

# NAUTICAL LOG BOOKS

## RECORDS OF ROYAL AND MERCHANT NAVAL VOYAGES



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# 1. BIDDULPH, JOHN [SECOND MATE]

## Log Book of the East Indiaman Berrington, Under Captain Thomas Ley

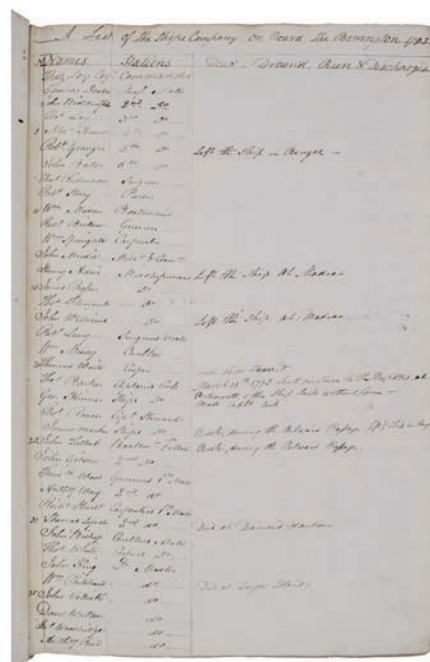
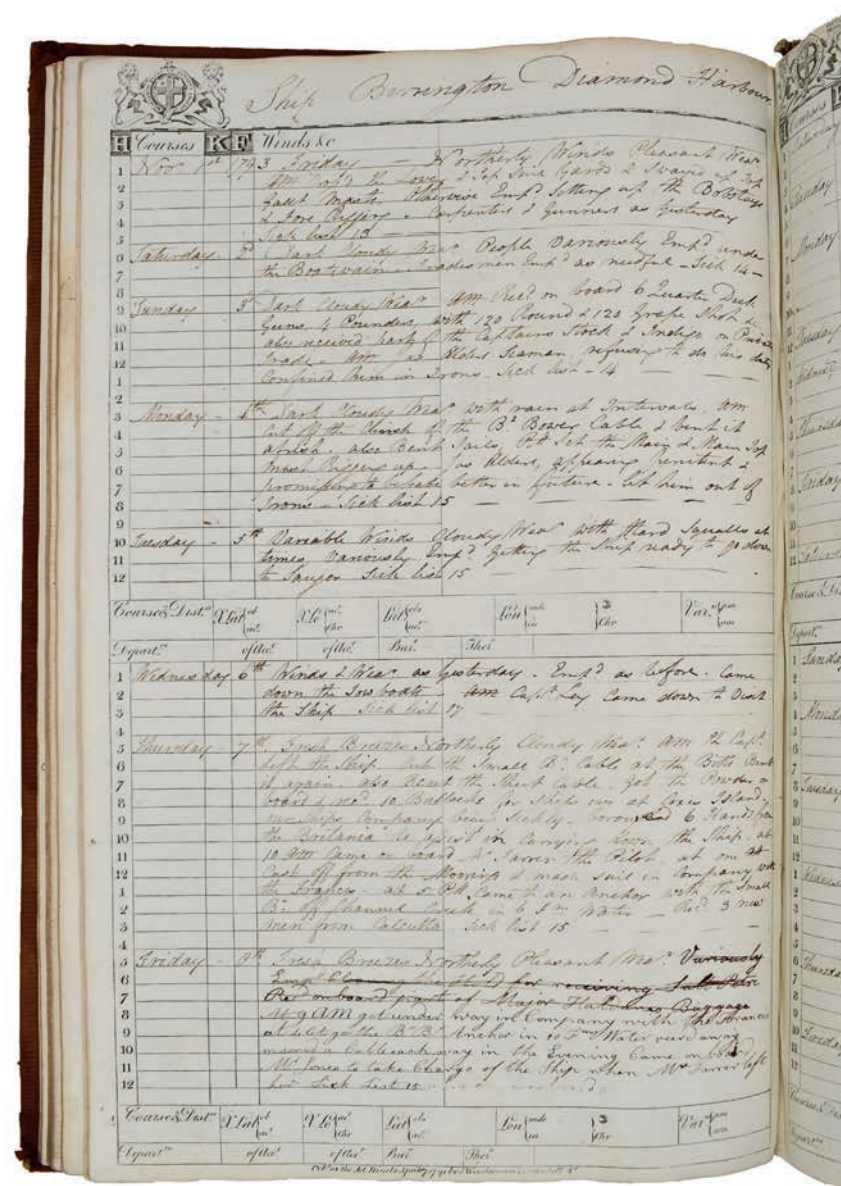
East Indiaman logbook, 168pp., partially printed with the crest of the East India Company at the head of each page, contemporary panelled reverse calf, spine worn, tall folio, 10th December 1793-

May 1st 1794

£1,000

A scarce log book of an 18th Century East India Company voyage, kept by Second Mate John Biddulph on the Ship Berrington.

The Berrington departs Blackwall Dock on April 6th 1793, for a return voyage to Diamond Harbour, Calcutta, with a stop at St. Helena. Biddulph's entries are very revealing, with weather and navigational observations, sail and rigging manoeuvres, sick list updates and a detailed harbour journal at each port. The work is preceded by a 3 page "List of the Ships Company".





## 2. CHRISTOPHER, JOHN [MIDSHIPMAN]

### *A Journal of a Voyage from England Towards Madeira in the Ship Britannia*

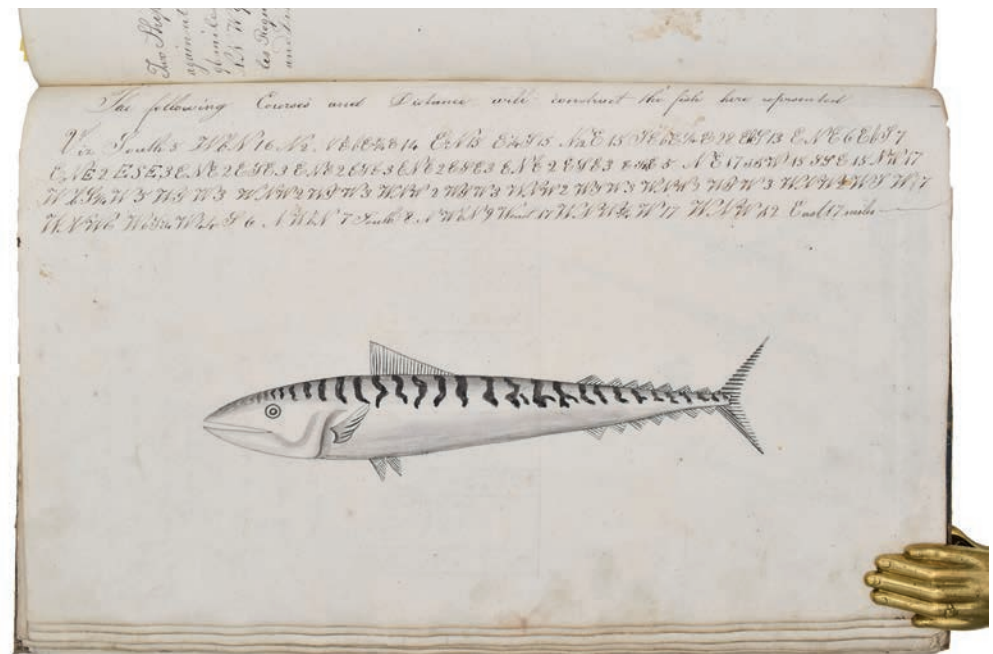
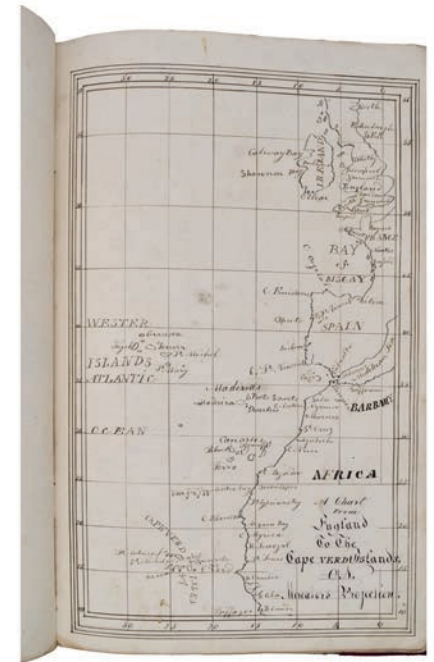
Manuscript logbook and workbook, 2 calligraphic title pages, [76] [8], several text illustrations and diagrams, 3 full page watercolour illustrations, 1 manuscript map, contemporary notes to front pastedown, contemporary red morocco, marbled boards, folio (205 x 340mm), September 22 1842; with a Certificate of Service and Discharge for Christopher, serving as Mate on board the William and Thomas of the port of Hayle; a letter enclosing a plan for a proposed site for a magazine and gunpowder store, a baptism card for Roseina Christopher in 1864 and a photographic postcard of a prize bull are loosely inserted.

£2,800

A heavily illustrated midshipman's workbook, with some lively and detailed illustrations of ships on triangulated routes, a full page watercolour illustration of a ship, anchors, a mackerel, a manuscript coastal chart "From England to the Cape Verde Islands, on Mercator's Projection" and several other illustrations.

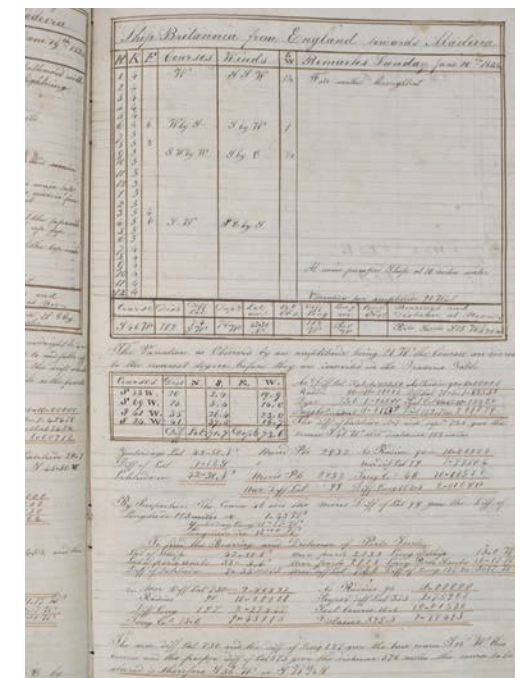
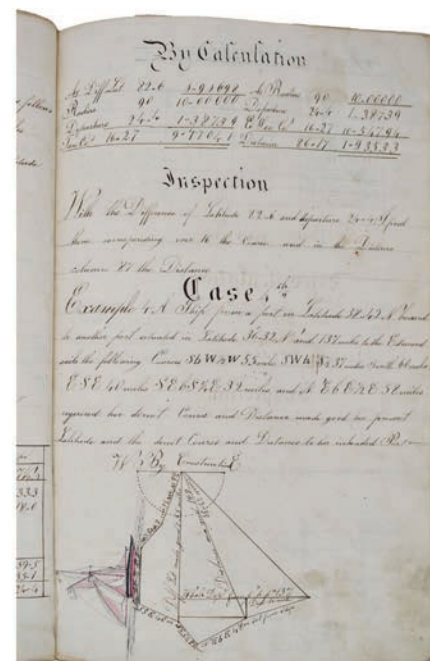
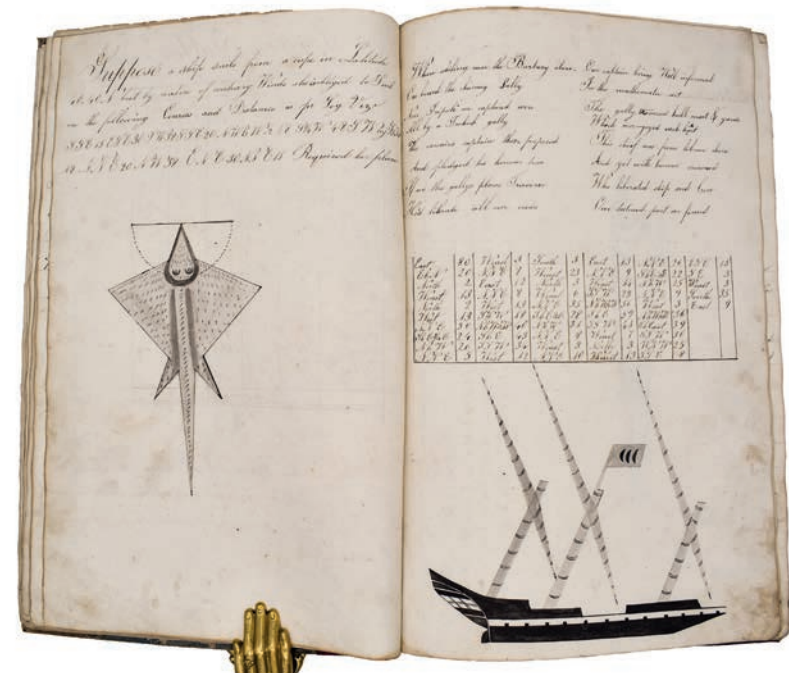
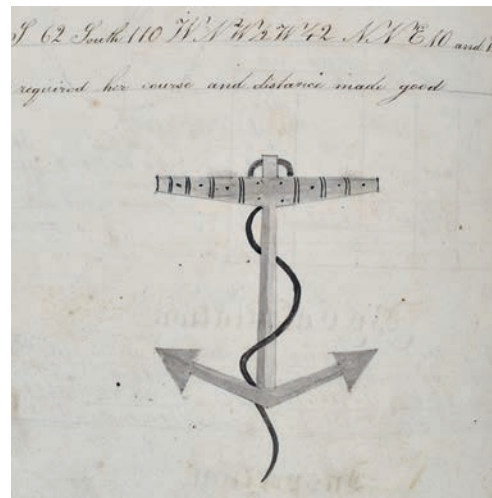
The workbook of the midshipman is a good example of the navigational education covered in the classroom and how it is applied in an actual voyage. The following subjects are covered; Trigonometry, Navigation, Plane Sailing, Traverse Sailing, Parallel Sailing, Middle Latitude Sailing, Mercator's Sailing, Finding Latitude by Observation, and ending in the 8 leaf log book 'A Journal of a Voyage from England Towards Madeira in the Ship Britannia'. The logbook contains all the expected notes such as the daily progress, wind directions and bearings, sail manoeuvres, with detailed notes and equations underneath as this voyage was a practical part of the education of a midshipman.

John Christopher joined the Royal Navy in 1839 and served on board the HMS Cambridge until 1841. In March 1842 he joined the Merchant Service. In 1850 he gained a Master's Certificate serving in the barque Minmanueth of Scilly from 1865 to 1872, participating in transatlantic trade with America. In 1876 he had to retire from life at sea due to his poor health, buying shares in



Sir George P Christopher and Captain J Christopher playing major roles. The National Maritime Museum holds some of John Christopher's papers, certificates and letters which provide an overview of his life.

A fine and heavily illustrated Naval training exercise book from an accomplished seaman.





### 3. DODGE, ANTIPAS

#### ***Logbook of the ship Australia of Salem, MA on a journey from New York to Sumatra and back.***

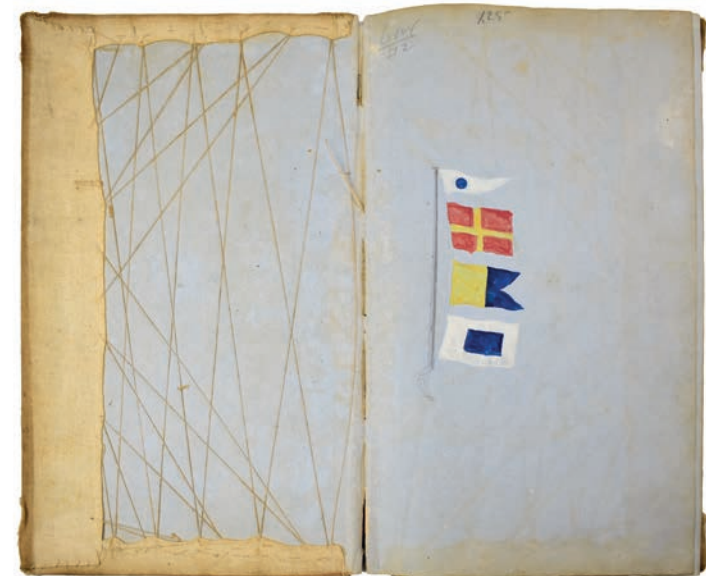
At Sea Jan-Dec 1859, Folio, contemporary half calf, original sailcloth binding, signs of use at sea, [ pp 260], includes page of hand-coloured signal flags, extraordinary leaf with mounted flying fish wings, 32 pages on the Spanish-American War kept by Dodge's daughter (mostly clippings, some in colour).

£1,200

The log keeper, Antipas Dodge (1842-1867), was a lifelong resident of Beverly, MA. His log is mainly concerned with the rigours of life at sea, and the technical aspects of sail deployment. The ship reached Rigaih, Sumatra on 3 May, and the journal resumed on 23 August.

An interesting juxtaposition of old and new communication technology can be seen in this entry: "Signalized an English ship . . . bound to Mobile. She reports the Atlantic telegraph a failure" (5 December 1859). On 16 December, Dodge's ship was re-supplied by an English barque they met which was short of provisions. The 534 ton ship Australia of Salem was built at Medford in 1849, sold to Boston in 1861 and wrecked at Maulmain, Burma (now Mawlamyine Myanmar) c1868

Dodge died eight years later in Mauritius, working as a supercargo on a French ship.



## 4. 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

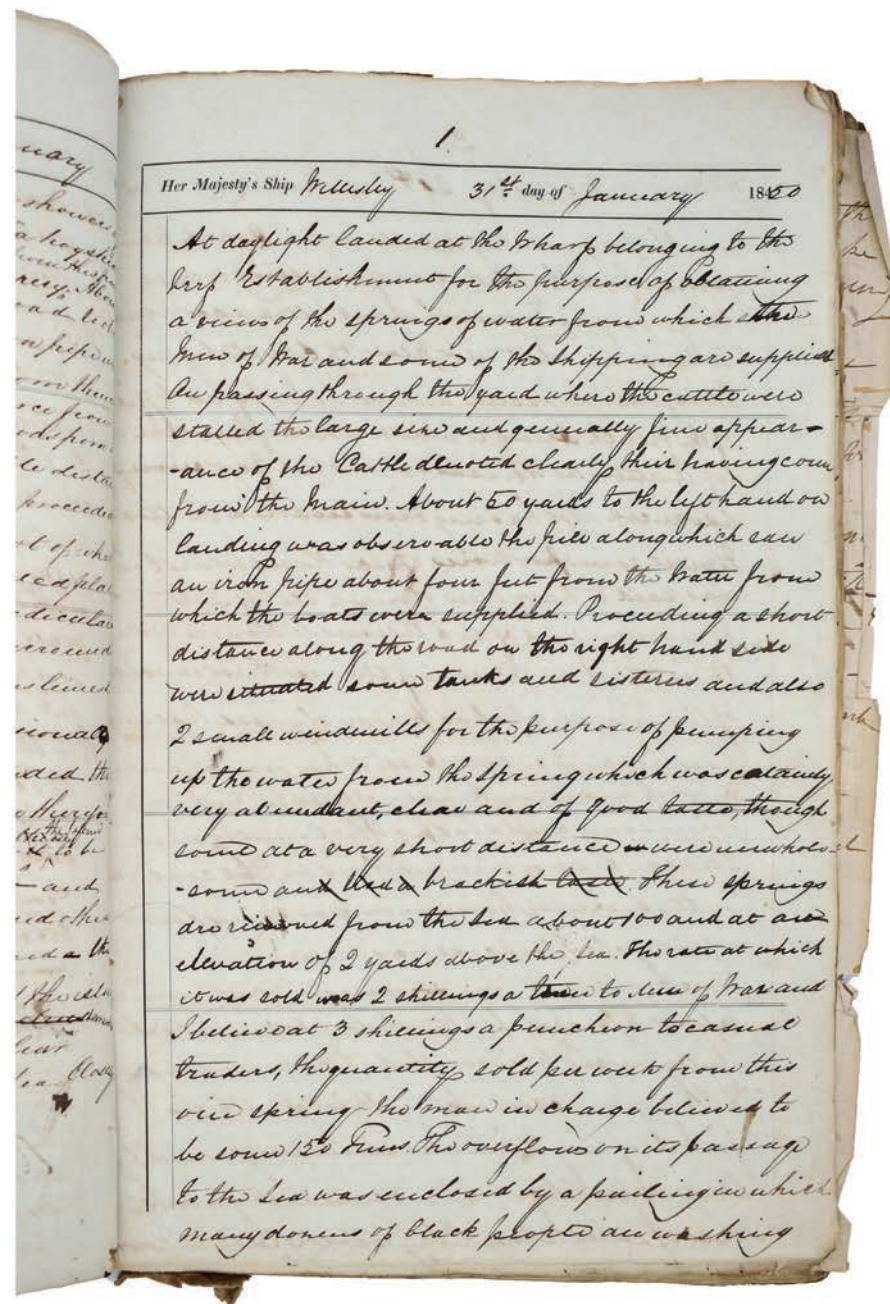
£750

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 there was "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 began 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 seaman with minimal entries for weather, speed and positions during voyages. After a days sail they arrive at Beaver Harbour, finding "several

Her Majesty's Ship *Schooner Hunter* Wednesday 29<sup>th</sup> August 1849.

H.	K.	T.	Course.	Wind.	Lee-way.	Force.	Weather.	Baromet.	Therm.	REMARKS.
1										P.M.
2			Head Round	Balm		0				8.20 observed the Land on
3			He							Hastings Row
4										
5			by shape	Balm		0				
6										
7										
8										
9										
10										
11										
12										P.M.
Course & Dist.	Current.	Latitude by	Longitude by	For.	Variation and Distance at Noon.	Water				
D. R.	Obs.	D. R.	Obs.	Local.		Remain.				
1										
2	1	6	East	12		2	P.M.			
3	1	6	SW				8.30 Sighted Island SW			
4	1	6					S. Tacked			
5	1	6	SE	South						
6	1	6								
7	2	2				3	Made and shorteneded sail as			
8	2	2					Requisite			
9	2	2								
10	1	3	SW		4	4				
11	1	3								
12	4		SW							
Thursday 30 <sup>th</sup> August	P.M.									
1	4		SW	SW		4				
2	2	6								
3	2	6								
4	1	6								8. Tacked
5	2	6				2				
6	1	6	South	SW						
7	1	6								
8	1	6				1				
9	1	6	SW	West						
10	2	3	SW	West						
11	2	3								
12	2	2				2				P.M.
Course & Dist.	Current.	Latitude by	Longitude by	For.	Variation and Distance at Noon.	Water				
D. R.	Obs.	D. R.	Obs.	Local.		Remain.				
1	3		West	SW		4	P.M.			
2	3									
3	4									
4	2	6	SW	West						
5	2	6					6.40 the Land on Weather			
6	2	6					Row			
7	1	6					7. Tacked			
8	2	6	SW							
9	2	6								
10	2	6								
11	2	6								
12	3									

MS. A. 1.

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 they arrive in Rock Head Bay.

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

## 5. [GOLIGHTLY, ROBERT] ANONYMOUS

### *Journal Book 1756 [Packet Ship Newcastle from Bristol to the West Indies]*

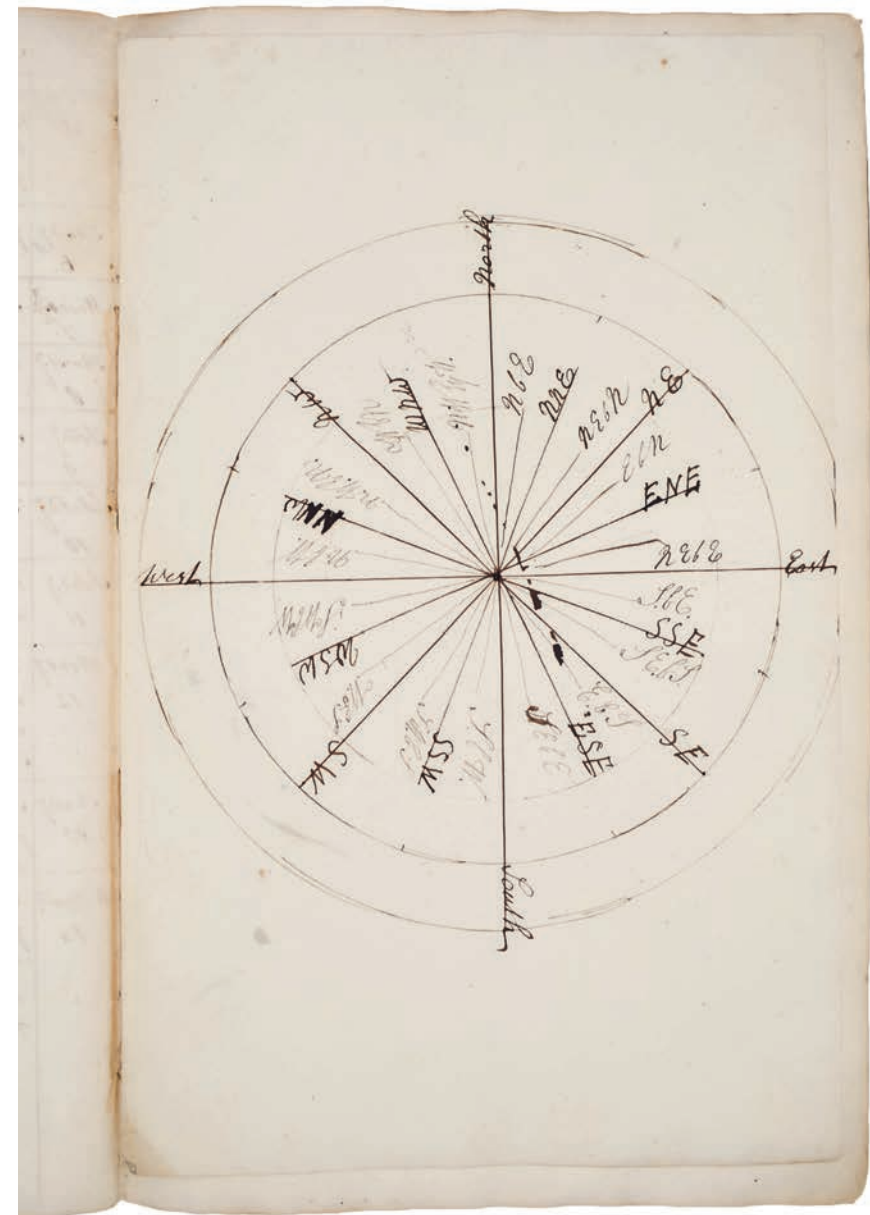
Manuscript log book, [5pp.], full page compass drawing, original paper wrappers, manuscript title and calculations to cover, folio (320 x 210mm), February 2nd - April 14th, 1756  
£1,800

A concise but detailed ships log for the voyage of the West Indies fast packet ship Newcastle, commanded by Robert Golightly, from Bristol to Barbados, Antigua, Montserrat, Nevis, St. Christopher and Jamaica.

Departing from Bristol on “Monday Febr. ye 2d 1756 at four in the morning small Breezes of Wind at E the pilot came on Board...Weigh’d anchor and made sail for ye Island of Barbadoes in Company wth. 30 sails for Different Ports at 8: P:M a Brest a Pawlock”. Within a hand drawn table, this journal records details on weather, wind direction, navigational records, notable sightings of land and other ships.

Other ships include “Thursday 19th... spoke a sloop from Gennova to Portsmouth” and “Thursday 26th... Saw a Brigantine Captn. James Dawson from Virginia to Madeira...”. The most notable is the encounter with Admiral George Townshend (1716-1769), the Commander-in-Chief of the Jamaica Station “Monday 5 ... & weigh’d anchor & saluted admiral Townshend wth 9 Gunes...”.

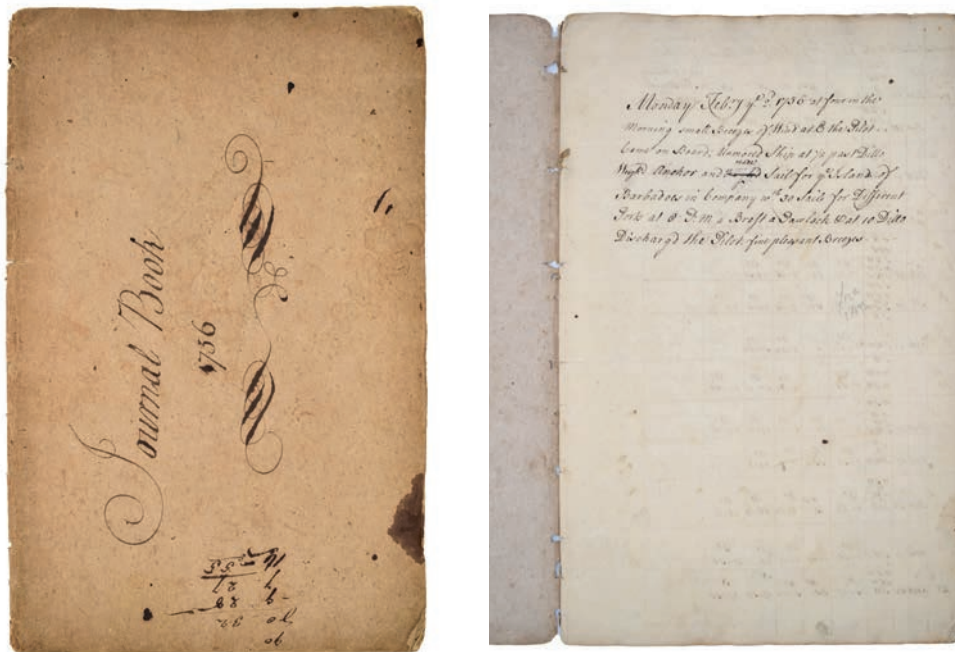
Arriving in Barbados on Thursday 18th. “Came to anchor... - Sent the male on shore”. From Barbados the Newcastle headed





to Antigua (Friday 26th), Montserrat (Thursday 1st April), St. Christopher (Friday 2nd), finally reaching Jamaica on Wednesday, April 14th. "... at Port Royal Salluted the Port and Commodore with 9 guns Each at 4 in the afternoon came to an anchor at Kingston... and sent on shore the male & passengers Salluted them with 9 Guns."

A fine example of a typical journey for a mail ship, with encounters that foreshadow the onset of the Seven Years War later that year.



## 6. MALCOLM, GEORGE JOHN, REAR ADMIRAL (1830-84)

### Log Book on the HMS Cumberland [containing Piracy, Castaways and Tornados]

Manuscript logbook, 32pp, excluding blanks, 5 pen and ink plans for a house, original red calf, gilt lettering "G.J.M." on top board, a little rubbed, spine tail damaged, 4to, 1851-1852

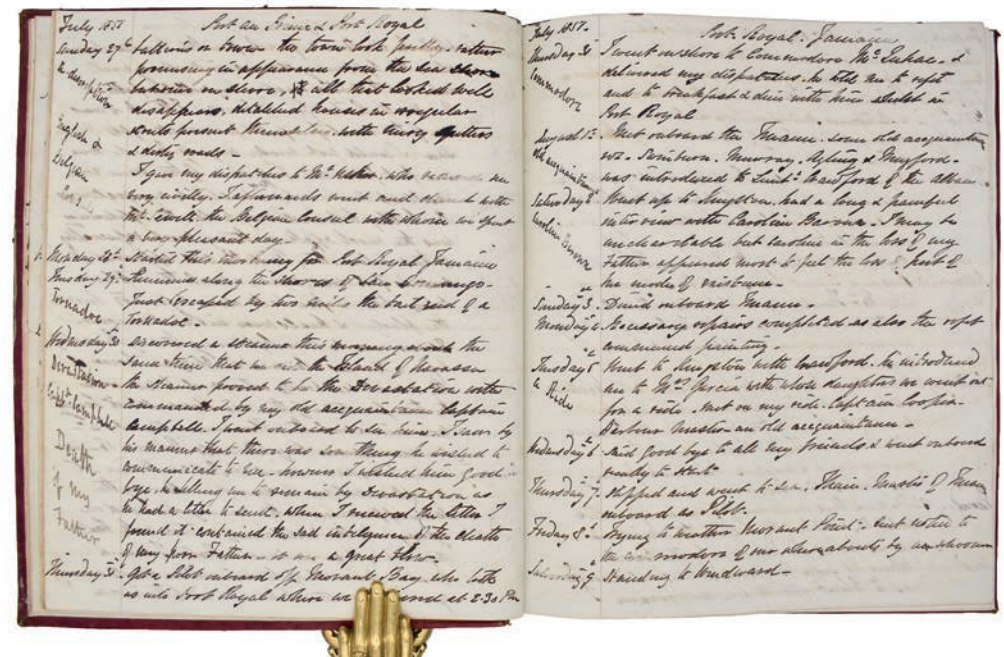
£1,500

Written in a tight, neat hand, the journal covers a journey around

the West Indies, from Montserrat (18th May 1851) to Cape Haiti (7th September 1851), with stops at Dominica, St Kitts, Bermuda, Port au Prince and Port Royal Jamaica.

The work contains notes on wind direction, weather- with a large description of tornadoes and "appalling lightning", and latitude. However the majority of the entries are written in a more informal manner. Malcolm gives his opinions on the West Indies Islands "...to me St Vincent is the most beautiful...", and makes general observations throughout his voyages. Various animal sightings are mentioned, including birds, dolphins, sharks, whales and an index of different kinds of fly. He keeps notes on the books he has read, mostly histories and works on theology, but Hawkin's Voyage to the South Seas also had a strong influence on him. Malcolm also spent time teaching "Ross" the mathematical elements needed for navigation, mostly trigonometry.

Malcolm writes of the pirate haven in Saba, "...[They] found within a few years a celebrated niche for Pirates - the Dutch Governor and all the inhabitants, it was found out, were more or less concerned

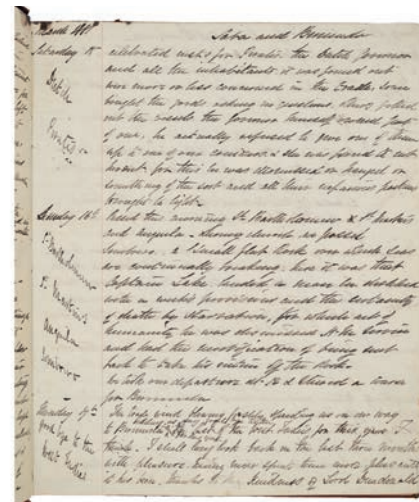


in the trade, some bought goods, asking no questions...", and a brutal punishment he witnessed near St Martins "...we passed a small flat Rock over which seas are continuously breaking, here it was that Captain Lake landed a man... with a weeks provisions and the certainty of death by starvation, for which act of humanity he was deserved."

On the 17th of March Malcolm lands in Bermuda where he writes letters, helps refit the ship and makes plans for a ballroom. He gets a tour of the surrounding islands from Lord Dundonald and Captain Goldsmith, "going to all the principal places.. And skirting all the other Islands, close enough to see their beauties-".

On the 15th of April he sailed from Bermuda to Halifax, remaining there until receiving orders to take command of a ship in Port au Prince, leaving on June 28th. On July 18th Malcolm notes spotting an American barque "the "stars and stripes" floating gaily on her topsail".

After arriving in San Domingo and experiencing tornados and foul weather, Malcolm met with Captain Cambell who delivered the news "of the death of my poor father", Sir Charles Malcolm. The HMS Cumberland arrived in Port Royal, Jamaica on Monday 28th June. The last entry being;  
Wednesday 6th August  
"Said goodbye to all my friends and went onboard ready to start"



Malcolm was the eldest son of Sir Charles Malcolm (1782-1851), naval officer. He followed in his father's footsteps, serving in the Royal Navy for his entire career and becoming Rear Admiral in 1882. His long naval career took him to North and South America, the West Indies, the Baltic, Egypt, and the East Coast of Africa. After he retired from active service in 1873, he entered the Turkish services as Pasha and was employed at Constantinople as Director General of the Abolition of the Slave Trade and Judge of the Slave Courts book.

## 7. MALCOLM, GEORGE JOHN, REAR ADMIRAL (1830-84)

### *Work Book and Letter Book [Royal Navy]*

Manuscript naval letter book, 78pp, excluding blanks, numerous illustrations and diagrams, original roan backed marbled board, lacks spine but holding firm, folio, 1861-3  
£1,000

The work begins with pages of equations using longitude and latitude with accompanying diagrams. Then Malcolm provides some notes for his letters, including; "This list to be appended to letter to Captain Maguire in my letter book." and "Subjects of letter to Commander in Cheif on April 1863". The latter includes "remarks on Sickness", Remarks on the American cruisers and Enclosing a list of vessels supposed to have been engaged in running the Blockade, and "Enclosing detailed sailing returns and quarterly returns for quarter ending 31st March 1863".

Most of the subsequent letters are written from Bermuda or Nassau, Bahamas. They give an good impression of life as a Vice Admiral, concerning command hand overs, illness, dockyard work, provision distribution and punishment when appropriate.

A letter written on the 9th of April 1863 discusses a case of disciplinary action being given; it reads in part:  
"I have to state that he was 56 days in the sick list and the surgeon considered him to be fiegning the whole time... [he now] act[s] the part of an insane man - coming almost daily on quarter deck to say the surgeon was poisoning him..."



The man goes on to be imprisoned in Nassau, while maintaining his conviction of being poisoned.

Malcolm handles his crew, writing as "Commander Malcolm, of the HMS Barracouta", to request another assistant engineer to replace the current one, reading in part

"I fear as, he is suffering from Consumption, that we shall have very little of his services and that he will be invalid... HMS Barracouta is allowed an engineer and three asst Engineers - she only has two assistants and one of them is now in Sick List and from the nature of his complaint, his appearances in the sick list will, in all probability, be often and each succeeding one of longer duration than that previous to it".

Many of the letters are about the wreck of the HMS Conqueror, a 101-gun ship of the Royal Navy. She was launched in 1855, but spent only six year in service before being wrecked on Rum Cay in the Bahamas in 1861. Malcolm was concerned with the retrieval of the stores that were lost with the ship. In the first letter to

Commander Graham, on 13 March 1863, he writes:

"I have received orders... directing me, to transfer, the duties of senior officer at Nassau, to furnish you with all useful information regarding, affairs generally and the state of the Conquerors' wreck, and then to proceed to Bermuda"

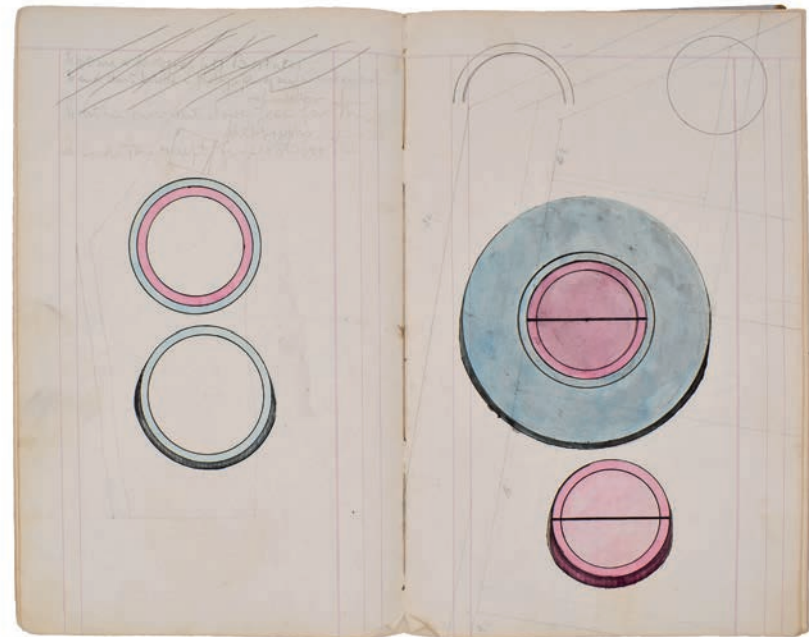
"Regarding the Coqueror's wreck the only documents I have for my guidance are the agreement between Captain Sotheby and the various papers passed over to you..."

An interesting letter book of a Vice Admiral working in the West Indies.

## 8. MCKINLEY, CAPTAIN GEORGE

### *A Journal of the Proceedings on board His Majesty's Ship Lively*

Manuscript naval logbook, c.180 leaves, slight staining throughout, not affecting legibility, contemporary vellum over boards, spine and top board worn, bookplate of John Gretton to pastdown, 4to, 1807-8



any other reference, as contemplated in my letter of the 13<sup>th</sup> ultimo. I would again submit to you that the wood work of Naval yard requires a coat of blacking, & that the shells should be covered in the paint referred to, & that the hulls be kept to the bottom, and that a pump & two feet of water to facilitate working, would be improvement. 4<sup>th</sup> Ann are about 400 tons of coal were in Naval yard and all under cover. 5<sup>th</sup> The light house on George Cay is a frame light of the third order. It has been erected, & is now in the process of being worked in the neighborhood, & vessels coming from West a South Westward of Fleet Cay, (which is called each Cay) the dark's nest, & the light of the Port Islands, and of shipping from that point, & the light on the island on the West Bahama Bank to the West of port George Cay as also to assist vessels into the channel across the Bank to George Cay. The light has a radius of 12 miles and is shut out, so as not to be visible on Fleet Cay or in the space between it and well clear of port George Cay. The light is white & fixed. The tower & lantern are white and have an elevation of about 80 feet above the sea. The light is a double one. The light is given out through prismatic glass. The tower is very compact & completely made by cast-iron & of iron & surrounded by a wall of brick. The light is from my own observation & was not by any means, the proper will forward the official report in due time. I have nothing to say I have received an official report on the light from the Captain of the vessel. 6. I have found it necessary to enclose heretofore, & enclosed to be conveyed, I enclose the report of survey. These provisions have been kept as long as possible, but they became quite stale with necessity. I am ordered to take 2 in order to take the ship to Bermuda. I have caused the Commissioner to purchase 2 barrels of a little each of flour for our use. The provisions left in Commissioner's, according to the enclosed list, will be enough to supply a vessel of the size on sufficient to supply the vessel for about three months. but there are no candles, burnt or tallow. The latter the Commissioner can supply, at contract price. The price of biscuit will vary according to the supply in the town. 7. There are now at present in "longwood" stores in Nassau, which have not been disposed of. I enclose receipts for the last, which were left. 8. I enclose to you a list of the provisions, & have forward over the charge of this station to Commissioner Graham & Mrs. Howard, & shall proceed to see tomorrow for Bermuda, calling off through Cay to be able to report on light to you & at Port Antonio Island. 9. I enclose a copy of the letter relating to the station, & given to me by the Commissioner. 10. In conclusion I enclose herewith the usual attached sailing returns of the vessel. 11. I enclose a list of the stores, & in charge of the Royal Marine Depot, which has been in hand on various accounts, with the plans of the captain's house & of the

£5,500

Written in a neat hand, the log book records the events on board the HMS Lively during the Spanish invasion of Portugal, in the Napoleonic Wars. On 19 July 1807, Napoleon ordered Portugal to close its ports to British shipping by 1 September. Prince John of Braganza refused. On 12 August 1807, the French and Spanish ambassadors delivered their ultimata to the Prince Regent of Portugal. The notes required that John must declare war on Great Britain, put his fleet at France and Spain's disposal, stop all British trade in his ports, and put all British subjects under arrest. John agreed to suspend diplomatic relations with Britain and close his ports, but he shrank from seizing British merchants and their goods. This was deemed inadequate by Napoleon.

The HMS Lively participated in the Napoleonic Wars since her launch in 1804. She was one of a squadron of four British frigates who intercepted and captured four Spanish frigates on the 5th October, 1804. The Spanish ships were carrying silver bullion. At this time Spain was neutral, but was showing signs of alliance with France. Because of this the treasure was not considered "Spoils of War" so the crew and captains received very little of their prize.

Captain, later Admiral, George McKinley (1766-1852) commanded the HMS Lively, and was for some time senior officer on the Lisbon station during the Peninsula war, being responsible for the evacuation of the British ships in the Tagus; he played a notable role in the capture of Vigo and Santiago in March 1809.

The log book contains detailed notes on weather, longitude, wind direction, sail manoeuvres, provisions stock taking, and encounters of other vessels. For the first few months HMS Lively was deployed along the coast of Portugal and on the River Tagus, intercepting vessels and challenging the Spanish and French presence. McKinley was quite indiscriminate about which ships to board, the list includes Portuguese and Danish merchant ships, American brigs, fishing vessels, and even English Privateers.

Sometimes the ships were taken, such as on August 10th "Boarded a Portuguese Brig (the Henriquetta Tuiseparavel) from Lisbon cleared out for St. Petersburg - Detained her - sent an Officer on board to take possession"

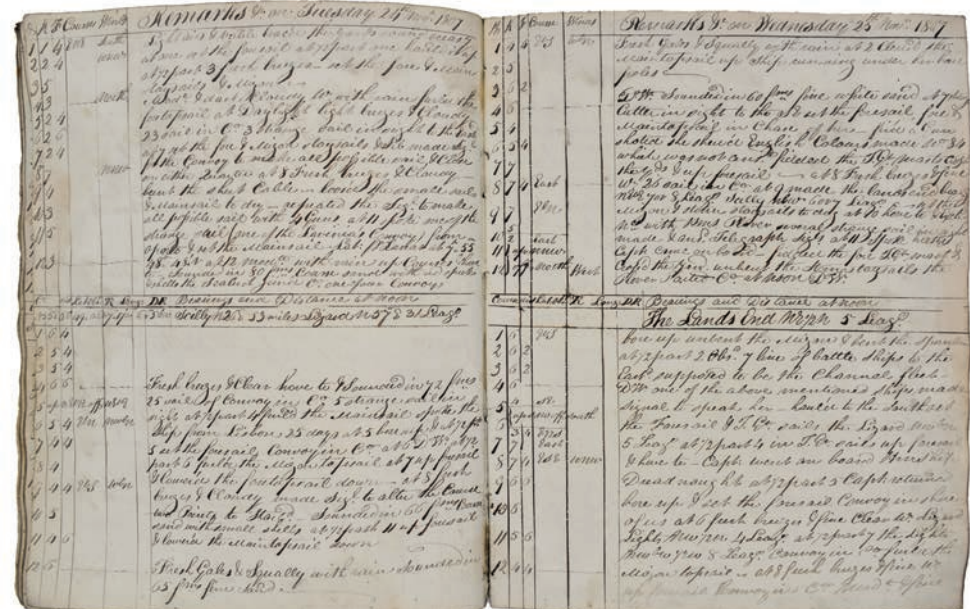
Officer on board to take possession"

Other times they were engaged in combat, such as on August 12th: "Chase of a Brig [...] - fir'd two shot taking her down....".

As France and Spain put more pressure on Portugal, the turbulence increased, with many Man of War ships sighted and on September 5th "Saw two Blue Lights to the west. I heard the report of a Gun."

After the Portuguese closed their ports to the British, HMS Lively escorted a convoy of British ships from the Tagus River to Spithead, England. Leaving on the 13th October "Signal for the Master of the convoy to come on board for their instructions - hove to and gave Instructions to those ships that had not any...". The convoy was large with "60 sail in company". The convoy had some difficulties, as a ship was lost. McKinley describes the events with both detail and precision.

"The Faun (one of the Convoy) coming down [...] she having shifted her cargo and the water gaining on them with both pumps at work - lowered the Jolly boat down and sent her to take the men out by means of lowering themselves into the water [...] Nee. 14





men, 5 of them our own which were sent some time back to assist in pumping hoisted the fore and mainsails again to keep near the brig at 5 got all the men on board when the Jolly boat stove under the current and sunk.”

The convoy arrived in Spithead on the 27th of November, remaining there to clean and refit guns, replenish provisions and repair the top main sail and quarter deck. While at anchor, a Russian Frigate and Stores ship captured by the Royal William was brought to Spithead, with “9 Spanish Prisoners”. HMS Lively was deployed from Spithead on 18th January, 1808. “At one paid a salute of 21 Guns in commemoration of his Majestys Birth Day at 3 weighed and made sail towards St Helena”

McKinley was involved in two offensives. In early February the Lively joined Sir Charles Cotton’s fleet, with Admiral Otway. On the 6th of February McKinley “...Reconnoitre the Enemy in the Tagus at 10:30”. He describes granite buildings and men with pikes.

On February 12th the British attacked the fort at the “Rock of Lisbon” (Cabo da Roca). The day proceeded like this:  
13:12 - Viper made signal to pass within hail - got clear for action  
14:00 - sent a Flag of Truce on shore to lower a Gun Battery on the Buildings  
15:00 - sent it again, Fleet hove to  
16:00 - Truce returned, made sail towards the Battery, “they hoisted Portuguese colours and fir’d Pony Guns - returned a Broadside when the Battery struck its colours”,  
Sent a lieutenant, 2 officers, 6 petty officers, 12 seamen and 16 marines to take possession of it  
18:00 - men returned with 10 prisoners

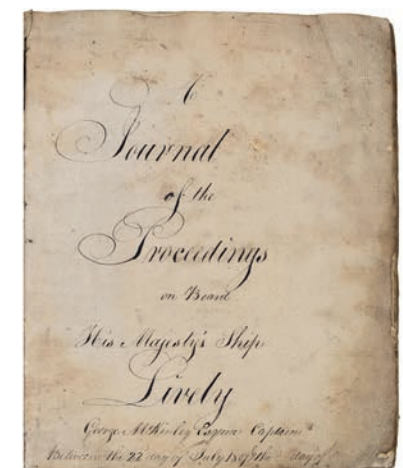
The second operation was in August 1808. The HMS Lively joined the fleet of Admiral Collingwood off Cadiz on 29th June. They anchored in Mondego Bay for nearly a month, restocking provisions and preparing for the upcoming offensive. “Royals employed working the junk, Carpenters repairing the boats, Armourer at work at the Forges”. On July 30th they were joined by Sir Arthur Wellesley on the HMS Crocodile. The Fleet sailed

out to stand off the Rock of Lisbon. On the 22nd of August they received the telegraph “Left wing of the French Army defeated”, and “French Overthrown” the following day. The next day “Signal General 66 made by the admiral the fleet and transporters all weighed and stood out to sea”.

Now that the French had been defeated, the Fleet attacked the remaining forts to reclaim them for the British and Portuguese. On the 2nd of September McKinley writes “at Daylight sent an Officer and two boats to assist in landing English Troops at Fort St Julien... the English Troops take possession of Cascais Fort by hoisting an English Jack at 12 ... an English Jack and Portuguese Ensign hoisted at Fort St Julien”. McKinley remained with the fleet until the logs ended on December 17th.

The HMS Lively sailed with many important ships including HMS Atlas, Windsor Castle, Excellent, Terrible, Fame, Bulwark, Magnificent, Repulse, Northumberland, Elizabeth, Nautilus, Hibernia, Hercule, Ruby, Ganges, Conqueror and Resolution.

A unique first hand account of an officer during the Napoleonic Wars.



## 9. PHILLIMORE, AUGUSTUS (1822-1897)

### *Log Book of H.M.S. Hibernica, Sea Trials*

Manuscript log book, 30pp., 3 full page illustrations, four inserts including a manuscript coastal chart of Gibraltar, marbled wrapper, folio, 29th July - 7th September 1846.

£1,250

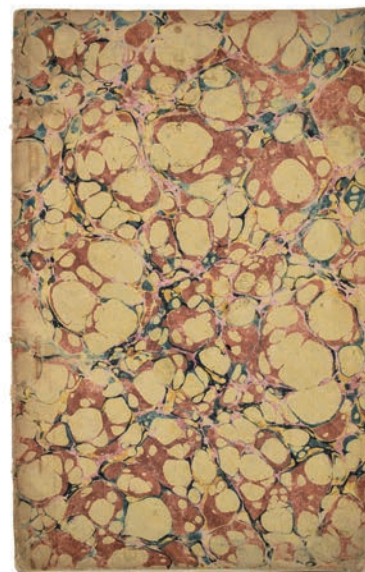
An unusual daily account by Lieutenant Augustus Phillimore, serving as mate on H.M.S. Hibernica. The work covers the sea trials the Hibernica was participating in, along with H.M.S. Rattler, Polyphemus, Raleigh, Superb, Constance, Eurydice, Spartan, St. Vincent, Queen, Vanguard, Canopus, Rodney and Albion.

The ships departed Cork in poor weather conditions, sailing in two lines to Lisbon. There are two full page plans showing the sailing formations, which are accompanied by a table recording the distance between the Hibernica and the other ships in the formation. This journal records the daily progress, wind directions and bearings, sail manoeuvres, and the signals sent to, and received from, other ships in the form of flags and gunfire during low visibility.

There are many comments on the formation, or lack thereof, throughout the voyage.

"The great fault committed by most of the ships is the neglecting to make sail at the proper times...". Some signals were missed due to the poor visibility and thick fog, but other were misunderstood "Rodney required frequent reminders to keep her station", or simply ignored "St. Vincent having disregarded instruction on this point".

A conscientious officer, Phillimore quotes various sections of instructions for the proper procedure when sailing in formation. This is aided by the loose leaf titled "Order of Battle to be observed by all ships forming the Mediterranean Fleet and signals to be observed", notes on the separate squadrons with corresponding watercolour flags and pendants. This was written and signed by the Admiral of the Mediterranean Fleet, Admiral Sir Edward William Owen (1771-1849).



The following is a list of the ships of the Mediterranean Fleet, and of the ships of the British Navy, which were present at the Battle of Trafalgar, on the 21st October 1805. The ships are arranged in two columns, and the names are written in full. The ships are arranged in two columns, and the names are written in full.

Ship	Rank	Commander	Notes
H.M.S. Hibernica	1st	Lieutenant Augustus Phillimore	
H.M.S. Rattler	2nd		
H.M.S. Polyphemus	3rd		
H.M.S. Raleigh	4th		
H.M.S. Superb	5th		
H.M.S. Constance	6th		
H.M.S. Eurydice	7th		
H.M.S. Spartan	8th		
H.M.S. St. Vincent	9th		
H.M.S. Queen	10th		
H.M.S. Vanguard	11th		
H.M.S. Canopus	12th		
H.M.S. Rodney	13th		
H.M.S. Albion	14th		

Admiral Sir Edward William Owen (1771-1849)

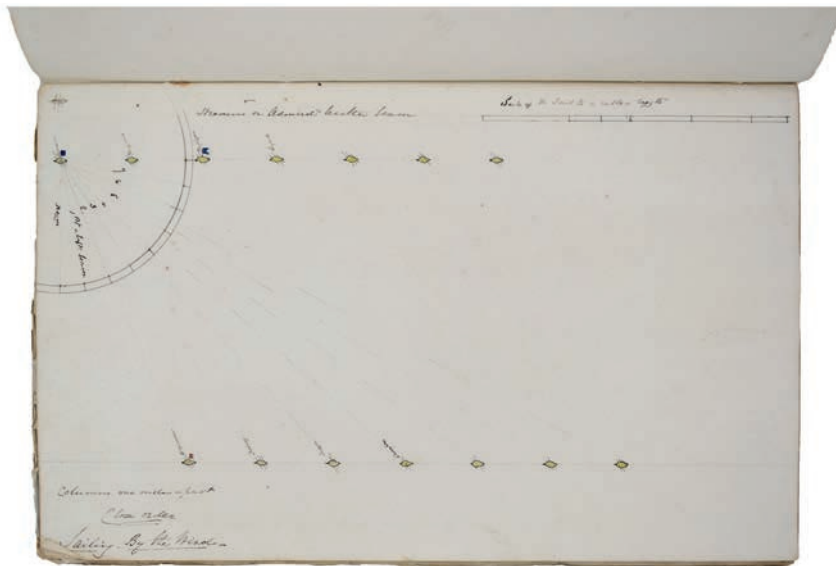


Philimore wrote “nothing could show more than the necessity of practise in fleet sailing and a knowledge of the signal book, with a squadron so little experienced in fleet sailing.”

The H.M.S. Raleigh was ordered to the assistance of a Portuguese Brig in trouble, so was consequently removed from the trials.

There were several gun salutes to Spanish and Portuguese ships when approaching Lisbon. The Commander in Chief, Commodores, Captains, Commanders and Lieutenants were presented to the Queen of Portugal at the palace at Belam.

Augustus Phillimore entered the Navy in 1835, serving in the First Opium War, including operations in the Yang-tsze-kiang, which resulted in the opening of the treaty ports in 1842. He commanded the Medea in the West Indies in 1852, promoted to Commodore at Port Royal in 1868, Admiral in 1884 and Commander in Chief in 1884. Phillimore was appointed Senior Naval Officer at Gibraltar from 1869 to 1872, in special recognition of his services in Cuba, and during the civil war in Haiti. During this time he made the proposal that a new naval dockyard should be constructed in Gibraltar. It was 22 years before his proposal was put to parliament, but the scheme was approved and resulted in new moles and three dry docks being completed in 1896.



## 10. SPANISH WEST INDIES

### *A Plan for attacking the Spanish Settlements in the West Indies in the North and South seas in Case of War*

Manuscript, [4pp.], 230 x 370mm, c.1745

£4,500

AN IMPORTANT NAVAL DOCUMENT CONCERNING THE WEST INDIES, written in a neat hand, comprising detailed plans for raising sufficient militia and also methods of and places to attack “In order to this undertaking it will be necessary for Officers to be appointed and dispatched to the several Colonies his Majesty is Posses’d of in America to raise men, the Americans being more proper for this enterprise than Europeans because most of those who will List for this Expedition have already been in the West Indies and are seasoned to these climes and consequently will not be so subject to sickness and mortality as raw unexperienced Europeans, besides they are more imur’d to arms and will take less time to discipline.”

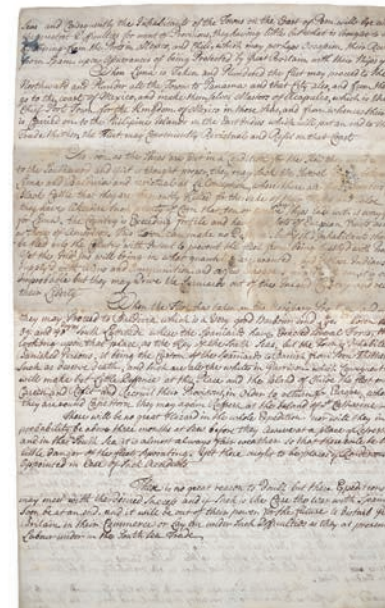
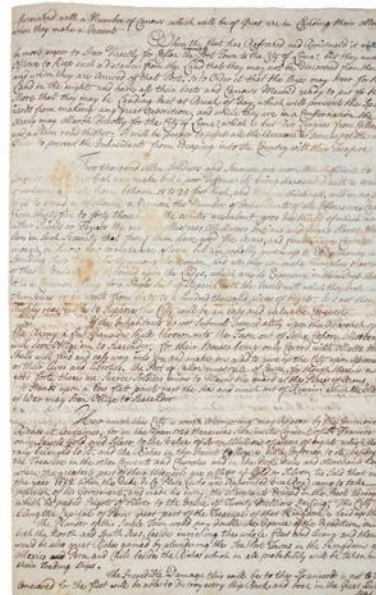
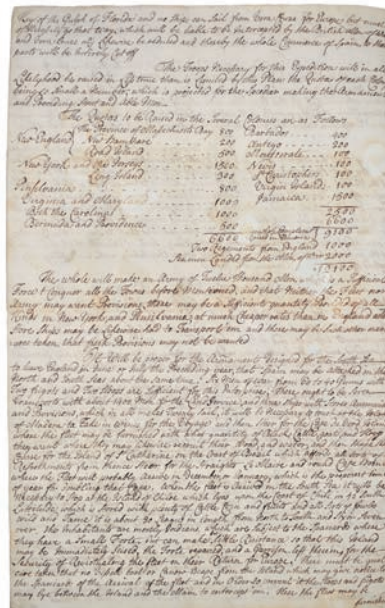
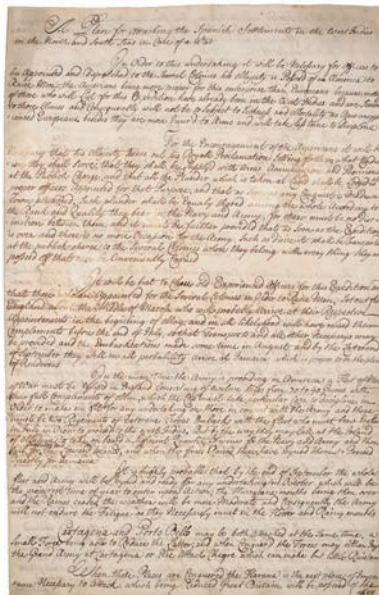
Going on to suggest the terms which should be agreed with the Americans in order to encourage them, such has the ammunition and provisions coming from the public funds, they will be brought back at the end of the war, and most importantly “...as soon as any conquest is made or Towne plundered, such plunder shall be equally shared among the whole according to the Rank and Quality they bear in the Navy...” . The men appointed should be “old Experienced Officers[...] who are appointed for the Several Colonies in Order to Raise Men.”

A timeline for the preparations is laid out, with considerations made for seasonal weather, with a fleet of Man of War arriving in Jamaica by the end of September so that “the whole fleet and army will be joyned and ready for any undertaking in October. Which will be the properest time of year to enter upon Action, the Hurrycane months being then over...”

Once preparations and recruitment are concluded, the plan of attack is revealed. “Cartogena and Porto Bello may be both attacked at the same time, a Small Force being able to Reduce the Latter... When these places are Conquered the Havana is the

next place of importance necessary to attack...Vera Cruze may likewise be reduced and thereby the whole commerce of Spain to those parts will be intirely cut off”, the manuscript provides a breakdown of the 12000 troops required with the quotas of men to be raised in the several Colonies including “New England - The Province of Massechuset Bay 800, New Hampshire 200, Road Island 500; New York and the Jerseys 1500, Long Island 300; Pensilvania 800; Viginia and Maryland 1000; Both the Carolines 1000; Bermuda and Providence 500; Bardados 400; Antego 200; Montserate 100; Nevis 100; St Christophers 100; Virgin Islands 100; Jamaica 1500... two regements from England 1000; seamen landed from the Men of War 2000 ...”, as well as detailed plans for securing supplies and ammunitons “...when the fleet arrives in the South Sea it will be necessary to stop at the Island of Chiloe which lyes upon the Coast of Chili ... which is stored with plenty of Cattle, Corn and fruits...”.

Following this, the Navy will sail for Lima, “It will be proper to possess all the avenues as soon as possible in order to prevent the Inhabitants from Escaping into the Country with their Treasure.



Two thousand men soldiers and seamen are more than sufficient to Conquer this City...being the capital of Peru great part of the treasure of that Kingdom is laid up there.”, dedicating almost an entire page to the riches to be gained from conquering the Spanish in South America. “There would be also great Riches gained by plundering the sea Port Towns in the Kingdoms of Mexico, Peru and Chili...”. Continuing “When Lima is Taken and Plundered the fleet may proceed to the Northward and Plunder all the Towns to Panama... from thence go to the coast of Mexico, and make themselves Masters of Acapulco...” The plans for defeating the Spanish continue to the Philippines and the East Indies. The final paragraph reads optimistically “There is no great reason to doubt but these Expeditions may meet with the desired success and if such is the Case the war with Spain will soon be at an end...”.

The Anglo-Spanish War of 1727–1729 between Great Britain and Spain consisted of a failed Spanish attempt to capture Gibraltar and an unsuccessful British blockade of Porto Bello. It concluded with a truce and final peace following the Treaty of Seville.

Provenance: Townshend Heirlooms: Historical Papers (of Raynham Hall, Fakenham), lot 30.

Sotheby, Wilkinson & Hodge: London, Catalogue of valuable printed books, autograph letters, and historical documents: comprising the Townshend papers, forming part of the Townshend heirlooms (sold by order of the court), Monday, July 14-16th, 1924.