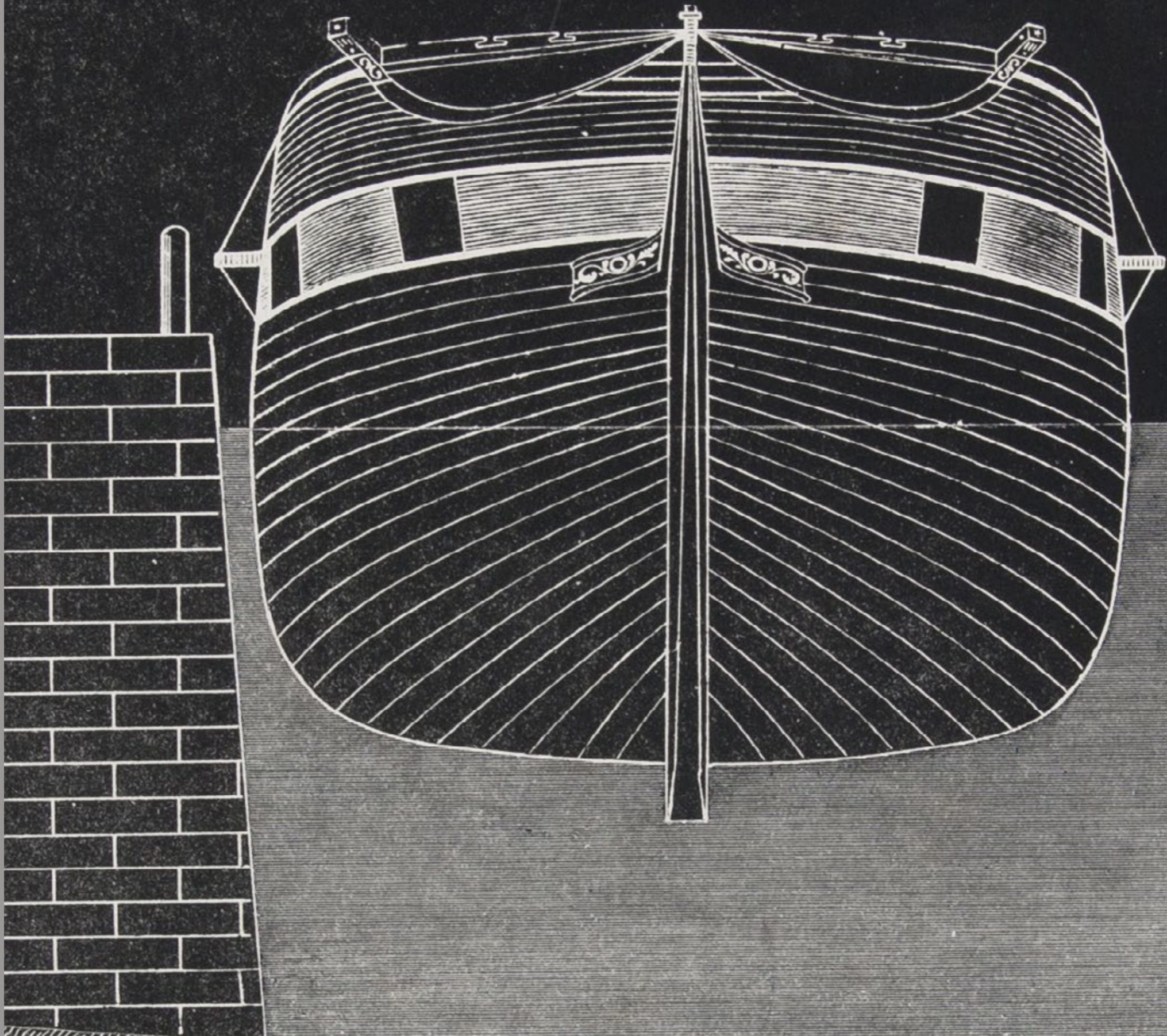




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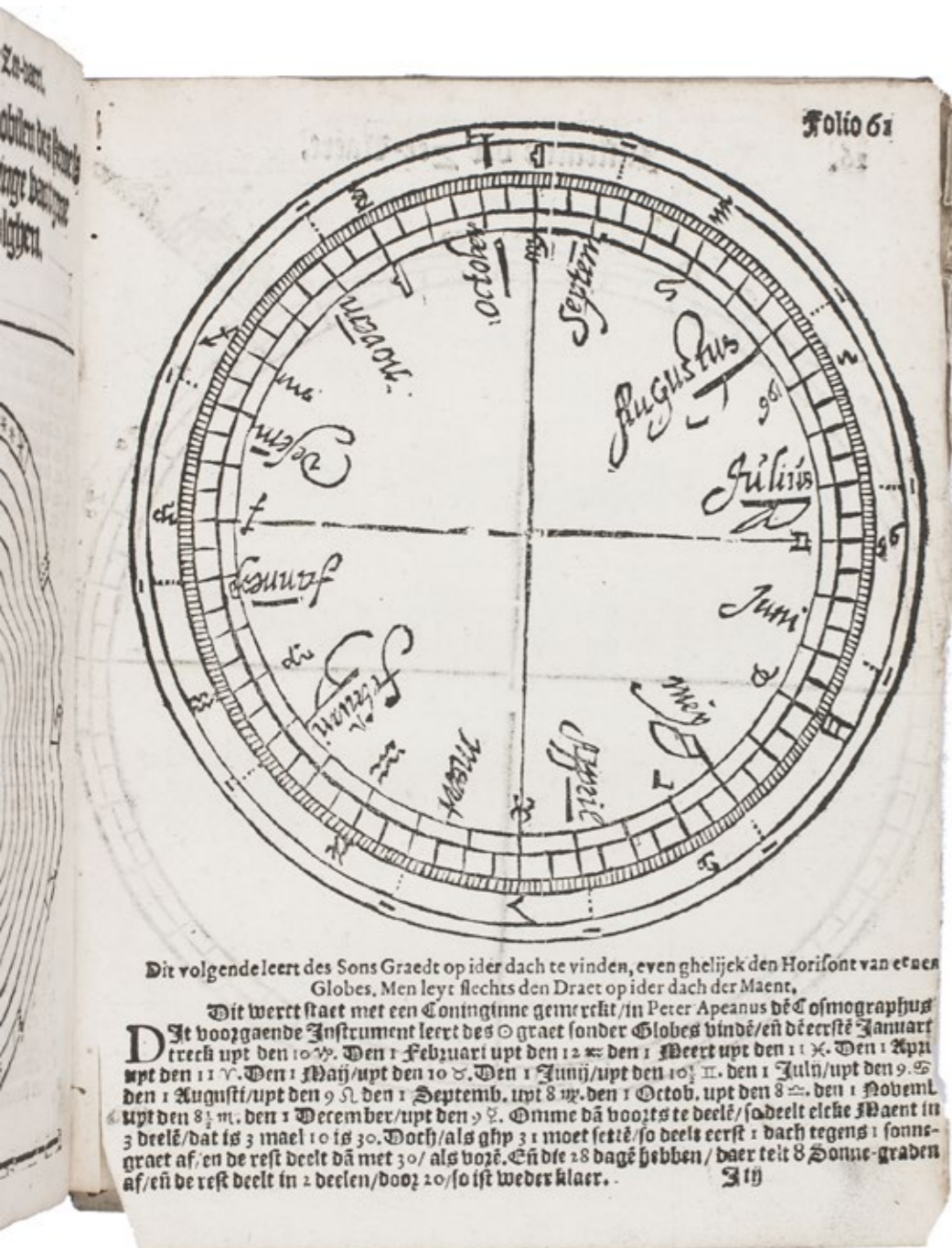
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*Rare unrecognised second edition of the first handbook for ship's pilots in training
with more than 120 diagrams and other illustrations*

I. BROUCK, Jan vanden. Instructie der zee-vaert, door de gheheele werelt, ... Met een practijck, om door een nieu-ghe-inventeert instrument 'tvoornaemste vanden celester globus in planum te brengen: ...

Rotterdam, Abraham Migoen, [1610]. Small 4° (19,5 × 15 cm). With a woodcut device on the title-page; and 2 engraved and about 120 woodcut illustrations (mostly diagrams), all on integral leaves, including 7 full-page. Vellum (ca. 1700). € 18 000



Rare 1610 second edition (revised and expanded) of the first handbook for ship's pilots in training, with more than 120 illustrations, mostly geometrical and astronomical diagrams but also a fortification plan, navigational instruments and their use, etc. It describes navigational instruments and their use in both the northern and the southern hemisphere, the determination of longitude and the declination of the sun. An appendix on the use of the astrolab largely follows Philippe van Lansberge (18 years before his principal publication on the subject) and illustrates the positions of the sun, moon and earth during eclipses. Brouck also covers the practical mathematics of geometry, trigonometry, surveying, mensuration and calendrical calculations. With the establishment of the VOC (Dutch East India Company) in 1602 and the beginning of the Twelve Years' Truce (1609–1621) between Spain and the Dutch Republic in the 80 Years' War for Dutch independence, the Netherlands saw a great pressing need for well-trained ship's pilots for global exploration and trade. Jan vanden Brouck (1566–1626), was a schoolmaster teaching applied mathematics at Amsterdam, Rotterdam and Middelburg. He published a celestial globe in 1602 and at least in Rotterdam he set up his own school, training pilots for the merchant marine.

The first and third editions include 8 volvelles, but they are not recorded in the second edition and the present copy certainly never included them. Van der Krogt notes 4 copies of the first and third editions with an engraved plate of gores for Vanden Brouck's 1602 celestial globe, but notes that the two other copies known to him (editions and locations not specified) do not include it. It is not in the present copy or the three copies that can be seen on the Internet, is not mentioned by Crone, and as far as we know it never appears in the present second edition. With occasional marginal notes in a contemporary hand. With the foot of the title-page cut short, removing the final line of the imprint; the fore-edges of 7 leaves tattered; and some small worm holes in the gutter margin near the head, mostly in quires G and H, but otherwise in good condition. Binding restored. Rare expanded and extensively illustrated second edition of the first handbook for training ships' pilots.

[8], 140, [4] pp. *Bierens de Haan 601 note; Cat. bibl. Bodleianae (1843), vol. 1, p. 339; Cat. NHSM, p. 664; Crone library 123b; Van der Krogt, *Globi Neerlandici*, BLA IIBr; cf. STCN (1 incompl. copy of 1st ed.; 1 compl. & 2 incompl. copies of 3rd ed.).* [More on our website](#)

Rare first and only editions of Neo-Latin poems on ships and monkeys

2. CHARLEVAL, Charles-François de. Navis carmen.

Rennes, widow of Mathurnus Denys, 1695. With a folding engraved plate of a 44-gun ship.

With: (2) CHARLEVAL, Charles-François de. Simius carmen.

Rennes, widow of Mathurnus Denys, [ca. 1695]. 2 works in 1 volume. 8°. Contemporary calf, gold-tooled spine.

€ 2950

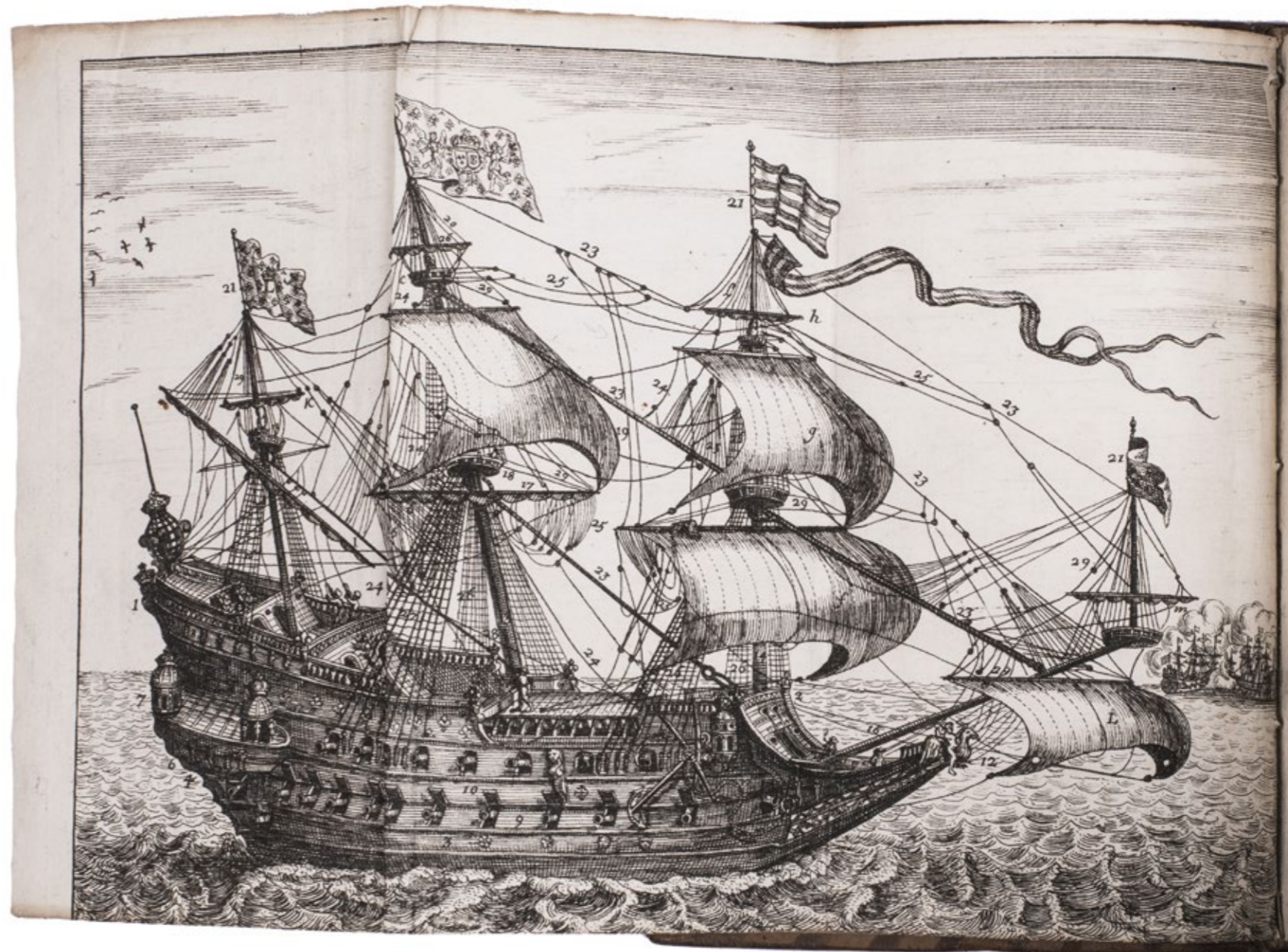
Ad 1: Rare first and only edition of a Neo-Latin poem on ships and shipbuilding, including several lines on the etymology of the various terms used to describe a ship, which are depicted on a folding engraving. Although elegantly composed, the author seemingly made several educated guesses as to the true origin of several terms. Charleval “had neglected to research the true origins of the terms which he employed” (Jal).

Ad 2: Rare first and only edition of a Neo-Latin poem on the properties of monkeys. As in *singerie* paintings, in which monkeys imitate human behaviour, the monkeys in the poem are in fact a mirror for human behaviour.

Charles-François de Charleval (1667–1747) was a French Neo-Latin poet and a member of the Jesuit order.

With a stamp and shelf-mark of René Moreux (1876–1957) on the back of the first title-page. Binding restored. With the plate and text of ad 1 somewhat shaved; a good copy.

34, [2 blank], 31 pp. *Ad 1*: Backer & Sommervogel II, col. 1075, nr. 2; CCfr (3 copies); Jal, *Glossaire nautique*, p. 13; not in Oberlé; *ad 2*: Backer & Sommervogel II, col. 1075, nr. 1; CCfr (6 copies); Oberlé, *Poètes néo-latins*, 339. [More on our website](#)



9 letters from one of the leading naval figures of the 19th century

3. **DUPERRÉ, Admiral Guy-Victor.** [9 autograph letters, signed, mostly from the writer's time as Préfet maritime in Brest].

Brest, 22 February 1819–18 June 1829. 2° and 4°. Autograph letters in French, written in brown ink on single and double leaves of several laid and wove paper stocks.

With: (2) **GHÉMAR, Louis-Joseph.** Duperré [lithographic portrait].

Brussels, Charles Hen (printed by P. Degobert), dated 1842 by the artist.

€ 7500

Significant collection of 9 autograph letters by Guy-Victor Duperré (1775–1846), a French admiral, Pair de France and three times Naval Minister. The letters, all sent from Brest, are addressed to important French naval officers and ministers, including: Cristophe, Comte de Chabrol de Cruzol; Jean Guillaume, Baron Hyde de Neuville (1776–1857) and “Mon Cher Amiral”, most likely Laurent Jean François Truguet (1752–1839). The letters were written from 22 February 1819 to 18 June 1829 (6 of them in 1828). They concern political and maritime issues and events related to Duperré's naval service.

From 1812 to 1814, Duperré commanded the French and Italian naval forces. In 1827, he was appointed Préfet maritime of Brest and inspector of the 5th arrondissement militaire. On 5 February 1830, eight months after the last letter in the present collection, King Charles X appointed him commander of the fleet of the expeditionary forces that carried out the 1830 invasion of Algiers.



Seven of the nine letters are written in Duperré's informal running script. One appears to have been written for him, perhaps by dictation, but he added a nine-line postscript in his usual running hand below his signature. One to the minister of the marine is carefully and neatly written in a formal hand, with the lines perfectly horizontal (the lines of Duperré's running script slope upward across the page), but that may be his own formal hand, used only when the occasion demands.

Accompanying the letters is a lithographic portrait of Duperré, drawn on stone and dated 1842 by the lithographic artist Louis-Joseph Ghémar (Lannoy, France 1819–Brussels 1873), better known for his later work (from 1855) as a photographer in Antwerp and Brussels and court photographer to the King of Belgium.

Most of the letters were formerly folded, probably for sending in envelopes. In good condition.

[4]; [1], [1 blank]; [3], [1 blank]; [1], [1 blank]; [1], [1 blank]; [1], [1 blank]; [1], [1 blank]; [2]; [2] pp. For Duperré: F. Chassériau, *Vie de l'Amiral Duperré* (1848); for Ghémar: Louis Ghémar (1819–1873): *photographe du roi* (1992). [More on our website](#)

TRACTAET
DE
MARINE,

tusschen den Grootmachtighsten Prince

CAREL de II.

Koningh van Groot Brittannien, &c.

ter eenre:

En de Ho. Mog. Heeren

STATEN GENERAEL

der Vereenighde Nederlanden,

ter andere zyde.

Geslooten inden Hage den 17 Februarij 1668.



Tot ROTTERDAM,
By Joris Redelickhnyfen, Anno MDC LXVIII.

Three pamphlets on peace

4. [DUTCH REPUBLIC]. Tractaet van vrede, tusschen de Heeren Staten Generael Der Vereenichde Nederlanden: Ende den heere bisschop van Munster. Gesloten ende onderteeckent tot Cleve, den 19 April 1666. Uyt het Latijn overgeset.

[Amsterdam, 1666].

With:

(2) [DUTCH REPUBLIC]. Vervolgh tweede deel van 't discours over den tegenwoordigen toestant, ende apparetien van vrede, tusschen Engelant, ende vereende Provintien. Verhandelt met een Fransman, Engelsman, Hollander, Sweedt, ende Deen. Rotterdam, Floris Ghijssen, 1667.

(3) [DUTCH REPUBLIC]. Tractaet de marine, tusschen den grootmachtighsten Prince Carel de II. Koningh van Groot Brittannien, &c. ter eenre: en de Ho. Mog. Heeren Staten Generael der Vereenighde Nederlanden, ter andere zyde. Geslooten inden Hage den 17 Februarij 1668. Rotterdam, Joris Redelickhuysen, 1668. 4°. 3 works in 1 volume. 19th-century boards. € 525

Three popular pamphlets in one volume.

Ad 1: The terms of the Peace Treaty of 1666 between the Bishop of Munster and the Dutch Republic, in 15 articles.

Ad 2: Anonymously published popular pamphlet discussing the feelings of the people about the peace with England in the form of a discussion between 5 people belonging to the different European nations involved. This is the second of three such pamphlets published at the time, all very rare.

Ad 3: The terms of the treaty on navigation between England and the Dutch Republic, concluded in 1668, in 19 articles, with a general introduction, and with the official forms of the Dutch and English passports at the end.

Good copies of three rare pamphlets.

[8] pp. *Knuttel* 9410 (ad 1), 9477b (other edition of 2) 9620 (ad 3); *Tiele, Pamfletten* 5471 (ad 1), 5522 (ad 2), 5610 (ad 3). [More on our website](#)

THE
LAWS AND PRACTICAL REGULATIONS,
WITH
EXEMPLIFIED FORMS,
ON SUBJECTS CONNECTED WITH
THE
COMMERCE AND NAVIGATION
OF THE
BRITISH EMPIRE;
VIZ.
LAWS AND REGULATIONS
APPERTAINING TO THE
IMPORTATION, WAREHOUSING, EXPORTATION, AND CARRYING COASTWISE,
OF
GOODS, WARES, AND MERCHANDIZE;
THE LAWS FOR THE PROTECTION
OF THE
Property of Merchants and others entrusted to Factors and Agents;
THOSE RELATING TO THE
TRADE WITH THE EAST INDIES AND CHINA,
TO THE
ISLE OF MAN, THE ISLANDS OF GUERNSEY, JERSEY,
ALDERNEY, AND SARK,
AND THE
BRITISH POSSESSIONS ABROAD;
INCLUDING THE
West Coast of Africa, the Cape of Good Hope, New South Wales, Van Diemen's Land,
and the British Islands in the West Indies and America;
WITH AN ABSTRACT OF
THE SMUGGLING LAW,
&c. &c. &c.
BY ROBERT ELLIS, Esq.,
LONG ROOM, CUSTOM-HOUSE, LONDON.
LONDON:
A. H. BAILY & CO., 83, CORNHILL.
1841.

The custom regulations of the British Empire

5. **ELLIS, Robert.** The laws and practical regulations, with exemplified forms, on subjects connected with the commerce and navigation of the British Empire. London, A.H. Baily & Co, 1841. 12°. Contemporary calf, gold-tooled spine. € 400

First edition of a practical work on the custom regulations in the British Empire, especially dealing with commerce and navigation, compiled by Robert Ellis. The chapters deal with the import and export of goods, smuggling, warehousing, factors, agents and more. One chapter is devoted to trade with the East Indies and China, and another to trade with the British isles (Isle of Man, Guernsey, Jersey, Alderney and Sark) and "British possessions abroad". The book closes with an index. The work was published as the second volume of *The laws and practical regulations ... of the British Empire*, which consisted of three volumes. Each volume refers to *The British tariff*, published annually, which contained duty tariffs for the import and export of numerous goods.

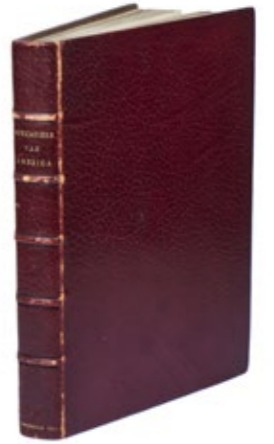
With a library stamp on paste-down. Lacking the half-title. Internally in very good condition. Binding with some stains and rubbed along the extremities, otherwise good.

xxiv, 805, [1], [2 blank] pp. [More on our website](#)

”almost the only comprehensive source of information for pirate activities in the seventeenth century”, bound by America’s finest bindery

6. EXQUEMELIN, Alexandre Olivier. *Historie der boecaniers, of vrybuyters van America.*

Amsterdam, Nicolaas ten Hoorn, 1700. 3 parts (paginated as 2) in 1 volume. 4°. With an engraved title-page, a folding engraved map of South and Central America, and 7 engraved plates (1 folding). Red (goatskin) morocco (ca. 1920), with richly gold tooled turn-ins, double fillets on board edges, gilt edges, by the French Binders of Garden City, N.Y., the fourth incarnation of Robert Hoe’s famous Club Bindery, which almost single-handedly pioneered fine binding in America. € 5000



Exquemelin (ca. 1645–1707) began his career in service of the French West India Company on a 1666 voyage to Tortuga in the Caribbean. There he went into the service of the notorious Welsh privateer Henry Morgan. He returned to Europe ca. 1674 and made a new career as a reputable surgeon in Amsterdam, where he wrote the present book. The text is divided into three parts. The first tells of the French voyage to the West Indies in 1666 and describes the circumstances there. The second recounts the dreadful deeds of the Caribbean pirates, especially François l’Olonnais and Henry Morgan, and the third describes the burning and looting of Panama City by Morgan’s unruly men.

In 1895 a group of Grolier Club members led by Robert Hoe, brought some of the most skilled European (mostly French) binding craftsmen to America and founded the Club Bindery. Its work “surpassed—in design, forwarding, and finishing—anything that had been produced in the United States until then” (Antonetti). After Robert Hoe’s death the bindery reincarnated as the French Binders of Garden City, New York. With a water stain in the lower right corner throughout, a couple smudges and specks, and the map with a small restored tear, otherwise a good copy. Some very minor wear along the board edges and a bit more noticeably along the hinges and the raised bands, otherwise the binding is in very good condition.

[8], 219, [1], 136, [6] pp. Alden & Landis 700/11; Sabin 23469; cf. Howgego, *to 1800*, E-39 (other editions); cf. H. de la Fontaine Verwey, “The ship’s surgeon Exquemelin and his book on the buccaneers”, in: *Quaerendo IV* (1974), pp. 109–131; for the bindery: T. Boss & M. Antonetti, *Bound to be the best: The Club Bindery. Catalogue of an exhibition at the Grolier Club* (2004). [More on our website](#)



Memoirs of a French naval commander in Siam

7. **FORBIN, Claude, comte de.** Mémoires du comte De Forbin.

Amsterdam, François Girardi, 1748. 2 volumes. 12°. With engraved author's portrait as frontispiece. Contemporary mottled, tanned sheepskin, gold-tooled spines. € 1250

Third edition of the memoirs of the French naval commander Claude de Forbin (1656–1733), starting in 1675 and ending in 1710. It includes notes on his diplomatic mission to Siam from 1685 to 1688, where he became the governor of Bangkok and a general in the Siamese army. He later fought in several sea battles against the British navy.

Good copy, with spots and minor waterdamage throughout and a few small tears in the lower margin. Some damage to the binding, but still good.

[4], 383, [1 blank]; [4], 344 pp. *Cordier, Indosinica, col. 945; STCN (1 copy).* [More on our website](#)



LE COMTE DE FORBIN.
*Amiral de Siam du nom d'Opra Sac Disom Cram,
Chef d'Escadre des Armées Navales de sa Majesté,
Chevalier de l'Ordre Militaire de Saint Louis.*

*Important work on navigation
and an early mention of playing cards*



8. **GUEVARA, Antonio de.** *Epistres dorées moralles & familiares.* Lyon, Macé Bonhomme, 1558–1559.

Including:

— **GUEVARA, Antonio de and Jean de GUTERRY (translator).** Tome second des epistres dorées et discours salutaires.

— **GUEVARA, Antonio de.** Le troisieme livre des epistres illustres.

With: (2) **GUEVARA, Antonio de.** *Traité des travaux et privileges des galeres & des inventeurs de l'art de naviger.*

Lyon, Macé Bonhomme, 1560.

2 works (the first in 3 parts) in 1 volume. 4°. With the titles of the first 3 books in woodcut architectural borders; 2 woodcut illustrations in the text and a number of large woodcut historiated initials. 18th-century tree calf, rebaked with the original backstrip laid down, later endpapers. € 2750

First edition in French of Guevara's *Arte de marear* ("Art of navigation") and a complete set of the three parts of the French edition of his *Epistolae familiares* ("Familiar epistles"), both translated from the original Spanish. The *Art of navigation* chronicles its subject from classical antiquity onward, but most of the text focuses on Guevara's own era. Often humorous are the descriptions of the horrendous food aboard the galleys and his tongue-in-cheek listing of the 58 "privileges" reserved for those who choose a life at sea. Ultimately, the art of navigation is something that separates men from beasts, since beasts flee when they see they danger yet man willingly navigates into unknown waters.

With an old owner's inscription on the first title page, a number of annotations in the text, which is ruled in red throughout. In good condition with the binding somewhat worn but expertly restored, water stain in the upper margin.

Ad 1: Baudrier X, Pp. 256, 260, 263; Taylor, *The history of playing cards*, pp. 42–43; USTC 6477, 27011, 27012 (5 copies); cf. Crone Library 42 (1st Spanish ed.); *ad2:* Baudrier X, p. 263; USTC 61577 (2 copies). [More on our website](#)

*A teenage sailor's adventures in Arabia,
Mumbai and elsewhere*

9. JAMES, Silas. A narrative of a voyage to Arabia, India; &c; ...; with remarks on the genius and disposition of the natives of Arabia Felix; ...

London, printed by William Glindon, sold by the author, [1797]. 8°. With a frontispiece portrait of the author engraved by William Newman. Modern dark brown calf, gold-tooled spine. € 8500

First edition, second issue (with a cancel title-page and an added list of about 160 subscribers) of a young man's detailed account of his adventures as a teenage member of the crew of a British transport ship in the years 1780 to 1784. He gives accounts of people, customs, food, animals and events in the places he visits, first the Cape, then up the African coast to the Arabian peninsula and on to Bombay (Mumbai) where he found his father, deserted his ship and lived royally for more than a year before he was captured and returned to his ship. On the return voyage he gives an account of Madagascar. He also gives a lively view of the rough and tumble day to day life on board the ship and of the cruelties of some captains.

With an 1801 owner's inscription on a flyleaf. A couple sheets were under-inked on one side, but remain easily legible. With a small puncture hole through the first few leaves and occasional minor browning or foxing, but still in very good condition and only slightly trimmed. A very intimate view of a teenager's life and adventures sailing to Arabia and India.

ESTC T139719 (8 copies); Mendelssohn I, 765; not in Blackmer; Gay, Bibl. de l'Afrique et l'Arabie. [More on our website](#)



SILAS JAMES.

The eventful life of the first naval commander in the American Revolutionary War

10. JONES, John Paul. Mémoires de Paul Jones, où il expose ses principaux services, et rappelle ce qui lui est arrivé de plus remarquable pendant le cours de la révolution américaine, particulièrement en Europe.

Paris, Louis (colophon: printed by Delance), 1798. 12°. With engraved frontispiece showing the portrait of Jones and a naval battle. Contemporary, mottled, tanned sheepskin, gold-tooled spine. € 6500

First edition of the first biography of John Paul Jones, famous naval fighter in the American Revolutionary War, born in Scotland. In his early years, Jones served aboard a number of merchant vessels, but his life took an important turn when he emigrated to North America. From 1775 onwards, Jones made an impressive career in the Continental Navy. As commander of the *Ranger* and later the *Bonhomme Richard*, Jones vigorously and successfully fought the British, an achievement for which he was honoured with a gold medal by the Continental Congress (while in Britain he was regarded as a pirate). After a period in the service of Empress Catherine the Great of Russia, during which he repulsed the Ottomans in the Black Sea, Jones sailed for France, spending his last years in Paris.

Negligible waterstain the lower margin of pp. 61–74 and some faint thumbing to the half-title and back of the title-page, otherwise in fine condition. Bind rubbed along the hinges, but still good.

[24], [1 blank], 244 pp. *Graff Collection 2242; Howes J-228; Muller, America 1178; Sabin 36559.* [More on our website](#)



Tactics for sea-battles by a famous Dutch admiral

II. KINSBERGEN, Jan Hendrik van. Grondbeginselen der zee-tacticq. ... Uitgegeeven door C.A. Verhuell, lieutenant ter zee.

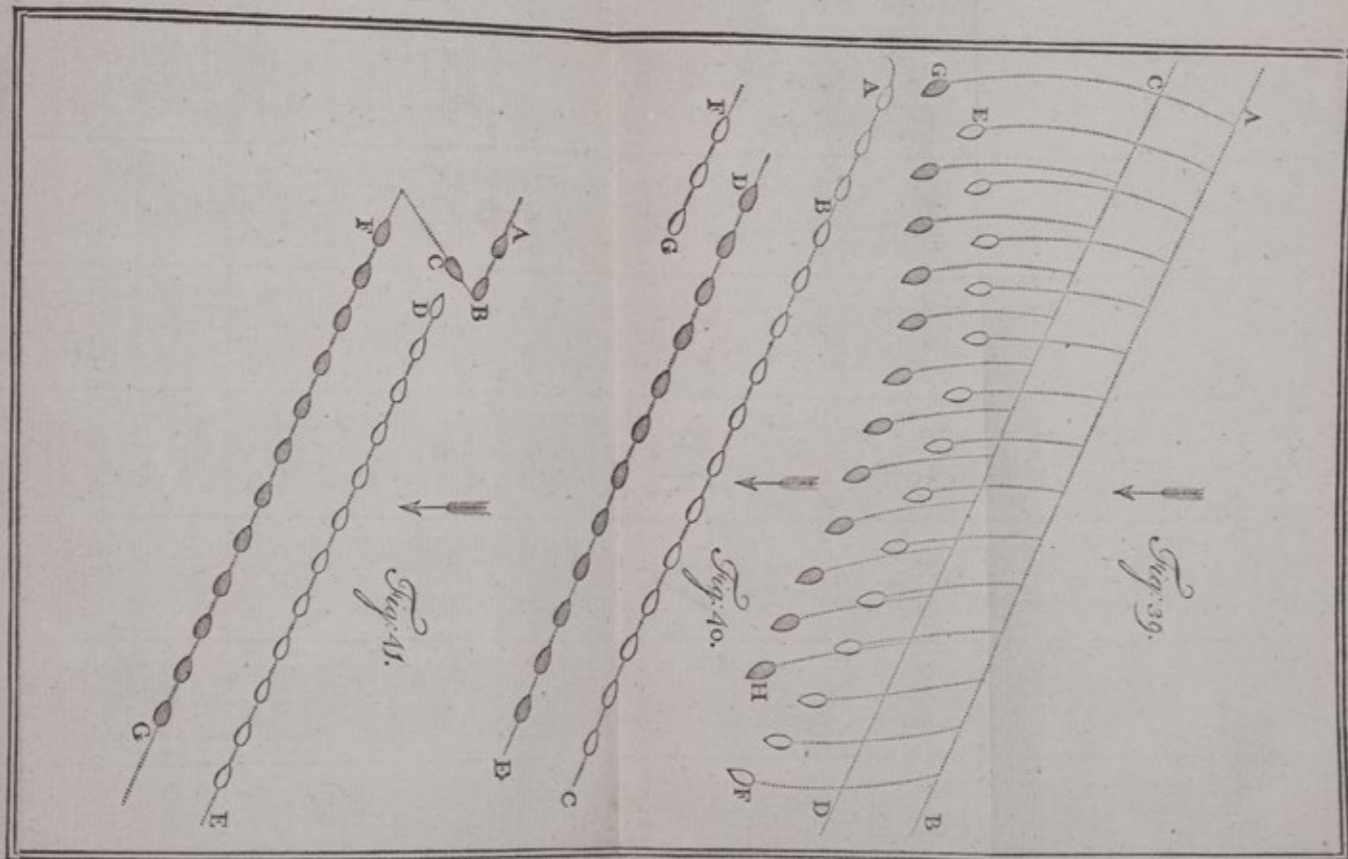
Amsterdam, Gerard Hulst van Keulen, 1782. Large 4° (29,5 × 25 cm). With a title-page printed in red and black and 23 folding engraved plates with 51 illustrations. Contemporary half calf, gold-tooled spine. € 1500

First edition of a basic manual on sea-battle tactics by the most famous Dutch admiral of the 18th century, Jan Hendrik Van Kinsbergen (1735–1819), also called the “Hero of the Black Sea” and the “Hero of the Doggersbank”, after a victorious battle against the English fleet in 1781. The book is divided into two parts: the first describing the elementary basics, the second the more “elevated” tactics of battles at sea. Both contain instructions, tactics and manoeuvres of ships and an entire fleet before and during a battle. The various formations are shown on the engraved plates.

Internally in very good condition, only some small spots on the first few leaves. Binding rubbed, slightly damaged at the foot of the spine.

[14], 75, [3] pp. *Bierens de Haan* 2482; *Bom, Van Keulen*, p. 33; *Cat. NHSM*, p. 925; *STCN* 184565103 (7 copies); for the author see: *Van Hall, Het leven en karakter van ... Van Kinsbergen (Amsterdam 1841)*.

[More on our website](#)





*Illustrated eye-witness accounts and tall tales:
sixty years of a sailor's world travels*

12. LE BLANC, Vincent. De vermaarde reizen van de heer Vincent Le Blanc van Marsilien, die hy sedert d'ouderdom van veertien jaren, tot aan die van zestig, in de vier delen des werrelts gedaan heeft ...

Amsterdam, Jan Hendricksz. Boom, Jan Rieuwertsz., 1654. 2 parts in 1 volume. 4°. With engraved title-page and 7 engraved plates. 19th-century boards. € 4500

First Dutch edition and first illustrated edition in any language of a colourful account of the author's travels through Persia (Iran), Arabia, Burma (Myanmar), the East Indies, and in the second part Morocco, Guinea, the African interior, the Cape, Constantinople (Istanbul), the Middle East, North and South America and even China. It was first published in French as *Les voyages fameux* (Paris, 1648) and here translated by Jan Hendrik Glazemaker (1620–1682). Le Blanc (ca. 1553–ca. 1633), born in Marseille, took to sea for the Middle East at age fourteen and sailed all over the world for 64 years. His stories, a mixture of his genuine experiences with fantasy, were revised for the press by Pierre Bergeron. He and the author present them in an entertaining manner.

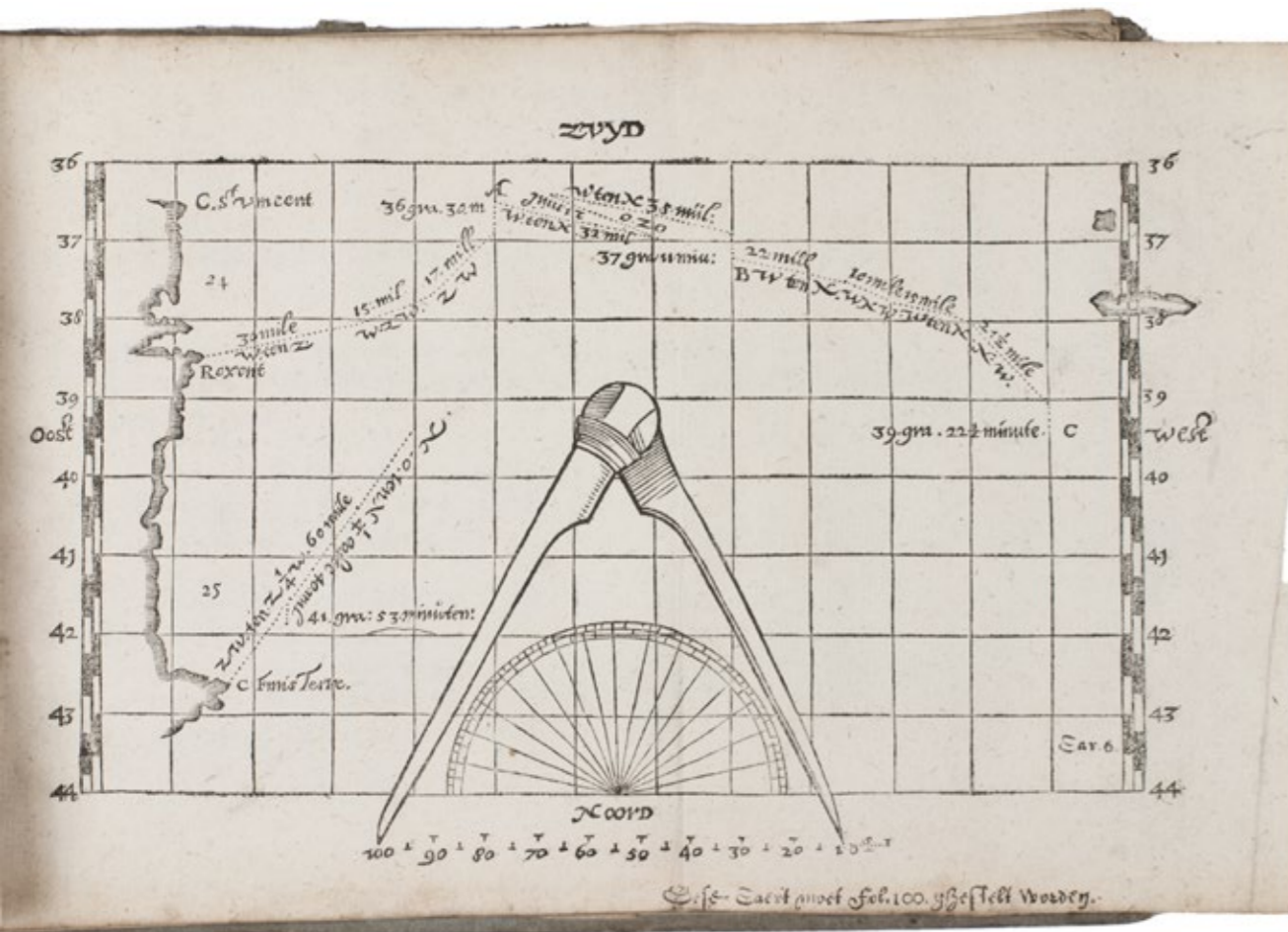
With two bookplates. An occasional very faint spot or slight browning, but otherwise in fine condition. A feast for the armchair traveller.

[1], [1 blank], 152, 116 pp. *Borba de Moraes I*, p. 460; *Sabin 39592*; *STCN (9 copies)*; *Tiele, Bibl. 647*. [More on our website](#)

Battle of words over the best practical solution to the determination of longitude before Harrison's chronometer

13. LEY, Jan Hendrick Jarichs van der. Het gulden zeeghel des grooten zeevaerts, daerinne beschreven wordt de waerachtige grondt vande zeylstreken en platte pas-caerten ...

Leeuwarden, Abraham vanden Rade, 1615. Oblong 4° (16.5 × 22 cm). With an emblematic engraved device/navigational diagram on the title-page and 27 (of 28) woodcut figures: 18 printed on integral leaves and the others on 3 folding plates. 18th-century(?) half vellum, blue-green paper sides, with manuscript author and title on spine. € 55 000



Rare first edition of a seminal work on practical navigation, describing for the first time the method developed by Jan Hendrick Jarichs van der Ley (1565–1639) to estimate longitude at sea. He wrote it to defend his system against its critics, so it takes the form of a series of dialogues with his critics, who appear by name: Sybrant Hanssen, Willem Jansz. (Blauw) and Hessel Gerritsz.

In 1612 the Dutch States General had offered a large reward to anyone who could solve the navigational problem of accurately determining longitude at sea. Van der Ley developed a detailed system for estimating latitude and longitude based in part on estimates of the distance sailed. The estimated latitude could easily be checked by simple astronomical observations, which also helped to correct errors in the estimated longitude, which could not be checked directly. He drew his charted routes on what he called “platte pas-caerten” in Mercator projection. The method’s greatest disadvantage was that any errors in longitude made for the various parts of a voyage would be compounded in the estimate of the final location.

Van der Ley first presented his system in the present book but although the leading mathematicians Simon Stevin and Samuel Marolois suggested it deserved a detailed study, the jury, which included Blauw, Hanssen, and Gerritsz. judged it unfavourably. A re-examination in 1620, this time including an expert in navigation among the examiners, finally judged it favourably. It remained almost the only method in regular practical use among mariners of the seventeenth century, especially on ships of the Dutch East India Company (VOC).

The Earl of Macclesfield’s copy, with his 1860 armorial bookplate on the paste-down and embossed armorial stamp on the first 2 leaves, with two early owners’ names on the title-page: David Goubaud (probably the first owner) and Tobias Dierckens (“No. 35”). Lacking folding plate no. 17. Some water stains in the gutter margin, and a few leaves nearly detached. A good copy of a rare work on the determination of the longitude at sea.

114, [2] pp. Bierens de Haan 2307; Davids, *Zeezeven en wetenschap*, pp. 80–85; V.d. Krogt, *Globi Neerlandici*, p. 235; NCC (4 copies); STCN (2 copies); WorldCat (9 copies); not in Carter & Veroliet; Cat. NHSM; Crone Library; for Jarichs van der Ley: NNBW III, cols. 766–767. [More on our website](#)



*Extremely rare maritime print series
together with equally rare booklet on rigging*

14. [MAASKAMP, Evert]. *Hollandsche zee-schepen*.

With: (2) *Beknopte beschrijving der takelaadje van een driemast koopvaardijschip*.

Amsterdam, Evert Maaskamp, [ca. 1810]. 8° (19.5 × 16 cm). With 6 aquatint plates to ad 1 and an engraved plate to ad 2. 20th-century brown roan. € 3500

Extremely rare series of Dutch sea ship prints, containing 6 aquatints and a letterpress title-page defining the different ships, published and engraved by the Amsterdam-based publisher Evert Maaskamp (1769–1834). The aquatints show two cutters, two frigates, a yacht and a “smak”, all depicted at sea. The plates are accompanied by an equally rare, small booklet on the rigging of a Dutch three-master merchant ship, also published by Maaskamp. It briefly discusses the masts, sails and cordage of the ship, all illustrated on an engraved plate.

With bookplate on paste-down. Each leaf and each plate is mounted on a stub. Slightly browned and slightly foxed, but otherwise in very good condition. Binding only slightly rubbed along the extremities.

[1], [1 blank] pp. + 6 plates; 6, [2 blank] pp. + 1 plate. *Ad 1: Maritiem Digitaal (1 copy); NCC (no location); not in De Groot & Vorstman; Cat. NHSM; WorldCat; ad 2: Maritiem Digitaal (1 copy); not in Bruzelius; NCC; WorldCat.* [More on our website](#)

Loek

TABLA de los huracanes del hemisferio Austral.

Quando el viento es del	El vórtice del huracan demora al	Si el viento rola al	Para huir del vórtice del remolino se gobernará al
S	E	al O al E	al N Mura á babor.
S ¹ / ₄ S E	E ¹ / ₄ N E	al S al E	al N ¹ / ₄ N O Mura á babor.
S S E	E N E	al S al E	al N N O Mura á babor.
S E ¹ / ₄ S	N E ¹ / ₄ E	al S al E	al N O ¹ / ₄ N Mura á babor.
S E	N E	al S al E	al N O Mura á babor.
S E ¹ / ₄ E	N E ¹ / ₄ N	al S al E	al N O ¹ / ₄ O Mura á babor.
E S E	N N E	al S al E	al O N O Mura á babor.
E ¹ / ₄ S E	N ¹ / ₄ N E	al S al E	al O ¹ / ₄ N O Mura á babor.
E	N	al S al N	al O Mura á babor.
E ¹ / ₄ N E	N ¹ / ₄ N O	al E al N	al O ¹ / ₄ S O Mura á babor.
E N E	N N O	al E al N	al O S O Mura á babor.
N E ¹ / ₄ E	N O ¹ / ₄ N	al E al N	al S O ¹ / ₄ O Mura á babor.
N E	N O	al E al N	al S O Mura á babor.
N E ¹ / ₄ N	N O ¹ / ₄ O	al E al N	al S O ¹ / ₄ S Mura á babor.
N N E	O N O	al E al N	al S S O Mura á babor.
N ¹ / ₄ N E	O ¹ / ₄ N O	al E al N	al S ¹ / ₄ S O Mura á babor.
N	O	al E al O	al S Mura á babor.

Rare sailing directions for the Philippines

15. **MAESTRE Y CAÑAMARES, Antonio.** Derrotero de la navegacion á las Islas Filipinas.

Seville, José M. Geofrin, 1862. 4°. With 2 small woodcuts and several letterpress tables in the text. Contemporary green half sheepskin. € 2950

First and only edition of a rare and important Spanish pilot guide giving detailed sailing instructions for a voyage from Cádiz (Spain) to the Philippines. It opens with an introductory chapter on winds, with two tables listing the hurricanes of the two hemispheres. The main text describes the route from Spain to the Cape of Good Hope, Amsterdam Island and Manila, giving the coordinates of all important islands and straits as well as descriptions of the relevant monsoons. Besides the Philippines it describes the Moluccas, Java, Lombok, Makassar, Dampier Strait, etc. It concludes with a table indicating the heights of several mountains. The author was first pilot of the *Carrera de Indias* and collected the material for the present volume on numerous voyages to the Philippines. He wrote his guide to fill a gap, since Spanish navigators still used extracts from Horsburgh's outdated *Observations on the navigation of the eastern seas*, first published in 1797.

Some spotting, first flyleaf damaged, but the binding still sound with the corners and spine slightly rubbed.

[2], 456 pp. *Bibl. Mar. Espanola* 1831; *Palau* 146856; *Vindel* 834; *WorldCat* (4 copies); not in *Robertson, Bibl. of the Philippine Islands*. [More on our website](#)

A proposal for stationing mortars along the coast, to save shipwrecked persons

16. MANBY, George William. Papers relating to Captain Manby's plan for affording relief in cases of shipwreck: viz. Copies of instructions, given by His Majesty's Secretary of State for the Home Department, for the purpose of carrying into effect the plan of Captain Manby, for affording relief in cases of shipwreck.

[London, House of Commons, 1816]. 2^o. With several woodcuts and wood engravings of the inventions in text. Sewn. € 850

Rare compilation of papers for the parliament of the United Kingdom, commonly found bound in series, related to a plan in regards to the rescue of shipwrecked persons. The proposal included the placement throughout the country of so-called "Manby mortars" throughout the country. This mortar fired a shot with a line to a wrecked ship and could be lighted with a special wind-proof pistol. The line could be used for communication purposes, as well as to connect to specially designed lifeboats.

George William Manby (1765–1854) was an English author and inventor. Appointed barrack-master at Great Yarmouth in 1803, he witnessed the wrecking of the brig *Snipe* in 1807, with over 60 casualties. This tragedy inspired him to think about both the equipment available for rescue as well as the means of communication between a wrecked ship and the shore. Manby's inventions were brought before parliament in 1810 and the placement of his inventions along the coast was finally agreed on in 1816.

Waterstain throughout lower margins; last leaf with some foxing; a good copy.

37, [1 blank] pp. "Captain Manby's apparatus for wrecks", in: *The Edinburgh review* XXXVIII, pp. 332–349; *Catalogue of Parliamentary reports...* 1869–1834, p. 71 no. 28. [More on our website](#)

To accomplish the object of enabling the crew to mark the course of the rope, and the place where it falls, a shell with four holes in it on the side which has the eye, is to be provided. This is filled with a composition, which in burning sheds a keen glare of light; and a fuze, prepared in the same manner with the fuze of the paper shell which I have already just described, is to be fixed in each of the holes. This shell, substituted for the shot, is fixed to the rope, and igniting on being discharged from the mortar, pours a torrent of vivid flame, during its flight from each of the four holes, and gives the clearest sight of its course, the rope it draws with it, and every surrounding object. I subjoin a representation of this shot in its flight.

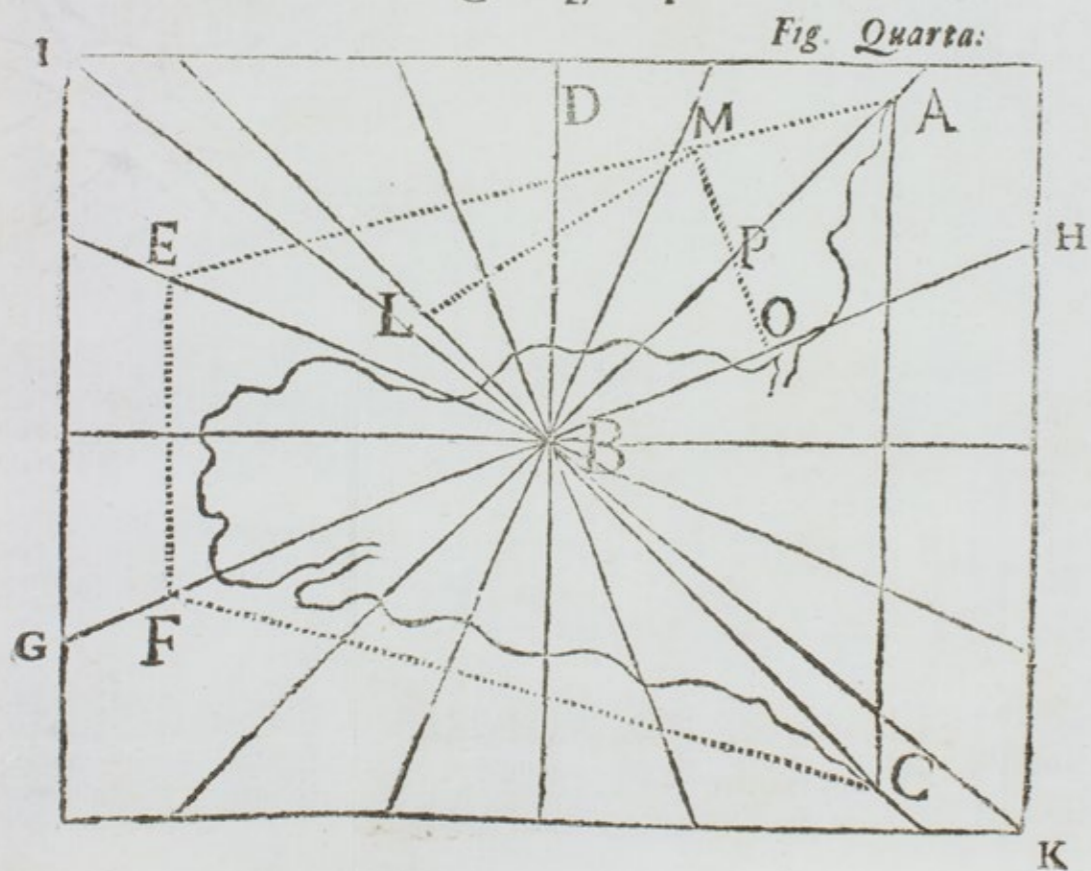
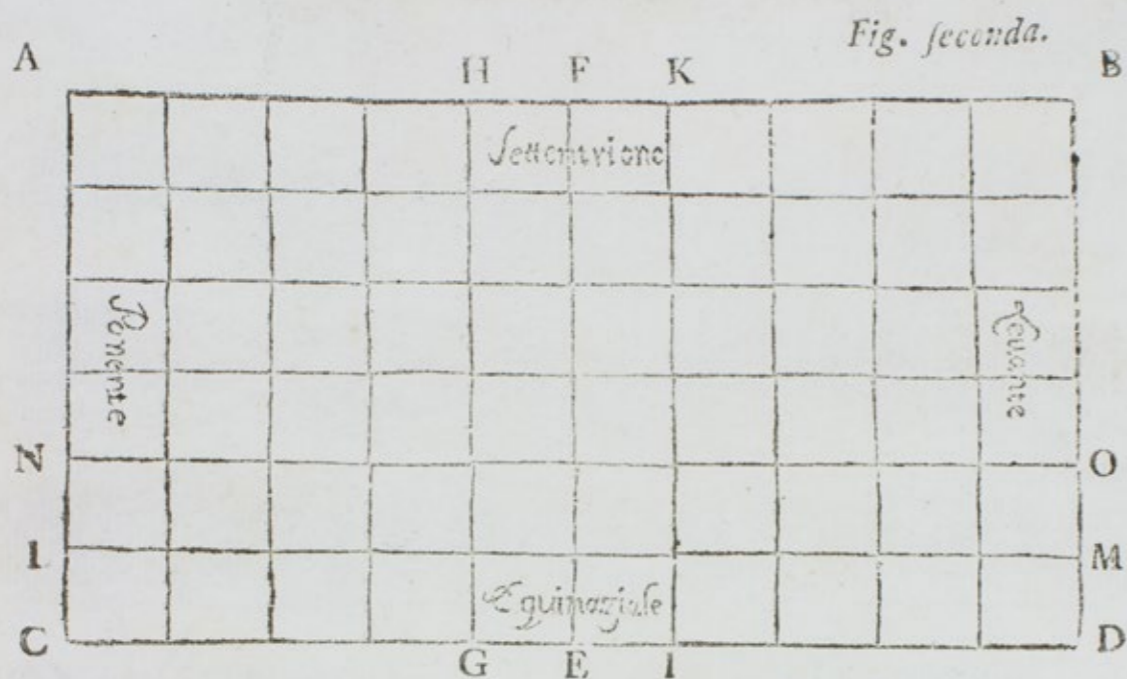


From a consideration of its vast importance, I have devoted much of my attention to produce boats calculated in any weather to rescue lives and property from wrecked vessels; convinced as I was, from my own experience during my visits to different parts of the coast, (when honoured with the commands of Government to take a survey of the coast, with a view to the establishment of a system of escape from Shipwreck) that no such boats were yet in existence. The boat generally called the life-boat, though admirably calculated for particular service, is so large and cumbersome, that it is at times very difficult to convey it to the point of danger; and its unwieldy size exposes it so much to the force of the winds and waves, that to get it off from a flat beach in a storm is utterly impracticable. It differs also much in its construction from that particular form of boat which obtains in different maritime districts, to which it is well known those who use it are stubbornly attached, and in which alone they possess skill and feel confidence. These and other causes have not only brought the life-boat into disuse, but have produced such a neglect of it, that in some places I found it decaying, and in others actually gone to decay and falling to pieces. I am therefore induced to submit the simplest and least expensive mode, that has suggested itself to me, of giving to boats of whatever size and construction the principle of the life-boat.



To effect this (as in the manner represented in the cut above) empty casks were lashed and secured in the boat to give it buoyancy, notwithstanding immersion; and to keep it in an upright position, it was fitted with bilge-boards of equal depth with the keel. A piece of iron or lead was let into or made fast to the outside of the keel, which operated, if by any accident the boat was upset, to bring it instantly right again. A stout rope, with what is called a mouse by the riggers, on different parts, at intervals of it, was carried round the gunwale, the stem, and the stern, and protected it from the ship's side,

*Tuscan cosmography in a local binding,
with Augsburg gold-brocade cover papers*



17. **MARCHETTI, Angelo.** Introduzione alla Cosmografia ... edizione seconda si aggiunge in fine un Succinto Trattato di Navigazione dell'istesso Autore.

Pistoia, Atto Bracali, 1738. 2 parts in 1 volume. 4°. With 3 folding half-page plates and 1 folding letterpress table, 2 full-page plates, and 17 additional woodcut diagrams in the text. Contemporary boards, covered with gold-brocade paper. € 4500



Very rare second edition of Marchetti's *Cosmografia* (the last edition published during his lifetime), supplemented by the first edition of his treatise on navigation, both illustrated with woodcut diagrams. After several chapters on terminology, signs of the zodiac, etc., the author discusses the phases of the moon, solar and lunar eclipses, measurement, the Ptolemaic, Copernican, and Tyconic solar systems, and astronomical instruments (quadrants and terrestrial and celestial globes). Marchetti's *Succinto Trattato di Navigazione*, (Pistoia, Atto Bracali, 1738), though mentioned on the main title-page, has its own title-page, pagination and series of signatures, and was sometimes issued separately. It discusses navigational charts and their systems of parallels and meridians, compasses, measurement, etc. An early owner's inscription on the title-page has eaten through the paper, not affecting the printing but leaving some small holes and slightly staining the following page. Otherwise a very good copy in a local and contemporary gold-brocade binding, of a rare Italian cosmography.

[4], 137, [1 blank]; 33 pp. *Riccardi*, col. M-109; not in *Inst. Cent. Cat. Unico*; *De La Lande*; *Norman Library*; *Waller*; *KVK* (2 copies plus 1 of *Navigazione* alone); *WorldCat* (2 copies); *Poggendorf II*, col. 44.

[More on our website](#)

veele plaetzen verspreyd en d'orders verwart zagea, nochtans door een razende verwoedheyd opgehitst en onze groote Roeytschepen voor by gevaeren zynde, hebben malkanderen niet verlaeten.



Aldus hebben terstond de Schepen der Zee-oversten en by na alle de Roeytschepen zoodanig gestreden, dat sy niet meer met werp schigten en grof geschut, maer hand gemeen met zweerden vogten: want de Stevens bleven aen malkanderen gehegt, en de Schepen waeren in d'engte zoo omringt, dat'er byna niet eenen Pyl te vergeefs in 't water viel: en als d'eene in d'anders Schepen sprongen en met Yzere hamers, Oorlogs-daggen, pooken en andere verscheyde slag van Wapens malkanderen slag leverden, is'er zoo veel Bloed gestort, dat de Zee heel bloedig, en door het menigvuldig vuer der Kanon-scheuten scheen te branden.

De Zeeoversten en Soldaeten in zoo wreed gevegt strydende, is door alle de Vlooten den slag handgemeen geweest. De Roeytschepen der bondgenooten van den linken Vleugel, de welke naer *Acarmania* draeijden, hebben eerst dapperlijk gestreden, ende een zwaeren en langen strijd onderstaen. Dog de uytmuntentheid van den Zee-oversten *Barbadius*, en voorts van andere Venetiaensche bevelhebbers en Soldaeten heeft soo uijtgeschenen, dat sy van dien kant eerst verwinnere zijn geworden. Maer niemands dapperheid, van die in dezen Vleugel vogten, heeft zoo zeer uijtgeschenen, dan die van *Joannes Contarenius*, *Sfortia Graef van S. Elara*, *Joannes Baptista Benedictus*, *Cyprius*, *Marcus Quirinus*.

*Antwerp celebration of the Feast
of Our Lady of the Rosary,
commemorating the Battle of Lepanto (1571)*

18. [MARITIME HISTORY]. Beschryving van de konstryke verciering en voortreffelyken toestel, ... ter gelegentheyd van het twee honderd-jaerig jubilé van de ... victorie, ... over een veel talryker Turksche vloot by Lepanten in 't jaer 1571. den 7. October, gemeenelyk genaemd, den zeeslag van Don Jean, van Oostenrijk, ... van den 6. tot den 13. October, van dit ... jubeljaer [chronogram 1771].

Antwerp, Pieter Johannes Parys, (approbation: 1771). 4°. With 3 engraved illustrations in the text. Lacking the integral frontispiece. 19th-century chemical-marbled glazed paper wrappers. € 1750

Rare work detailing the Antwerp Feast of Our Lady of Victory on 7 October 1771, commemorating the Battle of Lepanto (7 October 1571), where the Holy League famously defeated the Ottoman fleet off the coast of western Greece. It opens with an account of the battle, followed by detailed descriptions of the commemorative festivities.

At the time of the battle, the Ottoman Empire was regarded as a serious threat to Christendom and the victory encouraged false hopes of its imminent collapse. Pope Pius v instituted the annual Feast of Our Lady of Victory, which was changed into Our Lady of the Holy Rosary under Gregory XIII, and is today known as the Feast of Our Lady of the Rosary.

Lacking the frontispiece, otherwise in good condition.

79, [1] pp., lacking frontispiece (pp. 1-2). *UniCat Belgium* (7 copies); not in *KVK/WorldCat*. [More on our website](#)



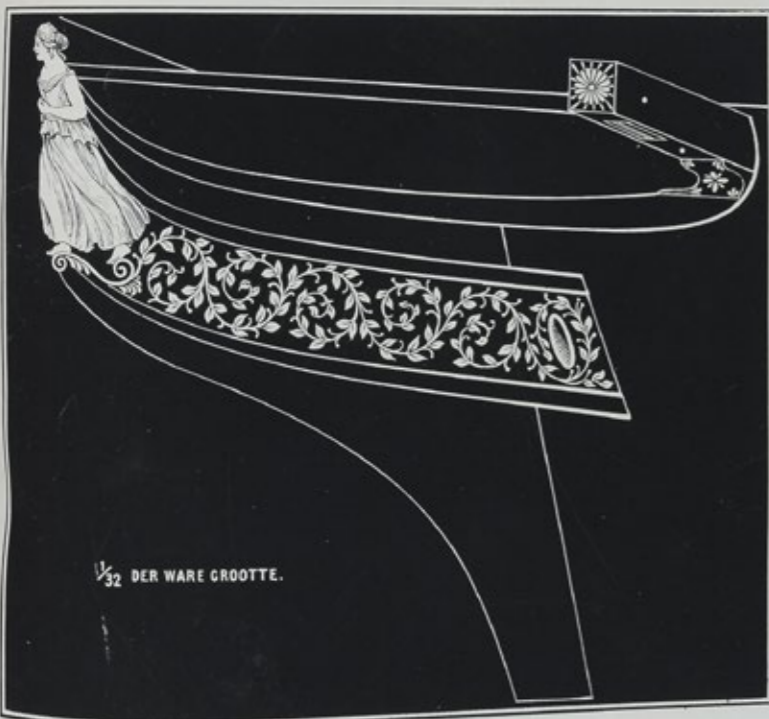
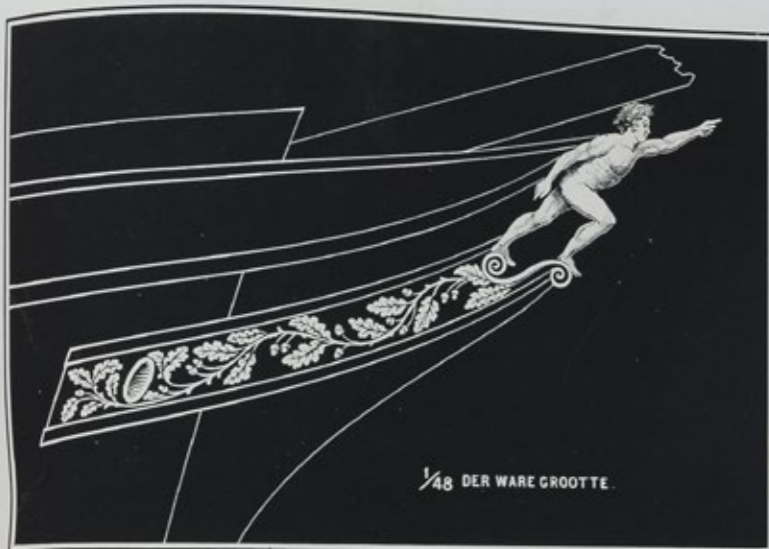
Illustrated manuscript manual on signalling flags for the use of the Dutch navy

19. [REINST, Pieter Hendrik and Jan Hendrik van KINSBERGEN].
 Extract uyt de generaale zeinen voor een vloot off esquader oorlogschepen.
 [Amsterdam, ca. 1808]. 8°. With hundreds of small signalling flags, all
 coloured by hand. Contemporary half calf. € 9500

Detailed and extensively illustrated ca. 1808 manuscript signalling manual, illustrating and describing hundreds of different flags and pennants, all drawn in colour. It contains extracts of all 8 “books” of a printed manual. The earliest known edition of any parts of this work was compiled by the Dutch Vice-Admiral Jan Hendrik van Kinsbergen (1735–1819) with assistance of Pieter Hendrik Reynst and published by for the use of the Dutch navy: *Generale zeinen, voor een vloot of esquader oorlogschepen*, Amsterdam, Johannes van Keulen and sons. The STCN dates it between 1763 and 1766. The contents and preface of the present manuscript, noting all 8 “books” and referring to the work of Van Kinsbergen and Reynst, match those of the 1791 edition with the same title, Amsterdam, Gerard Hulst van Keulen, 1791, which has only a few copper plates of generic flags that had to be completed by hand. But it includes texts added to the 1791 edition for the printing of the 1808 edition. From 1773 onwards, Kinsbergen developed a more simplified system of signalling with flags, greatly limiting the number of flags and pennants to prevent fatal errors.

With the edges of some leaves slightly tattered and with a few minor stains, but generally in very good condition. Spine and hinges cracked and they and the corners restored.

[376], [2 blank] pp. NNBW X, cols. 838–842.; *Prud'homme van Reine, Jan Hendrik van Kinsbergen*, pp. 184–185. [More on our website](#)



*Dutch translation of Griffiths's
classic manual on shipbuilding,
with 69 white on black lithographed plates*

20. SCHOKKER, H.W. [and John W. GRIFFITHS]. Handboek voor de kennis van den scheepsbouw, voornamelijk met het oog op het Amerikaansche stelsel, naar de geschriften van John W. Griffiths en andere bronnen, ... Met eenen atlas van 60 [=69] platen.

Amsterdam, Kraay brothers, 1861. 2 volumes. Large 4° (32 × 25 cm). With a chromolithographed view of the ship *Nightingale* as frontispiece, 2 folding tables, and 8 white on black lithographed illustrations and numerous tables in text. Further with 69 white on black lithographed plates (numbered as 60: I–LX) in the atlas volume, lithographed by Emrik & Binger, Haarlem. Contemporary half morocco, gold-tooled spine. € 850

First and only edition of an extensive and well-illustrated Dutch manual on shipbuilding, according to the title-page based on the works of the American naval architect John W. Griffiths (1809–1882) but actually for the most part directly translated from Griffiths's well-known *Treatise on marine and naval architecture, or, theory and practice blended in ship building*, first published in 1850. Also the black on white plates are copied, but of very high quality, making it an attractive Dutch translation. The plates volume foxed, but not visible in the images. Spines rubbed. Good copy.

xI, [I blank], 805, [I blank] pp. text *Bruzelius*, p. 203; *Cat. NHSM*, p. 736; cf. *Bruzelius*, p. 171 (*Griffiths's manual*). [More on our website](#)

On the art of navigation

21. STEENSTRA, Pybo and Jacob FLORYN. Grond-beginzels der stuurmans-kunst. Bevattende in zes boeken, met een aanhangzel, de voornaamste zaaken, die elk stuurman noodzaakelyk weeten moet... Derde druk.

Amsterdam, Gerard Hulst van Keulen, 1791. With a folding engraved plate and many woodcut figures in text.

With: (2) [**DOUWES, Bernardus Johannes**]. Tafelen bevattende de sinussen, tangenten en secanten, van minuut tot minuut voor ieder boog van het quadrant, ... benevens derzelve logaritmen; als mede de logaritmen der gewoone getallen, ...

Amsterdam, Gerard Hulst van Keulen, 1800. With numerous letterpress tables. 2 works in 1 volume. 8°. Contemporary mottled calf, richly gold-tooled spine (with a charming stamp of a bird on a vase surrounded by floral stamps, repeated five times). € 2500

Ad 1: Very rare third edition of a guide to the art of navigation for novices, by the Dutch mathematician Pybo Steenstra (d. 1788) and improved and enlarged by Jacob Floryn, also a mathematician. It is divided into six books, explaining among other things how to keep course, the calculation of the tides, navigating to the wanted longitudes and the use of globes, maps, compasses etc.

Ad 2: Third edition of a mathematical work consisting of tables of sines, tangents and secants, as well as logarithms, by the mathematician Bernardus Johannes Douwes (d. 1808). This work is usually bound together with an edition of *Grond-beginzels der stuurmans-kunst* or other texts on mathematics or navigation.

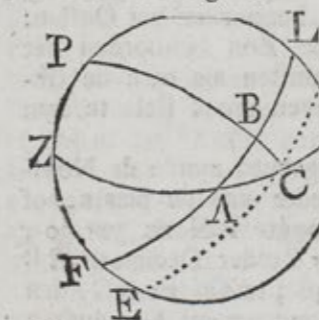
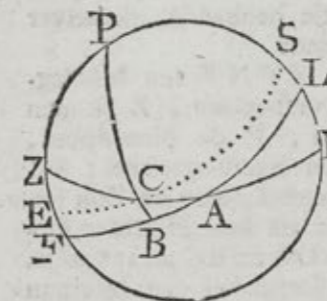
Slightly browned with some occasional foxing or small spots, engraved plate creased and with a tear, otherwise in good condition. Binding rubbed along the extremities, slightly damaged at the top of the spine, corners bumped.

XLIV, 427, [1 blank]; [233], [1 blank] pp. *Ad 1:* Bierens de Haan 4527; Crone lib. 680; STCN (2 copies); WorldCat (3 additional copies); *ad 2:* STCN 303805706; cf. Bierens de Haan 1414 (1812 edition); Cat. NHSM, p. 686 (1815 edition). [More on our website](#)

te; $BC = 13^{\circ} 40'$ de Zons Declinatie, en de hoek B is regt. bygevoig om AC te vinden, wederom S. $\angle A$: Sin. $BC = R$: S. AC. Zie 8 Voorbeeld pag. 80: het welke AC = $17^{\circ} 50'$ geeft, zo dat de Zon 17 graaden 50 minuten bezuiden het Oosten moet opkomen, en bezuiden het Westen ondergaan.

3. Op de Zuider Breedte van $21^{\circ} 30'$ zynde, te vinden den waaren opgang van Sirius, de Groote Hondsterre; welkers Zuider Declinatie is $16^{\circ} 26'$. Laat ZN de Horizon zyn, PZ de Zuider Polus hoogte, SE de Dagecirkel van Sirius, welke den Horizon in C snydt, dan is AC zyn waare Opgang, die gezogt moet worden. Daarom LAF de Evenagtcirkel zynde, en de Meridiaan PCB getrokken, is in den regthoekigen driehoek ABC bekend als vooren: de $\angle A = 68^{\circ} 30'$, het Complement der Polus hoogte; de hoek B regt; en $BC = 16^{\circ} 26'$ de Sters Declinatie: derhalven wederom S. $\angle A$: S. $BC = R$: S. AC. welke AC = $17^{\circ} 42'$ gevonden wordt; weshalven Sirius aldaar 17° graaden 42 minuten bezuiden het Oosten opkomt, en bezuiden het Westen ondergaat.

4. Op 25° Zuider Breedte wordt gezogt den waaren Opgang van het hart van den Leeuw, het welke $12^{\circ} 59'$ Noorder Declinatie heeft. Laat in deezen ZP de Zuider Polus hoogte zyn, LF de Evenagtcirkel, SE de Dagecirkel van het hart van den Leeuw, welke den Horizon ZN in C snydt; PBC een stuk van een Declinatie Cirkel zynde, is van den regthoekigen driehoek ABC bekend; de $\angle A = 65^{\circ}$, $BC = 12^{\circ} 59'$, de $\angle B$ regt; en AC, de waare opgang der Ster, moet gezogt worden, aldus: S. $\angle A$: Sin. $BC = R$: S. AC. wanneer men vind AC = $14^{\circ} 21'$: zo dat het



13

NAUKEURIG VERHAAL

Van de laatste Batailje

TER ZEE,

Tusschen

DE ENGELSE, HOLLANDSE, EN FRANSE

VLOOTEN,

En 't gene daar ontrent gepasseert is van den 22 Juny,
tot den 5 July, Oude Stijl.

Met eenige

AANMERKINGEN DAAR OP,

en op

TEN TEGENWOORDIGEN STAAT VAN DE NATIE.

Uyt het Engelsch Vertaalt.



Nade Cotype, tot Londen gedrukt voor *John Karris,*

Te Rotterdam, by BARENT BOS, Boekverkooper. 1690.

Pamphlet on the situation leading up to the Battle of Beachy Head, 1690

22. [STEPHENS, Edward]. Naukeurig verhaal van de laatste batailje ter zee, tusschen de Engelse, Hollandse, en Franse vlooten, en 't gene daar ontrent gepasseert is van den 22 juny, tot den 5 july, oude stijl. ... Uyt het Engelsch vertaalt.

Amsterdam, Barent Bos, 1690. Small 4° (19.5 × 15.5 cm). Modern wrappers with a fleur-de-lis pattern. € 325

First edition of the Dutch translation of a pamphlet relating a sea-battle between the French fleet on one side and the British and Dutch fleet on the other, narrating the events between 22 June and 5 July 1690, the days leading up to the Battle of Beachy Head, which took place on 10 July 1690. The original English text was written by the British pamphleteer Edward Stephens (pen name Socrates Christianus, d. 1706). The text includes a letter written by the French Comte de Tourville, commander of the French fleet, directed to the French court. The letter is followed by a lengthy and quite religious "reflection".

With "13" written in black ink on the title-page, last page slightly browned, but otherwise in good condition.

56 pp. Knuttel 13403; STCN 833418424. [More on our website](#)

Idea mogende gary

Wier pnd dnd romy teij fngtefey frey mit gar
prijverd die wil of f...
had ea go mo: handig g f...
ad. m...
to p...
fure ad ea go mo: f...
dat...
aefoo kni die ty...
alfoe git g...
dijty

Maarten Harpertz Tromp

Int fteij de maecht has dort
hoor aindijg adij 31 fuen
1642

Admiral Tromp sends 10 captured ships and their captains to the Admiralty

23. TROMP, Maarten Harpertsz. [Autograph letter in Dutch, signed, addressed to the Admiralty at Middelburg or Rotterdam].

On board the ship The Maid of Dordrecht, before Mardijk, 31 July 1642. 2° (31 x 20 cm). Letter written in brown ink on a 2° bifolium, with the text on p. 1 (pp. 2–3 blank), originally folded 3 more times for sending (to 8 x 10 cm) with the address on one side and Tromp's red wax armorial seal (helmed and mantled, only the upper part surviving) on the other (now both p. 4), perforated below the seal through all 16 layers, for a ribbon or cord that does not survive. € 4000

Autograph letter by the legendary Admiral Maarten Harpertz. Tromp (1598–1653), commander of the Dutch fleet, written on his ship *De Maecht van Dort* (The Maid of Dordrecht) in the English Channel near Mardijck, near Dunkirk (the Spanish had built a fort at Mardijk in 1620, demolished 1655) and addressed to the Dutch Admiralty at “Middelburg or Rotterdam” (it apparently went to Middelburg). The body of the letter contains only 10 lines but contains valuable information about Tromp's naval activities, informing the Admiralty that with the bearer of the letter he is sending them ten English ships and their captains that Tromp had captured, following the instructions sent to him on 9 July. He asks the Admiralty to take them and dispose of them as they see fit. He also asks them to send the bearer back to him immediately, as they need him urgently and the tides cannot wait.

In very good condition.

[4] pp. [More on our website](#)

B E R I C H T
WEGENS HET VERONGELUKTE
OOST-INDISCHE SCHIP
W O E S T D U I N ;
EN DE REDDINGE DER SCHEPELINGEN
DOOR DE GEBROEDERS
N A E R E B O U T.



Te M I D D E L B U R G,
Bij P. GILLISSEN EN ZOON. MDCCLXXX

*Shipwreck
of the Dutch East India Company
frigate "Woestduin"*

24. [WATER, Jona Willem te]. Bericht wegens het verongelukte Oost-Indische schip Woestduin; en de redding der schepelingen door de gebroeders Naerebout. Middelburg, Pieter and Jan Gillissen, 1780. 8°. With engraved double portrait on title-page, showing the Naerebout brothers. 19th-century paperboard wrappers. € 2250

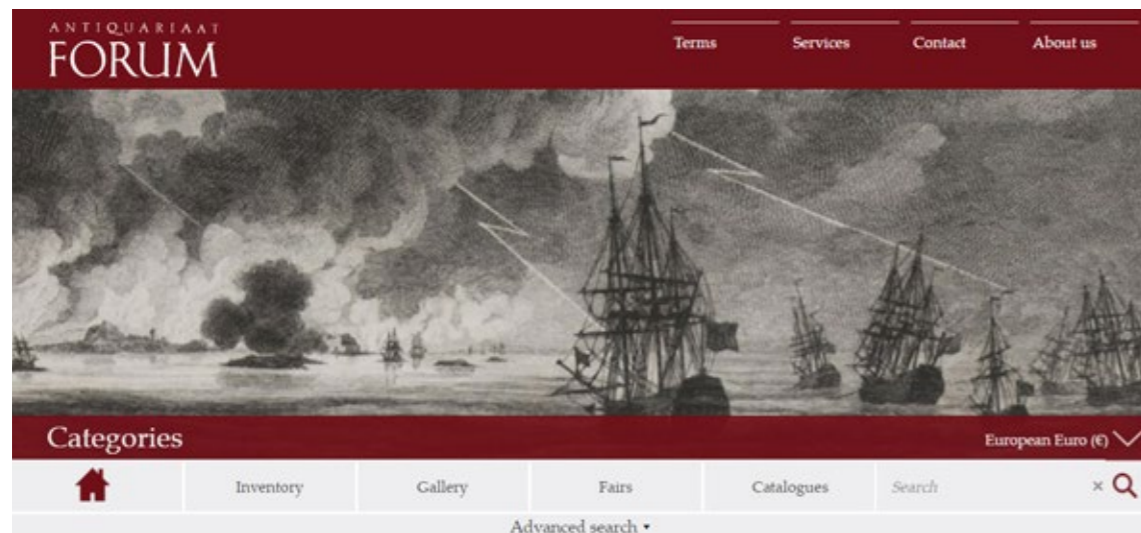
First and only edition of an account of the shipwreck of the Dutch East India Company (VOC) frigate *Woestduin*. It gives a detailed account of the events of that day. The ship wrecked near the coast of the island Walcheren (now joined to the mainland) in the Netherlands on 23 July 1779, on its way back from Batavia (Jakarta). Some fishermen, among them the brothers Frans and Jacob Naerebout, sailed out to rescue crew and passengers. With their fishing boats they managed to save 87 of the 100 passengers on board. The preliminaries note that the impetus for the publication was a set of four engraved views of the events by Engel Hoogerheide (published in 1779). The STCN indicates that some copies of the book include a non-integral frontispiece before the title-page A1. Landwehr & Van der Krogt mention no frontispiece and none appears in digitized copies. Perhaps the title-page with the engraved double portrait has been mistakenly recorded as two leaves or perhaps some copies have one of the previously published engravings bound in. Slightly browned, title-page and some margins thumbed, and a minor water stain in upper margin. A corner torn off the "agate" paper, reveals the "maroquin" paper underneath. A good copy.

52 pp. Landwehr & V.d. Krogt, VOC 445 (1 copy); STCN (8 copies, 3 described as lacking frontispiece); not in Huntress.
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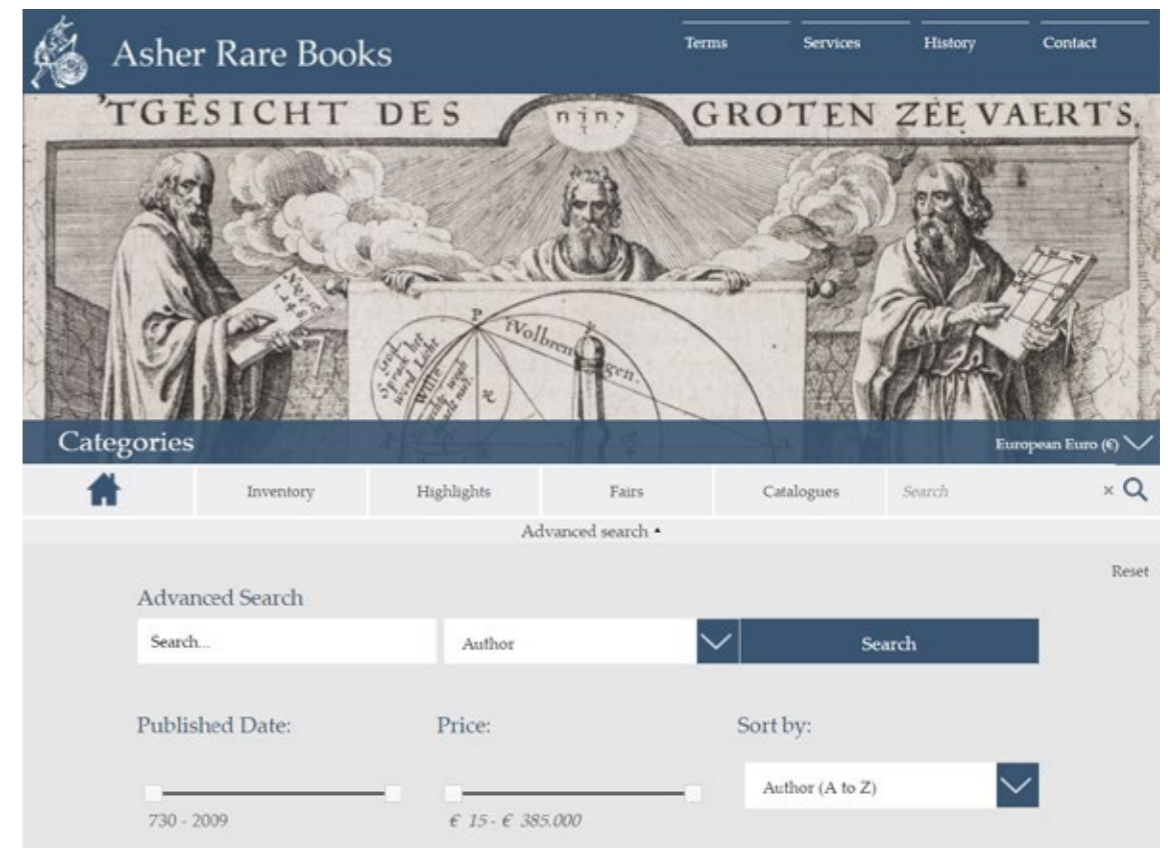


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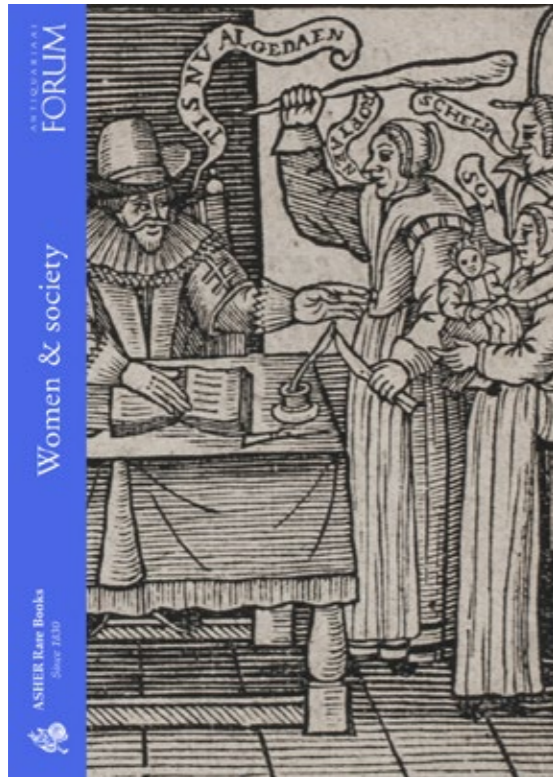
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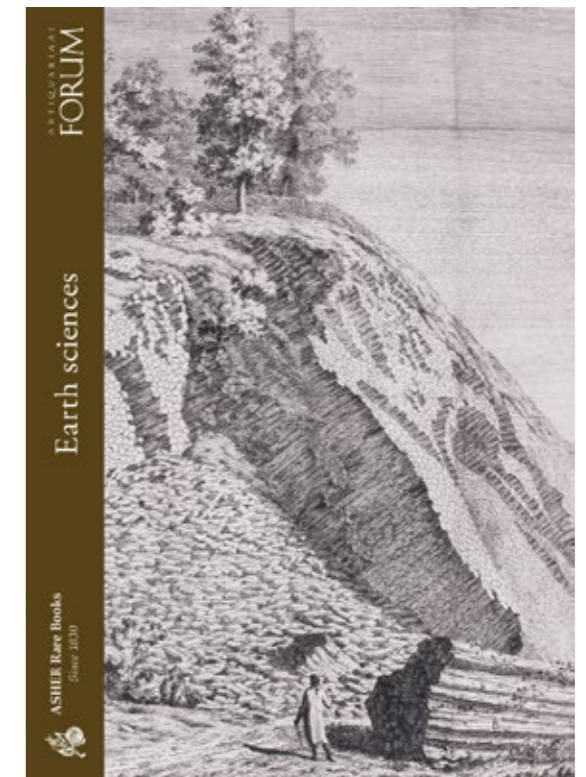


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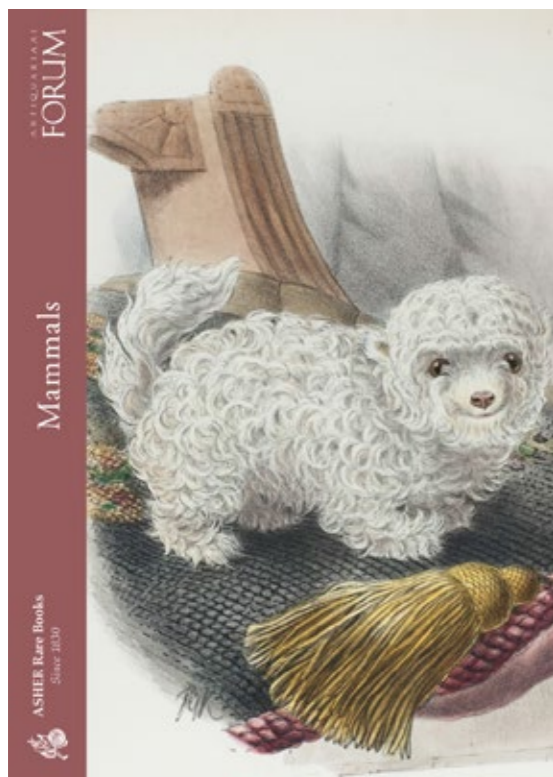
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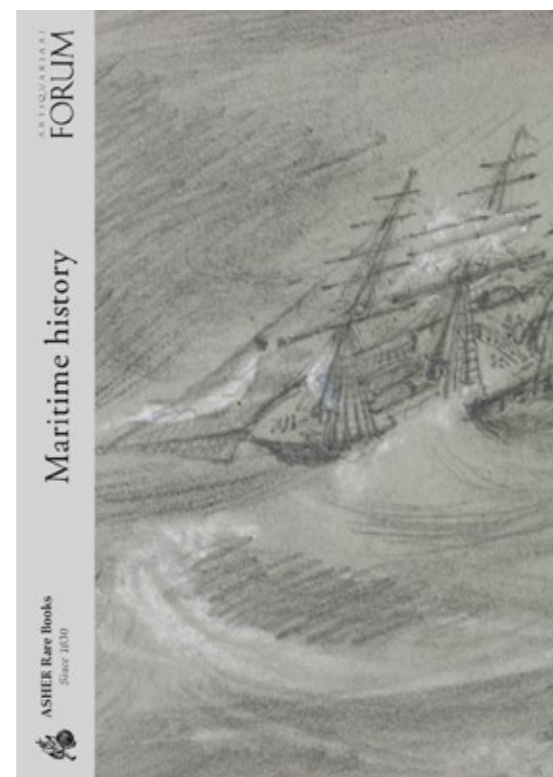
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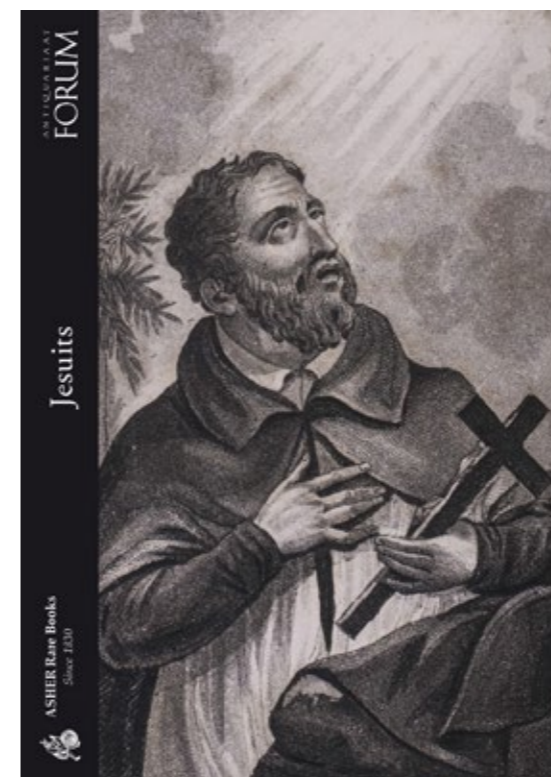
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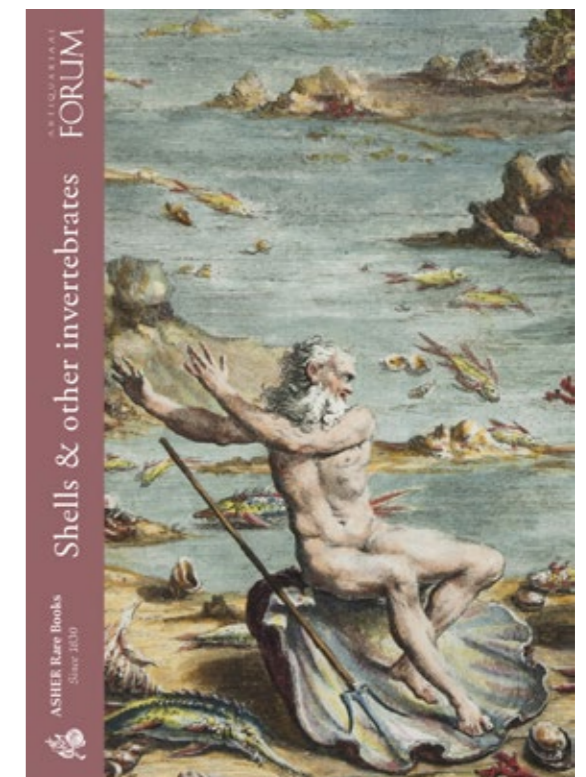
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