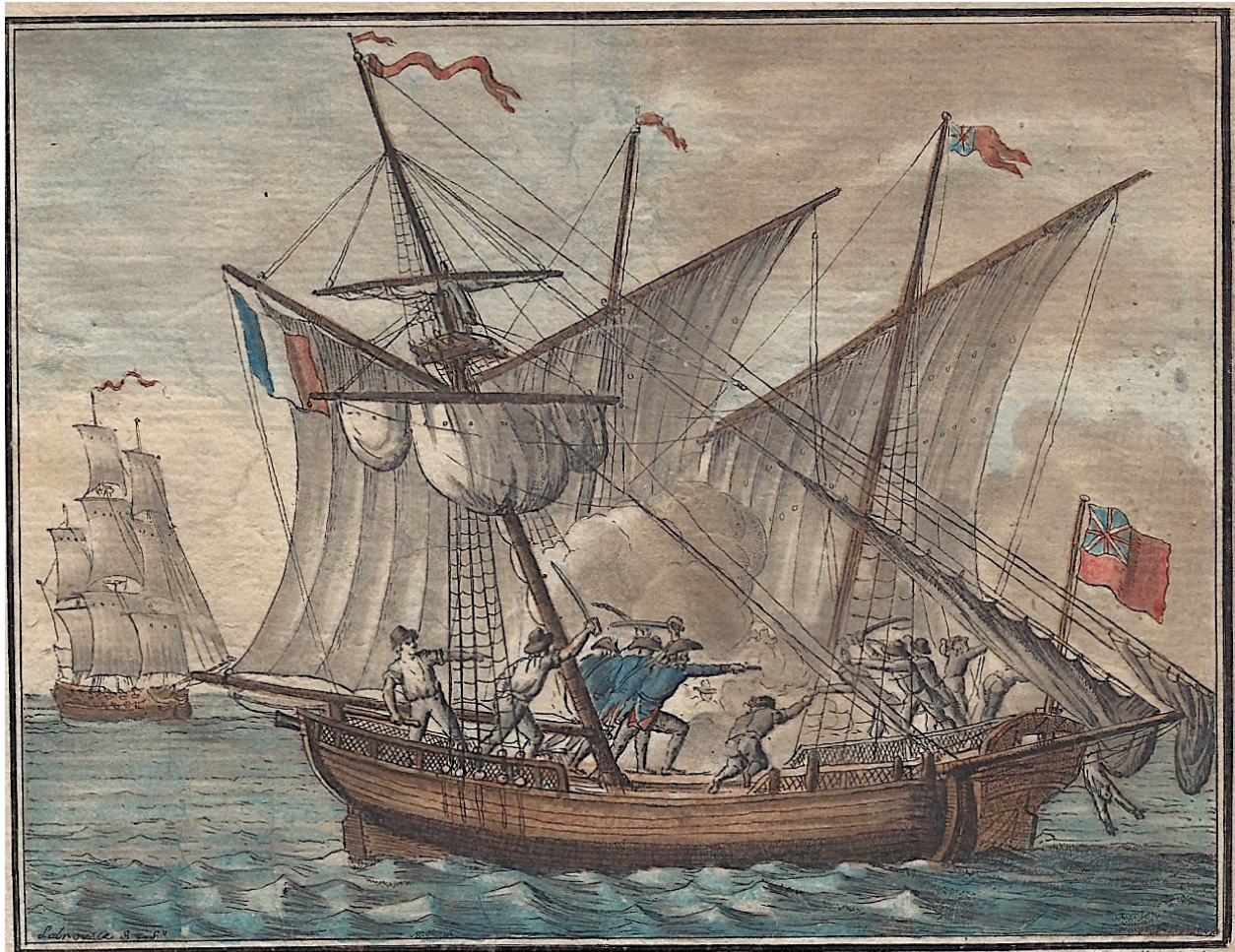




Marine & Cannon Books



Labrousse del.

Mixelle Sculp.

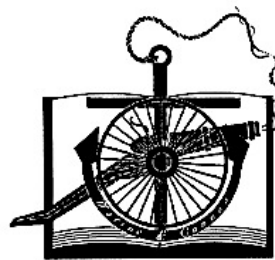
Mes Camarades, ne craignez point le nombre des ennemis nous en aurons plus de gloire à les vaincre.

Le 5 Septembre 1793, V. S.

Catalogue 147

Winter 2016 ~ 2017

NAVAL ~ MARITIME
MILITARY & AVIATION
BOOKSELLERS
Est. 1983



Fine & Rare
Antiquarian &
Out-of-Print
Books & Ephemera

Front Cover Illustration : A Rare French Hand-Coloured Engraving of c.1793 showing a French Armed Cutter engaging a British Fore & Aft Schooner. SEE ITEM No. V452

MARINE & CANNON BOOKS CATALOGUE 147

{Incorporating *Eric Lander* Est. 1959 & *Attic Books* Est. 1995}
Proprietors: *Michael & Vivienne Nash and Diane Churchill-Evans, M.A.*

Naval & Maritime Dept:

Marine & Cannon Books

“Nilcoptra”

**3 Marine Road
HOYLAK
Wirral CH47 2AS
England**



Military & Aviation Dept:

Marine & Cannon Books

Square House Farm

Tattenhall Lane

TATTENHALL

Cheshire CH3 9NH

England

Tel: 0151 632 5365

Fax: 0151 632 6472

Em: michael@marinecannon.com

Tel: 01829 771 109

Fax: 01829 771 991

Em: diane@marinecannon.com

Established: 1983. www.marinecannon.com VAT Reg. N: GB 539 4137 32

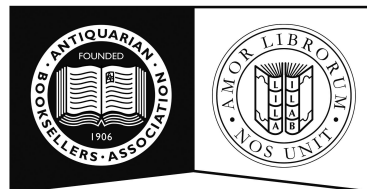
PLACING YOUR ORDER & DISPATCH : If ordering **Military and/or Aviation** items please contact our *Military & Aviation Department* at **Tattenhall**. If ordering **Naval & Maritime** items please contact our *Naval & Maritime Department* at **Hoylake**. If ordering a mixture of **Naval/Maritime, Military and/or Aviation**, please contact **Hoylake** - this is to save you having to contact more than one department. We are open 0900 to 1800 Monday to Saturday and answering machines are in operation if we are unavailable so that orders can be placed 24 hours a day. Fax and E-mail facilities are also operational 24 hours a day. Alternately, orders can be made by post (there is an **ORDER FORM** attached which you can use if you wish). *Cheques should be in British Pounds and made payable to MARINE & CANNON BOOKS*. There is no need to send payment with order. For a speedier service we recommend payment by **Credit or Debit Card** [See details below] or by **PayPal** : address - **michael@marinecannon.com** For **UK** customers parcels will either be sent Royal Mail or, depending on weight, by our carrier **UKMAIL** if this is the cheaper option or if other circumstances dictate. For **OVERSEAS** customers we send ‘surface’ or ‘airmail’ at our discretion unless otherwise instructed. For both **UK & OVERSEAS** we add a small charge for packing.

VAT : THERE IS NO VAT ON BOOKS FROM THE UNITED KINGDOM. There is, however, VAT payable to certain customers on certain *Ephemeral* items and these will be clearly indicated. **E.C. customers (other than UK) please advise your VAT REGISTRATION NUMBER if you are registered for VAT/TVA even when buying books only.**

CREDIT & DEBIT CARDS : We accept the following Cards : Mastercard & Debit Mastercard, Visa & Visa Debit, JCB, Maestro & UK Maestro, Visa Electron, and Pin Train. **Please remember to include your Security Code (last 3 digits on back of card) and if a UK customer the Post Code & House Number the card is registered to. Thank you.**

CONDITION & TERMS OF SALE : All books are published in London and are in original bindings unless otherwise stated. Minor inscriptions are ignored and measurements are to the nearest cm. We are meticulous in describing our books, and most of our dust jackets come with high quality protective sleeves. For **UK** our terms are strictly C.O.R. for known customers. A pro-forma invoice may be sent at our discretion to new customers. Postage is extra and an invoice will be enclosed with payment due by return please. For **OVERSEAS** customers a pro-forma invoice will be sent Airmail and parcels dispatched upon receipt of your payment. Please advise whether you prefer Air or Surface mail, otherwise we will use our discretion. For European customers especially, we recommend payment by Credit/Debit Card. **Title to any goods does not transfer from the seller until payment is received in full, in accordance with British law.** Any item purchased from this catalogue is subject to the Consumer Contracts (Information, Cancellation and Additional Charges) Regulations, December 2013. These Regulations entitle you to return the item purchased within 14 days of receipt. If you do so, we will reimburse all payments received from you, including the costs of delivery. We may make a deduction from the reimbursement for loss in value of any goods supplied, if the loss resulted from unnecessary handling by you. We will reimburse you within 14 days of receiving the goods back, or (if earlier) 14 days after the day you provide evidence that you have returned them. The full text of these conditions are available on request.

DISCLAIMER : Please do not send credit or debit card details by email, fax or by any other insecure methods. We cannot be held responsible for any loss or theft of data that may occur as a result. If emailing your card details is your only option, please contact us for advice. Thank you.



ORDER FORM

Orders can be placed by telephone – or by post, fax or email (using this form if you wish).

BLOCK LETTERS PLEASE.

DATE : _____

NAME: (Mr/Mrs/Miss/ _____

ADDRESS : _____

_____ **Post / Zip Code :** _____

EMAIL # _____ **TELEPHONE :** _____

There is no need to send payment with order unless requested to do so.

We accept payment by the following Cards : *Mastercard, Mastercard Debit, Visa, Visa Debit, JCB, Maestro & UK Maestro, Electron, and Pin Train.*

Should you wish to pay by Credit/Debit Card please complete the following :

Please charge to my _____ *(Type) Credit/Debit* Card.*

Card Number : _____

Expiry Date : _____ *Valid From (where necessary) :* _____

Security Number (last three digits on back of card) : _____

Issue Number (for some debit cards only) : _____

Name as appears on the Card : _____

If ordering MILITARY and/or AVIATION items, please telephone or email these details (see Disclaimer p.2 regarding sending card details by email) ; or post or fax this form to : *Marine & Cannon Books, Military & Aviation Dept., Square House Farm, Tattenhall Lane, Tattenhall, Cheshire, CH3 9NH. Fax #: 01829 771991* <> If ordering NAVAL/MARITIME items, or NAVAL/MARITIME together with MILITARY and/or AVIATION items, then please telephone or email the details of your order ; or post or fax this form to : *Marine & Cannon Books, Naval & Maritime Dept., "Nilcoptra", 3, Marine Road, Hoylake, Wirral, Cheshire, CH47 2AS. Fax #: 0151 632 6472.* * Please Delete as Necessary.

FROM CATALOGUE NUMBER _____ PLEASE SEND ME THE FOLLOWING ITEM(S) :

<i>Item</i>	<i>Author</i>	<i>Title</i>	<i>Price (£)</i>
TOTAL:			

In the event of the above being sold please send me the following alternative(s) :

Orders can be placed by telephone, e-mail, post or fax (using this form if you wish). If you require further assistance or information please do not hesitate to contact us. Our aim is to provide you with a first-rate service.

If you wish to amend or change your address for future catalogues please give details here :

If you know of a friend who would like to receive our catalogues, please provide his or her name and address and we will be pleased to send them a copy :

Naval, Maritime, Military & Aviation Booksellers Established 1983
Fine & Rare Antiquarian & Out-of-Print Books & Ephemera

When ordering NAUTICAL items only, please place your order with our Naval & Maritime Department in Hoylake. If you are ordering MILITARY and/or AVIATION items only, please place your order with our Military & Aviation Department in Tattenhall. However, when ordering a mixture of NAUTICAL and MILITARY/AVIATION items, you need only contact Hoylake. This is to save you having to contact both departments.

CONTENTS

Naval & Maritime Books : Pages 5 to 91
Military Books : Pages 91 to 124
Aviation Books : Pages 124 to 147
Ephemera (all sections) : Pages 148 to 160

<> Numbers with this symbol are illustrated in Colour

Naval & Maritime Books



Dublin Imprint – only three copies on COPAC – Lives of English & Irish Admirals

{1} **Anonymous. *THE LIVES OF THE ENGLISH AND IRISH ADMIRALS. DISPLAYING IN THE MOST STRIKING COLOURS, THE CONDUCT AND HEROISM OF THE NAVAL COMMANDERS OF GREAT BRITAIN AND IRELAND.*** 2 Vols in 1, Dublin : printed by C. Lodge, No. 22, Church-street, 1st ed., 1783. **Vol. I :** vii, (blank verso), [9] to 124 pp., hand-cold. engrvd. port. frontis. **Vol. II :** title, blank verso, [127] to 256 pp., + 2 pp. (Index to Vol. I & Vol. II). Contemporary hand-cold. engraving showing an Irish harp under a tree on the banks of a river, entitled 'Dublin', pasted to rear paste-down endpaper. Full contemporary tree calf ; maroon calf title-piece to spine ; gilt. 17 x 10cm. Binding rubbed ; head of spine & upper corner of front board worn ; small stamp & several signatures of one 'Edmund Cook' during the 1850s (on endpapers & verso of frontis.) Earlier (contemporary) signatures of a Major Wm. Harpom, 17th Regiment of Foot (on title-page & head of preface). Spasmodic foxing ; GOOD/V.G.

Written at the end of the American War of Independence and published in Dublin, the Editor, writing 25th October, 1782, draws together biographies of the Admirals of the Kingdoms of England and Ireland. Volume I provides the lives of Lord Anson, Sir George Ayscough, Sir John Balchen, Lord Aubrey Beauclerc, Admiral Benbow, Sir John Berry, Admiral Blake, Admiral Boscawen, Sir George Byng (Lord Viscount Torrington), Admiral George Byng, Sir Francis Drake, Admiral Fenton, Admiral Fitzwilliam, Sir Martin Frobisher, Sir John Hawkins, Sir Edward Howard, Lord Thomas Howard, and Charles Howard. Volume II

continues in alphabetical order with the lives of Rear-Admiral Kempenfelt, Sir John Kempthorne, Sir John Lawson, Sir John Leake, George Lord Dartmouth (George Legge), Sir David Mitchel, Sir William Monson, Edward Montague (Earl of Sandwich), Charles Mordaunt (Earl of Peterborough), Algernon Percy (Earl of Northumberland), Sir Walter Raleigh, Sir George Rooke, Lord Russel (Earl of Orford), Sir Cloudesley Shovel, Sir Edward Spragge, Admiral Vernon, Admiral Sir Charles Wager, and Sir Peter Warren. There are only three copies of this work on COPAC : Trinity College, Dublin, and in the university libraries of Manchester and York. Portrait frontispiece of Blake. VERY SCARCE. £250.00

Lord Nelson stood Witness at Traitor's Trial in 1803

{2} <> Anonymous. ***THE WHOLE PROCEEDINGS ON THE TRIALS OF COL. DESPARD, AND THE OTHER STATE PRISONERS, BEFORE A SPECIAL COMMISSION, AT THE NEW SESSIONS HOUSE, HORSEMONGER LANE, SOUTHWARK, FEB. 7 AND 9, 1803 ; INCLUDING THE INDICTMENT, THE EVIDENCE ON BOTH SIDES, AND THE SPEECHES OF COUNSEL. TO WHICH ARE PREFIXED ORIGINAL AND AUTHENTIC MEMOIRS OF COL. DESPARD, AND LORD ELLENBOROUGH'S ELOQUENT CHARGE TO THE GRAND JURY. FOURTH EDITION, WITH AN APPENDIX, CONTAINING THE BEHAVIOUR OF THE CONVICTS, AND A PARTICULAR ACCOUNT OF THE EXECUTION.*** London : Printed by W. Flint, Old Bailey, for R. Bent ; Coventry Street ; & John Mudie ... Hanover Square ; sold by Jones ... &c. 4th ed., N.D. (1803). Iv + 80 pp. Re-bound (20th century) in half-calf ; gilt lettering to spine ; marbled boards & endpapers. 23 x 14cm. An exceptionally FINE copy. Bookplate.

Edward Marcus Despard (1751-1803) was an army officer who struck up a friendship with Captain Horatio Nelson in the jungle of Central America. Unfortunately Despard went on to become a revolutionary and was tried for High Treason, found guilty and he and his co-conspirators received the following chilling sentence : “... *to be drawn on a hurdle to the place of execution, there to be hanged by the neck, but not till you are quite dead ; then to be cut down, your bowels taken out and cast into the fire before your faces ; your heads to be taken off, and your bodies quartered, which are then to be at his Majesty's disposal and the Lord have Mercy on your Souls.*” In the event the King showed mercy and Despard and his companions were hung until dead, left for half-an-hour, taken down, their heads severed, and their bodies returned to their family and friends. It was the last time anyone received the barbaric sentence of being ‘hung, drawn and quartered’. The trial is also notable because Lord Nelson stood as a character witness for Despard who, as a captain of the ‘Liverpool Blues’, accompanied Nelson up the San Juan river in Nicaragua to attack the Spanish fort in 1780. Despard felt let down by authority during the 1790s and his grievances drove him into the hands of both the London Corresponding Society and the overtly revolutionary United Irishmen (Despard was an Irishman himself). He became involved with the United Irishmen and French secret agent William Duckett and planned uprisings both in London and in Ireland in 1798 and was duly arrested. He was released in 1801 and returned to his family's estate in Ireland but once again became involved in politics and back in London he was arrested once more, this time on charges of High Treason. Despard was executed before a crowd of some 20,000 and gave a rousing speech from the scaffold before being hung along with six co-conspirators. This fourth edition contains an additional appendix with details of the fate of the unfortunate criminals from the passing of sentence to their execution. £250.00

Payment can now be made via *PayPal* if preferred (see inside front cover for details)

A Pamphlet from Earl St. Vincent on the State of the Navy in 1804

{3} **Anonymous. [Jervis, John. Earl St. Vincent] *A BRIEF INQUIRY INTO THE PRESENT CONDITION OF THE NAVY OF GREAT BRITAIN, AND ITS RESOURCES : FOLLOWED BY SOME SUGGESTIONS, CALCULATED TO REMEDY THE EVILS, THE EXISTENCE OF WHICH IS MADE APPARENT IN THE COURSE OF THE INVESTIGATION.*** Printed for S. Highley, No. 24, Fleet-street, 1st.ed., 1804. Iv + 56 pp. Rebound in unusual marbled boards ! Paper title-piece to front board. 22 x 14cm. Binding : FINE. Internally : a damp or foxing stain to several lower edges, o/w V.G.

St. Vincent, in this anonymous pamphlet, examines the state of the Royal Navy the year before Trafalgar and in the light of the sudden change in Administration which of course led to upheaval at the Admiralty. St. Vincent had been under attack in parliament and in the press since 1803 when war was renewed ; accused by Pitt's supporters of weakening the navy by his dockyard reforms that led to cancelled contracts and other economies that in turn led to slow naval mobilization. Addington's government resigned in May 1804 and St. Vincent left office later the same month. He examines the all-important naval blockade of French ports, the condition of various ships-of-the-line built in private merchant yards, Nelson and Duncan's experiences with ships built in private yards and in the King's dockyards during their victories in 1797-98, ending with the Earl urging co-operation between the merchant and Royal dockyards in order to supply a fleet capable of defeating a formidable enemy. The author's correspondence is oft quoted. £125.00

Sir Evan MacGregor's Copy

{4} **Anonymous. *DEBATES, QUESTIONS, &c. ON NAVAL AFFAIRS, IN BOTH HOUSES OF PARLIAMENT, DURING SESSIONS 1 & 2, 1886. (WITH LIST OF ADMIRALTY PARLIAMENTARY PAPERS AND INDICES).*** Cornelius Buck & Son, 22, Paternoster Row, E.C., 1st.ed., 1886. Xxii + 739 pp. Dark green blind decorated pimple grain cloth ; gold lettering to spine & front cover. 25 x 16cm. Some prelims misplaced but all present ; head of spine chipped o/w bright, tight & V.G. Signed by Sir Evan MacGregor (1842-1926), Admiralty official related to Mary Charlotte, youngest daughter and co-heir of Admiral Sir Thomas Masterman Hardy. Evan MacGregor entered Admiralty service under his father's first cousin, Captain the Hon. James Drummond RN., and was imbued with the traditions of the Royal Navy. He became private secretary to successive senior Sea Lords and played a major role in naval administration during the minor naval wars of the 1880s holding office for 23 years. The period from 1884 to 1907 was one of great change with Fisher's reforms transforming the fleet into the dreadnought era. MacGregor had been a close friend of Fisher since the 1870s. Appointed KCB 1892 ; GCB 1906 ; MacGregor retired in 1907 to Cartmel, Lancashire. There is a memorial to him in Cartmel Priory. (See ODNB).

Naval Parliamentary Papers for January to September 1886 under the Marquess of Salisbury's Administration, providing detailed insights into naval topics during an extremely important era in naval history. Subjects include : Access to Confidential Designs of Ships. Administration of Dockyards. W. H. White, Naval Constructor and Controller. State of the Navy. Efficiency (Lord Charles Beresford). Employment of discharged Soldiers, Sailors and Marines. Contagious Diseases Act 1866-69 repealed. Defence of the Empire (Gladstone). Coaling Stations. Coast Defence. Fortifications of Simon's Bay. Armed Steamers on the Nile. Egyptian War medals . Employment of Gunboats. Greenwich Hospital. Western Pacific Islands – *HMS OPAL & HMS DIAMOND* – reprisals on natives. Fever at Port Royal, Jamaica. Malta Dockyard. Merchant Shipping. Naval Discipline. Supply of Cutlasses. Education. Pay & Promotion. Pay of crews on the China Station. Commissions for Seamen of the Fleet. Engine-Room Artificers. Roman Catholic Chaplains aboard Troopships. The Royal Marines. Royal Naval Reserve. Naval Tactics. Reserve & Channel Squadrons.

Mediterranean Squadron. Naval Guns. Armaments. Bursting of 43-ton gun aboard *HMS COLLINGWOOD*. Shipbuilding. Armed Cruisers. Obsolete Vessels of War. Torpedo Boats. Devonport Dockyard. Pembroke. Portsmouth. Woolwich. Slave Trade in the Red Sea. War Department. Etc., etc. SCARCE. £150.00

{5} Adams, Max. ADMIRAL COLLINGWOOD. NELSON'S OWN HERO.

1st.ed., 2005. 333 pp., 40 photo & other plates (chiefly cold.) + maps & cuts. D.j., 24 x 16cm. FINE.

A biography of Admiral Lord Collingwood, a Northumberland seaman whose life and naval career is closely associated with his friend Horatio Nelson whom he first met in the West Indies. Cuthbert Collingwood spent almost 50 years in the Royal Navy and in this book the author examines the many facets of his character. Lacking Nelson's fire perhaps, nevertheless Collingwood was a fine seaman and a master of the art of naval gunnery. He was also a devoted family man with a deep love for his wife and daughters whom he saw so little of as duty kept him away at sea. After Nelson's death at Trafalgar in 1805, Collingwood took command of the fleet and remained on blockade duty for a further five years until his death in 1810. This biography is based on Collingwood's letters and recently discovered log-books, the first biography of the Admiral for 42 years. (See No. 237) £30.00

{6} Admiralty. STEAM MANUAL FOR HIS MAJESTY'S FLEET, CONTAINING REGULATIONS AND INSTRUCTIONS RELATING TO THE MACHINERY OF HIS MAJESTY'S SHIPS (CORRECTED TO THE 1ST JANUARY 1901).

HMSO, 1st thus, 1901. 283 pp. Blue cloth ; gilt ; speckled edges. 27 x 18cm. Some wear & discolouring to spine & marking of boards ; small hole to (blank) rear endpaper. Externally GOOD. Internally V.G. Circular Letter dated Admiralty, 23rd Sept. 1902, from Sir Evan MacGregor (see No. 4 above) relating to an amendment in the Manual, tipped in. A few neat contemporary annotations & marginalia in Appendix.

An Admiralty Manual issued at the close of the Victorian era, containing regulations and instructions relative to the steam engines, boilers and machinery of British warships. Covers Compound and Triple Expansion engines, preservation and testing of boilers, the screw and the paddle-wheel, precautions in case of ramming an enemy vessel, steam trials for ships, precautions against fire, gun carriages, barbetstes and turrets, precautions when cleaning double bottoms, ships paying-off, Torpedo Boat Destroyers and Torpedo Boats, apparatus for raising steam quickly, stores, coal and coal bunkers, oil and tallow, etc., etc. £60.00

Memoirs of a Trafalgar Captain – with two interesting naval Bookplates

{7} <> Allen, Joseph. MEMOIR OF THE LIFE AND SERVICES OF ADMIRAL SIR WILLIAM HARGOOD, G.C.B., G.C.H. COMPILED FROM AUTHENTIC DOCUMENTS UNDER THE DIRECTION OF LADY HARGOOD. Printed for Private

Circulation Only. Greenwich: Henry S. Richardson, 1st.ed., 1841. Xii + 296 pp., guarded engraved portrait frontis + 2 aquatints. Green ribbed cloth; gilt; richly decorated spine in gilt, gilt armorial front cover. Edges uncut. 26 x 17cm. Neatly re-backed with most of the original spine laid down. V.G. Two armorial bookplates, one of Captain Robert Henley Rogers, R.N., of Wisdome, Devon. (Later Rear-Admiral, born August 1783 ; died 3 January 1857 See O'Byrne, p. 1000, for details of his naval career. He served under Rainer, Byam Martin, etc.). The other bookplate is of Commander R. Jukes Hughes, R.N. An inscription around this bookplates reads : "Lieut. E. G. de S. Jukes Hughes, Royal Navy, 1908. Note : Admiral Sir. Wm. Hargood was Godfather to Hargood White, 4th Son of Rear Adml. Thos. White, Gt. Grandfather of E. G. de S. J.H." This copy is also inscribed on the title-page : "Capt. Robt. H. Rogers R.N., given him by Lady Hargood."

The author of this biography, Joseph Allen (1810-1864) is perhaps best remembered for his history of the battles of the Royal Navy and for his biography of Nelson. However, Allen was a fitting choice to record the life of Admiral Hargood as he was no stranger to the survivors of Trafalgar. Hargood was in command of the *BELLEISLE* on the 21st October 1805, having been born in 1762 and at the age of ten taken out of school to join the

TRIUMPH, 74, bearing the broad pendant of Commodore Maurice Suckling, Nelson's uncle, under whom Nelson himself had joined a year earlier. It was some years however, before Hargood met Nelson, together with Collingwood, when he was sent out to the West Indies as a lieutenant. Hargood served under Sir Peter Parker in the attack on Sullivan's Island in 1776 and was captured by the Spanish at Pensacola in 1781. A year later he was fighting under Rodney at Dominica and he was appointed captain in 1790. The height of Hargood's naval career came when he was given command of the *BELLEISLE* as part of Lord Nelson's fleet in 1803, going on to fight at Trafalgar two years later. He rose to become a vice-admiral in 1814, admiral and GCB in 1831, and was in regular correspondence with his old friend from those West Indian days, William IV, during that monarch's reign. Hargood died at Bath in 1839. In writing this book, chiefly for Hargood's family and friends, Allen received invaluable contributions from, among others, Vice-Admiral Sir Jahleel Brenton and Sir George Westphal – the latter being a midshipman in the *VICTORY* at Trafalgar, and whom, upon being wounded, had had Nelson's coat placed under his head as a pillow. For his services at Trafalgar, Sir William Hargood received a gold medal, the thanks of Parliament, and a sword of honour from the Patriotic Fund. (For further details see Mackenzie's *Trafalgar Roll*, 1913). The *BELLEISLE* bore a very distinguished part in Nelson's last fight. Early in the battle she came under heavy fire and although later completely dismasted and shattered, she remained unconquered. She suffered the loss of 127 killed and wounded and her hull was knocked almost to pieces on both sides ; her masts, bowsprit, figurehead, boats and anchors were all shot away. Hargood's privately circulated Memoirs. £600.00

{8} **Anderson, Ernest B.** *SAILING SHIPS OF IRELAND. A BOOK FOR LOVERS OF SAIL, BEING A RECORD OF IRISH SAILING SHIPS OF THE NINETEENTH CENTURY.* Dublin, Morris & Co., 1st.ed., 1951. Xv + 303 pp., 41 photo-plates. Green cloth gilt. 22 x 14cm. Address stamp to (blank) front free endpaper ; slight wear to extremities of binding, o/w V.G. Bookplate.

The history, career and fate of Irish square-riggers in the 19th century, a post-war Irish account rich in anecdote and fact. Divided into three parts, Part I covers *Shipowners in Sail* and includes chapters on Belfast Shipping (with many owners), The Belfast Colonial Clippers, and Belfast Coolie Ships. Also Cory's "Irish Stars", Dixon's "Lord Line", Samuel Lawther's Fleet, William Porter & Sons, Dublin Shipping, Dublin Sailing Colliers (many owners). Also Richard Martin & Co., the "Bertie Mills" of Skerries, Cork Shipping (many owners), Cork West Indiamen, and Cork Sailing Colliers ; Londonderry Shipping, McCorkell's Emigrant Ships, Mitchell's "Foyle Line", and Dickie's "Maiden City Line". The author continues with Waterford Shipping (many owners), Limerick Shipping, Wexford Shipping, Sligo Shipping, and finally Arklow, the last Irish stronghold of sail. Part II covers *Paddle Steamer Owners*. They include City of Dublin S.P. Co., the Dublin-London route, City of Cork S.P. Co., Drogheda S.P. Co., the Galway Line, and various other Steam Packet Companies. Part III *Shipbuilding Companies*, covers Irish shipbuilders in Belfast, Cork, Londonderry, and Waterford. Also Walpole & Webb of Dublin, Paul Rodgers of Carrickfergus, and various small craft builders. In addition the appendices list various fleets, plus a list of the last Irish sailing vessels, 55 in all, owned between 1915 and 1945. Illustrated with 41 photographs, this is a detailed account of Irish sailing vessels with, to a lesser extent, the early steam packet companies and Irish shipbuilders. £65.00

{9} **Atkinson, C. T.** *A CURTAIL'D MEMOIR OF INCIDENTS AND OCCURRENCES IN THE LIFE OF JOHN SURMAN CARDEN, VICE ADMIRAL IN THE BRITISH NAVY. WRITTEN BY HIMSELF, 1850, NOW FIRST PRINTED*

AND EDITED. Oxford, at the Clarendon Press, 1st.ed., 1912. Xxvi + 319 pp., guarded photogravure port. frontis., + 1 other port. & a battle-plan. Brown buckram ; gilt ; edges uncut. 23 x 15cm. V.G.

It is customary for a naval officer who has led a brilliant career to write his memoirs in his twilight years, but less so for an officer whose career was “*curtail’d*”, chiefly due to the loss of his ship in battle. Not that the loss was anything to be ashamed of. John Carden was up against a superior force and fought with great gallantry before having to lower his flag. The Cardens had originated in Cheshire but had moved to Kent and John Surman Carden’s branch had settled in Ireland in the middle of the 17th century. Carden entered the Royal Navy at the age of 17 and after an inactive start in the Portsmouth guardship, spent the next five years on the East Indies station where he saw action against Malay pirates and had an early encounter with the French on the outbreak of the long Revolutionary War. Returning to England in late 1793, he joined the Channel fleet under Lord Howe and fought in the Glorious First of June (1794). His career was varied and active but he just missed Trafalgar although he carried home Collingwood’s dispatches. Carden was in the *VILLE DE PARIS* at Corunna when Sir John Moore’s army was in retreat, and he was in command of the *MARS* 74, in the Baltic under Sir James Saumarez. After further active service, Carden found himself in command of the frigate *MACEDONIAN* during the Naval War of 1812. She fought a bitter engagement with the much larger *UNITED STATES* and his frigate was reduced to “*an unmanageable log on the ocean*”, all her masts gone, half her guns out of action, and over 100 of her 259 men killed or wounded. This, together with a quarrel with the powerful Secretary to the Admiralty, Mr. Croker, left his career ‘on the shelf’ after 1812. These and other remarkable incidents in the life and service of Vice-Admiral Carden (he in fact rose to become Admiral in 1855 : three years before his death) are fully and candidly described in this book. SCARCE. £200.00

{10} Austin, Keith. THE VICTORIAN TITANIC : THE LOSS OF THE S.S.

“SCHILLER” IN 1875. Halsgrove House, Tiverton, 1st.ed., 2001. 240 pp., 100 photographs, drawings, maps, plans, reproductions, etc. D.j., 24 x 22cm. FINE.

Following the Franco-Prussian War of the early 1870s, some 100,000 Germans emigrated to the New World, by far the largest of any emigrant group. At the same time Germany rapidly expanded its merchant fleet and among the new vessels being built was the steamship *SCHILLER*, flagship of the Eagle Line, designed to carry passengers across the Atlantic. In May 1875 the ship was bound from New York to Plymouth when she struck a reef near the Bishop Rock lighthouse off the Scilly Isles. In the midst of a raging storm many were trapped below decks including some 150 women and children. There were acts of cowardice and heroism from those on-board as they awaited their fate. Scilly Islanders bravely put to sea in small boats, rowing against fierce seas to attempt a rescue. Over 340 German, American and British souls on board lost their lives and found rest in the graveyard of nearby St. Mary’s. One particular tragic victim was the ship’s much admired captain who lost his life and his reputation as his neglect was blamed for the disaster. FINE copy. £40.00

{11} Bacon, Admiral Sir R. H. THE LIFE OF LORD FISHER OF KILVERSTONE, ADMIRAL OF THE FLEET, O.M., G.C.B., G.C.V.O., LL.D. 2 Vols.,

1st.ed., 1929. Vol. I : Xxviii + 312 pp., frontis., + 22 other photo-plates & plans (1 fldg.). Vol. II : Vii + 328 pp., frontis + 14 other photo-plates, etc. (1 fldg.). Both volumes in original black cloth ; gilt ; gilt armorial covers ; neatly re-backed with original spines laid down. 25 x 16cm. Some shelf wear to extremities of binding but o/w a bright, tight & V.G.+ set.

This keystone biography tells the life of one of the most fascinating figures of the Royal Navy, John Arbuthnot Fisher (1841-1920) affectionately known as “Jacky Fisher”. Born while his parents were living in Ceylon, Fisher entered the Navy in 1854 during the age of sail. He rose to become First Sea Lord (1904-1910, and again 1914-1915) at the height of the

dreadnought era. A controversial character, Fisher was an outstanding administrator, strategist, gunnery expert, seaman and a racy memoir-writer. He introduced the dreadnoughts, scrapped out-dated ships and ideas, and dragged the 19th century Navy into an effective fighting force in time to counter the threat from Germany in 1914. Raised to the peerage in 1909, Fisher did not bring about this revolution without making enemies both inside and outside the Fleet. He was ruthless in his methods and harsh on those he considered neglectful of their duty or inefficient in their profession. The organized opposition he encountered from Admiral Lord Charles Beresford and his supporters is examined here. Fisher resigned in 1915 owing to disapproval of his policy of administration, but undoubtedly his “*all big-gun*” policy, his painful pre-war reforms, and his great influence, provided Britain with a strong Navy ready to face its greatest challenge since Trafalgar. It was typical of Fisher to swiftly dispatch a powerful squadron to hunt down von Spee and avenge Coronel in 1914, a prime example of his decisiveness - perhaps his greatest strength. The author provides an early assessment of Fisher and his contribution to his country and the Royal Navy, written by a fellow-officer only nine years after Fisher’s death. £150.00

{12} Ballantine, Ian. (Intro. by). THE MARINE PAINTINGS OF CARL G.

EVERS. New York, 1st.ed., 1975. Unpaginated but after a short introduction the book consists of 45 plates (all but one in colour). Pict. C.c., 28 x 23cm. V.G.

Carl G. Evers was born in Germany and his British father was a marine engineer so he studied art in London and later Sweden before migrating to the United States in 1947. There he began life as a marine artist in earnest and his ship-studies gained him a reputation for accurate detail. This book provides 45 examples of his work, all but one reproduced in colour, they include square-riggers, tugs, warships, yachts, passenger liners, etc. £30.00

{13} Ballard, Admiral G. A. THE BLACK BATTLEFLEET.

Lymington & Greenwich, 1st ed., 1980. 261 pp., over 200 photographs, plans, draughts & diagrams. D.j., 30 x 26cm. FINE.

A detailed and important study of the capital ship in transition, published for the Society for Nautical Research for whom Admiral Ballard contributed articles and notes from the first issue of *The Mariner’s Mirror* in 1911 to his death in 1948. He began his research into the Black Battlefleet in 1929 when even then few men were left who could recall the Royal Navy of the mid-Victorian period – the Navy of steam and sail, wooden hulls, muzzle-loaders and primitive ironclads. Illustrated with more than 200 photographs, plans, draughts and diagrams, Admiral Ballard examines such ships as : *MINOTAUR, AGINCOURT, NORTHUMBERLAND, ACHILLES, WARRIOR, BLACK PRINCE, BELLEROPHON, HERCULES, LORD CLYDE, LORD WARDEN, MONARCH, CAPTAIN, PRINCE CONSORT, ROYAL OAK, ZEALOUS, HECTOR, DEFENCE, AUDACIOUS, INVINCIBLE, VANGUARD, IRON DUKE, TEMERAIRE, DEVASTATION, ALEXANDRA*, etc. The detailed appendices provide information on construction dates, hull dimensions, armour, machinery, dimensions of masts and spars, alterations up to 1870, &c. FINE copy. £100.00

{14} Barker, Nick. BEYOND ENDURANCE. AN EPIC OF WHITEHALL AND THE SOUTH ATLANTIC. 1st.ed., 1997. Xviii + 254 pp., 29 photo-plates & 4 maps. D.j., 24 x 16cm. FINE.

A unique and remarkable view of the Falklands War in 1982 written by the captain of the Royal Navy’s ice-patrol ship *ENDURANCE* which had warned Whitehall of Argentina’s invasion plans and was duly ignored. In this book Captain Barker explains why Britain had to fight to recover her territory. The *ENDURANCE* was then the only British presence in the South Atlantic and the Government, in its wisdom, had decided to scrap her. To the Argentineans this was a clear signal that Britain was no longer interested in the Falkland

Islands and was ignoring the wish of the islanders to remain British. Armed with only two 20mm guns and two Wasp helicopters, *ENDURANCE* nevertheless took part in the operation to recapture South Georgia. This is one of the most interesting books to emerge from the Falklands War. Captain Nick Barker died, aged 63, the year the book was published. £25.00

{15} **Bathurst, Bella.** *THE LIGHTHOUSE STEVENSONS. THE EXTRAORDINARY STORY OF THE BUILDING OF THE SCOTTISH LIGHTHOUSES BY THE ANCESTORS OF ROBERT LOUIS STEVENSON.* 1st ed., 1999. Xx + 284 pp., frontis + 24 plates. D.j., 22 x 14cm. FINE.

For centuries mariners faced natural shipwreck and infamous wreckers around the hazardous and stormy coasts of Scotland, added to which press gangs and privateers were also constant threats. In 1786 the Northern Lighthouse Trust was established and a few years later Robert Stevenson was appointed Chief Engineer. Thus began almost two centuries of family connection which saw the construction of the Bell Rock light, Skerryvore, Muckle Flugga, and in all, ninety-seven lights dotted around the Scottish coast in addition to harbours, roads, bridges and railways. Robert Louis Stevenson also trained as an engineer but was to find his fame in literature. The author traces the remarkable careers of the Stevensons from the first Scottish lights to the last of their keepers. £25.00

{16} **Becker, Ethel Anderson.** *"HERE COMES THE POLLY". (A BIOGRAPHY OF A RUSSIAN-BUILT GUNBOAT).* Superior Publishing Co., Seattle, Washington, 1st ed., 1971. 128 pp., profusely illustrated with photographs. D.j., 27 x 22cm. V.G.

The *POLITKOFISKY* was a Russian-built gunboat built c.1861 to protect the fur trade of the Bering Sea, sailing icy waters until her Russian flag was lowered for the last time during the transfer of the northern territory to the United States in 1876. The vessel was taken to San Francisco, refitted, and brought to Puget Sound for service as a work boat for Port Blakely Mill. In the early days of logging she hauled booms of logs, rafts and scows before coming to her final rest near an old Russian Fort on the beaches of Nome. Known locally as the 'Polly', this gunboat-turned-tug had a remarkable career described here, enhanced by the author's important collection of photographs depicting life and trade in Arctic waters. £30.00

{17} **Bennett, A. S.** *JUNE OF ROCHESTER. TOPSAIL BARGE.* FIRST EDITION, Edward Arnold, 1939. 256 pp., frontis + 15 other photo-plates & a map & a plan. Maroon cloth ; blue lettering ; fore & lower edges uncut. 22 x 15cm. Spine & small section of boards faded o/w V.G.

During the 1930s the author and his wife decided to live afloat and so cast about for a suitable vessel. They thought that an old sailing barge would be of the right size and found a vessel at Northfleet called the *JUNE* which they bought and converted. They describe the work they carried out, the commissioning, and their subsequent voyages under sail on the Thames and up the east coast to the creeks and harbours of Essex and Suffolk. A second edition was published in 1949, this is a copy of the original pre-war edition. £40.00

{18} **Bent, Mike.** *COASTAL EXPRESS. THE FERRY TO THE TOP OF THE WORLD.* 1st ed., 1987. 223 pp., profusely illustrated with photographs & drawings. D.j., 26 x 20cm. FINE

Every night a small steamer carrying cargo and passengers leaves Bergen on an 11-day round voyage that takes her beyond the Arctic Circle and round North Cape to Kirkenes, a remote mining community less than ten miles from the Russian border. En route the ship visits 35 different ports during her 2,500-mile cruise and passes through some of the world's most spectacular scenery. Known as "the most beautiful voyage in the world", this book tells the complete story of the ferry from its origins in 1838 to the modern vessels of today.

Profusely illustrated with photographs and drawings, this is a unique survivor from the golden age of the coastal steamer. FINE copy. £60.00

{19} Blackhurst, Derek. *PHILIP AND SON LTD. SHIPBUILDERS AND ENGINEERS.* Preston, 1st.ed., 2001. 160 pp., profusely illustrated with photographs, etc. Pict. laminated boards. 30 x 21cm. MINT.

Philip & Son Ltd., with their yard situated on the River Dart almost opposite the Royal Naval College, Dartmouth, was one of Britain's most prolific shipbuilders, having completed over a period of 140 years almost 1,500 vessels. These included Mersey ferries, coastal passenger ships, yachts, fishing vessels, lightships, tugs, coastal cargo vessels, harbour pinnaces, air-sea rescue launches and WWII corvettes and minesweepers for the Admiralty. The late Derek Blackhurst, in this profusely illustrated book, chronicles the history of the yard and of the Philips family who built up this west country business. He follows their fortunes through peace and war and lists with full data all known vessels built by the company with career details for all but the most minor craft. An excellent and important work of reference, often cited in our catalogues when listing original specifications for vessels built in this celebrated yard. (See for examples Items 183, 184 & 185 below). MINT copy. £40.00

{20} Blake, Nicholas. *STEERING TO GLORY. A DAY IN THE LIFE OF A SHIP OF THE LINE.* 1st.ed., 2005. 288 pp., 24 plates + ills in text. D.j., 24 x 16cm. FINE..

A behind-the-scenes portrayal of a typical Ship-of-the-Line in the early 19th century. These wooden giants of the sea had 25 miles of rigging and cables, 2 acres of canvas, 1,200 tons of food and stores, and 640 sailors, marines, landsmen and boys – and often a few women – all from perhaps 20 or 30 different countries. All this was contained within a hull 176 feet long and 50 feet wide. The sailing battleship had more firepower than an army and was self-sufficient at sea for months on end. The author takes a fictitious 74-gun ship as an example and recreates what a day in the life of such a ship would have been in 1810 as a unit of the Mediterranean fleet. FINE copy. £45.00

{21} Bonhams. *SALE CATALOGUE OF THE HARRISON LINE COLLECTION, TUESDAY, 21 JANUARY, 2003.* New Bond Street, 1st ed., 2003.88 pp., profusely illustrated with cold. photos. Pict. c.c., 27 x 21cm. FINE.

The catalogue of an important and historic sale which saw the collection of Liverpool's T. & J. Harrison Line go under the hammer. Founded in 1830, the Company kept a small museum in their Head Office in Mersey Chambers overlooking the river and the churchyard of the Seaman's Church, St. Nicholas. Harrison Line was one of the last of the old Merchant Navy shipping lines to close its doors ; once proud owners of square-riggers and steamships. The catalogue, profusely illustrated in colour, contains 233 lots including paintings by artists such as John Stobart, Robert Lloyd, Colin Verity, Arthur James Wetherall Burgess, etc ; china, furniture, brass door names, silverware, telescopes, longcase clocks, bulkhead clocks, bells, ship models, and other memorabilia. FINE copy. £40.00

{22} Boniface, Patrick. *CATS AND CATHEDRALS. A HISTORY OF THE TYPE 41 AND TYPE 61 FRIGATES.* Periscope Pub. Ltd., Penzance. 1st ed., 2006. 208 pp., 15 photo-ills. Pict. c.c., 23 x 15cm. FINE.

In the post-war era, the world's navies faced a very different threat as it entered the nuclear age. In response the Royal Navy started a construction programme of new types of frigates, including the Type 41 Leopard and Type 61 Salisbury classes. They shared a common hull but were tailored for specific roles within the fleet. The Type 41s took on the names of Big

Cats whilst the Type 61s were given names of Cathedral Cities. Both classes played an important role in the post-war Royal Navy and the author provides details of design, construction and service careers of all these British frigates, plus three Type 41s built for the Indian Navy. Includes a list of commanding officers for each vessel, plus previous ships of the name : *SALISBURY, LEOPARD, CHICHESTER, LYNX, LLANDAFF, JAGUAR, PUMA, LINCOLN, BRAHMAPUTRA* (ex *PANTHER*), *BEAS*, and *BETWA*. £25.00

{23} Boniface, Patrick. *TYPE 81. A HISTORY OF THE TRIBAL CLASS FRIGATE.* Periscope Pub. Ltd., Penzance. 1st ed., 2012. 197 pp., 6 photo-ills.. Pict. c.c., 23 x 16cm. FINE.

The Tribal class frigates of the Royal Navy emerged in the early 1960s as a result of design work started towards the end of the Second World War into future surface escort vessels. New technologies were introduced including gas turbine propulsion and anti-submarine helicopters. Seven frigates of this class, not universally liked, were built and served over three decades East of Suez, in the Caribbean, and in Arctic waters during the Cod War with Iceland. The author describes the class from their ordering to their eventual decommissioning, conducting interviews with former crew members. The seven were : *ASHANTI, ESKIMO, GURKHA, MOHAWK, NUBIAN, TARTAR* and *ZULU*. £25.00

{24} Borneman, Walter R. *1812 : THE WAR THAT FORGED A NATION.* New York, 1st.ed., 2004. Xiii + 349 pp., 16 plates & 10 maps. D.j., 23 x 16cm. FINE.

The Naval War of 1812 to Great Britain was an unwanted sideshow ; a distraction from the long wars with France and her allies. It came about by Britain's frequent disregard for the American flag as it stopped US ships to search for deserted British seamen – not always too particular which nation they belonged to - such was the desperate manning situation. For America it was a matter of honour and principle – and free trade – after their repeated protests to London fell on deaf ears. It was still a brave move for the young United States to declare war on Great Britain. In this American view of the conflict the author traces the course of the war at sea, in the Great Lakes, and on land. Ships like the *USS CONSTITUTION* showed that it was more than a match for British frigates. Nevertheless Washington was sent up in flames by Admiral Cockburn, and only a valiant defence at Fort McHenry saved Baltimore from a similar fate. The war has not received the attention it deserves. It had brilliant victories and humiliating defeats on both sides. £30.00

{25} Bouquet, Michael. *NO GALLANT SHIP. STUDIES IN MARITIME AND LOCAL HISTORY.* 1st ed., 1959. 196 pp., frontis + 31 other photo-plates + 13 sketches. D.j., 22 x 14cm. Torn dust jacket (now in protective sleeve) with some loss o/w V.G.

The author recalls sailors and sailing vessels from Britain's harbours, many since vanished, in an age when small self-contained communities built, financed, and manned all kinds of vessels including ketches, snows, schooners, brigs, hoys and other sailing craft. Harbours like Salcombe, Appledore, Watchet, Porlock, Minehead, Barnstaple, Lewes, Arundel, Littlehampton and many others, all bustled with mast and sail as their seamen crossed the Atlantic for Newfoundland salt cod, or sailed to Scandinavia for timber, or the Azores for fruit. The author speaks from first-hand experience as he himself served in some of the last survivors and describes a way of life that has now disappeared from living memory. Illustrated with 32 excellent photographs and 13 sketches. £30.00

{26} Bowden-Smith, E. C. *LAND HO ! THE LAST OF HER RACE, AND THE CONVOY.* 1st. Eng. ed., 1931. Xi + 91 pp. Frontis + 3 other plates. Blue cloth ; gilt ; large illustrated paper title-piece mounted to front cover. 22 x 15cm. V.G.

This is the story of the famous last full-rigged composite passenger clipper ever launched, the *TORRENS*. The ship was built for the Australian trade at Sunderland in 1875 and was the last word in composite ship construction, skilfully built using only the finest materials. The first part of the book tells of her fast passage from Plymouth to Port Adelaide in 1887-1888 under the command of Captain H. R. Angel who was also the principal owner of the ship. The latter part of the book, *The Convoy*, describes a voyage during the First World War from Port Said to London in convoy from a passenger's point of view. SCARCE. £60.00

A Classic American Manual for Seamen in the days of Sail

{27} <> **Brady, William. (Sailing Master, U.S.N.)** *THE KEDGE-ANCHOR ; OR, YOUNG SAILORS' ASSISTANT. APPERTAINING TO THE PRACTICAL EVOLUTIONS OF MODERN SEAMANSHIP, RIGGING, KNOTTING, SPLICING, BLOCKS, PURCHASES, RUNNING-RIGGING, AND OTHER MISCELLANEOUS MATTERS, APPLICABLE TO SHIPS OF WAR AND OTHERS. ILLUSTRATED WITH SEVENTY ENGRAVINGS. ALSO, TABLES OF RIGGING, SPARS, SAILS, BLOCKS, CANVASS, CORDAGE, CHAIN AND HEMP CABLES, HAWSERS, &c. RELATIVE TO EVERY CLASS OF VESSELS.* New York, Published by the Author, 8th ed., "improved & enlarged, with additional matter, plates & tables", 1855. 400 pp., 70 engravings + woodcuts, etc. Re-bound in qtr. green morocco ; decorative patterned boards ; raised bands ; gold lettering & centre-panel motifs to spine. 24 x 15cm. Foxing as usual o/w V.G.+ with FINE binding.

First published by Taylor & Clement at New York in 1841 as *The Naval Apprentice's Kedge-Anchor*, this book was highly successful and quickly went through many editions (the 18th edition was published in 1864). This is a copy of the 8th edition of 1855, published in New York by the author. Divided into eleven parts, the book deals with 544 subjects of interest to young sailors during the era of sail, both for those in the American Navy and for those in the Merchant Service. These range from knots and splices to sails and rigging ; from handling a square-rigger at sea to the duties of the crew. The book is profusely illustrated with full-page engravings and charming wood-cuts. It provides a clear and concise source of reference on every aspect of seamanship during this period. Attractive copy. £200.00

{28} **Bragadin, Commander (R) Marc' Antonio.** *THE ITALIAN NAVY IN WORLD WAR II.* Annapolis, 1st. US ed., 1957. Xviii + 380 pp., frontis + many other photo-plates, charts & diagrams. D.j., 26 x 18cm. Torn dust-jacket with small loss (now in a protective sleeve) o/w V.G. Bookplate.

One of the United States Naval Institute publications in a series of historic studies of the navies of World War II, this book (translated from the Italian), is based on Italian and British sources. It was the first history of the wartime Italian Navy to appear after the conflict and it tells the story of the Italian Navy's activities in the Mediterranean, Black Sea, and on the high seas in general from 1939, presenting a picture of Italy's naval operations hitherto unavailable to English-speaking readers. Well illustrated with photographs, charts and diagrams ; subjects includes an account of the Italian Navy on the eve of war with its fine fleet of modern tonnage ; its failure to occupy Tunisia and Malta ; the war against Greece ; the end of the Navy in the Red Sea ; Sirte and the battle against Allied convoys ; blockade of Malta ; the invasion of Sicily ; the destruction of the Italian Fleet by the Royal Navy ; the war against Russia ; and the final surrender and naval activities thereafter. Appendices include British, German and Italian losses, etc. £75.00

BOOKQUOTE : "A classic is a book that doesn't have to be written again." W. Du Bois

Signed Presentation Copy from Lord Romilly to Naval Historian Tom Pocock

{29} Brett-James, Antony (Ed.). *ESCAPE FROM THE FRENCH. CAPTAIN HEWSON'S NARRATIVE (1803-1809).* 1st.ed., 1981. 192 pp., profusely illustrated. D.j., 25 x 20cm.

FINE. Inscribed : "Tom : A token of my gratitude for the pleasure I have had from reading your books. Romilly. 21 October 1982". (Presented to the naval historian and Nelson biographer Tom Pocock [1925-2007] by William Gaspard Guy Romilly, 4th and final Baron Romilly [1899-1983] an old family friend of Tom Pocock).

In September 1803, Midshipman Maurice Hewson was captured off Brest and marched to the fortress of Verdun. Five years later, after suffering many hardships, he and a fellow midshipman made a daring escape and reached Aigues-Mortes in thirty days – only to be recaptured and taken in chains to the dreaded Bitche, the French 'Colditz' of the Napoleonic Wars. Hewson, however, escaped a second time, with two other Englishmen, and after a dangerous journey through southern Germany they reached the safety of Austria. This book is illustrated with more than 60 pictures and hand-drawn maps of the escape routes. £40.00

{30} Bridge, Admiral Sir Cyprian. *SOME RECOLLECTIONS.*

John Murray, 1st.ed., 1918. Xi + 328 + 4 (adv.) pp., cold. port. frontis + 2 photo-plates. Blue cloth ; gilt/black lettering. 22 x 15cm. Binding a trifle worn & lightly marked ; GOOD. Internally V.G.

An autobiographical sketch of the naval career and family history of Admiral Sir Cyprian Bridge (1839-1924), describing life in the Royal Navy in the mid-19th century and an account of the islands in the Western Pacific. Cyprian Bridge entered the Navy in 1853 at the age of 14, having been nominated a cadetship by Admiral Sir Thomas Cochrane to whom his father was Chaplain. He describes his early naval life, his first ship, service in the West Indies, action in the White Sea during the Crimean War, service on the Pacific station, in the East Indies, on the Australian station, around the South Sea Islands and New Zealand. He describes the Bluejackets of the day and their kit, and provides interesting anecdotes of the sometimes obscure corners of the world where the White Ensign flew. This was the era of *Pax Britannica* and the author rose to become C-in-C of both the Australian Squadron and the China Squadron, retiring from the Navy in 1904 after a remarkable career. £40.00

{31} Britannia Royal Naval College. *SEVEN CONSECUTIVE ISSUES OF 'THE BRITANNIA MAGAZINE' ; HOUSE-MAGAZINE OF THE ROYAL NAVAL COLLEGE, DARTMOUTH : CHRISTMAS 1937, EASTER 1938, CHRISTMAS 1938, EASTER 1939, CHRISTMAS 1939, EASTER 1940, CHRISTMAS 1940.* (Dartmouth,

printed in Torquay), 7 issues, 1st eds., 1937-1940. 35, 64, 83, 80, 86, 70 & 77 pp. All illustrated with numerous photographs & drawings. Pictorial c.c. (blue card, all but the last one which is brown) 25 x 19cm. One rear (blank) cover has pencil scribbling, o/w all V.G.



Seven issues of the Dartmouth Naval College's house-magazine with its striking front cover drawn by the English book illustrator John Bernard Partridge (1861-1945). Contains many articles, notes and letters of naval and maritime interest, plus sporting events, entertainment activities, and lists of Officers and Masters for each term. The magazines are well illustrated with photographs and drawings ; the latter by cadets, and the run between 1937 to 1940 extends to the outbreak and early months of the Second World War. After 1940, wartime austerity measures reduced the magazine to an annual publication. £70.00

{32} Broome, Jack.**MAKE A SIGNAL !** FIRST EDITION 1955.

224 pp., many drawings by the author. D.j., 22 x 14cm. V.G.

The author provides a richly entertaining and often humorous study of naval messages described as “*Naval history told solely in the terse language of the signalmen.*” Captain Broome begins by describing some special flags and customs of the sea, going on to give by way of example some famous, and not so famous, naval signals from 1779 to 1954. These include the most celebrated signal in history, Nelson’s message as the British fleet bore down on the combined fleets of the enemy at Trafalgar. However the richest source emanates from the Second World War and the author brings to light signals exchanged during events such as the sinking of the *SCHARNHORST*, on Russian convoy duty, the sinking of the *RAWALPINDI*, and in the hunt and destruction of the *BISMARCK*. Illustrated with the author’s celebrated drawings First Edition copy. £35.00

{33} Buchheim, Lothar-Gunther.**U-BOAT WAR.** Bantam ed., 1979.

Unpaginated, 205 photo-ills. Pict. c.c., 28 x 21cm. V.G.

First published in Germany in 1976, this pictorial study of Second World War German U-boats comes from the author of the celebrated novel *Das Boot*. Buchheim describes factual submarine life in the Atlantic from 1939 to 1945, selecting 205 photographs from his unique collection of over 5000 examples. As official artist he was sent to sea in a U-boat to take action-pictures for propaganda purposes and given unlimited film supplies and permission to film whatever he wanted. He was appalled by what he witnessed and captured on film ; the harshness of life in a U-boat both in action and during the boredom of long fruitless patrols. He smuggled his photographs to a place of safety when Hitler’s regime fell in 1945. £30.00

{34} Bulley, Hugh.**A BOY AT SEA.** Velvet Hoof, 1st.ed., 2005.

(Ix) + 461 pp., 40 cold. plates. D.j., 24 x 16cm. FINE.

The author grew up in the England of the 1930s, became a naval cadet, and went off to war as a young man. Divided into three parts, Part I : *The Headmaster’s Son* describes his boyhood at St. Edmund’s, Hindhead, a boy’s preparatory school founded in 1874. Part II : *The Making of a Naval Officer* recounts the harsh regime at Dartmouth’s Royal Naval College where boys were frequently subjected to the cane. Part III : *To War : Behind the Mast* is a gripping first-hand account of World War II as seen through the eyes of a young midshipman. Hugh Bulley sailed to Rio aboard the *CERAMIC* (sunk on her next voyage with only one survivor) to begin his war. He describes the rescue of a torpedoed destroyer from beneath enemy guns at El Alamein ; the North African campaigns of Tobruk and Mersa Matruh ; the relief of the siege of Malta ; fighting a fire aboard an ammunition ship ; the D-Day landings seen from the control ship, experiencing at close quarters the worst conventional explosion in the war prior to Hiroshima, and life in the British Pacific Fleet with the relieving of Japanese POW camps at Hong Kong, Taiwan and Shanghai – when the author reached the age of twenty-one. He also describes the sensation of seeing a torpedo heading straight for his destroyer, *HMS ERIDGE*, which survived the damage and was taken in tow by *HMS ALDENHAM*, and then repeatedly attacked by German fighter aircraft before limping into Alexandria where they buried their dead. The battle-scarred six-year-old destroyer never went to sea again and was broken up in 1946. SCARCE. £45.00

{35} Busch, Fritz-Otto.**THE STORY OF THE PRINCE EUGEN.**

Rep. 1976. 190 pp., 15 photo-plates & 5 maps. D.j., 22 x 14cm. FINE.

An English translation of a German work first published in 1958, it tells the story of the heavy cruiser *PRINCE EUGEN* in which the author served during the Second World War. Launched at Kiel in 1938, the cruiser was in company with the *BISMARCK* but left her side

shortly before the battleship was sunk. Together with *SCHARNHORST* and *GNEISENAU* she made the dash up the English Channel in 1942, and later that year survived a bomb and torpedo attack by British aircraft. At the end of the war she was taken by the British who gave her to the Americans to be used in atomic bomb tests on Bikini atoll in December 1946 when she capsized and sank. FINE copy. £25.00

{36} Butler, H. Montagu. (Foreword by). *VERSES, LETTERS, & REMEMBRANCES OF ARTHUR WALDERNE ST. CLAIR TISDALL, V.C., SUB-LIEUTENANT, R.N.V.R., SCHOLAR OF TRINITY COLLEGE AND CHANCELLOR'S GOLD MEDALLIST IN THE UNIVERSITY OF CAMBRIDGE. WITH A FOREWORD BY THE MASTER OF TRINITY.* Facsimile ed., Naval & Military Press, 1992. 158 pp., frontis + 11 other ills. D.j., 20 x 13cm. Small stain front of d.j., neat signature to blank endpaper, o/w FINE. First published in 1916, this is a memoir of a young RNVR officer who came fresh from college to war in the Royal Navy. In 1915 Sub-Lieutenant Tisdall landed from the *S/S RIVER CLYDE* at 'V' Beach during the Gallipoli Campaign. He made daring rescues in a boat taking off wounded men under heavy fire, but after several successful round trips he was killed. He received the V.C. posthumously for his outstanding bravery. The book includes his verses and correspondence, together with tributes from those who served with him. £35.00

{37} Buxton, Ian. *METAL INDUSTRIES. SHIPBREAKING AT ROSYTH AND CHARLESTOWN.* Kendal, 1st.ed., 1992. 104 pp., profusely illustrated with photographs. Pict. c.c., 24 x 18cm. FINE As Britain once built two-thirds of the world's shipping, it is no surprise that she also had a large shipbreaking industry as this WSS publication clearly demonstrates. Metal Industries was largely created by Robert Watson McCrone who founded the Alloa Shipbreaking Company in 1922. During peace and war, the author describes the firm's huge operations at Rosyth and Charlestown. Contains many interesting photographs of ships and a list of vessels broken up between 1923 and 1963, both merchant ships and warships. £35.00

{38} Cameron, Stephen. *DEATH IN THE NORTH CHANNEL. THE LOSS OF THE 'PRINCESS VICTORIA', JANUARY 1953.* Newtownards, Co. Down, Northern Ireland, 1st. ed., 2002. 144 pp., profusely illustrated with photographs, drawings, plans, facsimiles, etc. Pict. c.c., 26 x 21cm. FINE. The short-sea ferry *PRINCESS VICTORIA* tragically sank off the coast of Northern Ireland on the stormy 31st January 1953, claiming the lives of 134 passengers and crew. Not a single woman or child survived. The vessel sailed from Stranraer into weather that was so severe, that even today it is referred to as the "Great Storm". Within an hour of sailing the ship was sending out distress calls and those on her bridge battled for five hours as they struggled to reach safety. In the event the wind and waves were too much for the ship which turned over and sank to the bottom of the Irish Sea. Only 44 men survived and the loss of the *PRINCESS VICTORIA* sent shock-waves around the United Kingdom. Illustrated with numerous photographs, drawings, maps, plans, and facsimiles ; the author recalls the tragedy. £25.00

{39} Cammell Laird & Co. (Shipbuilders & Engineers) Ltd. *BUILDERS OF GREAT SHIPS.* Birkenhead, Privately Printed, 1st.ed., 1959. 79 pp., 49 photo-ills. Blue cloth ; gilt. 23 x 16cm. Covers lightly stained o/w V.G.+ Bookplate.. Two coloured photographs and a cutting tipped in. Cammell Laird built many ships for the Royal Navy as well as fine merchantmen. The yard was founded by William Laird who came to Liverpool from Scotland in 1810 and eventually crossed the Mersey to build ships at Birkenhead. Famous vessels from this yard include the Confederate raider *ALABAMA*, the ill-fated troopship *BIRKENHEAD*, the cruiser *ACHILLES* of River Plate fame, Cunard's second *MAURETANIA*, the battleship *RODNEY*, the ill-fated

PRINCE OF WALES, the wartime and post-war carriers *ARK ROYAL*, Union-Castle's *WINDSOR CASTLE*, and the guided missile destroyer *DEVONSHIRE*. There was both a 'hard cover' and a 'soft cover' edition of this book produced in 1959 ; this is the superior hard-back copy. The old company has gone but today some construction and ship repair is being carried out on this historic site on the banks of the Mersey. £30.00

{40} **Capes, Renalt.** ***POSEIDON. A PERSONAL STUDY OF ADMIRAL LORD NELSON.*** Sidgwick & Jackson, 1st.ed., 1947. Viii + 206 pp., port. frontis + 5 other plates. D.j. 22 x 15cm. V.G.

A somewhat unusual study in which the author sets out to examine Nelson's character and the strength and weakness of his nature by removing Nelson 'The Hero' to reveal Nelson 'The Man'. Includes an account of Nelson's four major battles and a study of his complicated love affair with Emma Hamilton. The author explores the human aspect of Nelson's character ; describing his dual existence at sea and ashore. At sea he was master of his fate ; ashore he was at the mercy of his emotions Uncommon in dust jacket. £25.00

{41} **Carter, Robert.** ***WINDJAMMERS : THE FINAL STORY. A COLLECTION OF MEMOIRS, POEMS AND PAINTINGS DEPICTING THE LIFE IN THE LAST COMMERCIAL SAILING SHIPS.*** Rosenberg, NSW, Australia, 1st.ed., 2004. 254 pp., 42 cold. plates + 24 b&w & 9 cold. photographs + head-piece drawings. D.j., 30 x 22cm. Complete with book-mark made especially for the book. Signed Presentation Copy from the Author to the late Gordon Tufnell of Liverpool, inscribed : "To Gordon Tufnell, with my best wishes. Robert Carter, May 2004."

The author had the rare opportunity to acquire first-hand information regarding the last ocean-going square-riggers as he enjoyed friendship with a number of sailors who manned the windjammers, most noticeably Captain Eben Anderson, one of Gustaf Erikson's masters. As a youth, the author corresponded with Erikson himself, and this led him on to carry out research into the final epoch of deep-water sail and a way of life now beyond living memory. The result is an interesting blend of interviews, diary extracts, and stories, all illustrated with 42 of the author's beautiful and detailed paintings. He explains why sail managed to survive half way through the last century, despite its losing battle with powered vessels. He describes the harsh conditions the seamen endured, citing the beauty of sail as the reason so many sailors chose this way of life rather than the more comfortable and better paid berths in steamers. It is the story of about the last 50 years of sail ; an era that ended in 1959. £75.00

Charnock's Celebrated Naval Biographies in Six Volumes, 1794 ~ 1798

{42} <> **Charnock, John.** ***BIOGRAPHIA NAVALIS ; OR, IMPARTIAL MEMOIRS OF THE LIVES AND CHARACTERS OF OFFICERS OF THE NAVY OF GREAT BRITAIN, FROM THE YEAR 1660 TO THE PRESENT TIME ; DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A CHRONOLOGICAL ARRANGEMENT, WITH PORTRAITS, AND OTHER ENGRAVINGS, BY BARTOLOZZI, &c.*** 6 Vols., London : printed for R. Faulder, Bond-street, 1st eds., 1794, 1795, 1795, 1796, 1797 & 1798. **Vol. I :** Xxxi + 440 pp., engrvd. port. frontis + a large engrvd. battle-plan/view (fldg.) **Vol. II :** 472 pp., engrvd. port. frontis. **Vol. III :** 415 pp., engrvd. medal frontis. **Vol. IV :** 440 pp., engrvd. port. frontis. **Vol. V :** 516 pp., engrvd. port. frontis. + a battle-list (fldg.). **Vol. VI :** 595 pp., engrvd. port. frontis. **All** bound in original boards, as issued, but not uniform : four volumes are in the usual blue/grey boards ; two volumes are in marbled boards. (i.e. These volumes are as issued and were never sent by their original owner, or subsequent owners, to be bound-up). All have attractive uncut edges. All have been tastefully re-backed in matching grey paper in keeping with their original boards ; original paper title-pieces (of various sizes) have been laid down. 23 x 14c. Some wear to paper-covered boards with board exposed in places. Virtually no foxing owing partly to the tightness of the uncut edges keeping dust out ; partly to the high-quality rag paper used. Externally o/w V.G., internally Nr.FINE. All six volumes have the Reference Library label of the old London booksellers, Francis Edwards

(when they were located at 83 Marylebone High Street from 1910 until the 1980s). The four volumes with plain boards bear the armorial bookplates of Thomas Fitz Gerald (the two volumes in marbled boards do not, providing evidence that this is a made up set but one put together many decades ago). Thomas Fitz Gerald was a member of an Irish dynasty, the Dukes of Leinster, based at the Castle of Crom in Limerick Their ancient war cry was "Crom A Boo", or in Irish "Crom Abu", meaning "Crom forever", reflected in the motto on Fitz Gerald's bookplate.

Originally designed to be completed in four volumes, it was decided in 1797 that a continuation was called for and a further two volumes were published to make a total of six. There are three major reference works of the 18th and 19th century relating to naval biography. Working backwards, O'Byrne (1849), Marshall (12 volumes, 1823-1835), and this, the earliest, Charnock (6 volumes, 1794-1798). Arranged chronically, Charnock begins his *Biographia Navalis* in 1660 with James, Duke of York, responsible for all naval commissions from the Restoration to 1673, the year the first volume ends. Volume II opens in 1674 and closes in 1692. Volume III opens in 1693 and closes in 1708. Volume IV opens in 1709 and closes in 1739. Volume V opens in 1740 and closes in 1746. And finally Volume VI opens in 1747 and closes in 1766 but with the text extending to 1797 and including Barrington, Bridport, Dent, Duncan, Gambier, Gower, Hood, Hughes, Kempenfelt, Parker, Hyde Parker, St. Vincent, Suckling, Vernon, etc. Each volume has its own index at the rear, and each entry provides biographical details of the officer concerned. All plates are complete, viz : folding engraved battle-plan for the action between the English and the Dutch, 30th June, 1690. The folding French Line of Battle list for 1779. An engraving of the medal presented by Parliament to Captain William Haddock for his gallantry against the Dutch in 1653. And five engraved portraits of Rooke, Dartmouth, Wishart, Hawke and Saunders ; engraved by Francesco Bartolozzi (1730-1813), an ingenious and celebrated engraver born in Florence, studied under Joseph Wagner in Venice, and arrived in England in 1764 where he flourished. Charnock's monumental work records the lives of more than 2,200 naval officers over a span of almost 140 years. A resident of Blackheath, Charnock struck up a friendship with Captain William Locker, Nelson's 'sea-daddy' and governor of Greenwich Hospital. Locker assisted Charnock in covering all officers from post-captains to flag-officers. A major and useful work of reference ; a complete set with a certain period charm in its rarely-found original boards with all edges attractively untrimmed. COMPLETE SETS ARE SCARCE. £600.00

{43} Clammer, Richard. *COSENS OF WEYMOUTH 1848-1918. A HISTORY OF THE BOURNEMOUTH, WEYMOUTH AND SWANAGE PADDLE STEAMERS.*

Black Dwarf, Lydney, Glos., 1st ed., 2005. 320 pp., profusely illustrated with rare photographs, paintings, plans, sailing bills & other ephemera. D.j., 28 x 22cm. FINE. Bookplate.

For more than a hundred years, Cosens & Co. operated paddle-steamers along the coasts of Dorset, Devonshire, and Hampshire, sailing out of their home port of Weymouth and their seasonal berths at Bournemouth and Swanage. Summer excursions westwards to Torquay and Dartmouth ; eastwards to the Solent and Isle of Wight – and even beyond, across the English Channel to Cherbourg and Alderney in the Channel Islands. Cosens was established in 1848 in order to offer an efficient transport link to Portland with the construction of the great breakwaters and prison there. It grew, however, thanks to the development of the railways and the popularity of seaside resorts and the building of piers which could be used for berthing. Leading up to war in 1914, the company was in fierce competition with its rivals, its tugs involved in dramatic rescues and salvage operations at sea, and its smaller vessels kept busy ferrying liberty men ashore from the naval fleet based in Portland Harbour, or carrying supplies to the breakwater forts. The author describes the exciting years from 1848 to the end of the First World War, enhancing his narrative with numerous rare photographs, paintings, plans, sailing bills and other ephemera. FINE copy. £60.00

Nelson's 1809 Biography Extended to Four Volumes with 517 Extra Illustrations !

{44} <> Clarke, James Stanier. & M'Arthur, John. *THE LIFE OF ADMIRAL LORD NELSON, K.B. FROM HIS LORDSHIP'S MANUSCRIPTS.* 2 Vols.

extended to 4. FIRST EDITION, 1809. Printed by T. Bensley, Bolt Court, Fleet Street, for T. Cadell & W. Davies, in the Strand. & W. Miller, Albemarle Street. **Vol. I (extended to two volumes)** : Xlv + 375 pp., engrv. frontis + engrv. port., 2 engrv views & vignettes, 2 facsimiles and a double-page family pedigree. **Vol. II (extended to two volumes)** : 511 pp., 3 engrv views, 4 engrv battle-views accompanied by 4 battle-plans, engrv vignette, engrv tail-piece, a facsimile, & engrv plan of a Martello Tower. **The Four Extended Volumes** contain an additional 517 plates including engraved portraits, views, maps, men-o'-war, etc., – some hand-coloured – & three original manuscripts (including one signed by Lady Nelson). Bound in 1889 in uniform three-quarter blue crushed morocco ' marbled boards & endpapers ; richly gilt-tooled spines in six compartments each ; gilt lettering ; raised bands ; top edges gilt, others uncut. 34 x 27cm. Slight rubbing to marbled boards ; spasmodic foxing ; o/w a FINE set. Bookplates of David McNeely Stauffer (1845-1913), a celebrated American designer & engraver of bookplates from the 1870s, railway engineer, collector of early American engravings, (some 14,000 now in the New York Public Library) & prolific author. It was Stauffer who compiled this magnificent copy and had it sumptuously bound in 1889. It would be a near-impossibility to bring together these 517 Extra Illustrations today as some are extremely rare.

These two huge and heavy volumes, extended here into four, represent the *Official* biography of Admiral Lord Nelson, and the list of subscribers includes the names of just about everyone of any significance in Nelson's family and among his private and professional friends. Published only four years after Nelson's death at Trafalgar, the work was eagerly awaited by the public – or at least those who could afford to buy such a lavish and expensive work. No rich man's library worthy of its name would have been without a set. For those unable to afford the publication price, eight guineas for a copy with proof illustrations and six guineas for the ordinary copy (after publication the cost went up even higher. See *The Nelson Companion* 1995, edited by Colin White, pp. 180-181) the publishers put out an octavo-sized single volume abridgment (with only a portrait of Nelson) in 1810. No expense was spared for the original 1809 edition, illustrated with Richard Westall's engravings depicting notable events in Nelson's naval career, and, more importantly, the very fine engraved battle-views of Nicholas Pocock, each accompanied by an explanatory battle-plan. There are also important appendices, various significant letters, orders and correspondence. This unique set, expanded into four volumes in Fine Bindings, contains three original manuscripts. [1] ALS signed by Lady Nelson dated 22 July 1821. [2] a document signed by Sir Hildebrand Oakes, first baronet, (1754-1822), an army officer who fought in the American War of Independence, and served extensively during the Napoleonic Wars. This document was signed in 1808 when Oakes was in command of the Malta garrison. [3] William Anne Villetes (1754-1808), another army officer who, in 1794, commanded a force of 1,200 soldiers which landed, with Captain Nelson and 250 naval gunners and besieged Bastia. Lord Hood bore testimony to Villetes's good services, and Nelson described him as "a most excellent officer". Villetes was made Governor of Bastia when the French surrendered and was gazetted Colonel. Other gems among the 517 extra illustrations include many engraved portraits of Nelson, some foreign, some rare ; engravings of his monuments (again some rare plates) ; engraved portraits of many of Nelson's fellow naval officers ; maps & plans (some coloured) ; folding & double-page engraved views of harbours &c. ; aquatints of naval engagements ; a number of hand-coloured plates ; portraits of Napoleon, plus politicians & royalty who played a role in Nelson's life ; rare hand-coloured engravings of Nelson's arms ; portraits of Sir William & Lady Hamilton ; views and scenes associated with Nelson ; engravings of men-o'-war ; portraits of army officers known to Nelson ; rare engravings of his death and funeral, etc. The sheer beauty of the fine bindings and the wealth of extra material cannot be exaggerated or overstated. It is by far the finest set of Clarke & M'Arthur that we have ever handled. David Stauffer spared neither expense nor effort in compiling this magnificent set, even providing an index of the extra plates, and new, highly professional, title-pages for each volume, with his imprint dated 1889. £7,000.00

{45} Clegg, W. Paul. & Styring, John S. *STEAMERS OF BRITISH RAILWAYS AND ASSOCIATE COMPANIES.* Prescott, 1st.ed., 1962. Viii + 140 pp., frontis + many other photographs ; map e.p's. D.J., 22 x 15cm. Slightly torn d.j. with small loss (d.j. now in protective sleeve) o/w V.G.

The authors begin with brief histories of British Railways passenger and cargo services up to 1962, broken down into the four Regions, together with associate companies such as Associated Humber Lines, Caledonian Steam Packet, Clyde & Campbeltown Shipping, and Atlantic Steam Navigation. In addition there are histories of port maintenance vessels and ferry services. However, the main part of the book is devoted to illustrated Fleet Lists of all these railway steamers together with photograph, data and remarks for each vessel. The appendices provide further information and the book is a useful source of reference on railway steamers in service during the early 1960s. £30.00

{46} Coles, Alan. & Briggs, Ted. *FLAGSHIP HOOD. THE FATE OF BRITAIN'S MIGHTIEST WARSHIP.* 1st.ed., 1985. Xii + 269 pp., 35 photo-plates & 4 plans. D.j., 22 x 14cm. FINE.

For more than 20 years the battlecruiser *HOOD* was reputed to be the most powerful warship in the world, but this was a myth that was cruelly shattered in May 1941 when shells from the battleship *BISMARCK* blew the battlecruiser to pieces. She was destroyed in two minutes, taking some 1400 men with her ; only three survived, young Ted Briggs was one of them. The authors examine *HOOD'S* career, look to the reasons why she was overrated, and reveal lesser-known aspects of life aboard and the true state of the ship. Out-of-date as soon as she was launched, there were flaws in her construction and before war came her engines had been worn out by her world-wide voyages as the Navy's flagship. Her role in the Invergordon Mutiny, her collision with *RENOWN*, her part in the destruction at Oran, and the private problems of the ship are all described by one of her crew. FINE copy. £30.00

{47} Collings, Peter. *THE ILLUSTRATED DICTIONARY OF NORTH-EAST SHIPWRECKS.* Collings & Brodie, Chester-le-Street, 1st.ed., N.D. (c.1988). 202 pp., profusely illustrated with photographs(18 cold.), drawings & maps. Pict. c.c., 30 x 21cm. FINE.

Author/diver Peter Collings has uncovered many previously unknown facts relating to the shipwrecks that dot the hazardous North-East coast of England, around the Farne Islands, and out in the North Sea. Following extensive research he published this fascinating alphabetical record of the loss of some 1,500 of vessels both large and small, from square-riggers and warships to passenger liners and trawlers. The book is illustrated with many photographs including a few figureheads (18 photographs in colour) plus drawings and maps. Each vessel's name is followed by the location and date of shipwreck, and remarks about the ship and the events surrounding her loss. Includes many 19th century sailing vessels. £30.00

Printed for Private Circulation – Only Three Copies on COPAC

{48} Conybeare, Admiral Crawford. *NAVAL REMINISCENCES 1868-1891. A BRIEF RECORD OF SERVICE BY SEA AND LAND.* Printed for Private Circulation. 1st.ed., N.P., 1930. 240 pp., guarded frontis + 2 other photo-plates. Blue cloth ; gilt ; lower edges uncut. 22 x 15cm. V.G.+.

Memoirs of Admiral Crawford Conybeare describing his life in the Royal Navy from 1868 when he joined *BRITANNIA*, to 1891 when the author held his last active command - proceeding no further as in 1930 he did not wish to write about people still living. Over the course of five chapters Admiral Conybeare describes his early naval life from 1868 to 1875 which included service in the Flying Squadron (1869-1870). This is followed by his

experience in an Arctic Expedition from January 1875 to December 1877 when, as a sub-lieutenant, he sailed in the *DISCOVERY* in company with the *ALERT*. From the frozen seas to a warmer climate, the author's next appointment saw him joining the Eastern Soudan Expedition (1877-1884) with an account of the Naval Brigade as a lieutenant in *HMS EURYALUS* landing with a total of 13 officers, 150 seamen, and 6 guns. The years 1884 (May) to 1890 (July) brought service at the Admiralty and command of *HMS SCOUT* in the Mediterranean. The last chapter covers the author's final years under review ; July 1890 to retirement in 1891 with service at Portsmouth, etc. The three photographs provide a portrait of Admiral Conybeare, the Flying Squadron in Plymouth Sound in 1869, and a group of officers aboard *HMS LIVERPOOL* in 1870. VERY SCARCE. £200.00

Four Original & Facsimile Files from the Cookson Square-rigger Archive

{49} Cookson, Richard M. **BOUND FACSIMILE : THE LIGHTNING GAZETTE, SYDNEY – LIVERPOOL, 1855.** N.P., N.D. Photo-copied 48 pp. Qtr. black cloth ; blue boards ; paper title-piece to front board. 29 x 21cm. FINE.

The *LIGHTNING* was a large clipper built in Boston in 1854 by Donald McKay for James Baines of Liverpool, owner of the celebrated Black Ball Line offering fast passages from the Mersey to Australia. An extreme clipper, her beautiful lines and her speed gained her a popular reputation among Liverpool seamen. She made one passage as a troopship to India in order to speedily bring reinforcements to quell an infamous rebellion there. In October 1869 she was fully loaded at Geelong with wool, copper, wine and tallow ready to sail for Liverpool when she caught fire and had to be scuttled by her crew. During her short but celebrated career, a newspaper called the *Lightning Gazette* was published on-board, these are hand-written extracts for 1855 whilst on a voyage from Sydney to Liverpool. £80.00

{50} Cookson, Richard M. **ORIGINAL FILE No. 87a : SQUARE-RIGGERS – GENERAL NOTES.** N.P., N.D. (24) pp. Stolzenberg Card File. 35 x 25cm. Nr.FINE.

Richard Cookson provides detailed notes on a number of 19th century square-riggers, including their name & subsequent names, tonnage, dimensions, signal letters, first & subsequent owners, builders, official number, yard number, rig, final fate & other information. Twenty-four vessels are given : *NORTH RIDING, COIMBATORE, CITY OF BENARES, CHIPPERKYLE, CELTICBURN, BALASORE, ANNA, GLAUCUS, BRABLOCH, BRENDA, BEN LEE, GERS, ERROL, ELVIRA, DUCHALBURN, CROMDALE, COUNTY OF ROXBURGH, COUNTY OF LINLITHGOW, COUNTY OF KINROSS, COUNTY OF INVERNESS, COUNTY OF HADDINGTON, COUNTY OF EDINBURGH, COUNTY OF DUMFRIES,* and *COUNTY OF CAITHNESS.* £100.00

{51} Cookson, Richard M. **ORIGINAL COOKSON FILE NO. 109 : MOVEMENTS – “LAWHILL”, 1892-1948.** N.P., N.D. 19 loose pages of chiefly typed notes in c.c. 35 x 24cm. V.G.

The 4-masted barque *LAWHILL* was launched at Dundee in 1892 for Charles Barrie and the jute trade. She went to London owners, then to Liverpool owners before being sold to the Finns in 1914. She managed to avoid U-boats and at the end of the war Gustaf Erikson bought her for the wheat trade which occupied her for the next 20 years. In 1941 she was seized by the South African government as a prize of war and was sold to local owners after the conflict. By now, however, she was showing her age and her new owners could not afford to repair her. She was left to rot at anchor in the Tembe River and finally broken up in

1959. Richard Cookson, author of 'Lawhill' in the 'Anatomy of the Ship' series, visited the barque before the war and recorded her construction in minute detail. Here he records every one of her voyages from 1892 to 1948 of which has been written : "This list of movements is well put together and very informative. Only an historian or a police detective can truly appreciate the enormous amount of library research and expensive correspondence entailed in compiling this summary of the life-cycle of a windjammer, which reflects great credit on the author. To the writer and historian it is invaluable ..."

£100.00

{52} Cookson, Richard M. ORIGINAL COOKSON FILE No. ? : "PENDRAGON CASTLE". RECORD OF VOYAGES, 1891-1914. (THE VESSEL WAS LATER NAMED "LISBETH"). N.P., N.D. 12 pp. (original + copy) ; hand-cold. houseflag.

Stolzenberg Card File. 35 x 25cm. Nr.FINE.

The 4-masted barque *PENDRAGON CASTLE* was built at Workington in 1891 for James Chambers & Co., Liverpool. She made her first voyage from the Mersey that year, bound for Calcutta with a cargo of Cheshire salt. In 1898 she went to German buyers and was renamed *LISBETH*, registered in Hamburg. She was interned at Iquique in 1914 and returned to sea in 1920 when she was assigned to the French as war compensation. In 1922 she returned to the German flag when Bremen buyers bought her, then sold on to Hamburg owners. She was broken up at Port Glasgow in 1927. Richard Cookson provides a hand-coloured picture of Chambers's houseflag, and details of her voyages from 1891 to 1914.

£75.00

{53} Cooper, Bryan. THE BATTLE OF THE TORPEDO BOATS.

1st.ed., 1970. 296 pp., 30 photo-plates & 10 maps ; pict. e.p's. D.j. 22 x 14cm. Nr.FINE.

This was the first complete survey of both Allied and Axis MTBs of World War II ; vessels often in close combat with their opposite numbers at high speeds. In the Pacific (where John F. Kennedy was in command of one of these boats) they operated far from the protection of their home bases. In the British raid on St. Nazaire, and during the evacuation of Dunkirk, MTBs closely engaged E-boats in fierce fighting – often at night owing to their vulnerability from air attack. In this account the author includes some excellent photographs to illustrate his text, describing operations in home waters, in the Mediterranean and the Aegean, in the Far East and the Pacific etc. Vessels include Vosper and Fairmile boats as well as American, German and Japanese craft. Illustrated with 30 photographs & 10 maps.

£30.00

{54} Corbett, Sir Julian S. ENGLAND IN THE SEVEN YEARS' WAR.

A STUDY IN COMBINED STRATEGY. 2 Vols., 2nd.ed., 1918. Vol. I : Xi + 476 pp., 10 maps & plans (all cold., 3 fldg.). Vol. II : Vii + 409 pp., 4 maps, charts & plans (3 cold.). Blue cloth ; gilt., 20 x 14cm. Some wear to extremities of binding, o/w V.G.

In 1901 the Naval War College was established in Portsmouth (it later moved to Greenwich and remained there until recently) and Corbett joined a year later as Lecturer in Naval History. Following the success of his *England in the Mediterranean*, he followed it up with this work first published in 1907 ; a study that grew directly out of the lectures at the College. It established Corbett's reputation as a great strategic thinker and Mahan referred to it repeatedly in his own lectures delivered at the US Naval War College. Corbett also used this material to make up his *Naval Strategy* (1911) and takes an intensive and deliberate strategic analysis of the overall conduct of the Seven Years' War, spoken of as the "Maritime War" ; rich in brilliant actions except for the Minorca operation and Byng's subsequent trial and execution. The Seven Year's War (1756-1763), was fought between Great Britain, Prussia, and Hanover on the one side ; France, Austria, Russia, Sweden, Saxony, and eventually Spain on the other – the first global war. The end of the conflict left Britain

supreme in Canada, India and on the seas, with Prussia in possession of Silesia. This second edition was published towards the end of the 1914-1918 war in two small volumes. £100.00

Presentation Copy from the Author to a decorated Army & Navy Surgeon

{55} Corbett-Smith, A. *NELSON : THE MAN. A PORTRAIT STUDY.*

1st.ed., 1926. Xxxi + 364 pp., frontis. D.j., 19 x 14cm. Some loss to spine-head of uncommon dust-jacket (now in a protective sleeve) ; cloth spine faded beneath d.j., with some staining towards edges of boards. GOOD/V.G. Armorial bookplate of Hugh Wansey Bayly, with neat inscription from the author on opposite free endpaper : "For H. Wansey Bayly : A patriot who does not fear to express his patriotism by deed and word. With the cordial good wishes of A. Corbett-Smith. Christmas, 1940." (Bayly was born at Warminster in 1873 and volunteered for service in the South African War as a trooper in the 47th Company, Imperial Yeomanry. He was offered a commission which he refused, whereupon he was appointed 'Civil Surgeon' on the field of battle. He contacted typhoid and was sent to Ceylon to recover, in charge of Boer prisoners. He returned to South Africa and saw further action, coming home to England in 1902 where he worked as a physician in London hospitals and in poor areas of the city. His health broke down and he went to sea with Royal Mail Lines as a surgeon and brought about improvements aboard passenger ships. He served as a surgeon in the Navy at the outbreak of war in 1914 and was at Heligoland and Dogger Bank. In 1915 he transferred to the Army with the rank of Captain and was severely wounded at Flanders. In 1918 he was awarded the M.C. for service at Arras. He remained in medicine after the war and died in Norfolk in 1946.)

A character study of Horatio Nelson examining the man from his desire to go to sea in 1770 to his death at Trafalgar in 1805. Told in narrative form, the author portrays the human side of Nelson's personality and arranges his study into three periods – *Promise 1770-1793. Achievement 1793-1803. And Fulfilment 1803-1805.* An unusual book, complete with its uncommon dust-jacket, and originally owned by a distinguished Army and Navy surgeon who saw action during the Boer War and in the First World War. £60.00

{56} Cordingly, David. *MARINE PAINTING IN ENGLAND, 1700-1900.*

Studio Vista, 1st.ed., 1974. 200 pp., profusely illustrated with plates (19 cold.). D.j., 29 x 22cm. FINE.

Until recent years English marine painting had been surprisingly neglected ; the author being among the first to correct this omission. He examines Dutch influence and the gradual growth of the English school from the early era of Peter Monamy and Samuel Scott, through the Romantic Movement and on to the Victorian period. He explores and illustrates the accurate and detailed work of ex-seamen artists like Nicholas Pocock, Dominic Serres, and Clarkson Stanfield who understood every inch of the rigging ; as well as the great landscape artists who from time to time turned their attention to the sea – Constable and Turner for example. The author also examines the various painting methods and analyses the special problems of marine painting. Generously illustrated including 19 plates in full colour, this is an excellent introduction to English marine art during its finest years, 1700 to 1900. £50.00

{57} Crabb, Brian James. *IN HARM'S WAY. THE STORY OF HMS KENYA, A SECOND WORLD WAR CRUISER.*

Stamford, 1st.ed., 1998. Xii + 238 pp., profusely illustrated with photographs, drawings, maps, etc. Pict. laminated boards. 25 x 19cm. FINE.

The author records the actions of the Fiji class cruiser *HMS KENYA* and her many exploits during WWII as well as her subsequent service up to 1962 when she was broken up. The cruiser took part in the pursuit of the *BISMARCK*, escorted many convoys during which she sank two enemy ships, took part in the clandestine raid on Vaagso in Norway, and endured the hardships of the Russian and Malta convoys – including Operation Pedestal where she sustained major damage to her bows. *KENYA* went on to fight in the Korean War and was decommissioned in 1959. Illustrated with 106 photographs, maps and drawings. £40.00

BOOKQUOTE : "Finishing a good book is like leaving a good friend." Barry Bonds.

{58} Dann, John C. (Ed.) ***THE NAGLE JOURNAL. A DIARY OF THE LIFE OF JACOB NAGLE, SAILOR, FROM THE YEAR 1775 TO 1841.***

1st.ed., New York, 1988. Xxx + 402 pp., 20 cold. plates + many b&w ills ; map e.p's. D.j., 24 x 19cm. FINE.

This important journal came to light in a New York auction in 1982. It describes the life of a sailor who spent 45 years roaming the seas in privateers, merchantmen, and in British men-o'-war during the American Revolutionary and Napoleonic Wars. Jacob Nagle sailed to five continents and met some of the leading figures of his day, including George Washington at the Battle of Brandywine, and Lord Howe and Lord Nelson in the Mediterranean under whom he served. Nagle also sailed in the ships of the Hon. East India Company on their long voyages to India and China. After a long and hazardous life facing the perils of both the sea and the enemy for 45 years, he died peacefully at the age of 80 in Canton, Ohio. This book is beautifully illustrated with 20 coloured plates and numerous text illustrations. £60.00

Important Information on Marryat's Code – Signed Copy

{59} Davidson, A. S. ***MARINE ART & ULSTER. A CHRONICLE OF SAIL, STEAM & FLAG CODES.***

Upton, (Wirral), 1st.ed., 2005. 171 pp., profusely illustrated in full colour. D.j., 32 x 24cm. MINT. Signed by the Author.

In this book from Dr. Davidson he completes a trilogy providing an integrated, topographical and historical account of the 19th century square-riggers and marine artists of North West Britain – The Mersey, Clyde, and now Northern Ireland. This work includes previously unpublished personal and family details of Joseph Semple of Belfast, with a catalogue raisonné of more than 50 of his paintings. The work of lesser-known marine artists are also covered. The author's unique account of the evolution and practical operation of the three main mercantile marine Flag Codes, first published in his 'Liverpool' work in 1986 and long out of print, is extensively updated here, with illustrative examples being produced in colour throughout the book. Appendices provide a comprehensive key to Watson's and Marryat's Ship Numbers (the latter includes a copy of the temporary 'Supplement' in the extremely rare 7th edition of 1840) and the book contains a wealth of information for those interested in Flag Codes, marine art, square-riggers and early steamships. MINT Signed Copy. £100.00

{60} Down, Peter. (Ed.) ***JACKS OF ALL TRADES. OPERATIONAL RECORDS OF TON CLASS MINESWEEPERS & MINEHUNTERS.***

Ton Class Assoc., Needham Market, Suffolk, 2nd ed., Nov. 2012 (first pub. March that year). (iii) + 134 pp., profusely illustrated with photographs + funnel badges (cold.). Pict. c.c., 30 x 21cm. FINE.

The handsome and efficient minesweepers and minehunters of the post-war Ton class will be familiar to many readers, some of their number were assigned to various divisions of the R.N.R., and they served the Royal Navy well from 1953 to 1993. This book provides a summary of the service of each and every ship of the Ton class, primarily compiled from Ship's Logs, Navigational Data Books, and Commanding Officers' Reports of Proceedings. Some of their number were transferred to other navies ; two for example, the former *RENNINGTON* and *LIMINGTON*, served in the Argentine Navy until 2003 and were not broken up until 2005. Built of wood, these vessels were notorious sailers and their crews required strong stomachs even in the slightest swell. However, they were sturdy and flexible vessels and their construction meant they could operate with the lowest possible magnetic field whilst carrying out difficult and dangerous tasks hunting and sweeping enemy mines. Profusely illustrated with photographs and 18 funnel badges in colour. This is a companion volume to *Last of the Wooden Walls* [See No. 106]. SCARCE. £40.00

{61} Drechsel, Edwin. 1886-1986 : A CENTURY OF GERMAN SHIP POSTS.

Pall Mall Stamp Co., for Christie's-Robson Lowe Ltd., Bournemouth, 1st ed., 1987. 114 pp., profusely illustrated with franks, envelopes, photographs, and a map. D.j., 25 x 19cm. Dust-jacket slightly chipped o/w V.G.+.

Sea and Ship Posts as they began in 1886, continue today as a German postal institution, one of three basic ways of handling mail posted on the High Seas. In addition to this UPU-regulated method, a second way, Paquebot Mail, was established in 1894 and is still going strong thanks chiefly to collectors rather than passengers. This is mail posted at sea but with no shipboard handling other than to bundle them together and hand them in at a port where they receive the Paquebot cancel. The final way is High Seas Mail by which letters receive a shipboard mark with the ship or line's name. The author has compiled a fascinating pictorial catalogue and history on German merchant ship posts, profusely illustrated. £30.00

Contemporary Account of the Great Siege of Gibraltar 1779-1783 – Fine Binding Copy

{62} <> Drinkwater, John A HISTORY OF THE LATE SIEGE OF GIBRALTAR. WITH A DESCRIPTION AND ACCOUNT OF THAT GARRISON, FROM THE EARLIEST PERIOD.

Printed by T. Spilsbury and Son, Snowhill ; and Sold by J. Johnson, No. 72, St. Paul's Church-Yard ; T. & J. Egerton, Charing-Cross ; & J. Edwards, No. 102, Pall-Mall. 4th ed., 1790. Xxiv + 356 pp. Engraved chart frontis., (fldg.); + 9 other engraved charts, views, & plans (all fldg.) plus: An Extra Engraved Frontispiece bound in : *Representation of the Siege of Gibraltar, after the Manner of Copley's Painting as exhibited in St. James's Park.* (Pub. by W. & J. Stratford, June 23rd, 1792). Rebound in quarter mottled calf ; green calf title-piece to spine ; gilt ; marbled boards ; edges uncut as published. 30 x 24cm. Binding : MINT ; Contents : a little foxing but overall an exceptionally crisp copy protected by uncut edges – FINE.

Colonel John Drinkwater (afterwards Drinkwater-Bethune) first published the work for which he is best remembered in 1785. It had reached a third edition a year later, and Greenwich has this copy of the 4th edition of 1790. It was common practice for other towns and cities outside London to pirate or reprint books produced in the capital. A Dublin edition of 1793 is a case in point, based on the original 2nd edition of 1785. Drinkwater was an eyewitness of the siege of Gibraltar (and also of the Battle of St. Vincent in 1797 of which he later wrote an equally important account). From June 24, 1779 to February 7, 1783, Gibraltar sustained a siege at the hands of a combined French and Spanish force. This was the period of the American Revolutionary War and although the enemy possessed powerful floating batteries they were unable to make any impression on the British defences. During the course of the siege the garrison, under the command of General Elliot, were several times reinforced and re-victualled by the Royal Navy running the gauntlet of the blockade. John Drinkwater (1762-1844) was an ensign in the Royal Manchester Volunteers which he joined c.1777. He was stationed on Gibraltar during these stirring events and returned to the Rock as a captain in 1787. His celebrated account of the siege was compiled from daily observations noted on the spot, and also from other eye-witness observations from his companions. Illustrated with ten engraved folding plans, charts and views – plus an extra engraved contemporary plate - the author provides a vivid account that has stood the test of time. He describes in detail events from the moment communication between Gibraltar and Spain were interrupted and a Spanish squadron appeared off the Rock ; to the last enemy gunboat attack with the Spanish withdrawal from their batteries and the signing of a Peace. Four appendices provide in addition a general return of casualties, expenditure of ammunition during the siege, the price of provisions, and proportions of prize money. FINE Binding with Extra Plate. £750.00

{63} Drummond, John D.

H.M. U-BOAT. 1st ed., 1958.

228 pp., frontis + 14 other photo-plates. D.j., 22 x 15cm. Torn dust-jacket (in protective plastic sleeve) o/w V.G.

Hitler considered his U-boat fleet to be of such importance that he ordered every U-boat loss to be reported to him immediately. In August 1941, however, there was a loss which Doenitz

could not explain – *U.570* had suddenly vanished without trace. Some time later German Naval Intelligence was receiving alarming reports of a “ghost” U-boat operating with her sisters. In fact *U.570* had been captured by British aircraft – one of only two U-boats to surrender before they were defeated – and she was now collecting vital intelligence for the Admiralty as *HMS GRAPH*. On one occasion she even managed to sink an unsuspecting U-boat. This is the first account of this remarkable episode in the war at sea. £30.00

{64} Duffy, Michael. & Morriss, Roger. (Eds.). *THE GLORIOUS FIRST OF JUNE 1794. A NAVAL BATTLE AND ITS AFTERMATH.* University of Exeter Press, 1st.ed., 2001. (Vi) + 179 pp., 21 ills. Pict. c.c., 22 x 15cm. FINE.

Howe’s victory off Brest in June 1794 was the first great naval engagement with France in the long wars ahead (1793-1815). Both the French and the English considered it to be the hardest-fought battle of the 18th century. It was hailed as a British victory, as indeed it was, six French ships-of-the-line lay off Spithead to prove the point, and a seventh had been sunk, but it was a strategic failure inasmuch as the vital American grain convoy the French fleet was escorting managed to take advantage of the confusion and slip into Brest. This is the first notable study since Oliver Warner’s book of the early 1960s, and is based on the proceedings of a bicentennial conference held at Greenwich in 1994, augmented by an extended version of Dr. Duffy’s paper read at the Anglo-French conference at Brest in 1998. The last two chapters are both interesting and unusual as they deal with the battle as seen through contemporary art, theatre, memorials and relics. £25.00

{65} Dunbaugh, Edwin L. & Thomas, William duBarry. *WILLIAM WEBB : SHIPBUILDER.* Webb Institute of Naval Architecture, Glen Cove, New York, 1st.ed., 1989. Xiv + 240 pp., frontis + 62 other photo-ills, paintings (2 cold.), plans (2 fldg.) &c. D.j., 28 x 22cm. Dust-jacket, V.G., is slightly faded and with a few closed tears to edges but the book itself is FINE.

A century or so ago a remarkable man, William Henry Webb, founded an equally remarkable institution in the United States – the Webb Institute of Naval Architecture. Webb has been hailed by some as the greatest shipbuilder of the 19th century, an era that saw the development of the clipper ship, the steam-propelled vessel, and the ironclad. On all these types Webb imposed his genius. He gained an international reputation for the number, size and quality of ships that he built at his New York City shipyard, but an even higher name for his innovative designs. This book tells the story of William Webb and the 135 square-riggers and steamers he built. Webb worked as an apprentice shipwright from 1831 to 1840 and became a shipbuilder in the latter year. Of particular interest is the clippers he built between 1850 and 1856, his contribution during the American Civil War 1861-1865, and his early steamers. There is a detailed list of every vessel that was launched from his yard, including pre-clippers (5), extreme clippers (5), medium clippers (7), full-riggers (4), packet ships (45), barques (12), barquentines (1), brigs (5), schooners (5), sloops (2), plus a variety of steamers both merchant and naval. Amongst the 63 illustrations there are coloured plates of the clipper *CHALLENGE* and the extreme clipper *YOUNG AMERICA* ; and two folding plans showing the lines of the *CHALLENGE* and that of the sailing packet *YORKSHIRE*. £150.00

{66} Dunmore, Spencer. *LOST SUBS. FROM THE HUNLEY TO THE KURSK, THE GREATEST SUBMARINES EVER LOST – AND FOUND.* Oxford & Toronto, 1st.ed., 2002. 176 pp., profusely illustrated with photographs (chiefly cold.). D.j., 26 x 24cm. FINE.

Submarine losses from the Confederate submarine *H. L. HUNLEY* sunk during the American Civil War and found in 2000, to the Russian nuclear submarine *KURSK* which exploded and sank in the Barents Sea four days after the remains of *HUNLEY* were discovered. Submarine

losses in between include the *USS SQUALUS*, *HMAS AE2*, *HMS PERSEUS*, *USS WAHOO*, and *HMS THETIS* etc. The book is beautifully illustrated with a wealth of photographs and artist's impressions, chiefly in colour, depicting 136 years of submarine events. £35.00

{67} Eames, Aled. ***SHIPS AND SEAMEN OF ANGLESEY, 1558-1918. STUDIES IN MARITIME AND LOCAL HISTORY.*** The Anglesey Antiquarian Society, 1st.ed., Llangefni, 1973. 674 pp., 50 photo-plates, 6 other ills & plans, & 4 maps (1 fldg.). D.j., 22 x 15cm. Spine of dust jacket slightly faded o/w FINE.

The island of Anglesey on the coast of North Wales has a long and interesting association with the sea spanning many centuries. The late Aled Eames examines the Elizabethan and early Stuart merchants and seamen of Anglesey ; war off the island's coast 1642-1660 ; legal and illegal shipping 1660-1786 ; the beginnings of a naval tradition during the Nelson era ; the firm of William Thomas & Sons of Amlwch ; shipwrecks and rescues around the coasts of Anglesey ; the fishermen of the island ; Anglesey as a playground for yachtsmen ; war at sea 1914-1918 ; etc. The author also recalls merchants and pirates of the 16th century ; smugglers and traders of the 17th century ; the coastal trade of the 18th century ; the deep-sea square-riggers of the 19th century, with maritime activity up to the end of the First World War. Illustrated with rare photographs, plans, and drawings to which are added valuable fleet lists, the book is largely based on hitherto unpublished papers and documents. £65.00

An English Cabin Boy Shipwrecked on the Coast of Madagascar in 1686

{68} Everard, Robert. ***A RELATION OF THREE YEARS SUFFERINGS OF ROBERT EVERARD, UPON THE COAST OF ASSADA NEAR MADAGASCAR, IN A VOYAGE TO INDIA, IN THE YEAR 1686. AND OF HIS WONDERFUL PRESERVATION AND DELIVERANCE, AND ARRIVAL AT LONDON, ANNO 1693.*** Bound extract from Vol. VI of *Churchill's Collection of Voyages & Travels*. N.D. (1746). 26 pp. Qtr. black pebble-grained cloth ; marbled boards ; hand-written paper title-piece to upper corner of folio board (binding late 19th / early 20th century). 36 x 23cm. Binding V.G., Contents Nr.FINE.

This interesting extract comes from the third edition of Churchill's *A Collection of voyages and travels, some now first printed from original manuscripts, others now first published in English : In six volumes ...* London : printed by assignment from Messrs. Churchill, for Henry Lintot ; & John Osborn, at the Golden Ball in Pater-noster Row [1744-1746] which was first published in 1732. The Everard narrative is obviously not a translation, and there is no evidence that it had previously been published. As far as can be ascertained it was taken from an original manuscript and first published in 1732 and so was probably about 40 years old when it first appeared in print. There is some evidence to suggest that Robert Drury, a specialist in voyages who was intimate with printers and booksellers and whose *Journal* was published in 1729, may have had access to the Everard manuscript. It has been speculated that Daniel Defoe (who died in April 1731 and whose great library went to auction in November that year) may have owned the manuscript and that it only came to print in 1732 owing to his death and the dispersal of his books and manuscripts. No one quite knows where the island of Assada is today, although its name was important in the 17th century as attempts were made to form a colony there. The narrative deals primarily with Everard's experiences on his voyage, and hangs together very consistently, with numerous references to men, ships and places which check out. Here is an account of a European in distress among hostile savages but it is not a polished, sophisticated account for Everard was a simple cabin boy who found himself shipwrecked on a hostile shore where his presence was

barely tolerated. Everard, as a youth, had sailed in the *BAUDEN* for India from the Downs, and on his return voyage his ship is lost on or near the coast of Madagascar and he was made a slave. He finally leaves Madagascar after almost three years in an Arabian slave ship and fortunately, at Muscat, falls among Englishmen when he hears his native tongue which he had almost forgotten, and is rescued and eventually arrives home at Blackwall where he is greeted by his father to the great joy of them both. An important and historic account of shipwreck during the 17th century. SCARCE. £100.00

Privately Circulated – Not on Sale to the Public

{69} Ewerth, Hannes. & Neumann, Peter (Eds.) *SILENT FLEET. THE GERMAN AND SWEDISH DESIGNED SUBMARINE FAMILY.* [Hamburg ?], 3rd ed., 2003. (English text). “Not for public sale and therefore has a very limited circulation.” 180 pp., profusely illustrated with photographs & flags (chiefly cold.) D.j., 25 x 19cm. FINE.

This book traces the link between German and Swedish submarines, starting in Kiel where the first German submersible was built, extending into a study of the submarines, shipyards, shipbuilding, research and design from the first U-boats to the modern German and Swedish designs built for many foreign navies – Argentina, Australia, Brazil, Chile, Colombia, Denmark, Ecuador, Greece, India, Indonesia, Israel, Italy, Norway, Peru, Poland, Singapore, South Africa, South Korea, Turkey, Venezuela – in addition to Germany and Sweden themselves. Dealing chiefly with modern submarines, the book provides much detail and data in addition to hundreds of excellent coloured photographs. VERY SCARCE. £60.00

{70} Fell, Captain W. R. *THE SEA OUR SHIELD.* Cassell, 1st ed., 1966. 232 pp., 33 photo-plates, 5 maps & 2 diagrams. D.j., 22 x 14cm. V.G.

The author produced the Royal Navy’s first human torpedo or chariot which he designed for use against the *TIRPITZ* which was sheltering in her fortress in occupied Norway. This book tells of his life in British submarines and his wartime career from anti-U-boat patrol off the Irish coast, to the final defeat of the Japanese in the Pacific. Captain Fell’s more sensational exploits included the evacuation of troops from Norway in unarmed fishing boats, and an attempt to sail a 6,000-ton fireship into Boulogne. Essentially it is the story of the development and operation of the human torpedo and its successor, the X-craft or midget submarine. Illustrated with 33 photographs, 5 maps and 2 diagrams. £25.00

{71} Fenton, R. S. *MERSEY ROVERS. THE COASTAL TRAMP SHIP OWNERS OF LIVERPOOL AND THE MERSEY.* WSS, Gravesend, 1st.ed., 1997. 344 pp., profusely illustrated with photographs + 8 pp. of flags & funnels (cold.). D.j., 25 x 19cm. FINE.

Notwithstanding its status as a world port, the coastal trades were important to Liverpool and by the mid-19th century the port handled a third of the goods being shipped by coaster around Britain and Ireland. In addition to Liverpool itself, minor Mersey ports played a significant role – Frodsham, Warrington, Weaver ports, Runcorn, Weston Point, Widnes, Garston, Ellesmere Port, Bromborough, Port Sunlight, etc. In this highly-detailed study the author examines the rise of the steam coaster, the steam and motor vessels of the Mersey, the lure of Liverpool and steam ship building on the Mersey. Profusely illustrated with photographs and 8 pages of flags & funnel colours, he goes on to cover the coaster owners of the region, each with a full and detailed Fleet List. Owners include William Cooper, Joseph E. Fisher, Richard Hughes, Henry Seddon, Zillah, Edward Nicholson, Mountwood Shipping, Manchester, Liverpool & North Wales Steamship Co., etc. The definitive study of the coastal tramp ship owners of the Mersey and their fleets. FINE copy. £45.00

{72} Finch, George E. *TIFFY. THE AUTOBIOGRAPHY OF A NAVAL ENGINEER.* Square One Pub., Worcester, 1st.ed., 1991. 211 pp., many photo-ills. D.j., 24 x 16cm. FINE.

George Finch (d.1994) describes his life as a lad in the 1930s when he entered the Royal Navy to be expertly trained in a world of strict discipline the likes of which is unheard of today. He describes the hardships and hazards of a Tiffy's life but also the fun and amusement of a career at sea. Highlights include *HMS CYCLOPS* at Malta ; the first clouds of war in 1934 ; Civil War in Spain ; outbreak of the Second World War in 1939 ; the damage to *HMS BELFAST* by mine ; diving training at Whale Island ; service aboard the battleship *King George V* ; the surrender of the Italian Fleet ; a flying training course with the RAF ; mine searching in Plymouth Sound &c. £25.00

{73} Finch, Roger. *THE SHIP PAINTERS.* Lavenham, 1st.ed., 1975. 136 pp., 148 ills (some cold.). D.j., 30 x 18cm. FINE.

A study of the 'Pier-Head' marine artists and their work, the name given by seamen to the painters who supplied them with portraits of their ships from the quayside. A century ago these pictures changed hands for a few shillings each, but today they are eagerly sought-after by private collectors and museums. The author gives biographical details of over one hundred artists and explains the techniques they employed as they unknowingly recorded the final glorious century and a half of sail. Illustrated with 148 pictures, some in colour, taken from both public and private collections with many appearing here for the first time. Includes square-riggers both deep-sea and coastal. FINE copy. £40.00

{74} Forester, C. S. *NELSON.* FIRST EDITION, 1929. (iv) + 265 + 6 (advt.) pp., port. frontis. Blue cloth ; gilt ; fore & lower edges uncut. 22 x 15cm. Spine & part of rear board faded (gilt bright) ; lacks half of (blank) front free endpaper o/w V.G.

This is a copy of the first edition of a factual biography of Admiral Nelson by the author of the fictional 'Hornblower'. There is no doubt that Forester drew his inspiration for Hornblower from Nelson. The narrative is very good save perhaps for the rather abrupt ending. The first English edition is more attractively printed than the American edition also published in 1929, although it contains one single plate as a frontispiece only, being a full-length portrait of Lord Nelson by Hoppner. £40.00

{75} Forester, C. S. *THE NAVAL WAR OF 1812.* 1st.ed., 1957. 255 pp., frontis., + 11 other plates & map e.p's. D.j., 22 x 14cm. Spine of d.j. faded & with small 'Blue Peter' drawn, o/w V.G.

Forester's factual study of the Naval War of 1812 - the conflict between Great Britain and the United States. The engagements consisted largely of single frigate actions, many brilliantly fought on both sides. The war came about owing to the British practice of stopping and searching American ships for British deserters. If the manning crisis was particularly critical, some captains did not hesitate to press non-British seamen too, and there were cases of British warships violating American territorial waters if in hot pursuit of a French man-o'-war. The Royal Navy had been at war with France and her allies since 1793 and was stretched to the limit. It could not afford to deploy a sufficient force to fight another war with a country that Britain felt little or no animosity for. America built a number of superb frigates and had the advantage of fighting often in sight of their own coast. They were manned by brave sailors and the war witnessed many exciting and hard-fought actions. The story of this short but action-packed conflict is graphically described. £35.00

BOOKQUOTE : "There is no friend as loyal as a book." Ernest Hemingway

{76} Gardiner, Leslie.

THE BRITISH ADMIRALTY.

Edinburgh & London, 1st.ed., 1968. (viii) + 418 pp., 20 photo & other plates. D.j. 22 x 14cm. FINE.

The first comprehensive study of the British Admiralty from the earliest times to the 1960s telling its story down through the Armada period, the Commonwealth and so to Pepys ; continuing down the years through the Georgian and Victorian eras and through two World Wars and their aftermath. Along the way the book contains a number of entertaining anecdotes, including accounts of eccentric naval officers who thrived in the more remote corners of the Empire. The captain, for example, who ran short of fodder when warships carried livestock, so he fitted his sheep with green spectacles and fed them wood shavings. Then there was the captain who was so disgusted with the meagre paint allowance allowed him by their Lordships, that he enquired of them which *side* of his ship would they like him to paint ? These and other amusing anecdotes are to be discovered among the more serious aspects of this absorbing and entertaining study. Exceptionally FINE copy. £40.00

{77} Giese, Otto. & Wise, Capt. James E.

SHOOTING THE WAR.

THE MEMOIR AND PHOTOGRAPHS OF A U-BOAT OFFICER IN WORLD WAR

II. 1st.Eng.ed., Barnsley, 1994. Xvi + 290 pp., many photo-ills. D.j., 23 x 16cm. Nr.FINE.

First published in the USA, this book is based on the war diary of Otto Giese, a former German naval officer whose career began with the dawning of World War II as a junior officer aboard the ocean liner *SS COLUMBUS*. After the liner was scuttled, and further service blockade running, he was transferred to U-boats. Upon Germany's surrender, Giese and his companions remained deep in the jungle of Malaya until captured by the British and imprisoned in the infamous Changi Jail. His submarine exploits were carried out in *U.505* and *U.181* from polar seas to Singapore and other remote corners of the world. Illustrated with over a hundred personal wartime photographs. £25.00

{78} Gillett, Ross. & Jeffery, Vic.

THE ROYAL NAVY IN AUSTRALIA 1900-

2000. Liskeard, 1st.ed., 2002. 128 pp., profusely illustrated with large photographs. D.j., 28 x 21cm. Nr.FINE.

The naval history of Australia is interwoven with that of the Royal Navy from the discoveries of Captain Cook onwards, and there remains a close bond between the Royal Australian Navy and the Royal Navy. This book celebrates that friendship and close ties in a photographic collection drawn from many sources, both public and private, over the course of a century. Each large photograph is accompanied by a brief caption. Ships include battleships, battlecruisers, cruisers, aircraft carriers, destroyers, frigates, submarines, gunboats, RFA vessels, etc. £25.00

{79} Goodhart, Philip.

FIFTY SHIPS THAT SAVED THE WORLD :

THE FOUNDATION OF THE ANGLO-AMERICAN ALLIANCE. 1st ed., 1965. Xi + 267 pp., map e.p's. D.j., 22 x 14cm. Name scribbled through on endpaper, o/w Nr.FINE.

In the summer of 1940 the British people stood ready to meet a German invasion but those in command knew there were not enough guns, ships or aircraft available. The most urgent problem facing Churchill and his Ministers was the shortage of destroyers. The only country in the world with a surplus was America, where fifty old First World War destroyers lay idle. The legal and political difficulties were great and the destroyer transfer became one of the main battlegrounds in US politics. Churchill's success was a defeat for America's isolationists and the foundation of the Anglo-American Alliance. In exchange for the fifty vital destroyers, the Royal Navy transferred naval base sites. In this American study, the author examines the delicate negotiations and the subsequent role of the rusty top-heavy destroyers that sailed so successfully under the White Ensign. £25.00

{80} Goodman, Syd. *PORTSMOUTH WARSHIPS 1900-1950.*
Tiverton, Devon, 1st.ed., 1998. 151 pp., profusely illustrated with photographs. D.j., 30 x 21cm. FINE.
The author's remarkable photographic library contains over 40,000 naval photographs amassed by him and his family over the course of a century. From this rich source Syd Goodman has selected more than 180 photographs to show the warships of the Royal Navy associated with Portsmouth during the first half of the 20th century. The author's personal stories attached to each picture enrich the book which includes Nelson's *VICTORY* when still afloat ; pre-dreadnought battleships, dreadnoughts, battlecruisers, cruisers, aircraft carriers, destroyers, frigates, sloops, and other surface vessels from the Victorian era to post-war days.
FINE copy. £30.00

{81} Graham, Gerald S. & Humphreys. R. A. (Eds.). *THE NAVY AND SOUTH AMERICA, 1807-1823. CORRESPONDENCE OF THE COMMANDERS-IN-CHIEF ON THE SOUTH AMERICAN STATION.* Navy Records Society, 1st.ed., 1962. Xxxiv + 394 pp., frontis., + 1 other map. Blue/white buckram ; gilt. 23 x 16cm. V.G.+.
An interesting selection of correspondence from five Commanders-in-Chief and their subordinates on the South American station between 1807 and 1823. The five officers in command on the station were Sir William Sidney Smith 1807-1809 ; Vice-Admiral the Hon. Michael de Courcy 1809-1812 ; Rear-Admiral Manley Dixon 1812-1815 ; Commodore William Bowles 1816-1819 ; and Trafalgar veteran, Commodore Sir Thomas Masterman Hardy 1819-1823. These important letters cover the high-days of naval diplomacy in South American waters ; an era that finally ended with the Battle of Ayacucho in 1824, setting the seal on the independence of former Spanish America.
£35.00

{82} Grainger, John D. (Ed.). *THE ROYAL NAVY IN THE RIVER PLATE, 1806-1807.* Navy Records Society, 1st.ed., 1996. Xiv + 384 pp. Blue cloth ; gilt. 23 x 15cm. Nr.FINE.
Events in South American waters over a period of less than two years between March 1806 and January 1808 – with the main events occurring between June 1806 and July 1807. During this period the Royal Navy assisted British troops with five amphibious landings and three assaults on Spanish cities – two highly successful, one a complete failure. Whilst at the Cape, Sir Home Popham took it on himself to sail for the River Plate with the assistance of the governor who lent him a regiment of infantry. Popham collected reinforcements at St. Helena, landed the army on the south shore of the Plate estuary, and Major-General Beresford bluffed his way to the capture of Buenos Aires. This gain was quickly lost, reinforcements arrived from the Cape, and Popham was called home to explain himself and was replaced by Rear-Admiral Charles Stirling who assisted in the capture by siege of Montevideo. Rear-Admiral Sir George Murray, en route for Chile via the Cape and Botany Bay, was diverted to the Plate with other troops, but a grand assault on Buenos Aires was defeated and the British made a dignified exit. These remarkable and generally little-known events are described in detail and based on contemporary letters and documents. £30.00

{83} Green, G. Colman. *THE NORFOLK WHERRY : ITS CONSTRUCTION, EVOLUTION AND HISTORY. TIMBERS OF OAK, GRACEFUL OF FORM, DESIGNED FROM THE HEART.* Geo. R. Reeve, Wymondham, Norfolk, 2nd ed., revised, 1953. Xi + 50 + (iv) + 12 (Supplement) pp., frontis., + 14 other plates + 26 drawings & diagrams (1 fldg.). Blue boards ; black lettering. 23 x 15cm. Slight discolouring of binding o/w V.G.
First published by the Model Yachting Association in 1937, this revised post-war edition contains added illustrations. For over a hundred years the Norfolk wherry sailed Norfolk's marshes, broads and rivers ; no Broadland scene was complete without a graceful wherry

carrying goods along smooth inland waters of Norfolk and Suffolk. In this book the construction, fittings, rig and sails, are examined, described and illustrated. A Supplement of 14 halftone engravings, plus 26 drawings, etc., make this particularly useful for model-makers. The author also provides local nautical terms, a list of contemporary wherries, and tales of the Norfolk Broads. SCARCE. £75.00

{84} Gregory-Smith, R.N., DSO*., DSC*., Captain Frank. *RED TOBRUK. MEMOIRS OF A WORLD WAR II DESTROYER COMMANDER.* Barnsley, 1st.ed., 2008. Viii + 200 pp., 29 photo-plates. D.j., 24 x 16cm. FINE.

The author was in command of the destroyer *HMS ERIDGE* from late 1940 to August 1942. His war began on-board another destroyer however, *HMS JAGUAR*, and he saw action off Norway, in the North Sea, and during the Dunkirk evacuation when *JAGUAR* was loaded with troops and was attacked by German aircraft with the loss of 25 men. Given command of the new escort destroyer *ERIDGE* – her only captain – he was sent to the Eastern Mediterranean to begin 18 gruelling months escorting convoys to Tobruk and Malta under frequent German aircraft attack. “Red Tobruk” was the warning they received from Tobruk radar station to say that attack was imminent. *ERIDGE* fought off countless assaults and took part in the Battle of Sirte when a powerful Italian fleet was driven off. She also sank *U.568* in May 1942. In August that year she was torpedoed by an Italian MTB, towed to Alexandria under constant air attack, but was found to be beyond repair. During this period the author was awarded two DSOs and a DSC. £25.00

{85} Grove, Eric J. *THE PRICE OF DISOBEDIENCE : THE BATTLE OF THE RIVER PLATE RECONSIDERED.* Stroud, 1st.ed., 2000. Ix + 182 pp., 21 photo-plates + several ills in text. D.j., 24 x 16cm. FINE.

Kapitän Hans Langsdorff, in command of the Nazi pocket battleship *GRAF SPEE*, was 45 years-old when he fought at the River Plate in 1939, a torpedo specialist and a decorated First World War veteran. His opposing number in the battle was Commodore Henry ‘Bobby’ Harwood, aged 51, also a torpedo specialist, as well as being the Royal Navy’s leading theoretical expert on tactics for dealing with enemy commerce raiders. Both men were well matched and fate brought them together in December 1939 in a deadly duel in the South Atlantic. Professor Grove examines why Langsdorff chose to disobey orders and engage Harwood’s force of three British cruisers? Mauled and out-maneuvred, why did Langsdorff seek shelter in British-friendly Uruguay, instead of German-friendly Argentina only a few miles distant? And the ultimate question. Why did the German captain not attempt an escape across the La Plata estuary under the cover of darkness instead of scuttling his ship in full view of the watching world? The author examines the evidence and reaches some intriguing conclusions. Illustrated with a number of interesting contemporary photographs. £40.00

{86} Haines, Gregory. *GUNBOATS ON THE GREAT RIVER.* 1st.ed., 1976. X + 181 pp., map frontis + 27 photo-plates. D.j., 24 x 16cm. Nr.FINE.

From the naval expedition to China in 1842, until the Japanese attack on Pearl Harbour almost a hundred years later, the Royal Navy maintained a force of gunboats on the Yangtze Kiang. This is the story of that force – the ‘Hankow Flotilla’ – and of the officers and men who patrolled China’s great river carrying the White Ensign hundreds of miles inland and protecting British interests. Part I examines the Yangtze, British gunboats, and the various Treaties governing British policy. Part II covers the troubles at Wanhsien (1919-1926), Hankow and the Chen/O’Malley Agreement of 1927, Nanking and the ascendancy of Chiang Kai Shek, events at Shanghai, the Royal Navy’s rescue operation of British subjects by its

gunboats following further unrest in China and the invasion by the Japanese, co-operation between the Royal Navy and the U.S. Navy including the sinking of the American gunboat *USS PANAY* after being bombed by Japanese aircraft in 1937. Contains some remarkable photographs of the rapids on Chinese rivers, plus historic views of gunboats including *GANNET*, *SANDPIPER*, *COCKCHAFER*, *GNAT*, *MANTIS*, *BEE*, *LADYBIRD*, *APHIS*, *SCARAB*, *CRICKET*, etc. A Near-FINE copy. £45.00

Sea-going Experiences of Midshipman Basil Hall between 1802 and 1811

{87} Hall, Captain Basil. *THE MIDSHIPMAN ; BEING AUTOBIOGRAPHICAL SKETCHES OF HIS OWN EARLY CAREER, FROM FRAGMENTS OF VOYAGES AND TRAVELS BY CAPTAIN BASIL HALL, R.N., F.R.S.*

Bell & Daldy, 1862. Xvi + 414 + 4 (adv.) pp. Re-bound in red faux leather ; original morocco title-piece to spine ; t.e.g., other uncut. 14 x 9cm. Binding : FINE. Internally Nr.FINE. Pictorial bookplate of A. Eterman. (A galleon at sea).

Captain Basil Hall, Royal Navy (1788-1844) was a naval officer, author and traveller who entered the Navy in 1802 aboard the *LEANDER* (50 guns), then fitting for the flag of Sir Andrew Mitchell as commander-in-chief on the North American station. He was present at the *LEANDER'S* capture of the *VILLE DE MILAN* on 23 February 1805, and continued in the ship until the admiral's death in the spring 1806. Sir George Berkeley, who succeeded to the command, shortly afterwards, transferred his flag to the *LEOPARD*, taking Hall and other officers with him. In March 1808 the *LEOPARD* returned to England, and Hall, after passing his examination, was promoted on 10 June to lieutenant of the *INVINCIBLE*, from which he was very shortly moved at his own request into the *ENDYMION*, one of the finest British frigates – under the Hon. Thomas Bladen Capel – which in October was sent to Corunna, conveying reinforcements for Sir John Moore. The author continued afloat, almost without intermission, till 1824. He thereafter wrote numerous books and papers and died at Haslar Naval Hospital in 1844. This book concerns his early life as a midshipman and lieutenant, describing his meeting with Lord Duncan, the midshipmen's berth in the *LEANDER*, cockpit discipline, Bermuda in peacetime, anecdotes of Lord Nelson and Lord St. Vincent, old midshipmen, mast-heading, New York, loss of the *ATALANTA*, a naval engagement, prize money, appointment to *INVINCIBLE*, life aboard *ENDYMION*, Sir John Moore's death, Peninsula campaign, etc., etc. An attractive copy and a vivid account of a young officer's lot during the Napoleonic War. £100.00

{88} Hall, Keith. *H.M.S. DEFIANCE. DEVONPORT'S SUBMARINE BASE.*

The History Press, Stroud, 1st. ed., 2008. 96 pp., profusely illustrated with photographs & plans. Pict. c.c., 24 x 16cm. FINE.

The definitive pictorial history of the 622 acre Devonport submarine base with its 25 tidal basins, 5 basins, and 12 graving docks. Between the end of the First World War and 1961 when the 2nd Submarine Squadron (A and T class submarines) and their depot ship, *HMS FORTH* arrived, Plymouth had not based a submarine squadron. The author, with the aid of unpublished photographs and plans, describes the history of *HMS DRAKE*, Devonport's naval barracks, and *HMS DEFIANCE*, completed as a shore base in 1978. £20.00

{89} Hampshire, A. Cecil. *THE BEACHHEAD COMMANDOS.*

William Kimber, 1st.ed., 1983. 208 pp., 25 photo-plates & 4 maps. D.j., 24 x 15cm. V.G.+.

Spearheading British assault waves in every Allied invasion of World War II were parties of khaki-clad Royal Navy officers and ratings whose principal tasks were to secure the beach-head in the face of enemy defensive fire, and direct and control the arrival of successive

waves of landing craft bringing ashore the main body of fighting troops and their equipment. Above the famous Combined Operations badge on the shoulders of their battledress they wore a special flash which bore the words *R. N. Commando*. This is their story. Royal Navy Commandos took part in combined ops in Madagascar, Dieppe, North Africa, Sicily, Salerno, Anzio, northern Italy, Adriatic, on the steaming disease-ridden Arakan coast of Burma, and finally on the Normandy beaches. Their story is hitherto untold ; few even realize they existed. Illustrated with 25 photographs and 4 maps. £20.00

The Manchester Ship Canal Movement – the Deluxe ‘Souvenir’ Edition

{90} Harford, Ian. *MANCHESTER AND ITS SHIP CANAL MOVEMENT. CLASS, WORK AND POLITICS IN LATE-VICTORIAN ENGLAND.* Ryburn Pub., Keele University Press, 1st ed., 1994. The De-Luke ‘Souvenir’ Edition. 192 pp., profusely illustrated with photographs & contemporary reproductions. Dark green cloth ; gilt ; green cloth slip-case with cold. picture mounted. 29 x 22cm. FINE.

The author makes a completely new approach to the history of the Manchester Ship Canal by setting its origins in the social, economic and political upheavals of the 1880s and 1890s. Dr. Harford’s well-illustrated and carefully researched study was published to coincide with the centenary of the ship canal which opened in 1894. He examines the Lib-Lab alliance forged between large-scale manufacturing capital, trade unions and co-ops. The unfolding relationship between private enterprise and local government over the financing of a major engineering project which would bring cotton and other goods into the heart of Manchester and by-pass the cost of relying on the Port of Liverpool. FINE copy in slip-case of the deluxe ‘Souvenir’ edition (the ordinary edition was published in card covers). £100.00

{91} Harris, Wendy. *THE ROGUE’S YARN. THE SEA-GOING LIFE OF CAPTAIN H. K. ‘JOE’ ORAM.* 1st.ed., 1993. (Vii) + 243 pp., 26 photo-plates. D.j., 24 x 16.cm. FINE.

The remarkable life of Captain Oram who had the misfortune to be caught up in three major submarine disasters before the outbreak of the Second World War - but the fortune to survive each one. He will always be remembered as one of only four survivors out of 103 men trapped aboard the *THETIS* at the bottom of Liverpool Bay during sea-trials in 1939. Joe Oram trained for a sea-life aboard the Thames training ship *HMS WORCESTER* around the turn of the last century. He first went to sea in the Merchant Service and twice rounded the Horn in the famous clipper *PORT JACKSON*. Eventually he entered the Royal Navy where he spent 33 years and became Captain (S) 5th Flotilla, *HMS DOLPHIN*. His passion for submarines led him to being aboard *L.12* when she was in collision with *H.47* in 1929. These and other incidents during an interesting naval career are told here including accounts of early submarine training, life at Invergordon, on the China station, and active service during the Second World War. £25.00

{92} Harvey, W. J. *CORY TOWAGE LTD. A GROUP HISTORY.* World Ship Society., Gravesend, 1st.ed., 2000. 224 pp., profusely illustrated with photographs + flags & funnels (some cold.). Pict. laminated boards. 30 x 21. FINE.

History and pictorial Fleet List of the Cory group of tug companies. In addition to the tugs there is a cameo of their colliers, and a barge overview in an appendix. Includes the Mersey tugs of the Rea family, Bantry Bay Towing Co., Clyde Tugs, Commonwealth Steam Tug Co., Cory, King Towage Ltd., Mil Tug & Salvage Ltd., Grangemouth & Forth Towing Co., Smit & Cory International Port Towage Ltd., Eastern Canada Towing Ltd., Shetland Towage Ltd., Irish Tugs Ltd., Lambert Brothers Shipping & Irish Tugs Ltd., Shannon Tugs Ltd., etc. Following the History of the Cory Group the author provides an illustrated Fleet List of 183

owned tugs, 62 managed tugs, 30 chartered tugs, and 134 vessels owned by subsidiary and associate companies. Profusely illustrated with photographs. FINE copy. £60.00

{93} Hawkins, Clifford W. ARGOSY OF SAIL. A PHOTOGRAPHIC HISTORY OF SAIL. 1st.ed., Auckland, 1980. 184 pp., almost 200 sepia photographs. D.j., 28 x 22cm. Nr.FINE.

A photographic record and tribute to the vast range and variety of sailing vessels from the primitive catamarans of the Negombo fishermen of Sri Lanka, to the sophisticated square-riggers of the clipper-ship era. The book contains almost 200 photographs collected over the course of nearly 50 years spent 'pursuing sailing ships with a camera'. As well as capturing vessels large and small under sail, the author provides on-board photographs of crews working their ships with fine portraits of men of the sea. Includes square-riggers owned by Gustav Erikson before the Second World War. £45.00

{94} Haws, Duncan. MERCHANT FLEETS (16) : ELLERMAN LINES. Hereford, 1st.ed., 1989. 203 pp., profusely illustrated with scale line drawings. Pict. c.c., 23 x 15cm. Covers slightly faded o/w Nr.FINE.

Seven major founding Companies came together to form Ellerman Lines, between them they owned 624 vessels and chartered many more. This book describes 670 ships illustrated by 294 scale profile drawings. A history of Ellermans, followed by Fleet Lists with data, career histories, re-naming of vessels, etc., includes City, Papayanni, Hall, Westcott & Laurence, Ellerman City Liners, Bucknall, and Cunard-Ellerman. This number is becoming increasingly SCARCE. Near-FINE copy. £30.00

{95} Haws, Duncan. MERCHANT FLEETS (20) : ELDER DEMPSTER LINES. Hereford, 1st.ed., 1990. 174 pp., 240 profile drawings. Pict. c.c., 23 x 15cm. FINE.

Elder Dempster was a Liverpool shipping company trading from the Mersey to West African ports with a fleet of passenger liners and cargo vessels. All of their 514 sea-going ships are described in this detailed illustrated Fleet List. There are 240 scale profile drawings covering 492 vessels. The 24 vessels left out are some minor 19th century vessels, tugs and barges. FINE copy. £25.00

{96} Haws, Duncan. MERCHANT FLEETS (23) : CANADIAN PACIFIC. Hereford, 1st.ed., 1992. 160 pp., 197 scale profile drawings. Pict. c.c., 23 x 15cm. FINE.

Canadian-Pacific not only operated a railway that spanned the Atlantic with the Pacific but they also built up one of the finest passenger and cargo fleets in the world. This book provides details and career histories of 307 ships of which 293 are illustrated by 197 of the author's accurate scale drawings. It includes not only Canadian-Pacific vessels, but also their subsidiaries such as Beaver and Canadian-Australasian. FINE copy. £25.00

British & Allied Submarine Operations ~ Limited Edition of 200 Copies Only

{97} <> Hezlet, Vice-Admiral Sir Arthur. BRITISH AND ALLIED SUBMARINE OPERATIONS IN WORLD WAR II. Royal Navy Submarine Museum (Gosport), 2 vols., 1st ed., 2001 Of this Edition only 200 copies have been printed. This is No. 96, signed by Cmdr. Jeff Tall, OBE, RN., Director of RN Submarine Museum. Vol. I : (vi) + 393 pp., many photo-plates, etc. Vol. II : (i) + 198 pp., profusely illustrated with maps & tables (cold.), photographs & drawings. Both volumes in blue cloth ; gilt ; pictorial slipcase. 31 x 22cm. FINE. Obituary of Vice-Admiral Sir Arthur Hezlet (1914-2007) tipped in.

The author, Vice-Admiral Sir Arthur Hezlet, KBE, CB, DSO and Bar, DSC, was himself a distinguished submariner who served with the 'Fighting 10th' in the Mediterranean during the Second World War. In command of *TRIDENT* he escorted a Russian-bound convoy on the

surface ; in command of *TRENCHANT* he sank *U.859* in the Sunda Strait. Hitherto the only overall account of British and Allied submarine operations in the war is to be found in the Naval Staff History published confidentially in three volumes between 1953 and 1957. It was a number of deficiencies in this work that encouraged the author to undertake what many consider to be the definitive account on the subject. One of its chief advantages over the official account is the passing of time which has revealed many of the mysteries that were impenetrable during the post-war era. As an officer who served in submarines for practically the whole of the war, with five years in command, he was well placed to write this important work. Its 34 chapters are well illustrated with photographs, drawings, and coloured maps and tables. They begin with a look at the pre-war British submarine fleet and then chronically take the reader through the ‘Phoney War’ period ; the Norwegian Campaign ; Home Waters after the Fall of France and the Low Countries ; the entry of Italy into the conflict ; operations in Home Waters, Mediterranean and Atlantic ; Attacks on Convoys to North Africa ; Russian Convoys ; Mediterranean Convoys ; Malta ; Operation ‘Torch’ ; Tunisia ; Far East ; X-craft attack on *TIRPITZ* ; Italian Armistice ; Normandy Landings ; build up of British submarines in the Far East ; Maddalena 1944 ; Aegean ; End of War in Europe ; South West Pacific ; Malacca Strait 1944-45 ; Final Phase in the Far East ; and Home Waters during the same period. In addition there is an analysis of submarine operations, and the final chapter : *Aces, Bags, Gongs and the Price*. This is a FINE set of a stunning work, complete with its original slipcase, in an edition that produced only 200 copies. £300.00

{98} Higgins, David. *THE BEACHMEN. THE STORY OF THE SALVAGERS OF THE EAST ANGLIAN COAST.* Lavenham, 1st ed., 1987. X + 270 pp., profusely with photographs & other illustrations ; map e.p’s. D.j., 23 x 18cm. FINE.

Known to some as “storm warriors”, the beachmen spent their time salvaging cargoes and vessels that had come to grief on the treacherous sandbanks off the East Anglian coast – and they also played another role in performing daring rescues of shipwrecked sailors. Their manpower were drawn from the local fishing industry and they formed themselves into beach companies – among the earliest industrial co-operatives. They also manned the Norfolk and Suffolk lifeboats and were justly regarded as heroes as they braved all seas to rescue distressed seamen. But there was a darker side to their story too. In their salvage operations they drove hard bargains with ships in difficulties, earning the less attractive names of “longshore sharks” and ‘pirates’. The author, in this profusely illustrated book, tells their story during the 19th and early 20th centuries. FINE copy. £35.00

{99} Hindle, Graham (Ed.) *‘DEAR DAUGHTER’ ; THE MESSENGER LETTERS. VOYAGES OF A SAILING SHIP CAPTAIN 1890-1898.* John Gray Books, Blackburn, Lancs., 1st ed., 1998. 191 pp., photographs, facsimiles, etc. D.j., 22 x 15cm. Spine of dust jacket faded o/w Nr.FINE.

Captain Thomas Messenger, one of the last British square-rigger masters, wrote a series of letters home to his daughter over an eight-year period during the 1890s, providing a vivid insight of life at sea under sail more than a century ago. Tom Messenger sailed regularly around Cape Horn, traversing the ice-littered, fog-bound Southern Ocean, describing all he saw and experienced to his daughter back home in Maryport. He was in command of the full-rigger *DUNBOYNE* sailing to Australia, Canada and the United States ; the barque *LADAS* bound for Chile, Australia, USA, and Canada ; and the barque *MIDAS* sailing for Chile and Japan. These square-riggers were owned by Ritson of Maryport. SCARCE. £35.00

BOOKQUOTE : “*Books, in all their variety, offer the human intellect the means whereby civilisation may be carried triumphantly forward.*” **Winston Churchill, 1937.**

{100} Hobbs, David. THE BRITISH PACIFIC FLEET. THE ROYAL NAVY'S MOST POWERFUL STRIKE FORCE. Barnsley, 1st ed., 2011. Xvii + 462 pp., profusely illustrated with photographs, maps & plans. D.j., 24 x 16cm. FINE.

The British Pacific Fleet was a massive strike force – the most powerful in British naval history - hurriedly put together towards the end of 1944 and in action against the Japanese in early 1945. The author describes the creation and expansion of the BPF, its operations off the Japanese coast, and reveals the opinions of US Navy liaison officers attached to British flagships. Made up of British, Australian, New Zealand and Canadian warships, the BPF fought alongside the United States Navy as a professional equal, although relationships were sometimes strained. In this authoritative and well-illustrated study, the author, a Fleet Air Arm pilot for 33 years, describes the background to the BPF and examines its operations : strikes against the Sumatran Oil Refineries, Operation 'Iceberg I' and 'Iceberg II', strikes against the Japanese mainland, etc. He also examines the role of Australia with repairs and logistic support, replenishment of the fleet in Leyte Gulf, repatriation and trooping duties, the peacetime role of the BPF after Japan's surrender, etc. In addition there are a dozen appendices including BPF Flag & Commanding Officers in August 1945 ; Pennant Numbers allocated to Commonwealth ships, *IMPLACABLE'S* orders for the repatriation of Allied POWs and internees, and the speeches of Admirals Fraser, Halsey, and Rawlings. £40.00

{101} Hodson, Norman. THE RACE TO THE CAPE. A STORY OF THE UNION-CASTLE LINE 1857-1977. Navigator Books, Ringwood, Hants. 1st.ed., 1995. (V) + 152 pp., frontis + 28 photo-ills. Pict. c.c., 23 x 15cm. FINE.

Union-Castle Line had a profound effect on its home port of Southampton, and in this book the author examines the origins and history of the company, founded as two separate concerns which merged around the turn of the last century when Arthur Anderson's Union Line joined forces with its rival, Donald Currie's Castle Line. He describes the race to the Cape of Good Hope of the two rivals before merger, Royal Mail's influence, the First World War, the inter-war era, the Second World War, and the final post-war years with descriptions of mishaps at sea, Clan Line influence, East African ports, people and ships, cruising, and finally the end of the line for the "Lavender Ladies" as the liners were known. £25.00

{102} Holmes, Michael. AUGUSTUS HERVEY. A NAVAL CASANOVA. Edinburgh, &c., 1st.ed., 1996. Xiv + 306 pp., frontis + 8 other ills & 5 maps. D.j., 24 x 16cm. FINE. With the signature of Colin White (2001) his copy. (Dr. Colin White, 1951-2008, Director of the Royal Naval Museum, author and naval historian).

Augustus Hervey (1724-1779) was one of the most colourful naval officers of the 18th century. The author provides a fascinating biography of Hervey's naval career, his marriage to the notorious Elizabeth Chudleigh, his Parliamentary role, and his philandering among a remarkable number of women. Hervey is described as being "*brave, intelligent, impetuous and loyal, never shying away from personal danger, he relished the thrill of battle...*" Admirals Byng and Osborn sought his advice and there is an account of the Battle of Mahon as well as other events in the Mediterranean, off the coast of Africa, and at the Admiralty. In later life Hervey inherited the title Earl of Bristol. £30.00

{103} Honeywill, Evelyn. AT HIS IMPERIAL JAPANESE MAJESTY'S PLEASURE. Book Guild, Lewes, 1st.ed., 1986. 255 pp. D.j., 22 x 14cm. FINE. Signed Presentation Copy from the author inscribed : "*I have written the tale of our life for a sheltered people's mirth, in jesting guise – but ye are wise, and ye know what the jest is worth. – Kipling. Evelyn Honeywill. Girle Gander.*" (Kipling's quote is from *Departmental Ditties and other Verses* (1886).

Based on her father's diaries, the author graphically describes four years of her childhood spent in infamous Japanese prison camps during the Second World War. Girlie Gander was the 17-year-old daughter of a senior British Customs Official living in Shanghai when she fell in love with a Welsh sailor. Seriously wounded, Jack Honeywill managed to escape from his sinking river gunboat, *HMS PETEREL*. The Japanese invasion brought them together, then tragically separated them. It was forty years before they found each other again. This autobiography recalls the harsh and brutal life under the Japanese, and the high collective morale that sustained the inmates during four years of Tenko-type incarceration in the notorious Far East Civilian Assembly Camps. After the war the author went to live in California, but in the 1960s she returned to England and met and married the former sailor she had fallen in love with in Shanghai. FINE, Signed Presentation Copy. £35.00

{104} Hood, Jean. *MARKED FOR MISFORTUNE. AN EPIC TALE OF SHIPWRECK, HUMAN ENDEAVOUR, AND SURVIVAL IN THE AGE OF SAIL.*
1st.ed., 2003. Xv + 288 pp., 18 plates & 5 maps. D.j., 20 x 14cm. FINE.

During the night of the 19th August 1792, the East Indiaman *WINTERTON* struck a reef off Madagascar. The ship broke up and sank, taking her cargo of silver dollars with her ; her passengers and crew struggling to survive on makeshift rafts. Some reached land after several days and one of the surviving officers, John Dale, set out with a few hands in the ship's one remaining boat, heading towards the Mozambique mainland and hoping to return in a few weeks with a rescue party. Months later, after a terrible ordeal on sea and land, John Dale returned alone. Climate and fever had taken their toll on those left behind but this was only the start of their ordeal. The author describes their attempt to reach Calcutta, made more complicated by the fact that Britain and Revolutionary France were now at war. £25.00

{105} Hooke, Norman. *MODERN SHIPPING DISASTERS, 1963-1987.*
Lloyd's of London Press, 1st.ed., 1989. Ix + 539 pp. D.j., 25 x 19cm. FINE. Bookplate.

Designed as the sequel to Charles Hocking's celebrated *Dictionary of Disasters at Sea* which listed the great majority of shipping casualties between 1824 and 1962, Hooke covers a further 25 years with meticulous detail and information on all naval and merchant ship losses, as well as constructive total losses over 500 tons between 1963 and 1987. In addition there is information on smaller vessels down to 100 gross registered tons, where loss of life was reported to exceed 15. The ships are arranged alphabetically as well as being indexed by year of loss in an appendix. The author also analyses the loss of life at sea during this 25-year period, including vessels trapped in the Suez Canal and the casualties of the Falklands and Gulf Wars. The book lists all known specifications and history of losses in a precise form, covering more than 6,000 ships. An extremely useful source of reference. £65.00

{106} Hoole, Rob. (Ed.). *LAST OF THE WOODEN WALLS. AN ILLUSTRATED HISTORY OF THE TON CLASS MINESWEEPERS AND MINEHUNTERS.*
Halsgrove, Wellington, Somerset, 1st. ed., 2012. 160 pp., profusely illustrated with photographs, maps, etc. D.j., 30 x 22cm. FINE.

At the end of the Second World War it was generally accepted that the emphasis on mining had shifted from deep-sea to shallower waters in the approaches to ports and harbours. Between 1947 and 1949, a design team came up with two designs which were further developed after the experience of the Korean War. The wooden Ton class was born ; a handsome and popular class of minesweeper and minehunter although they were said by their crews to roll, even on wet grass ! The Tons saw action at Suez (twice), Cyprus, Indonesia, Persian Gulf, and Northern Ireland. They also saw service as patrol craft, fishery

protection vessels ; counter piracy, illegal immigration, and anti-terrorist gun-running duties ; diving tenders, gun platforms, and the mainstay of the Royal Naval Reserve. [See also No. 60]. Profusely illustrated, this book tell their distinguished story. £40.00

First Edition ‘Three-Decker’ of 1836 of Howard’s *Rattlin the Reefer*

{107} [Howard, Edward]. *RATTLIN THE REEFER. EDITED BY THE AUTHOR OF “PETER SIMPLE” [Captain Marryat].* Richard Bentley, 3 vols., 1st ed., 1836.

Vol. I : Xii + 301 pp., engrvd. frontis + 2 other engraved plates. **Vol. II :** Viii + 300 pp., engrvd. frontis + 2 other engravings. **Vol. III :** Viii + 344 pp., engrvd. frontis + 2 other engravings. All uniformly bound in contemporary half-calf ; black calf title-pieces to spines ; gilt; marbled boards. 19 x 12 cm. Minor wear & rubbing to bindings ; half-titles not bound in ; o/w V.G.+.

Edited by Captain Frederick Marryat but written in a different style by his friend Edward Howard (1793-1841) biographer of Admiral Sir Sidney Smith. The author served in the Royal Navy and was shipmate of Marryat and followed him ashore to begin a new career in literature. Sub-editor of the *Metropolitan Magazine*, Howard produced a number of books, *Sir Henry Morgan* and *Rattlin the Reefer* being the most successful. This is a ‘three-decker’ set of the First Edition of 1836. For several generations many people thought that this naval yarn was the work of Marryat, it was thought to be that good. Partly autobiographical, it follows the fortunes of the ‘hero’ from his youth to his entry into the Navy during the Nelson era, and the life of a midshipman aboard a wooden man-o’-war at sea, in the West Indies, etc. Illustrated with nine engravings and bound in contemporary half-calf. £300.00

{108} Howe, Octavius T. & Matthews, Frederick C. *AMERICAN CLIPPER SHIPS 1833-1858. VOLUME I : “ADELAIDE” – “LOTUS”. VOLUME II : “MALAY” – “YOUNG MECHANIC”.* 2 Vols., Marine Research Society, Salem; FIRST EDITIONS, 1926 & 1927. **Vol. I :** Xv + 373 pp., cold. frontis + 56 other plates. **Vol. II :** Xi + pp. 374 to 780 ; cold. frontis + 56 other plates. Both volumes in their original blue cloth ; gilt. 26 x 19cm. V.G.+.

The standard history of the American clipper ship published in two handsome volumes by the Marine Research Society of Salem during the mid-1920s. American shipbuilders built some of the finest clipper ships in the world and gave Great Britain stiff competition in the trades between Europe and America to China and Australia during the mid-19th century. In these two volumes the authors arrange alphabetically every American clipper from the first ship built on clipper lines that could be called large : the *ANN McKIM* launched at Baltimore in 1833 and in her prime considered to be the fastest merchant ship afloat. The authors assert confidently that all American-built ships which might fairly be classed as of sharp or clipper models, are mentioned in these books, while, *per contra*, there may appear some vessels called mediums which were ordinary cargo carriers. Except in a few instances no vessels are described that were built later than 1858. The authors drew on original contemporary sources (as early as 1877 research work had begun in San Francisco which was still underway in 1926). The volumes are illustrated with 2 coloured and 112 black & white plates. £175.00

{109} Hutchings, David F. *RMS QUEEN ELIZABETH : FROM VICTORY TO VALHALLA.* Southampton, 1st.ed., 1990. 108 pp., profusely illustrated with photographs, maps, etc. Pict. c.c., 27 x 22cm. FINE.

A photographic history of Cunard’s great liner *QUEEN ELIZABETH* from her launch, on to her wartime missions, and then the role for which she was designed - as a luxury Atlantic liner. The author tells her remarkable story and wartime career to her tragic end when she was destroyed by fire in Hong Kong harbour in 1972. This tribute to the largest passenger

ship in the world of her day contains numerous historical photographs and internal and external views. FINE copy. £25.00

{110} Hyde, Francis E. *BLUE FUNNEL. A HISTORY OF ALFRED HOLT AND COMPANY OF LIVERPOOL FROM 1865 TO 1914.* Liverpool University Press, 3rd

impression, 1957 (first pub. 1956). Xvii + 201 pp., frontis + 13 other photo-plates ; map e.p's. D.j., 24 x 16cm. A couple of minor closed tears to edges of d.j., small name stamp & signature on f.f.e.p., o/w Nr.FINE.

The bulk of the records of the Ocean Steamship Company were destroyed when India Buildings was bombed during an air raid on Liverpool during the Second World War. Other records held in their London office went the same way, as did those in Shanghai and Singapore at the destructive hands of the invading Japanese. Professor Hyde salvaged what he could from the ravages of human conflict and combined them with the memories of men who served Blue Funnel. He describes the origins and early history of Alfred Holt & Co. Ltd., and traces the Holt family from their Rochdale and Liverpool roots, examining along the way their ventures into cotton and their move into shipping with the founding of the Ocean Steam Ship Company (1866-1875). He examines the development of both fleet and trade and the early voyages out East during the 19th century : the years of fierce competition (1876-1885) : the losses at sea, the shipping depression, and the first China Conference (1879-1898). He continues with the founding of the China Mutual Co., the history up to the First World War, the policies of Richard Holt, Dutch competition, and the opening of the Manchester Ship Canal. Finally he examines developments in the Pacific and in Australia, the new and expanding Blue Funnel fleet, and a study of Alfred Holt himself. In addition there are 4 appendices including details of Holt vessels 1865-1914 and a family tree. £45.00

Controversial First Edition of 1968 – Recalled & Withdrawn from Circulation

{111} Irving, David. *THE DESTRUCTION OF CONVOY PQ.17.*

FIRST EDITION, Cassell, 1968. Xiii + 337 pp., photographs & other ills. D.j., 22 x 14cm. Nr.FINE.

A controversial account of one of the most infamous and tragic convoys of the war – PQ.17. This convoy consisted of 35 Allied merchantmen bound for Russia in 1942 with a close escort of 19 Royal Navy vessels including 6 destroyers. In addition the convoy was covered by Admiral Hamilton's Anglo-American force of 4 cruisers and 3 further destroyers, and in the background steamed Admiral Tovey's powerful battle-fleet. Yet only 11 out of the 35 merchantmen reached Russian ports owing to an Admiralty order instructing the convoy to scatter in the false belief that a German capital ship was heading straight for the convoy. The bitter controversy over the fate of PQ.17 has raged ever since, and this book, first published here in 1968, became a victim itself. Captain Broome (author of *Make a Signal*, etc.) was in command of the destroyer escorts. In 1970 he brought a libel action against David Irving and his publishers, with the result that Captain Broome received damages amounting to £30,000 in the High Court, and the Court ordered this book to be withdrawn from circulation. A witness in the case was Sir Rodger Winn, himself a Lord Chief Justice of Appeal, who as Captain Winn, RNVR, had a distinguished wartime career in Naval Intelligence. At the time of the convoy he was in charge of the U-boat tracking-room at the Admiralty. His brother, the radio broadcaster Godfrey Winn, was serving on the 'lower deck' in the convoy and wrote his own account shortly after the war. A second edition of Irving's book appeared in 1980 when the author was forced to remove the offending passages. £45.00

BOOKQUOTE : “A book worth reading is worth buying.” John Ruskin

{112} **Jacobsen, Anita.**

FREDERIC COZZENS. MARINE PAINTER.

New York, 1st.ed., 1982. 252 pp., profusely illustrated with cold. plates + b&w photographs, reproductions & sketches. D.j., 30 x 27cm. FINE.

Frederic Schiller Cozzens (1856-1928) was born in New York and died in Livingston, Staten Island. As a painter he worked in watercolour and was frequently commissioned by New York's finest yachtsmen to execute portraits of their vessels. Although yachting scenes are what he is best known for, this was by no means his only maritime subject. His work included deep-sea square-riggers like the British ship *MOUNT STEWART* ; 19th century American warships ; lifeboats going to the rescue of stranded ships ; tugs and pilot-boats etc. These are all captured and reproduced in colour in this handsome book. The paintings by Cozzens of ocean yachts under full sail, including America's Cup Races, are particularly fine. It was upon such scenes that he built up his reputation. The author traces the chronological development of the work of this marine artist from his earliest watercolours executed while at college in the 1860s, down the years to his death in 1928. He covered the closing years of sail – square-riggers and all types of sail was his passion – but he did not ignore the era of steam. Includes a catalogue raisonné. £100.00

{113} **James, Admiral Sir W. M.**

THE LEES KNOWLES LECTURES ON MILITARY HISTORY FOR 1947 : THE INFLUENCE OF SEA POWER ON THE HISTORY OF THE BRITISH PEOPLE. Cambridge, at the University Press, 1st.ed., 1948. Viii + 71 pp.

D.j., 19 x 13cm. Torn d.j. with small loss o/w V.G.

Admiral Sir William James requires little introduction, he was author of a number of fine books including biographies of Nelson and St. Vincent, and was C-in-C Portsmouth during the German bombing raids on the city and dockyard during World War II. Here he borrows his title from Mahan to give three lectures at Cambridge, concentrating on one of the mainstays of naval strength – its seamen. In the first of his lectures for 1947 he traces this pattern in British naval history up to the French Revolutionary War in 1793. His second lecture is a personal study of Nelson during which he examines the chief qualities of Nelson's character. The third lecture brings his historical survey down through two world wars to D-day, June 1944. An interesting and oft overlooked study. £30.00

The First Post Great War Edition of *Jane's Fighting Ships* Published in 1919

{114} **Jane. (Surgeon-Lieut. O. Parkes, R.N., & Prendergast, Maurice. Eds.)**

JANE'S FIGHTING SHIPS, 1919. FIRST EDITION 1919. 161 + 635 pp., profusely illustrated with photographs, silhouettes, flags, maps & drawings. Green cloth ; gilt ; professionally re-backed. Publisher's blue order forms still bound in and remaining intact (uncommon for these to be present). 32 x 20cm. Some light staining to original covers & shelf-wear to edges of same ; first couple of advertisement leaves creased with small tears ; o/w clean, sound & V.G.

An important issue of *Jane's Fighting Ships*, being the first to appear after the end of the First World War and containing a large amount of information withheld during the conflict. Conditions in Russia at this time were chaotic ; the surrendered German Fleet in Scapa Flow had just scuttled itself ; and the fleets of Hungary, Austria, Bulgaria and Turkey had all been interned. Five years had passed since illustrations of British warships had been allowed to be published and war had changed ships dramatically from their 1914 appearance. A final summary of naval losses is given, including the circumstances and dates of the destruction of German U-boats. The frontispiece is a photograph of the Royal Navy's new battle-cruiser *HMS HOOD*, and the book is illustrated with hundreds of other photographs, silhouettes,

drawings, maps and flags. Every warship in the world is fully described - only one page from the previous issue of 1918 left unaltered. £300.00

The First Post Second World War Edition of *Jane's Fighting Ships* Published in 1946

{115} Jane. (Francis E. McMurtrie, Ed.). *JANE'S FIGHTING SHIPS, 1944-45 (CORRECTED TO APRIL 1946).* 1st.ed., 1946. 78 (advnt.), xxx, 36, & 636 pp.. Profusely illustrated with photographs, profile drawings, etc. Blue cloth ; gilt. Some wear to extremities of binding & colour a little washed but o/w V.G. The 48th issue - 1944-45 (corrected to April 1946) - of *Jane's Fighting Ships*, notable for its immense amount of fresh information and photographs. It is also one of the most important editions as it marked the termination of hostilities with Germany and Japan following their surrender in fairly quick succession and the rapid programmes of demobilization that came in their wake. Attempts were made to compile a list of German, Italian and Japanese war losses and to make them as complete as circumstances would allow. The remains of the German fleet had been distributed among the Allies as indicated in a Addenda here, and what remained of the Japanese fleet was likely to be scrapped or exposed to atom-bomb tests along with the ex-German *PRINZ EUGEN*. Former enemy ships were found to have displacements considerably greater than had been thought - all going to show the fallacy of pre-war naval limitation treaties. Details of the new British battleship *HMS VANGUARD* are published here for the first time, and plans for the construction of four new battleships of the Lion class abandoned. These and every other warship in the world at this historic period are described in detail together with a wealth of photographs and drawings. £100.00

{116} Johnston, Ian. *SHIPS FOR A NATION. JOHN BROWN & COMPANY, CLYDEBANK.* West Dunbartonshire Libraries & Museums, 1st.ed., 2000. 360 pp., profusely illustrated with photographs, etc. D.j., 30 x 24cm. FINE. Events between 1847 and 1971 form the chronological book-ends of this history of the famous Clydebank shipbuilder, John Brown & Company. This was the era of Britain's world leadership in shipbuilding, a position she maintained for over a hundred years before the sudden and rapid decline struck the industry. Profusely illustrated with photographs, facsimiles, prints, yard plans, etc., the book is arranged in seven chapters : *Set in Motion 1847-1870. Relocation & Expansion 1871-1899. Forging Ahead 1900-1913. The Great War 1914-1918. An Empress, Two Queens and a Duke 1919-1938. The Second World War 1939-1945. Post-war Boom and Bust 1946-1972.* John Brown built a great variety of warships and merchant ships. The more famous names among them include *SERVIA*, 1881 ; *CITY OF NEW YORK* 1888 ; *HMS TERRIBLE* 1895 ; *CARMANIA* 1905 ; *LUSITANIA* 1907 ; *AQUITANIA* 1913 ; *HMS REPULSE* 1916 ; *HMS HOOD* 1920 ; *EMPRESS OF BRITAIN* 1930 ; *QUEEN MARY* 1936 ; *HMS VANGUARD* 1946 ; *QE2* 1969 ; etc. Includes a list of every vessel built. The photographs have been reproduced to a high standard. £45.00

{117} Kemp, John. *A FAIR WIND FOR LONDON. SWANSONG OF THE SAILING BARGES.* Maldon, at the Wave House, 1st.ed., 1983. Xii + 149 pp., 40 photo-plates. D.j., 22 x 16cm. Slightly torn d.j. (without loss) o/w V.G.+

By the early 1950s it was clear that the days of the Thames sailing barges were numbered but the author was determined to fight for the vessels he loved. In 1954 he founded the Thames Sailing Barge Trust and 16 years later its successor, the East Coast Sail Trust. As a result two of the finest coasting barges ever built, the *THALATTA* and *SIR ALAN HERBERT*, are preserved and used as adventure training ships. Illustrated with 40 photographs, this book

tells the story of the twilight years of these old Thames working-horses and the new life as schoolships of the fortunate survivors. £40.00

{118} Kitson, Frank. *WHEN BRITANNIA RULED THE WAVES. THE HEYDAY OF THE ROYAL NAVY THROUGH THE PAINTINGS OF VICE-ADMIRAL SIR HENRY KITSON, KBE, CB. (1877-1952).* Halsgrove, Wellington, Somerset, rep. 2008 (first pub. 2007). 112 pp., profusely illustrated with photographs & reproductions (chiefly cold.). D.j., 26 x 24cm. FINE. Henry Kitson entered the Royal Navy as a youth in 1891 and left it at the age of sixty-five in 1942. During that period he rose to flag-rank and from his earliest days he displayed a formidable talent as an artist. This book describes his naval career and is illustrated by his paintings and by photographs from his own albums. The book is divided into three chronological sections. The first, 1891-1910, begins with Kitson's entry as a cadet aboard *BRITANNIA*, still a floating school comprising of two veteran wooden walks. His remarkable paintings depict the battleships, cruisers, etc., he served in, and the scenes and vessels he saw, up to the time of his return from the East Indies. Part Two, 1910-1921, see him as a first lieutenant aboard a flagship, and soon after a commander and executive officer. This period includes his war service – the Dardanelles being of particular importance and his paintings and sketches at the time of particular interest. Finally Part Three, 1921 to his death in 1952. Includes his time as captain of *RODNEY*, his promotion to flag-rank, and the 1942 raid on St. Nazaire – his final major naval operation before his retirement. His paintings are truly outstanding and the addition of his photographs add much to the beauty of the book. £45.00

{119} Knollys, Lt.Col. & Elliott, Major. *HEARTS OF OAK EXPLOITS.* Dean & Son, 1st.ed., N.D. (c.1902). 341 pp., port. frontis + many other cuts (some double-page) & vignettes. Red/green cloth ; gilt. 19 x 13cm. Leaves browned, chiefly to edges ; prize presentation stamp (1902) to f.f.e.p. o/w V.G.+
A biography of Lord Cochrane, the controversial Tenth Earl of Dundonald, whose extraordinary life reads like a fast-moving novel. As captain of the *SPEEDY*, Cochrane drove fear into the hearts of the Spaniards during the Napoleonic Wars. He placed before a startled Admiralty a number of inventions, way ahead of their time, not to mention a plan to assassinate Napoleon. At the Basque Roads he sailed his fireships into the French fleet, but never far from controversy, he crossed swords with Gambier, his superior officer. Embroiled in a Stock Exchange swindle, Cochrane went to prison, was stripped of his honours, removed from the Navy List, and exiled overseas. Here he helped South American countries to drive the Spanish from their shores, and led the Greek Navy to victory during their struggle for independence. Eventually allowed to return home, his honours restored along with his place on the Navy List, he settled in his native Scotland as an Earl and wrote of his remarkable naval life and exploits. An Edwardian study with many wood-cuts. £35.00

{120} Kohn, Roger. *PALM LINE. THE COMING OF AGE, 1949-1970.* Privately Printed, 1st.ed., 1970. 80 pp., 13 photo-plates (2 cold.) + maps. Green cloth ; white lettering & 'palm' motif to front cover. 22 x 14cm. Some mottling to covers o/w Nr.FINE.
With the shortage of tonnage following the heavy losses sustained by the Merchant Navy during the Second World War, Liverpool shipping lines trading with West Africa were forced to continue a joint service thrust upon them by the requirements of the conflict. Out of this situation emerged a new shipping company – Palm Line – a fleet that consisted of fifteen ships when it was formed in 1949. Published 21 years later as Palm Line “comes of age”, the author celebrates its success in the West African trade that was to witness a remarkable boom during the 1970s when oil was discovered in Nigeria, but was sadly to decline during the 1980s with the demise of Palm Line and its partners in the West African trade. £35.00

{121} Lamb, James B. THE CORVETTE NAVY. TRUE STORIES FROM CANADA'S ATLANTIC WAR. Toronto, 1st.ed., n.d. (c.1970's). 179 pp., D.j., 22 x 14cm.. Surface tear to d.j. o/w V.G.+.

When war broke out in 1939, Canada's warships could be counted on both hands but by the end of the conflict they had a fleet of hundreds of escorts and had played a major role in the Battle of the Atlantic. The Royal Canadian Navy had to quickly learn the art of anti-U-boat warfare from the Royal Navy but their dedicated amateur crews learnt quickly – many of them were still in their teens – even the commanding officers were only in their mid-twenties. This is the first full account of Canada's valuable contribution, told by an ex-corvette officer who recalls instances of tragedy, courage and humour as these small ill-equipped escorts battled the stormy Atlantic, fought a ruthless enemy, and protected vital Allied convoys. £20.00

{122} Lambert, Andrew. BATTLESHIPS IN TRANSITION. THE CREATION OF THE STEAM BATTLEFLEET, 1815-1860. 1st.ed., 1984. 161 pp., profusely illustrated with photographs, plans, drawings, etc. D.j., 24 x 19cm. FINE. Photographic postcard of HMS VICTORIA (1859) tipped in.

Between the end of the Napoleonic Wars in 1815 and the building of Britain's first ironclad in 1860, the construction, hull design, armament and propulsion of the battlefleet changed beyond all recognition. This is the first book to study the advances upon ship design over this period and to analyse their importance in international politics. Many of the author's conclusions challenge the accepted view and Dr. Lambert throws new light on many aspects of the subject. He examines the sailing battlefleet of 1815-1847, the new steam battlefleet and the Crimea, and the alarms and emergencies of 1858-1861 that sparked off the first ever arms race. Profusely illustrated with photographs and plans, the tabular-appendices detail for the first time all the wooden steam battleships built or converted in the world's fleets. £35.00

Marine Art from a Former Student of W. L. Wyllie

{123} Langmaid, Lt.Cmdr. Rowland. THE KING'S SHIPS THROUGH THE AGES. Portsmouth, 1st.ed., 1937. Unpaginated. 31 cold. plates (all tipped in). + 3 b&w plates of silhouettes. Qtr. dark blue goat ; blind decorated front blue cloth board ; gold lettering ; marbled e.p's. 26 x 19cm. Neatly re-backed ; some shelf wear to extremities of boards & slight foxing as usual, o/w V.G.+.

A very attractive work containing, among other illustrations, 31 coloured, tipped-in plates, by the author/artist recording the evolution of British warships from the oared galleys of King Alfred to the powerful battleships of the 1930s. Ships include : *REVENGE* (1588), *PRINCE* (1672), Anson's *CENTURION* (1744), two views of Nelson's *VICTORY*, the famous paddle-steamer *GORGON* (1837), *AGAMEMNON* (1852), *WARRIOR* (1860) now preserved at Portsmouth ; *MINOTAUR* (1867), *THUNDERER* (1872), *BENBOW* (1885), *MAJESTIC* (1895), *DREADNOUGHT* (1905) and later warships of the 20th century including *IRON DUKE*, *QUEEN ELIZABETH*, *NELSON*, *HOOD*, etc. There are also plates of cruisers, destroyers, submarines, aircraft carriers and fleet auxiliaries of the inter-war era. Lt.Cmdr. Rowland Langmaid, R.N., (1897-1956), was a marine artist with exceptional talent who was a student of W. L. Wyllie - and Wyllie's influence is clearly seen in Langmaid's work. The author served in the Royal Navy in both World Wars and later lived in Spain on doctor's orders. He died at Malaga in 1956. His only other book, *The Med.* (1948) provides a record of his work under Cunningham as Fleet Artist during the war. The beautiful tipped-in coloured paintings in this his first work, give witness to the tremendous talent and eye for detail that Langmaid exhibited as a marine artist. £100.00

{124} Lansdown, John R. P. *WITH THE CARRIERS IN KOREA. THE FLEET AIR ARM STORY, 1950-1953.* Square One, Worcester, 1st.ed., 1992. (vii) + 485 pp., frontis + many photo-plates, drawings, maps, etc. D.j., 23 x 16cm. FINE.

On the whole the Korean War has been largely neglected and the small number of books available tend to concentrate on the actions of British, Commonwealth and American soldiers. However, both the Royal Navy and the U.S. Navy played a major role in the war, and on the British side the Fleet Air Arm was particularly active but their deeds have been largely overlooked. This book redresses the balance. The author served with the FAA aboard the carrier *HMS GLORY* that fought in the war alongside the carriers *HMS TRIUMPH*, *THESEUS*, *OCEAN*, *UNICORN* & *HMAS SYDNEY*. The author provides an historical perspective of the period leading up to the conflict and the definitive account of the sea and air operations of the Fleet Air Arm in South East Asia from 1950 to 1953. All Royal Navy, Commonwealth and United States Navy ships involved are mentioned, and all the carriers that saw action are described in detail. Illustrated with many photographs, etc. FINE copy of the original edition ; a second edition was published in Cheshire in 1997. £45.00

The Papers of the First Lord of the Admiralty at the time of Trafalgar

{125} Laughton, Sir John Knox. (Ed.). *LETTERS AND PAPERS OF CHARLES, LORD BARHAM, ADMIRAL OF THE RED SQUADRON, 1758-1813.*

3 Vols., Navy Records Society, *First Editions*, 1907, 1910 & 1911. **Vol. I :** Lxvi + 422 + 4 pp. **Vol. II :** Xxii + 438 + 4 pp., port. frontis. **Vol. III :** XL + 413 + 4 pp., frontis., (chart, fldg.), + battle-plan of Trafalgar (fldg.) & a facsimile. **All 3 volumes** in blue & white buckram ; gilt. 23 x 16cm. From the library of Westfield College, University of London, presented by the National Central Library in 1952. With Westfield's bookplate, presentation & accession labels & small rubber stamps. No external markings. The first 11 leaves of Vol. I has upper corners creased o/w a V.G. set.

The correspondence and papers of Admiral Lord Barham provide valuable insights into the naval actions, policies and administration of the Royal Navy in the latter half of the 18th century, during the Napoleonic Wars, and during the Nelson era. Born Charles Middleton, he made captain in 1758 (the year Nelson was born) and rear-admiral in 1787. Middleton was created Lord Barham in 1805 and although he only held office as First Lord of the Admiralty for nine months, this covered the crucial period when Trafalgar was fought. Barham had entered the Navy as far back as 1740 when Anson was setting out on his great circumnavigation, and he had obtained considerable experience both in action (chiefly against privateers) and in naval administration. He was one of the wisest and most knowledgeable officers of his generation. These three volumes contain correspondence between Barham and Lord Nelson, Lord Collingwood, Sidney Smith, 'Nauticus', Sir John Orde, Admiral Duckworth, Admiral Villeneuve, Prime Minister Pitt, Cornwallis, Strachan, Lord Keith, Sir Robert Calder and many other leading naval figures and political personalities of the period. Original editions in three volumes. £200.00

{126} Leather, John. *SMACKS AND BAWLEYS.*

Lavenham, 1st.ed., 1991. X + 149 pp., 104 photo & other ills. D.j., 23 x 18cm. FINE.

This is the first book devoted to the subject of the workmanlike and adaptable smacks and bawleys which could once be counted in their thousands but today only a handful have been preserved. The author describes their evolution down the centuries and illustrates his book with 104 photographs and old prints. Includes vessels that worked between Greenwich and Gravesend, on the Medway, the oyster dredgers of Whitstable, the Leigh bawleys, the Cocklers of Leigh, smacks, and the vessels of Harwich. He also covers the oystermen of the

Crouch and Roach, Maldon, Tollesbury, West Mersea, Rowhedge, Wivenhoe, Brightlingsea, as well as the salvagers. FINE copy. £30.00

{127} Lewis, Michael. *A SOCIAL HISTORY OF THE NAVY, 1793-1815.*

FIRST EDITION, 1960. 468 pp., 32 plates, 14 tables, a map & a graph. D.j., 22 x 15cm. V.G.

This is generally acknowledged to be the author's finest work, written after his time as Professor of History at the Royal Naval College in Greenwich. He brings his considerable knowledge to bear on the social aspects of naval life during the Napoleonic Wars. Divided into four main parts, the first examines the origins, social and geographical background of the Quarter Deck and Lower Deck – parentage and social class – and geographical distribution of home life. The second part covers entry into the Navy and the problems of recruitment. The author examines the manning of the Lower Deck, the volunteers, pressmen, and the quota system. In the third part he considers the Navy as a profession ; its prospects, conditions of service and rewards. He examines the hierarchy of the Royal Navy, rank and appointments, prize money, and freight. The final part looks at 'The Price of Admiralty': naval actions, accidents and disease. He examines the cost in terms of ships – British and foreign – the cost in terms of lives both from the violence of the enemy and from the perils of the sea. In addition there are three interesting appendices. (I) *Enemy casualties in the six major battles of 1793-1815.* (II) *The Anglo-American Impressment controversy.* And (III) *Hodge's estimates of British casualties in the wars of 1793-1815.* The book is illustrated with interesting plates, instructive tables, a map and a graph. £75.00

The Unsung Achievement of the Blockade of Brest – Gerald Yeo's Copy

{128} Leyland, John. *DISPATCHES AND LETTERS RELATING TO THE BLOCKADE OF BREST, 1803-1805.*

Navy Records Society, 2 Vols., 1st.eds., 1899 & 1902. **Vol. I :** Lxvi + 370 pp., guarded port. frontis., + 2 maps (1 fldg.). **Vol. II :** Lv + 390 + 3 pp., plan frontis (fldg.) + 1 other plan (also fldg.) & 2 maps (both fldg.). **Both** volumes bound in blue/white buckram ; gilt. 23 x 16cm. From the library of Westfield College, University of London, presented by the National Central Library in September 1952. With Westfield's bookplate, presentation & accession labels, plus small rubber stamps. (No external markings). V.G.+ Armorial bookplate of Gerald Francis Yeo (1845-1909), physiologist, born in Dublin. Yeo was appointed professor of physiology in King's College, London in 1874, and in 1877 assistant surgeon to King's College Hospital, but resigned his clinical appointment in 1880 in order to devote his time to physiology, achieving much alongside Professor David Ferrier. He was elected FRS in 1889, resigned his chair at King's in 1890 and retired to Devon.

An early and important study from the NRS with papers and documents that form an essential complement to Nicolas's *Dispatches & Letters of Lord Nelson* published in seven volumes during the mid-1840s. As Leyland points out in his lengthy Introduction, hitherto our understanding of the conditions of the great blockade of Brest between 1803 and 1805 - culminating in the Battle of Trafalgar - has been partial and imperfect. While the Mediterranean theatre has been fully examined, the achievements of Cornwallis and his captains have received little attention and yet their work was more important and more successful than that of Nelson for the same period. The tenacity of Cornwallis made Trafalgar possible (a point fully appreciated by Nelson) and drove Napoleon to those continental complications which led to his downfall at Waterloo. Through these letters and manuscripts the reader is able to examine the strategical plans of politicians and naval commanders, and to understand the arduous tactics pursued and the quiet gallantry displayed in maintaining a blockade in all weathers and in all seasons. They not only take the English view but also highlight French evidence of the time as the besieged looked out from Brest and Rochefort day after day and saw the mastheads of British men-o'-war maintaining their relentless watch. Although the papers deal mainly with Cornwallis's operations off Brest,

they also cover L'orient and Rochefort, the French at Ferrol, operations generally in the Bay of Biscay, and the cruisers stretching to the West. The operations of Lord Keith, Sir James Saumarez and Sir Sidney Smith are also briefly described. Cornwallis was a life-long friend of Nelson, and Mahan pays him and his captains this wonderful tribute : *"Those storm-beaten ships upon which the soldiers of the grande armee never looked, stood between them and the dominion of the world."* A total of 609 papers are presented within these two volumes, accompanied by a portrait of Cornwallis, plus maps and plans. £250.00

{129} Lloyd, Robert. *THE BRITISH MERCHANT NAVY : IMAGES AND EXPERIENCES. PAINTINGS BY ROBERT LLOYD, DESCRIBED BY ROY FENTON, DRAWING ON THE EXPERIENCES OF BRITISH MERCHANT SEAMEN.* Preston, 1st.ed., 2002. 112 pp., profusely illustrated with photographs & full-page cold reproductions of the artist's paintings. D.j., 31 x 22cm. FINE.

Robert Lloyd spent his early years on the Wirral Peninsula and was inspired by shipping on the nearby Mersey. He is now recognized as one of the UK's leading marine artists and his paintings are eagerly sought by shipping lines and ex-seafarers. Roy Fenton, also a native of the Wirral, complements the paintings in this book by providing ship-histories. Those who remember the 1950s and 1960s look back upon it as a golden age of the Merchant Navy when Britain had the largest merchant fleet in the world. Robert Lloyd's paintings are accompanied by experiences of seamen who sailed in these ships during this period. The paintings show vessels in rough seas, in port or in rivers. They include ships owned by Bank Line, Bibby, Blue funnel, Blue Star, Booth, British India, BP, Brocklebanks, Canadian-Pacific, Clan, Cunard, Elder Dempster, Ellermans, Federal, Furness Withy, Glen, Harrison, British & Burmese Steam Navigation, Houlder, Lamport & Holt, Manchester Liners, NZSC, Orient, P&O, PSNC, Palm, Port Line, Royal Mail, Shaw Savill, Union-Castle, etc. £45.00

{130} Lloyd's. *LLOYD'S REGISTER OF SHIPPING, 1936-1937. VOL. I : STEAMERS AND MOTORSHIPS UNDER 300 TONS, TRAWLERS, TUGS, DREDGERS, ETC. ALSO SAILING VESSELS, LIST OF SHIP OWNERS, ETC.*

1st.ed., 1936. Unpaginated. Full black morocco ; gilt ; edges coloured with text by section. 29 x 25cm. Binding rubbed, a few leaves marked & a handful with tears o/w V.G. Original owner : Th. Hoeg, Hamburg. (In gold to front cover).

A pre-war edition of *Lloyd's Register of Shipping* containing among the steamships and motorships of the day, a large number of square-riggers representing the last survivors of deep-sea commercial sail. Today these registers provide invaluable reference details on the vast fleets of merchant shipping of the period. Details of the thousands of vessels listed include : Official Number, Code Letters, Vessel's Name, Previous Names, Material, Rig, Special Surveys, Number of Decks, Tonnage, Classification, When Built By Whom, Where Built, Owners, Dimensions, Port of Registry, Engines, etc. Includes both steamers and motor-ships under 300 tons, trawlers, tugs, dredgers and the dwindling fleets of the world's last commercial square-riggers, including coastal sail. SCARCE. £250.00

{131} Louise, Henriette. *SAILORS IN SKIRTS. A SERENDIPITY OF SEAFARING INCIDENTS.* Regency Press, 1st.ed., 1980. 122 pp. Laminated pict. boards. 22 x 14cm. Nr.FINE.

Humorous aspects of the author's life aboard passenger liners as a 'Lady Assistant Purser' from her first introduction to a shipboard environment. Includes a voyage into the Pacific with most of the seamen aboard hailing from either Southampton or Liverpool. £20.00

BOOKQUOTE : *If you love books enough, books will love you back.* Jo Walton

Signed by a Fleet Air Arm Pilot who Flew in the Raid on Taranto in 1940

{132} Lowry, Thomas P. & Wellham, John W. G. *THE ATTACK ON TARANTO. BLUEPRINT FOR PEARL HARBOR.* Stackpole Books, Mechanicsburg, PA, 1st.ed.,

1995. Xiii + 143 pp., 18 photo-plates & a plan. D.j., 24 x 16cm.. FINE. Signed by Lt.Cmdr. John W. G. Wellham, DSC, RN., a former Fleet Air Arm pilot who wrote his autobiography : *With Naval Wings ...*

An Anglo-American study of the British air attack on the Italian fleet at Taranto in 1940, the lessons of which were not lost on the Japanese who launched their unannounced attack on the US fleet at Pearl Harbour a year later. The authors point out that if only US officials were paying as much attention to the British action, then the debacle at Pearl Harbour might have been avoided. When the Japanese launched their attack there were those who were not surprised as they had seen it performed at Taranto with striking parallels. The Royal Navy's carrier-based assault virtually put the Italian fleet out of the war. Yamamoto repeated the formula a year later. Dr. Lowry spent years studying Taranto in Britain, and Lt.Cmdr. Wellham was one of the surviving Fleet Air Arm pilots who flew in the raid. This FINE copy is signed by him. £40.00

{133} Lubbock, Adelaide. *OWEN STANLEY, R.N. 1811-1850, CAPTAIN OF THE "RATTLESNAKE".* Melbourne & London, 1st.ed., 1968. (xi) + 34 plates, 4 text figures

& 2 maps. D.j., 22 x 14cm. V.G.

The author, a descendant of Owen Stanley, draws upon family papers in this biography of a 19th century naval officer. Stanley is an important figure in Australian history. In 1838 he took part in an expedition to found the ill-fated settlement at Port Essington, and ten years later took command of *HMS RATTLESNAKE* in support of Edmund Kennedy's overland expedition to Cape York. Stanley also took part in a number of exciting voyages into the South Pacific and Arctic regions. He was a proficient draughtsman and water-colourist and many of his works are reproduced in this book. Part One begins with an account of the Stanleys of Alderley, a prominent Cheshire family. Parts Two to Five describe Owen's life aboard *H.M. Ships TERROR* (1831-1837), *BRITOMART* (1837-1843) and *RATTLESNAKE* (1846-1850). Attractively illustrated with 35 plates, 4 text figures and 2 maps. £40.00

{134} Lubbock, Basil. *ROUND THE HORN BEFORE THE MAST.*

Brown, Son & Ferguson, Glasgow, Rep., March 1986. Ix + 376 pp., frontis. + 12 other plates & a map. D.j., 19 x 13cm. V.G. +. First published in November 1902, this is the first of many books on sailing ships written by Basil Lubbock (1876-1944). Born at Seaford in Sussex and educated at Eton, Lubbock left England for Canada in 1897, going in search of gold in the Klondyke by way of the Chilcoat trail. When he became tired of this venture he made his way to San Francisco and there signed on "before the mast" in the four-masted barque *ROYALSHIRE* of Glasgow. His voyage home gave him a lifetime's love of the sea. A book long been considered a classic, ranking alongside Dana's account of a voyage round the Horn during the 1830s. £25.00

{135} McCart, Neil. *DARING CLASS DESTROYERS.*

Liskeard, 1st.ed., 2008. X + 230 pp., profusely illustrated with photographs. D.j., 25 x 20cm. FINE.

The handsome post-war Daring class of destroyers served both the Royal Navy and the Royal Australian Navy well from the 1950s to the 1980s, operating in every theatre from Arctic waters to South-East Asia. They represented the ultimate design based on extensive wartime experience and requirements, capable of carrying out duties previously assigned to light cruisers. The author traces their fortunes from the late 1940s to the last of their number – *HMAS VAMPIRE* preserved as a museum ship in Sydney Harbour. Each vessel of the class is covered in turn : *DARING* 1952-1971 ; *DIAMOND* 1952-1981 ; *DUCHESS* 1952-1964 ;

DEFENDER 1952-1972 ; *DAINTY* 1953-1971 ; *DECOY* 1953-1970 ; *DELIGHT* 1953-1967 ; *DIANA* 1954-1969 ; *HMAS VOYAGER* 1957-1964 ; *HMAS VENDETTA* 1958-1979 ; *HMAS VAMPIRE* 1959-1986 ; & *HMAS DUCHESS* 1964-1977. The book is profusely illustrated with photographs and an Appendix provides technical data of the class. FINE copy. £50.00

{136} McCart, Neil. COUNTY CLASS GUIDED MISSILE DESTROYERS.

Liskeard, 1st.ed., 2014. X + 270 pp., profusely illustrated with photographs. D.j., 25 x 20cm. FINE.

During the 1960s a whole new type of destroyer was introduced into the Royal Navy – a far cry from the Daring Class of the post-war era – these powerful ‘Super Destroyers’ were the size of former cruisers and ushered in a revolutionary type of naval warfare, the first to be armed with guided missiles – the Sea Slug, medium-range ship-to-air missile, and Sea Cat, a short-range ship-to-air system designed to replace the Bofor 40 mm gun. Each destroyer of the class is treated in turn : *DEVONSHIRE* 1962-1978 ; *HAMPSHIRE* 1963-1976 ; *KENT* 1963-1997 ; *LONDON* 1963-1982 ; *FIFE* 1966-1987 ; *GLAMORGAN* 1966-1986 ; *NORFOLK* 1970-1982 ; & *ANTRIM* 1970-1984. Appendices cover Sea Slug and *HMS GIRDLE NESS* ; Sea Cat, Exocet MM38, and County Class technical data. The book is profusely illustrated with photographs. £35.00

Exceptionally Fine Copy

{137} McLaughlin, Redmond. THE ESCAPE OF THE GOEBEN.

PRELUDE TO GALLIPOLI. 1st.ed., 1974. Xii + 180 pp., 18 photo-plates + maps. D.j., 22 x 14cm. FINE.

The escape of the German battleship *GOEBEN* in the early stages of the First World War cast a long shadow over world events and eventually led to the failure at Gallipoli. The author bases his research on material that had only recently been made available in 1974, and upon German documents never previously translated. The episode involved a number of leading figures from Churchill and Fisher a thousand miles away at the Admiralty ; to Admiral Sir Berkeley Milne “*a man of such utterly effete incapacity*”, and Admiral Troubridge whose integrity cost him his career as although he came through his court-martial he was never forgiven by either Churchill nor Fisher. On the enemy side we find Enver Pasha who dragged Turkey into the war ; and Rear-Admiral Wilhelm Souchon commanding the *GOEBEN* and *BRESLAU* as they formed the Mittelmeer-Division. These characters clashed in one of the most remarkable episodes of the First World War. FINE copy. £30.00

{138} McLellan, R. S. ANCHOR LINE, 1856-1956.

Privately Published, Glasgow, 1st.ed., 1956. 184 pp., frontis., + 51 other photo-plates. D.j. 23 x 14cm. Dust-jacket spine faded, marked & with small loss o/w a clean, bright & sound copy : V.G.

The centenary history of a Scottish shipping line, owners of a fine fleet of passenger and cargo ships, founded in 1838 by two brothers, Nicol and Robert Baird Handyside who set up their shipbroking and merchant trading company in Glasgow. They began by trading with Russian and Baltic ports, and towards the end of 1852 Thomas Henderson joined the firm and led the brothers into ship-owning. Henderson was an experienced shipmaster but his last command, the *ORION*, on a voyage between Glasgow and Liverpool, was wrecked off Portpatrick in 1850 with heavy loss of life. The second mate who was on watch was deported for seven years, and Henderson’s reputation as master suffered. He focused his mind on forming the Anchor Line and this book describes its first hundred years. Anchor’s associations and varied trade routes are also covered, including their celebrated Indian Ocean and Atlantic trades where their majestic passenger liners and cargo ships operated to the

highest standards out of the Clyde, Mersey, etc. Vessels like the *TRANSYLVANIA*, *CAMERONIA*, *TUSCANIA*, *CIRCISSIA*, *ELYSIA*, *CALEDONIA* found here among the illustrations. Privately published by Anchor Line in 1956. £30.00

{139} MacAlindin, Bob.

NO PORT IN A STORM.

Whittles Pub., Caithness, 1st.ed., 1998. Xii + 146 pp., profusely illustrated with photographs & reproductions. Pict. c.c., 24 x 17cm. FINE. Complete with Errata slip taped into p. 31.

A chain of incidents taken from the 250-year history of the lightship as their crews, always in danger of being run down by larger vessels, manned their stationary craft in all weathers in order to guide the mariner to safety. Includes *LS 83* (Blunt's Reef) ; *LV COMET* (Daunt Rock) ; *LV 90* (South Goodwin) ; *BF 7* (Ruytingen 1938) ; the lightships of Channel Rock, Falls, and the Yangtze River ; the German lightship *ELBE 1* that disappeared with all hands in front of the horrified eyes of a British captain during a fierce storm in 1936 off the mouth of the River Elbe. These and other true stories are recalled in this illustrated study. £20.00

{140} Macdonald, Rod.

FORCE Z SHIPWRECKS OF THE SOUTH CHINA

SEA. HMS PRINCE OF WALES AND HMS REPULSE. Whittles Pub., Caithness, 1st.ed., 2013.

Xx = 156 pp., profusely illustrated with photographs, drawings, maps, etc. (come cold.). Pict c.c., 24 x 17cm. FINE.

The tragic loss of *PRINCE OF WALES* and *REPULSE*, sunk by 85 Japanese aircraft in 1941, stunned the world. Force Z had only arrived in Singapore eight days earlier, and both ships took a huge number of sailors with them to the bottom. This book is the first to examine the wrecks of these two capital ships, told against the background of the Japanese advance across South East Asia. The author dived upon the wrecks in the South China Sea, and reveals their state as they are today in coloured photographs. £25.00

{141} Macintyre, Captain Donald.

JUTLAND. Batsford, 1st.ed., 1957.

212 pp., frontis., + 19 other photo-plates; map e.p's. D.j., 23x 16cm. V.G. With the pencil signature of A. B. Sainsbury. (Captain A. B. Sainsbury, MA, VRD and Bar, RNR, 1925-2010, naval historian).

Even by 1957, the controversy surrounding the Battle of Jutland in 1916 could still arouse strong passions among students of naval strategy. The author, one of the Royal Navy's Ace U-boat killers during the Second World War, casts a sailor's eye over the events that led up to Jutland, the battle itself, and the controversy that followed in its wake. He describes the early skirmishes between the two fleets, from the German bombardment of Scarborough and Hartlepool, to the Dogger Bank when the battle-cruiser *BLUECHER* was sunk. He brings into sharp focus the leading characters of the drama : Churchill, Prince Louis of Battenberg, Beatty, Jellicoe, Hipper and Scheer. Captain Tony Sainsbury's copy. £35.00

{142} Macintyre, Donald.

THE BATTLE FOR THE MEDITERRANEAN.

1st.ed., 1964. 216 pp., 51 photo-plates. D.j., 23 x 15cm. Some pencil markings o/w V.G. With the signature of "A. B. Sainsbury. 22. 2. 64". (The late Captain Tony Sainsbury, RNR.,1925-2010 ; his copy with his pencil markings & newspaper reviews, tipped in.)

One of Batsford's 'British Battles' series with its attractive dust jacket, Captain Macintyre provides an authoritative account of the struggle to control the Mediterranean basin during the Second World War. This was a struggle that lasted for almost three years from Italy's entry into the war in June 1940, to the surrender of the Axis forces in Tunisia in May 1943. Upon the outcome of this campaign depended the fate of North Africa and Britain's vital supply of oil from the Middle East. The author describes Taranto and its aftermath, the intervention of the Luftwaffe which forced the Allies to evacuate Greece and Crete, the British submarine strikes at Rommel's lifeline from Malta, the massacre on the Libyan supply route, the siege of Malta, Rommel's fatal blunder at Tobruk, and the final surrender of the Italian Navy. Illustrated with 51 photographs. Captain Tony Sainsbury's copy. £35.00

{143} Macintyre, Donald.

***U-BOAT KILLER.* 2nd ed., 1976.**

176 pp. D.j. 22 x 14cm. Small stain upper front corner of dust jacket, o/w Nr.FINE.

First published twenty years earlier in 1956, this is the author's own personal account of his experiences during the greater part of the Battle of the Atlantic during which he commanded British Escort Groups and hunted down U-boats. Captain Macintyre was awarded the DSO on no less than three occasions and also the DSC. The ships he commanded destroyed seven enemy submarines and his groups escorted and protected scores of merchant ships to safety. This is his tribute to those who manned British destroyers during the Second World War, keeping the vital sea lanes open to commerce and supplies

£20.00

{144} Maclay, Edgar Stanton.

A YOUTHFUL MAN-O'-WARSMAN ...

Navy Blue Company, Greenlawn, N.Y., 1st ed., 1910.

201 + 13 (adv.) pp., frontis. + 15 other plates. White buckram ;

black lettering ; yellow lines &c., t.e.g. 19 x 13cm. Old price in red on (blank) e.p., advert pages at rear torn with loss, o/w V.G.

The full sub-title of this book describes its contents : "*From the diary of an English lad (a protégé of the duchess of the fifth Duke of Marlborough) who served in the British frigate MACEDONIAN during her memorable action with the American frigate UNITED STATES; who afterward deserted and entered the American Navy, was recaptured by the British and confined in a South African prison and, on being released, again enlisted in the United States Navy.*" This is the story of Samuel Leech and his adventures and mis-adventures at sea before and during the Naval War of 1812. Includes Leech's own account of the dreadful carnage during the engagement of the two frigates, and his time as a POW after being captured by the British. Fearing death for desertion, his mother, through the influence of Lady Churchill, secured a protection for him and Leech was able to return to England and sailed for Liverpool in 1821. He died, back in America, in 1848. This book is dedicated to the memory of "*Rear Admiral Sir Edward Chichester, R.N. As an Expression of American Appreciation for His Very Handsome Conduct in Manila Bay, May 3 to August 14, 1898.*" When US ships were threatened by a German squadron in Manila Bay, Chichester, in a subtle manner, made it clear to the Germans that the Royal Navy would not stand idle if the American ships were attacked. His actions defused a dangerous situation.

£50.00

{145} MacRae, J. A. & Waine, C. V.

THE STEAM COLLIER FLEETS.

Wolverhampton, 1st ed., 1990. 226 pp., profusely illustrated with photographs, drawings, plans, sketches, etc., (some cold.). D.j., 30 x 21cm. FINE.

Most of the beautiful non-photographic illustrations in this book were drawn by C. V. Waine who is also the publisher. His co-author, the late Captain MacRae, carried out 20 years of research into the history of the collier fleets while master of the Thames up-river collier *HACKNEY*. The result is a comprehensive study of the old steam fleets of Newcastle, River Tyne, Shields, Blyth, Amble and Warkworth Harbour, Sunderland and Seaham, West Hartlepool and the Tees, Goole, London, Newport, Barry, Penarth, Port Talbot, Porthcawl and Briton Ferry, Swansea, Llanelly and Burry Port – as well as vessels of North Wales and Lancashire, Isle of Man, Cumberland, Ireland and Scotland. There are descriptions of the collier fleets in both World Wars and in between ; the flat-irons ; the effects of nationalization ; Thames pilotage ; the closing of the staiths and the end of the steam colliers. Complete with index of ships and owners, profusely illustrated with photographs, drawings, plans and sketches. FINE copy of the First Edition.

£35.00

{146} Macandie, G. L.

THE GENESIS OF THE ROYAL AUSTRALIAN NAVY.

Sydney, 1st ed., 1949. 349 pp., frontis + 79 photo & other ills., + 3 maps (all fldg.). D.j., 25 x 16cm. Torn d.j with much of the rear cover lost ; some staining round edges of front cover ; o/w clean & sound & V.G.

Published by the Australian Government in the post-war era, this book describes the history of the Royal Australian Navy from the early 1850s to the end of the First World War. There are 50 chapters, 4 appendices, 80 photographs and 3 folding maps. Chapters include *First Steps towards the Australian Auxiliary Squadron. Proposal for Royal Naval Reserve in Australia – Views of Commander Collins & Lord Brassey. Nature of possible attacks on Australia in 1901. Captain Creswell’s historic report. Federated Australia and a Navy. Council of Defence Meeting 1905. Vice-Admiral Sir Arthur Fanshawe’s views and Captain Creswell’s criticism. Captain Creswell’s plea for the local Naval Forces. Captain Creswell’s advice re. capabilities of Destroyer defence. Captain Creswell’s visit to England 1906. Submersibles – Captain Creswell opposes acquisition. The Fisher Government orders destroyers for Australia 1909. The Fisher Government’s views re. Naval Defence. Imperial Conference 1909. Visit of Admiral Sir Reginald Henderson. Appointment of a new Naval Board 1911. Historic Navy Orders of 1911. Preparations for arrival of Fleet Unit. Admiralty hands Australia Station over to Naval Board 1913. Congratulations on the work of the Royal Australian Navy in World War I.* £40.00

{147} Maguglin, Robert O. THE QUEEN MARY. THE OFFICIAL PICTORIAL HISTORY. San Diego, California, 1st.ed., 1985. 120 pp., profusely illustrated with photographs (some cold.). Pict. c.c., 30 x 23cm. Nr.FINE.

Cunard White Star Line’s transatlantic liner *QUEEN MARY* enjoyed a long and distinguished career in both war and peace. Without her and her sistership the Second World War would undoubtedly have been prolonged. During a career spanning 31 years, she sailed some 3 million miles carrying both passengers and Allied troops. In 1967 she was saved from the breakers when the City of Long Beach bought her for \$3.45 million. She left Southampton for the last time to begin her final 14,559-mile voyage around Cape Horn to Long Beach where she was greeted by 5,000 vessels. In this pictorial tribute, the photographs follow her career from construction on the banks of the Clyde, through the dark days of war, her heyday on the Atlantic during the 1950s, and her final berth as a floating hotel. £30.00

Fine Riviere Binding ~ Extra-Illustrated Copy of Mahan’s Life of Nelson

{148} <> Mahan, Captain A. T. THE LIFE OF NELSON, THE EMBODIMENT OF THE SEA POWER OF GREAT BRITAIN. 2 Vols., FIRST EDITION, Little, Brown & Co., Boston, 1897. **Vol. I** : Xxvii + 454 pp., guarded sepia. Port. frontis., + 9 other plates & 10 maps & battle-plans. **Vol. II** : Xix + 427 + 2 (advt.) pp., guarded port. frontis., + 8 other plates & 10 maps & battle-plans (some fldg.). **Both** volumes bound in full dark blue levant morocco ; raised bands ; gilt ; t.e.g., richly gilt tooled inner dentelles. (“*Extra Illustrated by Goodspeed, Boston*” in gilt on lower paste down of both volumes). Binding by Riviere, England, for Goodspeed of Boston. **EXTRA ILLUSTRATED with 5 ORIGINAL AUTOGRAPHS OF NELSON’S CONTEMPORARIES ; 10 ENGRAVED VIEWS (1 double-page & hand-coloured) ; 88 ENGRAVED PORTRAITS ; plus 14 ENGRAVED PORTRAITS OF NELSON HIMSELF (1 double-sided ; 2 hand-coloured).** 23 x 16cm. Spines slightly darkened with age, minor rubbing & edge wear to extremities of binding ; both volumes have been expertly repaired at the joints during their history – an almost invisible repair done in levant morocco ; o/w a clean crisp and Near-FINE set. Red Calf oval Bookplates of Henry Pomeroy Davison (1867-1922) Partner of the American Financier, J. P. Morgan – see below. In addition to the illustrations above, a small (13 x 9cm) but curious original pen & ink drawing is tipped in. This appears to be early and apparently shows Nelson moving two large obelisks across the room (symbolic of the Battle of the Nile in 1798). One picture on the wall depicts the pyramids of the Nile. Lady Hamilton (?) sits at her dressing table in an example of rearportraiture. (See illustration below).

Captain Alfred Thayer Mahan wrote what undoubtedly remains one of the finest, most comprehensive, and most accurate biographies of Lord Nelson ever written. He began his daunting task in 1893 and in the year that followed he was forced to continue his writing at sea aboard the *USS CHICAGO*. Fortunately, his duty carried him to many ports closely associated with Nelson, and he also came into friendly contact with a number of Nelson’s



descendants. This was Mahan's first full-length biography and it was a brave and ambitious project to attempt the *definitive* 'life' of what was to the biographer, a foreign national hero. The task proved to be far more difficult than he had anticipated and it led to some severe bouts of depression. However, encouraged by his friends, he persevered and enjoyed the support of the Third Earl Nelson, Nelson Ward (one of Horatia's sons), Professor John Knox Laughton, and Professor

Thursfield – the two latter being among the most prominent British scholars and naval historians of the day. Mahan also received the support of Admiral James de Saumarez who opened up his family archives on Guernsey and kindly put the author in touch with other English naval families. When Mahan finally completed the work it was published in Boston and London at the same time. It was very warmly received on both sides of the Atlantic and enjoyed extremely favourable reviews from all quarters – no small achievement to gain such sincere approval from critical and professional historians like Laughton, Thursfield,

Sydenham Clarke, and others. This superb and unique copy was originally owned by Henry Pomeroy Davison, Sr., born in Troy, Pennsylvania, 12th June 1867. Following his education he joined a bank managed by one of his relatives, and at the age of 21 he gained employment in a bank in Bridgeport, Connecticut, where he met his future wife. Three years later he moved to New York and was employed by the Astor Place Bank, eventually becoming president of the Liberty National Bank. In 1909 he became a senior partner at J. P. Morgan & Company, and in 1910 took part in a secretive meeting that is thought to have led to the creation of the Federal Reserve ; a matter of much speculation ever since. When



the US entered the war in 1917, Davison was made chairman of the War Council of the American Red Cross, raising four million dollars for Red Cross ambulances on the Western Front. For this he was awarded the DSM by the British, one of the few civilians so honoured. After the war he played a major role in bringing together the Red Cross societies of Great Britain, France, Japan, Italy and the United States. The Red Cross League was founded in 1919 with Davison as its chairman. That year he had published *The American Red Cross in the Great War*. He died on the operating table in 1922 in an attempt to remove a tumour from his brain. A bibliophile of some standing, Davison purchased this set from the celebrated firm of booksellers, Goodspeed of Boston. Goodspeed had collected these engravings over a period of time – a number of them rare – and together with this first American edition of Mahan's great biography of Lord Nelson, sent them to be bound in England by one of the most distinguished bookbinders in the world, Riviere. Goodspeed's shop was opened in Boston in 1898 and quickly acquired an international reputation. Sadly the shop closed in 1995. This beautifully bound set is extra illustrated with five original signatures of Nelson's contemporaries : Codrington, St. Vincent, Hood, Keith and de Saumarez ; fourteen engraved portraits of Nelson (1 double-sided ; 2 hand-coloured) including a couple of rare examples ;

eighty-eight engraved portraits of naval officers and other figures associated with Nelson's life ; and ten engraved views, including one early (1805) rare hand-coloured plan of the Battle of Trafalgar. Among the eighty-eight portraits – early 19th century engravings – there are likenesses of Lady Hamilton, Sir William Hamilton, a particularly rare portrait of Captain Riou ; St. Vincent, Howe, Sidney Smith, Collingwood, de Saumarez, Hood, Hyde Parker, Maurice Suckling, Peter Parker, Duke of Clarence, George Rose, Sir John Stuart, Sir John Moore, Napoleon, George III, Calder, Earl Spencer, Lord Barham, Troubridge, Hoste, Berry, Orde, Queen of Naples, Czar of Russia, General Suwarrow, Keith, Duckworth, King of Naples, Kléber, William Beckford, Lord Chatham, Lord Melville, Radstock, Cornwallis, Bickerton, Keats, etc., etc. In addition there is a curious 19th century original pen & ink drawing of Nelson moving two obelisks, tipped in. This is by far the finest set of Mahan's *Life of Nelson* we have handled in over thirty years in business. £2000.00

Illustrations (above) : [1] The pen & ink drawing tipped into Item 148.

[2] Portrait of Henry Pomeroy Davison whose leather bookplates adorn Item 148

{149} Manning, Captain T. D. & Walker, Commander C. F. *BRITISH WARSHIP NAMES.* 1st.ed., 1959. 498 pp., several drawings. D.j., 22 x 13cm. Nr.FINE.

An authoritative work of reference written by two naval officers who served on the Admiralty's *Ships' Names Committee* from 1940 to 1945. They open their study with a history of ship-naming from earliest times and this is followed by the main section of the book which provides a comprehensive dictionary of ship names of the Royal Navy with every warship of any importance. In addition the origin of each name is explained and a list of each vessel's Battle Honours up to the 1950s. A very useful source of reference. £40.00

{150} March, Edgar J. *INSHORE CRAFT OF GREAT BRITAIN IN DAYS OF SAIL AND OAR.* 2 Vols., Newton Abbot, 1st.ed., 1970. **Vol. I :** 276 pp, 40 photo-plates & 28 drawings. **Vol. II :** 309 pp., 79 photo-plates & 38 drawings. **Both** volumes in d.j's. 22 x 14cm. Nr. FINE.

From the author of such magnificent works as *British Destroyers*, *Sailing Trawlers*, and *Sailing Drifters* comes this detailed study of British coastal craft powered by sail and oar. Scores of picturesquely-named craft built to suit local conditions worked out of ports, harbours, tiny inlets and off the beaches around the coasts of Britain. These two books examine the vessels and describe the men who built and manned them. Much of the material comes from interviews with seamen of the 19th century. All the many different types of craft are fully described, their methods of construction, rigs, handling qualities, fishing gear, how man and boat lived and worked, etc. The first volume spans the coastline from the north of Scotland to the Thames Estuary. It describes the heavy sixerns of the Shetlands, the scaffies, fifies and zulus of the Scottish coasts, the cobles of Northumberland and Yorkshire, the gold dusters of the Humber, the wolders, crabbers, spratters and shrimpers of the East Coast, and the yawls of Yarmouth. Also the long pilot gigs and smacks of the Essex rivers, and the bawleys, Peter boats and dobles of the Thames. The second volume covers the coastline from Kent to Cornwall and continues up the West Coast of England to Scotland. Here we find the Kentish herring punts, the luggers and galleys of the Deal beach, Hastings luggers, Brighton hoggies, Itchen Ferry boats, Portsmouth wherries, the lerrets of Portland, the Beer luggers and Plymouth hookers, the gaffers of Polperro, Falmouth Quay punts, gigs of the Scilly Isles, Bristol Channel pilot cutters, Liverpool pilot schooners, Morecambe Bay prawners, Isle of Man balk-yawls, and the legendary skiffs of the Clyde. Illustrated with 119 photographs and 66 drawings, these two volumes record a lost way of life around our coasts. £150.00

{151} Masfield, John.***THE WANDERER OF LIVERPOOL.***

New York, FIRST AMERICAN EDITION, 1930. Xi + 139 pp, cold. frontis by Spurling, + 38 photo-plates & 4 plans (3 fldg.). Green cloth ; gilt ; 22 x 18cm. Spine slightly faded o/w V.G. Postcard of a model of the WANDERER tipped in.

First published in England in the same year, the US edition contains a coloured frontispiece by Jack Spurling, 23 photographs, and 4 plans (3 folding) in addition to the illustrations appearing in the English edition. The famous barque *WANDERER* was built in Liverpool by W. H. Potter & Co, who had established their yard in Queen's Dock in 1860. In 1886 Potter built the full-rigger *WAYFARER*, followed in 1888 by the four-masted barque *SEAFARER*. These vessels met with great success and so the yard followed up with *WANDERER* in 1890 – a vessel incorporating several new and important experimental features. To many seamen of the day, Potter had built the finest, strongest and most beautiful sailing vessel afloat. This is her story with an account of her ten voyages out of Liverpool until she was lost in 1907 after a collision – all hands were fortunately saved. £40.00

Fine Copy of a Scarce Japanese Book on Two of its Second World War Battleships**{152} Matsumoto, Kitano.*****DESIGN AND CONSTRUCTION OF THE******BATTLESHIPS YAMATO AND MUSASHI.***

Haga Publishing Co. Ltd., Tokyo, FIRST EDITION, October 1961. 360 pp., + 10 plans & 1 table (all fldg.) + 62 photo-plates (4 fldg ; 4 double-page) & 15 line drawings ; + figures in text D.j., 23 x 16cm. A few minor marks to blank endpapers o/w FINE.

A few copies of this Japanese book were imported into the United States by the Japan Publication Trading Company, fifty-five years ago, and today, even in America and Japan, the book is very scarce. Much of the text is in Japanese although there are spasmodic English captions, etc., but much of the joy of the book lies in its 62 photographic plates – 4 of which are folding plates, and four are double-page plates ; its 15 line drawings of the ships ; its 10 detailed folding plans and 1 table at the rear of the book ; and the numerous figures and diagrams in text. The *YAMATO* and *MUSASHI* were the heaviest battleships ever built and the most heavily armed. In fear of American submarines, they spent much of the war in their bases, with occasional forays, but they ventured out in earnest to take part in the Battle of Leyte Gulf in October 1944. *MUSASHI* was sunk by US aircraft during the battle ; *YAMATO* was sunk during an air attack in April 1945 during Operation 'Ten-Go' – also known as the Battle of the East China Sea. FINE copy of a scarce book on these two naval giants. £200.00

{153} Maxtone-Graham, John.***LINERS TO THE SUN.***

New York, 1st.ed., 1985. Xv + 495 pp., profusely illustrated with photographs, etc; map e.p's. D.j. (opening out into a chart, cold.). 24 x 17cm. FINE.

From the author of *The Only Way to Cross* comes this detailed account of the great cruise ships past and present (up to 1985) with details of their conversions, design and construction, and the pleasures and occasional perils of life on board. Illustrated with some 250 photographs and drawings (plus a coloured ship-chart on verso of the dust jacket), the author traces the dramatic rise in the fortunes of the cruise ship, replacing the passenger liner that was itself ousted from its prime position by jet aircraft. Includes the cruise ships of the 1930s as well as their counterparts up to the mid-1980s. FINE copy. £30.00

BOOKQUOTE : *“There is a great deal of difference between an eager man who wants to read a book, and a tired man who wants a book to read.”*

G. K. Chesterton

A Late Victorian Mercantile Navy List for 1895

{154} Mercantile Navy List. *THE MERCANTILE NAVY LIST AND MARITIME DIRECTORY FOR 1895. COMPILED FROM OFFICIAL AND OTHER SOURCES BY J. CLARK HALL, ESQ., REGISTRAR-GENERAL OF SHIPPING AND SEAMEN.*

1st.ed., 1895. Xxxii + 748 + 38 (advnt.) pp. Blue diced cloth ; gilt ; neatly re-backed with original spine laid down ; blind armorial & lettered cover ; speckled edges. 24 x 16cm. Some shelf-wear to extremities of binding ; some staining to a few prelims/advert leaves ; corner torn (without loss of text) to ffeep & title-page & some closed tears, o/w V.G.

A scarce edition of the *Mercantile Navy List* published towards the end of the 19th century when vast fleets of square-riggers still competed with steamers for cargoes. The main part of the book contains an Alphabetical List of British Registered Steam Vessels (pp. 1 to 338), and an Alphabetical List of British Registered Sailing Vessels (pp. 339 to 732) down to the time of going to press. Also a List of Sailing Vessels whose Registers were received late. Data on the thousands of ships listed include : Official Number, Name of Ship, Port and Year of Registry, Rig, When & Where Built, International Code Signal, Registered Tonnage, Dimensions, Material, Engines & Owner/Manager. In addition the book contains other information on Agents, Trinity House Vessels, Training Ships, Public Offices, etc. A prime source of reference on the vast fleets of British-registered steamers and square-riggers of 1895. Original Victorian editions for the late Victorian era are SCARCE. £400.00

{155} Mersey Docks & Harbour Board. *THE PORT OF LIVERPOOL (ELEVENTH EDITION OF THE PORT'S HANDBOOK, 1947-8).*

Liverpool, 1st ed. Thus (11th issue), 1947. 87 (advnt.) + 118 pp., aerial view of the port (cold. & fldg.) ; frontis., + numerous other sepia photos & reproductions. Pict. c.c., 23 x 17cm. V.G.

The first handbook in this format for the Port of Liverpool was published in 1911. In 1947 the port was emerging from six long years of war when Liverpool was on the front line with regard to vital foodstuffs and war materials coming into Britain from North America and elsewhere. This was the first post-war handbook ; the previous, tenth issue, had appeared ten years earlier. The book covers all the varied aspects and duties of the Mersey Docks & Harbour Board, including Dock Masters, Traffic Department, Graving Docks, Pilotage, Buoying, Lighting, Dredging, etc. The book also covers its Railway links, its Warehouses, the Landing Stage, Mersey Tunnel, Trade Associations, Insurance Companies, Exchanges, Canals, etc. During the war the Port withstood 68 bombing raids between 29th July 1940 and 10th January 1942. The destruction in the docks was enormous – Huskisson Branch Dock No. 2 was completely destroyed when Brocklebank's *MALAKAND*, with 1,000 tons of shells on board, received a direct hit (as photographed here). Despite all this – and the destruction to the town and to the homes of dockers near by – Liverpool dealt with 120,000,000 tons of ocean-going shipping and 23,000,000 tons of coastwise shipping ; vessels dodging mines and U-boats in the approaches to the Mersey. An Important post-war issue. £40.00

{156} Middlemiss, Norman L. *'PRIDE OF THE PRINCES'. THE HISTORY OF THE PRINCE LINE LTD.*

Newcastle-upon-Tyne, 1st.ed., 1988. 123 (text) & 65 (photo-plate) pp., + other ills. D.j., 21 x 15cm. FINE.

In 1878 James Knott was the owner of a single sailing ship but within 15 years he controlled 47 Prince Line steamers operating world-wide. This book provides a complete Fleet List and describes in full detail the history of Prince Line and its 251 vessels owned or chartered by the Company, and the 14 additional ships it managed. Includes the war record of Prince Line in both world conflicts, and a number of humorous stories from voyages to South America, South Africa and during the Round the World service. Illustrations include 65 full-page photographs of ships. FINE copy. £35.00

{157} Miller, William H. Jr. *GREAT CRUISE SHIPS AND OCEAN LINERS FROM 1954 TO 1986. A PHOTOGRAPHIC SURVEY.* New York, 1st.ed., 1988. 118 pp., 173 photo-ills. Pict. c.c., 30 x 22cm. V.G.

The author describes and presents a sumptuous photographic record of the new breed of ocean liner and cruise ship in service during the early decades following the war. Includes *QUEEN ELIZABETH, CANBERRA, UNITED STATES, STOCKHOLM, BREMEN, BRITANNIC, CAPETOWN CASTLE, EMPRESS OF SCOTLAND, FRANCE, GRIPSHOLM, LAKONIA, MAURETANIA, NIEUW AMSTERDAM, NORTHERN STAR, UGANDA*, etc. There are comments on famous passengers and an account of the dramatic sinking of the *ANDREA DORIA*. Includes internal and external views of vessels. £25.00

{158} Miller, William H. *OCEAN LINER CHRONICLES : GREAT PASSENGER SHIPS AND THEIR STORIES.* Carmania Press, 1st.ed., 2001. 136 pp., profusely illustrated with photographs (some cold.). Pict. c.c., 27 x 21cm. FINE.

A description and photographic study (with internal and external views – some in colour) of 26 famous ocean liners, with a diversity of flags, shipowners, and services. The 26 liners include *AQUITANIA, MALOLO, ILE DE FRANCE, VULCANIA, BREMEN, BRITANNIC, QUEEN OF BERMUDA, NORMANDIE, ORION, BATORY, NIEUW AMSTERDAM, MAURETANIA, ORANJE, AMERICA, CARONIA, HIMALAYA, INDEPENDENCE, UGANDA, SAXONIA, STATENDAM, EMPRESS OF CANADA, SHALOM, SONG OF NORWAY* and a few of the more recent cruise ships. £25.00

{159} Mills, Simon. *H.M.H.S. BRITANNIC. THE LAST TITAN.* Waterfront Publications, Poole, 1st.ed., 1992. 56 pp., many photo-ills., + drawings & plans. Pict. c.c., 27 x 21cm. FINE.

A pictorial record of the largest British passenger liner ever built before the *QUEEN MARY*, a ship that had two sisters - the highly successful *OLYMPIC* and the ill-fated *TITANIC* - but enjoyed only a brief career before becoming a casualty of war. The White Star liner *BRITANNIC* was built at Belfast like her sisters, but war overshadowed her completion, and her luxurious staterooms were never destined to be put to the use intended. Instead she became a Hospital Ship and sailed for the Mediterranean where she sank in 1916 after striking a mine laid by a U-boat. Illustrated with many photographs, this is a fine copy of the scarce original edition of 1992. £35.00

{160} Mitchell, T. C. (Ed.). *CAPTAIN COOK AND THE SOUTH PACIFIC.* British Museum, 1st.ed., 1979. 249 pp., 158 ills + 4 maps. D.j., 25 x 19cm. FINE.

A book devoted to the voyages of Captain James Cook, RN., (1728–1779), produced on the bi-centenary of his violent death at Hawaii. Three major voyages of discovery secured his place in maritime history as one of the greatest explorers of all time - aboard *ENDEAVOUR* (1768–1771) and aboard *RESOLUTION* (1772–1775 and 1776–1780) - the last completed after his death. Cook was accompanied on his first voyage by a young botanist, Joseph Banks, and part of this voyage was the subject of a television documentary in the replica of the *ENDEAVOUR*. Many of Banks's drawings are now preserved in the British Library. Cook discovered nearly all the islands of the South Pacific to be inhabited, and as he charted these waters his companions collected scientific data and recorded the native and wild life they encountered. This book, illustrated with 158 photographs and reproductions, plus 4 maps, brings to life Cook's amazing achievements and also includes an account of the Tahitian native brought to England, the subject of a pantomime on the London stage. £30.00

{161} Moorehead, Alan. THE FATAL IMPACT. THE INVASION OF THE SOUTH PACIFIC 1767-1840. Hamish Hamilton / Mead & Beckett, Sydney, 1st Illustrated Edition, 1987. 252 pp., profusely illustrated (some cold. plates). D.j., 27 x 19cm. Nr.FINE.

When Captain James Cook sailed into the Pacific Ocean in 1769 he entered a world of primeval innocence, untouched by the virtues and vices of 'civilization'. Seventy years later firearms, disease, and alcohol had all but destroyed this former pristine world and the innocence of its inhabitants. Convict settlements were imposed upon the Aborigines who had managed their fertile valleys for countless generations ; in Antarctica its unique wildlife was hunted to the edge of extinction by merchants and profit-hunters. In what has become a classic study, the author describes the tragic story of what followed in Cook's wake. Cook himself was a humane and sensitive explorer, but the 'fatal impact' that followed brought disaster, corruption and annihilation to a virgin ocean. First published in 1966, this 'Illustrated Edition' is enhanced by around 150 paintings, drawings and etchings. £30.00

The Hamilton & Nelson Papers – Printed for Private Circulation Only

{162} <> Morrison, Alfred. HISTORICAL DOCUMENTS FORMED BY ALFRED MORRISON (SECOND SERIES, 1882-1893) : THE HAMILTON & NELSON PAPERS. VOLUME I : 1756-1797. VOLUME II : 1798-1815. 2 Vols., 1st.eds., 1893 & 1894. Printed for Private Circulation Only. Vol. I : Viii + 231 pp. Vol. II : Vii + 430 pp. Both volumes bound in qtr. hessian ; boards ; paper-title-pieces to spines ; edges uncut & unopened. 28 x 19cm. Foxing to binding & endpapers ; corners bumped ; small surface scuff to front board of Vol. I & a few marks to rear board of Vol. II, o/w externally V.G. and internally FINE.

Alfred Morrison (1821–1897) was a man of great wealth who amassed at his houses at Fonthill and Carlton House Terrace, huge and important collections of art and manuscripts. He had many of the latter transcribed and privately printed into handsome catalogues as gifts to his friends – only a few hundred were printed – and the second in this series contains his remarkable collection of autograph letters concerning Lord Nelson and Lady Hamilton. Professor Laughton writing in 1896 describes these two volumes as “*A work of the highest possible value*” ; and Oliver Warner writing in 1955 adds “*Generally referred to as the 'Morrison MSS', this privately printed collection is of great importance. It is a primary source, since it amplifies Nicholas's collections of 1844-46 and illuminates the history of Lady Hamilton*”. These papers had come Morrison's way during the 1880s. He had acquired at auction the papers amassed by Joseph Mayer of Bebington, Wirral. Hilda Gamlin, a local historian and biographer of Lady Hamilton, tried in vain to discover how Mayer had acquired them. Certainly some of them had been owned and used by Pettigrew and some had been owned by Croker who had purchased the letters in 1817 after they had caused a great scandal by being published anonymously in 1814 resulting in the blackening of Nelson's name. Also at Sotheby's, Morrison bought an important collection which had been the property of Mr. E. H. Finch-Hatton, to whom they had been bequeathed by his mother, the Lady Louisa, daughter of Robert Greville, by his marriage with the Countess of Mansfield. (Greville had himself inherited them from his brother, Hon. Charles Francis Greville, nephew and heir of Sir William Hamilton, to whom Emma had been mistress in her youth). These and other sources brought together a remarkable collection of papers extending from 1756 to the year of Emma's death at Calais in 1815. Their publication in 1893 – 1894 finally laid to rest the vexed question of Horatia's parentage that had raged on through most of the 19th century. The papers threw new light not only on Nelson's professional career but also on his domestic affairs as well as those of Sir William and Lady Hamilton – and of course the relationship between Nelson and Emma itself. Morrison's collection was dispersed at auction in 1919

during a sale that lasted three days. The 'Morrison' is referred to constantly in biographies and studies of Nelson and of Lady Hamilton, from Jeaffreson who was given access for his two works during the 1880s after examining the papers, onwards. Their importance and usefulness as a source of reference cannot be over-emphasized. £1,000.00

{163} Muhlhauser, Lt. G. H. P. *SMALL CRAFT.* 2nd.ed., 1924.
Xiv + 268 pp., frontis., + 45 other photo-plates. Fawn cloth ; black lettering. 19 x 13cm. Some foxing o/w V.G.
First published in 1920, this is the story behind a branch of the Royal Navy during the First World War of which the public knew little. The author describes the operations of the Q-ships *RESULT* and *TAYNE*, the steam yachts *ZAREFAH* and *SAGITTA*, and various armed smacks and hydrophone trawlers. These vessels quietly and secretly went about the business of making safe German mines, hunting U-boats, and capturing or destroying enemy surface ships. The author (famous for his circumnavigation in the yawl *AMARYLLIS*) served in this branch of the Navy during 1917 and 1918. £40.00

{164} Murray, Marischal. *SHIPS AND SOUTH AFRICA. A MARITIME CHRONICLE OF THE CAPE WITH PARTICULAR REFERENCE TO MAIL AND PASSENGER LINERS FROM THE EARLY DAYS OF STEAM DOWN TO THE PRESENT. WITH A FOREWORD BY GENERAL THE RT. HON. J. C. SMUTS.*
Oxford University Press, 1st.ed., 1933. Xxvi + 360 pp., frontis + 325 other photo-plates. Blue cloth ; gilt. 26 x 19cm. V.G.
The author, who went on to write the *Union-Castle Chronicle* in 1953 (see below) produces here a pre-war account of the mail and passenger liners associated with South Africa and the Cape from the earliest days of steam covering in much detail the ships of Union, Castle, and Union-Castle Lines as well as other companies. Part I has 18 chapters : *Pioneers (1825-1850)*. *The First Steam Coaster & Mail Steamers (1836-1856)*. *New Steamship Services : Australia & the Cape (1852-1857)*. *Union Line and its first Rivals (1857-1871)*. *Further Rivalry : enter Donald Currie (1870-1872)*. *General Events (1863-1881)*. *Competition & Co-operation (1872-1886)*. *Castle v. Union (1876-1900)*. *The Boer War and After (1899-1904)*. *The Union-Castle Line (1900-1914)*. *The Great War and its effect on South African Shipping (1914-1915)*. *Ditto (1916-1917)*. *Ditto (1917-1918)*. *Post War (1919-1933)*. *Shipwrecks & Disasters (I & II)*, 'Ships and Ways of other Days'. 'The Cape Liners'. Part II is divided into two sections, the first tells the story of the shipping lines associated with South Africa – British, foreign and local coasting concerns at the Cape. The second deals with the ships of Union-Castle from 1853 to 1933. In addition there are six appendices, a general index and an index of ships' names. Illustrated with 326 photographs and other plates of ships. £200.00

{165} Murray, Marischal. *UNION-CASTLE CHRONICLE, 1853-1953.*
1st.ed., 1953. Xvii + 392 pp., frontis, + 137 other b&w plates, 4 photogravure portraits, & 6 cold. plates. Blue cloth ; gilt. 24 x 16.cm. V.G.
A history of the first hundred years of a celebrated shipping company in which the author traces the story of Union-Castle's ships and men in war and peace against the economic and social background of the African sub-continent. He describes the bitter struggle between the Union Line and its great rival, Castle Line, and their eventual merger in 1900, with the hand of Sir Donald Currie at the helm. The book also records the company's epic service through both World Wars, emerging in 1945 with one of the finest fleets afloat. Contains a wealth of illustrations – 148 in all – including coloured plates. There is a description of every type of vessel from the 1850s onwards, plus an appendix with a complete Fleet List up to 1953. The high-quality illustrations make this one of the finest of the post-war shipping company histories. (See also No. 164 above). £60.00

{166} Navy List. **THE NAVY LIST, CORRECTED TO THE 20TH OCTOBER, 1884.** John Murray, 1st.ed., 1884. Viii + 320 pp. Rebound in black cloth ; gilt lettering. 19 x 13cm. Externally FINE. Internally V.G.

A *Navy List* for 1884 containing not only information on naval officers but also details of every ship in the Royal Navy then in service. The book begins with an 'Alphabetical List of the Active Officers of the Royal Navy and Royal Marines, then continues with officers and their dates of seniority – Flag Officers, Captains, Commanders, Lieutenants, Sub-Lieutenants, Midshipmen, Naval Cadets, Staff Captains, Staff Commanders, Navigating Lieutenants, Chief Inspectors of Machinery, Chief Engineers, Engineers, Assistant Engineers, Chaplains, Naval Instructors, various Medical Officers, various Paymasters, various Clerks, various Gunners, Boatswains, Carpenters ; and then the Royal Marine Forces followed by the 'List of Steam Ships and Vessels of the Royal Navy, also of Sailing Ships in Commission, with their present Stations.' The book concludes with lists of officers employed in the Coast Guard, on Transport & Packet service, RNR, Dockyards, Naval Prison at Lewes, &c. Attractive copy in black cloth/ £60.00

{167} Nelson, Horatio, Third Earl. **THE NELSON WHOM BRITONS LOVED.** Jarrold & Sons, 1st.ed., N.D. (1909). Xii + 115 pp., frontis + many other illustrations. Pict. c.c., 18 x 13cm. Spine chipped with some loss ; a hinge reinforced ; o/w a clean copy, V.G.

An interesting account of Nelson's life written by the Third Earl Nelson (1823-1913) which includes Nelson's 'autobiography' and extracts from his correspondence. There are also many illustrations – including pictures of a number of items from Trafalgar House near Salisbury – an Edwardian poem about *HMS VICTORY*, and a list of leading events appertaining to the author's illustrious forebear. Horatio, Third Earl, was the most fortunate of the family as he lived a long and comfortable life on the estate given to Nelson's elder brother by a grateful nation after Trafalgar. This sought-after book is hard to find in either this original edition or the second edition of 1911. SCARCE. £100.00

{168} Nelson Society, The. **THE BICENTENNIAL EDITION OF THE NELSON DISPATCH, DECEMBER, 2005.** N.P., 1st.ed., 2005. 135 pp (789 to 924) ; profusely illustrated (some cold.). Pict. c.c., 21 x 15cm. FINE.

The *Nelson Dispatch* is the quarterly journal of the Nelson Society, and this is a special edition edited by Eugene Rasor in order to mark the bicentenary of the Battle of Trafalgar and the death of Admiral Lord Nelson, with contributions from Nelson experts on both sides of the Atlantic. Articles include : *Not Another Biography of Nelson* by Roger Knight. *Earl Nelson and the Line of Succession* by Michael Nash. *Nelson Stamps for the Bicentennial* by Nigel Fordham. *Nelson and Preventive Medicine* by Ann-Mary Hills. *Nelson the Sailor* by Colin White. *The Nelson Touch* by Caspar Weinberger. *The Society for Nautical Research 1910-2005* by Alan Aberg. *The Nelson Decade : A Survey of the Literature* by Eugene Rasor. *Nelson and the U.S. Navy* by Samuel Eliot Morison. *Nelson's Storm Relived* by Peter Hills. *England Expects : Lieutenant Miller Worsley's War* by Barry Gough. *Writing about Nelson : The Literary Touch* by Susan Harmon. *Officer Development in the Royal Navy* by Nick Slope. Etc., etc. Profusely illustrated, some in colour. FINE copy. £35.00

{169} Newall, Peter. **MAURETANIA. TRIUMPH AND RESURRECTION.** Preston, 1st.ed., 2006. 136 pp., profusely illustrated with photographs, etc., (some cold., some sepia) + a large gatefold cut-away diagram of the liner. Pict. c.c., 29 x 21cm. FINE.

An excellent photographic record of Cunard's famous four-funnelled liner *MAURETANIA* built on the Tyne in 1907. The first half of the book covers the ship's life from construction

to her scrapping during the 1930s. Includes wonderful views of her wartime service and peacetime role on the Atlantic, views of her building and being broken up. This section includes a gatefold cut-away plan of the liner. The second part provides a unique record of her fittings and mementoes including her exquisite panelling and other features built into Pinewood Studios and at other locations. This section includes coloured photographs and overall the book contains a wealth of internal views of the ship as well as external. £30.00

{170} Norton, Peter.

SHIPS' FIGUREHEADS.

Newton Abbot, &c., 1st.ed., 1976. 144 pp., profusely illustrated with photographs & drawings. D.j., 24 x 17cm. FINE.

The author traces the origins and history of perhaps the most evocative part of a sailing ship, her figurehead. Carved with loving care, painted and maintained by their proud crews as a symbol of their ship and the location of its very soul, the figurehead has featured from earliest maritime civilizations down to a less romantic century when steam and steel had no place for such feelings and craftsmanship. Particular attention is paid to the 19th century and includes the last naval figureheads of men-o'-war, as well as their merchant ship counterparts in the old square-riggers which carried the tradition on to a later era. The book is richly illustrated with photographs and drawings. FINE copy. £30.00

{171} O'Brian, Patrick.

MEN-OF-WAR. New York, 1st US ed., 1995.

95 pp., many ills (some cold.). D.j., 24 x 16cm. FINE.

First published in England in 1974, this is an early and factual study of 18th century men-o'-war from the pen of the late Patrick O'Brian who came to fame with his naval fiction. Here he looks at the guns, ship's company, life at sea and the songs which would have resounded around the wooden timbers of the ships of Nelson's day. Patrick O'Brian provides the perfect introductory work to the ships and social conditions at sea during the age of fighting sail ; the world he chose as the setting for his highly successful novels. FINE copy. £35.00

{172} O'Kane, Rear-Admiral Richard H.

WAHOO. THE PATROLS OF

AMERICA'S MOST FAMOUS WORLD WAR II SUBMARINE. Presido, Novato, California, 1st.ed., 1987. X + 345 pp., many photographs, drawings, & charts. D.j., 24 x 16cm. FINE.

The wartime career of the *USS WAHOO* and its sinking of Japanese tonnage is legendary in American submarine circles. The author served as her executive officer before becoming a submarine ace himself, and is best placed to tell the full story of the *WAHOO* for the first time. From her birth in early 1942, the submarine's mission was to conduct unrestricted submarine warfare on a ruthless enemy who had launched an unprovoked attack on the US fleet at Pearl Harbour a few months earlier. Soon under the command of Dudley W. Morton, daring new tactics were employed and the enemy was sought out no matter where it was located. He made a remarkable "down the throat" attack against an attacking Japanese destroyer, and several surface-running gun attacks. He formed a 'commando' unit to land in rubber-boats to assault the Japanese, and *WAHOO* sank a four-ship convoy in one day. Her story is told up to the time her luck ran out and she became one of the 37 US submarines lost with all hands. FINE copy. £30.00

{173} O'Neill, Richard.

SUICIDE SQUADS OF WORLD WAR II.

New York, 2nd ed., 1988. 296 pp., profusely illustrated with photographs, maps, drawings, diagrams & tables. D.j., 24 x 16cm. FINE.

First published in 1981, this is an account of the men, weapons and missions of the 'Special Attack' units of the Imperial Japanese Navy and Army, described together with those of the Royal Navy, Italian Navy, Germany's *Kriegsmarine* and Luftwaffe's *Rammjager* aircraft, etc. Much of this material will be unfamiliar to readers, most notably a first-hand description

of the operations of Japanese *Shinyo* and *Maru-ni* explosive motorboat squadrons. Also covers Italian and British midget submarines and human torpedoes, Kamikaze aircraft attacks against American and British warships ; Germany's EMB's, etc. The author provides the most complete account to date of the development and use of men and machines who went out to attack the enemy knowing they would never return. £25.00

{174} O'Neill, Richard. *PATRICK O'BRIAN'S NAVY. THE ILLUSTRATED COMPANION TO JACK AUBREY'S WORLD.* 1st Eng. ed., 2003. 160 pp., profusely illustrated (chiefly cold.) with paintings, drawings, prints, plans, tables, maps, & contemporary reproductions. D.j., 28 x 28cm. Nr.FINE.

O'Brian's fictional characters in the form of Jack Aubrey and his surgeon Stephen Maturin have thrilled readers all around the world since *Master and Commander* was first published in 1969 – the first of Patrick O'Brian's bestselling series of novels set in the age of Nelson. This is a lavishly illustrated companion to what has been described as "*the best historical fiction series ever written*" (New York Times). It sets out to provide information on naval life and history around the Napoleonic Wars, the author having gathered together a team of experts to explain the complexities of sailing men-o'-war, the life of officers and seamen, how ships were constructed, manned and handled, and how they prepared themselves for close-battle. Includes profiles of real historical naval figures upon whom O'Brian based his characters, much of the information provided relates back to the novels themselves. Beautifully illustrated, this book adds additional enjoyment to O'Brian's epic stories. £30.00

Autobiography of the Marquis of Anglesey's Eldest Son

{175} Otway, Rt. Hon. Sir Arthur. *AUTOBIOGRAPHY AND JOURNALS OF ADMIRAL LORD CLARENCE E. PAGET, G.C.B.* Chapman & Hall, 1st.ed., 1896. Xv + 367 pp., guarded frontis + 7 other plates. Re-bound in black cloth ; gilt edges uncut. 23 x 16cm. Binding : FINE. Contents : V.G.

The life and journals of Clarence Edward Paget (1811-1895) eldest son of Lord Anglesey (the marquis, of Waterloo fame, who lost his leg in the battle whilst riding next to Wellington). Clarence entered the Royal Navy as a ships' boy and first went to sea in 1823 aboard the frigate *NAIAD*. In this book he describes his early naval life and experience at home and overseas. Two chapters are devoted to the Crimean War in the Baltic and Black sea during the 1850s where he saw a great deal of action. He also gives an interesting account of the ironclad controversy and recalls his later naval career. A great admirer of Nelson, it was Admiral Lord Paget who erected on the shores of the Menai Straits a large full-figure monument of Nelson which can still be seen today. It was completed in 1873 and received the thanks of the Admiralty who adopted it as a navigational mark in the *Admiralty Sailing Instructions*. Much of Admiral Paget's later service was spent in the Mediterranean and Middle East – Malta, Turkey, Naples, Egypt, Greece and the Holy Land. £150.00

{176} Pack, Capt. James. *NELSON'S BLOOD. THE STORY OF NAVAL RUM.* 1st ed., Havant, 1982. 200 pp., 7 cold. plates (1 double-page) + many additional photo & other ills. D.j., 22 x 14cm. FINE. Signed Presentation Copy from Captain James Pack to the late Dr. Colin White, inscribed : "*To Colin, to whom I owe so much. Best wishes. Jimmy Pack. 5/XI/1982*". (Both Jimmy Pack & Colin White were former Directors of the RNM, Portsmouth).

The late Jimmy Pack examines the social life of the Royal Navy from 1655 onwards as told through the history of naval rum, or, as one of its nicknames in the Navy has it, 'Nelson's Blood'. Rum was introduced in the West Indies as a substitute for English ale by Admiral Vernon. The watered-down version he sanctioned became known as 'Grog' from the old program coat that Vernon wore. On July 31, 1970 – 'Black Tot Day' to the sailors – the last *up spirits* was piped in H.M. Ships as it was decided that the modern technical Navy required

ratings with a clear head ! A unique Signed Presentation Copy reflecting professional life and relationships at the former Royal Naval Museum in Portsmouth. £40.00

{177} Palmer, A. B. *PEDLAR PALMER OF TOBRUK. AN AUTOBIOGRAPHY.*

A Roebuck Book, Canberra, 1st ed., 1981. Xv + 386 pp., many photo-ills., drawings & maps. D.j., 25 x 18cm. V.G. Signed Presentation Copy from the Author, inscribed : "To : My good friend & shipmate Bill Donald of England. From : Al Palmer of U.S.A."

The autobiography of Alfred Palmer, an American brought up in Australia, who first went to sea as a cadet in 1916 aboard a square-rigger that took 112 days to reach Bordeaux via the Horn. The vessel was sunk by a U-boat off Penzance and after 2 ½ days in a lifeboat the author found himself in England. He joined the Royal Navy, trained as a gunner, and served in the Grand Fleet. When peace came he tried to return home but was shipwrecked on the Galapagos Islands. After further hazardous adventures he arrived back in Australia where he joined the Commonwealth Line, serving in all types of vessels. When war returned in 1939, Palmer, a reserve officer, was called up and joined a Yangtse River Gunboat sailing for Singapore. There he joined *HMS MEDWAY* bound for England via Suez, but at Alexandria he was given command of a lighter, *X39*, and here his war began in earnest. In his book he describes his encounters with the enemy on the coast of North Africa until his vessel was sunk by an Italian aircraft. He was made a POW and lost his right arm in Germany but his hectic life was only just beginning and he saw service in the Med., USA, Australia, Borneo, Saigon, Hong Kong, etc., before being honourably discharged from the Royal Navy having previously been decorated at Buckingham Palace. A fascinating life story. £60.00

{178} Parsons, Richard. *THE STORY OF KINGS. C. J. KING & SONS 1850 TO THE PRESENT DAY.*

Bristol, 1st ed., 1988. 120 pp., profusely illustrated with photographs, facsimiles, drawings, etc. D.j., 21 x 20cm. V.G.+.

During the 1840s Christopher King left his native Wiltshire village to seek work in Bristol. By 1850 at the age of 23 he was established as a master stevedore and had laid the foundations of a family business that would dominate stevedoring and towage in Bristol City Docks for the next century. The author recalls the fortunes of this famous tug company from its first wooden tug *MERRIMAC* of 1859, to its latest vessel, the diesel tug *SEA ENDEAVOUR* of 1980. Illustrated with many photographs, facsimiles, drawings, etc. £25.00

{179} Peel, Robert. *HINE BROTHERS OF MARYPORT. VOLUME I : THE SAILING FLEET BASED IN LIVERPOOL, THEN MARYPORT. VOLUME II : THE SAILING FLEET – THE FOUR BARQUES.*

2 Vols., Cooil Publishing, Isle of Man, 1st eds., 2012 & 2014. **Vol. I :** Xvi + 327 pp., many photo & other ills (some cold.). **Vol. II :** Xxii + 377 pp., many photo-ills. **Both vols in pict. c.c., 28 x 21cm. FINE.**

The author's research has produced two attractive, well illustrated, and fascinating volumes on the square-riggers owned by Wilfrid and Alfred Hine of Maryport, on the Cumberland coast. The first volume describes in detail their early vessels when based in Liverpool from 1860 to 1873. Most of the Hine vessels were deep-sea, but from 1873 to c.1883 they also operated coastal sail out of Maryport. These are described before returning to the Hine barques in the deep-sea trades between 1868 and 1891. Addenda in this volume lists vessels, captains and their families. The second volume concentrates on four of their celebrated barques : *EDEN HOLME* 1875-1907 ; *BRIER HOLME* 1876-1904 ; *MYRTLE HOLME* 1875-1907 (1915) ; and *CASTLE HOLME* 1875-1908 (1924). Further details of vessels, captains, family, etc., are given in the Addenda. Two highly detailed volumes. £100.00

BOOKQUOTE : "Think before you speak. Read before you think." Fran Lebowitz

{180} Peniston, Bradley. *NO HIGHER HONOR. SAVING THE USS SAMUEL B. ROBERTS IN THE PERSIAN GULF.* Naval Institute Press, Annapolis, 1st ed., 2006. Xviii + 279 pp., 22 photos etc. D.j., 23 x 16cm. FINE. Trade card of Judy A. Heise, Naval Institute Press, stapled to (blank) free endpaper. The guided missile frigate *USS SAMUEL B. ROBERTS* (FFG 58) was deployed in the Persian Gulf at the height of the Iran-Iraq War, and for two months escorted tankers as part of the largest convoy operation since World War II. On the 14th April 1988 the frigate struck an Iranian mine which ripped open her engine-room, ignited fires on four decks, and plunged the vessel into darkness. Throughout the night her crew bravely fought fire and flood to save the ship. The incident provoked the biggest surface-ship battle for decades, helped to end the war, and set the stage for conflicts to come. £25.00

Biography of Admiral Sir William Penn in a Contemporary Calf Binding

{181} <> Penn, Granville. *MEMORIALS OF THE PROFESSIONAL LIFE AND TIMES OF SIR WILLIAM PENN, KNT., ADMIRAL AND GENERAL OF THE FLEET, DURING THE INTERREGNUM ; ADMIRAL, AND COMMISSIONER OF THE ADMIRALTY AND NAVY, AFTER THE RESTORATION, FROM 1644 TO 1670.* 2 Vols., James Duncan, Paternoster Row, 1st.ed., 1833. **Vol. I :** xvi + 580 pp., engrv. port. frontis., + 1 other engrv. port. plate & an engrvd. device to title-page. **Vol. II :** 619 pp., engrv. port., engrv. view, table (fldg.) & facsimile (fldg.). **Both** volumes in contemporary black half calf ; tanned calf title-pieces to spines; raised bands ; gilt; marbled boards ; speckled edges. 22 x 14cm. Some general shelf wear to binding but tight & sound ; some general foxing & offsetting but o/w a clean and attractive set : V.G. Contemporary bookplate of J. G. Barclay (Probably Joseph Barclay [1831-1881], Bishop of Jerusalem born near Strabane, Co. Tyrone, and ordained in the Church of Ireland. He worked among the Jews to convert them to Christianity and became Bishop of Jerusalem in 1879 but his early death out there brought his work to a premature close).

The biography of Admiral Sir William Penn (1621-1670) who, after service on the Irish coast, was engaged in the pursuit of Prince Rupert in 1651-52. He later served under Blake in the Dutch War and at the battle off Portland in 1653 – Penn rescuing Blake and saving the day. At the end of that year Penn was appointed c-in-c of a fleet sent against the Spanish West Indies and although he failed in his attack on St. Domingo he did capture Jamaica. On returning to England he was imprisoned in the Tower, ostensibly for returning without leave, but released a few weeks later when he retired to his estates in Munster where he remained in secret correspondence with the royalists until the eve of the Restoration. At that period he was knighted and made a Commissioner of the Navy. As Pepys's superior officer, he came in for a good deal of abuse in the famous 'Diary'. In 1655 Penn accompanied the Duke of York in the fleet sent against the Dutch and was thought to have drawn up the *Duke of York's Sailing and Fighting Instructions* for the Battle of Lowestoft that year. This was to be Penn's final service afloat but he continued with the Navy Office to his death. He was also the father of William Penn (1644-1718) the Quaker who founded Pennsylvania. £400.00

{182} Philbin III, Tobias R. *THE LURE OF NEPTUNE. GERMAN-SOVIET NAVAL COLLABORATION AND AMBITIONS, 1919-1941.* University of South Carolina Press, Columbia, 1st ed., 1994. Xxv + 192 pp., 12 photos & other ills. D.j., 23 x 16cm. FINE.

Based on recently published Soviet documents, German archives, and the growing scholarship with regard to both navies, this book examines the naval relationship that existed between Soviet Russia and Germany during the inter-war years. Both Stalin and Hitler sought to build fleets beyond their defensive needs and in breach of the naval treaties. The author uncovers the lessons both Germany and Russia learnt from the Great War ; lessons that shaped their respective pursuit of naval supremacy and their individual ambitions to wrestle Neptune's trident from the Royal Navy. He analyses Russo-German naval relations

in detail ; Russia's exchange of oil and raw materials for German naval technology ; and the various pacts between Stalin and Hitler – each as trustworthy as the other. £30.00

Three Original Builder's Specifications – Probably the Only Surviving Copies

{183} Philip & Son Limited. MEMORANDUM OF AGREEMENT & SPECIFICATION OF A STEEL SCREW TUG FOR THE AMAZON RIVER STEAM NAVIGATION COMPANY (1911) LIMITED : THE "ARARY". Not Published. N.P. (Dartmouth) ; 1st ed., 1912. 15 pp (typescript) with Philip & Amazon River S.N. Co. stamps & 2 original signatures from Directors from both firms (twice, once over a stamp) ; red wax seal. Hand-written c.c., sewn. 33 x 20cm. V.G.
An original and probably the sole surviving copy of the agreement by the shipbuilding firm of Philip & Son on the River Dart, to build an Amazon steamer in 1912 which resulted in the construction of No. 409 in the yard : the *ARARY*, a steel single-screw tug built at a cost of £5,000. Launched in February 1913 for the Amazon River Steam Navigation Co., (1911) Ltd., London and Paris, the tug was registered in Para, Brazil. In 1916 she was sold to Booth & Co. (London) Ltd, and registered at Manaus, Brazil. She was deleted from *Lloyd's Register* in 1920. (Blackhurst, p. 81). This original Memo lists the 14 agreements between both parties, and then goes on to provide detailed specifications for the tug including her hull and decks, gear and fittings, engines and boilers, etc. £50.00

{184} Philip & Son Limited. SPECIFICATION OF A STEEL SCREW DIESEL THAMES BARGE TUG FOR UNION LIGHTERAGE CO., LTD. YARD NO. 1241 : THE "HEMBO". Not Published. N.P. (Dartmouth) ; 1st ed., N.D. (c.1951). 47 (out of 48) pp. P.c., 33 x 20cm. Rusty staples ; lacks final leaf & (blank) rear cover, o/w. V.G.
Detailed specifications covering every aspect of construction for the tug *HEMBO*, Yard No. 1241, built on the River Dart in 1951 for work on the Thames under the flag of the Union Lighterage Company. (Blackhurst, p.p. 132/133 with photo of vessel). Ordered in 1951 and launched in 1952, this tug served her owners well until 1975 when she was sold to S. B. Towage Ltd., Gravesend. She was sold again in 1979 to Frank Pearce (Tugs) Ltd., of Poole, and renamed *PULLWELL ZULU*. About 1980 she was laid up at Poole following engine damage and used as a source for spare parts. In 1985 her owners ceased trading. £30.00

{185} Philip & Son Limited. SPECIFICATIONS OF TWO COAL BURNING SINGLE-SCREW STEEL TUGS FOR THE STATE OF MORVI, KATHIAWAR, INDIA, NOS. 786/7 : THE "GANGA" AND THE "JUMNA". Not Published. Dartmouth ; 1st ed., 1930. 2 + 32 + 1 + 1 (MS.) P.C. with ink title. 33 x 20cm. Rusty staples o/w V.G. (Includes Philip's notepaper).
In 1930 two tugs were launched on the River Dart for Sir A. Gill and for service in Morvi States, British India. The *GANGA* and *JUMNA* were both shipped out east aboard the *S.S. BELDIS* and registered in Navahki. (Blackhurst p. 100). Morvi or Morbi is a city and a municipality in Morvi district in the Indian state of Gujarat. It was a Princely State ruled by the Jadeja clan of Rajputs until Indian independence in 1947. It is situated on the Kathiawar peninsula. These specifications cover every aspect of the vessel's construction including hull, machinery, fittings, gear, etc., plus details of trials etc. £45.00

{186} Plevy, Harry. DESTROYER ACTIONS : SEPTEMBER 1939 – JUNE 1940. Spellmount, Stroud, 1st.ed., 2006. Xvi + 272 pp., 19 photo-plates + maps in text. D.j., 24 x 16cm. FINE.
Two Obituaries tipped in : Captain Robert Franks 1912-2007 ; Vice-Admiral H. G. de Wolf 1903-2000.
The human aspect of the destroyer battles during the first eight months of the Second World War, based on material hitherto unpublished. The author explains the political, strategical

and tactical background to the naval operations in which British destroyers played a pivotal role. While the RAF and the Army struggled to get their act together during the so-called 'Phoney War', the Royal Navy's destroyers were kept busy defending shipping routes, attacking U-boats, rescuing British POWs, fighting fierce battles at Narvik, and evacuating British and French troops from Dunkirk. Their crews lived a harsh existence in the hostile waters of the North Sea and Atlantic. The author draws on eye-witness accounts and British, German, Polish, French and Norwegian sources. Two relevant obituaries tipped in. £25.00

{187} Pocock, Rev. Lovell. WITH THOSE IN PERIL. A CHAPLAIN'S LIFE IN THE ROYAL NAVY. Privately Published by the Author, Upton-upon-Severn, 2nd ed., 1989 (first pub. 1986). 316

pp., several photo & other ill. D.j., 24 x 16cm. Upper corner of front board bumped, o/w Nr.FINE.

The Reverend Lovell Pocock, OBE, MA, RN (Retd.) recalls his wartime experiences as a naval chaplain. In 1939 he was a young chaplain serving aboard *HMS CERES*, one of the ships of the Eleventh Cruiser Squadron on the Northern Patrol based at Scapa Flow and Sollum Voe. In 1940 he went out to Singapore and in 1942 evaded capture by the Japanese when Singapore fell. He returned home aboard Bibby Line's *SS. STAFFORDSHIRE*. After the war he continued to serve in the Royal Navy and in 1948 was chaplain aboard the cruiser *HMS LIVERPOOL*, Mountbatten's flagship, and went on to 1963 in *HMS SISKIN*, *HMS HERON*, and the Royal Marine School of Music at Deal. £30.00

{188} Pool, Richard. COURSE FOR DISASTER. FROM SCAPA FLOW TO THE RIVER KWAI. Leo Cooper, 1st.ed., 1987. X + 196 pp., 18 photo-plates & 5 maps. D.j., 24 x 16cm. FINE.

Obituary of the author, Cmdr. Richard Pool, DSC, RN, tipped in.

The author's account of his varied experiences as a naval officer during the Second World War. He took part in North Atlantic convoy operations and was present at the seizure of French ships in Portsmouth. He served aboard the battlecruiser *REPULSE* and was a survivor from her sinking by Japanese aircraft off the coast of Malaya. He witnessed the short and disastrous Malayan campaign which led to the fall of Singapore. In February 1942, in the final evacuation, he sailed out of Singapore leading two Fairmile Motor Launches with high-ranking officers but was intercepted by Japanese warships and driven ashore. He lived on the desert island for 4 months before, with others who had survived the ordeal, he escaped in a native fishing boat. Eventually he was captured by the Japanese and spent the rest of the war on the infamous Burma railway across the River Kwai. FINE copy. £35.00

{189} Pope, Dudley. THE BLACK SHIP. 1st.ed., 1963.

367 pp., 11 plates + double-page map. D.j., 22 x 14cm. Light stains to lower edges o/w V.G. Obituary of the author tipped in.

Dudley Pope meticulously researched the story of the bloodiest mutiny in the history of the Royal Navy – the butchering of the officers aboard His Majesty's Frigate *HERMIONE* 32 guns, in the West Indies in 1797. The captain of the frigate, Hugh Pigot, was a brutal and sadistic commander who flogged his men mercilessly and drove them beyond the limits of endurance. However, nothing could excuse the slaughter of guilty and innocent officers alike as the mutineers went wild and committed crimes beyond anything Pigot could have dreamt up. Not content with murder, they took their ship into an enemy port and gave her up to the Spaniards who, unaware of the true facts for some time, nevertheless greeted them with the contempt they deserved. The Spanish took the ship into their service but due to an amazing episode of red tape and internal wrangling, never actually got the frigate to sea. Meanwhile the Royal Navy relentlessly hunted down the mutineers over the next ten years and of the 33 either caught or who gave themselves up, 24 were either hanged and hung in chains upon gibbets, or transported for life. A few managed to escape justice by fleeing to America. The

author describes these events which end with the daring re-capture of the *HERMIONE* under the guns of Spanish forts, with Captain Edward Hamilton leading 100 English sailors aboard six open boats in one of the most brilliant cutting-out expeditions in naval history. £35.00

{190} Potts, Mark. & Marks, Tony. ***BEFORE THE BELLS HAVE FADED. THE SINKING OF HMS FORMIDABLE, JANUARY 1, 1915 – THE FIRST BRITISH BATTLESHIP TO BE SUNK BY A GERMAN U-BOAT.*** Privately Printed, n.p., 1st ed., 2004. 217 pp., many photo-ills. Pict. c.c., 21 x 15cm. FINE.

The old pre-dreadnought battleship *HMS FORMIDABLE* became the first British battleship to be sunk by a German U-boat. She was sunk off Lyme Regis on the Dorset coast on the 1st January 1915 by *U.24*. 547 officers and men lost their lives. Very few details concerning the incident appeared in post-war books on the war ; this is the first detailed account ; a tragic story packed full of incidents, heroism, heartache, self-sacrifice, leadership and survival. Includes as full a Roll of Honour of those lost. FINE copy. £25.00

{191} Price, Anthony. ***THE EYES OF THE FLEET. A POPULAR HISTORY OF FRIGATES AND FRIGATE CAPTAINS, 1793-1815.*** 1st.ed., 1990. 298 pp., 17 plates. D.j. 24 x 16cm FINE.

Wooden sailing frigates in their original form existed for about a century from c.1750 to 1850 and were employed as fast scouting cruisers for the battle fleet. Nelson described them as the “*eyes of the fleet*” but they were also fighting ships in their own right and they fought many epic single-ship actions. Frigate Captains were also a special breed ; dashing and daring by reputation, it was an essential command for any young captain on the ladder to flag rank. In this book the author concentrates on the Napoleonic Wars and gives an account of some of the more outstanding engagements : the *INDEFATIGABLE* v. *DROITS DE L'HOMME*, the infamous *HERMIONE* affair - one of the bloodiest mutinies in naval history (see No. 189 above) - and the frigate actions of the celebrated Edward Pellew. Also the deeds of Cochrane in the *PALLAS*, the rise and fall of the Captain of the *IMPERIEUSE*, Nelson and the famous *AGAMEMNON*, Hoste at the Battle of Lissa in 1811, and the frigate actions during the War of 1812. £25.00

{192} Proud, John H. ***SEAHORSES OF THE TEES. THE STORY OF TEES TOWING COMPANY LIMITED.*** Privately Printed by the Company, Middlesbrough, 1st.ed., 1985. 189 pp., 81 photo & other ills. (1 cold.). Pict. laminated boards. 30 x 21cm. FINE.

Published by the Tees Towing Company, this book tells the story of their tugs and towing operations from 1880 to 1983. Divided into two parts, the first deals with the firm’s history ; the life of William Henry Crosthwaite ; the Constituent Companies 1909 – 1919 ; the early years of the Amalgamation 1920 – 1925 ; the Depression 1926 – 1931 ; the first experiment with Diesel Propulsion 1932 – 1939 ; World War II ; post-war developments and the building of the modern tug fleet. The second part provides a pictorial Fleet List of the 80 tugs owned by the company during this period. FINE copy. £40.00

{193} Reade, Leslie. ***THE SHIP THAT STOOD STILL. THE CALIFORNIAN AND HER MYSTERIOUS ROLE IN THE TITANIC DISASTER.*** Sparkford, 1st.ed., 1993. 384 pp., 78 photo & other plates, 16 diagrams & 4 maps. D.j., 24 x 16cm. FINE.

The controversy surrounding the role of the *S/S CALIFORNIAN* in the *TITANIC* disaster has rumbled on since 1912 and fascinated the author from that period to his death in 1989. The question still arouses endless speculation and argument the world over. Could the *CALIFORNIAN* have gone earlier to the rescue of the stricken liner ? Leslie Reade, an

Oxford graduate, began his own long, meticulous investigations in the early 1960s to discover the truth about the ship and her master, Captain Stanley Lord. This book is the result of that research and includes examination of all the prime documents, interviews with key figures, and what he claims to be conclusive evidence and the most probable solution as to what happened on that fateful night. Illustrated with 78 photographs and other plates, 16 diagrams and 4 maps. FINE copy. £40.00

{194} Rees, John S. *HISTORY OF THE LIVERPOOL PILOTAGE SERVICE, MENTIONING THE LOCAL LIGHTHOUSES AND LIGHTSHIPS.* Southport, 1st.ed.,

1949. 219 pp., frontis. (fldg.) + 25 other plates. Green cloth ; gilt. 22 x 14cm. Gilt dull as usual o/w V.G.

Written almost seventy years ago, this is the history of Liverpool's Pilotage Service covering some 170 years of activity. The author examines the Mersey pilots before 1766, the names of licensed pilots and their vessels at the time of the first Liverpool Pilotage Act (1766), the disaster to pilot boats in 1770, and the approaches to the Mersey and the river itself. He also describes the lighthouses at Hoylake, Leasowe, Bidston, New Brighton, Formby and Crosby. Other topics include pilots and privateers, the loss of No. 1 Pilot Cutter *GOOD INTENT* in 1833, sailing ships in tow of Mersey tugs, the purchase by MD&HB of the Pilot Service, and the first steam pilot boat. Also the loss of No. 1 Pilot Boat *S/S ALFRED H. READ*, the disaster that befell No. 1 Pilot Boat *S/S CHARLES LIVINGSTON*, list of pilots in 1808, and the Roll of Honour of the Liverpool Pilot Boats. There are also many other aspects of Mersey pilotage and shipping during times of war and peace. Illustrated with a folding frontispiece and 25 other plates. SCARCE. £50.00

The Law of Storms in 1841 – Complete with Scarce Atlas

{195} Reid, Lt.Col. W. *AN ATTEMPT TO DEVELOP THE LAW OF STORMS BY MEANS OF FACTS, ARRANGED ACCORDING TO PLACE AND TIME ; AND HENCE TO POINT OUT A CAUSE FOR THE VARIABLE WINDS, WITH THE VIEW TO PRACTICAL USE IN NAVIGATION. ILLUSTRATED BY CHARTS AND WOOD CUTS. SECOND EDITION, WITH ADDITIONS. ACCOMPANIED BY THE*

ATLAS. 2 Vols., **Book :** John Weale, 59 High Holborn, 2nd.ed., 1841. Viii + 572 pp., diagrams, woodcuts & charts (some fldg.). Later blue cloth with blind indented 'head' to front covers re-backed in lighter blue cloth; gilt; edges uncut. 26 x 16cm. White figures to front cover ; corners of original boards worn ; some flaking in fore-edges of leaves ; red 'cancelled' stamp of the Athenaeum Library to title-page ; o/w V.G. **Atlas :** 9 charts & a page of graphs. Qtr. maroon calf ; limp brown cloth ; calf title-piece ; gilt. No longer sewn (covers & all pp loose) ; all edges frayed & chipped but no loss to actual charts, etc. POOR.

Designed to accompany the atlas volume which is rarely present but present in this case, the text and atlas combine to form an important and historical study. It examines storms and hurricanes to point out a cause for variable winds which concerned sailing ships at sea. Includes accounts of Franklin's storms, waterspouts, Redfield's storms of the 1820s and 1830s, the Barbados hurricanes of 1831 and 1835, the Antigua hurricane of 1837, wreckers in the Gulf of Florida, Pacific hurricanes, disastrous storms for East India fleets under convoy in 1808 and 1809, typhoons in the South China Sea and the Bay of Bengal, the Bermuda hurricane of 1839, Captain Beaufort's scale, the fall of fish on land, rollers at St. Helena, etc., etc. SCARCE. £100.00

{196} Roberts, A. W. *COASTING BARGEMASTER.*

1st.ed., 1949. 192 pp., 18 drawings by Archie White + map e.p.'s. D.j., 22 x 15cm. V.G.

A post-war account of the Thames sailing barges with their typical sprit-sail rig - the last survivors of the coastal wind-driven trading ships that once sailed our coasts in their

hundreds. These sailing barges traded out of London along the coast from Norfolk to Dorset and beyond. They bred a hardy type of sailor who could handle these heavy craft under sail in narrow tidal waters or in strong coastal gales. The author was one such skipper and he describes some of his experiences before the war. £35.00

{197} Ronald, D. A. B. *YOUNG NELSONS. BOY SAILORS DURING THE NAPOLEONIC WARS, 1793-1815.* Oxford, 1st.ed., 2009. 304 pp., 31 plates (chiefly cold.) + other ills. D.j., 24 x 16cm. FINE.

With a Foreword by Alexander Kent (Douglas Reeman), the author describes the boy sailors of the Napoleonic Wars who followed a long-standing British tradition of sending boys to sea to assist in the fighting of the country's enemies. Boys as young as eight or nine fought alongside men and gave good account of themselves. They "*fought like young Nelsons*" remarked the schoolmaster of the *MARS* after Trafalgar. £35.00

{198} Ruge, Friedrich. *SCAPA FLOW 1919. THE END OF THE GERMAN FLEET.* 1st.Eng.ed., 1973. 175 pp., 17 photo & other plates. D.j., 22 x 13cm. Nr. FINE.

In November 1918, Germany surrendered and under the terms of the Armistice the High Seas Fleet sailed over to Scotland and was escorted by the Royal Navy to Scapa Flow for internment. There, in the following June, 11 capital ships, 13 cruisers, and 50 torpedo boats were scuttled by their German crews. The author served in torpedo boat *B110* and was one of those interned. Following Jutland in 1916, Admiral Ruge gives a detailed account of the mutiny of the High Seas Fleet and its surrender and internment in 1918. He describes the harsh conditions for those on board, the order to scuttle, his experiences in a British POW camp, repatriation to Germany, and the successful British salvage operations. Contains interesting appendices and 17 illustrations. £25.00

{199} Sale, Kirkpatrick. *THE FIRE OF HIS GENIUS. ROBERT FULTON AND THE AMERICAN DREAM.* The Free Press, New York &c. 1st.ed., 2001. (viii) + 242 pp., 7 plates. D.j., 22 x 15cm. FINE.

In August 1808 Robert Fulton demonstrated the power of his steamboat *NORTH RIVER* on the banks of the Hudson in front of a sceptical crowd of bemused spectators. The author provides a biography of the remarkable man behind the project, from 1765 to 1815, and his vessel that would help transform shipping and nineteenth century America. He attempted to sell many of his amazing inventions to the navies of Britain, France and America ; inventions from rope-making machinery to submarines and proto-torpedoes. £20.00

{200} Sawtell, Clement Cleveland. *CAPTAIN NASH DECOST AND THE LIVERPOOL PACKETS.* Marine Historical Assoc., Mystic, 1st.ed., 1955. 98 pp., photo-ills, facsimiles, etc. P.c., 25 x 18cm. Head of spine a little worn o/w V.G. Bookplate of Richard J. Reynolds, Sapelo Island, Georgia.

Captain Nash DeCost was an American shipmaster in the days of the Western Ocean sailing packets out of Boston, New York and other American East Coast ports, bound away for Liverpool from around 1800 to 1840. Captain Nash DeCost was born in 1783 and by 1803 he had become master and part-owner of the ship *JOSEPH*. He married in 1805 and, as was often the custom in those days, he took his bride to sea, in the ship *AVERICK*, just launched at Westport. In Liverpool his bride bought a handsome Liverpool ware pitcher with a picture of her husband's ship which is preserved in America today. Illustrated with photographs and facsimiles. Includes voyages of *EUPHRATES* (1809-1818) & *CORTES* (1821-1826). £30.00

BOOKQUOTE : "I cannot sleep unless I am surrounded by books." Jorge Luis Borges

{201} Scal, Yves le. *THE GREAT DAYS OF THE CAPE HORNERS.*
1st.Eng.ed., 1966. Xvi + 222 pp., 25 photo-plates & 25 drawings & maps. D.j., 22 x 14cm. V.G.
A French work translated into English gathering together the reminiscences and accounts of 29 French masters of square-riggers who braved the hazards of Cape Horn on passage to the Pacific coasts and the gold fields of California. The author describes the ships and how they sailed ; the economic conditions which kept them hard-pressed in competition with fast steamers ; and something of the seamen themselves who endured indescribable hardships. Illustrated with 50 photographs, drawings and maps. £35.00

{202} Schaeffer, Heinz. *U-BOAT 977.* 3rd ed., 1952
(first published only the month before). 207 pp., frontis + 8 other photo-plates + 2 illsd. e.p's. D.j., 22 x 14cm. V.G.
This book went through three editions in two months and was republished again in 1955. The author covers the years 1938 to 1945 during which time he rose from naval cadet to command of a submarine – *U.977*. This English edition contains a preface by Admiral-of-the-Fleet The Earl of Cork and Orrery, and a foreword by Nicholas Monsarrat who fought the U-boats in the Atlantic for five years. Apart from Prien, who lost his life in the early days of the war, no other U-boat commander had written of his experiences until Schaeffer. This was partly because he was not writing from Germany but rather from Buenos Aires where he had taken *U.977* at the end of the war on an incredible 3 ½ month voyage with his crew on the verge of mutiny. He surrendered his boat to the Argentine Navy and was held aboard the cruiser *BELGRANO* (sunk in 1982 by a British submarine with a power beyond Schaeffer's imagination). It was believed that *U.977* had carried Hitler to safety before the Russians finally produced evidence that he had perished in Berlin. This is the remarkable story of one wartime U-boat and its resourceful commander. £25.00

{203} Schom, Alan. *TRAFALGAR. COUNTDOWN TO BATTLE, 1803-1805.*
1st ed., 1990. X+ 421 pp., 54 plates, 3 maps & 10 line drawings. D.j., 24 x 16cm. FINE.
This is a modern assessment of not only the Battle of Trafalgar itself when the combined fleets of France and Spain met the British fleet on the 21st October 1805, but the entire campaign with events leading up to battle from 1803 onwards. One of the strengths of this study is that the author feels equally at home among French archives as he does among English, resulting in a well-balanced account drawing on hitherto unpublished material. The author explains the political background to the campaign and examines the vast and intricate French plans to build a viable invasion force to cross the Channel and land on British soil. Napoleon's dream – all but given up as lost by the 21st October – was removed beyond the bounds of possibility by Nelson's decisive victory off Cape Trafalgar. The battle itself is fully described : the climax of a long and bitter 'cat and mouse' struggle to gain control at sea. Appendices provide a useful chronology and biographical sketches and the book is illustrated with 54 plates, 3 maps and 10 line drawings. FINE copy. £30.00

{204} Semmes, Admiral Raphael. *MEMOIRS OF SERVICE AFLOAT DURING THE WAR BETWEEN THE STATES, BY ADMIRAL RAPHAEL SEMMES, CSN, CAPTAIN OF THE CSS ALABAMA.* The Blue & Grey Press, Secaucus, New Jersey, 2nd.ed., 1987 (1st 1868). 833 pp., frontis + other ill. D.j., 24 x 17cm. FINE.
The Confederate raider *ALABAMA* built on the banks of the Mersey was the most powerful, successful and notorious ironclad of the American Civil War during the early 1860s. Ironclads heralded in a new and more deadly era of naval warfare and the world's naval powers watched with interest as the northern and southern states of America entered into conflict. Raphael Semmes had been a distinguished naval officer in the United States Navy

until civil war broke out. As a Southerner he stood firm with the South and at first was given command of the *CSS SUMTER* whose adventures are described in this book, first published in 1868. Semmes had a profound effect on the early development of the Confederate Navy and left Birkenhead in command of the *ALABAMA* when she made her dash from the Mersey before officials could stop her. A full description of her two-year cruise is given. During this time she ran amok among Northern shipping until, worn out from continuous sea-duty, she met her end under the guns of the *USS KEARSARGE* off the coast of France, her survivors being rescued by an English steam-yacht. £40.00

{205} Sibley, David. *THE BEHAR MASSACRE. THE EXECUTION OF 69 SURVIVORS FROM THE BRITISH MERCHANT SHIP "BEHAR" IN 1944 BY THE IMPERIAL JAPANESE NAVY.* Stockport, Cheshire, 1st.ed., 1997. 118 pp., frontis., + 1 other facsimile + a map. C.c. with photograph of the ship. 21 x 14cm. Nr.FINE.

The first full account of a Japanese war crime, based on the trial papers exposing the capture of 104 people following the sinking of a British merchant ship in March 1944 – and the execution of 69 of them at sea aboard a Japanese cruiser. The *BEHAR* was owned by the Hain Steamship Company and built only a year before in 1943 for government account. In March 1944 the ship was crossing the Indian Ocean from Melbourne, bound for Bombay and Calcutta with 18 British officers, 61 Indian and 2 Chinese seamen, 17 DEMS crew (naval and army men) to man the guns and 4 Royal Navy ASDIC operators plus 2 other personnel. The *BEHAR* was attacked and sunk by the Japanese cruiser *TONE* and survivors were taken onboard the enemy ship. What happened afterwards is the subject of this book and led to the trial of the Japanese admiral who issued the execution order. He was hung for his crimes. The book is dedicated to the memory of those seamen who lost their lives while in Japanese hands "*No one is forgotten. Nothing is forgotten*". £20.00

{206} Simonsen, Gerhard. *REISE OHNE WIEDERKEHR. DIE GESCHICHTE DES DEUTSCHEN SEGELSCHULSCHIFFES "ADMIRAL KARPFANGER".* Herford, (Germany), 1st.ed., 1991. 64 pp., profusely illustrated with photographs, maps, etc. Pict. c.c., 27 x 20cm. Neat non-associated inscription o/w FINE.

The four-masted barque *ADMIRAL KARPFANGER* was formerly the Belgian *L'AVENIR* launched by Rickmers in 1908. In 1932 she was sold to Gustav Erikson and sailed under the Finnish flag until 1937 when she was sold to Hamburg America Line and renamed *ADMIRAL KARPFANGER*. In 1938, now a German schoolship, she sailed from Australia bound for Hamburg with a cargo of wheat. She disappeared, probably around the hazardous waters off Cape Horn in March that year, all 60 members of her crew, including 33 cadets aged between 15 and 18, were lost. Two British vessels on the same course neither saw her or received any radio calls from her, although they did report icebergs in the area. The Argentines and HAPAG both launched searches but neither wreckage nor survivors were found. This book tells her story in words (German text) and photographs. £30.00

{207} Simper, Robert. *SAIL : THE SURVIVING TRADITION.*

1st.ed., 1984. 161 pp., many photo-ills. D.j., 24 x 19cm. FINE.

Since the war there has been a growing interest on both sides of the Atlantic in preserving or restoring old sailing vessels and reviving the construction of extinct boat types. This book covers many of these vessels and in the second part provides a gazetteer listing over 250 surviving sailing vessels from four-masted barques to Essex coast smacks, each with its history, constructional data, and an extensive number of photographs from the author's collection. FINE copy. £30.00

{208} Skelton, Jim. *SPEYBUILT : THE STORY OF A FORGOTTEN INDUSTRY.* *Privately printed*, Garmouth, Morayshire, 1st.ed., 1994. (Vii) + 99 pp., profusely illustrated with photographs, drawings, maps & facsimiles. Pict. c.c., 30 x 21cm. FINE.

The author reveals the history of how the best timber from the vast forests of Speyside were used to build over 80,000 tons of shipping. He describes the ships and shipbuilders of this Scottish region from 1784 to 1908 with a description of Speyside at the end of the 20th century. Appendices include a list of Speyside-built ships, annual tonnage built, the principal shipbuilders, etc. The book is profusely illustrated with photographs, drawings and facsimiles with a special appendix of maps. Vessels include barques, barquentines, three-masted schooners, etc. A second edition was published in 1995 ; this is a FINE copy of the original edition. £35.00

{209} Skelton, R. A. *CAPTAIN JAMES COOK AFTER TWO HUNDRED YEARS.* British Library, 1st.ed., 1976. 32 (text) pp., cold. port. frontis., 1 other cold. plate + 24 b&w plates. D.j., 22 x 14cm. FINE.

Captain Cook was as much a legend in his own time as he is today, undoubtedly one of the greatest maritime explorers of any age. This book contains the address delivered by the author before the Hakluyt Society at the University of London in 1968, forming part of the bicentenary exercises commemorating the sailing of Cook's first circumnavigation in 1768, drawing a broad picture of Cook the man. Illustrated with 26 plates. £25.00

{210} Smith, C. Fox. *OCEAN RACERS.* 1st.ed., 1931. X + 245 pp., frontis., + 11 other photo-plates, etc. Blue cloth; gilt. 23 x 15cm. V.G. Bookplate.

A study of fast sailing ships in which the author brings together accounts of some of the principal races between square-riggers from roughly the 1840s to the early 1900s. Includes the Baltimore clippers, clippers serving the Californian and Australian gold rushes, British tea clippers, the clippers of the Australian and New Zealand wool trade, and accounts of fast sail in the post-clipper era. The author recalls the passages of *AYACUCHO*, *ANN MCKIM*, *RAINBOW*, *RORY O'MORE*, *SOVEREIGN OF THE SEAS*, *THOMAS HANFORD*, *ECLIPSE*, *MARCO POLO*, *LIGHTNING*, *RED JACKET*, *JAMES BAINES*, *CAIRNGORM*, *CUTTY SARK*, *WILD DEER*, *MIAKO*, *STAR OF PEACE*, *BEN VOIRLICH*, *LIGHT BRIGADE*, *OTAKI*, *LOCH AWE*, *THREE BROTHERS*, *CEDRIC THE SAXON*, *GULF STREAM*, *FALLS OF GARRY*, *LOCH TORRIDON*, *WENDUR* and many other great ships both familiar and less familiar. Illustrated with 12 photographs and other plates. £35.00

{211} Smith, Peter C. *BATTLESHIPS AT WAR : HMS ROYAL SOVEREIGN AND HER SISTER SHIPS.* Barnsley, 1st thus, 2009. 217 pp., 52 photo-plates. D.j., 24 x 16cm. FINE.

First published in 1988, this book tells the story of the battleship *ROYAL SOVEREIGN* (which first saw service during World War I) and her sisters, *REVENGE*, *RAMILLIES*, *RESOLUTION* and *ROYAL OAK*. The *ROYAL OAK* met an early and tragic end in Scapa Flow in 1939, but *ROYAL SOVEREIGN* and her remaining sisters proved to be lucky ships and survived the actions they each fought in. *ROYAL SOVEREIGN* herself battled her way through Atlantic convoy duty, the war in the Mediterranean including the Battle of Calabria, service in the Indian Ocean and off the coast of West Africa, etc. In 1944 she was loaned to the Soviet Navy and grudgingly returned in 1949 only to be sent to the breakers. The class played a full part at Norway, bombarding the German invasion fleet in the Channel ; at the occupation of Madagascar and at Normandy. With the aid of many men who sailed in this battleship, the author reconstructs her career and that of her sisters. £25.00

{212} Somner, Graeme. *BEN LINE.* Ships in Focus, Preston, 1st ed., 2009. 236 pp., profusely illustrated with photographs (some cold.). Pict. laminated boards. 30 x 22cm. FINE.

Several books have been published over the years describing different periods in the history of Ben Line, but now that the fleet has all gone it has enabled the author, well known for his WSS publications, to write the definitive history of Ben Line from its inception in 1839, and a Fleet List of its many ships during almost 160 years. Includes owned vessels, managed vessels, ships owned by W. A. C. Thomson, and Ben Line's involvement in oil exploration. The book is profusely illustrated with hundreds of photographs, some in colour. The Fleet List begins with their early square-riggers and ends with their container ships. £40.00

{213} Sotheby's. *SOTHEBY'S AUCTION CATALOGUE : NELSON – THE ALEXANDER DAVISON COLLECTION. THE PROPERTY OF AN OVERSEAS FAMILY BY DIRECT DESCENT FROM THE ESTATE OF ALEXANDER DAVISON, ESQ. LONDON, MONDAY, 21 OCTOBER 2002.* 1st.ed., 2002. 228 pp., profusely illustrated with photographs, &c., (chiefly cold.). Pict. boards with red silk bookmark attached. 28 x 22cm. FINE. Card with estimated prices tipped in.

In 2002 Sotheby's held one of the most important Nelson sales for decades – and one of the most remarkable in terms of items under the hammer and the high prices realized. They produced this lavish catalogue to accompany the auction. The success of this sale was largely absent in the subsequent saleroom auctions held during the Nelson bicentenary in 2005. This beautifully produced illustrated catalogue of the 'Davison Sale' is a valuable item in itself ; a unique record of the manuscripts, medals, swords and pistols, china, jewellery and other relics once owned by Nelson's close friend and prize agent, Alexander Davison. One of the highlights of the sale was Nelson's purse containing the gold coins in his possession aboard *VICTORY* when he was killed. The estimate for this item was £60-£80,000 but it went under the hammer at £240,000. This superb catalogue describes in detail all 93 items, the lowest selling for £600 and the highest for £300,000 – Lord Nelson's famous scimitar. £100.00

{214} Stammers, Michael. *CHARLES COOPER, THE LAST EMIGRANT SHIP.* NMGM., Liverpool, 1st ed., 2003. 54 pp., profusely illustrated with photographs, drawings, reproductions, etc. (Cold. photos on inside covers). Pict. c.c., 28 x 21cm FINE.

The late Michael Stammers provides an illustrated study of the full-rigger *CHARLES COOPER* of 1856, a packet ship sailing between Antwerp and New York with many European emigrants seeking a better life in the 'New World'. After 1859 the ship made 'tramping voyages' around the world, ending her days in 1866 at Port Stanley in the Falkland Islands, abandoned and condemned as being unseaworthy. This last surviving emigrant ship was used as a storage hulk and so has survived to this day. The author describes her history and examines and photographs her decaying timbers in recent years. £25.00

BOOKQUOTE : *“Book collecting ! First editions and best editions ; old books and new books – the ones you like and want to have around you. Thousands of ‘em. I’ve had more honest satisfaction and happiness collecting books than anything else I’ve ever done in life.”*

Peter Ruber



Clarkson Stanfield's Celebrated Coastal Scenes in a Beautiful Contemporary Binding

{215} Stanfield, Clarkson. *STANFIELD'S COAST SCENERY. A SERIES OF VIEWS IN THE BRITISH CHANNEL, FROM ORIGINAL DRAWINGS TAKEN EXPRESSLY FOR THE WORK.*

Smith, Elder & Co., Cornhill, Booksellers to their Majesties, 1st.ed., 1836. Viii + 128 pp., + frontis, vignette, & 38 other guarded engraved plates. Bound in full morocco ; richly gilt-tooled spine (with fouled anchors, shells, crown, dolphins, etc.) ; richly gilt-tooled front & rear boards with centre device (entwined dolphins around a trident, surrounded by oak leaves) & flower & leaf corner pieces ; inner gilt dentelles ; all edges gilt. 24 x 17cm. Some foxing as usual & some rubbing of joints o/w a tight, sound copy in an exceptionally Fine Publisher's Binding in Nr.FINE condition.

Clarkson Stanfield (1793-1867) was a renowned painter born in Sunderland. He quickly gained a reputation for his fine art, and he illustrated books for his friends Charles Dickens and Captain Frederick Marryat. Watercolours, oils and engravings were produced in remarkable numbers as Stanfield's career developed, and it was Edward Cooke who steered his interest as a marine artist. In 1836 Stanfield produced his own *Coast Scenery : Views in the British Channel* which he dedicated to William IV. Here he provides charming views of the coast of France & the Channel Islands, up the English coast of Cornwall, Devon, Dorset, Hampshire, Isle of Wight, Sussex and Kent. Engravings are accompanied by a detailed narrative and include Falmouth Harbour ; Dartmouth ; Portsmouth Harbour ; the Semaphore, Portsmouth ; Rye Old Harbour ; a Martello Tower ; Boulogne Harbour ; Dover Pier ; the Eddystone Lighthouse ; etc. Bound in the exceptionally fine publisher's binding. £200.00

{216} Stanley-Smith, R. G. *THE NORTH ATLANTIC CATAPULT.*

Pier Point Philatelic, Hurstpierpoint, West Sussex. 2 Vols., 1st.ed., 1990. Limited Edition of 500 Copies Only. Vol. I : Vi + 250 pp., 13 photo-ills. Vol. II : i + 171 pp., profusely illustrated with postal markings. Both vols : pict. c.c., 21 x 15cm. Nr.FINE.

The result of 12 years of research, the author describes a hitherto neglected aspect of the pre-war North Atlantic liners – the use of aircraft catapulted into the air off passenger ships in order to deliver mail ahead of berthing. This transoceanic flying on the Atlantic began in 1910 when Hamburg America made an experiment on-board the *KAISERIN AUGUSTE VICTORIA*, when this 24,581-ton vessel had fitted to her stern, a wooden gliding path measuring 23 feet wide by some 80 feet in length. From here the Germans planned to launch a Curtiss biplane 50 miles off New York, but the experiment had to be cancelled owing to stormy weather. A second attempt from on-board the company's *PENNSYLVANIA* also had to be called off, but eventually the trial went ahead and was successful. The idea was adopted aboard British liners, and the author provides a history of this unusual service up to the Second World War. In the second volume he provides the most detailed and accurate catalogue of the Air-Sea mails ever compiled, with details of the Catapult Service, rates, postal marks, list of flights and survey flights, etc., covering German, British and French ocean liners. VERY SCARCE and complete in two volumes. £80.00

{217} Stopford, T. P. *ADMIRALTY SHIPS BADGES. ORIGINAL PATTERNS, 1919-1994. VOLUME ONE : ABDIEL – LYSANDER. VOLUME TWO : MACKAY – ZULU.*

2 Vols., Stone Frigate, Rochester, 1st.eds., 1996. Vol. I : Vi + 238 + xiv pp. Vol. II : Vi + pp. 239-486 + x pp. Both vols profusely illustrated with badges (cold.). D.j.'s., 28 x 22cm. FINE. Both volumes signed by the author, Tim Stopford ; Volume Two has Addendum (7 pages, 16 cold. ills) tipped in. Bookplates.

A complete record of Admiralty Ships Badges, original patterns, for Royal Navy ships between 1919 and 1994, the result of five years painstaking research. Hundreds of badges, delivered over two volumes are reproduced in full colour to a high standard. The author also explains the meaning of each warship's name, with a heraldic description for each badge. The Ship's Badge, with its link to the Coat of Arms, has replaced the warship figureheads of old in being the focal point for pride and professionalism by ships companies. No less than 1,713 badges are illustrated here. The illustrated Addendum is also present. Signed. £250.00

{218} Stout, Neil R. THE ROYAL NAVY IN AMERICA, 1760-1775. A STUDY OF ENFORCEMENT OF BRITISH COLONIAL POLICY IN THE ERA OF THE AMERICAN REVOLUTION. Naval Institute Press, Annapolis, 1st.ed., 1973. Ix + 227 pp. D.j., 23 x 16cm. Nr.FINE.

The first separate study of the role played by the Royal Navy during the events surrounding the American War of Independence, and a study of the Navy as an instrument of British colonial policy during the years 1760-1775. Thirteen of England's American colonies resisted that policy and led them to fight for independence. Includes a look at relations between the Navy and Colonies up to 1760 ; trade with the enemy and the beginning of naval enforcement ; the various Acts – Sugar, Stamp and Townshend ; the Royal Navy and the Revolution ; etc. The author also provides a valuable bibliography and copious notes on sources. Includes an account of the destruction of *HMS GASPEE*. £35.00

{219} Sullivan, Sir Edward. & Pritchett, R. T. &c., &c. YACHTING.

Longmans, Green, 2 Vols., 1st eds., 1894 & 1895. THE BADMINTON LIBRARY. **Vol. I** : Xvi + 439 pp., cold. guarded frontis + 20 other full-page plates & 93 ills in text. **Vol. II** : Xvi + 488 pp., cold. guarded frontis + 34 other full-page plates & 163 ills in text. **Both** vols. in pict. brown cloth ; gilt. 19 x 14cm. Slight wear to extremities of bindings ; a little foxing & soiling esp. to Vol. I, o/w V.G. Volume II has the photographic bookplate of Ernest Read Cooper, FSA, RHYC ; being a portrait of Major Cooper examining a model of the brig ELIZABETH of Yarmouth. Postcard of the SHAMROCK off Cowes, addressed to Major Cooper in 1942, tipped in. (E. R. Cooper, born in 1865, is well-known to Suffolk historians for his books and articles which reveal a gift for research and vivid writing. A skilled yachtsman, he was also a solicitor and Town Clerk for Southwold and he did much for the harbour and local fishermen, attracting fleets of Scottish drifters to Southwold up to 1911.)

Two volumes in the celebrated and attractive 'Badminton Library' series, these books contain a total of 312 illustrations and bring together yachting experts from the Victorian era including Sir Edward Sullivan, Lord Brassey, Sir George Leach, E. F. Knight, G. L. Blake, etc. Articles include : *Ocean Cruising. Corinthian Deep-Sea Cruising. Evolution of the Modern Racing Yacht. Small Yachts on the Solent. Baltic Cruising. Royal Yachts and English Yacht Clubs. Scottish Clubs. Irish Clubs. The Thames Club and Windermere. Yachting on the Norfolk Broads. Yachting in America. Yachting in New Zealand. Some Famous Races. Racing a 40-Rater in 1892. The American Yachting Season 1893. The America Cup Races 1893. Yacht Racing in 1894.* Etc. Two Volumes. £80.00

{220} Sunderland, Port of. THE PORT OF SUNDERLAND OFFICIAL HANDBOOK ISSUED JOINTLY BY THE RIVER WEAR COMMISSIONERS AND THE SUNDERLAND CORPORATION, 1955. Sunderland & London, 1st.ed., 1955. Xliv + 36 pp., many photographs. 25 x 18cm. V.G.

Sunderland is situated at the mouth of the River Wear and is the chief seaport for the County of Durham. It comprises of a harbour and a North and South dock system and a Corporation Quay. In 1953 the port handled 635,312 tons of imports and exports of general goods, and 236,034 tons of oil. Sunderland also had ship-repair facilities and a history of shipbuilding going back to 1346. This official handbook describes the thriving port over 60 years ago with photographs of shipping, conventional cargo handling, and quayside scenes. £25.00

{221} Sutherland, Iain. WICK HARBOUR AND THE HERRING FISHING.

Wick, 1st.ed., n.d., (early 1980s). 80 pp., profusely illustrated with photographs. D.j., 28 x 21cm. V.G.+.

The story of the rise and fall of the great herring industry on the north coast of Scotland – Wick being the first Scottish port to realize the potential of the trade at the end of the 18th century. The author's interesting narrative is accompanied by a wealth of historic photographs from the Johnstons ; three generations of a local family of photographers. Their cameras captured the characters in their studios who made their living from the sea –

fishermen, divers, coopers, etc. Outside they recorded the construction of the ill-fated breakwater, wrecks of sailing vessels, fleets of scuffies and steam trawlers, quayside scenes, visiting shipping, etc. £35.00

{222} Syrett, David. (Ed.). THE SIEGE AND CAPTURE OF HAVANA, 1762.

NRS, 1st.ed., 1970. Xxxv + 355 pp., 9 plates & 2 maps (both fldg.). Blue buckram ; gilt. 23 x 15cm. FINE.

The British capture of Havana in 1762 is an almost forgotten campaign of the Seven Years' War - this is only the second study on the subject during the 20th century and by far the most comprehensive to date. The Earl of Canwilliam landed a vast army of British troops, transported and escorted to Cuba by a strong naval squadron under the command of Admiral Pocock. The forces laid siege to Havana and Morro Castle – the key to the enemy defences – and took them by storm. After two months and eight days the Spanish were defeated and the island captured. This combined land and sea operation dealt a severe blow to Spanish power in Central America and stands as a prime example of military and naval co-operation during the 18th century. FINE copy. £35.00

{223} Szymanski, Hans. DEUTSCHE SEGELSCHIFFE. DIE GESCHICHTE DER HÖLZERNEN FRACHTSEGLER AN DEN DEUTSCHEN OST-UND NORDSEEKÜSTEN, VOM ENDE DES 18 JAHRHUNDERTS BIS AUF DIE GEGENWART.

Berlin, 1st.ed., 1972. 168 (text) + 92 (plate) pp., 160 photographs etc, + 93 drawings & plans in text. D.j., 27 x 17cm. Nr.FINE.

A German work (German text), the title translating to *German Sailing Ships. The History of the Wooden Cargo Sailers on the German North Sea Coast from the End of the 18th century to the Present*. Illustrated with 160 photographs and reproductions, plus 93 drawings and line plans of square-riggers and vessels of many rigs both deep-sea and coastal. Includes the barque *ANTOINETTE* of Hamburg, 1844 ; Donald McKay's clipper *SOVEREIGN OF THE SEAS* of 1854 ; the clipper *CIMBER* of 1856 ; three-masted barque *FRIEDRICH LUDWIG* of Rostock, 1858 ; full-rigger *BALTIMORE* of Bremen, 1885 ; three-masted barque *COUNT BISMARCK* of Bremen, 1867 ; three-masted barque *THEODOSIUS CHRISTIAN* of Danzig, 1866 ; full-rigger *MARIA ANNA* of Geestemünde, 1885 ; etc. £100.00

{224} Taffrail (Captain Taprell Dorling, DSO, RN). BLUE STAR LINE.

A RECORD OF SERVICE, 1939-1945. 1st.ed., Privately Printed, 1948. 159 + xiii pp., 5 photo-plates & 2 maps (1 fldg.). Blue cloth ; gold lettering & gold/cold. houseflag to front cover. 22 x 16cm. Head of spine worn o/w V.G.

The war record of Blue Star Line from 1939 to 1945, a Company that entered the conflict with a fine fleet of 38 passenger liners and cargo vessels. During the six years of conflict that followed, Blue Star lost 29 ships including their entire handsome passenger fleet. Down with these vessels went 646 seamen including 11 masters, 47 navigating officers and 88 engineers. This book tells their story and the acts of sacrifice and bravery behind the stark figures. Appendices list the ships and men lost ; the Honours awarded ; and details of the few vessels that survived enemy aggression. A second edition of this work was published in 1973, this is the original edition of 1948 published privately by the Company. £50.00

{225} Tarrant, V. E. THE LAST YEAR OF THE KRIEGSMARINE, MAY 1944 – MAY 1945.

Arms & Armour, 1st.ed., 1994. 256 pp., 50 photo-plates + maps. D.j., 24 x 16cm. FINE.

The author examines in detail the final year for Hitler's navy which in reality had lost the war in the Atlantic in 1943. However, a year later it still entertained high hopes that its new weapons would yet bring victory. During those final 12 months of conflict, Allied industrial bombing, superiority at sea, and German technical delays, all combined to ensure that

1

Illustration No. 1

(left to right) :

Item 62

Item 42 (6 volumes)

Item 250 (at rear)

Item 2

Item 27

Item 181 (2 volumes)

Item 162 (2 volumes)

Item 7 (in front).

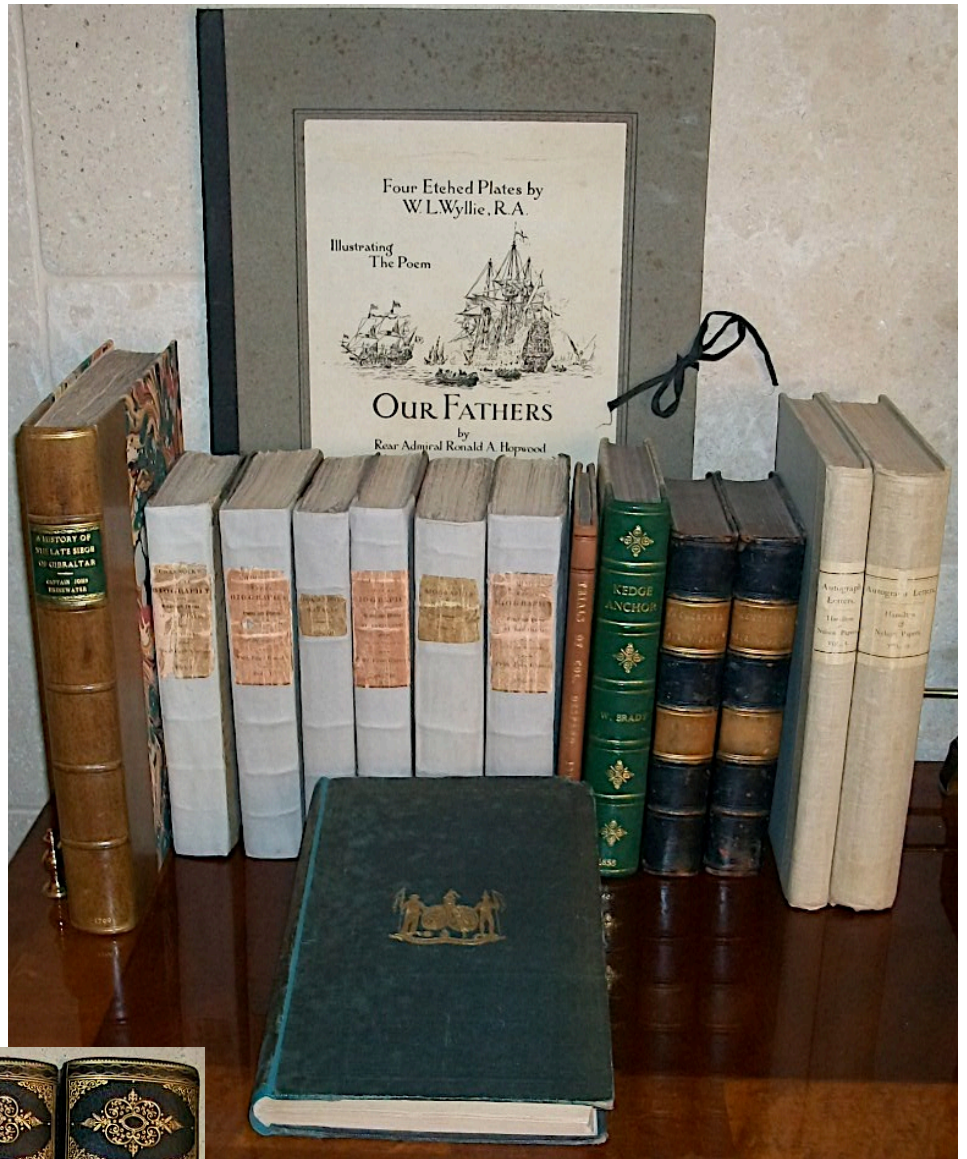
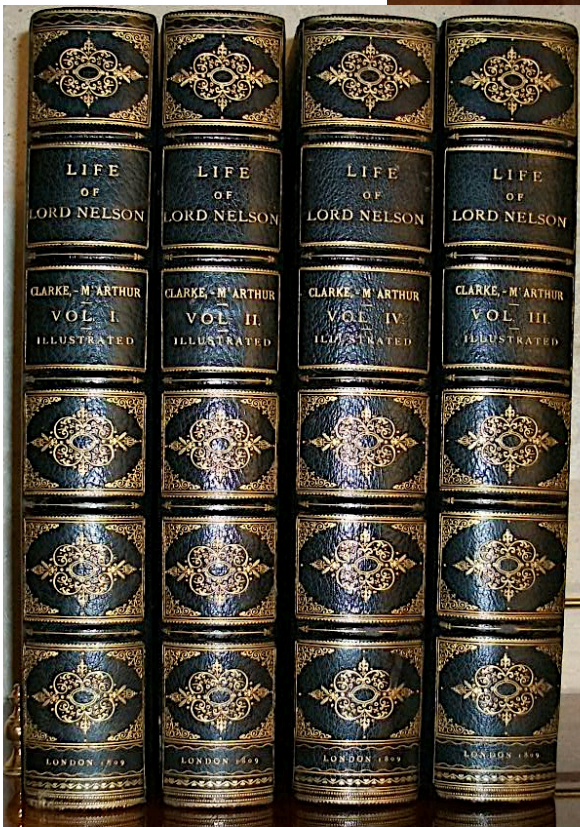


Illustration No. 2 :

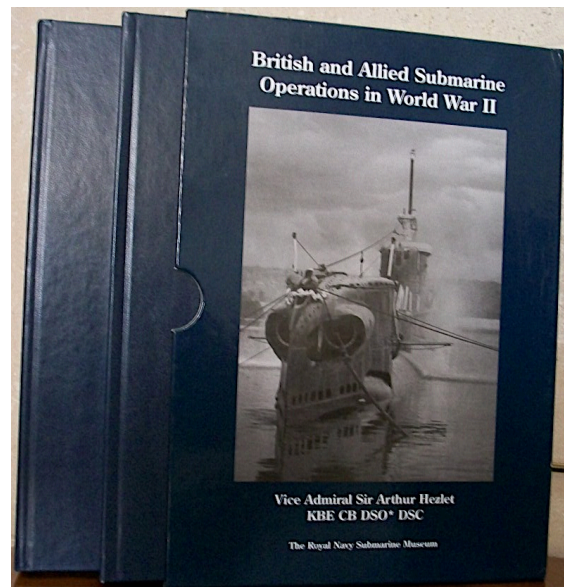
Item 44 (2 volumes,

Extra-illustrated into

4 volumes)



2



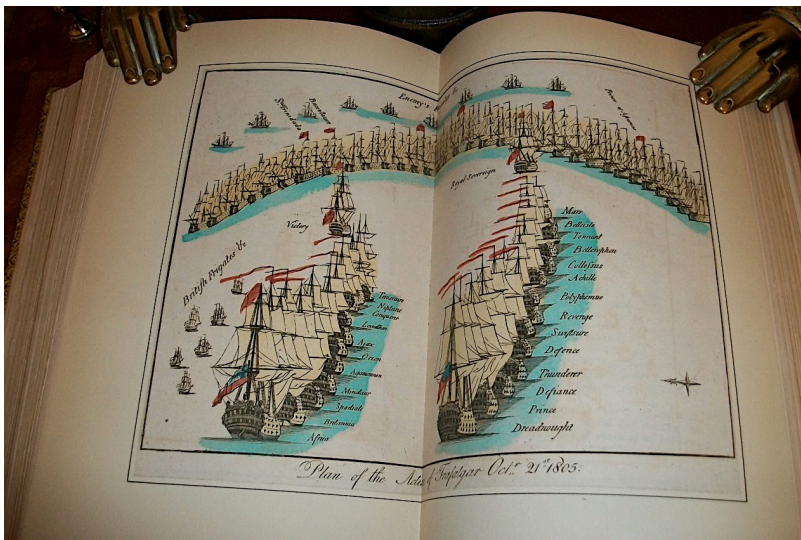
3

Illustration No. 3 : Item 97 (2 volumes)

4



5



6



Illustration No. 4 : Item 148 (2 volumes, Extra-Illustrated) showing Riviere's fine inner gilt dentelles, levant morocco binding, & Henry Pomeroy Davison's leather bookplate.

Illustration No. 5 : One of the extra illustrations from Item 148 – a rare contemporary, hand-coloured battle-plan of Trafalgar.

Illustration No. 6 : Item V457 – Two brass candlesticks made from the screw of *HMS VINDICTIVE* of Zeebrugge fame.



Illustration No. 7 (back row, left to right) :

- 330
- 300 (2 volumes)
- 359
- 333
- 335 (2 volumes)

(front row, left to right) :

- 271 304
- 314

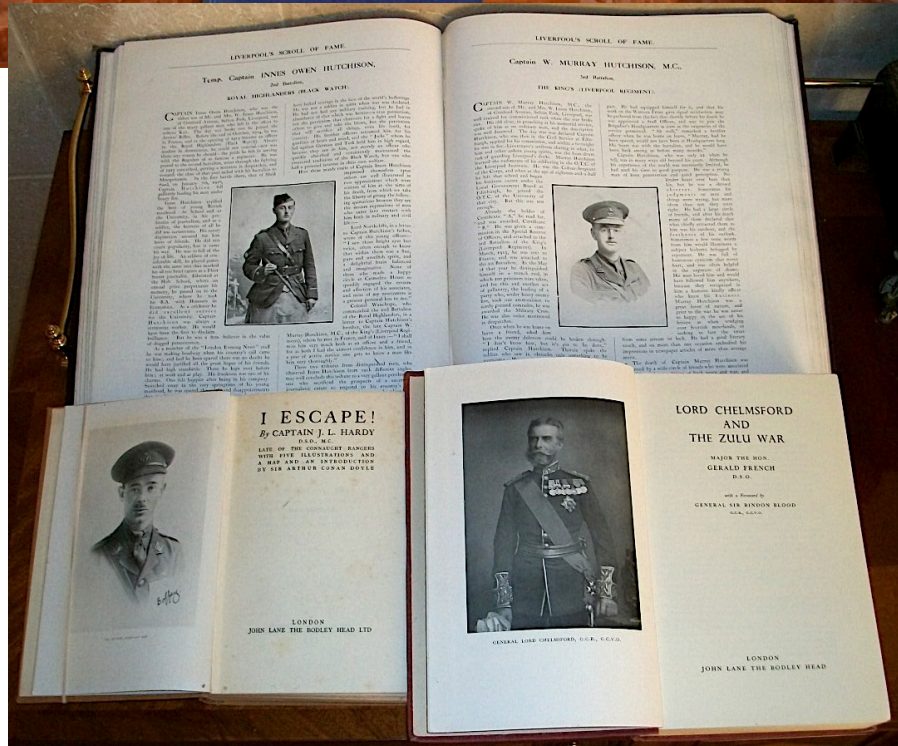


Illustration No. 8 (top to bottom) :

- 359 (Another view, showing typical page layout)
- 296
- 279

Illustration No. 9 (left to right) :
357 290 (showing decorative calf spine)

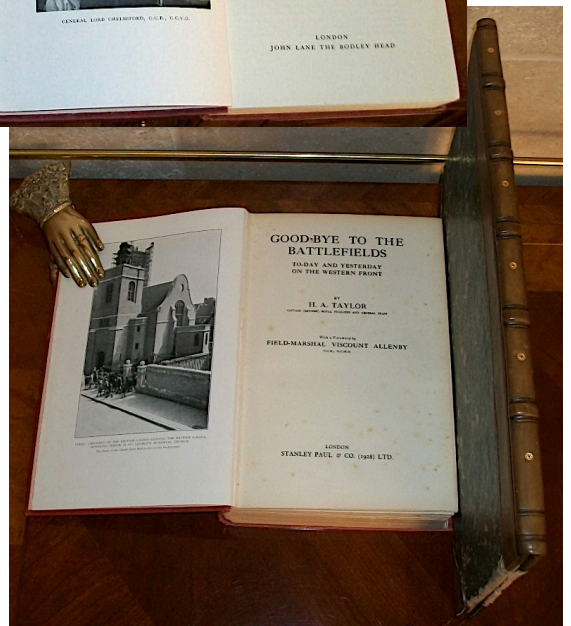


Illustration No. 10 (upper row, left to right) :

446

446 (Rare Supplement)

(lower row, left to right) :

403

436



Illustration No. 11 (upper row, left to right) :

424

394

(lower row, left to right) :

393

433

11

Germany's new 'wonder' weapons would never reach their potential. The Kriegsmarine had been unable to prevent the invasion of Europe and only small units of E-boats, the odd destroyer or U-boat – and bizarre semi-suicide weapons – could be deployed to counter the vast invasion force off the coast of Normandy. The full range of human-torpedo, explosive motor boat and one-man V-boat operations – hitherto barely recorded – are listed and described. So too the fate of Germany's last remaining battleships and cruisers, and the surviving U-boats that continued the fight to the last day of the war. Illustrated with 50 photographs and containing many informative and useful appendices, the author has produced a fascinating account of a single year at war. FINE copy. £25.00

{226} Taylor, James. *ELLERMANS : A WEALTH OF SHIPPING.*

1st ed., 1976. 320 pp, 8 cold. plates & 41 photo-ills. D.j. 25 x 18cm Nr.FINE.

A history of the mighty Ellerman shipping empire founded by John Reeves Ellerman who, at the age of 30, became chairman of the Leyland Line. Within 10 years he had amassed a fortune of several millions and bought several shipping companies. His death in 1933 signalled the end of an era. Ellermans, however, was carried forward by his son, the new baronet, and he was no less brilliant than his father. His sudden death in 1973 took away the last family connection although the enterprise continued. The author examines the history of Ellermans ; the development of the first shipping conferences ; the exploits of their ships and crews in both World Wars – including the famous ball-bearing run when seamen fought with a courage that was recognized by the award of so many decorations for bravery. The book also includes accounts of the London, Liverpool & Ocean Shipping Company ; Papayanni ; City Line ; Montgomerie & Workman ; Hall Line ; Westcott & Laurence ; Bucknalls ; Wilson Line ; etc. Illustrated with 8 coloured plates and 41 photographs. £50.00

{227} Tennent, A. J. *BRITISH MERCHANT SHIPS SUNK BY U-BOATS IN THE 1914-1918 WAR.* Newport, Gwent, 1st.ed., 1990. 258 pp., cold. frontis. C.c., 21 x 15cm. FINE.

During the First World War several thousand British merchant ships, and auxiliaries on Admiralty service, were sunk by enemy action. Of these over 2,000 were destroyed by U-boats. This book lists every merchant ship over 500 tons sunk by Austro-Hungarian and German submarines, with information on the circumstances of loss. An essential source of reference ; FINE copy. £30.00

{228} Thomas, David. *THE RIGHT KIND OF BOY. A PORTRAIT OF THE BRITISH SEA APPRENTICE 1830-1980.* Phaiacia, Ystradowen, Carmarthenshire, 1st.ed., 2004. Xviii + 418 pp., port. frontis. + 59 other photo-plates. D.j., 26 x 19cm. FINE.

During the 1970s the induction of young men into the Merchant Navy under articles of an indenture of apprenticeship came to an end, disconnecting the officer-cadets from some six centuries of history. The author examines the life of young apprentices from 1830 and onwards, through the Victorian era when thousands of boys were apprenticed aboard square-riggers, and later steamers, to begin their career at sea. He describes the official and social documentation required, the boy's home background, schooling (his *education* did not begin until he joined his first ship), his social life, work, training, living conditions, and the harsh and strange new world as the boy was moulded into a seaman. The frontispiece shows an apprentice in uniform from the square-rigger of 1891, and during a period of 150 years his counterpart, from Swansea to Liverpool, tells his story and describe his experiences in both sail and steam. Illustrated with 60 photographs. £65.00

{229} Thomas, P. N.

BRITISH OCEAN TRAMPS.

VOLUME I : BUILDERS & CARGOES. VOLUME II : OWNERS & THEIR SHIPS.

2 Vols., Albrighton, 1st.eds., 1992. Vol. I : 158 pp., profusely illustrated with photographs, cold. plates, drawings, plans & facsimiles. Vol. II : 182 pp., illustrated as per vol. i. Both volumes in d.j., 30 x 21cm. FINE.

A comprehensive study of the British tramp steamer with a superb variety of illustrations including coloured plates, photographs, detailed drawings and plans. The first volume examines the design and construction of tramp ships from the early steamers built of iron ; the shipbuilders of Scotland, the English east coast, Liverpool and Wales ; the cargoes they carried such as coal, grain, ore, timber, cotton, sugar and general cargoes ; the shipbroking aspects of tramping – chartering, cargo shortages, unseaworthiness, freight rates, etc., and a diary of steam tramps against the background of world events from the opening of Suez to the post-war era. The second volume examines owners and crews and the home ports of the tramp steamers – from Aberdeen to Aberystwyth ; Limerick to Liverpool ; Stockton to Swansea ; Also the tramp fleets themselves, concluding with the voyages of the *QUEEN LOUISE* and some owners and their naming patterns. FINE SET. £100.00

Signed by Julian Corbett's Son-in-Law

{230} Tunstall, Brian.

FLIGHTS OF NAVAL GENIUS.

1st.ed., 1930. Xi + 299 pp., frontis., + 7 other plates & 4 maps. D.j., 23 x 15cm. Torn/frayed d.j., o/w V.G. Signed by the Author

Five biographical sketches of naval officers defined as possessing "*flights of naval genius*" – they are : Lord Howe, Lord Rodney, Sir Sidney Smith, Lord Camelford, and Sir Charles Napier. Each is considered as having possessed the capacity for assuming responsibility on a grand scale and in a manner striking. Howe rose from his sickbed to quell the Spithead mutiny in 1797. Rodney, a gouty ill-tempered officer, broke the French line at the Saints. Smith, at odds with Nelson, stopped Napoleon in his tracks at Acre. Camelford, eccentric and half-mad, was marooned by Vancouver, shot a brother officer dead at Antigua, and was eventually killed himself in a duel – but an officer of great courage. Finally, Napier, who proved himself a hero in another war – the Crimean. Signed by the author, Brian Tunstall, was the son-in-law of the celebrated naval historian Julian Corbett. £30.00

{231} Turner, John Frayn.

PERISCOPE PATROL. THE SAGA OF THE

MALTA SUBMARINES. Harrap, 1st ed., 1957. 218 + 3 (advt.) pp., frontis., + 11 other photo-plates + map & drawing in text. D.j., 20 x 14cm. Torn d.j. with small loss, o/w V.G.

A post-war account of the vital operations of British submarines based on Malta, in their effort to cut enemy supplies reaching Rommel's army in North Africa. By the time the submarines were up to full strength, 50% of Axis shipping was being sunk, a total of 75 enemy vessels. The author describes the patrols of the Royal Navy's submarines – the famous 10th Submarine Flotilla – told against the background of the besieged and bombed-to-blazes island of Malta. Includes Lt.Cmdr. Wanklyn of the *UPHOLDER*, awarded the VC and DSO (two bars posthumously) and whose toll of enemy shipping amounted to 2 destroyers, 3 submarines, 3 transports, 10 supply-ships, 2 tankers and a trawler. £25.00

MARINE & CANNON BOOKS are always interested in buying good books in our subject fields, single items or large collections. Please contact us with details. ~~~~~ In addition to our catalogues you might enjoy a visit to our website : www.marinecannon.com Neither our catalogues nor our website list all of our 30,000 books in stock. If you are searching for a title not listed, please let us know.

With Original Photograph of Admiral Sir Philip Vian – Casper Swinley's Copy

{232} Vian, Admiral of the Fleet Sir Philip.

ACTION THIS DAY.

A WAR MEMOIR. 1st.ed., 1960. 223 pp., frontis., + 16 other photo-plates & 5 maps. D.j., 22 x 15cm. Torn d.j. with a loss of 3x3 cm o/w V.G. An original Official Admiralty photograph of Vice-Admiral Sir Philip Louis Vian K.C.B., K.B.E., D.S.O., (20 x 14cm) tipped in. The book is signed by Captain Casper Swinley, DSO., DSC., RN. (twice) in 1963, with his bookplate. (Casper Silas Balfour Swinley, DSO, 1941, DSC, 1940, RN, 1898-1983, made lieutenant in 1920, Lt.Cmdr. 1928, Cmdr. 1934 ; and Captain 1942. He retired in 1951. Best remembered for his command of the destroyer *HMS ISIS* 1940-1941 ; and the cruiser *HMS ARETHUSA* 1945-1946. In the former ship he formed part of Force H when it bombarded Genoa in 1941 – sinking 4 enemy ships, damaging 18 others as well as the city itself.)

Philip Vian was the Royal Navy's foremost fighting destroyer captain during the Second World War, holding sea appointments for almost the entire conflict. He fought at Jutland in a destroyer and between the wars specialised in gunnery. He spent the first two years of the war as Captain (D) of the 4th Destroyer Flotilla in command of *HMS COSSACK*. In this ship he caught the imagination of the country when under the cover of darkness he sailed up an ice-bound fiord in neutral Norway and rescued 200 British and Allied seamen from the *ALTMARK*, former prisoners of the *GRAF SPEE*. Vian lost his ship *AFRIDI* during the Norwegian campaign but survived the sinking, and back in *COSSACK* he played a part in hunting down the *BISMARCK*. He destroyed the coal mines at Spitzbergen that had fallen into German hands, before taking command of the 15th Cruiser Squadron in the Mediterranean. These and other events are described in this autobiography, and include an account of his final wartime command of the Aircraft Carrier Squadron in the British Pacific Fleet. Vian was a formidable character to the end of his days. In writing this book he sought the advice of Oliver Warner who suggested the title. £65.00

{233} Villiers, Alan J.

THE MAKING OF A SAILOR.

THE PHOTOGRAPHIC STORY OF SCHOOL-SHIPS UNDER SAIL. 1st.ed., 1938. 45 (text) + 191 (photo-plate) pp. White hessian ; blue lettering. 25 x 19cm. Nr.FINE.

A photographic record kept by the author during the famous circumnavigation of his square-rigger *JOSEPH CONRAD*, 1934-1936, formerly the old Danish school-ship *GEORG STAGE* still afloat at Mystic today. The book also forms a record of the 1937 voyage of the new *GEORG STAGE*. Villiers found the older ship at anchor in Copenhagen, purchased her and renamed her *JOSEPH CONRAD*. The 191 remarkable photographs show seamen at work and play as the ship sailed round the world ; young cadets learning the art of seamanship and the skills required to handle a square-rigger. There are also external views, pictures taken aloft, deck scenes and dramatic shots taken at sea during a fierce storm. One of Captain Villiers's excellent pre-war hessian-bound books. £65.00

{234} Villiers, Alan.

THE WAR WITH CAPE HORN.

Hodder & Stoughton, 1st.ed., 1971. Xxiv + 338 pp., 74 photo-plates + 6 maps & charts. D.j., 24 x 16cm. V.G.+ Bookplate.

The very mention of 'Cape Horn' was enough to send a shiver down the spines of the toughest and most able seamen in the days of sail. The square-riggers carried on a private war with the Horn well into the last century. When the large shipowners turned to steam, many of the sailing vessels were left in the hands of 'one-ship' owners and 'managing-owners' who tried, with minimum crews, to squeeze a profit from the long voyages. This is a story of amazing courage, incredible endurance, and criminal neglect. Some British vessels had the worst reputation, mainly in the South American nitrate and guano trades and in the Australian and Californian grain trades. Life for the seamen aboard these sailing vessels was extremely hard. Those who survived drowning, maiming, malnutrition or being clapped in irons, deserted the life at a rate of 20,000 a year – chiefly to steam. And yet sail, for all its

hardships and poor pay, retained a loyal following among seamen who both loved and cursed their vessels and their way of life. In this well illustrated book the author, no stranger to the Horn himself, recalls the hard and romantic days when man and ship took up the fight with the most dangerous stretch of sea in the world. £35.00

{235} Walsh, Richard. *KATHLEEN : THE BIOGRAPHY OF A SAILING BARGE.* Lavenham, 1st.ed., 1986. X + 190 pp., over a hundred photographs ; map e.p's. D.j., 23 x 18cm. FINE.
The sailing barge *KATHLEEN* was launched from Lewis Glover's yard at Gravesend in 1901, just one of a great number of spritsail barges trading on the Thames and Medway and along the South and East coasts of England at this time. The *KATHLEEN* was so well built that she survived more than half a century of trading under sail, and then under power, to become one of the first barges to be restored back to sail in the 1960s. By 1986 she had become a houseboat in Holland. The author was responsible for her restoration and traces her career. He describes the day she was sunk in the Thames by a Cunarder ; tells of the skippers and mates who sailed her in all weathers ; and the Whitstable men who owned her for much of her working life. Illustrated with over a hundred photographs. £35.00

Limited Edition of Walter's Account of Lord Anson's Circumnavigation 1740-1744

{236} Walter, Richard. *ANSON'S VOYAGE ROUND THE WORLD. A NEW EDITION, EDITED WITH PREFATORY NOTES BY G. S. LAIRD CLOWES.* London : Martin Hopkinson Ltd. Boston : Charles E. Lauriat Co. 1st thus, 1928. "*This edition is limited to 1,500 copies for the world and will not be reprinted. The type has been distributed and the blocks for the illustrations and charts destroyed.*" Lxiv + 402 pp., port. frontis., + 43 other plates & 4 charts (all fldg.) ; + facsimile of the 1748 title-page. Blue buckram ; gilt ; t.e.g. 24 x 16cm. A neat inscription of 1943 ; very slight foxing chiefly to edges ; an exceptionally bright & crisp copy ; Nr.FINE.
This fine Limited Edition with extensive prefatory notes by G. S. Laird Clowes, is based on Richard Walter's celebrated account of Lord Anson's epic voyage of 1740-1744 ; the first formal attempt by a naval expedition to circumnavigate the globe. It was a mixture of remarkable success and tragic misfortune. Out of the six ships in Anson's squadron, only his flagship *CENTURION* returned to England four years later ; the remainder were either wrecked, scuttled, or forced back in a shattered condition. The expedition was marked by episodes of great heroism, hardship, disaster and mutiny. The high-point came with the taking of a heavily laden Spanish treasure ship which earned the survivors the greatest pay-out of prize money in naval history. The author was Anson's chaplain and sailed in the flagship *CENTURION*, his book was first published in 1748 (the title-page for this is reproduced here in facsimile). George Anson (1697-1762) was born in Staffordshire and entered the Royal Navy in 1712. His four-year cruise captured the public imagination, enhanced by the fact that out of his six-ship squadron, only the flagship completed the voyage round the world and brought home treasure amounting to £400,000 – a vast sum in those days – enabling Anson to set up an estate in Staffordshire. The voyage also added much to navigational science and discovery, and to top it all, Anson and *CENTURION* sailed boldly through the French fleet in the Channel as the ship neared England. This handsome edition of 1928 contains 44 fine plates and 4 folding charts. £100.00

{237} Warner, Oliver. *THE LIFE AND LETTERS OF VICE-ADMIRAL LORD COLLINGWOOD.* OUP., 1st.ed., 1968. Xix + 276 pp., frontis + 10 other plates & 2 charts (both fldg.). Blue cloth ; gilt over maroon cloth. 22 x 14cm. Spine slightly discoloured o/w V.G. Presentation Copy from the Author inscribed : "Rhona – warmest good wishes from Oliver. 2. X. 68."

This book was considered by the author to be his finest work and few would argue with that view. Lord Collingwood (1750-1810) was every inch an English admiral and gentleman. Born at Newcastle-upon-Tyne he entered the Royal Navy when he was eleven years of age. At this time Horatio Nelson - who was to play such an important part in his life and naval career - was only three years old. Collingwood and Nelson both met as young officers in the West Indies and became life-long friends, forming a close professional relationship. Collingwood fought at the Glorious First of June in 1794 under Lord Howe, and was in company with Nelson under Sir John Jervis at the Battle of St. Vincent in 1797. The height of Collingwood's fame came at Trafalgar in 1805 when he served as Nelson's second-in-command : "*See how that noble fellow, Collingwood, carries his ship into action !*" was Nelson's remark as the two British lines bore down upon the enemy. After Nelson's death later that day, Collingwood took over as commander-in-chief. He went on to hold the seas for a further five years – an incredible achievement – without ever returning home. In 1810, worn out by constant sea duty, Collingwood died. Warner shows that his subject was also an accomplished letter writer, faithful husband, kind father to his beloved daughters, and a loyal and able sea-officer who rarely saw the family he loved - sacrificed in service to his country. The author includes material unavailable to earlier biographers. To many this remains the definitive account of Collingwood's life. Signed Presentation Copy. (See also No. 5) £40.00

{238} Washington-Metcalf, Thomas.

A SEA-LOVER'S MEMORIES.

Faber & Faber, 1st.ed., 1934. 214 pp., frontis. + 15 other photo-plates. Blue cloth ; gilt. 22 x 14cm. Joints worn, lacks (blank) front free endpaper ; slight foxing (chiefly to edges) ; GOOD. Bookplate.

A personal account of the author's love affair with the sea, with descriptions of his pre-war voyages in commercial deep-sea square-riggers and a voyage aboard an old paddle-wheel tug. The book is illustrated with on-deck views aboard sailing vessels, and a 'cigar' steamer sailing up the Avon. £20.00

{239} Watts, Cliff.

NELSON & VICTORY FACT-FILE.

(Portsmouth), privately printed, 1st.ed., 1995. (V) + 113 pp., cold. port. (of Nelson). Pict. c.c., spiral-bound. 30 x 22cm. FINE.

The author was a guide aboard Nelson's flagship *HMS VICTORY* at Portsmouth, and compiled a 'fact-file' of interesting information. This includes a 'Nelson Chronology', details of Nelson's battles, biographical sketches of officers who served alongside Nelson, and a mass of data on the ships that fought at Trafalgar. With *VICTORY* herself this includes her officers and seamen, costs of repairs and refits, and a list of men on board at the battle of Trafalgar in October 1805. An unusual and useful book. SCARCE. £35.00

{240} Wemyss, Commander D. E. G.

WALKER'S GROUPS IN THE

WESTERN APPROACHES. Liverpool Daily Post, Liverpool, FIRST EDITION, 1948. 172 pp., frontis., + 36 other photo-plates ; chart e.p's. Blue cloth ; gilt with gilt fouled anchor crest to front cover. 22 x 15cm. V.G.

The first post-war tribute to the Royal Navy's Ace U-boat killer, Captain Frederick Walker, CB, DSO, and Three Bars (1896-1944), commander of the Second Support Group based in Liverpool during the Battle of the Atlantic. From Gladstone Dock, Walker and his sloops and frigates set out into the Western Approaches to hunt for enemy submarines. His group sank no less than 23 U-boats, including a record six during a single cruise. The author was Walker's second-in-command and the man who took over after his untimely death in 1944 ; worn out by continual sea service. In his Foreword, the C-in-C Western Approaches, Admiral Sir Max Horton, writes : "*To Frederick John Walker, whilst in command of Western Approaches Groups of anti-submarine vessels, fell the unique and signal honour of causing greater destruction among enemy submarines than was achieved by any other officer of our own or Allied navies.*" Captain Wemyss describes Walker's achievements and the Atlantic

war from the formation of the Group in April 1943. Walker's ships should never be forgotten – *STARLING, STORK, WOODCOCK, WILD GOOSE, KITE* etc. £45.00

{241} White, Malcolm R. *A CENTURY OF FISHING. FISHING FROM GREAT YARMOUTH AND LOWESTOFT 1899-1999.* Lowestoft, rep.,

2000. 184 pp., profusely illustrated with photographs (some cold.). Pict. c.c., 29 x 21cm. Nr.FINE.

The fishing harbours of Great Yarmouth and Lowestoft made a significant contribution to Britain's fishing industry. Celebrating the period 1899 to 1999, the author features numerous fishing vessels working out of these ports, including everything from the old pre-war steam drifters to the modern post-war trawlers. Profusely illustrated with photographs : in addition to views of vessels in port, leaving and entering harbour, and out at sea, there are deck and quayside scenes etc. £25.00

{242} White, Malcolm R. *DRIFTING, TRAWLING & SHIPPING. A PORTRAIT OF SMALL & CO., (LOWESTOFT) LTD.* Lowestoft, 1st.ed., 2001. 116 pp.,

profusely illustrated with photographs (some cold.). Pict. c.c., 25 x 21cm. FINE.

Small & Co. (Lowestoft) Ltd., could trace its origins back to the early 1800s and grew into a vast commercial organization with a wide range of services and operations. Its large trawler and drifter fleets played a major role in the industry, their herring drifter fleet alone was for many years the largest in the UK if not the world, and their fishing vessels were to be found far and wide : Aberdeen, Fleetwood, Great Yarmouth, Grimsby, Lerwick, Mallaig, Milford Haven, Newlyn, North Shields, Padstow, Peterhead and Scarborough. This book provides a Fleet List and is profusely illustrated with photographs from a bygone era. £25.00

{243} Williams, John. *THE GUNS OF DAKAR. SEPTEMBER 1940.*

Heinemann, 1st.ed., 1976. Xii + 201 pp., 5 photo-plates & 2 maps. D.j., 22 x 14cm. FINE.

In the summer of 1940 after France had fallen and Britain stood alone, it was feared in London that the Germans might seize the important French naval base at Dakar, in Senegal, and so threaten Britain's vital shipping routes to Cape Town and beyond. America, not yet in the war, also expressed concern as Dakar was the nearest point in Africa to their continent. This is the first full-length English account of the expedition of 7,000 French and British troops commanded by de Gaulle and General Spears, escorted by warships of the Royal Navy under Cunningham's command. Their first aim was to persuade Vichy French to support the Free French. The defenders in Dakar knew little of de Gaulle and cared even less and things went wrong from the start. Six French warships slipped past Gibraltar, and the fiasco at Dakar brought about Churchill's reorganization of the British war effort. £25.00

{244} Willis, Dr. Sam. *THE ADMIRAL BENBOW.*

1st.ed., 2010. Xxxv + 410 pp., frontis., + 65 plates & other ills (some cold.) + 6 maps. D.j., 24 x 16cm. FINE.

John Benbow was a ruthless fighting admiral of indomitable courage and resource, but he is chiefly remembered for his last fight which caused an outcry when the details of the engagement reached home. In 1702 Benbow led his squadron into action against a French squadron off the Spanish main, but other ships in his fleet stood off and failed to support him. Benbow fought on until a cannonball shattered his leg and 'Brave Benbow' succumbed to his terrible wound and the French made good their escape. Two of the captains who had abandoned their admiral were court-martialled and shot. The name of Benbow the hero became the stuff of legend and was immortalized in a dozen different ways from having ships and taverns named after him, to having song and poetry written in his honour. Remarkably however, little has been written about Benbow and his extraordinary life and

death until this study. Benbow was born during Cromwell's Commonwealth, served in the Restoration Navy under the Stuarts, fought against the navy of Louis XIV, and met his end in one of the most cowardly acts of betrayal in naval history. As the author reveals in this book, there was far more to Benbow than is generally known and understood. £30.00

{245} Winsor, John de S. *SHORT SEA : LONG WAR. CROSS-CHANNEL SHIPS' NAVAL & MILITARY SERVICE IN WORLD WAR II.*
Gravesend, WSS, 1st.ed., 1997. 161 pp., profusely illustrated with photographs. Pict. c.c., 24 x 18cm. FINE.

The author provides the war histories of British, Belgian, Dutch and French cross-channel steamers from 1939 to 1945. He concentrates on those vessels which were switched from their peacetime short-sea roles to naval or military duties. The careers of 119 ships are recorded ; vessels built for British waters but which often found themselves thousands of miles away, undertaking a great variety of tasks from mine and net laying duties, to serving as balloon and landing craft carriers. In addition to passenger ships, cargo ships, train ferries and car carriers serving Dover, Newhaven, Southampton, etc., the list includes Irish Sea ships, Isle of Man Steam Packet vessels, and Coast Line Irish service ships. £30.00

{246} Woollard, Cmdr. Claude L. A. (Ed.). *THE LAST OF THE CAPE HORNERS.* Ilfracombe, 1st.ed., 1967. 303 pp., 64 photo & other plates. D.j., 22 x 14cm. FINE. Bookplate.

In this book, published after the author's death, Commander Woollard provides in Part I, an account of his own three voyages round the world aboard the three-masted barque *PENRHYN CASTLE*. In Part II, he presents 10 epic stories of life under sail, contributed by members of the Association of Cape Horners. These include : *The tragic end of two Scottish sailing ships. Wrecked off Cape Horn. War time sailing ship losses in the South Pacific and Cape Horn. Two adventurous voyages in the BLACKBRAES. Dismasted off Cape Horn in the DYNOMENE. The life and untimely end of the DALGONAR. An unlucky captain – the foundering of the EIVION and CRICCIETH CASTLE.* Illustrated with 64 plates and published in Devon some 50 years ago. FINE copy ; SCARCE. £50.00

Signed Presentation Copy from the Author to the late Tom Pocock

{247} Woodman, Richard. *DECISION AT TRAFALGAR.*
1st.ed., Walker, New York, 1985. 209 pp., 1 map. Black boards ; gold lettering to spine. 22 x 14cm. FINE. Signed Presentation Copy from the author to the late Tom Pocock, naval historian and Nelson biographer, inscribed : "To Tom, with very best wishes, Richard."

One of Woodman's successful naval works of fiction featuring his 'hero', Captain Nathaniel Drinkwater R.N., with this story, divided into three parts concerning the blockade of the French coast, the break-out of the French fleet and its dash to Cadiz to join forces with the Spanish ; Calder's action, and finally Nelson's success in bringing the combined enemy fleet to action 20 miles from Cadiz off Cape Trafalgar on the 21st October 1805. £25.00

{248} Woodman, Richard. & Wilson, Jane. *THE LIGHTHOUSES OF TRINITY HOUSE.* Thomas Reed, Bradford-on-Avon, 1st. ed., 2002. 256 pp., profusely illustrated with photographs & period reproductions (chiefly cold.). D.j., 30 x 24cm. FINE.

The history of Trinity House is a long and chequered one and down to the present day they are respected and appreciated by mariners of all nations. The lighthouses they maintain, their history, construction, equipment and keepers, form the subject of this beautifully presented and profusely illustrated study. The lighthouses are arranged in eight separate areas around the coasts of England and Wales : The Northeast of England, The East Anglian Coast, The

Strait of Dover, The South of England, The Channel Islands, Devon & Cornwall, The Bristol Channel, and North Wales and the Irish Sea. The photographs and other illustrations, chiefly in colour, are reproduced to a high standard. FINE copy. £60.00

{249} Wurtzburg, C. E. RAFFLES OF THE EASTERN ISLES. Edited by Clifford Witting. 1st.ed., 1954. 788 pp., port. frontis., + 19 other plates & map e.p's. Black cloth ; gilt. 23 x 15cm. Old tape marks on pastedowns and tiny reference number on lower spine o/w Nr.FINE. The stamp of Glen Line on verso of frontis ; their copy. The author, Charles Edward Wurtzburg, was born in 1891 and after leaving Cambridge he served with the Liverpool Rifles (T.F.) during the First World War and was awarded the Military Cross. In 1920 he went out to Singapore where he became chairman of Mansfield & Co. Ltd., chairman of the Straits Steamship Co. Ltd., and an unofficial member of the Legislative Council of the Colony. In 1937 he returned to England as managing director of Glen Line and chairman of McGregor Gow & Holland. He went on to hold important posts both during and after the war, and died in April 1952. During his time in Singapore he inevitably became focused on Sir Thomas Stamford Raffles. He found the Victorian biographies were not entirely satisfactory and so set about collecting every detail he could in order to produce one of his own - this is the result - brought to press after the author's death. It is a detailed account of the life of Raffles from 1781 to his untimely death at the age of 45 in 1826. In 1795, at the age of 14, Raffles obtained employment with the East India Company in London, and first went out to the Far East aboard the *WARLEY*, escorted by *HMS BLENHEIM*, arriving in Penang in 1805. The author then describes in detail the remarkable career of Stamford Raffles in Penang, Malacca, Calcutta, Java, Bencoolen and Singapore up to his return to England in 1824 (when his ship caught fire) and his death two years later. The book is illustrated with 20 plates and also contains six appendices including : *Olivia Mariamne Raffles. Chairmen & Deputy Chairmen of the East India Company. Dutch Governors-General of Java. The Raffles Family. Rulers of Rhio-Johore and Singapore.* Etc. Raffles assisted in the reduction of Java and was appointed its lieutenant-governor until Java was restored to the Dutch in 1815. During his time in the Far East he acquired an immense scientific, historical and philological knowledge in regard to the local islands, which he embodied in his *History of Java* published in 1817 - the year he was knighted. From 1818 he resided chiefly in Bencoolen to which he was appointed governor by Lord Minto. In 1819 he persuaded the East India Company to acquire the island of Singapore. An excellent biography of a remarkable man ; Glen Line's own copy. £100.00

Four Etched Plates Signed by W. L. Wyllie

{250} <> Wyllie, W. L. & Hopwood, Rear-Admiral Ronald A. FOUR ETCHED PLATES BY W. L. WYLLIE, R.A., ILLUSTRATING THE POEM 'OUR FATHERS' BY REAR-ADMIRAL RONALD A. HOPWOOD. Robert Dunthorne, London & Liverpool, 1st.ed., N.D. (c.1917). 4 tissue-guarded, cream wove paper mounted, etchings numbered I to IV, each Signed in pencil by W. L. Wyllie, 37 x 26 (14 ½" x 10 ¼") ; overall (with mount) 44 x 31cm (17 ¼" x 12 ¼") ; contained in their original quarter black cloth portfolio ; boards ; vignette by Wyllie & lettering on paper mounted to front board ; portfolio tied with black ribbon. Portfolio size : 45 x 32.5cm (17 ¾" x 12 ¾"). Corners of portfolio worn ; spasmodic foxing to portfolio, mounts & tissue-guards – the latter serving their function well as the plates are clean, crisp & fox-free ; o/w FINE.

William Lionel Wyllie (1851-1931) requires no introduction and remains one of the most popular British marine artists of the late 19th / early 20th centuries. During his younger days when he was studying art, he examined closely the history of shipbuilding which was to prove invaluable to him in later life. He was influenced by Henry Moore, Whistler and Turner, and from 1883 he produced etchings for Robert Dunthorne of the Rembrandt Gallery

(the publisher of these four etchings) who had galleries in Vigo Street, London ; & Castle Street, Liverpool. Around 1917 Wyllie produced four etchings entitled : *Our Fathers, To the Memory of the nameless Killed and Wounded*. These were designed to accompany a poem by Captain (as he then was) Ronald A. Hopwood, R.N., (1868-1949) who, during the naval manoeuvres of 1913, wrote a poem entitled *The Old Way*, within which *Our Fathers* appeared, and Wyllie, much taken by the latter poem, agreed to illustrate it. Following the Battle of Jutland in 1916 when Britannia failed to produce the great victory that the country expected, *The Times* reproduced Hopwood's poems, and Dunthorne published Wyllie's etchings a little time later, probably 1917. The etchings trace man's endeavour at sea from the Armada to the arrival of the 'Hyper-Super Dreadnought' ; accompanied along the way with everything from galleons to sea-planes ; Nelson's ships-of-the-line to First World War submarines ; all illustrating Hopwood's epic poem. VERY SCARCE. £500.00

Military Books



{251} Asher, Michael. **GET ROMMEL : THE SECRET BRITISH MISSION TO KILL HITLER'S GREATEST GENERAL.** 1st ed., 2004. 303 pp., photo-plates. D.j., 24 x 16cm. FINE.

By the summer of 1941 Erwin Rommel seemed to be unbeatable on the battlefield so the British planned to kill him through Operation Flipper. On the eve of the next British offensive, Operation Crusader, a specially trained commando team landed by submarine behind enemy lines. Marching deep into the desert they attacked Rommel's headquarters. At the same time, in its first ever combat mission, the newly created SAS parachuted sabotage teams close to the German airfields to knock out the enemy air forces on the ground. The author reveals how these daring raids were effectively a suicide mission and the tragic Geoffrey Keyes was awarded a posthumous VC for leading the operation. Poor planning and incompetence in high places was matched by fantastic bravery and improvisation that enabled a handful of the survivors to escape back to British lines to tell their story. £20.00

{252} Athawes, Peter D. YEOMANRY WARS : THE HISTORY OF THE YEOMANRY, VOLUNTEER AND VOLUNTEER ASSOCIATION CAVALRY : A CIVILIAN TRADITION FROM 1794. *Scottish Cultural Press, Aberdeen, 1st ed., 1994. Xxi + 262 pp., cold., frontis., numerous photo-ills., + some ills., + maps + 15 cold., photo & other plates. D.j., 30 x 21cm. FINE.*

Most people have heard of the Yeomanry and Volunteers and it is well known that it succeeded in the creation of a huge reserve army based on the part-time principle. From its small beginnings with the 1794 Volunteer Act, when the notion that this should include cavalry and even artillery was viewed at that time with extreme misgivings by the military professionals, it expanded and flourished. Firstly it acted as a police force, then as mounted riflemen in the Boer War and eventually took over a major portion of the cavalry encounters of The Great War and The Second World War. This detailed history includes a wealth of photographs as well as some attractive coloured plates. £35.00

{253} Austin, Paul Britten. 1812 : THE GREAT RETREAT. *1st ed., 1996. 464 pp., plates + maps. D.j., 24 x 16cm. Small mark to fore-edge o/w FINE.*

This book is complete in itself but follows on from the author's two previous works *1812: The March on Moscow* and *1812: Napoleon in Moscow*. It tells of the 800 mile retreat from Moscow concluding the most famously disastrous campaign in history. Forced to turn back in the face of winter's onset, almost nothing of the drastically reduced French army lived to re-cross the Niemen River. Using the words of 160 of the participants, many published in English for the first time, the author brings unparalleled authenticity and immediacy to his unique account of the end of Napoleon's dramatic and tragic 1812 campaign. The book follows the army as it crossed the horrific relics of the Borodino battlefield, fighting its way through the Russians' successive attempts to cut it off, and winning, against overwhelming odds, the three-day battle of the Berezina crossing. The first-hand narratives describe Marshal Ney's astounding achievement in holding together the rearguard until he himself, musket in hand, was the last man to cross the Niemen into Poland. £25.00

{254} Beauchamp, Pat. FANNY WENT TO WAR. *1st ed., 1940. Ix + 240 pp., frontis., + photo-plates. D.j., 19 x 12cm. Tape repairs to d.j., o/w V.G.*

The First Aid Nursing Yeomanry, popularly known as the "Fanys" during the Great War of 1914 – 1918 was a corps of women, more particularly those of sporting proclivities, that had been formed in 1909. Many men had died during the Boer War through lack of care and the difficulties of transport, which gave rise to the idea of a band of experienced first aid nurses who could ride anywhere and by whose timely aid lives could be saved which would otherwise have been lost. This book tells the history of the "Fanys" from their formation to 1940, the bulk of the story dealing with the First World War. VERY SCARCE in the RARE DUST-JACKET. £60.00

{255} Beevor, Antony. THE BATTLE FOR SPAIN : THE SPANISH CIVIL WAR 1936 – 1939. *Weidenfeld & Nicolson, 2nd ed., 2006. Xxxiv + 526 pp., photo-plates + maps. D.j., 24 x 16cm. FINE.*

When the first version of this book was published in 1982 under the title, *The Spanish Civil War*, Gerald Brenan described it as 'by a long way the best, and fairest and the most accurate book upon it.' Over the intervening years, a huge amount of new material has appeared in Spain and from documents finally emerging from Russian, German and other archives. This edition takes advantage of the new information and reinforces it with new research. The author charts not only the course of the war in a fresh light, but illuminates the vicious infighting on both sides. Illustrated with photographs and maps. £25.00

{256} Beevor, Antony.

THE SECOND WORLD WAR.

1st ed., 2012. Xii + 863 pp., photo-plates + maps. D.j., 24 x 16cm. Some tiny scuffs to spine of d.j., & a little discolouring to edges o/w Nr.FINE.

Using the most up-to-date scholarship and research and writing with clarity and compassion, the acclaimed author of this history of the Second World War assembles the whole picture in a gripping narrative. Moral choice forms the basis of all human drama and no other period in history has presented greater dilemmas both for leaders and ordinary people, nor offered such examples of individual and mass tragedy, the corruption of power politics, ideological hypocrisy, the egomania of commanders, betrayal, perversity, self-sacrifice, unbelievable sadism and unpredictable kindness. All is expertly conveyed in this mammoth study. £25.00

{257} Bennett, Ralph. *BEHIND THE BATTLE : INTELLIGENCE IN THE WAR WITH GERMANY, 1939-45.* 1st ed., 1994. Xxiv + 328 pp., several maps. D.j., 24 x 15cm. FINE.

Many recent studies have covered aspects of the military intelligence available to Britain and her allies during the Second World War, but until now no succinct survey of the whole field has existed. By the end of 1942 Ultra had become the richest and most reliable of the many different sources, but the relation between their individual contributions requires analysis. This authoritative book provides that survey and offers an analysis. Ultra won the Battle of the Atlantic, driving the U-Boats back to coastal waters by June 1943. A lower grade code gave Montgomery the vital first news of the whereabouts of the German tanks as he planned the breakthrough at Alamein. This book investigates the reasons why only 'Bomber' Harris refused to give intelligence the credit it deserved. £25.00

{258} Bessel, Richard. *GERMANY 1945 : FROM WAR TO PEACE.*

1st ed., 2009. Xv + 522 pp., photo-plates + maps. D.j., 24 x 15cm. FINE.

At the beginning of 1945, Germany experienced the greatest outburst of deadly violence that the world has ever seen. As many as a million people died violent deaths in January alone. That stark fact provides the starting point for this book, which examines Germany's emergence from the most terrible catastrophe in modern history. When the Second World War ended, millions had been murdered ; millions of survivors had lost their families, homes and health ; cities and towns had been reduced to rubble and were littered with corpses. Yet people lived on, and began rebuilding their lives in the most inauspicious of circumstances. This is the story of Germany in 1945, a story of life after death. Bombing, military casualties, territorial loss, economic collapse, social disintegration, and the processes of denazification gave Germans a deep sense of their own victimhood, which would become central to how they emerged from the trauma of war and total defeat, turned their backs on the Third Reich and its crimes, and focused on their own personal concerns. Germany's transition to a period of relative peace, prosperity and civilized behaviour is the hinge on which Europe's twentieth century turned. For years we have concentrated on how Europe slid into tyranny, violence, war and genocide; this book describes how humanity began to get back out. £25.00

{259} Boorman, Derek. *AT THE GOING DOWN OF THE SUN : BRITISH FIRST WORLD WAR MEMORIALS.* William Sessions, The Ebor Press, York, 1st ed., 1988.

Vi + 172 pp., frontis., + 32 cold., + 301 b&w photo-ills. Hardback, laminated boards ; 30 x 21cm. Spine faded o/w V.G.+.

After World War I Britain's public grief and pride were given practical expression in the creation of memorials. These took the form of thousands of plaques, statues, monuments and even complete buildings such as hospitals. However, scarcely two generations later, many of them are in poor condition or have been completely destroyed when churches were deconsecrated or factories demolished. This book, exploring some 300 First World War

memorials in the UK, draws attention to some that are in danger and describes others of particular interest or merit. Illustrated with 32 coloured photographs and over 300 in black & white, this book also contains a useful index making it a valuable reference. £25.00

Rare – No Copies Listed on COPAC

{260} Bouquet, Raphael. *SAINT-QUENTIN : APRES LA GUERRE 1914-1918.*

N.d. (1st ed., 1919). 23 pp., of photo-plates, most guarded. Re-bound in paper covered boards (hardback) with original gilt & grey title on soft card pasted to front ; 17 x 24cm. Nr.FINE.

This collection of photographs from around 1919 contains twenty-three images of the devastation left on famous landmarks and scenes of Saint-Quentin after the First World War. They were reproduced from the professional collection of Raphael Bouquet and form a RARE collection with no listings on COPAC. £85.00

{261} Breitman, Richard. *OFFICIAL SECRETS : WHAT THE NAZIS PLANNED, WHAT THE BRITISH AND AMERICANS KNEW.*

1st ed., 1998. 325 pp. D.j., 24 x 16cm. Stamp to bottom edge o/w FINE.

As defeat neared, the Third Reich's officials tried to destroy all the physical and documentary evidence about their murder of millions. Great Britain already had some of the evidence, however, for all along its intelligence services had been intercepting, decoding, analysing, and circulating many German police radio messages and some from the SS. Yet this critical evidence was sealed away – marked 'Most Secret', 'To Be Kept under Lock and Key' and 'Never to Be Removed from This Office' – and it has only now reappeared. Integrating this new evidence with the known sources, the author examines how Germany's leaders brought about the Holocaust – and when. He assesses the British and American suppression of information about Nazi killings, and the tensions between the two powers over how to respond. His absorbing work concludes with an examination of the consequences (including the failure to punish many known war criminals) of keeping this information secret for so many decades. £20.00

{262} Bryant, Arthur. *YEARS OF VICTORY : 1802 - 1812.*

1st ed., 1944. Xii + 500 pp., 7 maps + e.p., maps. D.j., 22 x 14cm. Some loss to foot of d.j., mainly on spine & at rear ; bookplate, o/w V.G.

In the nine years of war between 1803 and 1812 the British people triumphed in turn over false appeasement, Napoleon's attempted invasion, his Grand Design at sea, his vaunted New Order and Continental blockade and his armies in Portugal and Spain. This book tells the background of the struggle of England and the British people in action and it covers such famous battles as Trafalgar, St. Domingo, Assaye, Maida, Copenhagen, Rolica, Vimiero, Corunna, the Basque Roads, Douro, Talavera, Bussaco, Torres Vedras, Barrosa, Sabugal, Fuentes de Onoro, Albuera, El Bodon, Arroyo dos Molinos and Ciudad Rodrigo. £25.00

{263} Bullcok, David L. *ALLENBY'S WAR : THE PALESTINE-ARABIAN CAMPAIGNS, 1916 – 1918.*

Blandford Press, 1st ed., 1988. 160 pp., numerous photo-ills., + some maps & plans. D.j., 25 x 19cm. FINE.

This book tells the story of the Palestine-Arabian campaigns of 1916 – 18 and provides the background of the preceding 1914-15 period. It was the first book of its kind to portray these campaigns as the joint Allied-Arab cooperative ventures that they in fact were. It is also the story of the legendary Lawrence of Arabia and of the unleashing of Arab nationalism as

expressed in the Arab revolt against the Turkish Empire. The campaigns, weapons and uniforms are depicted in over 140 original photographs. £25.00

{264} Burchett, W. G. *WINGATE'S PHANTOM ARMY.*
Bombay, 2nd imp., April 1944. 240 pp., numerous photo-plates + fldg., & partly cold., map at rear. Original red & white boards; red cloth spine; 20 x 14cm. Spine faded, edges of boards chipped in places o/w Nr. V.G.
Published in Bombay in 1944 this is an important and early account of the campaign in Burma during 1942 and 1943. It provides a detailed record of the events that took place in the inhospitable region of the Burmese jungles and against the merciless Japanese enemy. The book traces closely the course of the campaign through Wingate's Phantom Army and it provides a valuable insight into the day-to-day trials of marching through the jungle as well as vividly depicting the terrors of combat against the intrepid Japanese fighting force. This is an excellent account, illustrated with a wealth of photographs and explained by a folding and partly coloured map at the rear of the book. £20.00

{265} Buss, P. & Mollo, A. *HITLER'S GERMANIC LEGIONS : AN ILLUSTRATED HISTORY OF THE WESTERN EUROPEAN LEGIONS WITH THE SS, 1941-1943.* 1st ed., 1978. 144 pp., cold., plates + numerous b&w photo-ills., + ills. D.j., 26 x 22cm. Nr.FINE.
When Hitler invaded the Soviet Union he disguised his motives as a crusade against Bolshevism. Himmler was entrusted with the task of forming legions of volunteers for Hitler's SS forces; these he chose from the so-called Germanic peoples: Norwegians, Danes, Dutch and Flemings. In this highly detailed work Buss describes the motivations, origins and military careers of the volunteers who chose to serve Hitler and to fight and die on the Eastern Front. Andrew Mollo describes their uniforms, flags and insignia, and these are illustrated in colour. Photographs and pictures illustrate all aspects of the legionary's service and particularly show hitherto unpublished scenes of their daily activities. £25.00

{266} Cairncross, John. *THE ENIGMA SPY : THE STORY OF THE MAN WHO CHANGED THE COURSE OF WORLD WAR TWO.* 1st ed., 1997. Xix + 203 pp., photo-plates + 1 ill. D.j., 24 x 15cm. Nr.FINE.
John Cairncross had been thrown into the company of upper-class communists at Cambridge which left him vulnerable to an approach by the KGB. He was determined to pass to the Russians only such information of Germany's intentions towards Russia as he judged vital for the survival of Britain's ally. When in 1942 he was posted to Bletchley, where his skills as a linguist enabled him to contribute to the decoding of ENIGMA ciphers, Cairncross made his mark in history. Here he reveals how he smuggled out of Bletchley decrypts of the German battle orders which enabled the Russians to win the battle of Kursk, thus turning the tide of the war. After the war his contribution to history might have remained unnoticed but for an ironic twist of fate involving Burgess, MI5 molehunters Arthur Martin and Peter Wright. Cairncross was to be thrown to the winds not only by the KGB but later by MI5 and the British Establishment trying to draw attention, as he reveals, away from far more embarrassing Soviet agents in their midst. Never before has the predicament of a spy caught between opposing forces been captured so chillingly on the page. £25.00

{267} Chamberlain, P. & Ellis, C. *BRITISH AND AMERICAN TANKS OF WORLD WAR II. THE COMPLETE ILLUSTRATED HISTORY OF BRITISH, AMERICAN AND COMMONWEALTH TANKS, GUN MOTOR CARRIAGES AND SPECIAL PURPOSE VEHICLES, 1939-1945.* Arms and Armour Press, 1st ed., 1969. 222 pp., frontis., + 568 other photo-ills., & ills. D.j., 28 x 22cm. Damp mark to upper corner of rear blank e.p., o/w V.G.+.

This is the first comprehensive reference book devoted to the history and development of the tanks used by the Allied nations, with the exception of Russia, during 1939-45. It not only gives a detailed history of each type, but also provides full pictorial coverage of the many variants which were produced on each chassis. More than 2,000 British, Canadian, Australian and New Zealand vehicles are covered along with over 500 photographs, many of them very rare and previously unpublished. Concise specifications are also given and appendices include pictures, brief histories and specifications of the principal tank guns, engines and suspension systems used on the tanks of the UK and the US of the period. There is also an appendix containing scale drawings of the principal tank types giving a ready comparison of the sizes of the different models. £25.00

{268} Chiefs of Staff, Joint. *DICTIONARY OF MILITARY TERMS.*

U.S. Dept., of Defence, 1st Eng. ed. 1987. 399 pp. D.j., 25 x 19cm. FINE.

This authoritative *Dictionary of Military Terms* has been compiled by the US Joint Chiefs of Staff, for mandatory use in the US military establishment. It provides definitions and explanations, with cross-references, of more than 6,000 current military and associated terms. The dictionary incorporates both NATO and Inter-American Defence Board (Latin American) terminology. Thus it is an essential work of reference, bringing together the official terminology of the three English-language defence organizations. It is an indispensable reference for understanding the increasingly diverse and sophisticated language used for modern defence subjects. £25.00

{269} Churchill, Winston. *INTO BATTLE : SPEECHES BY THE RIGHT HON. WINSTON S. CHURCHILL P.C., M.P.* 2nd ed., 1941. Viii + 313 pp., some loss to

d.j., mainly around edges ; edges of book foxed o/w V.G.

This inspiring book contains every major speech made by Winston Churchill between May 1938 and November 1940, and since the publication of his previous collection of speeches, "Arms and the Covenant." It begins when Churchill was campaigning for rapid and extensive rearmament and a foreign policy supporting the League Covenant. It contains all the speeches delivered in Parliament and broadcast to the nation since he became Prime Minister through to the time of publication : From Munich to the final outbreak ; through the uneasy inactive winter months to the *Blitzkrieg* ; from the surrender of King Leopold to the collapse of France and the moment when Great Britain and the British Commonwealth of Nations faced the enemy alone ; from the air onslaughts by day to the incessant bombing by night ; from the anxiety in Egypt to the invasion of Greece. £20.00

{270} Davis, Brian L. *WAFFEN-SS.* *Blandford Press, Poole, rep., 1986.*

Unpaginated ; 214 photo-ills. D.j., 25 x 19cm. A little creasing to the laminated layer but not to the d.j., o/w Nr.FINE.

Hitler raised 40 Waffen-SS Divisions – seven armoured divisions which formed the core, eight armoured infantry, sixteen infantry, six mountain and three cavalry divisions. Strict racial and physical selection of members was insisted on as was political indoctrination. This book comprises 214 photographs featuring the combat SS units, including the SS-VT and the early 'German' Waffen-SS regiments, together with many of the West and East European Volunteer Units arranged in order of the theatres and campaigns in which the Waffen-SS fought. The photographs are specially selected to show SS troops under combat conditions, as well as important functions, such as parades and march pasts, and in training. £20.00

<p>BOOKQUOTE : <i>"Give me books, French wine, fruit, fine weather and a little music played out of doors by somebody I do not know."</i> John Keats</p>

A Scarce Divisional History Signed & Inscribed by a Lieutenant of the 35th

{271} <> **Davson, Lieut.-Col. H. M.** ***HISTORY OF THE 35TH DIVISION IN THE GREAT WAR.*** *Siften Praed*, 1st ed., 1926. Xii + 346 pp., 2 cold., & fldg., maps + 10 plans + 2 panoramas + 6 photo-plates + 3 views. Original dark cloth ; gilt ; 22 x 14cm. Protective cellophane stuck permanently around cloth ; only 1 ex-lib., stamp to a prelim, no other markings other than a note reading "Donated by Mrs Cullen 19/6/69" ; o/w V.G. Inscribed & Signed by a Lieutenant of the 35th Division : "Alex Cullen, Lieut. 105 Machine Gun Company B.E.F. France July 1916 – Sept. 1918, 35th Division."

This is a superb divisional history of the 35th during the Great War. The author was CO 159 Brigade RFA (divisional history) from June 1916 to April 1919. His unembellished account begins with full details of the raising of the division as a Bantam formation. The last division of Kitchener's Fourth New Army, the 35th was initially formed in December 1914 as the 42nd Division, but was renumbered when the original Fourth New Army was broken up in April 1915. All the infantry battalions were 'Bantams' (height 5ft - 5ft 3 ins) but not the divisional troops - artillery, engineers etc., nor the pioneers. Having initially prepared for Mesopotamia, the destination was changed to the Western Front where the division arrived in February 1916. When it took over the line in March each man took two sandbags so that when filled and placed on the firestep the men could see over the parapet. By the beginning of 1917, owing to replacement problems, the division was no longer a Bantam formation and its sign was changed. The division fought on the Somme, in Third Ypres and in the battles of 1918 – including amongst these such notable battles as Neuve Chapelle and Arras. The 35th suffered 23,915 casualties and won three VCs. Descriptions of major operations are supported with clear maps whilst minor actions, raids, patrols and individual acts of bravery are also taken into account. Numerous appendices include casualty lists by units by year, details of Order of Battle at various stages, and Honours and Awards. A wealth of names are mentioned in this book and are recorded in the extensive index. This particular copy is Signed and Inscribed by a Lieutenant of the 35th Division. SCARCE. £125.00

{272} **Delaforce, Patrick.** ***CHURCHILL'S DESERT RATS : FROM NORMANDY TO BERLIN WITH THE 7TH ARMOURD DIVISION.*** *Alan Sutton*, Stroud, rep., 1994. 200 pp., photo-ills., + maps. D.j., 24 x 16cm. Owner's bookplate ; tape marks to e.p.'s o/w V.G.+.

The Desert Rats, the 7th Armoured Division, was Churchill's favourite division and was widely recognised as being among the most powerful in Europe during World War II. This book tells the story of the 7th Division's final campaign, from Normandy to the entry into Berlin, in the words of the soldiers who fought with it. Included are first-hand accounts of the Division's struggle in Normandy after the D-Day landings and its part in Operations Goodwood and Bluecoat ; of the break-out and great 'Swan' to liberate all northern France and Belgium ; the taking of Ghent and the long months of fighting in the Peel country in the Netherlands ; Operation Blackcock, the crossing of the Rhine and the march through Germany ; the capture of Hamburg and the final triumphant entry into Berlin. £20.00

{273} **Enever, Ted.** ***BRITAIN'S BEST KEPT SECRET : ULTRA'S BASE AT BLETCHLEY PARK.*** *Bramley Books*, new ed., 1999. 90 pp., photo-ills., + some plans. D.j., 25 x 17cm. FINE.

In 1938 the British Government's Code and Cypher School moved to Bletchley Park and began to lay the foundations of an organization which was to have a profound impact on the course of the impending Second World War. Bletchley's role in breaking Germany's enigma codes, as well as other German, Italian and Japanese codes, is now thought to have been of paramount importance in bringing about the ultimate Allied victory of 1945, arguably shortening the war by at least two years. The author traces the Park's early history and

provides a guide to the key wartime buildings and what went on behind the scenes, as well as describing how the complex was recently saved from demolition. £20.00

{274} Eton, P. & Leasor, J. *CONSPIRACY OF SILENCE.* 1st ed., 1960.
 239 pp., photo-plates + maps. D.j., 22 x 14cm. 1 library label to blank prelim & 2 stamps to rear inside flap of d.j.; spine of d.j., faded o/w V.G.

In 1941, during the German invasion of Yugoslavia, four German soldiers in a scout car stopped a speeding truck and found millions of pounds' worth of gold bullion. A chance discovery it was to change their lives and set in motion a chain reaction of violence, fear and sudden death. Two years later the great loot of Rommel's Afrika Korps was on its way to Germany by special ship, but the trip was never completed – the ship was attacked from the air and the treasure dumped overboard to be recovered later, but the whereabouts of the treasure remains a mystery leaving many questions unanswered. In an assignment that lasted two years and took them to Yugoslavia, France, Germany, Italy and Corsica, the authors discovered that around so many of these unanswered questions had been woven a strange conspiracy of silence. Too many people knew too much ; many had died ; others lived on borrowed time. A gripping narrative account of an on-going search. £20.00

{275} Evans, David. *A GUIDE TO THE BEACHES AND BATTLEFIELDS OF NORMANDY.* 1st ed., 1994. Xviii + 187 pp., 77 photo-plates + 6 maps + some ills. D.j., 24 x 16cm. The red on the spine of d.j., typically faded o/w FINE.

This comprehensive book provides both an accessible background to the momentous events of 6 June 1944 as well as a complete guide to every town, village, beach, battery and cemetery that figured in the Normandy battle. Containing stories, poems, illustrations, photographs and maps, this book contains a wealth of detail. £20.00

{276} Forman, James. *CODE NAME VALKYRIE : COUNT VON STAUFFENBERG AND THE PLOT TO KILL HITLER.* New York, 1st ed., 1973. 256 pp., frontis., + photo-ills., + maps. D.j. 23 x 15cm. FINE.

Count von Stauffenberg had been a member of the German General Staff but a long convalescence gave him time to review the events that brought him there. Secretly he became the driving force and co-ordinator of the plot to organize the army and as many civilian dissenters as possible to eliminate Hitler and the Nazi regime and set up a new government dedicated to peace and reconciliation. Code named *Valkyrie* this is the narrative of the man and events that led to July 20th, 1944, the day a bomb blast shook the Third Reich to its foundations and almost ended the Hitler regime. £25.00

{277} Forty, S. & Swift, M. *HISTORICAL MAPS OF THE NAPOLEONIC WARS.* 1st ed., 2003. 144 pp., frontis., + cold., photo-ills., ills., maps & plans. D.j., 25 x 29 cm. FINE.

This book tells the story in maps of the period of the Napoleonic Wars, starting with the storming of the Bastille in 1789 and ending with the house on St. Helena provided for Napoleon by his British captors. As many of these maps come from British sources, particularly the Public Record Office at Kew, there is material aplenty on the naval successes of Nelson, the Peninsular War and the successes of Arthur Wellesley, later Duke of Wellington, and events that involved British forces. However it also has a surprisingly diverse collection of the battles fought by Napoleon in central Europe and Russia, and of contemporary maps of European states. £30.00

{278} Fountain, Nigel. (Ed.). *WOMEN AT WAR : VOICES FROM THE TWENTIETH CENTURY – EYEWITNESS ACCOUNTS FROM THE IMPERIAL WAR MUSEUM SOUND ARCHIVE.* 1st ed., 2002. 143 pp., frontis., numerous cold., + b&w photo-ills., + ills. D.j., 25 x 19cm. FINE. Includes a 1-Hour Audio CD of Eyewitness Accounts.

This book examines, through their own words, the vital part that women increasingly played in the two world wars : From their involvement in the First World War - as munitions workers, factory hands, land girls, postal workers, drivers, nurses and in the women's corps of the armed services that were established towards the war's end – to the parts they played in actual theatres of operations as well as at home, between 1939 and 1945. The book is accompanied by a wealth of photographs and illustrations, several of them coloured, as well as by a unique 1-hour audio CD featuring the actual reminiscences of many of these eyewitnesses, taken from the Sound Archive of the Imperial War Museum. The CD contains material not found in the book and is further enhanced by the use of actual recordings of gunfire and other sound effects, as well as soldiers' ditties and popular music. £20.00

An Extremely Scarce Book on the Zulu War

{279} <> French, Major The Hon. Gerald. *LORD CHELMSFORD AND THE ZULU WAR.* 1st ed., 1939. Xvii + 436 pp., frontis., + 7 photo-plates + 7 maps & plans, 1 of which is fldg. Maroon cloth ; 23 x 15cm. V.G.

Few, if any, campaigns have been attended by so much controversy as the Zulu War of 1879. Much has been written purporting to set out true and accurate accounts of the operations, but no description of them can be complete or entirely reliable unless the evidence provided in the private and official correspondence of the late Lord Chelmsford, who commanded the British Forces throughout the war, be taken into consideration. These highly important and intensely interesting documents had only recently become available prior to the publication of this book in 1939. It is upon them that the author has based his brilliant vindication of Lord Chelmsford's much criticized conduct of campaign. Isandlwana, Rorke's Drift, and Ulundi are well-known names, and the true stories of the battles fought there and of the conduct of the whole campaign against the Zulus is fascinating. Complete with photograph plates and maps and plans (one folding). VERY SCARCE £150.00

{280} Garratt, John G. *MODEL SOLDIERS : A COLLECTOR'S GUIDE.* 2nd ed., rep., 1971. 240 pp., cold., frontis., + 7 other cold., photo-plates + 92 b&w photo-plates + 53 ills. D.j., 25 x 16cm. Small owner's name & some rubbing to d.j., o/w V.G.+.

This book traces the history of military and other miniatures from the earliest times through the Middle Ages and to the subsequent periods of famous and much sought-after masters of the art. Makers in almost every country are thoroughly classified and all that is known of their methods is recorded. Considerable attention is paid to the modification and adaptation of existing commercial figures for special purposes or for uniforms or actions not otherwise attainable. Much attention is also paid to the actual casting of modelling of figures by the keen amateur collector, and to the building and arrangement of dioramas. £25.00

{281} Gaylor, John. *MILITARY BADGE COLLECTING.* New & revised 6th ed., rep., 1997. 294 pp., almost 800 photo-ills. D.j., 22 x 14cm. Owner's name & date to f.e.p., o/w FINE.

In this book the author describes the evolution of the present regimental badges from the numbered regiments of foot up until 1881, of the Volunteers, the Territorials, the Home Guard, military cyclists, Kitchener's Army, the Brigade of Gurkhas and many unusual units. He advises on the acquisition, mounting and storing of badges. Appendices to this edition

deal with the hackles, or feathered plumes worn by some regiments, the tartans worn by the Scottish regiments and a full listing of all the infantry Volunteer battalions in 1908. With photographs of almost 800 badges from 1881 to 1983. £25.00

{282} Gelissen, Rena Kornreich, with Macadam, Heather Dune. *RENA'S PROMISE : A STORY OF SISTERS IN AUSCHWITZ.* 1st Eng., ed., 1996. Xii + 274 pp., photo-plates + a map. D.j., 22 x 14cm. V.G.+.

In March 1942 Rena Kornreich, a young woman from Poland, was sent on the first Jewish transport to Auschwitz. Shortly after arriving there Rena was reunited with her younger sister Danka, and her determination to fulfil the promise made to her mother to take care of her sister and bring her home became her lifeline. On 2 May 1945, at the end of the war, both girls walked free, having survived the Nazi death camps for more than three years. This is the story of their horrifying ordeal. £20.00

{283} Gibbs, Peter. *CRIMEAN BLUNDER : THE STORY OF WAR WITH RUSSIA A HUNDRED YEARS AGO.* 1st ed., 1960. 297 pp., frontis-map + 7 other maps + 12 photo-plates. D.j., 22 x 14cm. D.j., repaired with some small chips to edges o/w V.G.

Turkey actually defeated the Russians in Bulgaria before the British and French armies arrived at the Crimea in 1854 but the British people were clamouring for military glory and as the enemy had disappeared from the expected field of battle the British and French Governments looked round for another. They sent their armies to invade the Crimea and to capture the Russian naval port of Sebastopol, without any plan of campaign, without even first deciding where the troops were to land. Instead of attacking Sebastopol while it was still weakly defended the allies sat down to besiege the town and were themselves besieged by the Crimean winter. The suffering of the armies was as appalling as were the military and administrative blunders of their leaders. Throughout it all the ordinary British soldier, sacrificed again and again by the stupidity of his commanders, stood steadfast, until at last, after fighting and suffering for a whole year within actual sight of the town, the allies reduced Sebastopol to a heap of ruins and the unnecessary war had begun. £25.00

{284} Glover, Michael. *WELLINGTON'S ARMY IN THE PENINSULA 1808 – 1814.* 1st ed., 1977. 192 pp., ills., + map. D.j., 25 x 17cm. D.j., a little browned around edges o/w FINE.

During the eighteenth century Britain had been loath to invest much into her army lest it should lead to civil liberty and so her system of control was ostensibly designed to prevent this. This produced a complex system through which Wellington was victorious over the French because he was able to manage the administrative hydra in England. His self-task was 'to do the best I can with the instruments that have been sent to assist me'. The author here unravels the web of complexity over which Wellington and his forces won a notable victory – as well as the French. He describes the recruiting of officers and other ranks, the achievement of advance by purchase, all the services, and how these component parts worked in together. The author provides insight into what life was like in these forces, recruited from the desperate rather than the patriotic, and gives information on uniforms, weapons and organisation that is seldom included in other books of the period. £25.00

BOOKQUOTE : *“Please, no matter how we advance technologically, please don't abandon the book. There is nothing in our material world more beautiful than the book.”*
Patti Smith, acceptance speech, National Book Award 2010 (Nonfiction)

{285} Glover, Michael. (Ed.)

A GENTLEMAN VOLUNTEER :

THE LETTERS OF GEORGE HENNELL FROM THE PENINSULAR WAR, 1812-

13. 1st ed., 1979. 181 pp., plates + maps & plans. D.j., 24 x 16cm. Spine of d.j., faded ; bookplate & blind owner's stamp to f.e.p. o/w V.G.

George Hennell joined Wellington's army in the Peninsula as a Volunteer and was commissioned in the field in the 43rd Light Infantry. He served through the campaigns of 1812-13, from two days before the bloody storming of the citadel of Badajoz, to the victorious army descending the Pyrenees to invade France shortly before the fall of Napoleon. The discovery of his 26 letters home, as published here, were a considerable find because Hennell is particularly good at conveying the detail of everyday life in the field and camp. He is an excellent reporter because he not only recounts events as they happen but he tries to analyse his own reactions. He sometimes illustrated his letters with diagrams and fluent sketches, several of which are reproduced here. £25.00

{286} Gorce, Paul-Marie de la.

THE FRENCH ARMY.

1st ed., 1963. 568 pp. D.j., 23 x 15cm. V.G.

This book traces the fascinating and complex history of the French Army over the ninety years from Sedan to Evian, from the defeat of 1870 in the Franco-Prussian War, through World Wars I and II, up to the cease-fire that brought the Algerian war officially to an end. The basic question the author answers is 'how did it come about that the army, which originally put loyalty to the state before all else and was considered to be above politics, by the closing years of the Algerian War come to be so openly hostile to the government and largely instrumental in its fundamental change ?' £25.00

{287} Gosse, Philip.

MEMOIRS OF A CAMP-FOLLOWER.

1st ed., 1934. Xv + 300 pp., frontis. Brown cloth ; gilt ; 22 x 14cm. Some light marks to cloth ; small signature o/w V.G. Bookplate.

The author served as a medical officer with the 23rd Division on the Western Front and subsequently in India during the Great War. Here is a First Edition Copy of the author's highly regarded memoirs. £25.00

{288} Gould, Tony. *IN LIMBO : THE STORY OF STANLEY'S REAR COLUMN.*

1st ed., 1979. Xviii + 269 pp., photo & other plates. D.j., 22 x 14cm. Spine of d.j., slightly faded o/w V.G.

In June 1887 Henry Stanley marched the advance column of his Emin Pasha Relief Expedition out of Yambuya Camp in the Congo Free State and put Major Barttelot in charge of the rear column. Stanley was leaving five Englishmen at Yambuya with 250 porters and the bulk of the Expedition's supplies, to be safeguarded for his return in four months' time. When Stanley returned fourteen months later, he found only one of his officers still there. Two were dead, a third invalided home, and there were over a hundred graves at Yambuya. It was an unmitigated disaster and whilst Stanley was in no doubt that the responsibility lay with the officers of the rear column, it wasn't long before England was demanding to know why Stanley had virtually abandoned the rear column, had not kept greater contact, and why he had chosen as unsuitable an officer as Major Barttelot. His reputation at stake, Stanley retaliated with nothing short of a smear campaign against his own officers. The Victorian public, avid for more salacious details, quickly lost sight of the original argument and transformed it into a generalised discussion of the pernicious efforts of contact between 'superior' and 'inferior' races. This is the first account of the Emin Pasha Relief Expedition to take the episode of the rear column as the main narrative and in doing so an entirely new perspective unfolds. £25.00

{289} Greenwell, Graham H. *AN INFANT IN ARMS : WAR LETTERS OF A COMPANY OFFICER 1914 – 1918.* Allen Lane The Penguin Press, 2nd ed., 1972. Xxii + 264 pp.. D.j., 23 x 14cm. Edges foxed o/w V.G.+.

Aged eighteen in August 1914, the author left Winchester and delayed his transfer to Christ Church by taking a posting in the Oxfordshire and Buckinghamshire Light Infantry. When his letters from the front were first published in 1935, the author added a foreword apologising that the years of war had been “among the happiest I have ever spent.” Reviews generally deplored the strange gaiety of the letters and the gulf they revealed between the living conditions of the officers and the men. Now that feeling have abated a little, this second edition presents an interesting picture of Edwardian values face-to-face with war. It goes some way towards correcting the modern idea that everyone hated that war and, as such, it now has great historical as well as personal interest. £20.00

{290} ◊ Greenwood, Colonel George. *FIELD DAYS OF THE SECOND LIFE GUARDS IN THE YEARS 1837, 1838, 1839.* 1st ed., 1843 + 1871. (Iv) + 20 text + 22 pp., of plates + (i) + 13 + 3pp., 20 full-page ills. Re-backed in half calf with raised bands & gilt decorative tooling; with original marbled boards & original e.p.'s; 33 x 21cm. Boards rubbed as expected o/w V.G. Bearing some contemporary (1870's-90's) hand-written notes and a presentation label to the *Royal United Service Institution* signed by *Lieut-Col. G. H. Elliott I. S. C. 1897.*

An unusual book containing twenty “old copies” of field days used by the Second Life Guards in the years 1837, 1838 and 1839. Instructions are given in both narrative and line diagrams, both of which correspond by numbers. Included at the end are instructions for outpost duty from 1871 that were circulated for trial at the Camp of Exercise. It encourages officers to make suggestions for their improvement and a number of hand-written comments have been inserted. Finally, three pages printed on blue paper offer instructions on *Moving to Post*. SCARCE. £100.00

{291} Guest, John. *BROKEN IMAGES : A JOURNAL.* Leo Cooper, 2nd ed., 1970. 231 pp. D.j., 20 x 13cm. Small scuff to spine of d.j., + a small owner's label to f.e.p., o/w V.G.

Originally written for private eyes, this book covers the author's service in Britain, North Africa and Italy during World War II. The book carries the theme of the author's fight to retain the essential qualities of his personality under the alien conditions of army life. £20.00

{292} Guillaume, General A. *THE GERMAN RUSSIAN WAR 1941 – 1945.* The War Office, 1st ed., 1956. Vii + 128 pp., + 63 pages of maps, of which 3 are fldg., Green cloth ; 24 x 16cm. 2 H.M. Forces lib., stamps to f.f.e.p., (blank) & slight remain of label o/w V.G.

Until the appearance of this War Office book in 1956, no comprehensive work had been published, even in the U.S.S.R., about the operations which took place between 1941 and 1945. The first part of the work examines The Failure of the Blitzkrieg 1941-1942 and covers the ‘Barbarossa’ plan, the Battle of Moscow, and the defence and battle of Stalingrad. The second part explores The Upsetting of the Equilibrium 1942 and covers the raising of the Leningrad Blockade and the 1943 Summer Battle in the Ukraine. The third part focuses on The Withdrawal 1944 and looks at Ten Destructive Battles of that year. Finally, the fourth part examines The Collapse 1945. Illustrated with 63 maps, of which 3 are folding. £20.00

{293} Habe, Hans. *A THOUSAND SHALL FALL.* 1st ed., 1942. 280 pp. D.j., 22 x 14cm. D.j., repaired with a loss of 2.5cm to spine & some other very small chips o/w V.G.

This is a soldier's story of the fighting of the summer of 1940, when the French army broke under the onrush of Hitler's Panzer divisions. In May the Twenty-first Regiment of Volunteers was still in Alsace waiting for the war to begin. War came; and, ill-equipped as they were, the soldiers fought and retreated, fought again and retreated. The author was captured and put in a prison camp but it became apparent he must escape to avoid the

concentration camp as soon as his identity was established as the author of novels which had already been burnt by the Nazis. He tells of his perilous escape from the Nazi camp discipline and through Nazi-occupied Lorraine and France. £20.00

{294} Hall, John, A. *A HISTORY OF THE PENINSULAR WAR. VOLUME VIII : THE BIOGRAPHICAL DICTIONARY OF BRITISH OFFICERS KILLED AND WOUNDED, 1808-1814.* Volume VIII only, complete in itself being a complementary volume. 1st ed., 1998. 640 pp. D.j., 22 x 14cm. Spine of d.j., faded o/w Nr.FINE.

This complementary volume to Sir Charles Oman's monumental study of the Peninsular War is a comprehensive biographical dictionary of more than 3,000 officers in British, Portuguese and Spanish service killed or wounded in the seven years of that remarkable campaign. This superbly detailed reference book draws on primary archives and data from service records, official despatches, casualty rolls, medal lists, pension lists, the *London Gazette* and other sources to provide an astonishing insight into the British Army from the point of view of the individual. Entries on the casualty roll include the service histories of individual officers, medals or awards received, the place, date and cause of death or injury, any subsequent career details and additional campaign material. Many entries include eyewitness accounts about the particular officer taken from memoirs and diaries etc. A regimental index provides an overview of participating British units. Serving as a who's who for British officers, and French and German officers in British pay, this is an essential addition to literature. £35.00

{295} Hanson, Neil. *THE UNKNOWN SOLDIER : THE STORY OF THE MISSING OF THE GREAT WAR.* 1st ed., 2005. Xvi + 543 pp., photo-plates with cold., backgrounds (duplicated between pp., 208 – 209.) D.j., 24 x 15cm. Some plates duplicated o/w FINE.

Of the million British dead of the First World War, only one – the Unknown Soldier – was ever returned to his native land. An anonymous symbol of all those lost without trace in the carnage of the battlefields, he was laid to rest in Westminster Abbey amid an outpouring of national grief. Drawing largely on unpublished letters and diaries, the author has resurrected the lives and experiences of three unknown soldiers – a Briton, a German and an American. Every word is based on the testimony of those who fought, those who died and those who mourned at home. Few books have ever shown the terrible reality of warfare in such compelling detail, or told such a moving story of human life and loss. £20.00

Scarce First Edition : Escape from German POW Camps in World War I

{296} <> Hardy, J. L. *I ESCAPE !* 1st ed., 1928. Xii + 260 pp., frontis., + 3 photo-plates + a fldg., sketch-map. Brown cloth ; 19 x 12cm. Spine frayed in 3 places along rear joint but binding is secure ; small, neat surname o/w V.G.

Eight months after serving in the First World War with the Connaught Rangers the author was taken prisoner by the Germans. Scarcely twenty-years-old at the time, the author was to be a Prisoner of War for three-and-a-half years, during which time he made no less than twelve attempts at escaping whilst imprisoned by the Germans. He was initially successful in four of these attempts but was subsequently recaptured after three of them, twice having reached as far as Stralsund and even beyond. In this gripping narrative, written in his own words, the author describes the routine of his incarceration at different German camps including Halle, Augustabad, Magdeburg and even Fort Zorndorf where escape was virtually impossible. Nevertheless, he made several attempts from here and once almost succeeded when, with two others, he nearly got out disguised as a German soldier. The author was

transferred further and made subsequent escape attempts until he finally managed to escape for good in March 1918, along with Captain Willie Loder-Symonds. Both men immediately volunteered to return to the front. Loder-Symonds was later killed in an aeroplane crash. The author got back to his job and was subsequently wounded on two occasions, the second time resulting in the loss of his leg, but he was awarded a promotion, a D.S.O. and a Military Cross with bar. In this book he describes in gripping detail the planning and execution of his four, and finally successful, attempts at escape. Illustrated with plates and a folding sketch-map showing the author's escapes, this is the SCARCE First Edition. £250.00

{297} Harman, Nicholas.

DUNKIRK : THE NECESSARY MYTH.

1st ed., 1980. 271 pp., photo-plates + maps. D.j., 24 x 16cm. Fading to spine of d.j., o/w Nr.FINE.

The operation at Dunkirk saved 340,000 Allied soldiers from death or capture, and preserved the nucleus of the British Army for future campaigns. While most of the soldiers displayed fortitude, there was deception and trickery, conflict and contradictory orders at the political and high command level which contributed to a myth surrounding Dunkirk. It can be argued that in war it is sometimes necessary to deceive allies as well as enemies, but how necessary and how moral was the myth surrounding Dunkirk ? The author scrutinizes the Dunkirk affair at all levels, seeing it through the eyes of Cabinet ministers and military commanders ; from the naval angle and from the viewpoint of those who manned the 'little ships' ; and he researched many revealing anecdotes about the confused, exhausted soldiers who made the long retreat to the port and who, arriving in Britain, were welcomed like conquerors. £20.00

{298} Harries, Meirion & Susie.

THE WAR ARTISTS : BRITISH OFFICIAL WAR ART OF THE TWENTIETH CENTURY.

1st ed., 1983. 310 pp., cold., plates + numerous b&w photo-ills., + ills. D.j., 23 x 19cm. Spine of d.j., slightly faded o/w Nr.FINE.

This is the first comprehensive account of the British official war art schemes from their beginnings in 1916 through to the Falklands war – a unique experiment in Government patronage which produced an unrivalled national collection of nearly 12,00 paintings, drawings and sculptures by artists as eminent and varied as Paul Nash, Henry Moore, Graham Sutherland, Jacob Epstein, Wyndham Lewis, L. S. Lowry, Mervin Peake, Stanley Spencer, and over two hundred others. The book explains how and why they came to be employed and from official and personal correspondence, diaries, memoirs and interviews, it documents their personal experiences – at Passchendaele, Dunkirk and D-Day, at the opening of Belsen and the Nuremberg Trials, in the Falls Road and at Goose Green. £50.00

{299} Harris, John.

THE INDIAN MUTINY.

1st ed., 1973. 208 pp., numerous b&w photo-ills., + ills., + various full-page cold., ill-plates. D.j., 25 x 17cm. D.j., price-clipped o/w V.G.+.

The Indian Mutiny of 1857 was the first great crack in the structure of the British Empire. It threw up remarkable personalities : Nicholson, who captured Delhi ; Henry Lawrence, the defender of Lucknow ; 'Holy' Havelock, the bible-thumping general who fought his way to the relief of Lucknow only to find himself trapped there ; and the dour uncompromising Colin Campbell, who was sent to India after forty-years service to bring it back to sanity. This book vividly evokes the huge and bloody struggle of the Indian Mutiny, recapturing the smell of battle, the cruel heat, the forced marches, sieges and appalling massacres. £20.00

BOOKQUOTE : *"I couldn't live a week without a private library – indeed, I'd part with all my furniture and squat and sleep on the floor before I'd let go of the 1500 or so books I possess."*

H. P. Lovecraft

Definitive Reference Work on Victoria Cross Headstones and Memorials

{300} <> Harvey, David. *MONUMENTS TO COURAGE : VICTORIA CROSS HEADSTONES AND MEMORIALS. VOLUME ONE : 1854 – 1916. VOLUME TWO : 1917 – 1982.*

2 VOLUMES. Published on behalf of the author by Kevin and Kay Patience, 1st eds., 1999. Vol. 1 : (Xxviii) + 416 pp. Vol. II : (X) + 433 pp. Both Vols. : Numerous photo-ills., + ills. D.j.'s + a slipcase ; 31 x 21cm. Tiny repair to d.j., at top of spine (no loss) o/w FINE. 1 Cutting Tipped-in to Vol. 1.

In the 140 years since the institution of the Victoria Cross, numerous publications detailed the deeds and lives behind individual awards to 1,350 recipients. Many earlier publications gave brief details of the date and place of death and location of the grave if known, together with some of the memorials. However, in many cases these details are incorrect, which has led to the errors being compounded in later publications. This monumental, two-volume study sets out to redress these errors and give accurate locations of all but a dozen of the 1,322 deceased recipients final resting places, including the seemingly impossible 'lost 300' who lie in unmarked paupers' graves in overgrown Victorian graveyards and cemeteries from London to the North Indian plains. Following dedicated research, detective work and travel over a thirty-six year period, the author has produced an accurate record of every known grave and memorial. Two of the many mysteries solved are the cases of Royal Naval Stoker William Johnstone VC and Private Francis Wheatley VC of the Rifle Brigade, both of them famous Crimean War recipients. Over 5,000 photographs, many never seen before, allow three to be included with most entries. The definitive reference in 2 Volumes : £100.00

{301} Hawks, Captain Ellison. *BRITAIN'S WONDERFUL FIGHTING FORCES.*

N.d. (WW2). 384 pp., frontis., + numerous photo-ills. + ills. D.j., 22 x 15cm. Wear & repairs to d.j., but complete apart from some chipping ; damp to foot of cloth covers, concealed by and lightly affecting d.j., but not affecting pages o/w V.G.

This Second World War publication attempts to explain the complications and workings of Britain's fighting forces. It looks into the organisation, role, equipment and artillery of the RAF, the Army, the Navy and the Fleet Air Arm. It examines defence systems in warfare and is superbly illustrated and photographed, unusually retaining its dust-jacket. £25.00

{302} Heckman, Wolf. *ROMMEL'S WAR IN AFRICA.* *Smithmark*, New York, new ed., 1995. Xvii + 366 pp., maps & plans. D.j., 24 x 17cm. Tiny red ink mark to top of f.f.e.p., + light fading to d.j., o/w Nr.FINE.

Revered by his battle-hardened veterans, Erwin Rommel, the famed Desert Fox, was saluted even by as determined an adversary as Winston Churchill. His tactical abilities were acknowledged to be brilliant. The full dimensions of Rommel's most significant campaign and its place in World War II emerge in this comprehensive book. Using war diaries, unpublished correspondence, personal reminiscences and much more, the author offers an account of the lived experience of the war at all levels, with all of its action, plans, anecdotes, coincidences, successes and failures. Uncommon. £30.00

{303} Hickey, Michael. *GALLIPOLI.* *John Murray*, 1st ed., 1995.

Xvii + 363 pp., photo-plates. D.j., 24 x 16cm. FINE. Signed Presentation Copy from the Author. 2 Cuttings tipped-in.

The author traces the complex roots of the Gallipoli catastrophe in World War I to the remoteness of war leaders in London, the chaotic operations of under-equipped and incompetent admirals and generals on the spot, and the extraordinary diversity of the Allied troops. Closely familiar with the battlefields and the straits, he unfurls a panorama of tenacity and heroism in conditions sometimes reminiscent of the Crimean War. By drawing on official papers, diaries and letters – many never before published – he gives an awe-inspiring

impression of what it was like for the luckless fighting men who did their best but also, in the words of one of them, were 'beaten in the end by our own leaders.' Signed Copy. £25.00

Very Scarce Limited Edition of 600 Copies Only

{304} <> Hodgson, Gnr. H. B. (Ed.) *THE STORY OF A FIELD BATTERY 1940 – 1945. 156TH (LANARKSHIRE YEOMANRY FIELD REGIMENT R.A.)*. Private Edition of 600 Copies Only, printed on the American Army's Press at Pinneberg, 1st ed., 1945. (Xxiv) + 328 pp., 90 photo-ills., + 27 sketches & caricatures + 18 line drawings + 2 panorama drawings + 20 maps. Full leather ; blind armorial to front ; 21 x 15cm. 1 plate loosening ; some typical light blemishes to covers o/w V.G.

This is a World War II record of 593 Lanarkshire Yeomanry Field Regiment R.A. which was 'born of mixed English and Scottish parentage in the Portsmouth blitz of the winter of 1940. There are numerous chapters which appear under the following headings : Background and Traditions ; Early days of the Battery ; Outward Bound ; Paiforce (In Iran and Tehran) ; The Great Journey ; Invasion Training in the M.E.F. ; Prelude to Adventure – The Journey to Sicily ; Sicily ; Commando Adventure ; The Invasion of Italy ; Rionero and the Sangro ; Crossing the Garigliano ; Anzio – The Battle of the Wadis ; The Relief of Anzio ; With the Guns at Anzio ; The Battle for Rome ; Major F. W. Batey, M.C., R.A., An Appreciation ; Laying Line ; M. T. Problems ; Seven Months in the Middle East ; Back to Europe ; The Last Battle (Battle of the Elbe) ; Aftermath ; Retrospect ; Appendix ; Index. Bound in full leather, this VERY SCARCE book contains a wealth of photographs and illustrations and is a Limited Edition of 600 Copies Only. £150.00

{305} Holles, Robert O. *NOW THRIVE THE ARMOURERS : A STORY OF ACTION WITH THE GLOUCESTERS IN KOREA (NOVEMBER 1950 – APRIL 1951)*. Rep., 1952. 176 pp., frontis-map + 17 photo-plates. D.j., 20 x 14cm. A little wear to d.j., o/w V.G.

This is a Sergeant's story of what happened to the First Battalion of The Gloucestershire Regiment from the time it reached Korea, in November 1950, to the grim battle on the Imjin, in April 1951, which brought world fame to the unit, adding new lustre to Colours already covered with Battle Honours. The author gives a vigorous portrayal of what he saw and of the fortunes and hazards he shared with his comrades. The terrain is admirably described, and the plight of the civilians unforgettably evoked. £20.00

{306} Holmes, Richard. *SOLDIERS : ARMY LIVES AND LOYALTIES FROM REDCOATS TO DUSTY WARRIORS*. Harper Press, 1st ed., 2011. XXX + 656 pp., cold., + b&w photo & other plates. D.j., 24 x 15cm. FINE.

This book is brimming with great stories about the British soldier, from the chaos of the battlefield to the fug of the barrack-room, from Ulster to Bengal, from Flanders fields to the Afghan hills. Exhaustively researched, this book shows where British soldiers came from, why they joined the army and how they reacted to military service. It considers the bonds of mates and the ties of discipline that sustained fighting men on the battlefield, but also the less martial aspects of the military – leave, family ties, drink, women, sport and gambling. £25.00

{307} Horne, Alistair. *NAPOLEON MASTER OF EUROPE 1805 – 1807*. 1st ed., 1979. 232 pp., 9 cold., plates +65 ills., + 25 maps. D.j., 25 x 19cm. Repairs to d.j., o/w V.G.

The author traces Napoleon's ascent to power in the three years preceding the climax to his career when in 1807 he became supreme ruler of Europe and the West of Russia. He looks at the success of the 'peace machine', the formation of the impressive *Grande Armee* and the abortive plan to invade England. The author examines in detail the strategic success of the Ulm-Austerlitz campaign in 1805- 'the first great battle of modern history' – in which

Napoleon decisively defeated the Austro-Russian army. He goes on to cover the ensuing double victory of Jena-Auerstadt in 1806 and the defeat of the Prussians, and the Battle of Eylau in 1807. More than just a military history, this book also describes the background of contemporary social life in France, England and other combatant nations. £25.00

{308} Horrocks, Lt. Gen. Sir Brian. *A FULL LIFE.* 1st ed., 1960. 320 pp., frontis., + 21 photo-plates + 10 ill-maps. D.j., 21 x 15cm. Upper layer of d.j., slightly chipped at top of spine o/w Nr.FINE.

One of the outstanding Corps Commanders of the Second World War, the author played a major part in the break-out of El Alamein, the attempted relief of the troops dropped at Arnhem and the forcing of the Rhine. Here his skill is transferred to the page with this captivating autobiography of his war years. His fair-mindedness enables him to put into new and helpful perspectives such controversies as that between Eisenhower and Montgomery after Normandy, and between Montgomery and Auchinleck as to what happened when the latter handed over to the former before Alamein. £20.00

{309} Howarth, David. *DAWN OF D-DAY.* 3rd imp., 1959. 255 pp. 21 photo-plates; 2 maps + e.p., maps. D.j., 20 x 14cm. Tiny scuff to spine of d.j., o/w V.G.

The author's intention with this book was to let us feel exactly "what it was like for those who were there" on D-Day. He does this through a number of individuals, British, French, German and American, whose stories he has collected and successfully woven to reveal the type of men they were and what they felt and feared as well as what they saw and did. £20.00

{310} Hughes, Colin. *MAMETZ : LLOYD GEORGE'S 'WELSH ARMY' AT THE BATTLE OF THE SOMME.* Gliddon Books, new ed., 1990. 184 pp., 7 photo-ills., + 14 maps. Laminated boards ; 24 x 16cm. A little discolouring to covers with the red title typically faded on spine o/w Nr.FINE.

In 1914, Lloyd George sought to create a Welsh Army which was to be 'one of the most magnificent little armies ever turned out'. *Mametz* traces its fortunes to a fateful encounter at Mametz Wood on the Somme where, for a moment, most of the British Army stood still and all eyes focussed on the Welshmen. This is the second and better edition of the two. £35.00

{311} Isselin, Henri. *THE BATTLE OF THE MARNE.* Elek, 1st Eng., translation 1965. 296 pp., photo-plates + maps. D.j., 22 x 14cm. Edges foxed o/w V.G.+.

Between the 6th and 13th September 1914, a battle took place in the Marne valley which altered the character of the First World War. A war of mobility and attack, envisaged by both the German Schlieffen Plan and the French Plan XVII, turned into a static war of attrition in which the German armies were slowly ground into defeat. What was the "miracle" of the Marne ? What actually happened and why ? Who were the men upon whose actions and decisions depended the course of events ? These questions are answered in this lucid account of the causes, events, personalities and atmosphere of this decisive battle. £20.00

{312} John, F. L. & Monk, J. A. C. & Langrishe, P. J. D. *THEN HISTORY OF THE 7TH MEDIUM REGIMENT ROYAL ARTILLERY (NOW 32ND MEDIUM REGIMENT R.A.) DURING WORLD WAR II, 1939 – 1945.* Privately Printed, 1st ed., 1951. Ix + 222 pp., photo-plates + 6 plates of maps (4 of which are double-page) + a large fldg., & cold., map at rear. Original blue cloth ; gilt ; 22 x 14cm. Top, front corner a little rubbed o/w V.G.+.

This book provides a record of the movements of 7th Medium Regiment, Royal Artillery between September 1939 and August 1945. The Regiment was in 30 Corps almost the whole time from El Alamein to Tunisia and the book contains accounts of its general activities and of the battles in which it participated. Chapters are as follows : *The First Desert Campaign ;*

Greece and Crete ; Second Libyan Campaign ; Gazala ; Alamein ; Alamein to Enfidaville ; Sicily ; France and Belgium ; Holland and Germany. Illustrated with photograph plates and maps including a large, coloured and folding map. £60.00

{313} Jones, R. V.

REFLECTIONS ON INTELLIGENCE.

Heinemann, 1st ed., 1989. Viii + 376 pp., diagrams. D.j., 24 x 16cm. Slight lean to front cover o/w FINE.

The author of the best-selling book, *Most Secret War*, draws here on his long experience of intelligence to look at the kinds of problems – particularly ethical problems – that intelligence activity can create. He explores each of the topics – official secrecy, security, deception, command – in the light of his extensive direct experience in decades when technical developments like radio interception and satellites revolutionised intelligence-gathering. *Most Secret War* contained an intriguing series of postscripts on intelligence problems raised in that book which could then not fully be explained. Most fascinating of all was the question of who wrote the Oslo Report, the single most important piece of scientific intelligence handed to the British in World War II. This time the author is able to throw important new light on that answer. £60.00

{314} <> Kemp, Lieut.-Commander P. K. *THE STAFFORDSHIRE YEOMANRY (Q.O.R.R.) IN THE FIRST AND SECOND WORLD WARS 1914 – 1918 AND 1939 –*

1945. *Gale and Polden*, Aldershot, 1st ed., 1950. Xii + 168 pp., frontis., + photo-plates + a double-page cold., plate + maps. Navy cloth ; gilt armorial to front ; 22 x 14cm. Crease to rear board around upper corner ; some very light mottling to covers & foxing to edges o/w V.G.

This is a scarce history of the Staffordshire Yeomanry in both world wars. Chapters examine Mobilization ; Egypt and the Suez Canal ; Five Days in Egypt ; The Move to the Suez Canal ; The First Battle of Gaza ; The Second Battle of Gaza ; Rest and Reorganization ; The Third Battle of Gaza ; Rest and Relaxation ; The Break-through of the Turkish Line ; The Second and Third Line Regiments ; Mobilization in 1939 ; Training in Palestine ; Training in Egypt ; The Battle of El Alamein ; Attack at El Agheila ; Ben Gardane and Medenine ; Return to Delta and England ; D-Day ; Training in D.D. Tanks ; The Rhine Crossing. Appendices include Rolls of Honour for both world wars plus a List of Honours and Awards, 1939 – 1945. With photograph plates, a double-page coloured plate and maps. SCARCE. £100.00

{315} Kesselring, Field-Marshal.

THE MEMOIRS OF FIELD-MARSHAL

KESSELRING. *Kimber*, 1st ed., 1953. 319 pp., frontis., + 7 photo-plates + 8 maps. D.j., 22 x 14cm. Some light wear to d.j., including creasing and a couple of very small closed tears around edges, o/w Nr.FINE.

No living German carried more responsibility during World War II than Field-Marshal Kesselring. Originally an Army officer, he transferred to the Luftwaffe in 1935. Second only to Goering in the Luftwaffe, he commanded an Air Fleet in the invasion of France and in the Battle of Britain. In 1941 he was appointed Commander-in-Chief South and directed the Air Fleet co-operating with the Afrika Corps in the Desert Campaign, and he was often personally in the midst of the fighting. As Commander-in-Chief in Italy in 1943 and 1944 all German forces in this sphere were under his control. After the failure of the Ardennes offensive he was called upon to replace Von Rundstedt as Commander-in-Chief of the West. His conviction for war crimes created widespread controversy – supporters among his former enemies declaring that but for Kesselring's conduct Italy would have been devastated. Released in the autumn of 1952, he shortly afterwards wrote this important memoir. £25.00

BOOKQUOTE : “*There is no scent so pleasant to my nostrils as that faint, subtle reek which comes from an ancient book.*” **Arthur Conan Doyle**

{316} Lewin, Ronald.***MONTGOMERY AS MILITARY COMMANDER.***

Batsford, 1st ed., 1971. Xv + 288 pp., frontis., + 30 photo-plates + 14 maps. D.j., 24 x 16cm. Owner's bookplate & small label ; Spine of d.j., faded o/w V.G.+.

This was the definitive biography of its time of Montgomery, and many would still uphold it as such today. His entire military career is traced in such a way that behind the events and controversies surrounding this great leader there emerges the man himself. Beginning with Montgomery's experiences as a young officer in Flanders in World War I, through the long period of re-thinking and re-training between the wars to the climaxes of Alam Halfa, El Alamein, the planning of the Normandy landings and the subsequent campaign in Europe. The last chapters of the book deal with what is now considered the most controversial period of Montgomery's leadership – the apparent failure to break out of the Normandy bridgehead at Caen; the near collapse of a harmonious relationship with Eisenhower and the arguments about the conduct of the final months of war. £25.00

{317} Lewin, Ronald.***THE OTHER ULTRA.***

Rep., 1982. Xv + 332 pp., photo & other plates + 2 maps. D.j., 24 x 16cm. Title on spine of d.j., typically faded ; small owner's label to foot of f.e.p., e.p.'s foxed o/w V.G.+.

The story of the contribution made to the Second World War in Europe and North Africa by Ultra, the intelligence derived from the decipherment of the Germans' Enigma-coded signals, is well-known. This book, based on contemporary secret documents only 'recently' released, tells for the first time the story of the immense contribution made by signal intelligence to the war against Japan. This intelligence was of two kinds: the intelligence known as Magic, gathered from the breaking of the Japanese diplomatic signals enciphered on the machine called Purple; and the intelligence derived from the breaking of the Japanese naval and military codes, known to the Americans comprehensively as Ultra. From knowledge about Pearl Harbour to the justification of using the Atom Bomb, this subject begins and ends with controversy. Between these two episodes Magic and Ultra intervened, often decisively, at almost every naval and military struggle in the Pacific. £25.00

{318} Lyman, Robert. *FIRST VICTORY : BRITAIN'S FORGOTTEN STRUGGLE IN THE MIDDLE EAST, 1941.*

Constable, 1st ed., 2006. Xiii + 336 pp., 5 maps. D.j., 24 x 16cm. FINE.

Early in 1941 Britain and her Empire stood alone and on the brink of defeat as a triple threat emerged from the Middle East. Nationalists in Iraq sought an alliance with Germany, the Vichy regime in Syria was ready to welcome Nazi troops and Iran's neutrality threatened supply and communication channels to the Empire and the ailing Soviet Union. Further, control of the Middle East meant control of oil, the essential lubricant of modern warfare. The author grippingly describes a series of vital victories that heralded the real turning point in Britain's fortunes. Until now, these extraordinary events have been relegated to the footnotes of history, overshadowed by the fearsome advance of the German war machine in Europe and North Africa. Shedding new light on the inner workings of Churchill's war cabinet and its relationship with the overstretched outposts of the Empire, the author reveals the fraught negotiations, rapid manoeuvring of meagre troops and the additional improvisation and good luck that enabled British forces to construct a series of unlikely victories which effectively secured Britain's future in the war. £30.00

{319} McCallion, Harry.***KILLING ZONE.***

1st ed., 1985. 281 pp., photo-plates. D.j., 24 x 15cm. FINE.

Harry McCallion joined the Paras and served for seven years including six tours in Ulster. Then came two years with the Recces, the South African Special Forces, during which, it is

revealed here for the first time, Harry and a small group attempted to assassinate Robert Mugabe and Joshua N’Komo. Harry returned to England and passed the rigorous selection procedure for the SAS. After arduous training he served for six years in the elite force, and played, with others, a role in the Falklands conflict which has not previously been made public. He also served two tours with the SAS anti-terrorist team. On leaving the SAS he joined the RUC and spent six years policing the trouble spots of Belfast. His career ended after a near-fatal car crash. £20.00

{320} McGuirk, Dal.

ROMMEL’S ARMY IN AFRICA.

1st ed., 1987. 192 pp., cold., photo-plates + a wealth of b&w photo-ills. D.j., 26 x 20cm. FINE.

This book is based on a unique private collection of *Afrikakorps* military artefacts – uniforms, field equipment, weapons, insignia, medals, diaries, pay-books, letters, postcards and a collection of over 2,000 unpublished photographs, many of which now appear in this book and include the most comprehensive colour record ever of the uniforms and equipment that the German Army carried with them to North Africa, complete with informative captions. Other sections of the book deal with the effects of the Allied ULTRA Operation on Rommel’s campaigns, the character of Rommel himself as seen by members of the *Afrikakorps* and the German newspapers of the day, the workings of the German Army revealed by military documents of the period, and hitherto unrecorded aspects such as burials and graves and health and hygiene in North Africa. The book offers a unique perspective on the German Allied Forces that fought in North Africa under Rommel from 1941-43. £25.00

{321} Mackenzie, Rev. C. A.

SWORD AND SEED BASKET : PASSAGES

IN THE LIFE OF A NON-COMMISSIONED OFFICER. James Nisbit, 4th ed., 1896. Viii + 163 pp., frontis., + 2 other plates. Blue cloth ; gilt ; 18 x 12cm. Spine dulled ; owner’s bookplate + pencil details o/w V.G.

Published here with illustrations in 1896, this book records some recollections in the life of a non-commissioned officer, Sergeant A. F. Mackay, from Argyle. It tells of his life and service including a period in India, a French prison, and at Waterloo and subsequently in a religious vein. £25.00

{322} Mains, Lt. Col. A. A.

SOLDIER WITH RAILWAYS.

Chippenham, 1st ed., 1994. Xv + 173 pp., frontis., + numerous photo-ills., + a map. D.j., 21 x 15cm. FINE.

The author was a pre war Officer of the 9th Gurkhas who was passed out top from an Intelligence Course in 1939. After a short spell as an Instructor at the new Indian Intelligence School, he was sent to Iraq in 1941 as an Intelligence Officer, where he was put in charge of the Security section. He subsequently served in this capacity on the Burma retreat, in Assam and XIV Army, to end up as Chief Intelligence Officer of Central Command India in 1946. This book tells of his travels by train and dealings with railways in Iraq, Turkey, India and Burma from 1934 to 1953. £20.00

{323} Marbot, Baron de.

THE MEMOIRS OF BARON DE MARBOT,

LATE LIEUTENANT IN THE FRENCH ARMY. TWO VOLUMES. TWO VOLUMES. :

Greenhill, new eds., (1st thus) 1988. Vol. 1 : Viii + 452 pp., frontis., -port., + 5 maps. Owner’s book label to f.e.p., edges foxed. Vol. 2 : 472 pp., frontis., -port., + 4 maps. Both Vols. : D.j., 22 x 14cm. Vol. 1 : V.G.+ Vol. 2 : FINE.

These compelling memoirs comprise an unrivalled account of the many famous events in which Jean Baptiste Antoine Marcelin, Baron de Marbot, participated during the period 1799 to 1814, culminating in the first abdication of the Emperor Napoleon – years in which this distinguished officer served as ADC to five Marshals and received thirteen wounds. In close contact with the Emperor on many occasions, Marbot (1782 – 1854) was not averse to criticism of his commander-in-chief, nor does he conceal his faults, yet shows by observation

and anecdote how Napoleon's presence could enthuse and inspire every member of his superb army. Long out of print, the immediacy of this classic story of life on campaign is retained in the original English edition which is here reprinted in its entirety. 2 Vols. : £50.00

{324} Maxwell, Leigh. *MY GOD – MAIWAND ! OPERATIONS OF THE SOUTH AFGHANISTAN FIELD FORCE 1878 – 80.* 1st ed., 1979. X + 277 pp., 6 photo & other plates + 7 maps. D.j., 22 x 14cm. FINE.

The Battle of Maiwand on 27 July, 1880 was one of the main battles of the Second Anglo-Afghan War in which the Afghans defeated two brigades of British and Indian troops. It was probably the most crushing defeat ever suffered by the British Army in India. The various inquiries into the cause of the disaster did more to obscure the issue than to explain it. It suited the political and military authorities to sweep the mess under the carpet but almost a hundred years later the author sets the record straight. Although Maiwand is the focal point of the story, the author also details the military and political background to the campaign and the events leading up to it. The result is an excellently balanced book which gives a vivid reconstruction of life on the North-West Frontier in the late nineteenth century. £25.00

{325} Mayer, S. L. *MACARTHUR : THE BIOGRAPHY OF GENERAL OF THE ARMY, DOUGLAS.* 1st ed., 1984. 168 pp., frontis., + cold., + b&w photo-ills., + maps. D.j., 30 x 23cm. Nr.FINE.

General Douglas MacArthur was America's most decorated military hero at the end of World War I where he distinguished himself in the Meuse-Argonne offensive in 1918. In the 1930's he became Chief of Staff of the US Army and Field Marshal of the Philippine Army in 1935. He distinguished himself again in the retreat from Bataan in 1942, after which he reorganised the Allied forces in the Southwest Pacific, which subsequently launched assaults on New Guinea and the Philippines, to which he triumphantly returned in 1944. After World War II he was appointed Supreme Commander Allied Powers during the occupation of Japan, and during 1945 - 50 he brilliantly reconstructed Japan. £20.00

{326} Maze, Paul. *A FRENCHMAN IN KHAKI.*

2nd ed., ("new ed.,") 1936. 353 pp., frontis., + 7 other photo-plates + 5 maps. D.j., 22 x 14cm. Edges of d.j., chipped ; 2 "6" price stickers to d.j. ; edges foxed ; small, neat owner's inscription dated 1944 to f.f.e.p., o/w V.G.

This is a well-written account by a French liaison officer who was an interpreter with the BEF from August 1914 to the end of the Great War. Although the author didn't have a commission he was always in the thick of the battle and most importantly he worked at Gough's 5th Army headquarters. His thrilling story includes the author's adventures during the retreat from Mons when, by the orders of a British divisional general, he was being led out to summary execution by the firing party and was only just saved when an officer of the Royal Scots Greys passed through the village and recognised him. Scarce dust-jacket. £75.00

{327} Mollo, John. *THE PRINCE'S DOLLS : SCANDALS, SKIRMISHES AND SPLENDOURS OF THE HUSSARS, 1793~1815.* 1st ed., 1997. Xii + 244 pp., 35 plates + 4

maps + e.p. maps. D.j., 23 x 16cm. FINE.

The author describes the conception, gestation, birth and adolescence of the first British Regiments of Hussars – the by-products of the Prince Regent's passion for military finery and dandyism – leading on to their full maturity in the grim realities of war in the Iberian Peninsula between 1808 and 1814, first under Moore and then under Wellington, in two widely different campaigns. Basing his story on contemporary letters, diaries and reports and a comprehensive bibliography, the author takes the reader into the heart of the Hussar Brigade in peace and war, depicting its many colourful characters and describing every facet


of day-to-day life, in barracks and on the battlefield. He describes the courage and fortitude of all ranks as they fought under the most severe conditions of climate and terrain, often against considerable odds and lacking many of the bare necessities of military life. The author also reveals the brutal imposition of discipline by the excessive use of the lash, and the devastating effect upon the Peninsular Army of easy access to almost limitless supplies of alcohol, leading to human suffering almost beggaring belief. £25.00

{328} Moltke, Field Marshal Helmuth von. THE FRANCO-GERMAN WAR OF 1870 – 71. *Greenhill*, 1st ed., thus 1992. Xvi + 447 pp. D.j., 22 x 13cm. Spine of d.j., slightly faded o/w FINE.

Helmuth von Moltke consolidated the German Empire in 1871 after his triumphs in the Franco-German War. Against military autobiography in principle, he was nevertheless prevailed upon to write the history of this war, thus achieving for the reader the best of both worlds – a careful and accurate description of events, combined with insights into strategy which, as commander, only he could authoritatively give. From the preparations for war and the combat of Weissenburg on 4th August 1870, the author sweeps the reader through his carefully planned campaign including every stage of the war up to the armistice and the homeward march of the victorious German army. £25.00

{329} Moorehead, Alan. THE DESERT WAR : THE NORTH AFRICAN CAMPAIGN 1940 - 1943. 1st ed., 1965. 250 pp., photo-ills. + plans + fldg map. D.j., 25 x 19cm. A couple of repairs with some tape marks to front of d.j., o/w V.G.

North Africa, not for the first time in history, was the scene of a great Middle Eastern conflict during the Second World War. This superbly illustrated book brings to life The Desert War of 1940 - 1943 through a vivid and informative narrative. £20.00

{330}  Mullaly, Colonel B. R. THE SOUTH LANCASHIRE REGIMENT (THE PRINCE OF WALES'S VOLUNTEERS). *The White Swan Press*, Bristol, 1st ed., 1952. 520 pp., frontis., + photo-plates + 12 maps which are fldg., as plates at both ends of the book. Red cloth ; gilt armorial ; 22 x 14cm. Gentle fading to spine & tiny mark to rear cover o/w Nr.FINE.

This book tells the history of The South Lancashire Regiment (The Prince of Wales's Volunteers) from the formation of Philipps' Regiment of Foot in 1917 to the end of the Second World War. Earlier campaigns are outlined whilst two complete chapters are devoted to The Peninsular War, separate chapters are devoted to Waterloo, The Maori Wars and The South African War, and then the greater part of the book focuses on the two World Wars. In the First World War the Regiment set out with the 'Old Contemptibles' to face such battles as Mons, Le Cateau, Marne, Aisne, Ypres, 1914, &c. It went on to serve in Flanders in 1915, in Gallipoli, at The Somme, in Mesopotamia 1916 – 1918, then in 1917 at Ypres, Messines, Arras, Scarpe, Cambrai, Pilckem, Langemarck, Menin Road, Polygon Wood and Passchendaele, then in 1918 at the Somme, St. Quentin, Rosieres, Bapaume, Lys, Estaires, Arras, Hazelbrouck, Bailleul, Scherpenberg, Kemmel and Aisne, as well as having battalions at the Hindenburg Line, Macedonia, Afghanistan and elsewhere throughout the war. During the Second World War the Regiment was present in the retreat to Dunkirk, at Madagascar, in India and Arakan in the prelude to the victory in Burma, in the D-Day landings and the Normandy Battles, then from Normandy to the Rhine, from the Rhine to the Weser, from Kohima to the Irrawaddy and the next victory in Burma involving the action at Yawathit. Appendices include succession lists and names of officers and men and there is an Index to the principal references to battalions. With plates and folding maps. SCARCE. £95.00

BOOKQUOTE : "A book is a device to ignite the imagination." Alan Bennett

{331} Nobécourt, Jacques. *HITLER'S LAST GAMBLE : THE BATTLE OF THE ARDENNES.* 1st ed., 1967. 1st English translation 1967. 302 pp., photo-plates + 7 maps. D.j., 22 x 14cm. Nr.FINE.

The story of one of the most dramatic battles of the Second World War is here told adequately for the first time, not a few legends being disposed of in the process. Just when Germany seemed on the verge of complete collapse with her armies driven from Normandy almost to the Rhine, she launched a stunning counterattack. In the same unlikely area of the Ardennes, with the same Rundstedt in command and with much the same intentions, the Panzer armies of December 1944 repeated the surprise of 1940 and succeeded again in achieving a spectacular breakthrough. The balance of strength was now very different, but there were virtually no Allied reserves and it required every resource of men and material to contain the irruption. In this well-documented study, the author applies fine analysis to both the military and the more political aspects of the battle. £25.00

{332} Philip, Craig. & Taylor, Alex. *INSIDE THE SAS.*

2nd ed., 1995. 224 pp., cold., frontis., + 170 cold., & b&w photo-ills., & some cold., ills., maps & plans. D.j., 29 x 22cm. FINE. The Special Air Service is Britain's elite force and this book gives the most comprehensive examination of the SAS ever published. It includes 170 photographs and illustrations, 100 of them in colour, which reveal the SAS in action and in training. Accurate colour maps of SAS campaigns, from World War II to the Gulf War, illustrate the role played by this secretive force as never before. All their major operations, including Malaya, Oman, Borneo, Northern Ireland and the Falklands, are described in authoritative detail. SAS tactics are clearly explained and there is an analysis of SAS selection and training methods. The book contains profiles of notable SAS characters plus annotated colour drawings of SAS weapons. £25.00

Only 3 Copies listed on COPAC

{333} <> Phillips, G. (Comp.). *RUTLAND AND THE GREAT WAR : A LASTING TRIBUTE TO A GREAT AND NOBLE PART.* J. Padfield, Salford, 1st ed., 1920.

Xi + 244 pp., frontis., + numerous photo-ills., + plates. Blue cloth ; 25 x 19cm. Some fading & light blemishes to cloth ; owner's details o/w V.G. With an 'In Memoriam Rutland Heroes' Bookplate Presented to Mr. J. H. Davenport In Memory of CPL. J. H. Davenport "Who made the supreme sacrifice in the Great War...'

This book begins with a history of Rutland during the Great War. There follows pages of, often detailed, biographies of the men from Rutland who died in service during the war. Then there are parish rolls of honour as well as rolls from schools and a roll of Special Constables. Following on from some chapters about the Home Front, the book concludes with a section on Honours, Distinctions, and Recognition of Services and a final section on Local War Memorials. Only 3 copies listed on COPAC : SCARCE. £100.00

{334} Ponting, Clive. *ARMAGEDDON : THE SECOND WORLD WAR.*

1st ed., 1995. Xxiii + 312 pp., 5 maps. D.j., 24 x15cm. Red area on spine of d.j., typically faded o/w FINE.

This reassessment of the Second World War contains new facts, asks provocative questions, challenges many of the common assumptions and avoids conventional chronological accounts in order to concentrate on the deeper forces shaping the origins, course and outcome of the war across the globe. It analyses how and why the war spread from being a limited European conflict to the only global war, why countries were dragged into the fighting and how only a small number of neutral states escaped. It compares the two alliances, how they mobilised their resources and their strategies for victory. It concentrates on the impact the war had on individual soldiers, sailors and airmen and on the fate of civilians facing occupation, resistance and liberation. £25.00

Only 1 Copy of Vol. II Listed on COPAC ; No Listings for Vol. I. VERY SCARCE

- {335} <> Potts, Mark. & Marks, Tony. *CREWE AND NANTWICH AT WAR ... A VISUAL MEMORY.*** 2 Vols. Nantwich. Vol. I : 1st ed., 2006. 255 pp. Vol. II : 1st ed., 2007. 222 pp. Both Volumes with numerous photo-ills. D.j.'s, 30 x 21cm. FINE Set.
This two-volume publication contains a collection of local war-related images acquired over a decade which reflect and record life during the war years, in and around the towns of Crewe and Nantwich. The first volume, which briefly features the earlier Victorian conflicts, concentrates mainly on the two world wars. The second volume begins with images relating to the Battle of Nantwich during the English Civil War, touches upon the Boer War, but again concentrates on the First and Second World Wars. Two chapters focus upon the men and women of the Borough who paid the ultimate sacrifice. Only one copy of the second volume is listed on COPAC, with no copies of the first volume being listed at all : VERY SCARCE. Two Volumes Complete. £200.00

Rare – No Copy on COPAC – Signed by the Author

- {336} Proctor, Corporal D. *SECTION COMMANDER.***
Sydney Jary Ltd., Bristol, 1st ed., 1990. X + 121 pp., photo-frontis., + a double-page map. Cloth ; 21 x 15cm. Some fading to cloth, mainly on spine, o/w Nr.FINE. Signed by the Author.
The author was the Section Commander of 18 Platoon, 4th Battalion The Somerset Light Infantry [PA] in North West Europe during 1944 and 1945. As Major-General Graham writes in his foreword, "It is rare that books are written by section commanders on their role in war and this in itself makes Mr Proctor's slim volume unique." Chapters are as follows : *Into Battle...Hill 112 ; Briquessard ; Mont Pincon ; We Are Left Behind ; The Seine ; Arnhem – Nijmegen ; Malden – Mook – Groesbeek ; Geilenkirchen ; Ardennes ; Sittard ; Cleve ; The Way Back ; Celle ; We Are Accepted.* RARE. Signed Copy. £85.00

- {337} Ready, J. Lee. *WORLD WAR TWO. NATION BY NATION.***
1st ed., 1995. 344 pp., maps. D.j., 24 x 15cm. FINE.
Most literature and reference books about the Second World War concentrate on the principal forces involved. In fact, over 170 countries were involved or influenced. Using a skilful mix of succinct fact and descriptive narrative, this book offers a completely new perspective on the last global conflict. By discussing the major actions where they took place – rather than in entries under the name of the combatants – the book shows how some lands contributed little more than the battle site to some of the most awesome fighting and firepower ever seen. The coverage of some of the 'lesser' players reminds us of the important commitment of the smaller countries to the larger cause. £20.00

- {338} Reilly, Robin. *THE REST TO FORTUNE : THE LIFE OF MAJOR-GENERAL JAMES WOLFE.*** 1st ed., 1960. Xiv + 367 pp., cold., frontis., + b&w plates. Black cloth ; 22 x 14cm. Foxing mainly to edges & prelims o/w V.G.
James Wolfe, 1727-59, was an English soldier who is best remembered for commanding 9,000 men in Pitt's scheme to expel the French from Canada and capture Quebec in 1759. The attack on Montcalm's strong position was extremely difficult but Wolfe eventually made it to the plains of Abraham and after a short struggle the French were routed. Montcalm was killed, Quebec capitulated and its fall decided the fate of Canada. Major-General Wolfe died in the hour of victory and although this biography pays much due attention to this climaxing

episode in his life, it does not neglect Wolfe's earlier years as it traces his childhood, his ensign's commission in 1742, his service in 1743 at Dettingen and then in 1745-6 against the Scottish Jacobites at Falkirk and Culloden and his wounding at Lawfeldt. From 1749 to 1757 Wolfe was on garrison duty in England and Scotland and in the mismanaged expedition against Rochefort in 1757, he was quartermaster-general. In 1758, as colonel, he commanded a brigade in the expedition against Cape Breton and he was largely responsible for the capture of Louisburg in 1758. A superb biography illustrated with plates. £20.00

{339} Reit, Seymour. *MASQUERADE : THE AMAZING CAMOUFLAGE DECEPTIONS OF WORLD WAR II.* 1st Eng., ed., 1979. X + 255 pp., 43 photo-ills. D.j., 22 x 15cm. Red title on spine of d.j., typically faded o/w Nr.FINE.

The author reveals many little known but ingenious innovations that produced the camouflage under which many World War II allied operations could be carried out protected by illusion. Who would have thought that the Lockheed aircraft plant could be disguised as a small suburban community with only wood, paint and canvas ? That the Coventry Canal could be made to look like a solid road ? Or that smoke screens and nets of spun glass could make entire battleships seem to disappear ? Or that Rommel, the "Desert Fox", could be fooled by clever decoy maps indicating false British objectives in North Africa ? £20.00

{340} Retallack, John. *THE WELSH GUARDS : FAMOUS REGIMENTS.* 1st ed., 1981. Xii + 177 pp., 16 photo & other plates. D.j., 22 x 14cm. Minor wear to top of spine of d.j., o/w Nr.FINE.

The Welsh Guards were formed in 1915 and from their baptism of fire at Loos, they went on to see much hard fighting in both World Wars. Of the first thirty years of their existence, almost a third were spent at war and as a result tradition and regimental spirit were quickly forged. Since the Second World War, the Welsh Guards have been employed in sixteen different countries (in some of them two or three times) from Texas to Norway. £20.00

{341} Richardson, William. & Freidlin, Seymour. *THE FATAL DECISIONS : FIRST HAND ACCOUNTS BY HITLER'S GENERALS.* Rep., 2012. Xii + 261 pp., photo-plates + 6 maps. D.j., 24 x 15cm. FINE.

This is a discerning collection of essays documenting six of the key Second World War conflicts where the decisions of Hitler contributed to his eventual downfall. Had he paid heed to his highly competent commanders, the outcome of the war would have been very different. Each theatre of operations is written up by a former German military general who was integral in carrying out the uncompromising orders of the Fuhrer at the time : Werner Kreipe, Gunther Blumentritt, Fritz Bayerlein, Kurt Zeitzler, Bodo Zimmerman and Hasso von Manteuffel. Originally published in 1956, the accounts cover the pivotal turning points of the war from the battles of Britain, Moscow and Alamein to the battles of Stalingrad, the Ardennes (Bulge) and the Normandy invasion. £20.00

{342} Rocca, Albert Jean Michel de. *IN THE PENINSULA WITH A FRENCH HUSSAR : MEMOIRS OF THE WAR OF THE FRENCH IN SPAIN.* New ed., 1990 (first pub., 1814). 192 pp., frontis., map + 4 other maps. D.j., 22 x 14cm. Spine of d.j., faded o/w Nr.FINE.

Here is an exciting, vivid narrative by a hussar in Napoleon's army from 1808 to 1810, written immediately after the campaign, with all the vigour of a participant. It is a memoir not only of a brave and passionate man but of an intelligent and objective observer of the military situation. Sent to Spain from Germany in 1808, the author gives vivid accounts of military operations such as the march to Madrid and entry into the city and the subsequent battles in which he took part. He describes the pursuit of Sir John Moore's army to Corunna,

the battle at Talavera, which took place while he was away from Spain for a few months, and the battles that followed against the English under General Wellesley, now in command of the Iberian Peninsula. He also describes the enormous dangers faced in every Spanish village that the French army entered, where every man, woman and child was intent on their death, yet he still pays tribute to the character of their enemies even when his own life was at risk from them. An interesting first-hand perspective. £20.00

{343} Rothenberg, G. E. *NAPOLEON'S GREAT ADVERSARIES : THE ARCHDUKE CHARLES AND THE AUSTRIAN ARMY 1792 - 1814.* Batsford, 1st ed., 1982. 219 pp., 23 plates + maps. D.j., 24 x 16cm. FINE.

The largest force continually engaged against Napoleon and the forces of the French Revolution from 1792-1814 was the Austrian Army. It carried the burden of the war on land and though continually defeated it always rose again. In 1809 it inflicted the first setback on Napoleon himself and in 1813 contributed the largest contingent to the allied effort in Germany. Here the author works mainly from Austrian sources and discusses the army's leadership, strategy and tactics with considerable attention paid to its major campaigns and Archduke Charles, the Habsburg's best commander. £25.00

{344} Royle, Trevor. *NATIONAL SERVICE : THE BEST YEARS OF THEIR LIVES.* André Deutsch, 1st ed., (thus) 2002. 272 pp., 10 photo-plates + a CD. D.j., 24 x 15cm. FINE.

This is the definitive history of the post-war, two-year period of conscription into National Service. Many conscripts fought in wars in far-off colonial outposts, such as Malaya, Kenya and Cyprus, while others learned skills and trades that they could build on back in Civvy Street. The author draws upon official documents and the personal memories of the individuals who were conscripted into the Army, RAF and Royal Navy between 1945 and 1963 – the last time conscription was enforced in Britain. This book was published with an audio CD of evocative first-hand accounts, still sealed into a pocket in this book. £20.00

{345} Scotland, Lt. Col. A. P. *THE LONDON CAGE.* 1st ed., 1957. 203 pp., several photo-plates. D.j., 22 x 14cm. A very small scuff & some typical light wear to d.j., but no loss o/w V.G.+.

Amazingly the author of this book, an Englishman, served in the German Army – at the suggestion of the Germans themselves – for the duration of the Hottentot rebellion, thereby gaining an intimate knowledge of the organisation and equipment of the German military machine. He grew to know, by close contact, the habits, language and mental outlook of the German soldier. This knowledge was the basis of his achievements in espionage, interrogation and undercover work in the two world wars. His reputation also led to a strange meeting with Adolf Hitler in 1937 at the house of a mutual friend. His career reached its zenith in 1947 when, as Chief Officer of the War Crimes Investigation Unit, he played such a decisive part in bringing Nazi war criminals to book. £25.00

{346} Senger und Etterlin, Dr. F. M. von. *GERMAN TANKS OF WORLD WAR II : THE COMPLETE ILLUSTRATED HISTORY OF GERMAN ARMoured FIGHTING VEHICLES 1926 – 1945.* Arms & Armour Press, 1st Eng., ed., 1969. 214 pp., 287 photo-ills., + ills. D.j., 28 x 22cm. 3 small areas of chipping to edges of d.j., ; edges foxed o/w V.G.+.

This was the definitive work in the English language on German armoured fighting vehicles. It is complete with the full details of the development history of German tanks over nearly 30 years, together with information on production and specifications and their variants over the period 1926 – 1945, as well as other armoured vehicles. There are nearly 300 photographs and line drawings of the main types to a scale of 1:73. Additionally, the appendices present

data tables giving details of vehicles' weight, speed, overall dimensions, armour, armament, engine and transmission specifications, and much more. £30.00

{347} Shand, Alexander Innes. *THE WAR IN THE PENINSULA 1808 - 1814.*

1st ed., 1898. Xi + 316 pp., frontis-port., guarded + 3 other portrait-plates + 6 maps. Full navy, calf school binding ;with dedication prelim ; gilt title to spine & gilt armorial to front ; marbled edges & e.p.'s., 19 x 13cm. Rubbing to edges of covers, hinges & spine which is peeling along rear hinge ; joints cracked but holding ; internal foxing o/w GOOD.

This narrative of the Peninsular War, 1808-1814, is based on Napier, the historian of the war, and on the Wellington Despatches. There are references to the memoirs of French soldiers who served in the campaigns and to the observations of Napoleon at St. Helena. Southey and other English writers were also consulted and the result is a well-researched account of the chronological events of the Peninsular campaigns. Attractively bound in full calf, this book is adorned with a total of four portrait-plates and six maps. £35.00

{348} Simkin, Richard. *BRITISH YEOMANRY UNIFORMS : AN ALBUM OF COLOURED PRINTS.* Frederick Muller, 1st ed., Thus., 1971. X + 32 full-page cold., plates. D.j., 31 x 22cm. Nr.FINE.

During the latter part of the nineteenth century, Richard Simkin executed for the *Army and Navy Gazette* a great number of coloured plates depicting the contemporary uniforms of the British Army. The illustrations in this album include some of the most delightful of Simkin's work and represent a complete run of 32 plates, numbered 113 to 144 inclusive, published between May 1st, 1897 and December 2nd, 1899. In all, 37 different uniforms of the period immediately before the outbreak of the South African War are depicted. The introductory text supplies a succinct account of the origins, organisation and uniforms of the Yeomanry together with a short description of each plate. £35.00

{349} Smith, Bradley F. & Agarossi, Elena. *OPERATION SUNRISE : THE SECRET SURRENDER.* Andre Deutsch, 1st ed., 1979. Vii + 234 pp., photo-ills. D.j., 24 x 16cm. Nr.FINE.

Operation Sunrise was a covert mission executed near the close of the Second World War in Europe by America's major intelligence organisation, the Office of Strategic Services (OSS). In an effort to arrange the surrender of Axis forces in northern Italy, the OSS chief in Berlin, Allen Dulles, met secretly with a number of German officials headed by the SS and police chief of northern Italy, Wolff, in March – April 1945. The talks between the SS and the OSS led to bitter controversy between the Western Powers and the Soviet Union but Dulles finally got his surrender just five days before the general capitulation at Rheims brought the complete demise of the Third Reich. £20.00

{350} Smith, Godfrey. (Ed.) *HOW IT WAS IN THE WAR.*

1st ed., 1989. 317 pp., ills. D.j., 24 x 16cm. FINE

Drawing together the contrasting testimony of numerous writers and participants, the author has assembled a unique collage of war experience. There are dramatic accounts from every theatre of war, including the home front, while the great actions such as Dunkirk, the Blitz, the convoys, the Battle of Britain, the Desert War and the invasion of Europe are described from several perspectives. £20.00

{351} Smith, Private Len. *DRAWING FIRE : THE DIARY OF A GREAT WAR SOLDIER AND ARTIST.* 1st ed., 2009. 383 pp., photo-ills., + numerous cold., ills. D.j., 25 x 15cm. FINE.

The author joined the City of London Regiment on his 23rd birthday in September 1914 and fought in some of the bloodiest battles of the First World War – at Loos and Vimy Ridge – before being drafted as an observer and becoming an accredited War Artist. After a severe

bout of trench fever he was transferred to the Royal Engineers Special Branch where he worked on various camouflage devices. The horrors of war in the trenches are brought to life with a rare immediacy and power through his diary which is beautifully peppered with colour sketches of the people and places he encountered. An attractive publication. £25.00

{352} Speller, Ian. & Tuck, Christopher. *AMPHIBIOUS WARFARE : STRATEGY AND TACTICS.* Staplehurst, 1st ed., 2001. 176 pp., numerous photo-ills., + some plans & diagrams. D.j., 29 x 22cm. Nr.FINE.

Landing on a hostile beach is one of the most ancient and difficult forms of warfare. It requires unparalleled levels of planning, organisation, coordination and cooperation between the services. After the disasters of Gallipoli and Zeebrugge in World War I, amphibious operations reached maturity in World War II and were essential in the defeat of Japan, while the D-Day landings signalled the beginning of the end for Hitler. Since 1945, a myriad of expeditionary naval forces have set off for a wide range of destinations : Korea, Vietnam, the Falkland Islands, Grenada, and the Balkans, to name a few. In the post-Cold War era, amphibious warfare has reached new heights of importance in its ability to intervene rapidly in crisis situations. Rather than following a chronological narrative, this book builds up the different stages of an amphibious campaign chapter by chapter, illustrating each with case studies. Starting with the early planning and preparation, it takes the reader through the initial landing stage, the beachhead consolidation, up to securing a target. Further chapters on Equipment, and Logistics and Supply, give the complete picture of the troops, commanders, strategy and tactics, ships, landing craft, tanks and aircraft, and the actual assaults. £20.00

{353} Stanley, Brig.-Gen. F. C. *THE HISTORY OF THE 89TH BRIGADE 1914 - 1918.* Liverpool, 1st ed., 1919. 295 pp., 18 photo-plates, 1 of which is fldg. Paper covered boards ; cloth spine ; 18 x 12cm. Some typical rubbing & light marking to boards o/w V.G.

Published in 1919, this is a history of the formation and services of 89th Brigade who were sent to the Western Front from Liverpool. To name but a few places the 89th saw action on Guillemont and Falfremont Farm, the Somme, Ypres and The Messines Ridge. Illustrated with 18 photograph plates, one of which is folding, this is an interesting brigade history of the First World War. SCARCE. £50.00

{354} Strachan, Hew. *THE FIRST WORLD WAR : A NEW ILLUSTRATED HISTORY.* 1st ed., 2003. Xviii + 350 pp., 34 cold., photo-plates + numerous b&w photo-ills. D.j., 25 x 19cm. FINE.

The author presents a stunning new account of the Great War hostilities which offers many new interpretations of and insights into one of the defining events of the twentieth century. This one-volume history is not just a riveting digest for the general reader of his other writing, it also provides the narrative structure and direction of the accompanying ten-part Channel 4 series. For the first time, it offers a truly global vision of a conflict which is often misconceived as a prolonged skirmish on the Western Front. The author argues convincingly that the war had become a 'world war' long before the involvement of the United States and the Russian Revolution of 1917. Far from being a 'European civil war', the conflict involved the colonial territories of European powers, and touched areas as far-flung as the Balkans, Africa and the Ottoman Empire. It was the existence of these territories that helped explain why the war did not seem futile at the time : for Britain and France, it quickly became a struggle for the defence of liberalism. Accessible and compelling this book features a wealth of photographs many of which have never previously been published. £25.00

{355} Sturgis, Julian, (Ed.). *A BOY IN THE PENINSULAR WAR : THE SERVICES, ADVENTURES, AND EXPERIENCES OF ROBERT BLAKENEY.*

1st ed., 1899. Xviii + 382 pp., 1 fldg., map, partly cold. Original red cloth; gilt armorial to front cover; gilt title to spine; 2 edges uncut; 22 x 15cm. Browning to e.p.'s & some spots of foxing but mostly pages are clean; some bumps & rubbing to corners + edges of covers; spine faded with front cover leaning slightly; o/w V.G.

These are the memoirs of Robert Blakeney who joined the 28th Foot at fifteen years of age and was present at the first and last battles of the Peninsular War and had fighting enough to content most men a lifetime. In this fascinating account of marches, bivouacs, battles and sieges plus a plethora of adventures on and off duty, the lively narrative is burnished with an unstinted pride in the men of his light company. After Barossa where two thirds of the men and all the officers of the 28th except the author and Colonel Browne, lay on the field of battle, the author received a well merited promotion. He assists in the trenches before Badajoz prior to sailing for England. Impatient to return to Spain he soon joins the 36th, his new Regiment, in the Pyrenees. At the battle of Nivelles his left leg is shattered as the author leads a decisive attack on the main redoubt. This is an uncommon First Edition copy of one of the finest Peninsula memoirs. £85.00

{356} Swinton, Maj. Gen. Sir Ernest. (Ed.). *TWENTY YEARS AFTER : THE BATTLEFIELDS OF 1914 – 18 : THEN AND NOW.* THREE VOLUMES COMPLETE.

George Newness, (1st eds.). Vol. I : (1936). Viii + 720 pp. Vol. II : (1937). Viii + pp., 721 – 1532. Vol. III (Supplementary Volume) : (1938). Viii + 800 pp. All Vols. : profusely illustrated with photo-ills., + some maps, plans + ills. Vols., I + II in blue cloth, Vol. III in red pictorial cloth. 28 x 21cm each. Tiny splits to ends of spines & some typical light blemishes to covers mainly on Vol. III which has faded in places & has a 1cm split to top of front hinge with wear to e.p., along the hinges ; overall o/w V.G.

This is a superb photographic survey of the Great War which was originally issued in over sixty parts but is available here in the more convenient bound form comprising three volumes as follows : Volume I : 1914 – 1916 ; Volume II : 1916 - 1918 ; and Volume III : Supplementary Volume. This was the first extensive work to use the technique of “before and after photographs” which went on to become the format of Winston Ramsey’s “After the Battle” series. All fronts of the war are covered with particular emphasis on France and Flanders. A detailed text describes numerous operations and locations and it is supported by a wealth of photographs plus some maps, plans and illustrations. 3 VOLUMES. £90.00

{357} <> Taylor, H. A. *GOOD-BYE TO THE BATTLEFIELDS : TO-DAY AND YESTERDAY ON THE WESTERN FRONT.* Stanley Paul, 1st ed., 1928. 288 pp.,

frontis., + several photo-plates ; e.p., map. Red cloth ; 23 x 15cm. Lower half of spine faded + some light marks to covers ; some foxing o/w V.G.

Published in 1928 this book is predominantly a narrative which re-visits famous Western Front battlefields and describes both the actions that had taken place there during the war and how the location appeared at the time of writing this book. Naturally, the informative text is supported by a number of photograph plates. SCARCE. £95.00

{358} Thatcher, W. S. *THE FOURTH BATTALION, DUKE OF CONNAUGHT'S REGIMENT IN THE GREAT WAR, 129TH D.C.O. BALUCHIS.* *The University Press,*

Cambridge, 1st ed., 1932. Xix + 290 pp., frontis., + 3 photo-plates + 3 maps in the text + 6 fldg., maps. Navy cloth ; gilt armorial to front ; 22 x 14cm. Ex-lib., with numerals to covers, label to a prelim + remains of a label to rear f.e.p., o/w V.G.

This history of the 129th (Duke of Connaught's Own) Baluchis, later the 4/10th Baluch Regiment, is largely a history of the Baluch Regiment itself since, throughout the Great War, the regiment was continually reinforced from other Baluch regiments. In his book the author tries to redress the problem that the part played by Indian soldiers in the Great War was under-appreciated. The author was, himself, a volunteer who joined up at the outbreak of the Great War, “for the duration,” in service with the Baluchis. The Baluchis served in Flanders,

fighting in the battles of Festubert and Neuve Chapelle and Loos in 1915 before the decision was taken to embark them for East Africa. Here they fought valiantly against the masterful guerrilla, Gen. Von Lettow-Vorbeck. Although casualties in East Africa were much less than in Flanders, the regiment was ravaged by dysentery and malaria. This superb history contains Rolls of Honour and appendices on awards and organisation of Indian troops. It is illustrated with four plates and nine maps, six of which are folding. SCARCE First Edition. £75.00

RARE First World War Liverpool Memorial – Only 1 Copy on COPAC

{359} <> Thompson, George. (Ed.). *LIVERPOOL'S SCROLL OF FAME : A MEMORIAL OF LIVERPOOL SOLDIERS AND SAILORS WHO GAVE THEIR LIVES FOR THEIR COUNTRY IN THE GREAT WAR, 1914 – 1919. PART 1. COMMISSIONED OFFICERS.* Quills Ltd., Liverpool, 1st ed., 1920. 251 pp., + a similar number of photo-ills., & some ills. Full black, morocco ; gilt armorial & title to front cover ; 31 x 25cm. Some typical light marking & fading to covers + rubbing to corners & ends o/w V.G.

This rare and superbly produced volume of Commissioned Officers serves as a memorial to, predominantly, the soldiers but also to some sailors and airmen of Liverpool and surrounding areas, such as Wirral, who died in the Great War. A number of them naturally served with The King's (Liverpool Regiment) whilst others ended up joining a host of other famous British regiments with a few even finding themselves abroad, stretching as far afield as Australian Imperial Forces and also New Zealand Forces. Arranged alphabetically, the majority of entries take up a full page of this large format publication with a smaller number taking up either more or just half a page. Each entry is accompanied by a portrait, most commonly a photograph and the detailed description generally includes something about the entrant's background, education, war service, death and character. This volume states on the title page that it is "Part 1. Commissioned Officers" however only one copy of this volume is listed on COPAC, with the Imperial War Museum, and there is no record of any other parts on COPAC so it is unlikely they were ever published. A very special collector's item bound in full morocco with gilt armorial and title to the front. RARE. £500.00

{360} Tucker-Jones, Anthony. *OPERATION DRAGOON : THE LIBERATION OF SOUTHERN FRANCE 1944.* Barnsley, 1st ed., 2009. 212 pp., photo-plates. D.j., 24 x 16cm. FINE.

Operation Dragoon, the Allied landings in the south of France in August 1944, is seen as a sideshow supporting Operation Overlord, the crucial D-Day landings in Normandy. Often criticized as an expensive diversion of men and equipment from the struggle in Italy, this new in-depth study shows that Dragoon and the subsequent Allied advance across southern France played a central role in the liberation of Europe, and the operation had far-reaching political and military ramifications. Controversy dogged the plan from the start. Fierce disagreement among the senior Allied commanders and politicians - in particular between Churchill, Eisenhower and de Gaulle - threatened to weaken the Anglo-American war effort. In vivid detail the author tells the story of the high-level strategic arguments that gave birth to Dragoon, and he looks at the impact of the operation on the direction and duration of the war against Nazi Germany. He also recounts the course of the invasion on the ground - the massive logistical effort required, the landings themselves, the role played by the French resistance, and the bitter battles fought against German rear-guards as they sought to retain France's southern cities and cover their withdrawal toward the strategic Belfort Gap. £20.00

{361} Urquhart, Kenneth Trist (Ed.). *VICKSBURG : SOUTHERN CITY UNDER SIEGE. WILLIAM LOVELACE FOSTER'S LETTER DESCRIBING THE DEFENCE AND SURRENDER OF THE CONFEDERATE FORTRESS ON THE MISSISSIPPI.* New Orleans, 1st ed., 1980. Xxv + 81 pp., frontis., + several ills. D.j., 22 x 14cm. V.G.+.

The siege of Vicksburg, one of the most dramatic events of the American Civil War, began in mid-May 1863 and lasted an incredible forty-seven days. The Reverend Mr. William Lovelace Foster, an army chaplain, decided to write to his wife a letter describing life as he experienced it in the beleaguered city. By the time the siege ended and Vicksburg had surrendered, July 4th 1863, the letter had grown to seventy-nine pages. In it, he described the siege from the vantage point of the ordinary soldier – the enlisted man and junior officer – to whom he administered and associated daily. £20.00

{362} Walker, Major G. Goold. *THE HONOURABLE ARTILLERY COMPANY IN THE GREAT WAR 1914 – 1919.* Seely, 1st ed., 1930. 592 pp., frontis., + several photo-plates + some maps, plans + ills. Cloth ; gilt armorial to front cover ; 22 x 14cm. Some foxing in places ; owner's details to f.e.p., o/w V.G.

The Honourable Artillery Company is, in point of age, the senior unit of the British Army. It's recorded history goes back to at least 1537 and this book traces its story through the First World War. A territorial regiment, it was unique in that it was composed of both artillery and infantry and like all territorial forces it formed second and eventually third line units. The 1st Battalion went to France in September 1914 where it remained throughout the war. The 2nd Battalion followed in October 1916, joined the 7th Division and in November 1917, accompanied it to Italy where it remained until the end of the war. The newly created 309th Siege Battery went to France in April 1917 and it fought there to the end of the war. The two first line artillery batteries sailed for Egypt in April 1915 and served with the Egyptian Expeditionary Force in the desert and in Palestine while the two second line batteries both went to France in June 1917 as part of the 126th Army Field Artillery Brigade. In this book, each unit has a section to itself with its own chapters. Appendices include an extensive Roll of Honour plus listing of awards, distinctions and honours and three separate indexes of persons, places and units. Illustrated with numerous photographs plus some maps. £45.00

{363} War Office. *ROYAL ARMY MEDICAL CORPS TRAINING 1911.* HMSO rep., 1914. Ix + 453 + 19 pp., cold., + b&w plates + photo-ills., + ills. Original green cloth ; 18 x 12cm. Hinges tender with e.p.'s rubbed along the hinge ; split to foot of spine ; corners rubbed ; o/w GOOD. Inscribed in pencil by Corp. Jennings,...Dec. 1st / 14.

This is an official training manual printed for the Royal Army Medical Corps during World War I. It instructs on military training ; training in technical duties in the field concerning sanitation or the prevention of disease, and the care of the sick and wounded ; RAMC drills and exercises ; training in first aid, nursing, cooking etc. With photos and diagrams. £20.00

{364} Ward, S. G. P. *FAITHFUL : THE STORY OF THE DURHAM LIGHT INFANTRY.* Thomas Nelson, (1st ed., 1962). Xx + 574 pp., cold., frontis., + 54 maps. D.j., 25 x 16cm. Some typical light marking to d.j., o/w V.G.+.

This is the story of the first two hundred years of the Durham Light Infantry. It is told by a distinguished military historian whose research, covering the period 1758 to 1958, embraced some of the most arduous campaigns in the history of warfare. Among them are Wellington's Peninsula campaign, the Crimean War, the campaigns in Persia and New Zealand, the Boer War, and the two World Wars. Illustrated with a coloured frontispiece and 54 maps. £35.00

{365} Warner, Philip. *THE D DAY LANDINGS.* Kimber, 1st ed., 1980. 309 pp., photo-plates. D.j., 24 x 16cm. Remains of tiny label to spine of d.j., where red title is typically faded o/w V.G.+.

The D-Day Landings in June 1944, though eventually a brilliant success, came close to being the greatest military disaster in history. This book is a unique collection of accounts of personal experiences from RAF pilots, the Royal Navy, sappers, gunners, tank crews, signals, infantry, chaplains and surgeons. The letters come from all ranks and describe some extraordinary events. Each section of the letters is introduced with a clear explanation of the action concerned. The author has visited every sector of the landings area and made a careful study of every phase of the battle. The text is illustrated by tactical maps and photographs taken during the fighting. £25.00

{366} Weidhorn, Manfred. *A HARMONY OF INTERESTS : EXPLORATIONS IN THE MIND OF SIR WINSTON CHURCHILL.* Associated University Presses, 1st ed., 1992. 192 pp. D.j., 24 x 16cm. FINE.

This study of Churchill's sensibility is an attempt to portray – through a scrutiny of his written and spoken words – the ineffable mental processes at the border of thought and feeling. It is also a collection of observations made by acquaintances of the man, critics and historians. The book seeks to present Churchill's "harmony of interests", his major thoughts and feelings on half a dozen major topics – literature, conservatism, war, Marlborough, America, and the Great Man. From so much of this we reach some understanding of what shaped the decisions of the Prime Minister who led Britain through World War II. £25.00

{367} Weinberg, Gerhard L. *A WORLD AT ARMS : A GLOBAL HISTORY OF WORLD WAR II.* Cambridge University Press, 1st ed., 1994. Xix + 1178 pp., 23 maps. D.j., 24 x 16cm. FINE.

This is the first general history of World War II to be based both on the existing literature and on extensive work in British, American and German archives. It covers all the theatres of war, the weaponry used, and developments on the home front. It is also the first history of the war to take a truly global perspective and throughout, arguments are presented on the basis of much new archival material. The role of diplomacy and strategy, of intelligence and espionage and the impact of war upon society are dealt with. This outstanding new account published by Cambridge University Press has already become a standard work on the subject. £25.00

{368} Wessels, André. (Ed.). *LORD ROBERTS AND THE WAR IN SOUTH AFRICA 1899 – 1902.* Sutton, Army Records Society, Stroud, 1st ed., 2000. Xxix + 368 pp., frontis. D.j., 22 x 14cm. FINE.

After General Buller's 'Black Week' defeats in December 1899, Lord Roberts was sent to South Africa to take over as Commander-in-Chief. Thousands of documents relating to Roberts' direction of the Anglo-Boer War survive. The documents selected for this volume cover all aspects of his conduct of the war, including strategic planning, tactical intentions, logistical problems, and his views of senior officers. 111 mostly hitherto unpublished letters written by or to Roberts, and a number of other relevant documents, have been reproduced here in full. (Published at £50.00). £30.00

{369} Westlake, Ray. *KITCHENER'S ARMY.* Spellmount, Staplehurst, 2nd ed., 1998. 176 pp., frontis., numerous photo-ills., + ills. D.j., 28 x 20cm. Rear of d.j., creased + repaired but no loss, o/w d.j., V.G., book FINE.

When Lord Kitchener became Secretary of State for War in August 1914, he said that Britain must prepare for three years of war and immediately start to build an army of seventy divisions. While the existing Regular and Territorial Armies conducted their own recruiting campaigns, Kitchener commenced to build a 'New Army' from men willing to enlist for

three years or the duration of the war. In this book the history and war service of the New Army Divisions have been clearly shown. The highly informative and authoritative text is supported by, in the main, hitherto unpublished photographs depicting recruiting, training, uniforms, badges and actual front line service. £20.00

{370} Westlake, Ray. *THE BRITISH ARMY OF AUGUST 1914 : AN ILLUSTRATED DIRECTORY.* Spellmount, Staplehurst, 1st ed., thus, 2005. 192 pp., numerous photo-ills., + cold., plates. D.j., 28 x 20cm. FINE.

As a directory, this book records, for the first time, a comprehensive listing of every unit in existence at the outbreak of war in August 1914, Regulars, Special Reserve, Territorials, OTC, Cadets etc. as well as their locations. This, in the case of Territorial Force units, being not only that of Regimental / Brigade / Battalion / Squadron Headquarters, but those of individual Batteries / Companies and outlying drill stations. The illustrations, photographs plus coloured plates, were selected from the author's internationally known archive. £25.00

{371} Willcox, Lieut.-Colonel Walter Temple. *THE 3RD (KING'S OWN) HUSSARS IN THE GREAT WAR (1914 – 1919).* John Murray, 1st ed., 1925. Xx + 387 pp., frontis., +

9 photo & other plates + 18 maps, 1 of which is fldg. Original blue cloth ; gilt armorial to front ; 22 x 14cm. Some blemishes to cloth & remains of some paper stuck to rear cover ; small bump to foot of spine & a little internal foxing mainly to margins o/w V.G. Signed Presentation Copy by 'Sergeant J. Caper, 3rd Hussars, 31.12.25' to 'F.S. Sgt. A. E. Williams' (in a different hand). The 3rd (King's Own) Hussars served with distinction throughout the First World War and earned battle honours at the following battles : Mons, Le Cateau, Retreat from Mons, Marne, 1914, Aisne, 1914, Messines, 1914, Armentieres, 1914, Ypres, 1914, 1915, Gheluvelt, St. Julien, Bellewaarde, Arras, 1917, Scarpe, 1917, Cambrai, 1917, 1918, Somme, 1918, St. Quentin, Lys, Hazebrouck, Amiens, Bapaume, 1918, Hindenberg Line, Canal du Nord, Selle, Sambre, France and Flanders, 1914 – 18. This is their story, pieced together mainly from the *Official War Diary* as well as from a few private diaries. Illustrated with nine photographs and other plates and eighteen maps, one of which is folding. SCARCE. £85.00

{372} Williams, John. *MUTINY 1917.* 1st ed., 1962. Xi + 257 pp., 8 photo-plates. D.j., 22 x 14cm. Edges foxed o/w V.G.

The mutinies of April 1917, which sprang up in the French Army after General Nivelle's mishandling of the Aisne campaign, have never before been comprehensively studied in English. Among the most closely guarded secrets of World War One, they strained the allied defence to the extent of leaving two loyal French divisions alone between the Germans and Paris. With the morale of troops sapped, all their remaining hope had centred upon the success of a massive French attack, intended to break the German front-line in forty-eight hours. Instead they met the enemy's machine-guns at a cost of one hundred thousand lives in five days. In addition the Russian troops, exulting in the Revolution at home, were inciting their French comrades to rebel against the discipline of their traditional masters. During that summer, elements in 54 divisions of the French Army were in open revolt. This is a lively account of a political crisis which resulted in the sensational treason trials of 1918. £20.00

{373} Winterbotham, F. W. *THE ULTRA SPY.* 1st ed., 1989. 258 pp., photo-plates. D.j., 24 x 16cm. Signature & date to f.f.e.p., (blank) o/w Nr.FINE.

The author was Churchill's personal liaison with Bletchley Park, the country house in Hertfordshire where the Enigma codes were decrypted, and was therefore at Churchill's right hand during some of the most important and secret decisions of the war. Before 1939 the author made a number of visits to Germany, where he played a valuable intelligence role among the top Nazis. His autobiography contains many cameos of important figures of the

time, as well as eye-witness accounts of historic events. It remembers King George V's Coronation in 1911, the author's public schooling, his adventures in Canada, Japan, Australia, New Zealand and India before the First World War. In 1914 he joined the Royal Gloucestershire Hussars Yeomanry but later transferred to the Royal Flying Corps. An exciting period ended when he was shot down in France and taken prisoner by the Germans. This is a biography of a distinguished military career and a full life. £25.00

{374} Woollcombe, Robert. **LION RAMPANT : THE 15TH SCOTTISH DIVISION – NORMANDY TO THE ELBE.** Leo Cooper, 2nd ed., 1970. 223 pp. D.j., 20 x 13cm. Owner's bookplate to f.f.e.p., some tape marks to d.j., & e.p.'s o/w V.G.+ 1 Photo Tipped-in.

The Scottish lion rampant was the sign of the 15th Scottish Division, which fought from Normandy through the Netherlands into Germany. The author served as an officer in the Lowland Brigade of this famous Division. From D-Day to the Rhine the author was in the thick of it. He vividly describes his experiences through the several stages of the campaign and conveys the sense of mission felt by that great expeditionary force. £20.00

{375} Zeman, Zbynek. **SELLING THE WAR : ART AND PROPAGANDA IN WORLD WAR II.** 1st ed., 1978. 120 pp., cold., frontis., + numerous cold., + b&w ills. D.j., 31 x 23cm. Edges of d.j., a little frayed o/w Nr.FINE.

During the Second World War posters were one of the most widely used instruments of persuasion and they clearly expressed the preoccupations of a nation's political leaders and propagandists. This book shows over 100 of the most effective wartime posters, Allied and Axis, in full colour, and analyses what the posters reveal about the political, military and moral conditions that lay behind them. Warnings, appeals and morale-boosting : various groups of posters are examined and the differences in national styles are revealed. £25.00

Aviation Books



{376} Abate, Rosario. & Apostolo, Giorgio. **CAPRONI NELLA PRIMA GUERRA MONDIALE : CAPRIONI IN THE FIRST WORLD WAR.** Vaccari, Vignola, Italy, new ed., 2010. 297 pp., numerous photo-ills., + ills., some cold. Photo-boards ; 21 x 24cm. FINE.

The most significant milestones in the development of Italian bomber aircraft are told and illustrated here through many images which are mostly previously unpublished. It is a celebration of Gianni Caproni, the foresighted constructor of those early wings, synonymous with "strategic bombing". The text and the original structure of the work, first published in

1970, have been partly reworked or modified in this new edition, with the addition of some new sections, such as an English translation alongside the Italian text, the replacement of many illustrations, updated captions, and a colour photographic appendix. This study was based on documents and photographic material provided by the Caproni family. £35.00

{377} Abrams, Richard.

F4U CORSAIR AT WAR.

Ian Allan, 1st ed., 1977. 160 pp., numerous photo-ills, including a handful of cold. D.j., 30 x 22cm. Tape marks to inside flaps of d.j., & e.p.'s, owner's details to top corner of f.f.e.p., (blank), o/w V.G.+.

The Vought F4U Corsair was one of the historically great fighter aircraft of World War II. Ten years after the first aircraft was delivered, the Corsair was still rolling off the production lines which is a remarkable record for any combat aircraft, let alone a fighter. The Corsair was the last, as well as the finest, piston-engined fighter in front line service. This book tells the story of a remarkable aircraft that saw service as a fighter and fighter-bomber with the Royal Navy, the Royal New Zealand Air Force and the French Aéronavale as well as the US Marine Corps and the US Navy. It served with distinction in World War II and again in Korea. In keeping with other titles in the highly successful *Ian Allan* 'At War' series, this volume has a host of hitherto unpublished photographs and personal stories covering all the Corsair's roles in all theatres of war. £25.00

{378} Air Ministry.

MANUAL OF AIR FORCE LAW. 'Copy for Official Use',

2nd ed., 1933. Xx + 916 pp., advert ills., & photo-ills., only. Blue cloth; 22 x 14cm. Tiny split to top of rear joint ; some rubbing to corners & covers as expected ; hinges a little strained but not bad ; 'CFS' in blue crayon to fore-edge o/w V.G.

Published by the Air Ministry for official use only, this is a manual of air force law from 1933. Chapters cover such matters as offences and punishments, arrest, courts-martial, evidence, relations of officers and airmen to civil life, the duty of officers in cases of riot, various acts, rules of procedures, disciplinary regulations and orders, etc. £25.00

{379} Barthropp, Wing Commander Patrick.

PADDY : THE LIFE AND TIMES

OF WING COMMANDER PATRICK BARTHROPP D.F.C., A.F.C. *J&KH Publishing*, 1st ed., Thus, 2001 (previously published by *Howard Baker Press*, 1987 / 1990). Xiv + 143 pp., numerous photo-ills. Laminated boards ; 21 x 15cm. Tiny bump to top corner o/w FINE.

Taught flying at the de Havilland School, the author first flew obsolete Hinds, Hectors and Lysanders against the Germans immediately after the outbreak of war – a hair-raising experience. He converted to Spitfires just in time to meet the Luftwaffe head-on in the Battle of Britain, alongside legendary flyers like Bob Tuck, Johnnie Johnson, 'Killy' Kilmartin, Jim Hallows, 'Sailor' Malan and Douglas Bader. The author left the RAF to set up his own luxury car-hire firm, chauffeuring the rich and the famous, and the infamous too, all over England. A Scarce book in a Very Scarce edition. £40.00

{380} Bennett, John.

THE IMPERIAL GIFT : BRITISH AEROPLANES

WHICH FORMED THE RAAF IN 1921. Maryborough, Australia, 1st ed., 1996. X + 201 pp., numerous photo-ills., some ills., + various cold., photo & other plates. D.j., 27 x 19cm. A little creasing to edges of d.j., o/w FINE.

'The Imperial Gift' was Britain's offer of aeroplanes and equipment to the Dominions in 1919 to establish air forces. Australia's Gift of 128 aircraft and every conceivable piece of equipment to support an air force arrived in 1920, making it possible to form an independent air service – the Royal Australian Air Force. This book details the background of the Gift and Australia's negotiations to obtain the best possible equipment that was being offered. Years of research have, for the first time here, presented the full details of each aircraft type, with the histories of each individual machine. To complement the story, the largest collection

of photographs of the Imperial Gift aircraft have been presented, together with fine artwork of a serving RAAF officer, Squadron Leader Matt Dudley. £50.00

{381} Bernád, Dénes. & Punka, György. *HUNGARIAN FIGHTER COLOURS*

1930 – 1945. TWO VOLUMES. 2 VOLUMES : *Stratus / Mushroom Model Publications*. Vol. 1 : 1st ed., 2013. 188 pp. Vol. 2 : 1st ed., 2014. Pp., 190 – 396. Both Vols. : Numerous photo-ills., a few cold., + cold., ills. Laminated boards ; 30 x 21cm. FINE.

This two-volume study describes and illustrates all the fighter aircraft used by the Hungarian armed forces during World War Two. Covering both the indigenous designs employed early in the war through to the German and Italian fighters flown for much of the later period, the camouflage and markings of these aircraft are described and illustrated in great detail. The first volume describes : Fokker D.XVI ; FIAT CR.20, CR.20B ; AVIS I-IV ; FIAT CR.30, CR.30B ; FIAT CR.32, CR.32bis ; FIAT CR.42, CR.42CN ; Messerschmitt Bf 109D-1 ; Messerschmitt Bf 109E-3, E-4, E-7 ; Messerschmitt Bf 109F-2, F-4. The second volume describes : Heinkel He 112B-1/U2 (E) ; Avia B.534-IV ; P.Z.L. P.11a ; Re.2000 *Hejja/Hejja-O* ; Weiss-Manfred WM-23 “*Ezüst nyil*” ; Messerschmitt Bf 109G-2, Ga-4, G-6, Ga-6, G-10, G-14, Ga-14 ; Messerschmitt Me 210Ca-1 (night fighter and heavy fighter ‘bomber killer’) ; Messerschmitt Bf 110F-4, G-4 ; Focke-Wulf Fw 190A-4, F-3, F-8, G-8. Both volumes are fully illustrated with many rare wartime photos and feature full colour profiles of many representative aircraft. TWO VOLUMES : £60.00

{382} Bickers, Richard Townshend. *THE DESERT AIR WAR 1939 – 1945.*

1st ed., 1991. 186 pp., 28 photo-plates + maps. D.j., 24 x 16cm. Tiny bump to front cover o/w FINE.

It is easy to forget that the war in North Africa would have run a very different course had it not been for the part played by the RAF. During those long months these pilots, often woefully ill-equipped, struggled valiantly to keep possession of the skies under which the troops were fighting. Based on the author’s personal experiences and numerous contemporary recollections of others, the book vividly recreates what it was like to fly, fight and control operations over the desert at that time. The author also gives the usually ignored ground crews the full measure of recognition due to them. An unending diet of sand and flies found compensation in the thrill of this new form of combat. UNCOMMON. £25.00

{383} Brew, Steve. *BLOOD, SWEAT AND COURAGE : 41 SQUADRON RAF 1939 – 1942. ~ BLOOD, SWEAT AND VALOUR : 41 SQUADRON RAF 1942 – 1945 (2 VOLUMES COMPLETE.)* 2 VOLUMES : *Fonthill*. Vol. I : 1st ed., 2014. 960 pp. Vol. II : 1st ed., 2012. 990 pp. Both Vols. : Numerous photo-ills., + tables. D.j., 25 x 17cm. FINE.

41 Squadron is one of the oldest RAF Squadrons still in existence. This, the first comprehensive study of the Squadron in World War II, initially concentrated on the period between August 1942 - May 1945 (*Blood, Sweat and Valour*) and owing to the success of this publication a further volume (*Blood, Sweat and Courage*) was written to complete the earlier narrative of No. 41 in the Second World War and this concentrated on its operations between September 1939 and July 1942. In both volumes the author recounts the unit’s role within battles, operations, and larger strategies, and details experiences made by the pilots and ground crew participating in them. The Squadron’s actions are often revealed for the first time, through records that were previously unavailable, intertwining facts with personal recollections. 2 VOLUMES : £70.00

**BOOKQUOTE : “If a book is well written, I always find it too short.”
Jane Austen, *Sense and Sensibility***

From the Library of 'Johnnie' Johnson – inscribed to him

{384} Brown, George. & Lavigne, Michael. CANADIAN WING COMMANDERS OF FIGHTER COMMAND IN WORLD WAR II.

Battleline Books, Langley, Canada, 1st ed., 1984. II + 345 pp., various photo-ills. D.j., 22 x 14cm. Some small closed tears to d.j., o/w Nr/FINE. From the Library of Second World War Spitfire Ace, Johnnie Johnson, with a presentation inscription to him from "A. J. Bauer 'The Staller'." (See below).

In 1940, during the Battle of Britain, Fighter Command RAF had to change its tactics from defensive to offensive. It began forming wings of two or more squadrons to counter the change in strategy of the Luftwaffe. These wings were led by experienced squadron commanders, three of whom were Canadians. Early in 1941, a new position was created in Fighter Command ; that of Wing Leader. The fighter wings consisted of two or three squadrons, but later incorporated as many as four or five squadrons – especially in 1944 – 45 when Fighter Command had undergone a tremendous expansion. This book tells of the 24 Canadians who were fighter wing leaders in the course of the Second World War – a position which came as the apex in the career of a fighter pilot. This copy comes from the Library of the Second World War Spitfire ace, James Edgar [Johnnie] Johnson. It bears a gift inscription on the front free endpaper which reads, "*For Johnnie 'JEJ', as an appreciation for friendship over the years. 99.04.25 A. J. Bauer 'The Staller'.*" £80.00

{385} Caudwell, O. AERO ENGINES FOR PILOTS AND GROUND ENGINEERS.

Pitman, 1st ed., 1940. Vii + 112 +8 pp., over 50 photo-ills., + ills., including a fldg., diagram. Blue cloth ; 19 x 12cm. Spine faded, small owner's details to f.f.e.p., o/w V.G.+.

In writing this book the author intended to fill a gap in aeronautical instruction books. It attempts to combine in a convenient-size volume a short explanation of the theory of the four-stroke cycle as applied to aero engines, together with an explanation of the more important points concerning engine components, carburettors, magnetos and sparking plugs, superchargers etc. The authoritative text is supported by over fifty photographs and diagrams, including a folding drawing. £20.00

{386} Chorlton, Martyn. PLANE TO PLANE : THE STORY OF FREDERICK SAGE & COMPANY, LIMITED. WALTON, PETERBOROUGH 1911 TO 1936.

Old Forge Publishing, Cowbit, 1st ed., 2004. 107 pp., photo-ills., ills., + plans. D.j., 30 x 21cm. FINE.

Early in 1915, Winston Churchill, the first Sea Lord of the Admiralty, approved a parliamentary resolution for the expansion of the RNAS. The result was the requirement for the naval aircraft and the need for private factories, to contribute their skilled resources towards the war effort. This book is about one of those early ground-breaking sub-contractors, Frederick Sage and Co. Ltd, a well respected and long established firm who produced high quality wood work and specialised in shop fitting. Not only did they embrace and excel at producing other companies' aircraft - including Short Type 184 and Avro 504K - they then went on to design and build aircraft and seaplanes of their own. £25.00

{387} Clark, Ronald W. THE ROLE OF THE BOMBER.

1st ed., 1977. 160 pp., profusely illustrated with cold., + b&w photo-ills. D.j., 25 x 19cm. FINE.

Lavishly illustrated with coloured and black & white photographs, this book describes the changing strategic and technical operations of the bomber from the days of ballooning to the present. Contents include : *An analysis of the growth of bombing techniques during World War I and the controversy over strategic versus tactical policies. Accounts of the first strategic bomber offensives. Britain's 'police force' bombers in the Middle East during the inter-war years. The varying concepts of bombing policy that grew up before World War II. The abortive early attacks of the British bomber forces, and the failure of the German*

bombers to prevent the evacuation of Dunkirk or to win either the battle of Britain or the Battle of the Blitz. The British night bomber offensives of 1942 onwards. Daylight bombing raids by US aircraft. The involvement of the bomber and its crews in the technologies of offence and defence. The emergence of the bomber as a vital weapon of the war at sea. The Battles of the Coral Sea and of Midway. The great fire-raids on Japan. The dropping of the first nuclear bombs. Korea, Vietnam and the Arab-Israeli wars. £20.00

{388} “Contact” (Alan Bott.) AN AIRMAN’S OUTINGS.

5th imp., 1917. Xxv + 323 pp. Original brown cloth ; gilt ; 18 x 12cm. Rear hinge cracked ; marks to covers o/w GOOD.

Written by a fighting airman, this was one of the first books to be published on aerial warfare. The author truthfully depicts the daily life of the flying officer in France. He hoped that the chapters and letters would suggest a rough impression of work done by RFC pilots and observers in France but basically he deals only with the squadron to which he himself belonged in 1916 – 70 squadron which, at the time of publication in 1917, still held a melancholy record in the number of its losses during August, September and October 1916. The author, flying Sopwiths, describes the squadron’s duties of long reconnaissance, offensive patrols around German air country, occasional escort for bombing craft, and occasional photography but most descriptive of all are his collection of letters from the Somme. £20.00

{389} Cull, Brian. With Malizia, N. & Galea, F. SPITFIRES OVER SICILY : THE CRUCIAL ROLE OF THE MALTA SPITFIRES IN THE BATTLE OF SICILY, JANUARY - AUGUST 1943. Grub Street, 1st ed., 2000. Vi + 234 pp., maps + photo-plates. D.j., 24 x 16cm. FINE.

This is an account of Spitfire operations from Malta during 1943, culminating in the invasion of Sicily which spanned 39 days between 10 July and 17 August. The last bombs fell on Malta on the night of 26 / 27 July as the Luftwaffe made one final attempt to disrupt the invasion forces, but by then it was too late – it was the beginning of the end of the Axis empire in the Mediterranean. Joined by American air forces Malta’s Spitfires provided escort to bomber raids and diversionary sweeps as the tempo increased. Fierce air battles occurred during June and July as the Germans and Italians bitterly resisted to the limit of their meagre resources, but four days into the battle surviving Axis fighters were forced to withdraw to the mainland in readiness to fight the next round, having conceded victory to the Allies in the skies over Sicily. Malta’s Spitfires played a major role, the British and Commonwealth pilots, aided by three squadrons of the American-flown Spitfires operating from Gozo, claiming some one hundred enemy aircraft shot down between 10 and 14 July alone. This is their story, told for the first time. £30.00

{390} Cull, Brian. With Galea, Frederick. HURRICANES OVER MALTA : JUNE 1940 - APRIL 1942. Grub Street, 1st ed., 2005. Vi + 402 pp., photo-plates. D.j., 24 x 16cm. FINE.

Based on the widely acclaimed 1987 Grub Street publication, *Malta : The Hurricane Years*, this is a fully revised and updated account of the RAF and Commonwealth pilots who flew Hurricanes in defence of Malta between June 1940 to April 1942. Since the earlier publication, a number of personal diaries and journals have come to light and these have been widely quoted. The book is further enhanced by the personal experiences of Flt Lt (then Sgt Plt) James Pickering AFC, who flew Hurricanes with the 261 Squadron and who also provided the Foreword and many previously unpublished photographs within. £30.00

{391} Cull, Brian. With Galea, Frederick.

SPITFIRES OVER MALTA :

THE EPIC AIR BATTLES OF 1942.

Grub Street, 1st ed., 2005. Vi + 402 pp., photo-plates. D.j., 24 x 16cm.

FINE.

This book tells the story of the RAF's gallant stand in 1942 to hold Malta against all odds and to save the island from invasion, which, had it happened could have changed the whole course of the war in the Middle East. Between March and October 1942, some 400 Spitfires reached the beleaguered island, flown mainly from the decks of aircraft carriers that had ventured at great risk into the hostile waters of the Mediterranean. Once established on the three bombed-scarred airfields of Luqa, Takali and Hal Far, the Spitfires flew daily sorties to repel the might of the Luftwaffe and Regia Aeronautica based in Sicily, just 60 miles away. The cost was high. Very few of the Spitfires survived more than a few weeks, sometimes only days. Moreover, almost 100 Spitfire pilots paid the supreme price, young men from Britain, Canada, Australia, New Zealand, Rhodesia, together with volunteers from the United States serving with the RAF or RCAF. At times the fighting was intense. In April 1942, Malta suffered a greater tonnage of bombs than the UK did in any one month at the height of the Battle of Britain. More than 1,000 Maltese civilians lost their lives in 1942. But the sacrifice was not in vain. Malta held out and finally the Luftwaffe and Regia Aeronautica conceded the battle was lost with Malta's Spitfire pilots being credited with at least 600 aerial victories during this period. This well-researched book contains rare photos and much new material, especially from the logbooks and diaries of the pilots themselves. £30.00

{392} Deighton, Len.

BATTLE OF BRITAIN. 1st ed., 1980.

224 pp., cold., + b&w photo-ills., + ills. D.j., 25 x 19cm. FINE. Two related cuttings tipped-in.

In two highly acclaimed accounts – *Blitzkrieg* and *Fighter* – the author dealt in considerable detail with all the events that led up to the Battle of Britain and exploded the myths that have collected around that struggle. Now he adds a third dimension to the story of how, against all odds, the British succeeded in turning the prevailing tide of history and won the day. For here, in a series of ‘snapshots’, he shows us the reality of the most crucial battle of the Second World War as it was enacted in the flesh and blood by those on both sides who participated in the air, on the ground, in the planning rooms and in the homes. With a wealth of previously unpublished photographs. £20.00

{393} ◇ Dunning, Chris.

REGIA AERONAUTICA : THE ITALIAN AIR FORCE 1923 – 1945 – AN OPERATIONAL HISTORY. 1st ed., 2009. 224 pp., numerous cold., + b&w photo-ills., ills., maps & plans. D.j., 31 x 23cm. FINE.

How did the *Regia Aeronautica* turn from a world-class air force, renowned for setting altitude, range and speed records, into a belligerent entity, then an Axis junior partner, and finally, an Allied propagandist scapegoat ? What made the Italian High Command, led by Mussolini, knowingly throw its flagship force time and again into ill-prepared operations which overstretched its capabilities ? This book outlines the various theatres of operations in which the *Regia Aeronautica* saw service including Ethiopia, Spain, China, and the Second World War, where it eventually became split in two, fighting beside both the Allies and the Axis. Numbering over 160 fighter aces within its ranks by the end of operations, the *Regia Aeronautica* boasted some of the world's finest combat aircraft including the Macchi C.202 and the S.79 torpedo-bomber, whose crews earned themselves a fearsome reputation in the Mediterranean. The author shows how the Italian fighting airmen were not lazy or disinterested and reluctant participants in their leaders' wars, as propaganda and history would have us believe, but that they struggled under a poor supply regime with often unclear or tardy orders from above. Based on over twenty years of research, this study is

complemented by a wealth of photographs, camouflage schemes and markings and detailed explanatory maps showing, chronologically and by theatre, the location of airbases relative to the text. UNCOMMON. £150.00

A Substantial Account of the Imperial Russian Air Service in the First World War

{394} ◇ Durkota, Alan. & Darcey, T. & Kulikov, V. *THE IMPERIAL RUSSIAN AIR SERVICE : FAMOUS PILOTS AND AIRCRAFT OF WORLD WAR I.* *Flying*

Machines Press, Mountain View, CA, 1st ed., 1995. Xii + 546 pp., numerous cold., + b&w photo-ills., + ills. D.j., 31 x 23cm. Small bump to top, rear corner o/w FINE.

The story of the Imperial Russian Air Service is told for the first time, primarily through the lives of its distinguished aviators. An overview of the major branches of the air service is followed by biographies of the Russian aces and the French aces who flew in Russia. Additional biographies of distinguished fliers who contributed significantly to Russia's war in the air, are provided, including the remarkable stories of the first black man to shoot down an airplane in air to air combat and the world's first women combat pilots. To provide a fuller perspective of Russia's first air war, the key aircraft designers and manufacturers and their aircraft are profiled. An extensive colour section provides the most comprehensive, accurate look at Russian aircraft colours yet presented, plus colour renderings of uniforms and photographs of the medals won by the airmen. Detailed appendices cover lighter-than-air aviation, Russian awards, victory lists of the pilots, aircraft flown by the aces, and 3-view drawings of over 40 of the aircraft types the aviators flew into combat. The narrative is enhanced by over 600 rare photographs, many published here for the first time. £95.00

{395} Ellis, Ken. *WRECKS & RELICS : 13TH EDITION.*

Leicester, 13th ed., 1992. 256 pp., photo-plates + maps. Photo boards ; 21 x 15cm. FINE.

The thirteenth edition of this highly successful biennial survey of preserved, instructional and derelict airframes in the U.K. and Eire and Forces aircraft based on Crown Territory. The work is categorised regionally and illustrated with maps and photograph plates. £15.00

{396} Flammer, Philip M. *THE VIVID AIR : THE LAFAYETTE ESCADRILLE.*

The University of Georgia Press, Athens, USA, 1st ed., (hardback) 1981. Xi + 249 pp., various photo-plates + 2 maps. D.j., 23 x 15cm. Some underlining & ticks etc., to latter sections ; owner's signature & inscription o/w V.G.+ Signed & dated by the Author on the half-title page.

This book recreates the story of the famed Lafayette Escadrille, the American volunteer unit which fought with the French during World War I. The Lafayette Escadrille came into existence as a unique and elite squadron, destined for world renown even before it flew its first mission. The stirring initiative of the Americans in volunteering to fight and fly for France long before their own country entered the war ignited the admiration of the world. Their role as the "vanguard of American volunteers" and the remarkably high calibre of the Lafayette Escadrille pilots easily set them apart. The glamour of aviation in the Great War, a direct consequence of the grim, hero-less contest on the ground, highlighted combat flying and gave pilots a special place in the public imagination. However, when the war ended, widespread appreciation for crusading idealism lay buried in the ruins, and with it the true story of the Lafayette Escadrille. Based on extensive research in Europe and America, including many interviews with survivors, this fully documented study is the first complete scholarly account of this singular volunteer fighting unit. Signed by the Author. £35.00

{397} Fletcher, David C. & Macphail, Doug. *HARVARD ! THE NORTH AMERICAN TRAINERS IN CANADA.* DCF Flying Books, San Josef, 1st ed., 1990. 208 pp., numerous photo-ills., + ills. D.j., 29 x 22cm. A trace of foxing to inside edge of d.j.,, o/w FINE.

This is the first book to take a comprehensive look at the Harvard and its variants in Canada - the only country to produce, import and export large numbers of the type. It traces the stories of each of the variants used in Canada, their wartime and post-war military employment, their civilian careers, formation team usage and film roles. An appendix covers the individual histories of over two thousand airframes used by the Royal Canadian Air Force and the Royal Canadian Navy. Myths are corrected, a myriad of little-known facts are revealed, whilst war stories and reminiscences abound in this book. Profusely illustrated with over 400 photos, most previously unpublished, plus five-view sets of the most accurate plans ever drawn of the seven major variants used in Canada, this is a definitive work. £30.00

{398} Flint, Peter. *DOWDING AND HEADQUARTERS FIGHTER COMMAND.* Shrewsbury, 1st ed., 1996. Xii + 222 pp., various photo-plates. D.j., 22 x 15cm. FINE.

This is the story of Headquarters Fighter Command and the man who created the unique air defence system used during the Battle of Britain. The entire network was welded together under the guidance of Air Chief Marshal Dowding at Bentley Priory. There is a detailed explanation of how the system functioned and what life was like for those working there. Civilian scientists became closely involved with the RAF as they struggled to perfect the new radio detection techniques and equipment that was at the leading edge of the era's technology. Much of what was learned at this time affected all future air warfare. Bentley Priory was the hub of the entire air defence system and worked at a level above the usual combat operations. It influenced many events relevant to the higher direction of the war. The surprising dismissal of Dowding after the successful outcome of the Battle of Britain is thoroughly investigated for justification – the conclusions are rather unexpected. £25.00

{399} Ford-Jones, Martyn. R. & Ford-Jones, Valerie A. *OXFORD'S OWN : MEN AND MACHINES OF NO. 15 / XV SQUADRON ROYAL FLYING CORPS / ROYAL AIR FORCE.* Schiffer, Atglen, 1st ed., 1999. 352 pp., numerous photo-ills., + some ills., including some cold. D.j., marbled e.p.'s, 31 x 23cm. A tiny (0.5cm), neat, v-shaped cut to corner of e.p., o/w FINE.

This is the story of No.15 / XV Squadron, Royal Flying Corps / Royal Air Force, of the men who served with it and the aircraft it flew. The story begins with the formation of No.15 Squadron, RFC, on the 1st March 1915, at South Farnborough and follows the fates and fortunes of the men and machines who served during the Great War, between December 1915 and December 1919. Reformed in March 1924, the Squadron provided valuable service as part of the Aeroplane and Armament Experimental Establishment, for over ten years. Declared a day bomber Squadron in June 1934, No.15 adopted the use of the Roman numerals XV, which are today still carried on its aircraft. In April 1939, the Squadron was adopted by the city of Oxford and was unofficially known as "Oxford's Own." The Second World War brought major expansion and changes in equipment. Battles, Wellingtons, Stirlings and Lancasters all saw service with No. XV Squadron. The post World War II era led to the Squadron being equipped with Avro Lincoln bombers, followed in succession by American built B-29s, known to the RAF as the Washington bomber. The jet age brought in turn the Canberra, Victor, Buccaneer and Panavia Tornado. The text is supported by 17 appendices and nearly 800 black & white and colour photographs from the Squadron's own albums, the Mildenhall Register, the author's collection and many private sources. £40.00

{400} Forslund, Mikael. & Vallet, Thierry. SWEDISH FIGHTER COLOURS 1925 - 1954. PISTON ENGINED. *Stratus / Mushroom Model Publications, Poland & Petersfield, 1st ed., 2012.* 264 pp., numerous photo-ills., + cold., ills. Laminated boards ; 30 x 21cm. FINE.

This book describes and illustrates all the fighter aircraft used by the Swedish armed forces during from the mid-'20s to the end of the piston-engine era. These include indigenous designs, plus the various American, Italian and British fighters used at various times. Camouflage and marking schemes used on these aircraft are covered in detail, illustrated with many photographs including rare wartime colour pictures. Full colour profiles of all the aircraft types are also present, making this essential reading for aircraft enthusiasts. £25.00

{401} Franks, Norman, (Ed.). THE WAR DIARIES OF NEVILLE DUKE DSO, OBE, DFC (TWO BARS), AFC, CZECH MILITARY CROSS, 1941-1944. *Grub Street, 1st ed., 1995.* 218 pp., photo-plates. D.j., 23 x 16cm. FINE.

Joining the RAF with the crack 92 Squadron at RAF Biggin Hill in 1941, Neville Duke joined the air battles over Northern France, often flying as wingman to the legendary 'Sailor' Malan – Fighter Command's top-scoring pilot at that time. Later that year he won the DFC and bar flying P40B Tomahawk fighters with 112 Squadron over North Africa. By 1943 he was flight commander with his old 92 Squadron, which had also become part of the Desert Air Force. Again flying Spitfires he was awarded the DSO at the end of the Tunisian campaign and then given command of 145 Spitfire Squadron in Italy. He returned home in late 1944 the highest scoring pilot (28 scores) in the Mediterranean Theatre. Edited here are Duke's valuable diaries that he kept almost daily. £25.00

{402} Gibbs-Smith, C. H. THE AIRCRAFT RECOGNITION MANUAL. *New ed., 1944.* 128 pp., numerous diagrams + some photo-ills. D.j., 25 x 17cm. D.j., chipped & repaired; minor internal pencil markings o/w V.G.

The author served with the Royal Observer Corps during the Second World War. His *Basic Aircraft Recognition* became a standard work for reference and teaching. In 1944 this was completely re-written and enlarged to include over three hundred and fifty aircraft used during the war by the fighting powers. Special care was taken in compiling a complete index so that any name, number, designation or maker could be found immediately. £25.00

Signed Original Photograph from 1917 of Major Walter Shaffer (LFC) tipped in ; plus a Signed Letter by Fred Zinn (LFC), Croix de Guerre with 1 Palm and 1 Star

{403} <> Gordon, Dennis. THE LAFAYETTE FLYING CORPS : THE AMERICAN VOLUNTEERS IN THE FRENCH AIR SERVICE IN WORLD WAR ONE. *Schiffer, Atglen, 1st ed., 2000.* 499 pp., numerous photo-ills. D.j., marbled e.p.'s, 28 x 22cm. FINE.

Original Photo tipped-in of Walter Shaffer (LFC) Inscribed by Shaffer on the Verso : "*This picture of myself in flying garb, was taken in 1917 at Melette (France) fighter airdrome.*" Signed "*Maj. Walter J. Shaffer.*" Also tipped-in, a Typed Letter on A. K. Zinn & Co headed paper dated June 5 1931 and Signed *Fred Zinn (LFC Observer / Gunner).* (Zinn, twice awarded France's *Croix de Guerre* with 1 Palm and 1 Star, was one of a number of the first batch of American volunteers to sign their flag displayed in a Paris museum.) 4 other cuttings on the LFC (especially Major Edgar Hamilton) also tipped-in.

This book contains not only a history of the legendary Lafayette Flying Corps, but also detailed biographies of the 269 volunteer American airmen and gunners of France's *Service Aeronautique* who flew in sixty-six pursuit and twenty-seven bomber/observation squadrons over the Western Front -- also included are the thirty-eight pilots of the Escadrille Lafayette. It is an accurate and absorbing account of the lives and combat experiences of the men who later formed the nucleus of the American Expeditionary Force squadrons. This ground-breaking work contains comprehensive research, including details of war casualties and

survivors, and many unpublished photographs. This copy contains an original photograph, tipped-in next to his entry, of Walter Shaffer (LFC) which is inscribed by Shaffer on the reverse : “*This picture of myself in flying garb, was taken in 1917 at Melette (France) fighter airdrome.*” Signed “*Maj. Walter J. Shaffer.*” Also tipped-in (next to his entry in the book) is a typed letter on A. K. Zinn & Co headed paper dated June 5 1931 and Signed by “*Fred Zinn (LFC Observer / Gunner)*”. Zinn was twice awarded France’s *Croix de Guerre* with 1 Palm and 1 Star. He enlisted in the French Foreign Legion, French Air Service, and transferred to the U.S.A.S. He was wounded in action in 1915 whilst with the Foreign Legion. He was also one of a number of the first batch of American volunteers to sign their flag displayed in a Paris museum. (Further magazine / newspaper cuttings are also tipped-in, largely pertaining to Major Edgar Hamilton.) A UNIQUE COPY. £175.00

{404} Harrison, W.

SWORDFISH AT WAR.

Ian Allan, 1st ed., 1987. 128 pp., photo-ills., + ills. D.j., 30 x 21cm. Upper and lower edges of inside flaps (only) of d.j., very narrowly trimmed, not affecting any text, 2 tape marks to edge of inside flap & e.p., which is slightly scuffed o/w V.G.+
 During the Second World War the Fleet Air Arm’s Swordfish sank over 350,000 tons of enemy shipping, assisted in the destruction of at least 12 U-boats, and sank or seriously damaged about 30 Axis major warships. First-hand accounts and many previously unpublished photographs illustrate here the operations of the Swordfish, its crews and those who kept them flying. As well as covering the best-known actions - Taranto and *BISMARCK* – the author provides stories and anecdotes from a wide range of theatres and roles. £25.00

The Scarce Updated and Expanded Edition

{405} Henshaw, Trevor.

THE SKY THEIR BATTLEFIELD II.

UPDATED, EXPANDED. AIR FIGHTING AND AIR CASUALTIES OF THE GREAT WAR. BRITISH, COMMONWEALTH AND UNITED STATES AIR SERVICES 1912 TO 1919. *Fetubi Books*, High Barnet, revised & expanded 2nd ed., 2014. Xi + 406 pp., photo-plates. D.j., 30 x 22cm. FINE.

Heralded as a milestone publication when first written in 1995, this greatly expanded and revised edition assembles the definitive reference work for the British, Commonwealth and United States Air Services of the Great War. It now tells the stories of 16,800 individually named and indexed Allied air personnel, through extensively updated listings and descriptions of over four years of continuous fighting. The air casualties of the Great War remain the book’s universal focus, with 13,500 casualties now described, but the widened scope now includes much new primary reference material. The air fighting and events of every day, in all active theatres, have been checked and broadened. Almost 6,000 entries have been updated or revised. Every British, Commonwealth and American air service casualty suffered in action against the enemy is described but this edition adds over 4,500 new names in an extensive Accidents Addendum, covering all accidents on all active war fronts, for the wider period of 1912 until 1919. Additional cross-linking of Allied and German records also remains a key ingredient and there are now well over 3,000 German claims linked to Allied losses, compared with 2,000 originally. The sections on American air personnel casualties have also been hugely expanded. There are 289 photographs, many published for the first time. Nine Main Parts cover all the fighting fronts across Europe and the Middle East and Part 10 is the Main Name Index. Nine new or updated Appendices follow, before the new fifty-page Accidents Addendum, with its own Name Index. This significantly Updated and Expanded Edition is VERY SCARCE. £75.00

{406} Higham, Robin. *THE BRITISH RIGID AIRSHIP 1908 – 1931 :*

A STUDY IN WEAPONS POLICY. Foulis, 1st ed., 1961. Xxiv + 426 pp., 426 pp., frontis., + 72 photo-plates + diagrams, charts + a map. D.j., 22 x 14cm. Small chip to rear of d.j., o/w Nr.FINE.

This book dissects the origin, development and decline of the British Rigid airship, but goes on to show how the rigid airships were revived in 1916 with No. 9 and No. 23, both of which were too late and too inefficient for war at sea. He traces the evolution of the later airship designs that led to the disaster of the R38. In the latter part of the book the story becomes that of the R100 and R101, the quasi-civil monsters whose fate was transposed from being the initiators of a world-wide Imperial air service to being the guinea-pigs of a State experiment. £50.00

{407} Hill, Larry, R. (Comp.). *AN AVIATION BIBLIOGRAPHY FOR NEW ZEALAND.*

Limited Edition of 350 Copies Only, this being No. 136. Privately Published by the Author, Auckland, 1st ed., 2009. 248 pp., numerous cold., photo-ills. D.j., 21 x 15cm. FINE. Signed by the Author on the title-page.

This is a Privately Printed bibliography of books which collectively document the history of aviation in New Zealand and the involvement and interests of New Zealanders in local and international aviation. The bibliography lists a significant number of privately printed books and manuscripts by New Zealand World War II veterans written primarily for family and friends. Each entry is accompanied by a colour photograph, data about the place published, the publisher, year, number of pages, size, 'ports' (if the book contains photographs naming specific people), binding, a brief synopsis, a colour bar to indicate the relevance of the content and the rarity / availability of the book, and finally, easy reference key words that can be used to cross-check in Index 2 for other books on the same topic. Limited Edition of 350 Copies Only, of which this is Number 136 ; SCARCE ; Signed by the Author. £50.00

{408} Hill, Maureen. *THE BATTLE OF BRITAIN.*

New ed., 2004. 96 pp., frontis., + a wealth of photo-ills. D.j., 29 x 23cm. FINE.

This book is a superb photographic record of the Battle of Britain and draws upon photographs from the archives of the *Daily Mail*, many unseen since they were first taken and restored to original quality. The images have been selected to afford a sketch of Britain during those crucial few months, when liberty hung in the balance : hung in the hands of men and women who operated ground defences ; hung, ultimately high in the sky, in the skills of young men prepared to risk their lives thousands of feet above Britain. £20.00

{409} Houle, Albert. & Lavigne, Michael. & Gagné, Alain. *G/C A.U. "BERT"*

HOULE, DFC & BAR. THE MAN & THE AIRCRAFT. Limited Edition of 1,000 Copies Only, this copy being No. 795. Lavigne Aviation Publications, Qc, Canada, 1st ed., 2000. 192 pp., numerous photo-ills., ills., & maps, some of which are cold. Pict., boards ; 28 x 21cm. FINE. Signed by the Co-Author, M. Lavigne.

Albert Houle was a Canadian ace who flew on 338 operational sorties between September 1941 and April 1944. He did his operational service in the Mediterranean Theatre, being involved in the Campaigns in the Western Desert and North Africa, then Sicily and Italy. Bert flew Hurricane I & IIC in 1941 – 42 with No. 213 Squadron, then flew the Spitfire Vc with No. 145 Squadron. His first tour of operations ended in February 1943 but he was back in action in June for a second tour with a Canadian unit – No 417 RCAF Squadron flying the Spitfire Vc and various versions of the Spitfire VIII. He ended up as 417's commanding officer and top scoring pilot, being awarded two DFC's for his impressive record of combat : 11 ½ enemy aircraft destroyed, 1 probable, 7 damaged, plus several targets destroyed in ground strafing sorties. He claimed victory over the best of the Luftwaffe units fighting in the Mediterranean sector. However, the enemy hit back and Bert was wounded in April 1944

which ended his second tour of operations. This SCARCE book is a Limited Edition of 1,000 Copies Only, of which this is number 795. Signed on the title-page by the co-author : *M. Lavigne.* £60.00

{410} Ivie, Tom. & Ludwig, Paul. *SPITFIRES AND YELLOW TAIL MUSTANGS : THE 52ND FIGHTER GROUP IN WORLD WAR TWO.* Hikoki,

Crowborough, 1st ed., 2005. 176 pp., numerous photo-ills., maps & ills., some cold. D.j., 30 x 21cm. FINE.

The USAAF 52nd Fighter Group enjoyed an outstanding record in World War II, yet despite flying two of the world's most famous fighter aircraft, to date its story has never been told. Activated in January 1941, it moved to England in July 1942 for an assignment with the Eighth Air Force. It flew combat missions in Spitfires to France during the summer of 1942 before being reassigned to the invasion force attacking North Africa in November 1942. After moving to North Africa it was assigned to the Twelfth Air Force and was again equipped with Spitfires. As part of the Twelfth Air Force it flew combat missions in the Tunisian campaign, and during the invasion of Sicily. In mid-1944, the 52nd was reassigned to the Fifteenth Air Force and converted to P-51 Mustangs. During the remainder of the war, it flew intensive bomber escort and strafing missions to targets in Italy, France, Germany, Czechoslovakia, Austria, Hungary, Rumania, and Yugoslavia. For its outstanding service the Group was twice awarded the Distinguished Unit Citation. During its long campaign, the Group destroyed more than 425 enemy aircraft in aerial combat and damaged 135 plus many more on the ground. The 52nd Fighter Group produced 21 Aces. Hundreds of rare and previously unpublished photographs accompany this text, as well as colour artwork. £35.00

{411} James, John. *THE PALADINS : A SOCIAL HISTORY OF THE RAF UP TO THE OUTBREAK OF WORLD WAR II.* 1st ed., 1990. 272 pp., photo-plates. D.j., 24 x 15cm.

FINE.

In this compelling account of the origins and development of the RAF from its formation as the Army's Royal Flying Corps, through its evolution to a permanent and independent Service, the author presents a wealth of new evidence about the RAF's organisation, strategy and preparedness for the Battle of Britain. Here, for the first time, drawing on the hard but usually overlooked facts and figures of the official Air Force Lists and Estimates, the author is able to dispel many of the myths and misconceptions surrounding the history of the RAF in the pre-war years. He also traces the careers and influence of the fledgling Service's founding fathers ; assesses the major social innovations in recruitment and training; and, above all, reveals the degree of precision planning by the Air Staff chiefs which has hitherto gone largely unrecognised. In 1940 the Battle of Britain stopped the Germans for the first time in eight years of unchecked advance. The beginnings of British Air Power, and the events prior to those crucial weeks, are detailed here. £20.00

{412} Jefford, Wg., Cdr., C. G. Jefford. *THE FLYING CAMELS : THE HISTORY OF NO 45 SQN., RAF.* Privately Printed, High Wycombe, 1st ed., 1995. 536 pp.,

numerous photo-ills., + some plans. D.j., 30 x 21cm. FINE.

First formed in 1916, No 45 Squadron has had a colourful and varied career. Operating over France and Italy, No 45 Sqn claimed 316 victories, making it one of the most successful RFC/RAF fighter squadrons of the First World War, although this success had been dearly bought ; seventy-four men lost their lives in combat. No 45 was one of the mere handful of squadrons which constituted the RAF in the 1920's and it was based in Egypt in the 1930's. In June 1940 No 45 flew the first offensive mission of the North African campaign. Its Blenheims subsequently operated over Cyrenaica, Eritrea, Crete, Syria and Iran, sometimes

sustaining heavy losses, before moving to Burma in early 1942 in a hopeless attempt to block the Japanese advance. During 1943 No 45 became one of only four RAF squadrons to fly the Vengeance dive bomber on operations. In 1944 the squadron was selected to introduce the Mosquito fighter-bomber into service in the tropics and, after suffering some early losses due to a previously undetected structural weakness, it hit its wartime peak in March 1945 when it flew a remarkable 350 sorties. During the Second World War No 45 was one of the few units which could claim to have confronted the Germans, the Italians, the Japanese and the Vichy French. After a period in Ceylon, No 45 became involved in the Malayan Emergency in 1948 and over the next twelve years its Beaufighters, Brigands, Hornets, Vampires, Venoms and Canberras flew well over 4,000 operational sorties against the Communist Terrorists. In the 1960s the squadron was heavily involved in Confrontation, the undeclared war with Indonesia. A superb, Privately Printed history. £50.00

{413} Khairulin, M. & Stepanov, B. *RUSSIAN AVIATION COLOURS 1909 – 1922. BOOK 1 : EARLY YEARS.* *Stratus / Mushroom Model Publications, Poland & Petersfield, 1st ed., 2015.* 176 pp., numerous photo-ills., + cold., ills. Laminated boards ; 30 x 21cm. FINE.

This book, the first in a series of four, describes the history of the little-known emblems and distinctive markings of Russian military aviation from its early origins up to the Russian exit from World War One. The authors have managed to collect, and in some cases partially reconstruct, the majority of emblems and signs used in Russia during this period by military aviation units. The collected material is presented in a clear and attractive form - colour plates, reconstructed logos, and original photographs from public and private archives. This profusely illustrated book covers all the aircraft used, with brief details of their service use and comprehensive details of the colours and markings applied. Besides the many photographs, full colour profiles illustrate the markings applied. Detailed colour notes and precise descriptions and illustration of national markings over the period complete a book that will be invaluable to aircraft enthusiasts, historians and modellers. £25.00

{414} Kucera, Dennis C. *IN A NOW FORGOTTEN SKY : THE 31ST FIGHTER GROUP IN WW2.* *Flying Machines Press, Stratford, CT, 1st ed., 1997.* 418 pp., 450 photo-ills., + some profiles, including 8pp., in colour. Laminated boards ; 29 x 22cm. Brand New (it arrived still in its cellophane wrapping but this had to be removed for the purpose of cataloguing the book) ; MINT.

This is the first commercially-available history of the 31st Fighter Group, the highest-scoring fighter group in the Mediterranean Theatre of Operations and one of only two American fighter groups to fly the famous Spitfire in combat. The history of the 31st Fighter Group is traced from its origins in the 1st Pursuit Group in World War One to the jets of today, with the focus on the 31st's dramatic role in North Africa, Italy, and over the Reich in World War Two. The story is brought to life with personal anecdotes, aerial combat, 450 photos, and 8 pages of colour, including profiles of 31st Spitfires and P-51 Mustangs, and is brought up to date with photos, some in colour, of jets the 31st has flown since World War Two. £30.00

{415} Lamb, Gregor. *SKY OVER SCAPA 1939 – 1945.* *Bellavista, Kirkwall, Orkney, new ed., 2007.* 280 pp., numerous photo-ills., + a plan. D.j., 30 x 21cm. FINE.

The Royal Navy's first purpose built Air Station was established at Hatston where the busy fighter squadrons were disembarked. Another station was established where brave pilots acted as 'the enemy' to give the cruisers and battleships of the Home Fleet practice in anti-aircraft fire. This was much needed for with the invasion of Norway, Orkney found itself in the front line. Two RAF Stations were built to protect Scapa against the new threat – long range enemy bombers. The dress rehearsal for the Battle of Britain began in Orkney in March 1940 with the attempted destruction of the Home Fleet in its base, Scapa Flow. In the

'Battle of Orkney' the islands became the first part of Britain to be bombed, here the first British civilian was to die, and the first enemy aircraft was brought down on British soil. Squadrons based in Orkney in a defensive role now found themselves taking part in offensive missions and aircraft flying from Hatston sank the cruiser *KÖNIGSBERG* in Bergen harbour, the first warship to be sunk by aircraft alone. After supremacy in the air had been established, the Orkney airfields became training grounds for some of the major operations of the war. At one point fifteen squadrons of aircraft were based in the islands and at times there were up to ten aircraft carriers in Scapa Flow. This is the story of airmen and islanders in six tragic years of war. £30.00

{416} Laming, Tim. *V-BOMBERS : VULCAN, VICTOR AND VALIANT – BRITAIN'S AIRBORNE NUCLEAR DETERRENT.* Sparkford, 1st ed., 1997. 200 pp., numerous photo-ills., + ills. D.j., 24 x 17cm. Bump to top of boards o/w Nr.FINE.

Vulcan, Victor and Valiant – three of the most distinctive and impressive aircraft ever to have been produced in Great Britain. Designed to deliver nuclear bombs into the heart of the Soviet Union, they were developed less than five years after the end of the Second World War, when Britain was secretly preparing her first atomic weapons. Their *raison d'être* was deterrence and history has shown how successful this policy was. The full story is told in detail, including how and why the V-force was created through to its demise and the aircraft's role in the Falklands and Gulf Wars. £20.00

{417} Lee, Arthur Gould. *THE FLYING CATHEDRAL.*

1st ed., 1965. 272 pp., frontis., + 31 photo & other plates + 2 ills. D.j., 22 x 14cm. Upper and lower edges of inside flaps (only) of d.j., very narrowly trimmed, not affecting any text, & taped down to e.p.'s resulting in tape to d.j., & blank pasted e.p.'s ; owner's details & label to top corner of f.f.e.p., o/w clean text & V.G.

The Texan-born cowboy and showman, Samuel Franklin Cody, became the first man to build and fly an aeroplane in Britain. He made his historic first flight in October 1908. After months of further experiment, with frequent crashes and the derision of a sceptical press, came the legendary Flying Cathedral, the largest plane in existence, on which he flew 40 miles cross-country, a world record. A British subject now, he built a succession of these big biplanes, on which he went from success to success, his most stupendous triumph being in August 1912 when he and his Cathedral won the Government Military Trials against the competition of the world's greatest aeroplane constructors and pilots. He was now Britain's premier and most popular pilot but tragedy struck a year later when his newest Cathedral broke up in the air resulting in Cody's death. £20.00

{418} Lee, David. *NEVER STOP THE ENGINE WHEN IT'S HOT.*

1st ed., 1983. 330 pp., ills. D.j., 22 x 14cm. Small owner's label to f.f.e.p., (blank) o/w Nr.FINE.

In biplanes, first Wapitis then Harts, the author patrolled the North West Frontier of India in the early 1930's. From time to time he was shot at by recalcitrant and sometimes, distinctly unfriendly tribesmen who had the same attitude to aeroplanes as Scottish lairds have to grouse. But then why should bird-like intruders, British at that, be allowed to interfere with completely private mountainside squabbles ? The pilots too might well have asked ; it was difficult enough trying to avoid thousands of feet of sheer mountain rock on either side of each wingtip without any additional problems. The author, an official RAF historian of the MOD, doffs his academic hat and tells a humorous tale of a life which few will recall. £25.00

BOOKQUOTE : "I have gone to [this bookshop] for years, always finding the one book I wanted – and then three more I hadn't known I wanted." Mary Ann Shaffer

{419} Luce, Steve W. THE 86TH FIGHTER GROUP IN WORLD WAR II : HAVE GUNS (AND BOMBS) WILL TRAVEL. Eagle Editions, Hamilton, MT, 1st ed., 2007. 144 pp., numerous photo-ills., + some cold., ills. Laminated boards ; 28 x 22cm. FINE.

Here is the complete story of the training and operations of the 86th Fighter Bomber Group, Third Air Force and later with the Twelfth Air Force. The men as well as the machines they flew are carefully presented in a comprehensive, fully photographically documented format. Included are numerous, never-before-told personal accounts of combat and life in the 86th, woven in with the historical text researched and written by a son of one of the group's pilots Lt. Warren Luce. Profiles of select colourful aircraft, their A-36s and P-47 Thunderbolts, are vividly illustrated. Training was in Meridian, Mississippi in 1942 with A-36s. They were first deployed in 1943 to North Africa and later to Italy and Corsica flying the P-47 in the MTO. Early 1945 found the active and effective 86th in France and Germany until war's end. The unit's complete known victory list is published here, along with their full story. £30.00

{420} Macmillan, Norman. INTO THE BLUE. 1st ed., 1929. 213 pp., frontis., + 8 photo-plates. Blue cloth ; 22 x 14cm. Covers faded ; rubbing to corners & top of spine ; 1 neat sig., (15/12/29) ; o/w contents clean & V.G.

This is an autobiographical account of the author's experiences during the First World War with 45 Squadron, RFC. Having learned to fly with the RFC he fought in France and Italy as a reconnaissance and fighter pilot. He was officially credited with eleven air victories and went on to be awarded the OBE, MC, and AFC. He graduated at Gosport School of Flying and became an RAF flying instructor of fighter pilots. He also commanded a special mobile emergency unit of the RAF. This book is a First World War classic and it gives a fantastic insight into the life of a RFC pilot over the Western Front and of the evolution during that period in the machines they flew. £20.00

{421} Marriott-Smith, A. J. AERONAUTICA : COLLECTABLES RELATING TO MILITARY AND NAVAL AIRFORCES OF THE WORLD 1914-1984. 1st ed., 1989. 64 pp., numerous photo-ills. D.j., 22 x 14cm. Nr.FINE.

This is the first buyer's guide to aeronautica. The author not only illustrates a fine range of collectable items but also describes them with accuracy and provides a vital guidance on availability and price levels at that time. He adds other valuable advice and details that will assist in the collection of every item of aeronautica from badges and buttons to goggles and joy sticks, from aviation art to escape kits, and from propellers to missiles. £15.00

{422} Marsh, Don. & Starkings, Peter. IMPERIAL JAPANESE FLYING SCHOOLS 1912 – 1945. Schiffer, Atglen, 1st ed., 2011. 248 pp., frontis., + numerous photo-ills., + cold., ills. D.j., marbled e.p.'s, 28 x 22cm. FINE. Signed by one of the Authors : Peter Starkings.

This book details the history of Imperial Japanese Army Flying Schools from 1912 to 1945, covering not only the formation of the schools but also evolution of the training aircraft and the training of pilots, other aircrew, and ground crew maintenance personnel. It includes numerous photographs, many of which have not been seen before in any English language publication. In addition, the wide variety of aircraft types used and the different markings they carried add much colour interest to inspire modellers in a completely new field and are illustrated by some four hundred, attractive colour art profiles. Signed Copy. £60.00

{423} Mason, Francis K. HARRIER. 2nd ed., 1983. 200 pp., frontis., + numerous photo-ills., + some ills. D.j., 24 x 17cm. FINE.

Without the Harrier and Sea Harrier, Operation 'Corporate' – the Falkland Islands campaign – could never have succeeded. In this new, updated edition of *the* definitive book on the

Harrier, the author describes the early post-war experiments with vertical take-off aircraft and the political climate in which Hawker persevered with their P 1127 design in the face of official apathy. The author points out that it was only thanks to American enthusiasm and substantial funding that the Bristol vectored-thrust Pegasus turbofan was brought to fruition, and without this engine there may never have been the Harrier. The book traces every stage of the Harrier's evolution, flight trials and operational success with the RAF, Royal Navy, US Marine Corps and Spanish Navy. It discusses the problems inherent in V/STOL operations and not only provides a detailed description of the Harrier's structure but also a complete list of every aircraft built to date, with brief histories of each. £20.00

Scarce in Mint Condition : Meticulously-detailed Study of the Spitfire Mk. IX & XVI

{424} <> Monforton, Paul H. *SPITFIRE MK. IX & XVI ENGINEERED.*
Monforton Press, Ontario, 1st ed., 2008. 432 pp., 890 full col., photo-ills., with 133 pp., of col., ills. D.j., 31 x 26cm. Brand New (still in cellophane wrapping) MINT.

This pictorial study of the Spitfire Mk. 9 & 16 has been strongly praised for the attention to detail it gives in its information and in the thoroughness of its photographs and dimensioned drawings. The meticulous attention to engineering detail provides what is usually only obtained by visiting an actual aircraft and the author conveyed this from his own intensive examination of four examples of the Spitfire found in Canadian museums. It includes an extensive representation of panel lines and over 46,000 rivets. The book has been formatted with large colour photographs so that detail can be easily studied whilst several images at differing angles of view serve to illustrate each area of the complete aircraft. Line drawings have been painstakingly drafted and dimensioned on CAD software using original Supermarine factory drawings. Included are ordinate tables for all wing ribs, fuselage frames and stab. ribs. There is sufficient information for those who wish to design and build their own model or perhaps make a start on a homebuilt. SCARCE. £250.00

{425} Morosanu, Teodor L. & Melinte, Dan A. *ROMANIAN FIGHTER COLOURS 1941 - 1945.*
Stratus / Mushroom Model Publications, Poland & Petersfield, 1st ed., 2010. 192 pp., numerous photo-ills., + col., ills. Laminated boards ; 30 x 21cm. FINE.

The Romanian Air Force used an interesting variety of fighter aircraft during World War II, fighting initially with the Axis but later with the Allies. Romanian, Polish, British and German fighters were used with great bravery and no little success against much stronger opponents. This book describes in great detail the colours and markings applied to all fighter aircraft used by the Romanians from 1939 – 45, including captured examples, illustrated with many rare photos and full colour profiles. Aircraft described are as follows : PZL P.11, PZL P.24, IAR 80/81, Hawker Hurricane Mk 1, Messerschmitt Bf 109E, Messerschmitt Bf 109G, Messerschmitt Bf 110, MiG-3 Early Type, Polikarpov 1-16 type 29, Focke Wulf Fw 190. EXTREMELY SCARCE. £75.00

{426} Munson, Kenneth. *AIRLINERS FROM 1919 TO THE PRESENT DAY.*
Rev., ed. 1982. 352 pp., 150 col., plates. D.j., 21 x 14cm. FINE.

In these fascinating pages the development of passenger-carrying aviation from its makeshift beginnings to the multi-million pound commercial service of the 1980's can be traced. All the principle aircraft from early pioneers like the Hercules and the DC3, to the supersonic Concorde and the airbus are featured here and illustrated in colour in painstakingly accurate detail. This book brings together in one volume the author's two-part history of the world's

airliners, newly revised and updated. An important addition to every air transport enthusiast's library. £20.00

{427} Nicholl, G. W. R. *THE SUPERMARINE WALRUS : THE STORY OF A UNIQUE AIRCRAFT.* 1st ed., 1966. Xi + 211 pp., photo-plates. D.j., 22 x 14cm.

Tiny bumps to top corners o/w Nr.FINE.

Designed by R. J. Mitchell, famous for the immortal Spitfire and the Schneider Trophy winners of the early 1930's, the service life of the Supermarine Walrus must be amongst the longest and it certainly performed a greater variety of military tasks in World War II than any other aircraft. A true amphibian, it was catapulted from ships, lurched aloft off breaking seas or staggered into the air from jungle strips, landed on lagoons, ice-floes and scrubland ; it dive bombed, reconnoitred, fought and achieved an astonishing record of rescue work. This book is a lively tribute to the old "Shagbat" by an accomplished writer who flew them himself for eight years and commanded 700 Squadron. £20.00

{428} O'Connor, Dr. Martin. *AIR ACES OF THE AUSTRO-HUNGARIAN EMPIRE 1914 – 1918.* Champlin Fighter Museum Press, Arizona, 1st ed., 1986. 336 pp., frontis., + numerous

photo-ills., cold., ills., + 2 maps. D.j., 29 x 22cm. FINE.

This book tells the story of all forty-nine air aces of the Austro-Hungarian Empire in World War One. Biographies of all the aces and details of their combat operations are accompanied by 240 rare photographs of the aces and their aircraft. There are also 16 pages of full colour profile illustrations which depict the aircraft of fifty of the aces. Aircraft are also fully described in the text. Appendices include : A brief overview of the Austro-Hungarian Army Air Service ; The Austro-Hungarian LFT Serial Number System ; The Aircraft of the Aces ; The Aces Victories by Aircrew Role ; The Aces' Victory Lists ; Maps. A bibliography and an index of names conclude to make this book a definitive reference. £65.00

{429} Penrose, Harold. *BRITISH AVIATION : OMINOUS SKIES 1935-1939.*

HMSO, 1st ed., 1980. Viii + 318 pp., photo & other plates. D.j., 22 x 14cm. D.j., has gentle 'wavy' creasing from where it had been in an ill-fitting protective wrapper ; spine of d.j., faded & one small hole from a hole punch to top of inside flap (blank corner) o/w complete ; traces of tape marks to foot of covers o/w V.G.

This volume in the author's monumental history of British Aviation deals with the gripping period of 1935-1939 when nations talked of peace and prepared for war. It was a period when re-armament was woefully inadequate, when aero companies were competing with each other in successfully designing and flying many brilliant new aircraft types, and world record-breakers achieving hitherto impossible speeds, height and distances. It was the age of Spitfire, Hurricane, Wellington, the great flying boats and many fine civil aircraft. £20.00

{430} Pile, General Sir Frederick. *ACK-ACK : BRITAIN'S DEFENCE AGAINST AIR ATTACK DURING THE SECOND WORLD WAR.* 1st ed., 1949. 410 pp.,

frontis., + 27 photo-plates. Green cloth ; 22 x 14cm. Spine faded ; owner's stamp & small label to blank prelims o/w V.G.

In this sought-after book the author aims to give a clear, accurate portrayal of Britain's anti-aircraft defences during the Second World War. It is a story of trial and error, of improvisation and ingenuity, of glaring errors and inspired decisions, and of disputes and agreements in high places. Above all, it is the story of the brave citizens who trained in their thousands and served the guns. The author traces the origins and development of Britain's anti-aircraft system prior to the Second World War. From the beginning of enemy operations over Britain, "Ack-Ack" achieved a new importance in the eyes of authority and public. By the middle of 1942 even Air Ministry scientists acknowledged the fact that our anti-aircraft force constituted the only arm of any Service which could justly claim to be ahead of the

Germans in both technique and equipment. The author has a peculiarly authoritative account to give of actions that were fought in British skies during the Nazi bid for world hegemony – one that might severely shake some popular misconceptions of events at the time. Moreover he casts new light on the planning, controversy and liaison which went on in higher circles among the military and political policy-makers. The author includes forthright pictures of famous personalities with whom he came into contact. £25.00

{431} Revell, Alex. *BRITISH SINGLE-SEATER FIGHTER SQUADRONS ON THE WESTERN FRONT IN WORLD WAR I.* Schiffer, Atglen, 1st ed., 2006. 366 pp., several photo-plates. D.j., marbled e.p.'s ; 29 x 22cm. FINE.

This is the story of the single-seater fighter operations over the Western Front flown by the fighter pilots of Great Britain and her Commonwealth. Along with their opposite numbers from Germany and her allies, these pilots of the RFC, the RNAS and later, the RAF, were the world's first fighter pilots. The Great War saw the advent of a new type of warfare. For the first time in history the aeroplane was to play an important and vital role in the pursuit of war. The stalemate of trench warfare on the Western Front, where trenches stretched from the coast of Belgium to the borders of Switzerland, saw aeroplane reconnaissance as the only way to observe the activities of the opposing side, a task previously carried out by cavalry. It was imperative that these two-seater observation / reconnaissance aeroplanes were prevented in carrying out their vitally important tasks and destroyed - in effect to deny the enemy his 'eyes.' Fast 'fighter' aeroplanes were used to carry out this task, which led to each side attempting to protect their reconnaissance aeroplanes with fighter aeroplanes of their own. It was the beginning of a new type of warfare - aerial combat. £60.00

{432} Ries, Karl. *THE LUFTWAFFE : A PHOTOGRAPHIC RECORD 1919 - 1945.* 1st Eng. ed., 1987. 240 pp., 524 photo-ills. D.j., 25 x 19cm. FINE.

With over 500 photographs (mostly previously unpublished) and detailed text and captions, this is a record of the Luftwaffe's clandestine origins, rise, trial by combat and ultimate decline. Based on extensive research in war diaries, and operational and combat reports, the author presents the real life of the Luftwaffe. Each chapter deals with a phase in German airforce history from underground work to Spain, Poland, the 'phony war', operation 'Weser Exercise', France and England, the Balkans, Greece, Crete, the Mediterranean, the Eastern Front, N. Africa and war over German skies. £25.00

{433} <> Robinson, Douglas. *THE ZEPPELIN IN COMBAT : A HISTORY OF THE GERMAN NAVAL AIRSHIP DIVISION, 1912 – 1918.* Foulis, FIRST EDITION, 1962. Xiv + 417 pp., 50 photo-plates + various diagrams & charts + 2 fldg., plates. D.j., 22 x 14cm. Owner's sig., & date to a blank prelim ; small tape marks to free e.p.'s o/w Nr.FINE.

Almost half of the 162 rigid airships ever built served with the German Navy in World War I. This book unfolds the fantastic story of their reckless attacks on England when all too many of the fragile giants, filled with inflammable hydrogen, fell an easy prey to the incendiary bullets of defending British aeroplanes. They were the first strategic bomber force and their range, endurance and carrying capacity far exceeded those of other aircraft of their day. For years, only fragmentary and inaccurate information was available about the German Naval Airship Division and its accomplishments – until the fortunes of war placed all the official records of the German Navy in Allied hands in 1945. These documents, along with the assistance of former German naval airship men, form the basis for this first objective and authoritative study of the German Navy's Zeppelins in World War I. 1ST EDITION. £40.00

{434} Ross, David. & with Blanche, B. & Simpson, W. 'THE GREATEST SQUADRON OF THEM ALL' : THE DEFINITIVE HISTORY OF 603 (CITY OF EDINBURGH) SQUADRON, RAUXAF : VOLUME I : FORMATION TO THE END OF 1940 ; VOLUME II : 1941 TO DATE. 2 Volumes Complete, *Grub Street*, 1st eds., 2003. Vol. I : Xv + 384 pp., numerous photo-ills., + 3 maps. Vol. II : Xv + 416 pp., frontis., + numerous photo-ills., + 1 map. Both Vols. : D.j., 25 x 17cm. Small closed tear to d.j., on Vol. II o/w FINE. Both Vols., are Signed by the Authors David Ross and Bruce Blanche. Vol. I has also been Signed by a one time CO of 603 Squadron, Alasdair Beaton.

This is a highly authoritative two-volume study of 603 (City of Edinburgh) Squadron RAuxAF, based on the Squadron archive, Public Record Office documents, letters, and diary and logbook entries. Volume One takes the reader through the early years of what was initially a bomber unit with its colourful characters, through the Phoney War, during which 603 destroyed the first enemy aircraft over British soil since World War I, and into the Battle of Britain. Here, extensive detail on the personnel involved is provided in the form of pen-portraits of each pilot, many of them fascinating characters who became household names, including amongst others, Richard Hillary, Gerald Stapleton, Black Morton, Rusty Rushmer and Bubble Waterston. The outstanding achievements of pilots and ground crew are presented as a day-by-day commentary and analysis which centres on the sacrifices made during those all too hectic days. Volume Two introduces new personalities of great character and covers the great variety of operations which 603 undertook after the Battle of Britain, and their pivotal role in taking the offensive to the enemy throughout 1941. The Squadron also played a vital part in the defence of war-torn Malta, which is recorded in great detail. There followed anti-shipping strikes by the Beaufighters of the unit before the return to England and Spitfires once again for operations mounted in support of bombers and against V2 launch sites. Post-war 603 Squadron returned to its auxiliary status and was re-equipped with Spitfires before converting to DH Vampire jets prior to disbandment in 1957. Happily reformed, the story ends with a description of the Squadron's role in the modern-day Royal Auxiliary Air Force and specifically Operation Iraqi Freedom. In both volumes a wealth of photographs is included, most previously unpublished, and an exhaustive list of appendices unearths much new information. Both volumes are SIGNED by the AUTHORS, David Ross and Bruce Blanche. Volume I has also been SIGNED by a one time CO of 603 Squadron, Alasdair Beaton. TWO VOLUMES : £60.00

{435} Sage, E. Helene. THE CLAY PIGEONS : A B-17 PILOT'S STORY OF WORLD WAR II. *Schiffer*, Atglen, 1st ed., 2011. 158 pp., frontis., + various photo-ills., ills., + charts, including some cold., photo-ills. D.j., marbled e.p.'s, 23 x 16cm. FINE.

This book is centred around the author's father's World War II diary. Robert C. Sage was a B-17 pilot who flew twenty-nine missions out of Thurleigh, England, as a member of the 8th Air Force, 306th B.G., 367th B.S. (The Clay Pigeons). It is accompanied by four chapters describing his life before and after the war, as well as archival photographs, appendices, and extensive notes identifying the individuals and events mentioned in the diary (April-September, 1944, including D-Day missions). This record has lain dormant for over sixty years and was recently uncovered. It is a valuable contribution to the history of the Mighty Eighth and its participation in World War II. £25.00

Books make the best Christmas gifts

**Signed by the Author and 11 Crew Members of No. 622 Squadron –
two of whom were Awarded the DFC in the Second World War**

**{436} ◇ Sandall, Howard J. “WE WAGE WAR BY NIGHT” :
AN OPERATIONAL AND PHOTOGRAPHIC HISTORY OF NO. 622 SQUADRON
RAF BOMBER COMMAND.** Schiffer, Atglen, 1st ed., 2011. 304 pp., cold., frontis., + numerous photo-ills., &
ills., some cold., + a cold., map. D.j., 28 x 22cm. FINE. Signed by the Author and Eleven 622 Squadron Crew on the title-page,
2 of whom were awarded the DFC.

622 Squadron was just one of many Bomber Squadrons whose airmen carried out nightly missions, putting their “lives on the line” for King and Country during World War II. This account is relayed through the memoirs, diaries and letters of the men and women who fought and died throughout this dark period. These young men came from all parts of the Commonwealth to unite under the banner of freedom and democracy. By wars end, they had forged themselves into one of the most formidable fighting forces in the history of air warfare. This is a particularly collectable copy because it has been Signed on the title-page by the Author and Eleven 622 Squadron Crew, Two of whom were awarded the DFC and are mentioned in various places in the book : F/Lt. John L. Cox, DFC, RAF, is mentioned throughout Chapter 15 where it records how he and his crew “completed a full tour of operations with 622 Squadron from August 1944 to January 1945. F/Lt. Cox was awarded a well deserved DFC for bringing his Lancaster home after he had sustained injuries on a mission to Homberg in November 1944.” The chapter contains a clear photograph of Cox as well as his personal account of another mission in December 1944. For F/Lt. Thomas John Maxwell, DFC (Immediate), RAF, the book contains citations for his immediate award of the DFC. He carried out numerous sorties against Stuttgart and other heavily defended German targets, throughout which Maxwell was reported by his Commanding Officer as “applying his skill as a Gunnery Officer with outstanding ability...with complete disregard to personal safety and outstanding gallantry.” On the night of the 15th / 16th March, 1944, Maxwell was shot down, made an escape and immediately reposted for further operational duty as an Air Gunner. He was also reported as missing on his sixth operational flight. Maxwell wrote the Foreword to this book and is mentioned on eight separate pages, along with a couple of photographs of himself. Signed by the Author, 11 Squadron Crew Members, including Two Receivers of the DFC. £ 150.00

**{437} Schmäling, Bruno. & Bock, Winifred. ROYAL PRUSSIAN
JAGDSTAFFEL 30.** Aeronaut Books, CA, 1st ed., 2014. 208 pp., 158 photos, 56 cold., profiles + 3 paintings. Laminated boards ; 29 x 22cm. Brand New (still in cellophane wrapping) MINT.

“Royal Prussian Jagdstaffel 30 was established December 14, 1916 and allocated to the German 6th Army, facing the British Army Air Service in 1917 and 1918. The unit achieved 64 aerial victories and lost eight pilots in aerial combat ; another six died in airplane crashes without enemy involvement. Written by two German authorities in the field of World War I aviation the book presents the detailed and unique history of this German fighter unit. The book is based on interviews with and information from four former members of Jagdstaffel 30 that were done by one of the authors in the 1970s, unpublished German documents, daily German Army Reports of the activity in the air, personal rosters, and information from allied sources. The book also contains a detailed war dairy excerpt and - never published before - the complete logbook of one of the unit's pilots. The colour profiles in the book are based on the recollections of the former members of Jagdstaffel 30, period photographs, and original German documents.” The book closely examines the young German pilots, who were far

from the stereotype of the 'stiff neck Prussian,' their adventures, their personalities, and their dangerous missions. £40.00

{438} Smallwood, Hugh.

SPITFIRE IN BLUE.

1st ed., 1996. 158 pp., profusely illustrated with cold., + b&w photo-ills., + ills. D.j., 28 x 22cm. Part of a business card belonging to a Consulting Engineer USA FAA I/A, pasted to f.f.e.p.) o/w FINE.

Flying unarmed Photo-Reconnaissance Spitfires in 1945 was no easy task. You were alone, hundreds of miles into enemy airspace and over the target, flying straight and level and concentrating on your camera-work, you were a sitting duck. Your job was to get the pictures home, not indulge in fighter-style antics – but sometimes there was no choice. This book follows the course of a typical PR Spitfire and reveals one of the most under-exposed aspects of Spitfire operations in World War Two. It also discovers a different breed from the stereotypical Spitfire pilot – a meticulous navigator, a self-reliant survivor, a lonely, high altitude thinker whose shots were fired with a camera and whose intelligence was absolutely vital. Profusely illustrated. £20.00

{439} Smith, Peter C.

DIVE BOMBERS IN ACTION.

1st ed., 1988. 160 pp., frontis., + b&w photo-ills. + ills. D.j. 28 x 22cm. Nr.FINE.

The dive-bombers, as operated by all the combatants in World War II, is the subject of this action-packed book. Included are the ideas behind the aircraft, the experimental work, trials and improvisations, as well as detailed accounts of the operations of dive bomber squadrons in all theatres of the war. The theory and practice of dive bombing are explained as well as the methods and experiences of each of the major protagonists. Including many first-hand accounts. £20.00

{440} Spate, Wolfgang.

TOP SECRET BIRD : THE LUFTWAFFE'S ME-163

COMET. Montana, 3rd printing, 1995. Vi + 270 pp., photo-ills., + ills. D.j., 26 x 18cm. FINE.

This book explains how Germans designed, constructed, tested and mass-produced a revolutionary aircraft – the Luftwaffe's Me-163, known as the "Comet" which used an internal rocket to gain flying speed before returning to earth as an unpowered glider. £25.00

{441} Stenman, Kari. & Holda, Karolina.

FINNISH FIGHTER COLOURS 1939

– 1945. TWO VOLUMES. Stratus / Mushroom Model Publications, Poland. 2 VOLUMES. Vol. I. : 1st ed., 2014. 208 pp. Vol. II : 1st ed., 2015. Pp., 210 – 416. Both Vols. : Numerous photo-ills., a few cold., + cold., ills. Laminated boards ; 30 x 21cm. FINE.

This two-volume publication provides an in-depth history of the colours and markings of Finnish Fighter aircraft deployed during World War II. Camouflage and markings of the fighters, which were obtained from France, the USA, Germany, the UK and the USSR, are described in unparalleled detail by the well-known Finnish aviation expert Kari Stenman. The work features many previously unpublished photographs, and specially commissioned colour profiles. A rarely documented aspect of World War II history. 2 Volumes : £50.00

{442} Täger, Dr. Hannes. (Ed., with Commentaries).

CARL MENCKHOFF :

REMINISCENCES OF WAR AND CAPTIVITY ; A KNIGHT OF THE POUR LE MÉRITE REPORTS.

Aeronaut Books, Indio, CA, 1st ed., 2013. 304 pp., 208 photo-ills, 14 of which are cold., + 9 ills., + maps + colour profiles. Laminated boards ; 29 x 22cm. Brand New (still in cellophane wrapping) MINT.

This is the story of one of Germany's great aces of World War I, who scored 39 victories and was awarded the Pour le Mérite, Imperial Germany's highest award. Moreover, this story does not end with the war, but continues until today with the touching story of two families, the Menckhoffs and the Averys, uniting years after Menckhoff's last combat when he was

downed by fledgling American pilot Walter L. Avery of the 95th Aero Squadron. Much of the story is in Menckhoff's own words but to complete the picture and put it in perspective, further information on Menckhoff and the Menckhoff family is provided by the editor. To make the story accessible to the greatest audience, the text is presented in both German and English. Generously illustrated with photographs, drawings and colour profiles. £40.00

{443} Taylor, Geoff.

THE NUREMBERG MASSACRE.

1st ed., 1980. Xii + 176 pp., photo-plates. D.j., 22 x 14cm. FINE.

On the night of 30 March 1944 when Nuremberg was attacked, the author was imprisoned at Stalag IVb in Germany, having already been shot down and captured on 18 October 1943. He first heard of the event on the illicit BBC news service the following night. His interest was stimulated further when, as a reporter for one of the camp's hand-lettered wall-newspapers, he interviewed a number of Bomber Command aircrew who had survived what they sardonically referred to as 'the Nuremberg massacre'. *How could such a thing have happened?* This book takes a retrospective – and therefore, perhaps, more objective – look at the events surrounding that terrible night. Based on personal accounts of participants and both official and unofficial reports, the author presents various perspectives. £20.00

{444} Taylor, John W. R. & Young, Susan.

PASSENGER AIRCRAFT AND

AIRLINES. New Jersey, new ed., 1977. 152 pp., numerous cold., + b&w photo-ills., & ills. D.j., 29 x 22cm. Nr.FINE.

This is an informative handbook of aviation that includes over three dozen civil aircraft and more than one hundred airlines. All are featured with photographs or beautifully drawn illustrations to make recognition very simple. The text includes all the important details about the planes and their operators, and the aircraft and airlines are listed in alphabetical order for easy reference. £20.00

{445} Vannin, Skianyn.

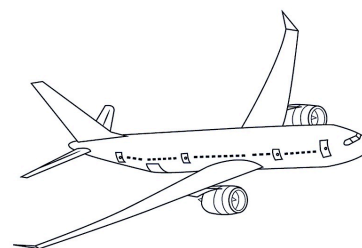
WINGS OF MANN : THE STORY OF MANX

AIRLINES. *The Manx Experience*, Douglas, 1st ed., 1997. 144 pp., numerous cold., + b&w photo-ills., + ills. Laminated boards ; 25 x 19cm. Light bumping to edges o/w Nr.FINE.

This book tells the history of Manx Airlines from 1946 to 1997. During the latter half of the Second World War, Ronaldsway, the Isle of Man Airport, underwent massive growth when 850 acres were commandeered for the creation of a Royal Navy Air Station where aircrew would be trained to operate the complex Barracuda aircraft of the FAA. The Japanese surrender put an end to the hectic training but not before a fine airfield had been created with its pattern of runways and a multitude of buildings, hangars and Nissen huts. Under the Civil Aviation Act of 1946, all scheduled domestic routes came under the control of the UK Division of the newly formed British European Airways Corporation. But the spirit of private enterprise was by no means dead. How the 'independents' struggled to survive is one of the fascinating aspects of post-war aviation and nowhere is it better represented than in the story of Manx aviation which is superbly described and illustrated here. SCARCE. £40.00

BOOKQUOTE : *“Second-hand books are wild books, homeless books ; they have come together in vast flocks of variegated feather, and have a charm which the domesticated volumes of the library lack. Besides, in this random miscellaneous company we may rub against some complete stranger who will, with luck, turn into the best friend we have in the world.”*

Virginia Woolf, *Street Haunting*



History of the 367th Heavy Bombardment Group – complete with RARE Supplement

{446} ◊ Walker, James W. ***THE LIBERANDOS : A WORLD WAR II HISTORY OF THE 376TH BOMB GROUP (H) AND ITS FOUNDING UNITS. Together with : Morris E. Mansell's Crew. & Tennant, Otto A. (Ed.). SUPPLEMENT TO THE LIBERANDOS : A WWII HISTORY OF THE 376TH HEAVY BOMBARDMENT GROUP AND ITS FOUNDING UNITS WRITTEN BY CAPTAIN MORRIS E. MANSELL'S CREW, EDITED BY OTTO A. TENNANT.*** Two Volumes. Main Vol. : 376th Bombardment Group, Veterans Association, Inc., 1st ed., 1994. Xxv + 613 pp., numerous photo-ills., + some maps + cold., plates. D.j., 28 x 22cm. FINE. Supplement : N.p., (1st ed., 2001). 109 pp., various photo-ills. Red cloth ; gilt ; 28 x 21cm. Small stamp inked out & numerals on f.f.e.p., o/w FINE. Signed Presentation Copy by the Editor (DFC and Air Medal) reading "Hope the residents of Scottish Rite Park enjoy the history of our crew in WWII, Otto A. Tennant Aug 21, 2001"

This is the story about the men of the 376th Heavy Bombardment Group, one of the most famous and heavily decorated units of World War II. It is derived from the personal documents, letters and words of its veterans, as well as from official records. The 376th is best known as the group which led the low level attack on the Ploesti refineries on August 1, 1943, and the group to which the ill-fated B-24 "Lady Be Good" belonged before becoming lost in the Sahara Desert, remaining undiscovered for sixteen years. Both events are related in full in this book, updating and correcting earlier written accounts. The 376th was unique in that it was the only American heavy bomb group activated in overseas combat. It was the first American unit to bomb "Fortress Europe" and the first group to be based on the European continent. Its parent was HALPRO, a secret select B-24 unit with hand-picked crews whose original mission was to bomb Tokyo from Chinese bases. The story of HALPRO is detailed here for the first time. The group flew 451 combat missions, was awarded three Distinguished Unit Citations and earned fifteen campaign awards. The book includes tables listing all missions, with analyses of each mission. It contains over 500 pictures, most of which are previously unpublished and from the collections of group members. The Supplement Volume is EXTREMELY RARE (even the official historian for the 376th Heavy Bombardment Group tells us he has never seen a copy.) After the main volume was published there was much discussion within the Group as whether or not to publish a second edition which (a) corrected errors, and (b) added additional material. In the end the Association decided not to publish a second edition, to leave the original volume untouched, and to issue an unrevised reprint. To cater for the substantial additional material, they decided that the best vehicle would be a Supplement. However, the print run for this was very small and copies very rarely come on the market. It is described as "an attempt to write of one crew's history and its missions with the 515th Bomb Squadron or Satan's Kids, of the 376th Bomb Heavy Bombardment Group." As such it records the fifty missions undertaken by Captain Morris E. Mansell's crew together with Appendices containing 'Photographs of Crew in the United States and at San Pancrazio, Italy' ; 'Leaflets Distributed Over Enemy Lands' ; and a second appendix providing biographies of crew members. The Supplement is a Signed Presentation Copy from the Editor, Otto A. Tennant, who was a member of Mansell's Crew and was awarded the DFC and Air Medal – 2 Oak Leaf Cluster, European ribbon with 5 battle stars. His inscription reads "Hope the residents of Scottish Rite Park enjoy the history of our crew in WWII, Otto A. Tennant Aug 21, 2001." **No copy of Supplement on COPAC ; only 1 copy on OCLC.** £450.00

BOOKQUOTE : "What is reading but silent conversation." Walter Savage Landor

{447} Wall, Robert.

AIRLINERS. 1st ed., 1980.

256 pp., cold., + b&w photo-ills., + ills. D.j., 30 x 23cm. FINE.

The author details the meteoric rise of the airliner from its humble beginnings on a beach in North Carolina, through the first passenger services, the stately airships, the long-range mail routes, the great pre-war flying boats and the post-war aviation boom to the wide-bodied jets and the latest supersonic swing-wing designs of the 1980's. He also covers the development of the airport, the black boxes, air crashes, the first air hostesses and airline catering. Featured in the wealth of illustrations are posters, baggage tags, tickets and menus. £25.00

{448} Weatherill, David. ***ACES, PILOTS & AIRCRAFT OF THE 9TH, 12TH & 15TH USAAF.*** Kooaburra Technical Publications, Melbourne. 1st ed., 1978. 144 pp., numerous photo-ills., + various cold., plates. D.j., 29 x 22cm. FINE.

An important contribution to the history of World War II in the air, this book is a biographical survey of a unique and almost unknown group of American fighter aces and pilots who fought over the Middle East and Europe. Profusely illustrated with 237 exceedingly rare black-and-white photographs from the pilots' own collections, it lists scores of aces, shows individual markings on the aircraft, and features 16 pages of colour photographs and colour paintings of strikingly decorated aircraft that the aces flew into combat. £35.00

{449} Wheeler, Barry C. ***MILITARY AIRCRAFT MARKINGS & PROFILES.***

Guild Ed., 1990. 191 pp., frontis., + cold., ills., & cold., + b&w photo-ills. D.j., 30 x 22cm. Small mark to front cover o/w Nr.FINE.

Featuring 140 aircraft and 850 full colour illustrations and photographs, this book traces the story of military aircraft markings and camouflage from World War I to 1990. Each illustration has been carefully selected to show how the markings and colour schemes have evolved, influenced by the aircraft's military role and mission capability. £20.00

{450} Workman, Capt., ***FLYING PLANES & FLYING BOATS : THE U.S. COAST GUARD AND EARLY NAVAL AVIATION.*** Naval Institute Press, Maryland, 1st ed., 2012. Xx + 322 pp., numerous photo-ills., + some ills. D.j., 26 x 18cm. FINE.

From its birth in 1911 through the end of World War I, the early history of naval aviation was shared by pioneers from all three branches of the sea services : Navy, Marine Corps, and Coast Guard. During this period, all naval aviators flew Navy aircraft on Navy missions from Navy ships and air stations, commanded by Navy and Coast Guard aviators. Working as a unified team, the three sea services nurtured naval aviation from its humble beginnings to a force needed to fight in a war. With nearly 300 vintage photographs, this book presents a complete picture of naval aviation's rapid development between 1911 and 1938. It sheds new light on the inventions of the float plane and flying boat and why the flying boat was considered more seaworthy and reliable. £30.00

In place of our usual Christmas card, this year we are enclosing a bookmark which we trust will be useful throughout the year. We would, however, like to take this opportunity of wishing all our customers A VERY MERRY CHRISTMAS and a HAPPY NEW YEAR. Our sincere thanks for your valued custom during 2016 ~ we look forward to providing you with fine & rare books in 2017. You may also enjoy a visit to our website :

www.marinecannon.com

Nautical, Military & Aviation

Ephemera

We have pleasure in offering for sale a selection of Ephemera :

Naval & Maritime : Page : 148
Military : Page : 156
Aviation : Page : 158



All items with the prefix "V" are subject to VAT at the standard UK rate of 20% which is included in the price shown, payable by all UK customers and those living in other EC countries who are not registered for VAT/TVA. (If you live in an EC country other than the UK and you are registered, please advise your Registration Number when ordering). For those living outside the EC, 20% can be deducted from the price shown on 'V' items. An asterisk * will be displayed alongside such prices.

Items with the prefix "Z" are zero-rated – VAT does not apply.

Section One : Nautical Ephemera

{V451} **FOUR MANUSCRIPT LETTERS ADDRESSED TO CAPTAIN WALTER BATHURST, R.N., FROM (1) : CHARLES MANNERS-SUTTON, 1ST VISCOUNT CANTERBURY, JUDGE ADVOCATE GENERAL. (2) J. A. OLDHAM, JUDGE ADVOCATE GENERAL'S OFFICE. (3) WILLIAM CARNEGIE, EARL OF NORTHESK, THIRD-IN-COMMAND UNDER NELSON AND COLLINGWOOD AT TRAFALGAR. (4) HENRY JOHN TEMPLE, THIRD VISCOUNT PALMERSTON, SECRETARY AT WAR. ~ ~ ~ ALL CONCERNING CAPTAIN BATHURST'S CALL TO BE A WITNESS AT THE COURT-MARTIAL IN 1815 OF LIEUTENANT GENERAL SIR JOHN MURRAY, EIGHTH BARONET, WHOSE CONDUCT IN 1813 WAS CONDEMNED BY WELLINGTON AND ADMIRAL BENJAMIN HALLOWELL.**

2 ALSs (Autograph Letter, Signed) & 2 LSs (Letter, Signed). (1) : **Manners-Sutton**, L.S., folio, 28/12/1814. 1 side, with subject & date in Bathurst's hand on verso. (2) : **Oldham**, A.L.S., 23 x 18cm. 31/12/1814. 1 side, with subject & date in Bathurst's hand on verso. (3) : **Northesk**, A.L.S., 24 x 19cm. N.D. "Rec'd. 1815" (Bathurst). 1 side, 2 blank sides, + address panel, Bathurst's note, & part of Northesk's seal. (4) : **Palmerston**, L.S., folio. 27/3/1815. 1 ½ sides + Bathurst's note. **ALL** : 2 closed tears (Northesk & Palmerston) without loss, o/w fox-free (except for very slight browning around a couple of edges); fresh, crisp & V.G. +.

Sir John Murray (1768?-1827) was an army officer with extensive service behind him by 1813. He had commanded the 84th foot at the capture of the Cape in 1796, saw service in India and the Red Sea, and while in Aden in 1800 he was appointed quartermaster-general of the Indian army and proceeded to Egypt, crossing the desert to Cairo and descending the Nile. He served under Wellesley at Poona in 1803 but his superior found he lacked self-confidence and was inefficient. After service with Sir John Moore, he again joined Wellesley's army in Portugal in 1809. Wellington rejected Murray's application to join the Peninsular army, and in 1812 was appointed to the army in Sicily under Lord William Bentinck. In late February 1813 Murray arrived at Alicante and took command of a motley

force of British, Sicilians, and others. Wellington suggested he recapture Tarragona but Murray delayed indecisively. The French attacked Murray at Castalla and Murray defeated them but failed to take advantage of his victory. On 31st May he disembarked his force of some 12,000, chiefly Spaniards (only 4,500 were British and German) before reaching Tarragona. He displayed nervous indecision before hastily re-embarking his troops on 12th June, leaving some guns and stores behind. Instead of obeying instructions to proceed to Valencia to support the Spaniards, he landed his men at the Col de Balaguer where Bentinck arrived four days later and assumed command. Wellington (and the public back home) was furious with Murray's disregard of his instructions, and with his sacrifice of guns and stores. Admiral Hallowell, who commanded naval forces at Tarragona, also complained of Murray's conduct, and government ordered a court-martial and Murray was sent home. After a long delay Murray was arraigned at Winchester on the 16th January 1815 before a number of distinguished officers. He was charged with alleged unmilitary conduct, neglect of duty and disobedience to Wellington's written instructions, and neglect of proper preparations for re-embarking his troops. Murray tried to lie his way out of it and to blame others. After sitting for 15 days, Murray's falsehoods, apparently paralysing his accusers, he was acquitted on all charges except for abandoning the guns and stores, for which he was sentenced to be admonished. The Prince Regent, however, dispensed with the admonition and in 1816 Murray was awarded a GCH and he demanded a medal for Castalla and a red riband 'to cancel former injuries'. Sir John Fortescue (in his *British Army*) suggests that from the start, Murray had been under the protection of the Court, and confirms the verdict of contemporary critics : 'He (Murray) must be pilloried by history without mercy as a cowardly and dishonourable man, unworthy to hold his Sovereign's commission, or to wear the red coat of a British soldier.' To this piece of theatre, Captain Walter Bathurst, RN (1764?-1827) was called as a witness. Bathurst had a long and distinguished naval career (see his ODNB entry) and, under Codrington at Navarino in 1827, his ship in the heart of the battle, sustained considerably more dead and wounded than any other ship. Bathurst himself was killed on the quarter-deck and was hailed as 'a brave and kindly captain, beloved of his entire crew'. The first letter from the Judge Advocate General's Office in Downing Street, 28th December 1814, is from Charles Manners-Sutton, 1st Viscount Canterbury (1780-1845), a Tory politician who held this post from 1809 to 1817, and went on to become a Speaker of the House of Commons, 1817-1835. He writes to Captain Bathurst : "*Sir, A General Court Martial being appointed to be holden at Winchester on Monday the 16th day of January next at 10 o'clock in the morning for the trial of Lieutenant General Sir John Murray Bart. upon charges preferred against him, and it having been represented that your testimony will be material in support of the Prosecution, I am to desire you and you are hereby summoned to give your Attendance at the said Court Martial in order to your being examined as a Witness ...*" The letter is addressed to 'Captain Bathurst late of H.M. Ship Fame.' The second letter, also addressed from Downing Street, this one dated 31st December 1814, is from J. A. Oldham, an official at the Judge's office, acknowledging Bathurst's reply to the first letter, and advising Bathurst that any application for expenses must be made to the Secretary at War after the trial is over. The third letter is the most important in that it is written and signed by William Carnegie, 7th Earl of Northesk (1756-1831), a naval officer who was third in command under Nelson and Collingwood at the Battle of Trafalgar in 1805. In command of the *BRITANNIA*, in the weather line led by Nelson, he was early in the action and remained closely engaged to the end, sustaining a loss of 52 killed and wounded. Northesk, for his conduct during the fight, and subsequently rescuing crews from prizes ordered to be destroyed in the rising storm, brought him high praise from Collingwood and the award of Knight of the Bath. He made Admiral in June 1814. He writes to Bathurst hoping he will be

able to accompany him after the Court Martial is over (for the week), “*and I will bring you in again early on Monday morning (to Winchester). I am dear Sir, Most Sincerely Yours, Northesk.*” Upon his death in 1831, Lord Northesk was laid to rest in the crypt of St. Paul’s near to Nelson and Collingwood. The final letter is from John Henry Temple, 3rd Viscount Palmerston (1784-1865), dated War Office, 27th March 1815. Palmerston, later a Prime Minister in the Victorian era, was at this time Secretary at War, and writes to Captain Bathurst at 4, Crawford Street, Portman Square. Palmerston is acknowledging Bathurst’s letter regarding his expenses for attending Murray’s trial – “*the hire of a Post Chaise, including Drivers & Turnpikes, to Winchester, & half the expense of one on returning, when you were accompanied by Capt. Withers, and likewise for an allowance of fifteen shillings a day from 15th January to 8th February last.*” Palmerston adds that as these rate are calculated for Field Officers of the Army, Bathurst’s claim should be made through the Lords of the Admiralty. The letter is signed “*Palmerston*”. An interesting batch of letters to a distinguished captain in the Royal Navy – the only British captain to be killed at Navarino – from three politicians (including, subsequently, a Prime Minister), and a high-ranking veteran of Trafalgar from whom any letters are scarce – all concerning the infamous military Court-Martial of Lt.Gen. Sir John Murray. £800.00*

{V452} <> A FINE & RARE FRENCH HAND-COLOURED PEN & WASH ENGRAVING, SHOWING A FRENCH ARMED CUTTER ENGAGING A BRITISH FORE-AND-AFT SCHOONER.

N.P. (Paris ?), c.1793. Hand-coloured pen & wash engraving. Image : 15 x 11cm (6” x 4 ½”) ; overall : 19 x 16cm (7 ½” x 6 ¼”). At one time, the plate has been affixed in an album perhaps, using sellotape on the back. This has soaked through and impregnation the upper edge & first line of text. The verso of the plate has received some old repairs / reinforcing, but o/w it is clean and sound, with crisp fresh colours, & V.G.

A fine French hand-coloured pen & wash engraving depicting an early minor engagement between an armed French cutter and a British fore-&-aft schooner under the Red Ensign. Both vessels are alongside each other and French sailors with cutlasses and pistols are about to board the schooner amongst cannon smoke. British sailors with cutlasses are posed to repel boarders, while one killed, falls over the stern. The picture was drawn by the French artist Labrousse who was active in the late 18th century ; and engraved by Félix Mixelle (1763-1837). The lettering at the head of the picture reads : “*PILOT, Enseigne, Commandant le Lougre de la Republique, le Book.*” (Lougres were normally luggers, used by both the French and the English in naval warfare. Sometimes topsails were added – one is to be seen here – but this French vessel is single-masted). The lettering below reads : “*Mes Camarades, ne craignes point le nombre des ennemis nous en aurons plus de gloire á les vaingre. Le 5 September 1793, V.S.*” (Version Française). This roughly translates : ‘My Comrades, do not fear the number of the enemy, we will have more glory and will vanquish them.’ The engagement took place the day before the Reign of Terror broke out in France, during which tens of thousands were guillotined across the country. Presuming this engagement to be a French victory, it is telling that a fight between two tiny vessels would be celebrated in an engraving. According to James, during 1793, British cruisers captured or destroyed 140 armed French vessels (52 naval, of which 30 were added to the British fleet) ; whereas the Royal Navy lost only 4 vessels, the largest being a 32-gun frigate, so this schooner was probably one of the other three. At this period, if any French captain hauled down his colours to an enemy however numerous, unless his ship was sinking, he was deemed a traitor and would face the guillotine on his return to France. An attractive and RARE French engraving of 1793. (See the illustration on the front cover of this catalogue). £240.00*

was sold to make furniture and other souvenirs. Her bell is in Blackpool Town Hall. The first of the three photographs in this contemporary Supplement, shows *FOUDROYANT* drifting ashore on the day she was wrecked. The second photograph shows her crew of eighteen on the deck of the wrecked ship, posing with several life-belts, the words 'Remember Nelson' above them. The final picture shows the Blackpool lifeboat leaving the wreck in stormy waters having just rescued all hands. SCARCE. £35.00

{V456} DOULTON LAMBETH WATER JUG DEPICTING LORD NELSON : A SOUVENIR FROM THE NELSON CENTENARY OF 1905. Doulton Lambeth, Burlsem, 1905. Impressed, signed & numbered to base. 15cm (6") tall. MINT. PHOTOGRAPH AVAILABLE ON REQUEST

Between 1878 and 1882, Henry and James Doulton acquired a major interest in the Pinder Bourne factory in Nile Street, Burlsem, Stoke-on-Trent, and changed the name to Doulton & Company, Burlsem. From 1902 to 1922 the firm adopted this mark in order to commemorate the grant of the Royal Warrant by King Edward VII. Royal Doulton's roots go back to 1815 when John Doulton, Martha Jones, and John Watts established their factory at Vauxhall Walk, Lambeth, London. They originally specialized in manufacturing stoneware, decorative bottles, and salt glaze sewer pipes. The firm took the name Doulton in 1853 and Royal Doulton after Edward VII gave his patronage. In 1905, Britain and her vast Empire commemorated the centenary of the victory at Trafalgar and the death of Lord Nelson. Souvenirs poured forth in every imaginable medium from paper and books to silver and jewellery ; from wood and copper to china and ceramics. This water jug has a portrait of Lord Nelson surrounded by flags, cannon and cannon balls ; the dates '1805' and '1905' either side of the circular portrait. This example is in exceptional condition. £450.00*



{V457} <> A MATCHING PAIR OF BRASS CANDLESTICKS MADE FROM THE RECOVERED SCREW OF THE CRUISER H.M.S. "VINDICTIVE", SUNK AS A BLOCKSHIP DURING THE RAID ON ZEEBRUGGE IN 1918. C.1920. Two brass candlesticks, engraved with lettering around bases. 19.5cm tall (7 3/4"). FINE.

In 1918, German-occupied Zeebrugge was being used by the Imperial German Navy as a U-boat base – a constant threat to British and Allied shipping. On the 23rd April the Royal Navy launched a raid on Zeebrugge, with a concurrent attack on Ostend, using obsolete ships to block the harbour entrance to prevent German ships leaving port. British submarines rammed the viaduct at the same time, cutting off the German garrison from the mole. The attack was led by the old cruiser *VINDICTIVE* of 1897, followed by two Mersey ferries, *IRIS* and *DAFFODIL*. The cruiser came under heavy enemy fire and was forced to land its men in the wrong place. The blockage was only partially successful but the raid was a courageous and daring one with many VCs being awarded that day. The wreck of *VINDICTIVE* was raised on the 16th August 1920 and broken up. These candlesticks date from this time. The bow of the ship is preserved at Ostend as a memorial, and one of her guns is in the Imperial War Museum. Both brass candlesticks are inscribed around their base : "*VINDICTIVE. April 23rd 1918. Made from Recovered Propeller, ZEEBRUGGE.*" SCARCE. £120.00*

{V458} THE TUFNELL COLLECTION OF NAVAL SWORDS. AN ALBUM CONTAINING 36 COLOURED PHOTOGRAPHS. (Liverpool), N.D. 36 cold. photos of various sizes mounted on card, with typed details, contained within plastic sleeves in a black plastic album, 23 x 18cm. FINE.

The late Gordon Tufnell of Liverpool was a collector of naval and maritime books and associated items of all kinds. Among his collection was a number of naval swords of which this is his personal record. The album contains 36 coloured photographs with typed

descriptions. Swords include : Imperial German Navy (Kaiserliche Marine) officer's sword 1888-1918. Weimar Republic (1921-1935) officer's sword made by Alex Coppel Solingen (1860-1945). The Third Reich (1935-1945) Nazi officer's sword made by Weyersburg Kirschbaum & Co. Royal Navy (1829) officer's sword. Royal Naval Reserve sword made by Thurkle of Soho (1876-1899). US Navy sword (1880s) with the name 'Harry T. Smith'. Imperial Japanese Navy sword c.1905. Imperial Austro-Hungarian naval sword with etched decoration on the blade. Italian Navy sword, also etched. Royal Navy dirks and Imperial German Navy and Kriegsmarine dirks, etc. £48.00*

{Z459} THE ALAN VILLIERS COLLECTION : THE LAST OF THE WIND SHIPS (1928-1933). A LIMITED EDITION SERIES OF 33 HAND-FINISHED SILVER GELATINE PRINTS, PRINTED USING THE ORIGINAL NEGATIVES IN THE POSSESSION OF THE NATIONAL MARITIME MUSEUM, GREENWICH.

Atlas Limited Editions, 1st ed., 1998. (24) pp., (+ price list) 33 photo-ills. Pict. c.c. with folded flaps. 30 x 21cm. FINE.

Atlas Limited Editions of London, in company with the NMM, offered for sale 33 of Captain Alan Villiers's famous pre-war photographs taken aboard Erikson's square-riggers racing back from Australia to England via the Horn with their cargoes of grain. The photographs, reproduced to a high standard and limited to 350 copies, sold for between £185 and £200 each. This is an illustrated catalogue of the 33 plates. Photographic views include : Scraping the deck aboard *PARMA*. Second Sailmaker *PARMA*. At the helm aboard *HERZOGIN CECILIE*. Renewing caulking aboard *PARMA*. Out on the yard, *HERZOGIN CECILIE*. Driving sprays on the deck of the *PARMA*. Etc. £25.00

{Z460} Loney, Jack. WRECKS IN THE RIP AND PORT PHILLIP BAY.

Marine History Publications, Geelong, 1st ed., N.D. 73 pp., 34 photo-ills. Pict. c.c., 19 x 14cm. V.G.

Divided into two parts, *Wrecks in the Rip* and *Wrecks in Port Phillip Bay*, the author describes shipping disasters in this part of Victoria, Australia, from 1836 to more recent times. The Rip is the dangerous entrance into the bay and hence to Melbourne, with strong currents, a narrow channel, and a high rocky seabed. It has claimed many ships and the lives of numerous seamen. The book covers all types of vessels from full-riggers and barques, to schooners and steamers. It covers early disasters, 1840-1851, the Gold Rush years 1852-1860 with its clippers ; loss of large vessels between 1881 and 1900, and incidents in the last century. The author also gives account of pilots and lifeboats, and provides a list of wrecks in the bay from 1836 to the post-war era. The emphasis is chiefly on sail. (See Z461) £20.00

{Z461} Williams, Peter J. & Serle, Roderick. SHIPWRECKS AT PORT PHILLIPS HEADS, 1840-1963.

Maritime Historical Productions, Melbourne, 1st ed., 1963. (X) + 91 pp., 46 photo & other plates. Pict. c.c., 21 x 14cm. Covers a little worn, some useful pencil annotations, o/w V.G. (See Z460)

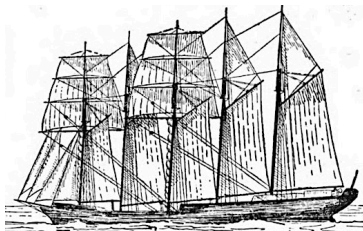
The Heads at the entrance to Port Phillip, Victoria, Australia, has been the scene of many a shipwreck as vessels attempt to negotiate the narrow entrance into Port Phillip Bay and on to Melbourne. The authors give details of all the losses between 1840 and 1963, both sail and steam. Illustrated with 46 plates, vessels include the clipper *LIGHTNING*, full-rigger *EMPRESS OF THE SEA*, the steamer *ROYAL SHEPHERD*, three-masted barque *JOSEPH CRAIG*, four-masted barque *GEORGE ROPER*, steamer *WODONGA*, three-masted barque *GLANEUSE*, three-masted barque *GANGE*, steamer *CHEVIOT*, four-masted barque *HOLYHEAD*, P&O's famous liner *AUSTRALIA*, barque *CRAIGBURN*, etc., etc. £25.00

{Z462} **Greef, Piet de.** **HERINNERING AAN DE DELFZIJLSTER
ZEILVAART.** Groningen, 1st.ed., 1991. 24 pp., 39 photo-ills. Pict. c.c., 30 x 21cm. Inscription on title-page to the late Gordon Tufnell, from a friend in Hamburg, Christmas 1995 ; o/w FINE.

A photographic record of the days of square-riggers in the Dutch port of Delfzijl, a province of Groningen in the north-east of the Netherlands. Includes views of the *PARMA*, *PEKING*, *JOHANNA TE VELDE*, *HOICHE*, *PEIHO*, as well as smaller vessels and general scenes of the port with many deep-sea square-riggers in view. £25.00

{V463} **TWELVE ITALIAN POSTCARD-SIZE PHOTOGRAPHS OF
SQUARE-RIGGERS FROM THE ARCHIVE OF THE LATE DR. JOHN NAYLON.**
12 photos., 1986. Collezione : Luciano L. Garaventa, Genova. 15 x 10cm. FINE.

Twelve photographs from the archive of the late Dr. John Naylon of Keele University, being views from the collection of Luciano L. Garaventa in Genoa. These twelve fine views show : (1) Three-masted barque *MARIA* under construction in 1893. (2) Launch of the three-masted barque *CAV. LUIGI D* in 1892. (3) Barquentine *IV NOVEMBRE* at anchor. (4) Three-masted barque *GIUSEPPE* under construction in 1891. (5) Three-masted barque *VERDI* in port at Dunkirk in 1904. (6) Launch of the full-rigger *SATURNINA FANNY* in 1891. (7) Four-masted barque *ITALIA* being towed by a steam tug. (8) Four-masted barque *ITALIA* in the process of dropping anchor. (9) Full-rigger *AUSTRALIA* under construction in 1894. (10) Three-masted barque *PASLINA* at anchor, drying her sails. (11) Four-masted barque *REGINA ELENA* in a graving dock. (12) Five-master *PATRIA* with an unusual rig that defies



naming altogether. There are gaffsails on each mast, and the fore and mainmast (the first and third masts) have each four square yards as well. These set ordinary double topsails and single topgallant sails, and the lowest yard carries also a sail which is set or furled by being pulled sideways along the yard or pulled back into a bundle lying up and down the mast. She appears to be a schoolship (German ?) and lies at anchor. All twelve photographs

are in FINE condition, each carries Garaventa's stamp on the verso.

£60.00*

{V464} **AN ORIGINAL PHOTOGRAPH OF THE BOWS OF THE CLIPPER
"CUTTY SARK" IN A LONDON GRAVING DOCK IN 1951.** Richard M. Cookson photograph,
Preston, Lancs. Inherited by the late Dr. John Naylon, Keele. 16 x 12cm. FINE.

A splendid view of the bows of the tea clipper *CUTTY SARK*, taken from the bottom of a London graving dock in 1951 by the sailing ship expert, Richard M. Cookson. Built on the Clyde in 1869 for the China tea trade, *CUTTY SARK* was forced to turn to the Australian wool trade as the opening of the Suez Canal took its toll on the clippers. Eventually she was sold to Portuguese buyers until she was bought by a retired sea captain in 1922 and used as a training ship. In 1938 the Thames Nautical Training College purchased her, but by 1950 they no longer required her as a cadet ship and she went to Greenwich in 1954 to be preserved in her present berth. From February to October 1951 – the period this photograph was taken – *CUTTY SARK* was temporarily moved, first for a refit, and then to take part in the Festival of Britain at Deptford. On the 30th January 1952, Everard's coastal tanker *AQUEITY* collided with the clipper's bows in the Thames. The two vessels were locked together, forcing the clipper's jib boom into the fo'cs'le rails of the *WORCESTER*, snapping off the boom, scraping the training ship's sides, and causing the clipper's figurehead to lose an arm (later recovered downstream). *CUTTY SARK* went into Shadwell Basin for repairs. £30.00*

{V465} AN ALBUM OF 184 BLUE FUNNEL LINE PHOTOGRAPHS AND POSTCARDS. 184 images, chiefly photographs (some cold.). All in plastic sleeves, mostly two to a page. Black plastic album ; gilt. 24 x 21cm. FINE.

A collection of 184 photographs and postcards, a few in colour, of Blue Funnel Line, Alfred Holt ships of Liverpool. Chiefly photographs, includes some aerial views, ships at sea and in the Mersey, ships in other ports, Holt ships sailing under different funnel colours, two amateur coloured photographs showing the *ASCANIUS* passing through the Panama Canal in 1963, several views of the *CENTAUR*, views of their later bulk carriers, coloured view of the *MEMNON* in Gladstone Dock under Elder Dempster colours, etc. £180.00*

{V466} SIX ORIGINAL NEGATIVES SHOWING CUNARD'S SECOND "MAURITANIA" SAILING FROM LIVERPOOL ON HER MAIDEN VOYAGE IN 1938. 6 negatives, each 9 x 6cm. FINE.

The *MAURITANIA* was built by Cammell Laird at Birkenhead and sailed on her maiden voyage from Liverpool to New York on the 17th June 1938. These six photographs were taken on that day. She made only a handful of peacetime voyages before the outbreak of war when she was requisitioned to begin her distinguished wartime career. She sailed from Liverpool again as the luxury passenger ship she was designed to be, in April 1947. She was finally broken up in 1965. These negatives provide views of the liner, dressed overall, at a crowded Landing Stage (3 views) ; and as the *MAURITANIA* sailed down the Mersey for the first time under the command of Captain A. T. Brown, bound across the Atlantic. £60.00*

{Z467} THE MERCHANT SERVICE REVIEW ; "THE SHIPPING AND FINANCIAL CRITIC" FOR SATURDAY, DECEMBER 15TH, 1900. New Series, Vol. I, No. 40, Liverpool, Sat. Dec. 15, 1900. 20 pp incl. p.c. 33 x 21cm. V.G.+.

A Liverpool shipping journal of 1900 containing a number of interesting illustrated advertisements. There are sailing lists for a number of shipping lines including Elder Dempster, Allan Brothers, Houston Line, David Maciver, Houlder Line, South Brazil Line, United Steamship Company of Copenhagen, Stott Line, Lamport & Holt, and details of other ships, both sail and steam. There is a history of the Liverpool Shipbrokers Benevolent Society, grumbles about Trinity House light dues, and many interesting and sometimes amusing notes on shipping matters from Bristol to Barry ; America to Canada. In addition there is the latest position of 'Liverpool General Trading Steamers', etc. SCARCE. £35.00

{V468} 38 COLOURED PHOTOGRAPHS OF THE COASTAL PLEASURE VESSEL "BALMORAL" ON AN EXCURSION FROM LIVERPOOL TO THE MENAI STRAITS VIA LLANDUDNO. 38 cold. photos 15 x 10cm. each, in plastic sleeves. Photos FINE.

The *M/V BALMORAL* was launched in 1949 for the Red Funnel Line of Southampton for their Isle of Wight service. In 1968 she was acquired by P & A Campbell's White Funnel fleet, serving the Bristol Channel until 1980. After serving briefly as a floating restaurant at Dundee, she was purchased by the Waverley Steam Navigation Co. for excursions. These 38 coloured photographs were taken by a passenger on such an excursion from Liverpool (c.1990/1991). They show *BALMORAL* at the ferry Landing Stage on a rainy day ; several views on deck and down below ; her call at Llandudno ; passing Puffin Island ; her main destination at Beaumaris, Anglesey, in the Menai Straits ; the passing of a wreck on her beam-ends ; and the return to the Mersey. The weather did not seem to improve very much, but the passengers seemed determined to enjoy sailing in the wake of the old Liverpool & North Wales steamers that ceased their holiday sailings in the mid-1960s. £48.00*

Section Two : Military Ephemera

Original First World War Trench Map for Belgium & France

{Z469} **ORIGINAL FIRST WORLD WAR TRENCH MAP : BELGIUM AND FRANCE. SHEET 45.** Ordnance Survey, 2nd ed., N.D. Cold. map, hessian backed. 89 x 68cm (35" x 26 ¾"). Some fraying of hessian at edges o/w V.G. Inscribed : "Lt. T. N. Wrench. 9th Cav. 8BAC"

An original British First World War trench map, scale 1:40,000, covering part of Belgium and France with Mons at its centre. Outlying towns include Basecles, Jurbise, Crespin, Audregnies, Dour, and Givry. The Battle of Mons in August 1914 was the first major action of the British Expeditionary Force. The BEF attempted to hold the line of the Mons-Condé Canal against the advancing German 1st Army. The enemy attacked in superior numbers, and although the British fought hard and inflicted disproportionate casualties, they were eventually forced to retreat, not helped by the sudden retreat of the French 5th Army which exposed their right flank. They fell back on Paris before counter-attacking the Germans at the Battle of the Marne. For both sides at Mons it was a victory of sorts. The British, outnumbered 3 to 1, were fighting on the Continent for the first time since the Crimea, and there was uncertainty as to how they would perform. In the event they showed their metal, dealing a sharp blow to the Germans who considered the British Army to be inconsequential. A German officer wrote : "*We had been badly beaten, and by the English – by the English we had so laughed at a few hours before.*" (Capt. Walter Bloem). £75.00

{Z470} **Aston, Major D. P. (Compiler). THE ROYAL ENGINEERS – A SHORT HISTORY.** Chatham, *The Royal Institute of Engineers*, 1st ed., Thus, 1993. (86 pp.) various cold., ills., + some b&w ills., + a fldg., map. P.c., 21 x 15cm. Nr.FINE.

This short history of the Royal Engineers was prepared from the ten volumes of the Official History of the Corps of Royal Engineers, articles in the RE Journal, and from Royal Engineers by Derek Boyd. This attractive publication contains various coloured illustrations plus a folding map. £15.00

Titles from the Acclaimed Leo Cooper / Pen & Sword PALS Series

{Z471} **Bilton, David. HULL PALS : 10TH, 11TH, 12TH & 13TH BATTALIONS EAST YORKSHIRE REGIMENT.** Barnsley, 1st ed., 1999. 248 pp., numerous photo-ills., ills., maps & plans. P.c., 37 x 25cm. FINE.

This is a history of the raising, training and active service, most notably on the Somme, of 92 Infantry Brigade, 31st Division, the Hull Pals in World War I. A wealth of appendices include nominal rolls, gallantry awards, soldiers' and, separately, officers' deaths in date order, personal information on Hull Pals and officers died, Hull Pals court-martialled for desertion, badges, colours and memorials, the shooting of Private McColl, and more besides. £25.00

{Z472} **Carter, Terry. BIRMINGHAM PALS : 14TH, 15TH & 16TH (SERVICE) BATTALIONS OF THE ROYAL WARWICKSHIRE REGIMENT.** Barnsley, 1st ed., 1997. 288 pp., numerous photo-ills., + some ills., maps & plans. P.c., 37 x 25cm. FINE.

This is a history of the raising, training and active service of the three city battalions raised in Birmingham from 14th, 15th & 16th (Service) Battalions of the Royal Warwickshire Regiment in World War One. It covers the service of the Birmingham Pals at the Arras Front, the

Somme, La Bassee, Vimy Ridge, Arras and 3rd Ypres, Italy, Nieppe Forest and in the Advance to Victory. £25.00

{Z473} Cooksey, Jon. **BARNESLEY PALS : THE 13TH & 14TH BATTALIONS YORK & LANCASTER REGIMENT.** Barnsley, 3rd imp., 1996. 288 pp., numerous photo-ills., + some maps & plans, some of which are cold. P.c., 37 x 25cm. Nr.FINE.

A history of the raising, training and active service, most notably on the Somme, of the Tyneside Scottish Brigade raised in the North East in World War One. It also contemplates the aftermath of the war on the local community. £25.00

{Z474 } Gibson, R. & Oldfield, P. **SHEFFIELD CITY BATTALION : THE 12TH (SERVICE) BATTALION YORK & LANCASTER REGIMENT.** Wharncliffe Publishing Ltd., Barnsley, 1st ed., 1988. 264 pp., numerous photo-ills., + some maps & plans, some of which are cold. P.c., 37 x 25cm. Nr.FINE.

A history of the raising, training and active service of the 13th & 14th Battalions, York & Lancaster Regiment, raised by Barnsley in World War One ; with coloured maps & plans. Appendices provide nominal rolls for both battalions plus casualty and medal lists. £25.00

{Z475} Maddocks, Graham. **LIVERPOOL PALS : 17TH, 18TH, 19TH & 20TH BATTALIONS THE KING'S (LIVERPOOL REGIMENT).** Barnsley, 1st ed., 1991. 263 pp., numerous photo-ills., + some maps & plans. P.c., 37 x 25cm. Nr.FINE.

This is a record of the Liverpool Pals, the backbone of Liverpool's commerce, who were the first of all the Pals battalions to be raised in World War I and they were the last to be stood down. Those who survived the first day of the Battle of the Somme fought all through the Somme, the Battle of Arras and Passchendaele in 1917, and the desperate defence against the German offensive of March 1918. When comrades looked forward to demobilisation, the men of the 17th Battalion were sent to Russia to fight an eleven-month campaign against the Bolsheviks. Uncommon First Edition. £25.00

{Z476} Milner, Laurie. **LEEDS PALS : A HISTORY OF THE 15TH (SERVICE) BATTALION (1ST LEEDS) THE PRINCE OF WALES'S OWN (WEST YORKSHIRE REGIMENT) 1914 – 1918.** Barnsley, 2nd imp., 1998. 280 pp., numerous photo-ills., + some plans & facsimiles. P.c., 37 x 25cm. FINE.

Based upon the accounts of survivors, private diaries, letters and papers, official archives, contemporary newspaper accounts and a wealth of unpublished photographs, this is the story of the Leeds Pals in the Great War. It covers their raising and training in and around Leeds, their service in Egypt, their heavy losses and baptism of fire on the Somme, 1916, in the Battle of Arras in 1917 and during the German offensives of March and April 1918. Appendices include a nominal roll, roll of honour, officers killed, prisoners-of-war, gallantry awards, campaign medals and badges. £25.00

{Z477} Sheen, John. **TYNESIDE IRISH : 24TH, 25TH, 26TH & 27TH (SERVICE) BATTALIONS OF THE NORTHUMBERLAND FUSILIERS.** Barnsley, 1st ed., 1998. 264 pp., numerous photo-ills., + some maps & plans. P.c., 37 x 25cm. FINE.

The Tyneside Irish Brigade was the 103rd Brigade of the tragic 34th Division who suffered the highest casualty rate on the first day of the Somme. This is a history of its raising, training, active service, and aftermath of the war on the local community. Appendices contain the complete nominal roll of every man who served in these battalions. £25.00

{Z478} **Stedman, Michael.** *MANCHESTER PALS : 16TH, 17TH, 18TH, 19TH, 20TH, 21ST, 22ND + 23RD BATTALIONS OF THE MANCHESTER REGIMENT.*

Barnsley, 1st ed., 1994. 251 pp., numerous photo-ills., + some maps & plans. P.c., 37 x 25cm. Nr.FINE.

This is the history of the raising, training and active service of two Manchester Brigades which formed the Manchester Pals in World War One. It covers their service at the Somme, Arras, Passchendaele and in 1918, including monthly fatalities and awards for valour. £25.00

{Z479} **Stewart, G. & Sheen, J.** *TYNESIDE SCOTTISH : 20TH, 21ST, 22ND & 23RD (SERVICE) BATTALIONS OF THE NORTHUMBERLAND FUSILIERS.*

Barnsley, 1st ed., 1999. 246 pp., numerous photo-ills., + some maps & plans. P.c., 37 x 25cm. FINE.

A history of the raising, training and active service, most notably on the Somme, of the Tyneside Scottish Brigade raised in the North East in World War One. It also contemplates the aftermath of the war on the local community. £25.00

{Z480} **Turner, William.** *PALS : THE 11TH (SERVICE) BATTALION (ACCRINGTON) EAST LANCASHIRE REGIMENT.* Wharnccliffe Publishing Ltd., Barnsley, 1st ed., (1987). 256 pp., numerous photo-ills., + some maps & plans, some of which are cold. P.c., 37 x 25cm. FINE.

This is a history of the 11th Battalion, East Lancashire Regiment, raised from Accrington, Blackburn, Burnley and Chorley in World War One. It was the first book to be published in the now highly acclaimed Pals series. The Accrington Pals were arguably the most famous of all the battalions and this record contains a wealth of previously unpublished eye-witness accounts and photos. £25.00

Early Victorian Lithographic Views of the Battlefields of Waterloo

{Z481} **Anonymous.** *LITHOGRAPHIC VIEWS OF THE BUILDINGS & MONUMENTS ON THE BATTLEFIELDS OF WATERLOO, 1842.* 1842. 11 cold., & 12

b&w lithographs, in many cases of the same view for artistic comparison ; 29 x 21cm. Attractively bound in an imitation book : cloth covered boards ; marbled paper edges ; mounted title to front ; 2 compartments within, 1 for each set of lithographs ; 31 x 24cm. Lithographs V.G. Small bump to 1 corner of binding o/w FINE.

Two attractive collections of lithographic views of the buildings and monuments on the battlefields of Waterloo dating from 1842. Included are illustrations of the chateau of Hougoumont, the Lion of Waterloo, general view of the field of battle at Waterloo, the building where Napoleon spent the night on the 17th and 18th June at the time of the Battle in 1815, the monument to Major Arthur Rowley Heyland at Mount-St. John, the church at Waterloo, the monument to the Prussians at Planchenoit, the tomb of Major Ed. Stables at Waterloo, a view of the village of Mont St. Jean, the scene of the Grand Alliance near Waterloo, and other illustrations. One collection is lavishly coloured and both are uniquely presented in a recently bound mock book folder with marbled edge effects and two separate compartments within. An unusual and attractive early Victorian item. £150.00

Section Three : Aviation Ephemera

{Z482} **DE HAVILLAND ENTERPRISE. GENERAL INFORMATION BOOKLET 1956 – 1957.** No. 16, issued September 1956. 102 pp., many photo-ills. Soft c.c., 8 x 14cm. Light wear to covers o/w V.G.

The purpose of this book, published in 1956, was to provide, in compact form, information concerning the activities and products of The de Havilland Enterprise. £15.00

{Z483} THE DE HAVILLAND GENERAL INFORMATION : HAWKER SIDDELEY AVIATION 1961 – 1962. No. 20, issued September 1961. 116 pp., many photo-ills. Soft c.c., gilt, 8 x 14cm. Light wear to covers with a small perforation o/w V.G.

The purpose of this book, published in 1961, was to provide, in compact form, information concerning the activities and products of The de Havilland companies. £15.00

FACSIMILE PILOT'S AND FLIGHT ENGINEER'S NOTES

FOR...N.d., 46 pp., each ; fldg., photo & other plates. Blue soft c.c., 19 x 13cm. Small scuff to rear covers o/w Nr.FINE.

These facsimile pilot's notes give such information as the following : Descriptive (fuel and oil systems, aircraft controls, engine controls, operational controls) ; Handling ; Operating Data ; Emergencies ; Illustrations. £15.00 Each.

{Z484} SUNDERLAND III, FOUR PEGASUS XVIII ENGINES. Facsimile of 2nd ed., Nov., 1943 ed., 6 fldg., photo & other plates.

{Z485} HALIFAX III & VII, FOUR HERCULES VI OR XVI ENGINES. Facsimile of Oct., 1944 rep. 8 fldg., photo & other plates.

{Z486} Andrew, F. R. HISTORY OF RAF PERRANPORTH 1941 – 1945. N.d., (1st ed., 1995). 39 pp., photo-ills., + ills. P.c., 21 x 14cm. FINE.

This is a record of RAF Perranporth (Trevellas) Airfield, from 1941 – 1945. Chapters examine RAF and FAA Squadrons at Perranporth, Incidents involving Spitfires, Emergency Landings, Notes from 'Fighter Squadron' Wg Cdr 'Dizzy' Allen DFC, Free French Squadrons at Perranporth &c. £15.00

{Z487} Bronnenkant, Lance J. THE BLUE MAX AIRMEN : GERMAN AIRMEN AWARDED THE POUR LE MÉRITE. VOLUME 5 : MANFRED VON RICHTHOFEN. *Aeronaut Books*, 1st ed., 2014. 136 pp., 173 cold., + b&w photo-ills., + ills. S.c., 28 x 21cm. FINE.

This series provides the real story of the German airmen awarded the Pour le Mérite during the Great War. This volume, complete in itself, covers Manfred von Richthofen, the famous Red Baron, the highest-scoring and most famous ace of the Great War and one of the earliest recipients of the Pour le Mérite. This volume includes 130 period photographs, 13 colour photos and illustrations and 30 colour profiles of aircraft flown by Richthofen. £35.00

{Z488} Eden, P. E. & Moeng, S. (Gen. eds.). AIRCRAFT ANATOMY OF WORLD WAR II : TECHNICAL DRAWINGS OF KEY AIRCRAFT 1939-1945. *Amber Books*, pb., ed., 2009. 256 pp., numerous cold., + b&w photo-ills., + ills. P.c., 30 x 22cm. Nr.FINE.

Here is a comprehensive reference guide to World War II aircraft. It provides full specifications for each aircraft which include dimensions, powerplant, weight, performance and armament. This book is illustrated with full-colour artworks of over 50 key aircraft and up to 200 design elements are clearly annotated on each cutaway drawing. £15.00

{Z489} Enfield, D. & Haworth, E. ROYAL NAVAL AIR STATION STRETTON : H.M.S. BLACKCAP. *Antrobus Heritage*, Antrobus, 1st ed., 2004. 214 pp., profusely illustrated with photo-ills., + an occasional ill. Soft c.c., spiral ring-binder ; 21 x 30cm. Stain to foot of rear cover affecting a small section of the lower tips of some pages and edge ; card on rear cover has detached from 3 of the 16 ring-binders ; some light marks to blank inside front cover only o/w V.G.

HMS Blackcap was a Royal Naval Air Station located in Appleton and the surrounding area, including part of Antrobus. Its origins go back to 1940 and it closed in 1958. This book is based upon numerous personal accounts, memories and photos from former personnel, local inhabitants and others. Chapters : The Fleet Air Arm ; History of the Air Station ; Architecture & Buildings ; Accommodation ; Aircraft ; Squadrons ; Commanding Officers ; R.N.V.R. ; W.R.N.S. ; Work ; Visits ; Navy Days ; Official Forms ; Off Duty ; Personal Memories ; In Memoriam ; Naval Terms and Slang ; After Blackcap. SCARCE. £35.00

{Z490} London, Peter. *U-BOAT HUNTERS : CORNWALL'S AIR WAR 1916-19.* Truro, 1st ed., 1999. 93 pp., photo-ills., + maps. P.c., 24 x 18cm. FINE.

This is the first account to be published of the remarkable campaign fought over the Cornish seas during the First World War, to help combat the grave menace of Germany's submarine fleets. Massive airships of the RNAS based at Mullion and Bude patrolled the skies in a constant war against the enemy's attacks on Britain's vital shipping lanes. In addition, aircraft flew from Mullion and Padstow, while important seaplane stations were established at Penzance and Tresco. Rare photos depict the men and machines involved. £15.00

{Z491} Ogley, Bob. *DOODLEBUGS AND ROCKETS : THE BATTLE OF THE FLYING BOMBS.* Westerham, 1st ed., 1992. 208 pp., numerous cold., + b&w photo-ills., + maps & plans. P.c., 21 x 26cm. Small owner stamp to inside of front cover o/w Nr.FINE.

This is the story of the flying bomb (doodlebug and rocket) attacks on Great Britain as never before told. A wealth of photographs, maps, diagrams and stories help to recreate the atmosphere of life as it was between June 1944 and March 1945. The work of the Royal Observer Corps, Civil Defence, the fire, police and ambulance services, the men on the anti-aircraft guns, the ATS, Balloon Command and the WVS is told in detail. So, also, is the role of the RAF who photographed and bombed the launching sites, then met and repulsed the foe in this new Battle of London. £20.00

{Z492} Thetford, O. G. *CAMOUFLAGE '14-'18 AIRCRAFT.*

Harborough, Leicester, 1st ed., 1943. 80 pp., cold., plates + b&w photo-ills., + ills. Pict., p.c., 21 x 14cm. Covers typically worn around staples with some creasing, marks & small loss to foot of rear cover ; some internal creasing & foxing to ends o/w V.G.

A study of camouflage in First World War aircraft, chapters in this book cover : British Service Markings ; German Service Markings ; French, Italian and American Service Markings ; The Corps Reconnaissance Squadrons ; The Came Squadrons ; The S.E. 5 Squadrons ; Other Scout Squadrons ; "Brisfits" and D. H. Bombers. Uncommon and including some attractive coloured plates. £20.00

{Z493} Wigton, Don C. (Comp.). *FROM JENNY TO JET : PICTORIAL HISTORIES OF THE WORLD'S GREAT AIRLINES.* Los Angeles, 1st ed., 1963. 192 pp., numerous photo-ills. Soft c.c., 27 x 21cm. Covers a little discoloured & some lower corners creased o/w V.G.

Published in 1963, this book on American airline development is a valuable pictorial and narrative history of the early development of commercial airlines. Separate chapters cover the following airlines : Air France ; American Airlines ; Braniff International Airways ; Canadian Pacific Airlines ; Continental Airlines ; Eastern Air Lines ; El Al Israel Airline ; KLM Royal Dutch Airline ; Lufthansa German Airlines ; Northwest Orient Airlines ; Pan American World Airways ; Qantas Empire Airways Ltd. ; Sabena Belgian World Airlines ; Swissair ; Trans Canada Air Lines ; Trans World Airlines ; United Air Lines.

£20.00



Our next Catalogue will be with you in MID-MARCH 2017