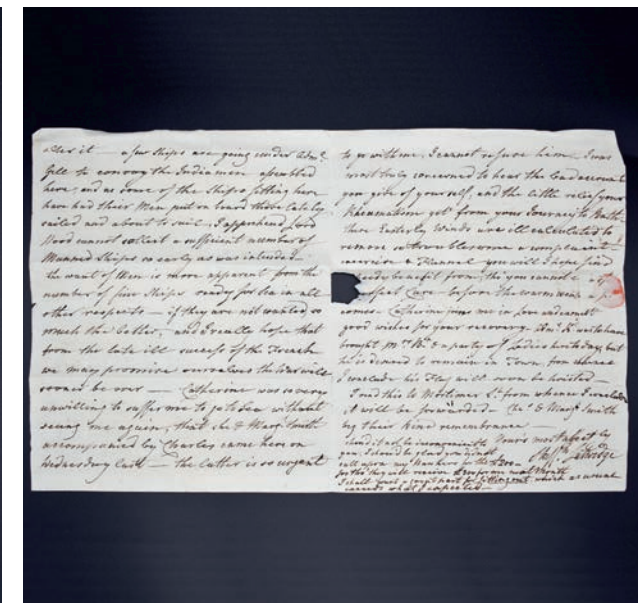
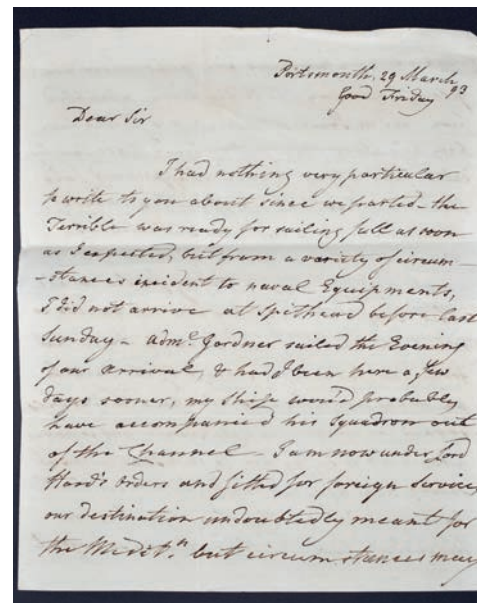
The collection contains:

Autograph manuscript letter, 4pp., signed "Skeff Lutwidge", 230 x190mm, mailing folds, marginal hole caused by wax seal, Portsmouth, 29 March, 1793.

A letter written during the French Revolutionary Wars, reads in part "the [HMS] Terrible was ready for sailing full as soon as I expected, but from a variety of circumstances incident to naval equipment, I did not arrive at Spithead before last Sunday". After missing the original squadron he intended to sail with, Lutwidge continues "I am now under Lord Hood's orders and fitted for the foreign service, our destination undoubtedly meant for the Mediterrean, but circumstances may alter it - a few ships are going under Admiral Gill to convoy the Indiaman assembled here...", after complaining of the lack of men, he writes "I really hope that from the late ill sweeps of the French we may promise ourselves the War will sooner be over". The rest of the letter discusses his family and the hope that Sir Robert has a fast recovery from Rheumatism.

Autograph manuscript letter, 4pp., signed "Skeff Lutwidge", 235 x190mm, mailing folds, marginal hole caused by wax seal, Deal, 10 November, 1799

Reads in part "I have put down on the other side what I think your



young protege will want to equip him for the present and you may send him down either from Charing Cross or the City... he will go on board my flag ship for the present...". The list includes 12 shirts, a leather cape, 2 blue jackets, beddings and a trunk.

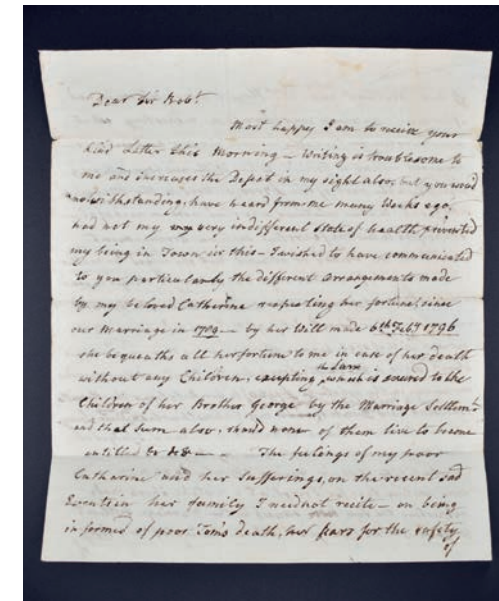
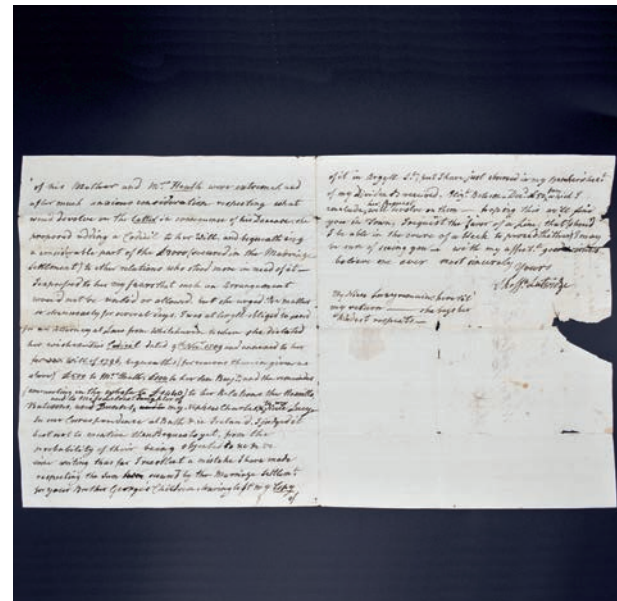
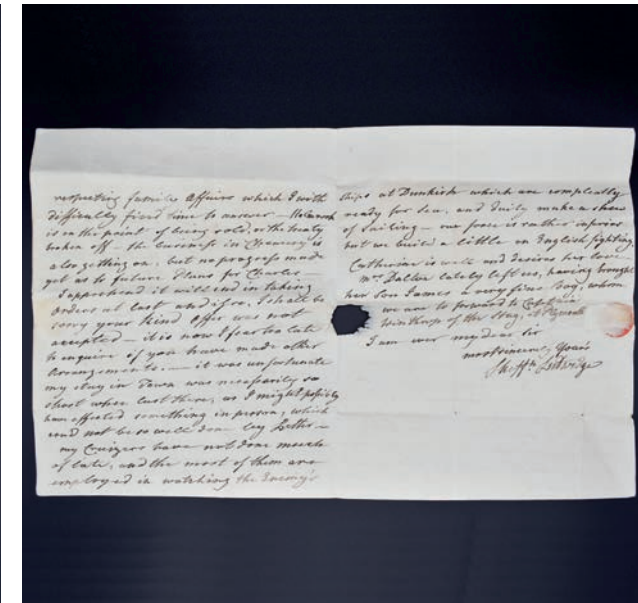
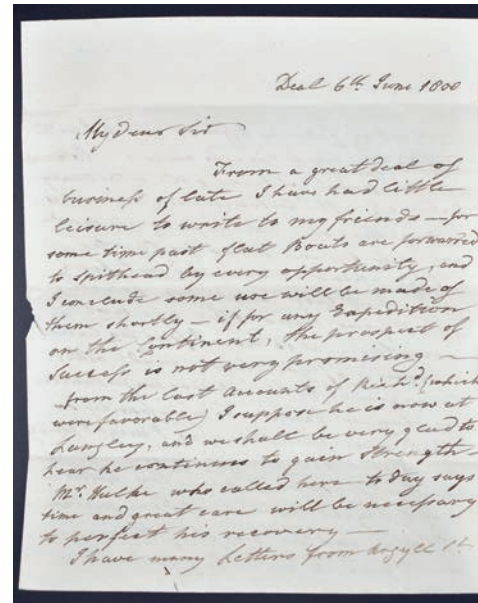
Autograph manuscript letter, 4pp., signed "Skeff Lutwidge", 240 x195mm, mailing folds, marginal hole caused by wax seal, Deal, 6 June, 1800.

A letter written on the conflict with France, as it turns from the French Revolution Wars to the beginning of the Napoleonic Wars. Reads in part "If for any expedition to the continent, the prospect of success is not very promising". Continuing "My cruisers have not done much of late, and most of them are employed in watching the Enemy's ships at Dunkirk which are complicity ready for sea, and daily make a show of sailing- our force is rather inferior but we [??] a little on English fighting." Throughout the letter there is a mix of the concerns of war with questions on the local affairs at home, ending with a general update on his family.

Autograph manuscript letter, 4pp., signed "Skeff Lutwidge", 230 x190mm, mailing folds, wax seal, small tears along fold lines, 10 April, 1810.

This letter was written the year Lutwidge's wife Catherine died. At the age of 74 his handwriting is noticeably more shaky compared to earlier letters. This could be due to his poor eyesight, starting his letter with "Writing is troublesome to me and increases the defect in my sight also". He writes regarding the arrangements of his late wife's will "I wished to have communicated to you particularly the different arrangements made by my beloved Catherine respecting her fortune... bequests all her fortune to me ... excepting the sum which is assured to the Children of her Brother George." It then goes onto the more specifics of the will which are to be carried out.

An interesting collection of letters illustrating the combined personal and professional life of an esteemed Naval officer, written over 17 years.



9. ORTELIUS, ABRAHAM

[Spice Islands] Indiae Orientalis Insularumque
Adiacentium Typus

Copper engraved map, from Ortelius' 'Theatrum Orbis Terrarum', hand coloured, strap work title cartouche, heraldic crest of Portugal, ocean stippled and embellished with mermaids, sea monsters and ships, central vertical fold, good margins, French text on verso, overall size 405 x 550mm, Antwerp, 1572
£2,800

An attractive example of Ortelius' map covering the Malay Archipelago, Persia, India, China, Japan, the coast of New Guinea, and the coast of North America. The highly decorative map features two mermaids unconcerned about a nearby sea monster wrecking a ship, based on Diego Guterrez's map of America. However, the geography of the map has particular importance to Europeans of the 16th century. These islands, known as the Spice Islands, were the source of the rapidly expanding spice trade and a huge source of financial profit. An inscription near the Moluccas explains, "Of the famous Moluccas islands there are next to Gilolo five, exporting all over the world a great abundance of fragrant spices, namely Tarenate, Tidore, Motir, Machia and Bachia."

Another inscription on an enlarged New Guinea reads "New Guinea, which seems to be called Piccinaculus land by Andreas Corsalis. Whether this is an island or part of the South Land is uncertain." The existence of a large island was presumed on the assumption that the hemispheres needed to be balanced. This assumption is what drove many explorers and geographers until the end of the 18th century.

Sumatra and Java are shown as oversized, but the Philippines is incomplete, lacking the Island of Luzon. A small amount of the West Coast of America is shown, with only three coastal cities named; Tiguex, Cicvie and the mythical Quivira. Although mostly unknown, this coast is based on Mercators world map of 1569, the most complete understanding to date.

This map is a splendid example of the combination of aesthetics and accurate cartography Ortelius is famous for. An interesting and important map.



10. PARKER, ADMIRAL WILLIAM (1743-1801)

[Slavery - Haitian Revolution] Autograph letter to General Etienne Laveaux regarding Prisoner Release

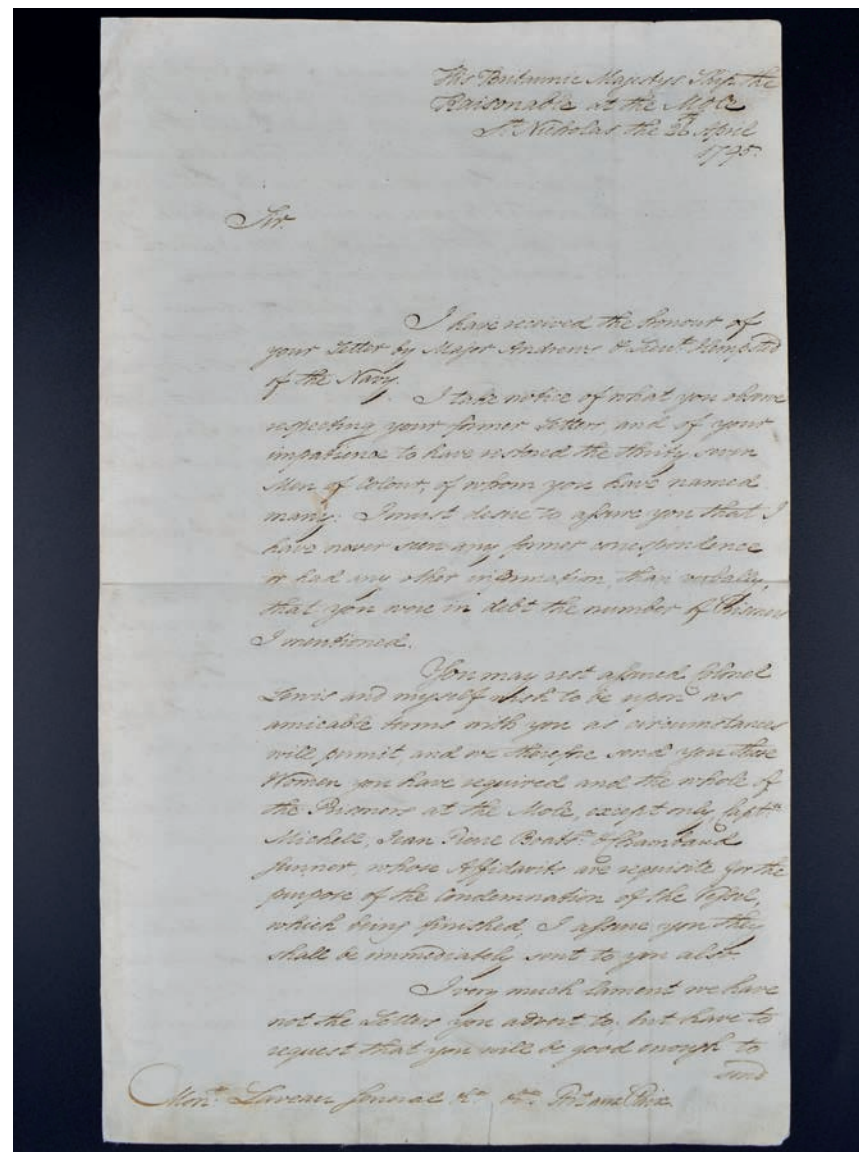
Autograph manuscript letter, 4pp., addressed to Etienne Laveaux, Port-de-Paix, signed "Wm Parker, Rear Admiral of the Blue Squad..." mailing folds, ink slightly toned, 330 x 200mm, St. Nicholas, Haiti, 26 April, 1795
£2,500

A letter between Admiral William Parker, as Commander-in-Chief of Jamaica, to the French General Etienne Laveaux. Written during Toussaint Louverture's Haitian Revolution, the letter formally discusses the release of mulattos and other prisoners. "...respecting your former letters, and your impatience to have restored the thirty seven men of colour, of whom you have named many... You may rest assured Colonel Lewis and myself wish to be upon as amicable terms with you as circumstances will permit, and therefore send you those women you have required and the whole of the Prisoners at the Mole..." "[I] have to request that you will be good enough to send the names once more of other people of Colour, giving you assurance that if there are any in the custody of the English, and that a strict enquiry shall be immediately made they, or such of them as can be found shall be restored to you as early as possible...Lieutenant Dunn of the Navy is the bearer of this in a Vessel I have hired for the purpose, and navigated by Men from the Reasonable: He will deliver you Sixty Prisoners... I must desire leave to recommend Lieutenant Dunn to your protection and countenance while he stays, requesting at the same time you will dispatch him back as early as possible".

Admiral William Parker saw action in the Seven Years War and The French Revolutionary Wars. From 1756 he served in the Americas, including under Vice-Admiral Byron in the West Indies. He served aboard various ships and as commodore and commander-in-chief on the Leeward Islands Station between 1787 and 1789. During the 1790s he served under Admiral Lord Howe. In 1794 he commanded HMS Audacious at the Battle of The Glorious First of June and was promoted to Rear-Admiral.

Etienne Laveaux was a general who became one of the most senior French leaders during the Haitian Revolution. During his time as Governor of Saint-Domingue, from 1793 to 1796, he ensured that

the law that freed the slaves was enforced. Laveaux supported the black leader Toussaint Louverture. Laveaux and Louverture met for the first time on 8 August 1794, and immediately became good friends. From then on, each would often praise and support the other. Toussaint Louverture later established the independent republic of Haiti.



And the Names once more of those people of the
giving you assurance, that if they are any more
in the custody of the Hospital, and that a
strict enquiry shall be immediately made
into, or such of them as can be found shall
be returned to you as early as possible, relying
upon you for the liberating the Dependants at
the annual, look in your possession.

Since I had the honour of
writing to you before, Twelve Prisoners who
were under the Surgeons care at the Hospital
have escaped. I enclose you a List of their
Names with the Surgeons certificate of
the fact, the names I have sent least
any should be of the People of whom you
allude to, and by which you may be satisfied
of their disposal.

Lieutenant Dunn of the King
is the bearer of this in a letter & have been
for the purpose, and navigated by him from
the Providence. He will deliver you the same
and I understand the Women you have
required me to take their papers also.

Probably they would have been
sent you had not their destination happened
which I believe is nearly agreed to in my
former letter.

I must desire leave to recommend
Lieutenant Dunn to your protection
& maintenance while he may require it
at the same time you will dispatch him
back as early as possible, remaining

Yr. most obedient and
Loyal servant.

Wm Parker, Comd
Admiral of the Blue Squadron
of His Britannic Majesty's
ships & command in a fleet
of the ships employed
about St. Domingo

11. PHILLIPS, BENJAMIN

Mariners workbook and log book

2 vols, manuscript, [156pp.]-[164pp.], square 8vo [170 x 200mm], contemporary half red morocco, marbles boards, rubbed, corners worn, one spine perished, text block firm, 1847-1850

£1250

The first voyage was from Liverpool to Jamaica to sell fuel and building materials and to buy sugarcane and logwood. They set off on the 22nd of February, after removing a stow away boy in the hold, going via Antigua (29th February) and Cuba (April 5th) arriving in Jamaica on April 8th.

"...we can see fields of sugarcane and coconut trees, along the shore a beautiful sight."

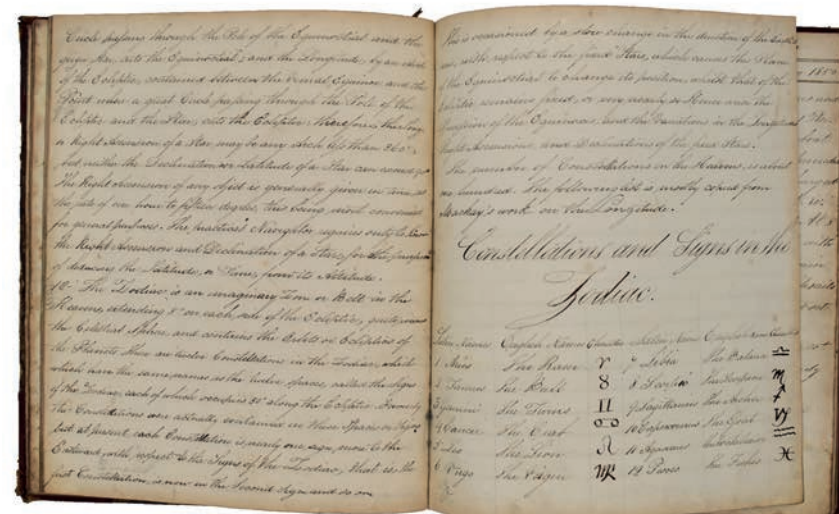
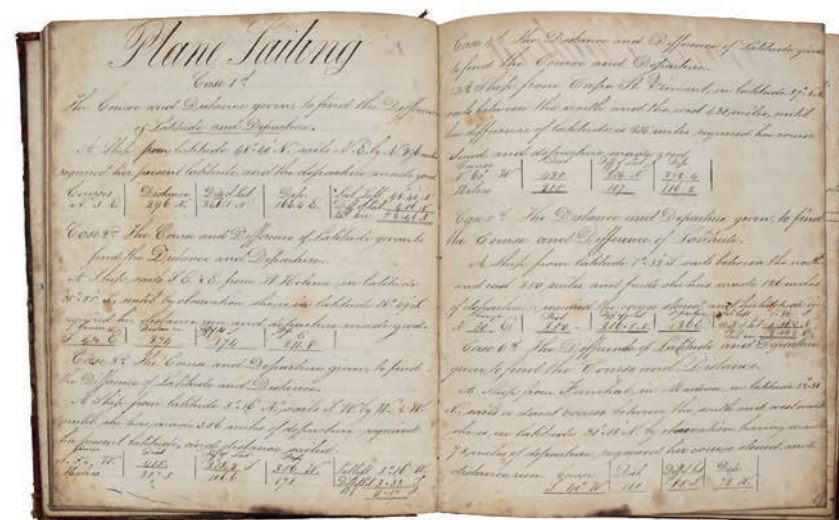
Phillips had a rough start to this first voyage, writing: "I fell sick about 6 o'clock. (Not much pity) ill for more than a week."

He also notes the various wildlife he sees on the journey, including porpoises, dolphins and sharks. After nearly two months, the company sails from Jamaica on June 13th, arriving in Brunswick dock on August 7th.

The second voyage of the *Fairfield* leaves Liverpool on the 25th of August for Russia. The company stopped off at Norway and Copenhagen to pick up pilots before arriving in Russia on the 14th of September. On the return journey they passed Finland and Norway, stopping at Copenhagen to return the pilot and sail around Ireland before returning to England on the 15th of January, 1848.

The third voyage begins on Saturday 18th of March, leaving from Liverpool to Montego Bay, Jamaica, to trade in sugar and rum. Although Phillips' writing has become more observation based, he still makes diary-like entries. May 6th "I took some medicine. Went to Chapel this evening."

Phillips takes particular issue with the actions of the boatswain, mentioning him in several entries, including comments such as "the boatswain went ashore without leave", "the boatswain went ashore without liberty".

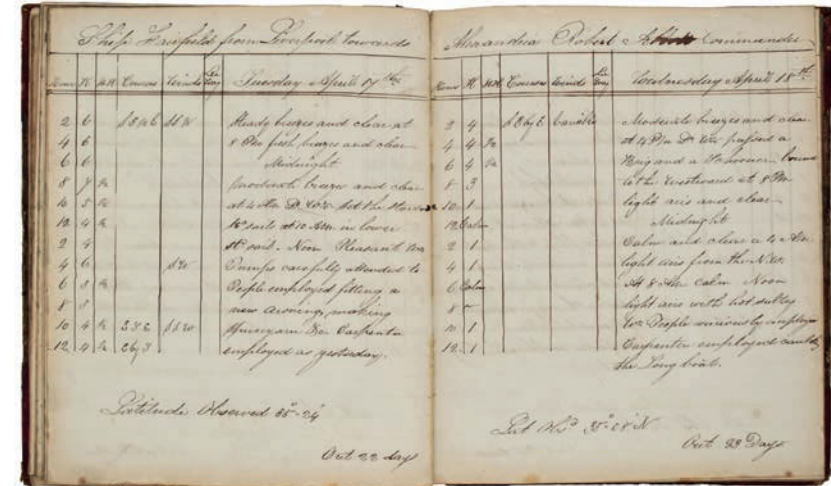


The Fairfield left Jamaica on the 16th of July, passing St Vincent, the gulf of Mexico and Newfoundland, returning to Brunswick Dock on September 4th.

The fourth and final voyage is from Corburg Pier to Alexandria, leaving on the 1st of February 1849. This logbook is written in a more standardized table layout. Three days after leaving Coburg the Fairfield arrives in London, where coal is discharged and over a month is spent refurbishing the ship, including replacing the deck. The refitted ship leaves London on March 24th, 1849, arriving in Alexandria on April 26th. On the 28th of June the Fairfield departed Alexandria to return to Liverpool, the log ending on September 7th 1849.

The second is a workbook full of notes and exercises important for a sailor to know. These include mathematical equations to figure out price conversions and wages, find latitude, navigational tools such as Mercator's equation as well as knowledge of astronomy. The latter half is a logbook of the Barque Nafian Belle on its return voyage from Liverpool to Alexandria, starting on 1st February 1850 and reaching Alexandria on the 17th March. After two days in Alexandria, the barque made its way back to Liverpool, arriving home on the 5th of July.

A good overview of the life of a merchant sailor, the hardships and the excitement of voyaging across the world.



12. PIRATES

Lives and Confessions of John Williams, Francis Frederick, John P. Rog, and Peter Peterson, Who were

***Tried at the United States Circuit Court in Boston for
Murder and Piracy; Sentenced to be Executed Jan. 21,
1819; and afterwards reprieved till Feb. 18, 1819***

FIRST EDITION, 36pp., uncut, stab bound as issued, light age
toning and foxing, 8vo, Boston, J.T. Buckingham, [1819].
£1,950

A VERY SCARCE WORK. An early American confessional
narrative of the circumstances behind the trial for piracy and
murder committed on the merchant schooner Plattburg bound
from Baltimore to Smyrna.

The trial was of great public interest as the scale of the crime was
unprecedented in New England at that time.

On the 29th of June 1816 the Plattsburg departed from Fell Point,
Baltimore on its maiden voyage, under the command of Captain
William Hacket. The objective was to sell the cargo of coffee in
Smyrna and use the proceeds to purchase opium, to be brought
back to Baltimore. After a dispute between Hacket and Williams
early in the voyage there was a noticeable tension brewing
between the officers and the crew, who considered themselves
mistreated. Williams attempted two mutinys before he succeeded.

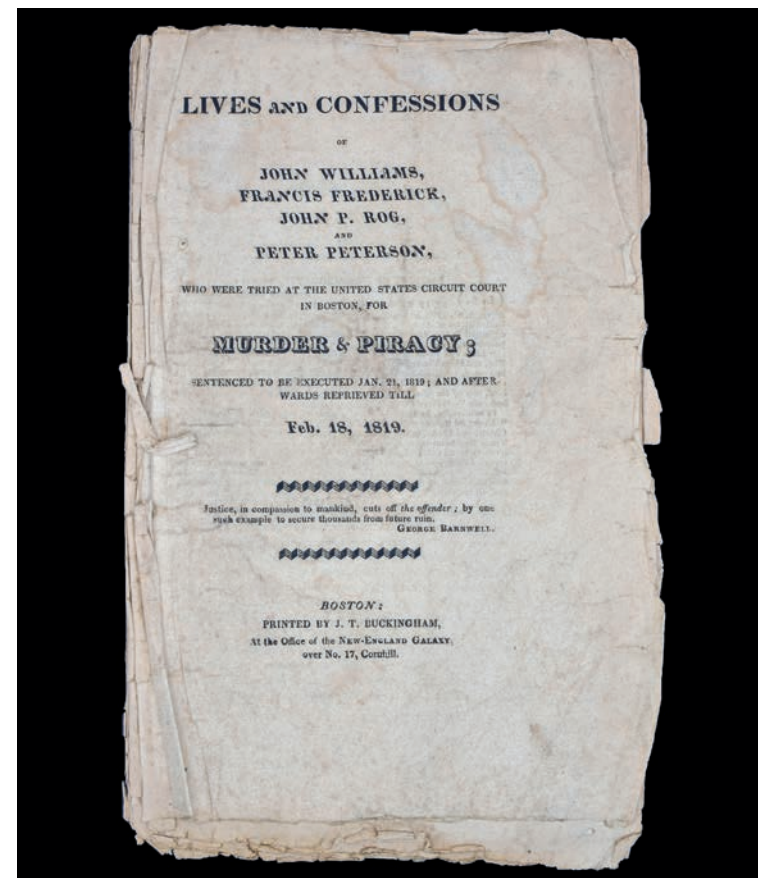
The first involved poisoning the captain and officers' coffees,
failing only because the poison was not strong enough. For the
second attempt, Williams and his accomplices planned to force the
officers onto a small boat which they could use to make land near
the Azores. This was possibly inspired by the mutiny on the H.M.S
Bounty, but failed when his accomplices lost heart.

At midnight on 24 July, about 100 miles (160 km) from land,
either Raag (Rog) or Williams made a loud cry of "Sail, ho!"
The first and second mates ran forward, but the first mate was
knocked down and thrown overboard by the crew. The second
mate, Onion, was struck down with an axe but managed to escape
and hide when the captain appeared. The captain was struck
with a handpike and as he fell he was thrown over the side. The
other three officers were brought up by the mutineers and thrown
overboard. Onion, who had been hiding in a bread locker, was

spared as he begged for his life and took the oath of fidelity. Onion
continued as second mate, with Sturmer as new master and
Williams as first mate. The next morning the money was divided
equally among the remaining crew and the ship taken to Norway.

John Williams, along with Francis Frederick, John P. Rog (or
Raag) and Peter Peterson were tried before Joseph Story in his
capacity of Judge of the U.S. Circuit Court for the District of
Massachusetts. All the defendants were found guilty of murder
and piracy and hanged.

No copy at auction since 2007
Shaw & Shoemaker 48009., Hopkins "Plattsburg Mutiny p. 135,
Sleeper, Jack in the Forecastle, 422



13. [PIRATES] ACTS OF PARLIAMENT

An Act to Prevent Disturbances by Seamen, and others; and to Preserve the Stores belonging to His Majesties Navy Royal; and also for Explaining an Act for the better Preventing the Imbezelmēt of His Majesties Stores of War; and Preventing Cheats, Frauds, and Abuses in Paying Seamens Wages; and for Reviving and Continuing an Act for the more effectual Suppression of Piracy.

Anno Regni GEORGII REGIS Magna Britannia, Francia, & Hibernia, PRIMO. At the Parliament Begun and Holden at Westminster, the Seventeenth Day of March, Anno Dom. 1714. In the First Year of our Sovereign Lord GEORGE, by the Grace of God, of Great Britain, France, and Ireland, King, Defender of the Faith & being the First Session of this present Parliament.

FIRST EDITION, [2], 445-452, woodcut coat of arms on title, woodcut floriated and historiated initial, text in black letter, unbound, leaves held together with archival tape, folio (320 x 200mm), London, John Baskett, 1715
£600

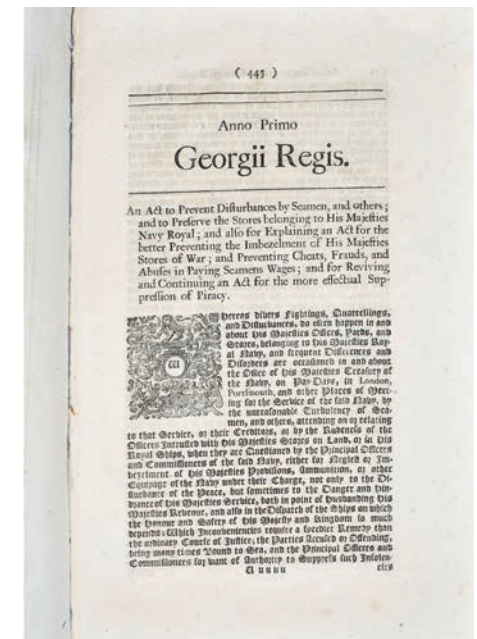
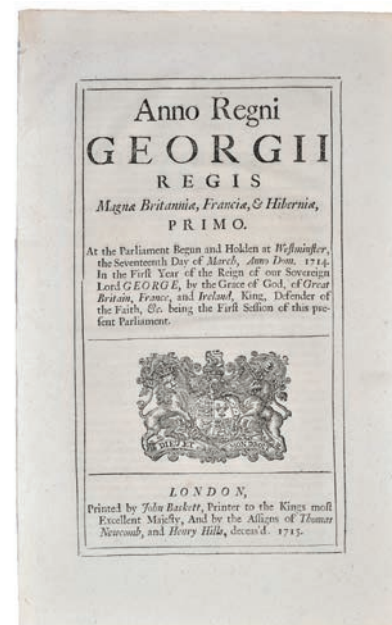
An interesting Act published during the Golden Age of Piracy in Public General Acts 1715-1716. The Act makes it easier to punish anyone stealing or embezzling from vessels in the Royal Navy by allowing a Commision to be formed by Principal Officers and Commissioners in place of ordinary Jurors. This Commision has the power and authority to apprehend, trial and, if found guilty, to punish offenders by fine or imprisonment. The Act details the specific punishments for stealing, fighting and embezzling. The protections of a trial by jury were afforded to an accused person if he was tried in England, but not if he was tried in one of the colonies, as was increasingly the case. This Act was probably influenced by the extremely effective 1700 "An Act for the more Effectual Suppression of Piracy" which permitted the eyewitness testimony needed to convict pirates, per common law procedure, but, per civil law procedure, dispensed with the pesky jurors who were less reliable. The final section is dedicated to renewing the

Act for the More Effectual Suppression of Piracy for another 5 years.

The Act was responsible for the creation of regular colonial courts with the authority to try pirates, proving to be a tremendous boon to the government's assault on sea robbers. Parliament originally designed the 1700 Act to expire in only seven years. But owing to the great effect it had in permitting the more regular prosecution of pirates, Parliament renewed it several times following the War of the Spanish Succession and made the law permanent in 1719. The Act for the More Effectual Suppression of Piracy stuck two thorns in the side of pirates. First, it treated active pirate sympathizers as accessories to piracy and stipulated the same punishments for them as for actual pirates - death and property forfeiture. Second, the law encouraged merchantmen to defend themselves against pirate attacks by providing them a reward "not exceeding two Pounds".

A scarce work on maritime law.

[ESTC: N53679. AMERICAN UNIVERSITY LAW REVIEW:Vol. 59 p1221-1222]



14. [PIRATES] ACTS OF PARLIAMENT

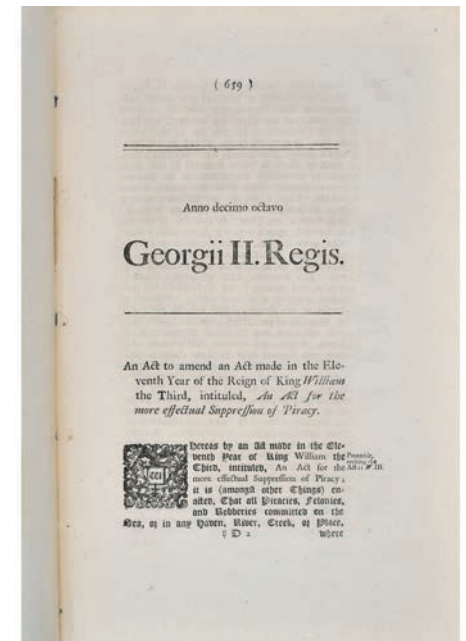
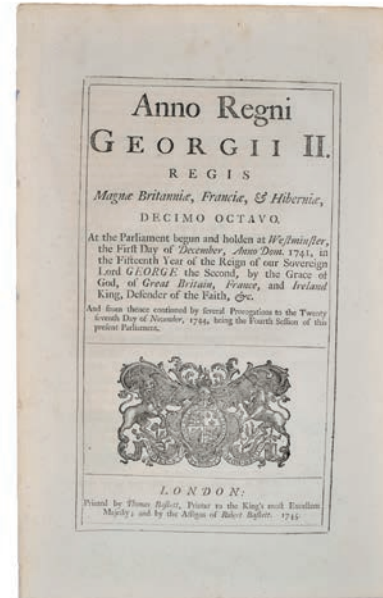
An Act to amend an Act made in the Eleventh Year of the Reign of King William the Third, intituled, An Act for the more effectual Suppression of Piracy.

Anno Regni GEORGII REGIS Magna Britannia, Francia, & Hibernia, DECIMO OCTAVO. At the Parliament Begun and Holden at Westminster, the First Day of December, Anno Dom. 1741. In the Fifteenth Year of our Sovereign Lord GEORGE the Second, by the Grace of God, of Great Britain, France, and Ireland, King, Defender of the Faith....

FIRST EDITION, [2], 659-662, woodcut coat of arms on title, woodcut floriated initial, text in black letter, unbound, leaves held together with archival tape, folio (320 x 200mm), London, Thomas Baskett, 1745
£600

An Act published in Public General Acts 1744-1745. This work is an amendment to the extremely effective 1700 "An Act for the more Effectual Suppression of Piracy" (for more details, see above). Since the Act was passed it has been strengthened several times. The 1745 Amendment bolstered the act by including anyone of British nationality working as a Privateer for France or Spain be tried under a felony with the same punishments as those for pirates. Being tried for a felony, rather than high treason, creates a stronger case for the prosecutors being less subjective than High Treason.

[ESTC: N52063. AMERICAN UNIVERSITY LAW REVIEW:Vol. 59 p1221-1222]



15. SABINE, EDWARD

Contributions to Terrestrial Magnetism Taken on Board the H.M.S. Erebus and Terror [Parts VII., IX., X., XIII., XVI., XXX]

FIRST EDITION, A Collection of Six Works From Philosophical Transactions of the Royal Society of London, occasional light foxing, unbound, 4to, 1843-1872

£1,500

Containing:

Observations made on Board Her Majesty's Ships Erebus and Terror, from June 1841 to August 1842, in the Antarctic Expedition under command of Captain Sir James Clark Ross, R.N., F.R.S. For the year MDCCCXLIV, Part VII, pp. [87]-224, 5 maps (3 folding),

slight marginal toning, (270 x 210mm), 1844

Second Series of Magnetic Determinations, by Captain Sir Edward Belcher, R.N., Part IX, pp. 113- 143, errata leaf loosely inserted, (270 x 210mm), 1843

Observations within the Antarctic Circle, made on Board Her Majesty's Ships Erebus and Terror, in the Summer of 1840, 1841, in the Expedition under the command of James Clark Ross, R.N.
§ Observations between Kerguelen Island and Van Diemen Island, made on Board Her Majesty's Ship Erebus, July and August 1840.
§ Observations within the Antarctic Circle in the Summer of 1840, 1841. Part X, pp.145-231, 3 maps, light foxing, (270 x 210mm), 1843

Contributions to Terrestrial Magnetism., Part XIII, pp 371-416, 3 folding maps, (290 x 230mm), 1868

Contributions to Terrestrial Magnetism, Part XVI., pp 353 - 426 , 3 folding maps, (290 x 230mm), 1872

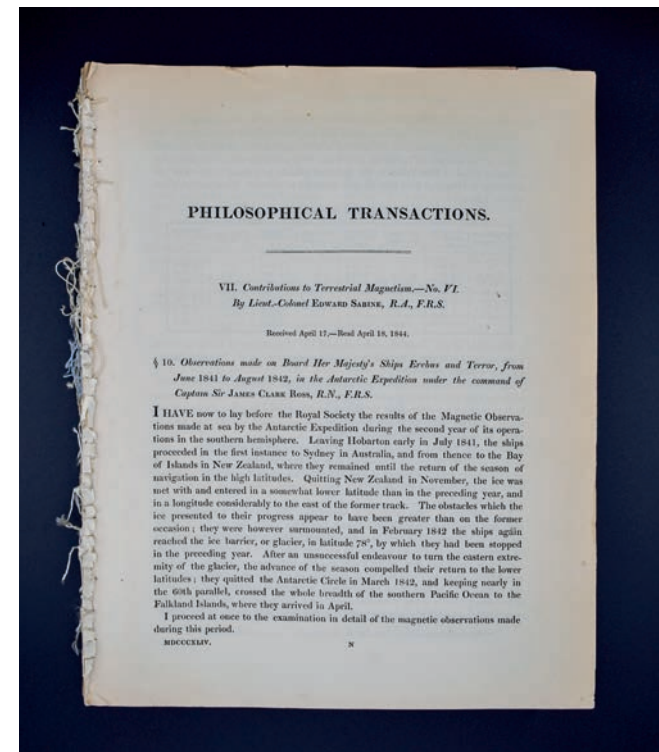
Results of hourly Observations of the Magnetic Declination made by Sir Francis Leopold McClintock, and the Officers of the Yacht 'Fox', at Port Kennedy, in the Arctic Sea, in the Winter of 1856-59; and a comparison of these Results with those obtained by Captain Rochfort Maguire, and the Officers of Her Majesty's Ship 'Plover', in 1852, 1853, and 1854, at Point Barrow. Part XXX, pp. 649-663, (285 x 230mm), 1864.

Scarce first printings of Sabine's important observations made on the H.M.S. Erebus and Terror, when attempting to discover the South magnetic Pole. Sabine was a pioneer in the study of geomagnetism, dedicating much of his life to establishing the connection between terrestrial magnetism and astronomy. By the beginning of the nineteenth century, it was widely recognized that the Earth's magnetic field was continually changing over time in a complicated way that interfered with compass readings.

In the 1830's, a number of scientists called for a "magnetic crusade," a world-wide series of voyages and expeditions for

exposing the magnetic structure of the earth and for establishing the locations of the North and South magnetic poles. Sabine was one of the instigators, urging the Royal Society and the Admiralty to establish a system of magnetic observatories in various parts of British territory all over the globe. He proposed in particular a voyage to Antarctica, which was completed in 1839-43, with James Clark Ross in command of HMS Erebus and Terror. The entire enterprise was a grand success, except that they could not reach the South magnetic pole, since at the time it was located inaccessibly inland.

Although Sabine viewed his work as confirming and extending the discoveries of earlier "magnetic collectors", he stressed the need for the multiplication and repetition of observations. Sabine was a diligent and careful scientist. He generally avoided theoretical discussion in his writings, believing that a true understanding of terrestrial magnetism would only be arrived at after exhaustive observations had been made on a global scale.



16. SAVIGNY, J.B. AND CORREARD, ALEXANDRE

Narrative of a Voyage to Senegal in 1816; undertaken by order of the French Government, comprising an account of the Shipwreck of the Medusa, the suffering of the crew, and the various occurrences on board the raft...

FIRST ENGLISH EDITION, half title, hand coloured portrait frontispiece, plan of raft cleaned with light stain, occasional light staining throughout, rebound, new endpapers, contemporary half calf over marbled boards, 8vo, London, Henry Colburn, 1818

£650

“Of one hundred and fifty persons embarked upon the raft, and left to their fate, only fifteen remained alive thirteen days afterwards; but of these fifteen, so miraculously saved, life constituted the sole possessions, being literally stripped of everything.”

A first hand account of when 147 men, abandoned on a makeshift raft after their ship ran aground off the coast of Africa. There followed murder, class warfare, mutiny, starvation, unimaginable depravity and eventually cannibalism.

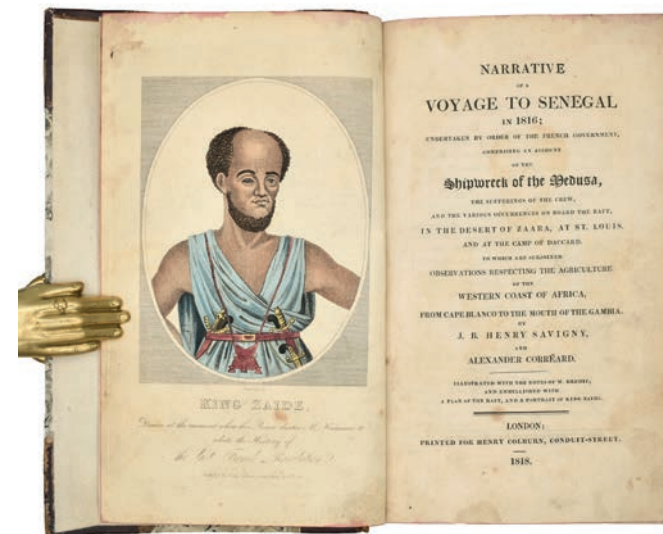
In June 1816, the French Frigate, The Medusa, and three other ships sailed for the French colony of Senegal in West Africa. An inexperienced captain would run the ship aground and a shortage of lifeboats meant that only the upper classes and senior officers would be allowed to board them. The lower classes, and a handful of crew left behind, had to build their own makeshift raft for 147 people. The lifeboats briefly towed the raft until, in an act of cowardice and cruelty, the captain cut it loose to drift away on a horrific 13-day odyssey.

On the very first night adrift, 20 men were murdered, and by the fourth day there were only 67 people left alive. They had resorted to murder and cannibalism to survive. When the raft was found 13 days later, only 15 of the original 147 had survived.

1815 was a turbulent year for France. Following Napoleon's defeat at Waterloo, the French monarchy was restored. The new king, Louis XVIII, gave unqualified men highly paid jobs as political favours. The captain of the Medusa, Viscount Hugues Duroy de Chaumereys, was one of them. It was widely considered his incompetence which led to the horrifying events that unfolded shortly after the Medusa set out to sea. Chaumereys hadn't been at sea for over 20 years and he became a symbol of Government corruption. The social and political turbulence that plagued French society was exposed, and France itself was considered a political shipwreck.

The authors Correard and Savigny were both survivors of the Medusa shipwreck. Alexandre Correard was an engineer and Jean-Baptiste Savigny was a doctor. Their professions may have saved their lives. Their account inspired the famous painting 'The Raft of the Medusa' by Theodore Gericault. Correard was even interviewed by Gericault, and both authors appear in the painting. Displayed for the first time in 1819, the work shook the world and scandalised high society, partly due to the portrayal of a heroic black man.

A scarce edition of an important book, both politically influential as well as an insight into the horrors and suffering of being abandoned at sea.



17. SPENCER, CHARLES [3rd EARL OF SUNDERLAND]

Manuscript Letter on The War of Spanish Succession (1701-1714)

Autograph manuscript letter, 2pp., to “Mr Chemynd at Turin”, signed “Sunderland”, ink faded, 225 x 175mm, Whitehall, November 29th, 1709.
£1,250

Charles Spencer succeeded to the earldom of Sunderland in 1702, inheriting the title from his father, the 2nd Earl of Sunderland. Spencer was a British statesman, joining the Junto, a group of leading Whigs, and served under Queen Anne as secretary of state from 1706 to 1710. He returned to office as one of the Whigs ministers who directed the Government under King George I from 1714 to 1721.

Sunderland writes on behalf of Queen Anne, threatening the Genoese merchants provisioning France despite the neutral position they hold in the war. Reading in part

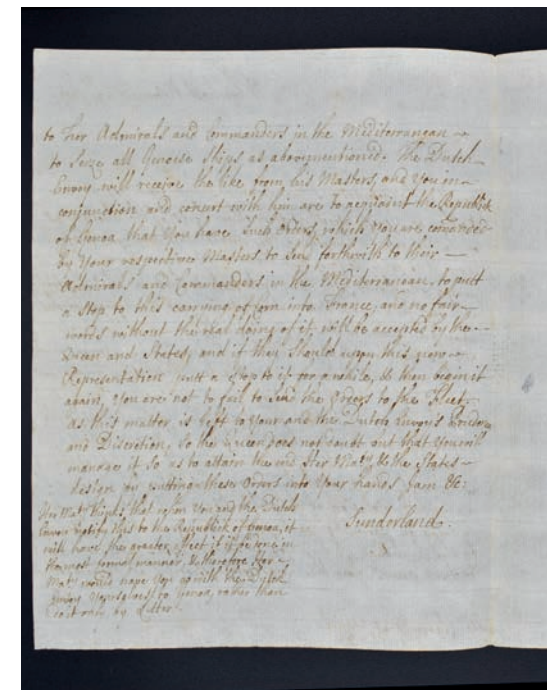
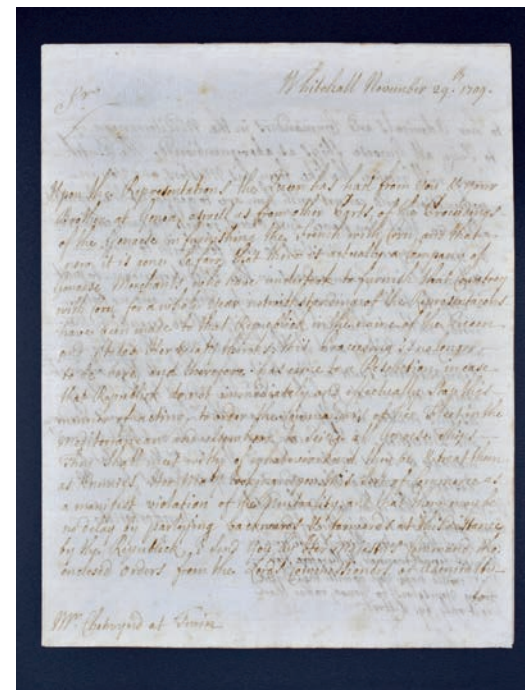
“...the proceedings of the Genoese in furnishing the French with Corn and that now it is gone so far that there is actually a Company of Genoese Merchants who have undertook to furnish that county with corn for a whole year[...] Her Majesty thinks this proceeding is no longer to be bore...” He also states quite clearly how the British and Dutch shall respond if the merchants continue to supply France. “[The Queen shall] order the Commanders of her fleet in the Mediterranean and elsewhere to seize all Genoese ships - they shall meet with at whatever kind they be, & treat them as enemies, Her Majesty looking upon this sort of commerce as a manifest violation of the neutrality...” Sunderland finishes “as this matter is left to your and the Dutch Envoy’s Prudence and Discretion, so the Queen does not doubt but that you will manage it so as to attain the end Her Majesty & the States design by putting these orders into your hands.”

France was highly susceptible to famines in the late seventeenth

and early eighteenth century, the last being in the year 1709. This was exacerbated by the combination of the high cost of war and The Great Frost, the coldest European winter during the past 500 years, destroying all the rye and wheat planted across the country. The working poor could not afford the inflated prices of grain and corn which could rise three or four times during the famine years.

The Genoese Merchant Company made a deal with France to help alleviate the effects of the famine by supplying a year’s worth of corn. Rather than a humanitarian effort, this was perceived as a breach in neutrality by the Allies. Little is known about the involvement of the Genoese Merchant Company in France and the potential effects it had on the French victory in the Spanish War of Succession. Even so, as Secretary of State, Sunderland ensured the British and Dutch objection to Genoese involvement was conveyed.

[Appleby (1979). Grain Prices and Subsistence Crises in England and France, 1590-1740. The Journal of Economic History, 39(4), 865-887.]



18. SUTTON, EVELYN CAPTAIN

Minutes of the proceedings at a court-martial, assembled on board His Majesty's ship the Princess royal in Portsmouth harbour, on Monday the first day of December, 1783; And held by adjournment to the 11th day of December, 1783; for the trial of captain Evelyn Sutton, late commander of His Majesty's, ship the isis, upon a charge exhibited against him by captain George Johnstone, late commander-in-chief of a squadron of His Majesty's ships and vessels employed on a particular service. Copied from the minutes transmitted to the Rt. Hon. the lords commissioners of the admiralty, By the deputy judge advocate to the fleet.

FIRST EDITION, [4], 62p, old annotations to title, occasional light foxing, bookplate of Charles Sturt to paste down, bookplate of Alington to front free endpaper, manuscript note to pastedown on binding, "June 18th 1785 bound by Samuel Maying, Bridport", contemporary quarter calf, marbled boards, slightly rubbed, 4to, London, for W. Nicoll, 1784.

£1,500

AN EXTREMELY SCARCE record of the minutes of the Court-Martial brought against Captain Evelyn Sutton (c.1750-1817) by Captain George Johnstone.

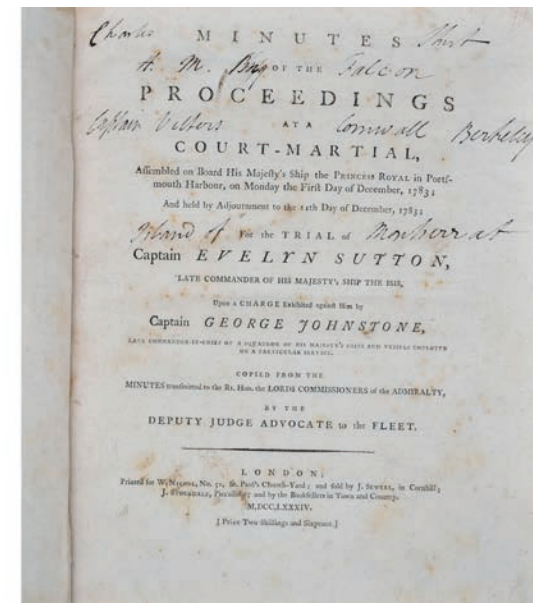
Sutton was the son of Lord Robert Manners-Sutton. He became lieutenant in 1765 and promoted to commander in 1768, a position he retained until 1770. In January 1771 he was appointed Captain of the H.M.S. Preston. Sutton had an exciting career, participating in the American Revolutionary War and capturing the French schooner Juene Nannette in 1777. The following year he completed the fastest voyage to Gibraltar (6 days) on the H.M.S. Prospertine. While in Gibraltar, Sutton was involved in gathering intelligence which played a major part in the despatch of Vice-Admiral Byron's fleet to North America on the 9th of June. He participated in

the Battle of Ushart in 1778 and later took the H.M.S. Isis to St. Helena and the West Indies.

On the 16th April 1781 Captain Sutton commanded the H.M.S. Isis in the Battle of Porto Praya under Commodore George Johnstone. The ship was damaged when the French squadron attacked the British while at anchor, preventing any possibility of pursuit. The following day Johnstone charged Sutton with "delaying and discouraging the public service [...] and for disobeying the verbal orders and public signals of the said Captain Johnstone...", removing him from his command and placing him under arrest. As it was impractical to immediately arrange a court-martial, Sutton was carried to the East Indies under a relaxed confinement. He was brought to trial in December 1783 after his return to England. The court unsurprisingly acquitted him of any misconduct. The following year Sutton brought a civil action against Johnstone and was awarded £6,000 in damages. Although this was subsequently overturned, he had the satisfaction of knowing that his plight was viewed with great sympathy by many of his contemporaries, including a young Captain Horatio Nelson. Where as Johnstone was regarded as an incompetent bully who looked to divert blame for his failures elsewhere.

Provenance: From the library of Charles Sturt (1764 - 1812), acquired the year after he inherited Critchill House from his father. In 1876 Charles Sturt's grandson was created Lord Alington.

No copy at Auction since 1955.
ESTC:T176085



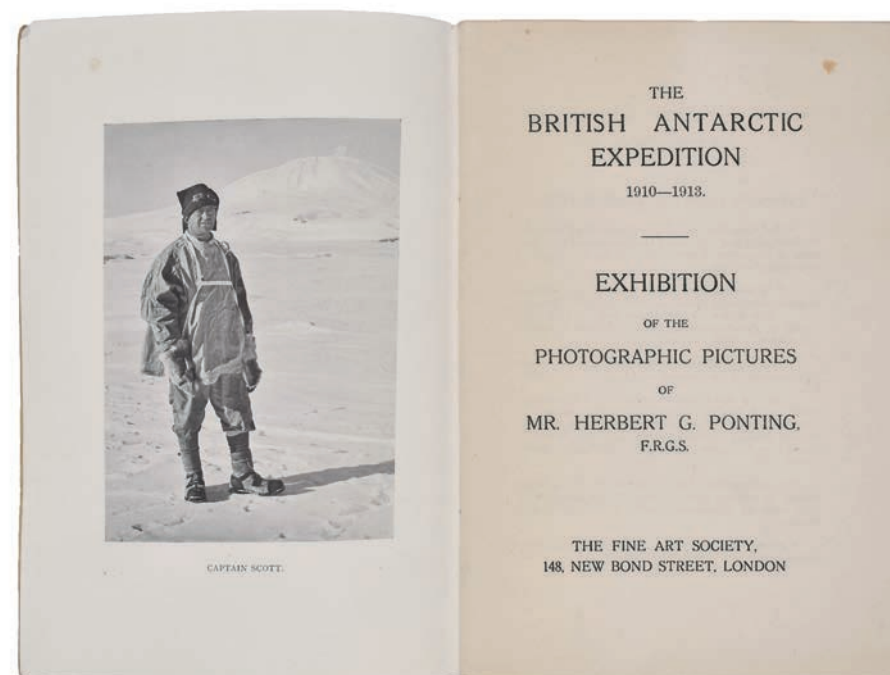
19. PONTING, HERBERT G.

The British Antarctic Expedition 1910-1913 - Exhibition of the Photographic Pictures...

First Edition, 25pp., 8 photographic plates, final ad. leaf present, original wrappers printed in red, ads to covers, marginal toning to front wrapper, 8vo., London, The Fine Art Society, [1914]
£1,100

Herbert G. Ponting (1870-1935), explorer and photographer who captured some of the most enduring images of the Heroic Age of Antarctic Exploration.

After working in Asia and the United States, Ponting was invited to join the Antarctic expedition by Scott, the first professional photographer to be hired for a polar expedition. After his Discovery expedition, Scott realised the importance of good photographic images for fund-raising and publicising the achievements of the expedition. The artist brought back with him nearly 2,000 photographic negatives, as well as several films.



In March 1912 Ponting left the Antarctic, according to previously-laid plans. Ponting was greatly affected by the loss of the polar party and dedicated the rest of his life and career to ensuring their heroism would never be forgotten. After his return to Britain, Ponting exhibited his work and lectured widely about Scott, thus ensuring that his photographs became inextricably linked with Scott and the heroic age of Antarctic exploration.

“a truthful and vivid insight into the manner in which the great Polar Expedition has been conducted, but is also a liberal contribution to the sum of human knowledge, and has a value both personal, historic, artistic and scientific.”

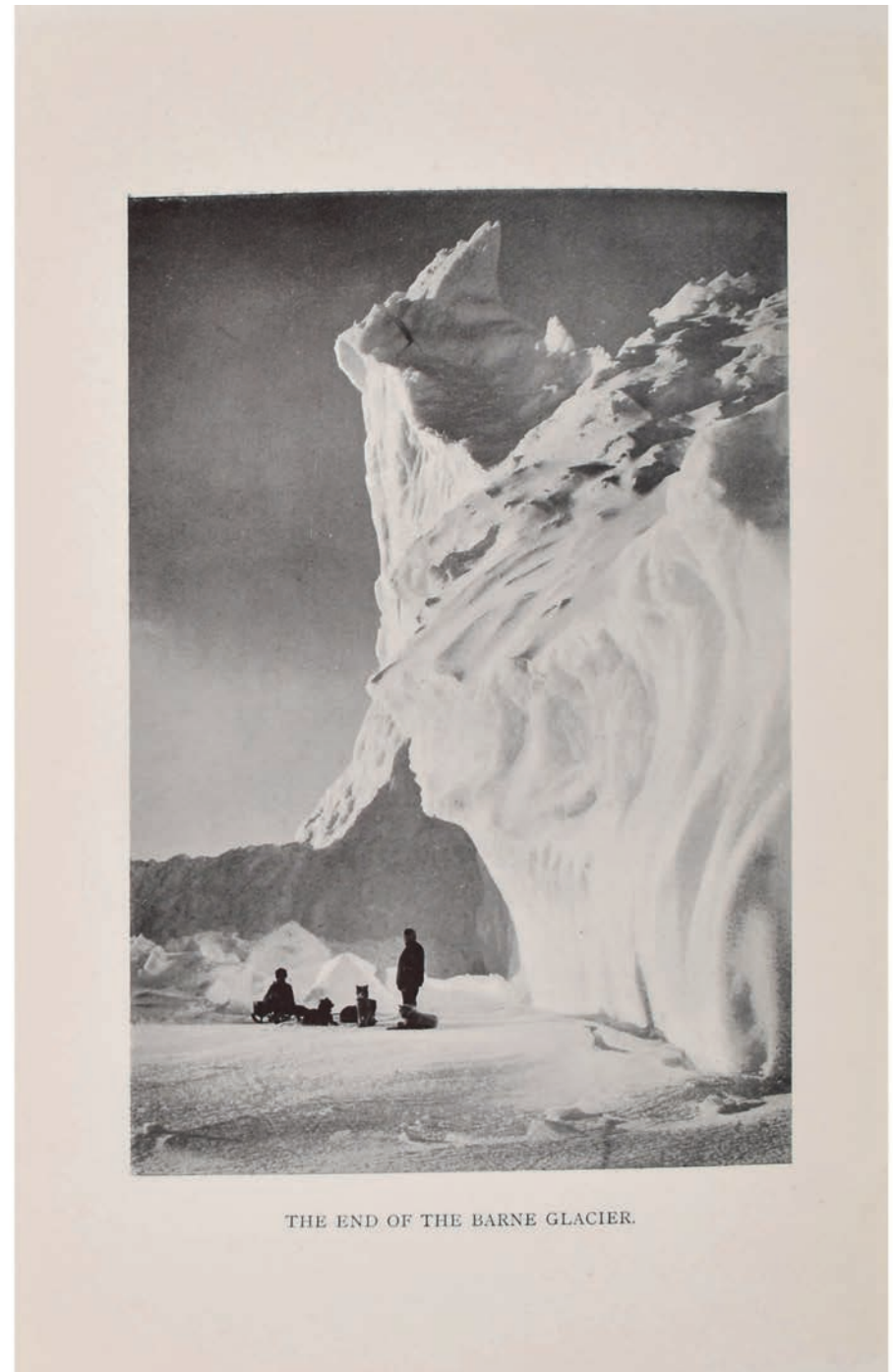
A rare exhibition catalogue and invaluable for the documentation of Ponting's photographs.



20. WATERCOLOUR LOGBOOK

La Borda

Manuscript naval travelog in French, [94.pp], watercolour frontispiece illustrated with sailors and ships within a floral border, several text illustrations of people, views and animals drawn in ink or watercolour, full page illustrations of views and



people, 1 tipped in pencil sketch, occasional marginal repairs, slight spotting and marginal toning, later half blue calf over marbled boards, new endpapers, oblong 4to (310 x 220mm), [Western France], 1864.
£800

An unusual, extraordinarily illustrated, and partially-fictional account of a naval journey between France and England. Our protagonist is a young student of the maritime academy in Venice. The story starts on La Charente river, near Rocheford, where he boards the brig “Le Bougainville”, while a second vessel, “Le Chasseur” is also preparing to depart. The journey has several stops along the Atlantic coast of France, including Lorient, Auray, Dunkirk and Port Louise, before crossing the English Channel with stops at Portsmouth and Plymouth. The account is full of anecdotes of life on board, meals, English lessons, the fights and friendships formed amongst the crew, and the gallant meetings with ladies. Several pages are dedicated to the Duke of Clarence’s maid, our protagonist’s love for her, and his sad return to Brest, in Brittany. The epilogue focuses on the meaning of a life spent at sea.



