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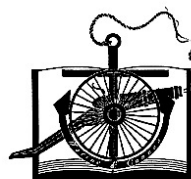
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## MARINE & CANNON BOOKS CATALOGUE 150

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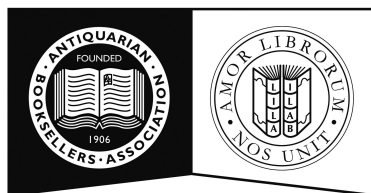
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Naval & Maritime sections compiled by Michael Nash ; Military & Aviation sections compiled by Diane Churchill-Evans

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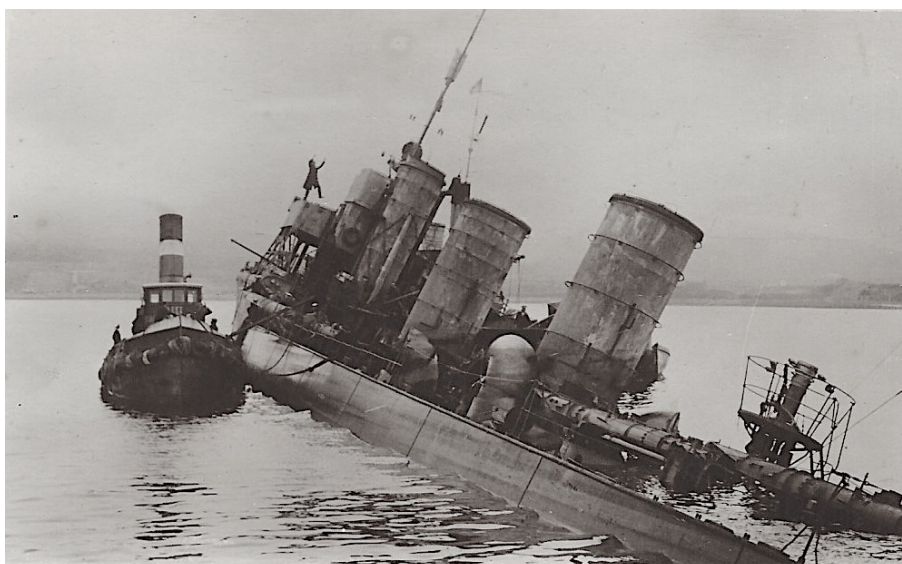
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We celebrate being in business for 35 years with our Catalogue 150 containing a number of specially chosen fine and rare antiquarian and out-of-print books and ephemera in our Nautical, Military and Aviation sections. In the section below for example, we are including a number of naval books from the extensive shelves of Dr. Nicholas Rodger, who, owing to an internal move within All Souls College, has culled a certain number of books no longer required for his naval research. Nicholas is a Senior Research Fellow at All Souls, Oxford ; one of Britain's most eminent naval historians ; and author of a number of critically acclaimed works on naval history, from the 6<sup>th</sup> century to the present day. All the books from the Library are either signed by Dr. Rodger or are presentation copies inscribed to him.



### Naval & Maritime Books



Salvaging a German destroyer in Scapa Flow. An original Postcard by C. W. Burrows, available from stock. Enquire for details.

#### Lord St. Vincent at the Admiralty in 1804 – Rare Pamphlet – No Copy on COPAC

{1} **Anonymous.** *AN ANSWER TO MR. PITT'S ATTACK UPON EARL ST. VINCENT, AND THE ADMIRALTY, IN HIS MOTION FOR AN ENQUIRY INTO THE STATE OF THE NAVAL DEFENCE OF THE COUNTRY, ON THE 15<sup>TH</sup> OF MARCH, 1804.* London: Published by Henry Ebers, (successor to Mr. John Kerby,) No. 33, Old Bond Street. 1<sup>st</sup>.ed., 1804. Half-title, title, + 58 pp. 19<sup>th</sup> century qtr. morocco ; maroon title-piece to spine ; gold lettering ; blind device either end of title-piece ; marbled boards. 21 x 13cm. Some rubbing of joints but sound hinges & o/w V.G. Two bookplates including that for the late Donald Fyffe.

John Jervis, Earl St. Vincent, served as First Lord of the Admiralty from 1801 to 1804. During that period of high controversy and political intrigue, he made attempts to tackle corruption in the Royal Dockyards and elsewhere. In 1801 William Pitt resigned as Prime Minister and George III called upon Henry Addington to form a government. St. Vincent accepted the post at the Admiralty in Addington's cabinet. After war resumed in 1803 politics played an even greater part in St. Vincent's efforts, and Pitt attacked Addington and his first lord at the Admiralty in an attempt to regain power. From this period, St. Vincent's

naval administration was under constant fire both in the press and in Parliament. Pitt made accusations that with the renewal of hostilities naval mobilization had been slow and patchy. Contracts with private yards had been cancelled in favour of the Royal Dockyards in the name of economy. Price checks on ship timber had seriously affected supplies from outside contractors. The pressure increased during the opening months of 1804 when Lord Spencer joined the fray and Evan Nepean, secretary to the Admiralty, resigned. On the 15<sup>th</sup> March 1804 – the date referred to in the title - in moving for a comparative return of ships built, Pitt attacked St. Vincent's policies which were daily weakening Addington's government. Some naval officers also sided with Pitt, most notably Lord Nelson. This pamphlet, possibly written by St. Vincent's secretary, Tucker, was an attempt to justify St. Vincent's position and to state his side of the argument. However, it was in vain. Addington resigned less than two months later and St. Vincent left office two months to the day – 15<sup>th</sup> May 1804. Within a year the political repercussions from publication of the reports of the commission set up to revise the civil affairs of the Navy (See No. 2 below) led to the resignation and impeachment of Lord Melville, St. Vincent's successor at the Admiralty. Although St. Vincent was out of office, the attacks on him did not cease and it was only in the post-Trafalgar era that the tide of opinion changed in the Earl's favour and Charles James Fox moved an unopposed vote of thanks to St. Vincent for his administration. This book gives St. Vincent's side of the argument. It deals in some detail with equipping ships and raising seamen, dock yard shipbuilding contracts, the question of gun-boats and coastal defence, the force of the Royal Navy and that of the enemy, the number of shipwrights employed, and other matters concerning naval defence. There are many interesting facts and figures published in support of St. Vincent, including a detailed list of the number of ships and vessels in the Navy of 1804 in comparison to earlier on in the conflict. RARE. No copy on COPAC. £350.00

**Five of St. Vincent's Reports on Corruption in the Royal Dockyards, 1804-1806.**

{2} <> Anonymous. *FIRST REPORT OF THE COMMISSIONERS FOR REVISING AND DIGESTING THE CIVIL AFFAIRS OF HIS MAJESTY'S NAVY (13 JUNE 1805) ; bound in with ; SECOND REPORT ... (6 FEBRUARY 1806) ; bound in with ; SEVENTH REPORT... (11 JULY 1804). Also, in a separate volume : NINTH REPORT... (16 JANUARY 1805) ; bound in with ; TENTH REPORT... (13 FEBRUARY 1805) TOGETHER WITH THE REPORT OF THE SELECT COMMITTEE UPON THE TENTH REPORT.* 2 Vols., 5 Reports, 1<sup>st</sup> eds., 1804, 1805 & 1806. Vol. I : 243, 170 & 94 pp., engrvd. plan (fldg.) + numerous tables. Vol. II : 479 + 123 pp. Numerous tables. Both vols uniformly bound in contemporary half-calf ; marbled boards ; black calf title-pieces to spines with gold lettering (partly direct to spines) ; speckled edges. 34 x 21 each. Some wear/rubbing to bindings consistent with their age ; slight foxing o/w V.G.

These Reports of Commissioners of Revision were the famous investigations into the affairs of the Navy set up by Lord St. Vincent when First Lord of the Admiralty between 1801 and 1804, mainly to check abuses and fraud. A total of thirteen Reports were published, each on a different Naval subject, and these two folio volumes contain five of them. The First Report examines the system and mode of accounting for the receipt and expenditure of money and stores ; and likewise the Instructions & Standing Orders appertaining. It covers a wealth of subjects from dockyard stores to the surveying of His Majesty's Ships ; from the affairs of Artificers & Pursers to the pay of seamen. The engraved folding plan shows the manner in which iron ballast is stowed on board H.M. Ships. The Second Report follows the same theme but examines the Instructions issued to a host of individuals including *Assistants to the Master Shipwright. Foremen of the Yard. Foremen Afloat. Quartermen of Shipwrights.*

*Master Mastmakers. Master Boatbuilders. Master House Carpenters. Foremen of Smiths. Master Painters. Boatswains of the Yard. Foremen of Scavelmen. Master Sailmakers. Master Riggers. Boatswains of the Sheer Hulk. Master Ropemakers. Wardens. Rounders and Watchmen. Surgeons. Chaplains. Etc., etc.* The Seventh Report concerns the Naval Hospital at East Stonehouse and *LA CATON* Hospital Ship. The enquiry here looks into the nature of some abuses said to exist in Naval Hospitals and Medical Establishments. East Stonehouse had opened in the year 1760. The Hospital Ship *LA CATON* lay at Plymouth. Both investigations came about owing to tip-offs from whistle-blowers. *LA CATON* was a Third Rate of 64 guns built at Toulon between 1770 and 1777. She was taken by the Royal Navy in the Mona Passage in 1794, hulked, and turned into a Hospital Ship until sold at the end of the Napoleonic Wars in 1815. The Ninth Report examines allegations of fraud in Plymouth Dockyard with individual officers at the yard interviewed and examined under oath. The Tenth Report examines the affairs of the Treasurer of His Majesty's Navy and again interviews individuals and in great detail the expenditure for the Navy in all its many and varied aspects. The interviews in all of these reports make riveting reading and provide a vivid insight into how the Navy was run during the Napoleonic Wars. The snowball Lord St. Vincent had begun to roll shortly after arriving at the Admiralty, had ramifications and tremendous impact on the fleet and on the naval dockyards long after he had left office. The Five Reports are bound in two large volumes. SCARCE. £1,000.00

**{3} Anonymous. [R. M.] *THE SHIPWRECK. SHEWING WHAT SOMETIMES HAPPENS ON OUR SEA COASTS. ALSO, GIVING A PARTICULAR ACCOUNT OF A POOR SAILOR BOY, WHO WAS REFUSED ANY ASSISTANCE BY THE WRECKERS, AND WHO DIED IN CONSEQUENCE OF THEIR INHUMAN CONDUCT.*** Printed by Augustus Applegarth & Edward Cowper, Duke-street, Stamford-street, for the Religious Tract Society : and sold by F. Collins, 56, Paternoster-row ; & J. & C. Evans, 42, Long-lane, Smithfield. N.D. (c.1812). 8 pp., woodcut to title-page. Re-bound in marbled boards ; paper title-piece with red & black lettering to front board. 18 x 12cm. FINE.

In the early years of the 19<sup>th</sup> century. the infamous habits of the wreckers still prevailed around some parts of the British coast, and whilst not all extended their crimes by deliberately luring vessels onto the rocks with false lights, this practice was not unknown, nor was the murder of survivors who could stand witness against the perpetrators. Following an Introduction, the writer describes in verse the work of the wreckers, often smugglers, which is said to be not an exaggeration of the facts, but rather as falling far short of what actually occurred in some of the instances of shipwreck during the early 19<sup>th</sup> century. £40.00

### Pay & Conditions for the Navy of the 1850s ~ Admiral Augustus Phillimore's Copy

**{4} Anonymous. THREE NAVAL PAMPHLETS : (1) *INSTRUCTIONS TO NAVAL OFFICERS FOR CARRYING INTO EFFECT THE ACT 22 & 23 VICT. C. 40 FOR THE ESTABLISHMENT OF A RESERVE OF ROYAL NAVAL VOLUNTEERS.* (2) *THE ACTIVE LISTS OF FLAG OFFICERS AND CAPTAINS OF THE ROYAL NAVY ; WITH PARTICULARS EXHIBITING THE PROGRESS, &c. OF OFFICERS, FROM THEIR ENTRY INTO THE SERVICE.* (3) *ADMIRALTY CIRCULAR NO. 121 : REGULATIONS FOR THE ENTRY OF BOYS AND MEN INTO THE NAVY : PAY – LEAVE – GRATUITIES – PENSIONS, &c., AND THE PAY OF WARRANT OFFICERS.* 3 Pamphlets in 1. (1) Admiralty & Board of Trade, 1<sup>st</sup>.ed., 1859. 29 pp. (2) Edward Stanford, 6, Charing Cross, 1<sup>st</sup>.ed., 1861.23 pp. Signed : "Captain Phillimore, R.N." (3) Admiralty, 1<sup>st</sup>.ed., June 14<sup>th</sup>, 1853. 23 (1 table fldg.). Signed : "Commander A. Phillimore, R.N." All three bound, by H. & Bult, London, in contemporary**

full dark green calf ; gilt lettering to front board ; gilt & blind lines to spine & boards ; marbled endpapers ; all edges marbled. 24 x 15cm. Slight rubbing to binding & light foxing o/w V.G.+. Armorial Bookplate of Captain (later Admiral Sir) Augustus Phillimore, R.N. (1822-1897) Phillimore was credited with proposing the construction of a modern naval dockyard at Gibraltar (See Item No. 10). He entered the Navy in 1835 and fought in the Carlist Wars and in the First Opium War. Commander 1852, Captain 1855, Senior Officer at Jamaica, 1868, and Gibraltar, 1869. Second-in-Command Channel Squadron, 1876. Superintendent RNR, 1876. Admiral 1884, C-in-C Plymouth 1884, retired 1887. His son, Admiral Sir Richard Phillimore, held high command at sea during WWI. Augustus was author of a three-volume biography of Admiral Sir William Parker (1876), "Nelson's Last Captain".



The **first** of Captain Phillimore's pamphlets came about as the result of an Act of Parliament that established a Royal Naval Volunteer Reserve, and this is the Admiralty's instructions to its naval officers on the qualifications of volunteers, manner of their enrolment, their training, annual retainer, actual service in the Navy, retirement and discharge, plus miscellaneous aspects. Covers everything from their pay and drill to their discipline and punishment. Only one copy on COPAC (Oxford University) ; RARE. The **second** pamphlet is of particular interest and provides a useful list of Flag-Officers and Captains compiled by the Rev. William Harvey of London. The list names every officer with their year of promotion from entry ; the number of commands they have held ; time served as Flag-Officers, time served at sea, time served ashore, time in service, date of last sea appointment, present employment (1861), etc. Explanatory remarks at the end provide very interesting facts and statistics. Finally, the **third** pamphlet is an Admiralty Circular of 1853, the eve of the Crimean War, and concerns entry into the Royal Navy for boys and men ; their pay, leave, gratuities, pension etc. Most of these conditions of service would have been beyond the wildest dreams of seamen only a few years earlier. Includes Petty Officers, Gunners, Boatswains, Carpenters, Coast-Guard, etc. A folding table provides the standard complements for sea-going ships from First to Sixth Rates ; to Sloops, Gun Brigs, Schooners, and Cutters (both sail and steam). No copy on COPAC. Rare. Two of the pamphlets are signed by Phillimore who had all three bound-up in this full calf binding with his bookplate. They provide insights into the early Victorian Navy. £300.00

**{5} Anonymous. HISTORICAL MANUSCRIPTS COMMISSION : THE MANUSCRIPTS OF THE EARL OF DARTMOUTH.** HMSO, 3 vols., 1<sup>st</sup>.eds., 1887, 1895 & 1896. **Vol. I :** ix + 500 pp. **Vol. II :** XXI + 673 pp. **Vol. III :** X + 332 pp. **All bound in qtr. red cloth ; blue boards. 25 x 16cm.** Vol. I neatly re-backed with title fragment of original spine laid down ; general wear & chipping to original cloth & boards, but tight, sound, clean & o/w V.G. Dr. Rodger's copy, first volume signed & inscribed : "Nicholas Rodger, Grafton Road, Acton. Feast of St. Henry of ?, 1993" Vols II & III signed "Nicholas Rodger".

These extensive manuscripts cover a period from 1660 to the beginning of the 19<sup>th</sup> century and are drawn from the papers of the Legge family, Earls of Dartmouth. Politicians in the heart of government, they had dealings with naval affairs during the 17<sup>th</sup> and 18<sup>th</sup> centuries. Published by the Historical Manuscripts Commission, the first volume was edited by William Oxenham Hewlett (1845-1912) ; the second by Benjamin Franklin Stevens (1833-1902) ; and the third by William Page (1861-1934). Captain George Legge, afterwards first Lord Dartmouth, took part in the naval engagements with the Dutch fleet under Admirals De Ruyter and Van Tromp in 1673. In 1688, he was placed in command of the English fleet that was sent out to intercept the Dutch under the Prince of Orange. The MSS. on this subject cover about 150 pages of the first volume and make an important contribution to the history of that most eventful time. Dartmouth's most active correspondent at this time was Samuel Pepys, Secretary to the Admiralty. Lord Dartmouth was accused of high treason and sent to the Tower in 1691 where he died. The Second Lord Dartmouth lived through the reign of Queen Anne and well on into the 18<sup>th</sup> century. He served as Secretary of the Colonial Department 1772 to 1775, and the papers are rich in the history of the struggle for American independence. He is in correspondence with Admiral Graves amongst many other notable

figures. The succeeding Earl of Dartmouth was involved with Wellesley and Lord Clive of India. All three volumes contain a wealth of material on the Navy of the various periods – especially during the Anglo-Dutch Wars and the War of American Independence – as well as political, military and civil affairs of the 17<sup>th</sup> and 18<sup>th</sup> centuries. Three volumes. £150.00

**Very Scarce Privately Printed Records of the East India Company**

**{6} Anonymous. LIST OF MARINE RECORDS OF THE LATE EAST INDIA COMPANY, AND OF SUBSEQUENT DATE, PRESERVED IN THE RECORD DEPARTMENT OF THE INDIA OFFICE, LONDON.** N.P., Privately Printed (by Eyre & Spottiswoode), 1<sup>st</sup>.ed., 1896. Xxi + 160 pp. Contemporary qtr. tanned morocco ; gilt ; buckram boards ; t.e.g. 34 x 22 cm. V.G.

In order to obtain a share of the lucrative East Indian trade, Queen Elizabeth established the East India Company in 1600 and Richard Hakluyt was appointed historiographer and custodian of its geographical and historical records. Their subsequent care and preservation was somewhat hit and miss, but by the end of the 19<sup>th</sup> century they were safely housed at the India Office in London under the care of F. C. Danvers, Registrar and Superintendent of Records. This privately printed book of 1896 appears to have been the first serious attempt to list the surviving records of this great maritime enterprise. It is divided into three sections. Section I : *Journals, &c., of Voyages, 1605-1701*, providing for each : date Journal begins, name of Ship, name of Captain, date Journal ends, Reference Number, and Remarks. Section II : *Ships' Logs, &c., 1702-1856* provides the same information for this, the most interesting period of the Company's history. This is the largest section in the book. Finally Section III : *Miscellaneous* lists 900 records giving their Subject, Date and Remarks, and covers the period 1600 to 1874 when the distinguished history of the Hon. East India Company drew to a close. This book is VERY SCARCE outside established institutions. £300.00

**{7} <> Anonymous. ALBUM RELATING TO DEEP-SEA SQUARE-RIGGERS AND COASTAL SAIL, c.1890 – c.1972. CONTAINING 176 POSTCARDS & PHOTOGRAPHS.** N.P., N.D. (c.1972). (89 stiff-card pp.) 176 original photographs (from large format 21 x 16cm to smaller 3 x 2cm) and postcards, chiefly pre-war. Album bound in green half-goat ; pimple cloth boards ; raised bands ; gilt lines & 2 fouled anchor & 2 square-rigger gilt devices to spine 25 x 20cm. A small handful of pictures trimmed or slightly damaged, o/w V.G.

An interesting collection of old original photographs and postcards of working sail, chiefly deep-sea square-riggers, ranging from c.1890s to c.1972. Vessels include : *ARCHIBALD RUSSELL, PENANG, CUTTY SARK, PONAPE, L'AVENIR, HERZOGIN CECILIE, HERZOGIN SOPHIE CHARLOTTE, BEATRICE, ALASTOR, NIPPON MARU, KILLORAN, HMS VICTORY, MACQUARIE, HESPERUS, ROCK CITY* (wooden barque of 1868, River Avon in 1891, wrecked 1913) ; *FINLAND* (wooden barque, built c.1857) ; *FAVELL, FANTOME II, HUTTON HALL, THOMAS W. LAWSON, GEORGE STAGE, KATHLEEN & MAY, PADUA, PRIWALL, PREUSSEN* (including wreck) ; *OLIVEBANK, FRANCE, KOBENHAVN, VIDYLIA, LUCIDERA, WILLIAM MITCHELL, MERSEY, TALISMAN, SORLANDET, LIBURNA* (wreck, 1905) ; *S. N. HANSEN NORGE* (wreck, at Shoreham) ; *INTERNATIONAL* (wreck, 1908) ; *KERROCK, LAWHILL, PAMIR, LOCH ETIUS, LOCH CARRON, TAMARA, EOLUS, PORT LOGAN, LADY QUIRE, ALBEGE, POTOSI, DRUMELTON*, etc., etc. A unique and attractive album. £250.00

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**{8} Anonymous. *H.M.S. NEWCASTLE COMMISSIONING BOOK.***  
*Privately Printed.* (Newcastle-upon-Tyne), 1<sup>st</sup> ed., 1977. (61) pp., many photo-ills (some cold.) + line drawings, etc., Blue cloth ; gilt with gilt badge. 30 x 21cm. FINE.  
*HMS NEWCASTLE* was a Type 42 destroyer built for the Royal Navy by Swan Hunter on the Tyne and first commissioned in 1977. This privately-printed commissioning book describes her construction, her battle honours, previous ships of the name, statistics, and lists the officers and men under the command of Captain J. J. R. Oswald. Her operational service included Falkland Islands guardship, anti-drug patrol in the West Indies, protecting *INVINCIBLE* during the Kosovo War, and assisting the islanders on Montserrat when their volcano erupted. She was decommissioned in 2005, cannibalised to keep other Type 42s in service, and broken up in Turkey in 2008. FINE copy. £40.00

**{9} Addis, Lt.Cmdr. Charles. *THE MEN WHO FOUGHT WITH NELSON IN HMS VICTORY AT TRAFALGAR.*** The Nelson Society, n.p., 1<sup>st</sup>.ed., 1988. 144 pp., many ills. Pict. c.c., 21 x 14 cm. FINE. Signed Presentation copy from the author inscribed : "Nicholas Rodger with best wishes from Charles Addis, July 1990."  
 Published privately by the *Nelson Society*, the late Lt.Cmdr. Charles Addis took command of the *VICTORY* before his retirement and was therefore in a prime position to study the officers and men of the ship during her finest hour under Nelson's command at the Battle of Trafalgar in 1805. The study is based on the official Muster Lists, ledgers of the receipts for the Government Grant, Trafalgar Prize and Bounty Bills, and the Royal Marine Description Books for Chatham, Plymouth, and Portsmouth divisions. Information for each man includes his surname, forename, rank/rate, number, age, where born, injuries, bounties, medals, date joined, and discharge particulars. Only a few hundred copies were printed, and the book seldom comes on the market. It is an invaluable source of reference. SCARCE. £75.00

**{10} Admiralty. *GIBRALTAR : REPORT ON PROPOSED EASTERN HARBOUR AND DOCK (WITH DRAWINGS) BY CAPTAIN T. H. TIZARD, C.B., F.R.S., R.N. AND MR. WILLIAM SHIELD, M.I.C.E., F.F.S.E.*** HMSO, 1<sup>st</sup>.ed., 1903. 11 pp., + 5 maps (cold. & fldg.). Original blue printed p.c., sewn, 33 x 21cm. FINE.  
 When Senior Officer at Gibraltar in 1869, Captain Augustus Phillimore (see Item No. 4) made the proposal that a new naval dockyard should be constructed in Gibraltar. His scheme laid dormant at the Admiralty for 22 years before it was put before Parliament in 1895. The complex was to take five years to complete, but the scheme was extended to create new moles and three graving docks. Gibraltar was designed to be torpedo proof. Over 2,000 men were employed and billeted in old ships hitherto used for convict labour. The demand for stone and sand necessitated in digging out the Admiralty tunnel right through the Rock. Originally, two sites were under consideration, one of them being on the eastern side of the Rock with new harbour, store-sheds, and docks. This option was found to be not only expensive, but it would not be completed in under ten years. The western side, as we see it today, was finally chosen. This Admiralty Report of 1903, provides full details of the eastern harbour which was never built. The five coloured and folding drawings at the rear of the Report include four Admiralty charts of Gibraltar showing the proposed Harbour and Dock, the Western Sheet of the Mediterranean, Stations at which current observations were taken, and points at which borings were made. The fifth drawing forms a plan, showing current observations (Courses run by free floats). Vice-Admiral Sir Harry Rawson was in favour of the eastern scheme but accepted the western plan with the remark "*It is better to have a dock with risks than no dock at all.*" FINE copy of an historically interesting naval plan for the defence of the Mediterranean that never materialized. SCARCE. £100.00

**Not for Publication – Exceptionally Fine Binding**

**{11} Admiralty. NOT FOR PUBLICATION : THE “DREADNOUGHT” / SUBMARINES / TORPEDO BOAT DESTROYERS / THE FLEET / “DREADNOUGHT” TYPES.** N.P. (Admiralty), N.D. (c.1907/8), Bound by Eyre & Spottiswoode. Unpaginated

(5) text pp., + 8 Real Photographs & 6 Original Coloured Postcards ; all mounted & tissue-guarded. Bound in navy blue kid ; fine gold filigree tooling to spine and both covers ; Royal Arms to front cover ; Admiralty Badge to rear cover also in gold ; a.e.g., fine silk e.p.’s with richly gold filigree dentelles ; in original plain blue box. 19 x 13cm. Box worn & repaired but V.G. Book exceptionally FINE.

A beautifully bound and produced Edwardian publication published by the Admiralty for a special occasion. They produced a similar work for the visit to Portsmouth of the French fleet in 1905, and again for the visit of the Colonial Premiers and both Houses of Parliament to Portsmouth in May 1907. No indication of the reason for this publication but it was clearly designed to impress. The notes accompanying the original photograph of *HMS DREADNOUGHT* note that the battleship has fulfilled all anticipations and had recently completed her first cruise of over 10,000 miles to the West Indies and was now Flagship of the Home Fleet. There are five original photographs of submarines showing one of the latest type capable of travelling 150 miles under water without coming to the surface, and capable of diving with safety to 150 feet. The submarine is shown on the surface, in the act of diving (two views), submerged, and beached. The Torpedo Boat Destroyers, “the weapon of the night”, is represented by two views, the first showing a destroyer going at 30 knots, and another at 36 knots. There is a note on the fleet in Home Waters composed of 345 vessels. Finally six original coloured postcards of Dreadnought types : *DREADNOUGHT* making a record ; *DREADNOUGHT* on guard in the North Sea ; *SUPERB* at anchor ; *BELLEROPHON* on trials ; *INVINCIBLE* coming into harbour ; and *INDOMITABLE* home again. FINE BINDING ; SCARCE. £250.00

**{12} Admiralty. CONFIDENTIAL : SPECIFICATION FOR BUILDING A SELF PROPELLED MINELAYING LIGHTER, 1938 PROGRAMME. PART I : HULL (INCLUDING ELECTRICAL INSTALLATION) AND COMPLETION. Bound in with : INSTALLATION OF ELECTRICAL EQUIPMENT ON BOARD H.M.**

**SHIPS.** 2 vols. in 1, Admiralty, Not Published, 1<sup>st</sup>.ed., 1937. 4 + 4 + iv + 29 + 59 + 7 (appendix, numbered 30 to 36) pp. P.c., 32 x 20cm. V.G. Dockyard copy, probably the only copy to survive.

This pre-war specification was covered by the Official Secrets Act. Under the 1938 building programme, the Admiralty ordered a number of self-propelled minelaying lighters to be built – some fabricated in the U.K. for re-erection abroad, others built entirely abroad for service in Hong Kong and Singapore. This specification was for one built by Philip & Son on the River Dart, (see Blackhurst, No. 885). With her pennant number M.19. She was laid down in 1938, launched in July 1939, and completed in October that year as *M.1*. In 1942, she was renamed *MINER I* and served successfully throughout the war. In 1958, she was converted into a tender, and in 1962 renamed *MINSTREL*. She was sold and broken up in 1967. The specification covers every aspect of hull construction but also goes beyond that remit, covering everything from binnacles and crew space to deck fittings and steering gear ; lanterns and signal lockers to minelaying equipment and rifle racks. The Admiralty’s guide to Electrical Installation covers everything from apparatus and cables in the area effected by gun blast, to electric lighting in all parts of the vessel ; from electrical tests and inspection, to the installation of cables and the preparation of drawings. Probably UNIQUE copy. £60.00

**BOOKQUOTE :** “A writer only begins a book. A reader finishes it.” Samuel Johnson

**{13} Admiralty. *MANUAL OF SEAMANSHIP. BY AUTHORITY OF THE LORDS COMMISSIONERS OF THE ADMIRALTY. VOLUME I, 1937 ; VOLUME II, 1932.*** HMSO, 2 vols., 1939 ed. **Vol. I :** Xii + 457 pp., profusely illustrated (some cold. & some fldg. plates). **Vol. II :** xii + 357 pp., profusely illustrated (some fldg.). **In both volumes** illustrations include photographs, drawings, sketches, diagrams, flags, etc. Blue cloth ; gilt. 22 x 14cm. Some wear to extremities of bindings ; small tear in the spine of first volume ; Name of original owner on some edges, *R. C. Hill, P.O.* as was the custom on the Lower Deck of the day. Overall V.G. This is the Royal Navy's Seamanship Manual in which it took to war in 1939. The manuals cover every aspect of seamanship ; everything the sailor of the Second World War needed to know : *Naval Routine, Signals, Bends & Hitches, Depth & Speed Recording Instruments, Navigation, Boats, Anchors & Cables, Rigging, Life Saving, Messing & Provisions, Sea Terms & the Boatswain's Call, Stations, Fuelling & Storing, Paravanes, Target Work, Handling Ship, Towing, Destroyer Work, Submarines & Minesweepers, Sheers & Derricks, Moorings, Hull Structure, Principal Fittings in Ships, Salvage Operations, etc., etc.* £60.00

### The Admiralty's Restricted Study of Naval Mutiny in Two RARE Volumes

**{14} Admiralty. *B.R. 1828 : MUTINY IN THE ROYAL NAVY. VOLUME I : (1691-1919). C.B. 3027 (A) : VOLUME II : (1921-1937).*** 2 Vols. **Vol. I :** Rep. 1973 (first pub. July 1933), Training & Staff Duties Division Naval Staff, Admiralty. RESTRICTED. 187 pp. Qtr. brown cloth ; brown boards ; black lettering. 24 x 15cm. Rubbing of boards, chiefly to edges, o/w V.G. **Vol. II :** 1<sup>st</sup>.ed., 1955, Tactical & Staff Duties Division, Admiralty. CONFIDENTIAL crossed out & replaced with RESTRICTED. Iv + 72 pp. Qtr. blue cloth ; blue boards ; black lettering. Slight wear to edges of binding o/w V.G. This volume carries a label which, in part, reads : "*This book is the property of Her Majesty's Government. It is intended for the use of officers generally and may in certain cases be communicated to persons in Her Majesty's Service below the rank of commissioned officer, who may require to be acquainted with its contents in the course of their duties. The officers exercising this power will be held responsible that this information is imparted with caution and reserve.*"

This is not a 'history' of naval mutiny, nor a 'handbook' advising how mutiny should be dealt with, but rather a record of past events so that an officer can consider a course of action should he be faced with such a situation : "*It is a situation that all officers may be called upon to meet...*". Presumably, the decision to publish such a book in 1933, was influenced by the Invergordon Mutiny that not only shocked the Royal Navy, but it shocked the entire outside world. This book, based on past experience, looks at causes underlying mutiny, prevention, signs of discontent and warnings of impending trouble, immediate occasion of mutiny, forms of outbreak and ways of handling them, and the consequences of mutiny. The first volume, after describing the purpose of the book, deals with (II) *Old Conditions of Service*. (III) *Illustrations 1691-1782*. (IV) *1783-1796 – The End of the War, 1783 – WINDSOR CASTLE – CULLODEN – TERRIBLE*. (V) *1797 and the General Mutinies at Home – the spread to Foreign Stations – after effects at Home*. (VI) *1798-1815 – United Irishmen – MARLBOROUGH – IMPETUEUX – the End of the War, 1801-2 – the Decline of Mutiny, 1803-15*. (VII) *The Epidemic of 1859-66 – AURORA, 1873 – ACHILLES, 1877*. (VIII) *EGERIA, 1890 – PORPOISE, 1898 – LEVIATHAN, 1909 – ZEALANDIA, 1914 – First Destroyer Flotilla and VINDICTIVE, 1919*. (IX) *General Considerations*. In addition, there are three appendices : (A) *Table of Principal Mutinies, 1691-1919*. (B) *A Royal Proclamation, 1692*. (C) *A Mutineers' Petition, 1919*. The second volume of 1955 covers the interwar era, from the coal strike of 1921, to indiscipline in the fleet in 1937, which did not actually reach the stage of mutiny but came very close to it. (I) *A Royal Fleet Reserve Battalion, April 1921*. (II) *H.M.S. LUCIA, January 1931*. (III) *The Mutiny in September 1931 : Introduction : Conditions of Service*. (IV) *Events in the Atlantic Fleet at Invergordon, September 11<sup>th</sup> to 16<sup>th</sup>*. (V) *The Return of the Atlantic Fleet to Home Ports*. (VI) *Aftermath*. (VII) *Incitement to Mutiny in H.M.S. GUARDIAN, October 1936*. (VIII) *Insubordination in*

*H.M.S. WARSPITE, June 1937.* Again, these chapters are followed by three appendices : (A) *Peace Complements of Typical Ships, 1931.* (B) *Telegrams and Signals between the Senior Officer, Atlantic Fleet, and the Admiralty and the Atlantic Fleet.* (C) *Observations of the Officer of the Watch, H.M.S. NORFOLK, 16<sup>th</sup> September 1931.* The volumes contain useful indices. Both volumes are RARE and very seldom found together as a set. £300.00

**{15} Albion, Robert Greenhalgh. FORESTS AND SEA POWER. THE TIMBER PROBLEM OF THE ROYAL NAVY 1652-1862.** Archon Books, Hamden, Connecticut, 1<sup>st</sup> thus, 1965. (Originally published as Vol. XXIX of Harvard Economic Studies in 1926). Xv + 485 pp., frontis., + maps. Red cloth ; gilt. 22 x 14cm. Nr.FINE. Dr. N. A. M. Rodger's copy, signed & inscribed : Nicholas Rodger. Grafton Road, Acton. St. Newman's Day, 1988."

For centuries, the question of timber shortage haunted the Admiralty as English woodlands became less able to supply oak for hulls, and the nation's trees were unsuitable for making the best masts. The dependence on foreign timber for masts was accepted from the outset, but it was with the greatest reluctance that England looked overseas for timber to replace British oak. The author examines the influence of the timber problem on the Royal Navy, international law, naval architecture, and on England's foreign, colonial, commercial and forest policies. The period under review is the First Dutch War in 1652, to the final reliance on wooden ships when the ironclad fleet began to emerge two hundred years later. The book is divided into ten chapters : (I) *Trees and Ship Timber.* (II) *Contracts, Conservatism, and Corruption.* (III) *England's Diminishing Woodlands.* (IV) *Baltic Timber and Foreign Policy.* (V) *Penury and the Dutch Wars.* (VI) *The Broad Arrow in the Colonies.* (VII) *Masts and American Independence.* (VIII) *Timber Trust and Continental System.* (IX) *Searching the World for Timber.* (X) *Trafalgar and Dry Rot.* There are also appendices and an extensive and detailed bibliography. £85.00

**{16} Allen, Joseph. LIFE OF LORD VISCOUNT NELSON, K.B., DUKE OF BRONTÉ, &c.** G. Routledge & Co. Tenth Thousand, 1856. Viii + 247 pp. Full contemporary calf ; raised bands ; maroon calf title-pieced ; gilt ; blind centre-panel motifs ; marbled endpapers ; all edges marbled. 16 x 11cm. Slight wear to joints but firm & strong ; marble on front paste-down torn with small loss, o/w V.G.

First published in 1853, the author was the last of the biographers to be able to claim personal acquaintance with those who had known Nelson and who had served under him. The book was very popular with Victorian readers and other editions followed in 1857, 1860, 1875, 1886, & 1895. Allen dedicated the work to six officers and to "*other surviving Shipmates of the Immortal Nelson*". The six are Cockburn, Bladen Capel, Bullen, Strode, Pasco and Westphal. The author's opinion on the question of Horatia's parentage follows very much upon the course set by Nicolas a few years earlier. Allen attacks Pettigrew for daring to claim that Nelson's 'adopted' daughter was his child by Lady Hamilton. Allen had also enjoyed the friendship of Sir Thomas Masterman Hardy and provides us with the intriguing anecdote that Hardy "*never left home for a day without taking with him a small picture of his departed friend ; and to the last moment of his existence, cherished for Nelson unaltered affection and veneration.*" Allen concludes that this would not have been the case had Mr. Pettigrew's assertions been correct. Hardy was close enough to Nelson to know the truth of the relationship, but he did not allow it to affect their friendship. It is also extremely likely that Nicolas, after studying the manuscripts that Pettigrew used, also knew the truth but for Horatia's sake, among other considerations, chose not to publish these facts. The full story was not to emerge until the late 1880s with Jeaffreson's two works in the light of Morrison's manuscripts. Allen concludes that "*after duly weighing all the circumstances*" he accepted that Horatia was Nelson's daughter but continued to deny Pettigrew's claims as to the identity of her mother. Allen's biography is well-written and provides an account of

Nelson's funeral and contains testamentary documents as well as anecdotes on Emma, Horatia, Nelson's character and a description of the monument in the Guildhall. £150.00

{17} Anderson, R. C.

**NAVAL WARS IN THE BALTIC**

**DURING THE SAILING-SHIP EPOCH, 1522-1850.** FIRST EDITION, C. Gilbert-Wood, 1910.

Viii + 423 pp., 17 plates. Blue cloth ; gilt. 22 x 15cm. Small white mark to spine ; small blind stamp to title-page of the Royal Forth Yacht Club, Edinburgh, o/w V.G. Bookplate of the RFYC (founded 1868). Dr. Rodger's copy, signed & inscribed : "Nicholas Rodger, Grafton Road, Acton, Feast of St. John the (?) 1982."

Copies of this First Edition, published in 1910, are extremely scarce as its distribution numbered little more than 150 copies. A facsimile reprint was published in 1969. The celebrated author, with a remarkable record of nautical research and scholarship, describes the long series of naval wars that took place in the Baltic Sea during the sailing ship era – 1522 to 1850. In the main, the author deals with the subject from 1563 to the end of the Napoleonic Wars in 1815, but for the sake of completeness, he has also sketched in outline events from 1522 and between 1815 and 1850. He includes, of course, Nelson's attack on Copenhagen in 1801, and the second British attack in 1807. Appendices include a useful list of Ships Lost, and indices cover Naval Actions and Operations, Naval Officers, and Ships. The book is illustrated with seventeen battle-plans, etc. SCARCE. £150.00

{18} Anderson, R. C.

**NAVAL WARS IN THE LEVANT, 1559-1853.**

Liverpool, at the University Press, 1st ed., 1952. Ix + 619 pp., frontis, + 9 other plates & 19 plans of actions. D.j., 22 x 14 cm. FINE. Dr. Rodger's copy, signed & inscribed : "Nicholas Rodger, Grafton Road, Acton, Holy Week, 1988."

Following the success of Professor Anderson's earlier work, *Naval Wars in the Baltic* (see above), the author examines the naval actions in the Levant from the 16<sup>th</sup> to the 19<sup>th</sup> centuries. In his introduction, he provides a background of events from 1453 to 1559 and then follows with accounts of the various wars down to 1853. These include Malta and Lepanto (1559-1573), the Cretan War (1645-1669), the Morean War (1684-1699), and the first Russian Fleet (1695-1711). He continues with actions around Corfu and Matapan (1714-1718), actions of the Second Russian Black Sea Fleet (1736-1739), the Russians in the Mediterranean (1679-1774), the last efforts of Venice (1784-1792), and the fight for the Black Sea (1787-1791). The author then enters into the Napoleonic Wars (1792-1814), actions off Tunis and Tripoli (1795-1805), and the War of Greek Independence (1821-1831). The final chapter covers naval actions of Syria, Venice and Sinope, (1831-1853). The book is illustrated with 10 plates and 19 battle-plans. FINE copy. £80.00

### Mario Max Witt's Copy

{19} Anderson, Roy.

**WHITE STAR.**

Prescot, 1<sup>st</sup>.ed., 1964. Xii + 236 pp., frontis., (cold. & fldg.) + 58 photo-plates, + 7 drawings by J. H. Isherwood. D.j., 22 x 14cm. Slight wear to d.j. at extremities o/w Nr.FINE. Bookplate of Mario Max Witt (1925-1994) whose remarkable rare book collection was sold at Bloomsbury in 1996.

N. R. P. Bonsor who writes the foreword to this book describes it as "*by far the best shipping history I have read.*" The author records the triumphant rise and the tragic demise of one of the most famous shipping lines in history. The story of the Liverpool-based White Star Line begins in the days of the clippers which served the needs of the Australian Gold Rush. In the years that followed, White Star built some of the most elegant passenger liners on the Atlantic, including of course the ill-fated *TITANIC* which is given a chapter to herself. The Company never fully recovered from her loss in 1912. The book is illustrated with 58 photographs, 7 line drawings, and a coloured and folding frontispiece depicting the three-funnelled *OCEANIC* laid down in 1928 but never built. The author also provides a detailed

fleet list. Other chapters include : *The RED JACKET. Loss of the ATLANTIC. Armed Merchant Cruiser. The Morgan Combine. The Vindication of Wireless. The Great OLYMPIC. The Convicted CALIFORNIAN. White Star at War. The LAURENTIC'S Gold. Phantom Ship. The Kylsant Regime. Etc.* £150.00

**{20} Arasaratnan, S. MARITIME COMMERCE AND ENGLISH POWER : SOUTHEAST INDIA, 1750-1800.** Variorum Aldershot & Brookfield, Vermont (jointly pub. in New Delhi), 1<sup>st</sup>.ed., 1996. X + 326 pp., 4 maps. D.j., 22 x 15cm. FINE. Dr. Rodger's copy, signed & inscribed : "Nicholas Rodger, Acton, Feast of St. (?) of (?), 2003."

A study of the eastern coastal belt of India during the second half of the 18<sup>th</sup> century, during a period English expansion when a considerable area of territory was gained. It was a period of Anglo-French conflict ending in success for the English and control against challenges by the newly risen kingdom of Mysore. The author provides a chronological analysis of the extent of English control over the commercial economy of the region, especially the textile industry, and the policy of the East India Company which forms the main focus of this work and which led to total control over the movement of textiles. Trade in general is not neglected and the author examines how the merchants operated and how they were affected by the influx of news groups of entrepreneurs. The study is largely based on the records of the English East India Company held both in the Tamil Nadu Archives, and in the India Office in London (See Item No. 6). Illustrated with four maps of ports, etc. £60.00

**{21} Aspinall-Oglander, Cecil. ADMIRAL'S WIFE. BEING THE LIFE AND LETTERS OF THE HON. MRS. EDWARD BOSCAWEN FROM 1719 TO 1761.**

Longmans, Green & Co. 1<sup>st</sup> ed., 1940. Xvii + 298 pp., port. Frontis + 7 other plates. Blue cloth ; silver lettering. 22 x 14cm. V.G. Dr. Rodger's copy, signed & inscribed : "Nicholas Rodger, Speldhurst Road, Turnham Green. Feast of St. (?) of Alexandria, 1981."

The Hon. Mrs. Edward Boscawen was the great, great niece of the diarist John Evelyn, the wife of Pitt's favourite admiral, Edward Boscawen, and friend of Dr. Johnson, David Garrick, Reynolds, and other prominent figures in 18<sup>th</sup> century society. The author recalls her fascinating life and correspondence with her husband and their circle of professional and family friends. There are accounts of the battle off Finisterre, naval life in India and America, the Seven Years' War, the trial and execution of Admiral Byng, the capture of Louisburg, and finally Admiral Boscawen's death in 1761. (See No. 22 below.) £75.00

**{22} Aspinall-Oglander, Cecil. ADMIRAL'S WIDOW. BEING THE LIFE AND LETTERS OF THE HON. MRS. EDWARD BOSCAWEN FROM 1761 TO 1805**

The Hogarth Press, 1<sup>st</sup>.ed., 1942205 pp., frontis (genealogical table, fldg.) + 4 plates. Black cloth ; gilt. 22 x 14cm. Folding table creased with edges frayed (without loss) o/w V.G. Dr. Rodger's copy, signed & inscribed : "Nicholas Rodger, Speldhurst Road, Turnham Green. Feast of St. Theodoric of Emden, 1981."

Following the death of her husband, (see No. 21 above), the Hon. Mrs. Boscawen settled down in her house in Audley Street, Mayfair, a house that became the regular meeting-place for the literary elite of the 18<sup>th</sup> century. In his *Life of Dr. Johnson*, Boswell describes her conversation as "the best of any lady with whom I ever had the happiness to be acquainted." Her letters were compared to those of Mme. de Sevigne. The period includes the drama of the American Revolutionary War, the French Revolution, the Napoleonic Wars, and living with the threat of invasion. These topics are all discussed together with domestic affairs such as a visit to Holkham Hall in Norfolk, her views on Hannah More, George III's illness, etc. She died in the year of Trafalgar. £35.00

**BOOKQUOTE :** "A room without books is like a body without a soul." Cicero

{23} **Bach, John.**

***THE AUSTRALIA STATION.***

***A HISTORY OF THE ROYAL NAVY IN SOUTH WEST PACIFIC, 1821-1913.*** New South Wales University Press, 1<sup>st</sup>.ed., 1986. Xii + 260 pp., (60) photos., maps & other ills. D.j., 25 x 19cm. FINE. Dr. Nicholas Rodger's copy, signed & inscribed: "Nicholas Rodger, Grafton Road, Acton, Feast of St. Nicholas the Pilgrim, 1990."

For almost a century, from 1821 when the Admiralty decided to detach on an annual basis, a ship from the East Indies station to patrol Australian waters ; to the arrival in 1913 of units of the new Royal Australian Navy, the Royal Navy provided security for the continent and enforced British foreign policy. There were sometimes tense and even hostile relations between colonial and imperial authorities, but almost everyone understood and appreciated the Royal Navy's vital role in the defence of the country. Dr. Bach raises the controversial question of the debt Australian society owes to the Royal Navy, in both its social as well as political dimensions. Drawing from a wide range of contemporary sources, the author examines the lives of naval officers far away from home seeking to discharge their various duties, when their orders were sometimes in conflict with the situation they faced. Includes the origins of the Australia station 1821-1859 ; the Tahiti fiasco 1842-1847 ; the Royal Navy and South Sea Island labour trade ; the Maori Wars ; the Royal Navy and Samoa ; the Royal Navy and the island kingdoms of Tonga and Fiji ; the joint Naval Commission in the New Hebrides ; Imperial Defence and the Colonial Naval Defence Act of 1865 ; the Australia station and Imperial Defence 1870-1913 ; Sydney Naval Base ; social aspects of the Royal Navy in Australia ; etc. Illustrated with photographs, reproductions and maps. £45.00

{24} **Baer, Joel.**

***PIRATES OF THE BRITISH ISLES.***

Stroud, 1<sup>st</sup>.ed., 2005. 256 pp., 83 ills + 6 maps. D.j., 24 x 16cm. FINE.

The author tells the story of British freebooters of the 17<sup>th</sup> and 18<sup>th</sup> centuries, roaming the seas in search of prizes, describing how they walked a fine line between sanctioned privateering and outright piracy ; exploiting every legal loophole open to them ; corrupting officials ; and making every effort to justify their murderous actions. In time, new laws forced through Parliament rid the seas of their crimes. Includes William Dampier, Henry Every, William Kidd, Bartholomew Roberts, and the infamous Blackbeard. £25.00

{25} **Ballantyne, Iain.**

***STRIKE FROM THE SEA.***

***THE ROYAL NAVY AND U.S. NAVY AT WAR IN THE MIDDLE EAST.*** Barnsley, 1<sup>st</sup>.ed., 2004. 256 pp., profusely illustrated with photographs & maps (chiefly cold.). D.j., 25 x 18cm. FINE.

The author examines the role of the Royal Navy and the U.S. Navy in the Arabian Gulf from 1949 to 2003. He examines the response of the two navies to various disputes over the decades, from the Abadan Crisis of 1951, the Suez fiasco of 1956, the Tanker War of the 1980s, confronting Libya, 'Desert Storm' in 1991, war on terrorism post-9/11, and the Iraq War of 2003 that deposed Saddam Hussein. In all of these operations, the aircraft carrier played a critical role. The decision to leave Britain without carrier power whilst two new carriers are being built, is a political decision carrying considerable risk. The role of the Royal Australian Navy is also included, and the book is profusely illustrated with photographs and maps, chiefly in colour. £25.00

{26} **Bank Line.**

***SEVENTY ADVENTUROUS YEARS.***

***THE STORY OF THE BANK LINE, 1885-1955.*** Privately Printed, Journal of Commerce, Liverpool, 1<sup>st</sup>.ed., 1956. 136 pp., many photo-plates + large (cold. & fldg.) plate at rear. Blue cloth ; gilt. 23 x 16cm. FINE.

A history of the first 70 years of the Bank Line, a shipping company founded by Andrew Weir. Between 1885 and 1915 they operated a fleet of 45 sailing ships – perhaps the most famous being their four-masted barque *OLIVEBANK* - before moving into steam and later motor vessels. Bank Line was one of the earliest shipowners to adopt motor-ships. This book

examines Bank Line's long association with Harland & Wolff in Belfast and provides a complete Fleet List up to 1955. Illustrated with photographs and a fine folding coloured plate of the *M/V CEDARBANK*. FINE copy. £35.00

**Sir William Plunkett de Bathe's Copy with Manuscript Insertions**

{27} <> **Barrow, Sir John.** *THE LIFE OF RICHARD EARL HOWE, K.G., ADMIRAL OF THE FLEET, AND GENERAL OF MARINES.* John Murray, 1<sup>st</sup>.ed., 1838. Xvi + 432 + 16 (advt.) pp., engrv. port. frontis., + 2 facsimile letters (both fldg.). Contemporary half-calf; richly gilt tooled spine in six panels; raised bands; maroon calf title-piece; gilt; marbled boards & endpapers; all edges marbled. 22 x 14cm. Boards a little rubbed; head of front joint worn but hinge sound and book firm & tight; light foxing as usual o/w V.G. Bookplate of Sir William Plunkett de Bathe, Baronet (1793-1870), of Wood End, Chichester. Manuscript note dated 1867 in his hand, written in the third person, on fly-leaf; A.L.S. from Henry Wright, Auctioneer & House Agent, dated 5<sup>th</sup> March 1866. (2 pp.), tipped in.

The author, Sir John Barrow (1764-1848), English explorer and Secretary of the Admiralty (1804), produced the first full-length biography of Richard Howe (1726-1799) who was known towards the end of his life as the 'Father of the Navy'. Howe is best remembered for gaining the first British victory at sea during the Napoleonic Wars – the Glorious First of June 1794. But less is generally known of his long and distinguished naval career prior to that date. He had sailed in the *SEVERN* as far as Cape Horn with Anson in 1740, and three years later took part in the attack on La Guayra. In 1746 Howe was wounded in action with French frigates off the coast of Scotland, and by capturing the *ALCIDE* he opened the Seven Years' War in 1755. He went on to fight in many engagements and battles off the French coast, including playing a distinguished role in the Battle of Quiberon Bay in 1759. He also saw much action in the American War of Independence during which he forced the passage of the Delaware in 1777. It was Howe who effected the relief of Gibraltar five years later in 1782. By the 1790s, Howe had gained the respect of both public and seaman alike, and when serious mutinies broke out in 1797, it was to Howe that the nation looked to defuse the dangerous situation developing at Spithead and the Nore. Howe died two years later full of honours. On page 275 of this book, the story is told of a curious and celebrated incident during the Glorious First of June. The *MARLBOROUGH* had been in the thick of the fight and was completely dis-masted. Her gallant lieutenant was determined to nail her colours to the stump of her mast to show the French that she had not surrendered, when a cock, liberated from its shattered coop, perched itself on the stump of the mainmast, clapped its wings, and crowed aloud. The incident rallied the weary crew who gave three cheers and fought on. The cock survived and upon the ship reaching Plymouth it was given to the governor, Lord George Lennox, and it lived to a good old age. The letter to Sir William Plunkett from Henry Wright in 1866, recalls the incident and says that the bird was brought to Wood End and a gold chain was put around its neck which it wore until the day the bird died. A manuscript on the opposite fly-leaf, in Sir William's hand, states that the bird was sent by Lord Lennox to his sister, Lady Mary Lennox, then residing at Wood End, where the bird died and was buried. Sir William placed a gilt cock on the slate roof of Wood End as a memento of "the gallant bird of the *Marlborough*." An interesting Association Copy of a singular incident during Lord Howe's battle of the Glorious 1<sup>st</sup> June 1794. £250.00

{28} **Bastable, Marshall J.** *ARMS AND THE STATE. SIR WILLIAM ARMSTRONG AND THE REMAKING OF BRITISH NAVAL POWER, 1854-1914.* Ashgate, Aldershot & Burlington, 1<sup>st</sup>.ed., 2004. Xii + 300 pp., 10 photo-ills. Pict. laminated boards; 24 x 16cm. Slight crease to corners of two leaves o/w FINE. Dr. Nicholas Rodger's copy, signed & inscribed: "Nicholas Rodger. Acton, Feast of St. Nicholas of (?) 2004."



The manufacture and sale of naval armaments became big business in the late 19<sup>th</sup> century, and at the forefront of this industry was the firm of Sir William Armstrong, Whitworth and Company. In this book, Dr. Bastable reconstructs the history of the firm, from its origins in the Crimean War to its high point on the eve of the First World War, setting its technological, political and international story into context. Much had hitherto been written about Armstrong between 1880 and 1914, but little of substance prior to that date. This study brings light to bear on the company's earlier history and its development, all based on new research. The book is divided into three parts : 1) *Inventing the Armstrong Gun, 1854-65*. This covers war, friends and competitors, the era of naval arms revolution, and the controversy over monster guns or iron ships in the defence of Britain. 2) *Making the Global Arms Market, 1863-1914*. The author examines world demand and Elswick's marketing techniques, the arming of America and Europe, and the arming of Asia. 3) *Remaking British Naval Power, 1880-1914*. This final part unravels the complex naval-industrial, and political-industrial stories, and describes the entrepreneurs and managers and their relationship with the British State. A scholarly study containing a good deal of fresh material. £75.00

**{29} Baynham, Henry.**

***MEN FROM THE DREADNOUGHTS.***

Hutchinson, 1<sup>st</sup>.ed., 1976. 272 pp., frontis + 32 other photo-plates. D.j., 22 x 14cm. FINE in Nr.FINE dust-jacket. Dr. Nicholas Rodger's copy, signed & inscribed : "Nicholas Rodger, Acton. Feast of St. Benezet the Bridge Builder, 1998."

A study of the Royal Navy from the 1880s to the end of the First World War as seen from the Lower Deck. The author interviewed fifty survivors who had served under the White Ensign during the Victorian and Edwardian periods ; the era of Fisher and Jellicoe and the introduction of the giant Dreadnoughts. They describe training under sail, life aboard the ironclads, the transition from coal to oil, action during the Boer and First World Wars, naval punishment and promotion, etc. The survivors include Stokers, Abs, Engine Room Artificers, Royal Marines, Gunners, etc. There is hitherto unpublished material on the battles of the Heligoland Bight, the Dardanelles, and Jutland – as well as the Russian campaigns after 1918. There are also personal accounts of the Portsmouth Mutiny of 1906, and the collision between the *VICTORIA* and *CAMPERDOWN* in 1893. £40.00

**Beatson's Expanded Second Edition in Six Volumes**

**{30} <> Beatson, Robert.**

***NAVAL AND MILITARY MEMOIRS OF GREAT***

***BRITAIN, FROM 1727 TO 1783.***

6 Vols., Longman, Hurst, Rees & Orme, 2<sup>nd</sup> ed., (greatly extended), 1804. **Vol. I :** Xv + 525 pp. **Vol. II :** Vi + 609 pp. **Vol. III :** Xv + 448 pp. **Vol. IV :** Xvi + 577 pp. **Vol. V :** Xvi + 715 pp. **Vol. VI :** Xx + 494 pp. All bound in contemporary full tree calf ; black calf title-pieces to spines ; gilt lettering & gilt lines (to spines & boards) ; speckled edges. 22 x 13cm. Some shelf-wear to edges of bindings & rubbing of joints but overall firm & strong ; light marks to bindings where labels were once placed ; some general foxing as usual, o/w an attractive & V.G. set. Dr. Nicholas Rodger's copy, First Volume signed & inscribed : "Nicholas Rodger, Acton, St. Roger's Day, 1998." The remaining five volumes are all signed "Nicholas Rodger."

Robert Beatson (1742-1818), was a writer of miscellaneous works but is best remembered for his *Naval and Military Memoirs of Great Britain* appearing in two editions : the first in 1790, in three volumes ; and the second in 1804, in six volumes. Beatson's background was military rather than naval – he accompanied the Royal Engineers against Rochefort in 1757 and to the West Indies in 1759 – but in this work, he demonstrates his firm grasp on matters naval and only records military transactions where they are related to naval affairs, described by Bruce as "Particularly useful for the army's campaigns in America." He retired in 1766 to devote himself to writing and agriculture in Fifeshire. Beatson opens with the year 1727 as this was the year Dr. Campbell left off in his original study and continues down to 1783 and the War of American Independence. (The original edition ended in 1763). He records the

operations of the fleets and actions during this period, including every action fought by single ships. The style is easy and flowing, leaving such matters as naval returns, lines of battle, etc., to the copious Appendices contained in two of the volumes. Beatson had ample understanding of the political background of the 18<sup>th</sup> century and he intersperses his narrative with parliamentary affairs that relate to the Royal Navy and those that are essential to the full picture. The first volume covers the years 1727, the succession of George II, and the war with Spain ; down to 1756 and the execution of Byng. The second volumes cover the years 1757 to 1762 and the naval actions of that era with Suckling, Anson, Wolfe, Pocock, Hawke, etc. The third volume is one of useful and informative Appendices, providing over 200 lists and descriptions of ships, squadrons, fleets, etc., between 1728 and 1859. Volume Four picks up again in 1763 and takes the work down to 1779. Includes the deeds of Byron, Hughes, Cornwallis, Howe, Parker, Keppel, Vernon, Palliser, Cook, etc. Provides extensive coverage of the opening moves in the American War. The fifth volume covers the years 1780 to 1783 and the remaining story of the American War, with the deeds and actions of Rodney, Cook, Hughes, Cornwallis, Darby, Parker, Hood, Pigot, Hyde Parker, Howe, Kempenfelt, Barrington, Bickerton, etc. The sixth and final volume is again one of Appendices, 338 in all with lists and other useful information from 1769 to 1783. The six volumes also provide details of the promotions of admirals ; anecdotes of shipwreck ; the treatment of prisoners of war ; and naval support of the army, plus all the actions and operations – large and small – in home waters, North America, West Indies, Mediterranean, East Indies, etc. Full sets of this superior Second Edition are SCARCE. Sabin 4145. Bruce 2844. £1,500.00

### Court-Martial as a result of inaction at the Glorious First of June 1794

{31} Bell, John. (Publisher). *THE TRIAL AT LARGE OF CAPT. A. J. PYE MOLLOY, COMMANDER OF THE CAESAR, MAN OF WAR, ON THE FOLLOWING CHARGES, VIZ. "1<sup>ST</sup> THAT CAPT. MOLLOY, OF HIS MAJESTY'S SHIP THE CAESAR, DID NOT, ON THE 29<sup>TH</sup> OF MAY, 1794, CROSS THE ENEMY LINE, IN OBEDIENCE TO THE SIGNAL OF THE ADMIRAL." "2<sup>ND</sup> THAT, ON THE 1<sup>ST</sup> OF JUNE FOLLOWING, HE HAD NOT USED HIS UTMOST ENDEAVOURS TO CLOSE WITH AND DEFEAT THE ENEMY." HELD ON BOARD THE GLORY, MAN OF WAR, PORTSMOUTH HARBOUR, TUESDAY, APRIL 28, 1795, UNTIL THE CLOSE, MAY 15, 1795.* Printed & Published by John Bell, British Library, Strand, 1<sup>st</sup>.ed., 1795. 58 pp. Qtr. navy cloth ; marbled boards ; paper title-pieces to spine & front board. 21 x 13cm. Some foxing, not extensive, o/w FINE.

Anthony James Pye Molloy (c.1754-1814), served both in the American War of Independence and in the French Revolutionary War, rising through the ranks to command a number of ships during both conflicts and during the years in between. At the Glorious 1<sup>st</sup> June 1794, Molloy was part of Lord Howe's fleet and was sharply criticized by his Commander-in-Chief for his inaction during the engagement. This is a contemporary record of Molloy's court-martial held at Portsmouth in 1795. The charges against him were proved, and he was dismissed from his ship. His personal life fared little better, with speculation and rumours swirling around him with regard to acting dishonourably towards a woman to whom he was engaged before his marriage. When they ran into each other in Bath, she cursed him by saying "I wish you the greatest curse that can befall a British officer. When the day of battle comes, may your false heart fail you." He blamed her for his disgrace at the Glorious 1<sup>st</sup> of June. He married a daughter of Admiral Sir John Laforey, and it was further rumoured that he was as weak at home as he was on board and was dominated by his wife. He never

served at sea again and died at Cheltenham, 25<sup>th</sup> July 1814, after a fall down some stairs. The *CAESAR*, 80 guns, was newly commissioned when Molloy took command of her in December 1793. When Howe sighted the French, Molloy was ordered to lead the column into battle, but was later criticized by Howe for failing to obey orders and break the French line. His ship sustained 18 killed and 71 wounded in the fray. At his trial, when Rear-Admiral Sir Roger Curtis spoke for the prosecution, Molloy argued that his ship had been thrown into confusion after a ball and struck the stern-beam and left her unmanageable, but after three weeks of deliberations, Molloy was found guilty. The court tempered its findings by observing that Molloy's courage was unimpeachable, but he was nevertheless dismissed from his ship. [Bibliographical note : This book is cited by Stanley Morison in his *A Memoir of John Bell, 1745-1831* Cambridge University Press, 1930, John Bell, having lost control of his 'British Library' in a chancery dispute with a rather dubious bookseller, George Cawthorn – a character with whom Byron also had unfortunate dealings. Morison writes "The last piece of printing I have seen issued from the *British Library*, before Bell fell under the blow engineered by Cawthorn, *The Trial at Large of Capt. A. J. Pye Molloy*, one of his few close and solid-set works, cheap at the price of 2/6 no doubt – but though differing slightly from the *Charter of the Bank of England* < of similar format and printed in 1788 > is obviously the work of the same hand – just as the Cawthorne-printed plays of 1796, using Bell's types and ornaments, are not." P.111] FINE copy ; SCARCE. £150.00

**{32} Bellamy, Martin. *CHRISTIAN IV AND HIS NAVY. A POLITICAL AND ADMINISTRATIVE HISTORY OF THE DANISH NAVY, 1596-1648.***

Brill, Leiden & Boston, 1<sup>st</sup>.ed., 2006. Xv + 299 pp., 23 plates, 13 figures & 7 tables. Purple pict. cloth ; white lettering. 24 x 16cm. A few pencil lines in the margins o/w FINE. Dr. Nicholas Rodger's copy with his Review of the book pasted in at rear.

A survey of the Danish Navy during the reign of King Christian IV, (he reigned from 1588 to 1648), a monarch who created a large and powerful fleet and built one of Europe's finest dockyards. He was also the only Danish king to command his own fleet in action. As impressive as the Danish Navy was at this period, with its advanced design in ship construction and in the administration of its sailors and dockyard workers, political and military leadership was sadly lacking and reflected the power struggle between the king and his council – a situation which ultimately led to the navy's crushing defeat at the hands of the Swedish Navy. Dr. Nicholas Rodger's Review, when at the University of Exeter, highlights a number of flaws in Dr. Bellamy's book, but adds that in most respects it is a successful and important book. Illustrated with 23 plates, 13 figures & 7 tables. FINE copy. £100.00

**Biography of a Trafalgar Veteran ~ Alan Moore & Nicholas Rodger's Copy**

**{33} < Bevan, A. Beckford. & Wolryche-Whitmore, H. B. *A SAILOR OF KING GEORGE. THE JOURNALS OF CAPTAIN FREDERICK HOFFMAN, R.N., 1793-1814.***

John Murray, Albemarle Street, 1<sup>st</sup>.ed., 1901. Xv + 346 pp., port. frontis + 8 other plates. Blue cloth ; gilt lettering to spine & cold./gilt armorial front cover ; t.e.g., others uncut. 23 x 15cm. Shelf-wear to extremities of binding ; light foxing ; o/w V.G. Signed on half-title : "Alan Moor" (Sir Alan Moore, 1882-1959, a founder member of the SNR and maritime author). Signed & inscribed on the front pastedown by Dr. Nicholas Rodger : "Nicholas Rodger, Grafton Road, Acton. Feast of St. Baird of Moritz (?) 1988."

Frederick Hoffman entered the Royal Navy in October 1793 aboard the *BLONDE*. He was present at the siege of Martinique under Jervis in 1794, returning to England in the same year aboard the *HANNIBAL* with dispatches and the colours of Martinique. A few months later his ship was attached to the Channel Fleet until 1795 when she was ordered to the West Indies again, where Hoffman remained until 1802 – twice almost losing his life to Yellow Fever. During this period, he was engaged in upwards of eighteen boat actions and was wounded in the head with the loss of his hearing in his left ear. As first lieutenant in the *VOLAGE* he was captured by the Spaniards until exchanged. In 1803 Lieutenant Hoffman was back in

England and joined the *MINOTAUR* in the Channel, but shortly afterwards he was forced to resign his post owing to illness. Upon his recovery in the summer of 1805 he was appointed Senior Lieutenant in the *TONNANT*, taking his post on the lower deck during the battle of Trafalgar when he was slightly wounded in the hand. These and other experiences are recorded in this fascinating and very scarce book, written while Hoffman was residing at Dover in 1838 but not published until 1901. His adventures, post-Trafalgar, included service in a slave convoy, at sea with Lord St. Vincent off Brest, taken prisoner by the French on the loss of the *APELLES* in 1812. Commander Hoffman was in command of this 14-gun sloop and in May that year was in company with the brig *SKYLARK* off the French coast. The latter went aground during the night and made all efforts to lighten herself as a shore battery opened fire at daybreak. French troops approached her and opened fire with small arms which was returned by Royal Marines. By the close of day, the brig was too damaged, and Commander Hoffman took off all the men he could accommodate but a few had to remain behind. Commander Boxer of the *SKYLARK* begged Hoffman to leave and save himself but Hoffman refused to abandon his companions and was eventually taken prisoner. Coming under increased fire and troop attack, the *SKYLARK* was forced to surrender. The English waited while the French went to the effort of re-floating the brig on the following day, and then boats from the *BERMUDA* went in and re-captured her. Hoffman retired with the rank of Captain in 1840 and died in 1849. Attractive original binding. SCARCE. £300.00

**{34} Bird, Harrison. *NAVIES IN THE MOUNTAINS. THE BATTLES ON THE WATERS OF LAKE CHAMPLAIN AND LAKE GEORGE,***

**1609-1814.** Oxford University Press, 1<sup>st</sup>.ed., 1962. (X) + 361 pp., 12 plates & 4 maps. D.j., 21 x 14cm. V.G. Book label of the late John Loud Pelling, of the Wirral. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, Feast of St. John of Capistrano, 1999."

The first full account of the naval engagements fought on Lake Champlain and Lake George, from the first landing by Europeans on the American continent to the conclusion of the Naval War of 1812. Situated on the north-south gateway in North America – with the St. Lawrence to the north and the Hudson to the south – these two large lakes witnessed bitter naval engagements between ships of England and France and then England and the United States. The naval and military campaigns on and around these waters tell a fascinating story, one told with vivid insights by this Canadian historian. £35.00

**{35} Black, Jeremy. *BRITISH FOREIGN POLICY IN AN AGE OF REVOLUTION, 1783-1793.***

Cambridge University Press, 1<sup>st</sup>.ed., 1994. Xiv + 559 pp., 9 maps. D.j., 23 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, St. Cecilia's Day, 1994." With Dr. Rodger's Review of this book, whilst at the NMM, Greenwich, pasted in at rear.

An in-depth study of British foreign policy in a crucial period of history and political development, serving as a guide to the nature of the British state and to its international relations. In 1783 Britain had lost its American colonies and was unstable domestically. By 1793 she had regained her position as the leading global maritime, colonial and commercial power. During those ten years, Britain went several times to the brink of war ; in 1787 with France over control of the Dutch and their empire, in 1790 with Spain over the British claim to settle on the Pacific coast of modern Canada, and in 1791 with Russia over the fate of the Turkish Empire. In 1793 the situation toppled over the brink and Britain went into a long war, from which it would emerge as masters of the seas for the next century. Professor Black produces a substantial study, some 16 years in the making, forming an informative bridge between the wars with America and France in the last quarter of the 18<sup>th</sup> century. £90.00

{36} Blair, Clay.

**HITLER'S U-BOAT WAR.**

**VOLUME I : THE HUNTERS, 1939-1942. VOLUME II : THE HUNTED, 1942-1945.**

2 Vols., 1<sup>st</sup>.eds., 1997 & 1999. Vol. I : Xxxi + 809 pp., 28 photo-plates, 7 maps, & a cutaway drawing. Vol. II : Xxxi + 909 pp., 72 photo-plates & 7 maps (4 double-page). Both in d.j.'s. 24 x 16cm. FINE.

When the first volume of this study was published - the result of nine years of research - it was hailed as the definitive account of the German submarine war in the Battle of the Atlantic. The second volume followed two years later to cover the last years of the naval war in Europe when the Allies overcame the U-boat threat. For almost six years, German U-boats attempted to blockade and isolate the British Isles in the hope of forcing Britain out of the conflict. This would have had a major impact on the war and prevented the Allies from bombing German cities and launching the invasion of occupied France. The U-boats failed in their objectives. They sank 2,800 Allied merchant ships while the Allies sank almost 800 U-boats. Thousands of sailors lost their lives on both sides. The top-secret penetration of German naval codes played a major role in the Allied victory. Until recent years the official code-breaking and U-boat records were withheld by London and Washington so that no complete assessment could be attempted until now. The author claims that earlier accounts are incomplete, contain errors, false interpretations and conclusions, and led to the myth that the U-boats came within a whisker of defeating the Allies – this work sets out to prove the opposite. In his review when the second volume appeared, the late Ludovic Kennedy described it as a work of “*academic excellence*”. With a total of over 1,700 pages, almost every one of nearly a thousand operational U-boats are covered with painstaking thoroughness, reconstructing target-by-target the whole course of the U-boat war. Superior technical developments and the breaking of the Enigma intercepts by both Great Britain and the United States brought about the eventual (and the author argues, inevitable) defeat of Donitz’s submarines. A FINE set in two volumes. £100.00

{37} Blake, George.

**B. I. CENTENARY, 1856-1956.**

1<sup>st</sup>.ed., 1956. 272 pp., frontis., + 21 other photo-plates. D.j., 21 x 15cm. Exceptionally FINE copy, signed by the Author in 1956, with a British India bookmark tipped in.

The centenary history of British India Line from its foundation in 1856 to its rise as possessing one of the finest fleets of passenger liners and cargo ships in the Merchant Navy. The author examines trade with India before and after the Indian Mutiny ; the basic routes established by B. I; the types of cargoes carried ; and the war service of British India during World War I and World War II when the company provided invaluable troop ships. A number of epic wartime episodes involving B. I. ships and crews are recorded. An appendix provides details of the 459 vessels up to 1956 forming their fleet. British India became part of P&O during the 1960s. FINE copy, Signed by the Author. £45.00

{38} Blake, Richard.

**EVANGELICALS IN THE ROYAL NAVY, 1775-1815.**

**BLUE LIGHTS & PSALM-SINGERS.**

The Boydell Press, Woodbridge, 1<sup>st</sup>.ed., 2008. (v) + 327 pp., 14 ills. D.j., 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : “Nicholas Rodger, Exeter, St. Godelieve’s Day 2008.”

The Royal Navy during the last quarter of the 18<sup>th</sup> century and throughout the Napoleonic Wars, showed a level of religious observance not seen since the days of Queen Anne. Many naval officers and sailors were devout Christians - Nelson is a good example - and there were many evangelicals working onboard ships encouraging regular prayer groups and worship – Admiral Gambier being perhaps the most notable. Many ships developed a loose network of prayer groups, bringing together officers and seamen in a way of equality that normal naval discipline and routine would never have allowed. The author seeks to explore for the first time the effect this tide of piety had upon naval discipline and the management of the Lower Deck ; on the development of chaplains’ ministry ; and to what extent its values and

influence were absorbed into the ethos of the Royal Navy as a whole. The author draws on logs, letters, minutes, memoirs, tracts, sermons, and Regulations. He examines the movement that began by promoting public worship at sea, developed into a programme of mass evangelism through literature and preaching, and reached a stage where off-duty officers and men gathered to share Bible readings and prayers. The result is a remarkable study into an aspect of naval life within the old wooden walls that has hitherto failed to receive the attention it richly deserves. FINE copy. £65.00

**{39} Bone, David W. & Muirhead. *MERCHANTMAN REARMED.***

*Large Paper Edition, Limited to 160 Numbered Copies of which this is # 134, signed by Captain David Bone and by his artist brother, Muirhead Bone.* Chatto & Windus, 1<sup>st</sup> ed., 1949. Xx + 332 pp., guarded port. frontis., + 15 other plates, 16 headpieces & a tailpiece by Bone. Qtr. Blue morocco ; blue buckram ; bevelled boards ; gilt ; t.e.g., others uncut. 26 x 20cm. Nr.FINE

Captain David Bone became Commodore of Anchor Line and served at sea during World War II, just as he had done during the First World War. In 1949, he followed the pattern he had laid down in 1919 and produced a fitting tribute to the Merchant Navy that had just fought for its very survival against Germany and the Axis powers. The book is illustrated by his talented brother, the marine artist Muirhead Bone, with his signed drypoint frontispiece, 15 other plates, and 16 head & tailpieces. An ordinary edition was also published in 1949. When war came in 1939, David Bone had already spent fifty years at sea from his early days in sail to command of Anchor Line's great transatlantic liners. He thought he would never again have to suffer U-boat attacks as he had done in his earlier days. Remarkably, he remained in command throughout the Second World War and survived to write this record of courage, endurance and hardship performed by British merchant seamen in the face of an enemy, who had no less than their total destruction as its aim. Once again Captain Bone had experienced the ordeal and had witnessed the final defeat of the U-boat menace. £150.00

**{40} Bonsor, N. R. P. *NORTH ATLANTIC SEAWAY. AN ILLUSTRATED HISTORY OF THE PASSENGER SERVICES LINKING THE OLD WORLD WITH THE NEW. Together with : 1960 SUPPLEMENT.***

Prescot, Lancs., FIRST EDITION, 1955. Xxxii + 639 pp. Cold. frontis., + over 50 photo-plates & 150 line drawings by J. H. Isherwood. Map e.p's. D.j. 22 x 15cm. Also: 1960 Supplement, (ii) + pp.643 to 692, 2 photo-plates. D.j.22 x 14cm. Both items: V.G.

The original classic study by the author and still one of the most comprehensive on the subject of North Atlantic passenger ships up to 1955. Bonsor provides full particulars of all the major liners and shipping companies engaged on the North Atlantic. He includes fleet lists, builders, record passages, trades and services, plus many additional side-lines of Atlantic maritime history. The book contains a foreword by A. C. Hardy and is illustrated with a fine coloured frontispiece plus over 50 photographs and 150 beautiful line drawings by the late Captain J. H. Isherwood. A valuable source of reference with over 600 pages giving the histories of 182 shipping lines and some 1,350 vessels. It comes complete with the 1960 Supplement, bringing the history and the liners, down to that date. £50.00

**{41} Bonsor, N. R. P. *SOUTH ATLANTIC SEAWAY. AN ILLUSTRATED HISTORY OF THE PASSENGER LINES AND LINERS FROM EUROPE TO BRAZIL, URUGUAY AND ARGENTINA.***

Jersey, 1<sup>st</sup>.ed., 1983. Xxii + 525 pp., frontis., + c.150 other photo-ills., + map e.p's. D.j., 24 x 16 cm. FINE.

A major study in which the author examines 71 shipping lines with passenger ships serving South America from the UK and the Continent, illustrated with about 150 photographs. Other features include indexes of ships and shipping companies, a chronological list of ship losses, and a list of the largest passenger liners on these routes – vessels of 14,000 tons and over. The 71 lines include Royal Mail Steam Packet, Royal Mail Lines, Union Line, Lamport

+ Holt, Booth, PSNC, Red Cross, Donaldson, White Star, Allan, Houlder Bros., Prince Line, Nelson Line, Blue Star, as well as shipping companies of France, Portugal, Italy, Germany, Austria, Spain, Holland, Poland, and South America itself. A brief history of each line is provided together with data and information on all the ships. FINE copy. £40.00

**{42} Boudriot, Jean. *JOHN PAUL JONES AND THE BONHOMME RICHARD. A RECONSTRUCTION OF THE SHIP AND AN ACCOUNT OF THE BATTLE WITH H.M.S. SERAPIS.*** Paris, 1<sup>st</sup>.ed., 1987 (English text). 127 pp., profusely illustrated with drawings, (some cold.), plans, etc. D.j., 31 x 24cm. V.G.+.

Ever since John Paul Jones's ship *BONHOMME RICHARD* sank off Flamborough Head in 1779 after a fierce fight with *HMS SERAPIS* whom she defeated, there has been speculation about her appearance. Contemporary paintings and engravings are inaccurate, manuscript records are sketchy, and her original plans have not survived. Over a period of 200 years the evidence has been dispersed and is now to be found in public and private collections in France, England and America. The *BONHOMME RICHARD* was a French ship lent by Louis XVI to the young American Navy. In this book Jean Boudriot reconstructs the ship timber by timber in a succession of detailed drawings and plans, showing for the first time since the 18<sup>th</sup> century the true appearance of the vessel. He also gives a detailed account of her hard and bloody fight with *HMS SERAPIS*. Invaluable for model-makers too. £75.00

### Edward Codrington : Trafalgar Veteran & Hero of Navarino

**{43} <> Bouchier, Lady. *MEMOIR OF THE LIFE OF ADMIRAL SIR EDWARD CODRINGTON. WITH SELECTIONS FROM HIS PUBLIC AND PRIVATE CORRESPONDENCE. EDITED BY HIS DAUGHTER, LADY BOURCHIER. WITH PORTRAITS AND OTHER ILLUSTRATIONS.*** Longmans, Green.

2 Vols., 1<sup>st</sup>.ed., 1873. **Vol. I :** Xii + 512 pp. engrv. oval port. frontis with fac. signature, + 3 maps (1 fldg. with cold. flags ; 2 with blue seas). **Vol. II :** Viii + 617 + 2 (advt.) pp., lacking woodcut frontis but replaced by facsimile + an extra engraved portrait (1830) bound in. Also 1 map (blue sea), 1 plan (fldg. & cold.), 1 diagram & 1 lithograph portrait. **Both** volumes re-bound in half-calf ; black calf title-pieces ; raised bands ; gilt ; marbled boards & black e.p's. 22 x 14cm. Edges to Vol. II trimmed without loss ; small tear to lower edge of title-page of same volume ; stamp & lib. Marks from the College (see below) o/w a clean & FINE set in an attractive calf binding. Inscribed Presentation Copy from the Admiral's Daughter : "Presented by Lady Bouchier to the Library of The Working Men's College, London". Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, Ash Wednesday 2002." His copy. (See also Item No. 139)

The only complete biography of Admiral Sir Edward Codrington (1770-1851) – the hero of Navarino – published 22 years after his death and edited by his daughter, Lady Bouchier. Edward Codrington entered the Royal Navy in 1783 and was confirmed as a lieutenant in time for war in 1793. He was on board Howe's flagship, *QUEEN CHARLOTTE*, at the Glorious First of June in 1794, as a result of which he was promoted to the command of the *COMET*, fire-ship. In 1795, he fought under Bridport (Hood) in his action with the French fleet off Ile de Groix, and in 1797 took part in the capture of the troopship *LA VILLE DE L'ORIENT* off Lisbon. On the 24<sup>th</sup> May 1805, Codrington was given command of the *ORION* 74, and fought in her under Nelson at the Battle of Trafalgar in October that year, for which he received a gold medal. In November 1808, he took command of the *BLAKE* 74, and in the following year was ordered to join the expedition against Walcheren, hoisting the flag of Lord Gardner who praised him in the highest terms for his part in forcing the Scheldt. Having no pilot on board, *BLAKE* grounded under the batteries of Flushing, and fought the enemy for 2 ¾ hours and being twice set on fire. In August 1810, Codrington took part in the defence of Cadiz, and he was in action on many other occasions up to the close of the Napoleonic Wars in 1815. His finest hour was yet to come, however. In November 1826, he

was appointed C-in-C Mediterranean with his flag in *ASIA* 84, and in October of the following year led a force of British, French and Russian squadrons into the port of Navarin to engage a combined Turco-Egyptian fleet. Codrington lost 172 men with a further 481 wounded but emerged victorious in what turned out to be the last fleet action to be fought under sail alone. Codrington was showered with honours and gifts from England, France, Russia and Greece. [For further details of his naval career see *O'Byrne* pp. 207-208]. This *life* of the Admiral describes in detail these and other events in a remarkable naval career. Fine Binding set of a SCARCE biography of a Trafalgar veteran in two volumes. £750.00

**{44} Boyce, D. George. (Ed.)** ***THE CRISIS OF BRITISH POWER. THE IMPERIAL AND NAVAL PAPERS OF THE SECOND EARL OF SELBORNE, 1895-1910.*** Historians' Press, 1<sup>st</sup>.ed., 1990. (iii) + 438 pp. D.j., 22 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, Feast of St. Cronan the Wise, 1997.

In 1895, the Earl of Selborne, Under Secretary of State at the Colonial Office, together with Joseph Chamberlain, found themselves confronting a series of world-wide crises culminating in the second Boer War. As the South African conflict dragged on, military and diplomatic vulnerabilities began to emerge. Selborne, as First Lord of the Admiralty, wrestled with the consequences of administrative and professional 'Toryism' in the service, realizing that the Royal Navy could not be everywhere it needed to be, and do everything it needed to do, at the same time. Hard choices had to be made, and Selborne presided over and directed the revolution in British naval power that equipped the navy for the turbulent international future that he, and others, predicted. Lord Selborne's correspondence includes exchanges with the major naval, military and political figures of his day. This is a FINE copy of an important and detailed study of a critical era in British naval and political history. £45.00

**{45} Bradford, Admiral Sir Edward E.** ***LIFE OF ADMIRAL OF THE FLEET SIR ARTHUR KNYVET WILSON BART., V.C., G.C.B., O.M., G.C.V.O.*** John Murray, 1<sup>st</sup>.ed., 1923. Xi + 257 pp., port. frontis + 7 other photo-plates & ills. Blue grained cloth ; gilt. 22 x 15cm. Spine slightly discoloured ; occasional foxing o/w V.G. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, Feast of Thomas the Apostle 1998.

Admiral Sir Arthur Knyvet Wilson (1842-1920) was one of the most distinguished officers in the British Navy of his era ; one of those chiefly responsible for the efficiency of the Fleet in 1914. Born at Swaffham, Norfolk, his family was connected by marriage to the Nelson family. A stern disciplinarian, he was known on the Lower Deck as 'Old 'Ard 'Art' but he had their devotion and they would have followed him anywhere. Wilson made himself master of all the details of the structure and equipment of battleships and introduced improvements which had significant influence upon the First World War and beyond. The author describes Sir Arthur's naval life from 1855 when he first went to sea. He was quickly in action during the Crimean War. Other memorable events in his career include shipwreck in *HMS RALEIGH*, the China War, the mission to Japan, the war in Egypt during the 1880s, service ashore with the Naval Brigade, early torpedo warfare, reflections on Sir George Tryon who went down in the *VICTORIA* in 1893, preparations for war and high command in the early years of the last century, and the Naval War Staff at the Admiralty and his role during the First World War. He was awarded the VC for his bravery in hand-to-hand combat armed with his naval sword during his time with the Naval Brigade in 1884. £75.00

**BOOKQUOTE :** *"I always keep two books in my pocket, one to read, one to write in."*  
**Robert Louis Stevenson.**



**{46} Brassey. (Ed. T. A. Brassey).**

***THE NAVAL ANNUAL, 1908.***

Griffin, Portsmouth, 1<sup>st</sup> ed., 1908. Xi + 452 pp., guarded frontis + 4 other plates, + diagrams, + 67 drawing plates & a number of other ills. Blue blind decorated cloth ; gilt. 25 x 16cm. Ex.Lib. (Institute for Advance Study with reference number to spine but very little in the way of internal library markings. Edges of front cover slightly bumped, o/w a clean, tight & bright copy, V.G.+.

Brassey's *Naval Annual* established itself during the early 1880s as the prime source of naval information, at a time when crisis after crisis was facing Britain and the wider world, and the arms race with Germany was slowly taking off. This issue for 1908 appeared at an interesting Edwardian period and examines not only the Royal Navy's growing dreadnought fleet, but also that of the foreign naval powers. There are articles by some of the leading naval writers of the day, and a great deal of data on naval guns and small arms. Articles and features include : *Foreign Naval Manoeuvres. The Armoured Cruiser Question. Experience with Marine Turbines. The Personnel of the French Navy. The Second Peace Conference and Naval Interests. The Naval & Maritime Industries of Italy. List of British & Foreign Ships. Plans of British & Foreign Ships. First Lord's Statement. British Navy Estimates. Programme of Shipbuilding. Returns of Gunlayer's Tests & Battle Practice. The Hague Conference. Estimates for the Austro-Hungarian Navy, France, Germany, Italy, Russia, the USA, etc.* Generously illustrated with photographs, plans, diagrams, drawings, etc. £65.00

**{47} Brassey. (Ed. Adm. H. G. Thursfield). *BRASSEY'S NAVAL ANNUAL, 1947.***

1<sup>st</sup>.ed., 1947. Vi + 327 + 8 pp., frontis + 22 other photo-plates + many silhouettes & line drawings. Blue cloth ; gilt. 24 x 16cm. Small dents to edges of upper boards o/w an exceptionally FINE copy.

In this, the 58<sup>th</sup> issue of Brassey's celebrated *Naval Annual*, post-war topics occupy the minds of the contributors with articles that include : *The Naval Prospect, 1947. Foreign Navies. The Operational Future of the Flying Boat. The Defence of Australia. The Rise and Fall of Japanese Sea Power. Inter-Allied Naval Co-operation in the War. The 1946 Atomic Bomb Trials.* Etc. Other features include the new rates of pay for the Royal Navy, British warships transferred to Dominion and foreign fleets, and a pictorial section. The frontispiece shows the P&O liner *HIMALAYA* then building at Barrow. Exceptionally FINE. £40.00

**{48} Brett, Sir Henry.**

***WHITE WINGS. VOLUME I :***

***FIFTY YEARS OF SAIL IN THE NEW ZEALAND TRADE, 1850 TO 1900.***

***VOLUME II : FOUNDING OF THE PROVINCES AND OLD-TIME SHIPPING.***

***PASSENGER SHIPS FROM 1840 TO 1885.***

2 Vols., Auckland : The Brett Printing Co. Ltd., 1<sup>st</sup> eds., 1924 & 1928. **Vol. I :** 368 pp. **Vol. II :** 259 pp. **Both** volumes profusely illustrated with photographs, etc. Two shades of blue cloth, the first with white lettering, the second with black. 25 x 16cm. V.G.

*White Wings* tells the history of the numerous sailing ships that visited New Zealand between 1850 and 1900. The books contain a gossipy collection of extracts from diaries and newspapers of the period, abounding with stories and anecdotes taken from talks with captains, seamen and passengers. The first volume describes in detail the inter-colonial clippers and barques that traded with New Zealand in the second half of the 19<sup>th</sup> century. There are accounts of icebergs, eventful voyages, numerous cases of shipwreck, etc. Includes vessels owned by NZSC, Shaw Savill, Paddy Henderson, Albion Shipping, Willis, Gann & Co., White Star Line, Blackball Line, Houlder Bros., plus privately-owned sailing ships carrying immigrants prior to 1860. Vessels covered are too numerous to list in full but include *THE EDWIN FOX, WELLINGTON, GLENLORA, TREVELYAN, MARLBOROUGH, OAMARU, HELEN DENNY, AKAROA, ROBERT HENDERSON, WARWICK, CHARLOTTE GLADSTONE, WAIKATO* and countless other square-riggers. The second volume is a combined history for the separate regions of New Zealand with the author providing a complete record of the systematic colonisation of New Zealand and the passenger vessels under sail that served the trade to 1885, listed with the names of many passengers. In Part II

of this volume, *Old-Time Shipping*, chapters include *Two Tragic Voyages. Rough and Ready Sailorising. How Immigrants Fared in the 1850s. Vessels of the 1840s and 1850s, 1860s, 1870s and Later*. Part III covers *Passenger Ships up to 1885*. Both volumes are illustrated with many photographs of sailing clippers ; the second volume includes *MAIRI BHAN, IVANHOE, ALUMBAGH* plus details of many others. Complete in two volumes. £200.00

**{49} Brice, Martin H. THE TRIBALS : BIOGRAPHY OF A DESTROYER CLASS.** 1<sup>st</sup>.ed., 1971. 256 pp, over 100 photo-plates & drawings of each vessel's badge. D.j., 23 x 15cm. FINE. Bookplate of the late John H. Proud, authority and author of books on Tyneside tugs.

Still one of the best studies of a single class of warship, the author describes in detail the careers of each of the 27 wartime Tribal class destroyers of the Royal Navy, Royal Australian Navy and the Royal Canadian Navy. These vessels served with distinction between 1938 and 1969 and were considered by many to be the finest destroyers ever built. The Tribals probably saw more action over a longer period of time and over a greater area of the globe than any other class of destroyers. They took part in almost every Home fleet and Mediterranean action : the D-Day landings, the East Indies, the South West Pacific amphibious landings, Battle of Leyte Gulf, the surrender of Japan, and they also fought in the Korean War. The author includes technical data together with lists of commanding officers, pennant numbers and ships' badges. Illustrated with over 100 photographs. FINE. £65.00

**{50} Breyer, Siegfried. & Skwiot, Miroslaw. GERMAN CAPITAL SHIPS OF THE SECOND WORLD WAR.** Seaforth, Barnsley, 1<sup>st</sup> Eng. ed., 2012. 432 pp., profusely illustrated with photographs. 29 x 25cm. FINE.

Described as the “ultimate photograph album”, this book devotes around 100 photographs to each of Hitler's capital ships. Much has been written on these vessels, and little remains to be said, but in recent years a significant number of photographs have come to light – many from private albums. These include on-board and close-up images, and rare pictures taken during wartime operations. A selection of the finest provides the basis for this profusely illustrated book, showing each warship during its whole career from launching and fitting out, to the ship's ultimate fate. For the sake of completeness, there are even sections showing the various design studies that led to each class being built, and an appendix covers Germany's unsuccessful attempt to build an aircraft carrier – the *GRAF ZEPPELIN*. £60.00

**{51} Britton, C. J. NEW CHRONICLES OF THE LIFE OF LORD NELSON.** Cornish Brothers Ltd., Birmingham, 1<sup>st</sup>.ed. (1946). 125 pp., frontis + 6 other plates & 3 tables/plan (fldg.). D.j. 22 x 14cm. V.G. Charles Britton (d.1947) had three great loves in his life : cricket, cycling and Nelson. Shortly before his death he produced this useful and delightful study of Lord Nelson, published in Birmingham where he lived, and containing a Foreword by Professor Geoffrey Callender, Director of the National Maritime Museum, whom Britton was proud to call his friend. Britton spent many years, including the war years, researching for this book. He includes tables of Nelson's ranks, ships, portraits and busts and a pedigree. Also, a useful bibliography up to 1813 and many out-of-the-way and hitherto unpublished facts and anecdotes. These include details of a dental operation Nelson underwent, data on Nelson monuments, and a list of places Nelson visited at home and abroad. Other material includes a study of Nelson's strength of character, the separation from his wife, Nelson on shore, Nelson's health, his humanity, his genius, his flagship *VICTORY*, and his home at Merton, etc. Illustrations include an interesting portrait of the Admiral by an unknown artist. £65.00

**BOOKQUOTE : “What a blessing it is to love books” Elizabeth von Arnim**

**With the Bookplate of a controversial U.S. Diplomat ~ Fine Binding Copy**

{52} <> **Broadley, A. M. & Bartelot, R. G.**      ***THE THREE DORSET CAPTAINS AT TRAFALGAR : THOMAS MASTERMAN HARDY, CHARLES BULLEN, HENRY DIGBY.***

John Murray, 1<sup>st</sup>.ed., 1906. Xxiv + 318 pp., guarded port. frontis., 25 other plates including portraits, views, battle-plans, facsimiles, etc., 2 sketches in text, a facsimile letter (large & fldg.), + large pedigree (fldg.). Contemporary binding by Henry Sotheran in blue half-calf ; gilt decorated raised bands ; gilt lettering & gilt fouled anchors & crowns to spine ; blue grained cloth boards ; fine marbled endpapers ; t.e.g. 22 x 15cm. Foxing as usual o/w Nr.FINE. Attractive bookplate – decorated with the American eagle, US flag on shield, finely-bound books, and items of Roman armour & weapons – of Herbert Goldsmith Squiers (1859-1911). Squiers joined the US Army in 1877 and was commissioned second lieutenant and joined a cavalry regiment. Following the battle of Wounded Knee, he resigned as first lieutenant in 1891 and entered the US diplomatic service. He went on to become a minister, appointed in turn to China, Cuba & Panama. A noted collector of fine porcelain, while in Beijing he was accused of purchasing a confiscated collection. After the Boxer Rebellion, a journalist wrote that the best collection of loot was obtained by Lady MacDonald, wife of the British minister, while the second-best went to Squiers, First Secretary of the US Legation. He declared his innocence but left China in 1901 with several railway carriages filled with Chinese art. The controversy raged on for the rest of his life. His collection went to auction in 1912 and realised over \$48,000.

This is the first complete biography of “Nelson’s Hardy” and still the most comprehensive account on the subject, enhanced by the lives of two other Dorset captains who fought at Trafalgar : Charles Bullen (1768-1853), captain of the *BRITANNIA* ; and Henry Digby (1770-1842), captain of the *AFRICA*. The main part of the book, however, concerns the life of Thomas Masterman Hardy (1769-1839) captain of Nelson’s flagship *VICTORY*. Hardy fought at the Battle of St. Vincent in 1797 and was with Nelson at Santa Cruz when he cut out the *MUTINE*, a vessel he commanded in the following year at the Nile. He became Nelson’s flag-captain in the *VANGUARD* and followed Nelson to the *FOUDROYANT*, *SAN JOSEF*, *ST. GEORGE*, *AMPHION* and finally the *VICTORY*. Hardy was created Baronet after Trafalgar and went on to become Commodore and Governor of Greenwich Hospital from 1834 to his death. He also served as C-in-C on the South American station from 1819 to 1824, and afterwards took command of the Experimental Squadron until striking his flag in 1827. The authors describe Hardy’s boyhood on the coast of Dorset, bringing together for the first time, local anecdotes concerning his family and circle. The book contains many illustrations of special note, including a fine facsimile letter and a large folding pedigree of the Hardy family. In 1909 a second edition of sorts was published under the title *Nelson’s Hardy*, but this omitted the memoirs of Bullen and Digby. Fine Binding Copy.      £500.00

{53}      **Bullen, Frank T.**      ***THE LOG OF A SEA-WAIF. BEING RECOLLECTIONS OF THE FIRST FOUR YEARS OF MY SEA LIFE.***

MacMillan, for circulation in India and the British Colonies only, 1900. Xii + 349 + 14 (advnt.) pp. tissue-guarded frontis + 7 other plates. Blue cloth ; gilt. 19 x 13c. Some foxing o/w V.G.+.

Frank Thomas Bullen (1857-1915) was born in a poor area of Paddington, London, and was brought up by a maiden aunt. When she died the young Frank, aged nine, was thrown out on the streets to fend for himself and to live on scraps. He went to sea at the age of twelve aboard his uncle’s ship, the full-rigger *ARABELLA*. In later life, the author became a celebrated writer of sea stories, but in this autobiographical account, first published in 1899, he recalls joining his first ship in the West India Docks during a bleak January in 1869, and his first four years at sea from cabin boy to seaman. He describes the voyage of the *ARABELLA* and the hardships he endured and the mutiny he witnessed. By the age of 13 he had been shipwrecked twice, survived two epidemics of yellow fever, a hurricane, and two serious illnesses. He gives a vivid account of the docklands and sailortowns of London and Liverpool, as well as voyages to the West Indies, India, Burma, Australia, etc. Frank Bullen went on to serve in more than 25 ships, chiefly square-riggers, rising to first mate. He died in 1915 at Reid’s Hotel in Funchal and was buried in the English cemetery on Madeira.      £35.00

**{54} Burgess, J. Tom.                    *KNOTS, TIES AND SPLICES. A HANDBOOK FOR SEAFARERS, TRAVELLERS, & ALL WHO USE CORDAGE. WITH HISTORICAL, HERALDIC, AND PRACTICAL NOTES.*** Geo. Routledge, 1<sup>st</sup>.ed., N.D. (1884). Viii + 104 pp., 185 ills. Grey cloth ; black lettering & rope boarder to front board. 19 x 13cm. Spine & joints worn & dis-coloured : GOOD.

Joseph Tom Burgess (1828-1886) describes the various uses of knots, the history and philosophy of knots, heraldic knots, cordage and its varieties, and simple knots and loops. He goes on to describe and explain shortenings, knots for uniting ropes, splices, other modes of uniting ropes, ties, moorings and ring knots, hitches and bends, fastenings and lashings, the ends of ropes, knots and their application, and finally provides an alphabet of knots. Illustrated with 185 clear drawings, this Victorian study is as useful today. SCARCE. £30.00

#### Rear-Admiral Sir William Symonds's Copy

**{55} Burton, Captain J. Ryder, RNKII.                    *ON THE CONCENTRATION OF THE MATERIAL, THE MANUAL AND PHYSICAL FORCE, IN HER MAJESTY'S VESSELS OF WAR, AND ON THE MOST EFFECTIVE METHOD OF MANNING THE ROYAL NAVY.*** Saunders & Otley, 1<sup>st</sup>.ed., 1840. 44 pp. Rebound in marbled boards ; large paper title-piece to front board. 21 x 13cm. Slight foxing o/w Nr.FINE. Inscribed on half-title : "For Sir Wm. Symonds with the author's compliments."(Rear-Admiral Sir William Symonds, 1782-1856, entered the Navy in 1794, was present at Bridport's action in 1795, during the Spithead mutiny in 1797, and went on to play an active part in the Napoleonic Wars. In 1832, he was appointed Surveyor of the Navy, an office he held until 1847, during which time he built over 200 ships and introduced many improvements. He died aboard a French steamer *en route* from Malta to Marseilles, where he was buried.)

The author, James Ryder Burton, (1795-1876) entered the Navy as a Volunteer in 1806 and served throughout the rest of the Napoleonic War. He was aboard the *ALBION*, 74, part of Lord Exmouth's fleet at the bombardment of Algiers in 1816, where he volunteered to command a gun-boat destroying shipping inside the Mole. His last appointment was in 1823 when he was dispatched to Algiers to convey the British Consul to whom the Dey had offered a serious indignity. He fell in with an Algerine corvette and after a close action he boarded her under the batteries of Algeria and captured her. He was often troubled with a wound sustained during the French Wars – a ball that was never extracted. Nevertheless, he lived on into old age and there is a fine monument to his memory in Kensal Green. In this pamphlet, he submits plans to the Admiralty, and while touching on his own naval experiences, he makes various suggestions for the improvement of the construction and fitting of men-o'-war, and for the better manning of the fleet at a time when France was still seen as posing a significant threat to these shores. He discusses the plans of Sir Thomas Cochrane, and quotes Nelson's maxim : "*Never to fight a Frenchman until you can see the white of his eye.*" – in his plea that the enemy should always be engaged at close quarters. This work reached a third edition in 1847. Only three copies of this original edition of 1840 are recorded on COPAC. Admiral Sir William Symonds's copy.                    £100.00

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**{56} Busch, Captain Fritz-Otto.                    *THE DRAMA OF THE SCHARNHORST : A FACTUAL ACCOUNT FROM THE GERMAN VIEWPOINT.*** 1<sup>st</sup> Eng. ed., 1956. 186 pp., frontis., + 21 other photo-plates & 3 plans. D.j., 22 x 14cm. V.G.+.

The author records the career of the 32,000-ton German battleship *SCHARNHORST* from 1939, describing the action in which she sank the aircraft carrier *HMS GLORIOUS* in 1940 with heavy loss of life ; how she menaced Allied convoys in the Atlantic in 1941 ; and her daring dash up the Channel to the safety of the Norwegian fiords in 1942. From this position *SCHARNHORST* planned to attack Russian convoys bound for Murmansk. Her crew considered her to be a lucky ship but in 1943 that luck ran out. Admiral Fraser, who had held command of the *GLORIOUS* before the war, took full advantage of the Radar installed in his

ships. *SCHARNHORST* left her safe harbour to harass a Russian-bound convoy but was sunk 60 miles off North Cape the day after Christmas as Fraser lured her into his trap. £25.00

**{57} Calton, Robert Bell. *ANNALS AND LEGENDS OF CALAIS. WITH SKETCHES OF ÉMIGRÉ NOTABILITIES, AND A MEMOIR OF LADY HAMILTON.*** 1<sup>st</sup>.ed., 1852. Viii 220 pp., frontis (lithograph) & engraved vignette title. Brown cloth ; gilt ; edges uncut. 20 x 13cm. V.G.+.

An early Victorian account of the French port and town of Calais which played such an intrinsic role in English history. The author opens with an account of the Siege of Calais by Edward III in 1346-47 and examines its remarkable transformation into an English borough and provides a detailed study of the English occupation of the town whose port, as a naval station, was used as a means of protecting our early navigation in the Channel. The book abounds with anecdote and also provides an account of the émigré notabilities of Calais. Of special interest is the final chapter containing the *'Memoir of Lady Hamilton'*. The author inserts this note. *"Amongst the many sources from whence we have derived information, whilst compiling our own glimpse at Calais, was a volume of fragments put into our hands by Monsieur de Rheims, bearing reference to the town, in which we met with (in French) the legend of the English archer, Lancaster, given in the 'Surprise of the Chateau of Guisnes,' and an 'Account of Lady Hamilton,' extracted, apparently, from some 'sketchy memorial' of the hour, penned long antecedently to any of the biographical notices that have since made their appearance."* And this is what makes the 'Memoir' so interesting. It begins with a transcript of the entry in the official register of births & deaths at Calais. Her birthplace is later erroneously referred to as 'Preston, in Lancashire'. This, in the compiler's opinion, is the information that Emma herself wanted those who would enquire after her, to believe. She was anxious to lead biographers away from the true origins of her birth at Ness, in Cheshire. Here too is to be found the story of Mrs Hunter, an English woman living in Calais in 1815 who *claimed* to have given aid to Lady Hamilton as she lay on her bed of poverty approaching death. SCARCE. £100.00

**{58} Campbell, Colin. & Fenton, Roy. *SHIPS IN FOCUS : BURNS AND LAIRD.*** Preston, 1<sup>st</sup>.ed., 1999. 96 pp., profusely illustrated with photographs. Pict. laminated boards. 30 x 21cm. FINE.

A photographic study of the short-sea passenger vessels and cargo coasters owned by Burns & Laird and operating services from the UK to Ireland. The company came about with the amalgamation of two old-established Glasgow shipping lines in 1922 ; both had been in existence for more than a century and both had pioneered Scottish-Irish passenger and trade routes. Both lines had already come under the umbrella of Coasts Lines which was equally active with its services from the Mersey. The author describes the development of these fleets from the 1860s onwards, providing a great deal of data and narrative, illustrating his text with a wealth of excellent photographs. FINE copy. £35.00

**{59} Campbell, Vice-Admiral Gordon. *CAPTAIN JAMES COOK R.N., F.R.S.*** 1<sup>st</sup> ed., 1936. 320 pp., port. frontis., medallion to title-page, 12 plates & 5 charts (2 fldg.). D.j., 23 x 15cm. Old sellotape mark across head of scarce dust jacket (now in protective sleeve) o/w V.G.

A pre-war biography of James Cook and an account of his three epic voyages of discovery during the last half of the 18<sup>th</sup> century. The author describes Cook's early life in Yorkshire ; his apprenticeship in Whitby colliers ; his entry into the Royal Navy ; his experience in action at the capture of Quebec ; his skill as the Master of the flagship and his coming to notice in a display of navigational skill in Canadian waters. Cook received early promotion and was selected to command a scientific expedition. The author describes the preparations for the first voyage of *ENDEAVOUR* ; his Sailing Orders and Secret Instructions ; the voyage

via Madeira, Rio, Tierra del Fuego, Cape Horn, Tahiti, and his search for the 'Southern Continent'. Here Cook visited New Zealand and made the first sighting of Australia. After several narrow escapes and an outbreak of fever, he skilfully brought his ship home to England. Cook's second great voyage to the Pacific is then described ; a voyage that took him further south than man had ever sailed before, encountering life among the peoples of the Pacific Islands who had never seen white men. The book concludes with a moving account of Cook's third and tragic voyage during which he was murdered by natives. The book is illustrated with interesting plates and charts. With uncommon dust-jacket. £60.00

### **Exceptionally Fine Uncut Set in Original Boards**

{60} <> **Campbell, Dr. John. *LIVES OF THE BRITISH ADMIRALS : CONTAINING ALSO A NEW AND ACCURATE NAVAL HISTORY, FROM THE EARLIEST PERIODS. BY DR. JOHN CAMPBELL. CONTINUED TO THE YEAR 1779, BY DR. BERKENHOUT. A NEW EDITION, REVISED, CORRECTED. AND BROUGHT DOWN TO THE PRESENT TIME, BY HENRY REDHEAD YORKE, ESQ., BARRISTER AT LAW, IN EIGHT VOLUMES.*** New Edition, 8 vols., 1812-1817 : Printed for C. J. Barrington, in the Strand. **Vol. I** : 1812 : (47 pp – Subscribers' Names, Contents, Dr. Campbell's Preface & Yorke's Introduction), xx + 468 pp. Engrv. port. frontis. **Vol. II** : 1812 : 556 pp., engrv. port. frontis. **Vol. III** : 1812 : 526 pp., engrv. port. frontis. **Vol. IV** : 1812 : 514 pp., engrv. port. frontis. **Vol. V** : 1813 : 525 pp., engrv. port. frontis. **Vol. VI** : 1814 : V + 522 pp., Engrv. port. frontis. **Vol. VII** : 1817 : 552 pp., engrv. port. frontis. **Vol. VIII** : 1817 : 389 + 144 (Appendix) pp., engrv. port. frontis. **ALL** uniformly bound in their original blue marbled boards ; each beautifully re-backed in dark blue goat ; red calf title-pieces to spines ; raised bands ; gold lettering & lines ; all edges left uncut as issued. 23 x 15cm. A particularly handsome set with offsetting of plates as usual but minor foxing and an extremely crisp set with attractive uncut edges and original boards. Nr.FINE. Armorial bookplates of Captain John Worth, R.N. (c.1775-1835) of Oakley, Suffolk. [John Worth was born around 1775 and entered the Royal Navy at a young age. He made lieutenant 26<sup>th</sup> May 1798, and commander 21<sup>st</sup> August 1809. He married Catherine Sinclair of Durran (d. 1849). Their daughter Catherine (1811-1889) married in 1834 (later Admiral Sir ) Baldwin Wake-Walker (1802-1876) whose father made the decision to build *WARRIOR*. Captain John Worth died April 1835 in his 61<sup>st</sup> year. Oakley Park was destroyed during the 1930s.]

Dr. John Campbell (1708-1775) first produced his celebrated work in 1742 with several editions being published long after his death and far into the next century : 1761, 1785, 1812-1817, 1813 (Printed for John Stockdale, Piccadilly, not to be confused with the 1812-17 edition), 1818, 1841 and 1873 for example. The early editions appeared in four volumes only, but with the coming of the Napoleonic Wars, the work was expanded to double its original size. Volume I describes British Naval History from earliest times down to the Elizabethan era with accounts of the lives of prominent seamen of that era. Volume II records the lives of Elizabethan naval heroes and takes the naval history down to the reign of Charles II. Volume III takes the story down to the Union between England and Scotland during Queen Anne's reign, and provides accounts of the lives of seamen from Charles II's time to the early 18<sup>th</sup> century. Volume IV carries the history down to the end of the Seven Years' War in 1763 with memoirs of seamen including Benbow, Delaval, Shovel, Rooke, Churchill, etc. Volume V follows Campbell's Naval History from 1763 to 1779 when it continues under the pen of Mr. Yorke. Volume VI contains Dr. Berkenhout's memoirs of Dampier, Leake, Byng, Norris, Berkley, Wager, Vernon, Barnett, Anson, Boscawen, Hawke, Byron, etc. Volume VII takes the naval history from 1780 to the Peace of Amiens in 1802 and covers the American War of Independence, the final voyage of Captain Cook, and events during the French Revolutionary War of 1793-1802. Finally, Volume VIII, takes the naval history from 1802 to the end of the Napoleonic War in 1815, with account of the American Naval War of 1812 and the expedition against Algiers in 1816. In addition, there are two lengthy and important Appendices : *Alphabetical Explanation of the most Common and the most Important Sea Terms and Phrases.* And : *Tabular Illustrations of the State and*

*Progress of the British Navy, from the middle of the Fourteenth Century, to the Battle of Trafalgar.* The eight volumes are illustrated with eight engraved portraits. £800.00

{61} Carr, Frank G. G.

**LESLIE A. WILCOX, R.I., R.S.M.A.**

F. Lewis, Leigh-on-Sea, 1<sup>st</sup>.ed., 1977, Limited Edition of 600 Copies Only, this copy Signed by the Artist. 47 pp (text) + 38 pp (plates). 72 b&w plates & 2 cold. plates tipped-in. D.j. (with cold. mounted plate). 29 x 23cm. Some marks to d.j. & light wear to edges of binding o/w Nr.FINE.

Leslie Arthur Wilcox (1904–1982) was an eminent British marine artist working in both oils and watercolours. He was also an illustrator, poster artist, ship model-maker, and author. Two of his brothers were killed in action during the First World War, and Wilcox himself served in the Royal Navy during the Second World War, volunteering when he saw that conflict was inevitable. By the mid-1950s he had become an internationally recognized marine artist ; his work never failing to satisfy the critical eye of seamen. This book, printed on fine quality paper, provides a catalogue of 267 Wilcox paintings and illustrates 74 of them. Subjects range from merchant steamers like the *CLAN OGILVIE*, to the square-rigger *HERZOGIN CECILE* ; from Nelson’s *VANGUARD* at Naples after the Nile, to *H.M.Y. BRITANNIA* returning to the Pool of London after the Commonwealth tour of 1953. An invaluable catalogue of this artist’s fine work, limited to 600 copies only. £100.00

{62} Chappell, Edgar L.

**HISTORY OF THE PORT OF CARDIFF.**

Priory Press, Cardiff, FIRST EDITION, 1939. 138 pp., 38 photo-plates, maps & plans. Brown cloth ; gilt lettering & armorial front cover. 25 x 16cm. V.G.+.

The original edition of a book published in 1939 to mark the centenary of the opening of the city’s first modern dock. A second edition appeared in 1994 being a facsimile reprint. The author traces Cardiff’s maritime history from medieval times to the eve of the Second World War ; still the most detailed study on the subject. The 18 chapters include : *Development of the Customs Port. Piracy in the Bristol Channel. Smugglers and Wreckers. Growth of the Iron Industry. The Ancient Town Quay. The Glamorgan Canal. Rise of the Coal Industry. West Bute Dock. The Taff Vale Railway and Penarth Dock. East Bute Dock and the Rhymney Railway. Barry Docks and Railway. Later Bute Dock Developments. Bristol Channel Pilotage.* Etc. With 38 photographs, maps & plans. Original edition of 1939. £35.00

{63} Chatterton, E. Keble.

**THROUGH HOLLAND IN THE VIVETTE.**

**THE CRUISE OF A 4-TONNER FROM THE SOLENT TO THE ZUYDER ZEE, THROUGH DUTCH WATERWAYS.**

Seeley, Service Co., 1<sup>st</sup>.ed., 1913. 248 + 8 (adv.) pp., guarded frontis + 59 other illustrations, harbour plans & charts ; pict. e.ps. Grey pict. Cloth ; neatly re-backed ; original spine laid down. 21 x 16cm. A crossed-out inscription on blank flyleaf & presentation inscription to Royal Cornwall Yacht Club. V.G.

Following the success of his earlier work, *Down Channel in the VIVETTE*, (1910), the author and his sailing mate, Norman S. Carr (who illustrates this book) take off on another adventure aboard their 4-ton sailing craft which was designed and built by the Grays barge-builders, E. J. & W. Goldsmith Ltd. Following “a chapter of accidents”, they sail to see Holland and set out from Southampton for Ramsgate via Newhaven. From Ramsgate, they cross the English Channel to Calais and on to Ostend via Dunkirk. From Ostend they sail to Flushing, through the island of Walcheren, and call at Veere, Numansdorp, Dordrecht, Gouwe, Amsterdam, and Nieuwendam ; before heading homeward bound southwards through Holland and across the English Channel and North Sea, dropping anchor at Harty Ferry in the East Swale on the coast of Kent. The author vividly describes his impressions of Holland before the First World War and describes and illustrates his maritime observations while at sea, including the wreck of the giant German barque *PREUSSEN* ashore under the cliffs of Dover. Contains 60 drawings and photographs by Norman Carr. £50.00

**{64} Chatterton, E. Keble.**

***THE AUXILIARY PATROL.***

1<sup>st</sup> ed., 1923. X + 323 pp., frontis., + 47 other photo-plates + 15 diagrams & plans. D.j., 22 x 15cm. Small tear & loss to d.j., now in a protective sleeve, o/w V.G.

A detailed account of the Royal Navy's Auxiliary Patrol and its actions during World War I. The Patrol was comprised of trawlers, drifters, minesweepers, motor boats and other small craft. They were employed in anti-submarine warfare, convoy duties, coastal patrols, etc. Private craft and their owners were recruited, together with merchant seamen and fishermen who worked alongside professional naval sailors to produce an effective fighting force. This is the first full account of their operations and is illustrated with interesting photographs, diagrams and plans. Copies with their dust-jackets are uncommon. £40.00

**{65} Clark, G. N.**

***THE DUTCH ALLIANCE AND THE WAR AGAINST***

***FRENCH TRADE 1688-1697.*** Manchester, at the University Press, 1<sup>st</sup> ed., 1923. Xi + 160 + 4 (advnt.) pp. Black cloth ; gilt. 22 x 15cm. V.G. +. Signed & inscribed : "P. W. Brock. H.M.S. Cardiff. 7<sup>th</sup> September, 1925." (Patrick Willet Brock, 'Canada Brock', C.B., D.S.O., R.N.,1903-1988, transferred from the Royal Canadian Navy in 1921. A distinguished cruiser captain during World War II and the Korean War, decorated by both Britain and the USA. He was also a keen student of naval history). Also signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Grafton Road, Acton. Michaelmas, 1988."

An account of the attempt to suppress the trade of France which was made during the war of King William III's grand alliance, known by the Dutch as the 'Nine Years' War'. Following an analysis of the English and Dutch policy towards French trade, the author describes Holland's missions to England in 1689, the actions of English and Dutch privateers, the policy of trading with the enemy and the Corunna Packets, neutral commerce, and France's answering policy. There are also informative conclusions and appendices regarding the numbers of British privateers, the proceeds of privateering in Zeeland, British and Dutch statistics, the actions of French privateers, etc. VERY SCARCE. £150.00

**{66} Clegg, W. Paul. & Styring, John S.**

***STEAMERS OF BRITISH RAILWAYS***

***AND ASSOCIATE COMPANIES.*** Prescott, 1<sup>st</sup> ed., 1962. Viii + 140 pp., frontis + many other photographs ; map e.p's. D.J., 22 x 15cm. Nr.FINE.

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. A NEAR-FINE copy. £35.00

**{67} Coad, J. G.**

***HISTORIC ARCHITECTURE OF THE ROYAL NAVY.***

***AN INTRODUCTION.*** 1<sup>st</sup> ed., 1983. 160 pp., 154 photographs, 9 maps & plans. D.j., 25 x 19cm. FINE.

Unlike vessels of former days, the modern warship does not have to rely on overseas bases as much as her forerunners had to do and can patrol and fight thousands of miles from home for many months. In the past, the Royal Navy built up an elaborate and effective chain of naval yards both at home and abroad, especially in the Georgian era, and we are now left with a rich inheritance of naval architecture that reflects the power of the Royal Navy in days gone by. The author of this book provides an excellent introduction to the subject, illustrated with 154 photographs, 9 maps and plans. These dockyards were used to build and repair ships, they acted as naval warehouses in order to provision the fleet, provided houses for senior officers, as well as churches and academies, served as arsenals in order to arm and re-arm



men-o'-war, and for sick and wounded sailors they provided a hospital ashore. All these aspects are covered in this book. Naval dockyards include Portsmouth, Gosport, Plymouth, Chatham, Sheerness, Minorca, Gibraltar, Malta, Antigua, Jamaica, Bermuda, etc. £35.00

**{68} Cockett, F. B. *PETER MONAMY 1681–1749 AND HIS CIRCLE.***

Antique Collectors' Club, Woodbridge, Suffolk, 1<sup>st</sup>.ed., 2000. 119 pp., 58 cold. & 37 b&w ills. D.j., 28 x 22cm. FINE.

Peter Monamy was the first English marine artist of any stature and yet hitherto very little has been known or written about him. This is the first detailed biography of this 18<sup>th</sup> century artist, with the author providing an assessment of Monamy's life and work. His entire output, including drawings by and prints after him, is categorised, and there are chapters on other painters in his circle : Francis Swaine (with a full assessment), Thomas Mellish, T. Leemans, Thomas Allen and J. Cook. The author also points out that many paintings appearing on the market today are attributed to Monamy but are not his work. He shows how to recognize a true Monamy and describes in detail how to differentiate between his work and others of his period and style. Illustrated with almost a hundred coloured and black & white illustrations of men-o'-war and other shipping of the era. £35.00

**{69} Cookson, Richard M. *ORIGINAL COOKSON FILE NO. 34 : OSWALD, MORDAUNT & CO., FLEET LIST (1859-1895).*** N.P., N.D. A blank Fleet List, several pages of photo-stats, and ten letters (mid-1980s). Brown folder. 33 x 22cm. V.G.

This was a project in being when Richard Cookson, a leading authority on deep-sea square-riggers, died, so the proposed Fleet List never got off the ground. It was to be a record of the sailing ships built at Sunderland by T. R. Oswald, later Oswald & Co., then T. R. Oswald – Southampton, then Oswald, Mordaunt & Co., Southampton, then T. R. Oswald & Co. Ltd., Milford Haven, and finally simply T. R. Oswald – Milford Haven. Pages have been set out to accommodate the 22 square-riggers built by the firm, a list of the vessels forming part of this file. The ten letters, addressed to Cookson and part of his research, are from Durham County Council, City of Southampton, Borough of Sunderland, Tyne & Wear Archives, and Hampshire Record Office. There is also an original extract from the Mariner's Mirror, entitled *The Declining Years of a Scots Barque*. Plus, three Photo-stat articles from the same source. This would appear to have been Richard Cookson's final project. £50.00

**{70} Cookson, Richard M. *COOKSON ARCHIVE : VARIOUSLY – CUTTINGS WITH INFORMATION ADDED, LETTERS WITH REFERENCE TO VESSELS, TRANSLATIONS, FLEET LIST INFORMATION, COPY LOG, AND OTHER MATERIAL RELATING TO DEEP-SEA SQUARE-RIGGERS.*** N.P., N.D.

Numerous printed articles, MS. notes, photo-stats, cuttings, typed sheets, original letters, Fleet Lists, etc. Brown folder, 33 x 22cm. V.G.

A folder containing a wealth of information on deep-sea square-riggers, too many to list in full but including : *A List of Masters of Laeisz Sailing Vessels 1839-1941. Sailing Ships Sunk as well as Stopped ... by German Raiders. The German S/S LUCIE WOERMANN and the Nitrate Sailers. Sailing Ships of the Devitt & More Fleet. A 1979 letter from Sea Breezes, signed by Craig J. M. Carter, (in which Cookson corrects various errors by Alex Hurst, Lubbock, etc.). The Famous Australian Windjammer HESPERUS. Sailing Vessels Lost Between 1891 and 1899. Four-masted Barque PEKING – Notes on Passages 1912-1932. Captain Fred K. Klebingat. Rounding the Horn in a Windjammer. Under Canvas in the Atomic Age by Alan Villiers. Second interim draft in English of Heinz' Burmester's first chapter ... Three Fast Sail-Carriers and their Time. The ANGLESEY. History of the Sewall*

*Fleet of Bath, Maine, USA. Sailing Ships Rolls of Honour. Vessels built by R. Williamson & Son., Workington...* Etc., etc. An interesting miscellany of sail. £200.00

**{71} Cooper, Malcolm. Harvey, Bill. & Laxon, Bill. GLEN AND SHIRE LINES.**  
Preston, 1<sup>st</sup>.ed., 2005. 188 pp., profusely illustrated with photographs (some cold.). Pict. laminated boards. 30 x 22cm. FINE.  
A history and photographic Fleet List of both the Shire Line with its ships bearing Welsh names ; and Glen Line with vessels named after Scottish glens. Both came together under Alfred Holt of Liverpool and operated services to the Far East alongside Blue Funnel Line. Includes : *Glen Line Post-War in Colour*, and reminiscences of the company from Richard Woodman and Andrew Bell. Gives details of ships owned by Jenkins & Co., 1861-1896 ; Jenkins & Co. Ltd., 1896-1906 ; Jenkins-Brocklebank 1906-1907 ; Shire Line Steamers Ltd., 1907-1911 ; Royal Mail Steam Packet Co., 1911-1933 ; and Glen Line 1867-1974. £40.00

**{72} Corbett, Julian. SOME PRINCIPLES OF MARITIME STRATEGY.**  
Longmans, Green & Co., 2<sup>nd</sup> ed., 1918. Vii + 286 pp. Blue cloth ; gilt. 21 x 15cm. An exceptionally bright copy : Nr.FINE.  
Sir Julian Corbett (1854-1922) drew fresh material from his ground-breaking study of *The Campaign of Trafalgar* (1910) incorporated into this work first published in 1911, which Dr. Brodie described as “*a classic work on naval strategy*” in his *Guide to Naval Strategy*. Also, the Robinsons, in their standard historical summation of naval tactics, refer to Corbett’s book more often than the work of any other naval historian. Corbett explains the theory of naval warfare, command and methods of defence and attack, providing a complete understanding of maritime strategy as it was perceived prior to the First World War. It speaks volumes for Corbett’s study that it largely withstood the test of that conflict and thought worthy of this second edition in 1918. Nevertheless, as Schurman points out, Corbett, like Clausewitz, “*is not read as much as he is quoted*” and that Corbett failed to convince many strategic thinkers and engendered unease amongst some naval officers. Schurman later goes on to say, however, that this work is “*a powerful compilation of his accumulated knowledge and one that is probably consulted more often than the historical works on which it is built.*” An exceptionally bright copy of the 1918 edition. £75.00

**{73} <> Corbett, Julian S. THE CAMPAIGN OF TRAFALGAR.**  
2 Vols., 2<sup>nd</sup>.ed., 1919. **Vol I** : xvi + 250 pp., guarded (plan) frontis., + 1 other plan & 3 charts (2 fldg.). **Vol II** : pp. 251-534. 3 plans, 3 diagrams & 2 charts (3 fldg.). **Both** volumes in blue cloth ; gilt. 20 x 14cm. A few light marks to binding o/w V.G.+  
First published in a single volume in 1910, this original and detailed study of Trafalgar is one of Corbett’s finest works and remains the definitive English account. It was used extensively in 1913 by the Admiralty Committee set up to analysis Nelson’s tactics of 1805 ; amazingly it was also the first full-scale English study – written over a century after the battle – and makes an invaluable companion to the excellent French account written by Desbrière in 1907. In addition to its 26 chapters, Corbett provides six interesting appendices that include *The Trafalgar Signal, 1816. Lord Nelson’s Memorandum. Lists & Plans showing the Manner of Engaging the Enemy at Trafalgar. Schedules of Signals Recorded at Trafalgar.* Etc. Sir Julian Corbett (1854-1922) provides essential reading for any serious study of Nelson’s last great sea-fight. The post-World War I edition in two volumes. £150.00

**{74} Cormack, William S. REVOLUTION AND POLITICAL CONFLICT IN THE FRENCH NAVY, 1789-1794.** Cambridge, at the University Press, 1<sup>st</sup>.ed 1996. Xiii + 343 pp., 7 ills & 9 maps. D.j., 23 x 16cm. Blank front free endpaper creased, o/w FINE. Signed & inscribed by Dr. Nicholas Rodger : “Nicholas Rodger, Acton. Feast of St. Vincent de Paul, 1996.”

The French Navy’s involvement in the French Revolution during the late 18<sup>th</sup> century is examined and its impact on the new ideology assessed. The author charts the evolution of the

struggle between opposing factions from 1789 to 1794. The fleet depended on the support of executive power. In 1789 the royal government collapsed in the face of the National Assembly, but the struggle between competing claims to represent the Nation's Will lay behind the fleet's surrender at Toulon in 1793 and the mutiny at Quiberon Bay. Sent to Brest to save the 'Republic's' navy, Jeanbon Saint-André sought to restrict 'Popular Sovereignty' in the context of the Terror. The author looks at the subject through the eyes of historians who had hitherto paid little attention to the role of the navy. He describes the French Navy on the eve of revolution, the Toulon affair, mutiny at Brest 1790-91, the dissolution of the Officer Corps, the court-martial of Captain Basterot, the Quiberon mutiny of 1793, and the politics that permeated throughout the French Navy at this bloody period of upheaval. £75.00

### **The Mercantile Marine of 1898 ~ An Exceptionally Bright Copy**

**{75} Cornwall-Jones, R. J. *THE BRITISH MERCHANT SERVICE. BEING A HISTORY OF THE BRITISH MERCANTILE MARINE FROM THE EARLIEST TIMES TO THE PRESENT DAY.* Sampson, Low & Marston, 1<sup>st</sup> ed., 1898. Xvii + 406 pp., 96 plates. Blue cloth ; gilt lettering to spine ; gilt steamship vignette to front board ; t.e.g. 22 x 15cm. Exceptionally bright copy., Nr.FINE.**

The author describes the long history of Britain's merchant trade and its shipping, from the Ancient Britons to the transatlantic liners of the 1890s. Twenty-nine chapters describe in detail Saxon and Norman vessels. Nautical punishments of that period. Shipping under the Plantagenets. Pirates in the English Channel. Shipping in the 15<sup>th</sup> Century. Shipping in the days of Henry VIII. The Spanish Armada and the great Elizabethan sailors and navigators. The East India Company. Pacific exploration under Dampier, Cook, etc. Shipwrecks. The Press Gang. The rise of the ports of London and Liverpool. Early Steam Navigation. Iron ships. The transatlantic liners of Cunard. The story of P&O, Royal Mail & Orient Line. Cargo steamers and ocean tramps. Speed records on the Atlantic. Sailing Ships of the 19<sup>th</sup> Century. Tonnage and propulsion. Victorian shipping. Seamen. Apprentices. Officers. Work aboard ship. Deep-water canals. Lighthouses. Lights at sea. Lightships. Flags at sea. Signals. Lloyd's, etc., etc. Illustrated with 96 interesting plates, this is an exceptionally bright copy with its fine gilt vignette of a steamship with auxiliary sail, on the front board. £75.00

**{76} Cowden, James E. *THE PRICE OF PEACE. ELDER DEMPSTER 1939-1945.* Liverpool, 1<sup>st</sup>ed., 1981. 99 pp., many photo-ills. C.c., 20 x 13cm. Nr.FINE.**

The war record of a Liverpool shipping company, Elder Dempster, operating in the West African trade with a fine fleet of passenger and cargo ships. During the Second World War, ED lost 478 masters, officers and seamen. On the outbreak of the conflict the fleet stood at 44 vessels ; by 1945, 26 ships had been lost through enemy action or shipwreck, and in addition the Company lost a further 7 vessels managed on behalf of the British Government. The author describes the fate of these 33 ships, each with data and a photograph. £25.00

**{77} Cradock, Captain Christopher. *WHISPERS FROM THE FLEET.* Griffin, Portsmouth & London, FIRST EDITION, 1907. Viii + 359 pp., frontis + 4 other plates. Blue cloth ; gilt ; pict. gilt front board. 19 x 13cm. V.G. Signed "Eric C. Tufnell" (Cmdr. Eric Erskine Campbell Tufnell, RN., 1888-1979, was born in Bangalore, India, his father being a Major in the Army having fought in the Afghan War. In 1903, Eric Tufnell entered the Royal Navy, and in 1904 joined his uncle, Rear-Admiral Lionel Grant Tufnell, on the China station. He was aboard MONTAGU when she was wrecked on Lundy in 1906. He went on to serve in submarines during WWI and retired from the Navy in 1929 but returned to the Navy for WWII. He is best remembered as a highly regarded marine artist, his work being found in galleries and private collections around the world.) Also signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton. Saint Dreyfus's (?) Day 1999."**

Published in 1907, this was a very popular book in the wardrooms of His Majesty's Ships during the Edwardian era, being a light-hearted study and guide to seamanship and naval duties in the Royal Navy. The author covers ship handling, steam evolutions, towing, anchor work, targets, boat work, officer's duties at sea and in port, coaling ship procedures, illuminating ship, nets, engines, gunnery, naval salutes, court-martial, navigation, diving, submarines, naval signals, salvage work, etc. On the outbreak of war in 1914 the author, then Rear-Admiral Craddock, was in command of a motley squadron comprising of three old cruisers and an AMC. He had the misfortune to fall in with Admiral von Spee's powerful cruiser squadron off the coast of Chile, and what followed became known as the Battle of Coronel. Craddock lost two of his ships and, brave to the last, went down with his flagship. He was a popular officer and the desire to avenge his loss in the Navy was overwhelming. The Royal Navy dispatched Admiral Sturdee with a crack squadron to match that of von Spee's, and Sturdee surprised the Germans off the Falklands where von Spee and his squadron were destroyed in a dramatic running fight. (See Item 129). £100.00

**{78} Crawford, Captain A. REMINISCENCES OF A NAVAL OFFICER, DURING THE LATE WAR. WITH SKETCHES AND ANECDOTES OF DISTINGUISHED COMMANDERS. EMBELLISHED WITH PORTRAITS OF ADMIRALS SIR EDWARD OWEN AND SIR BENJAMIN HALLOWELL CAREW.**

2 Vols., Henry Colburn, 1<sup>st</sup>.ed., 1851. **Vol. I** : Viii + 344 + 24 (Pub's cat.) pp., litho. port frontis (Admiral Owen). **Vol. II** : Viii + 351 pp., litho. port. frontis (Admiral Hallowell-Carew). **Both** vols bound in original blue blind-decorated cloth ; gilt lettering to spines. 20 x 13cm. Re-backed with original spines laid down. V.G. Bookplate. Vol. I has a contemporary MS. pasted in on the front paste-down endpaper : "Book Club 3 Light Dragoons."

One of the most interesting and entertaining naval reminiscences to emerge from an officer who had fought during the Napoleonic Wars. Captain Abraham Crawford was born in October 1788, the youngest son of the vicar of Lismore, Co. Waterford. He entered the Royal Navy in May 1800 as a First-Class Volunteer aboard the 38-gun frigate *DIAMOND*, during which time he was frequently in action, capturing many enemy vessels. He went on to serve under Captain (later Admiral) Edward W. C. R. Owen in the *IMMORTALITE* and *CLYDE*, frigates, as a Midshipman, and again was in action against the Boulogne flotilla on an almost daily basis from June 1802 to August 1806 during which period Crawford was wounded. He afterwards transferred to the ship-of-the-line *ROYAL GEORGE*, 100 guns, flagship of Sir John Thomas Duckworth. He was with Duckworth at the passage of the Dardanelles in February 1807 and witnessed the destruction of the Turkish squadron shortly afterwards. Promoted lieutenant in the 74-gun ship *SULTAN* later that year, Crawford was regularly employed in cutting-out expeditions from various ports in the Gulf of Genoa and took part in the chase and destruction of two French ships-of-the-line in October 1809. A year later he joined one of Nelson's Nile captains, Sir Benjamin Hallowell-Carew, serving at the blockade of Toulon. Crawford was present at the siege of Tarragona in 1811, during operations co-operating with patriots on the coast of Catalonia. In 1815 he was made commander and appointed to his first command in 1827 : *GRASSHOPPER*, 18 guns, in the West Indies, but two years later was invalided home from Jamaica. The delight of these two volume lies not only in the active wartime engagements of the author, but also in his lively observations and descriptions of naval life during this interesting and historic era. SCARCE. £400.00

**{79} Cutter, V. GO EAST YOUNG MAN.**

Regency Press, 1<sup>st</sup>.ed., 1985. 156 pp., frontis + 15 other photo-ills & map endpapers. D.j., 20 x 14cm. FINE.

John Hindley, born in 1908, was son of a Lancashire cotton merchant. In 1928, he undertook a voyage to many ports of the British Empire and around other parts of the Far East. During his outward voyage from Liverpool aboard the *S.S. DESMOSTHENES*, Aberdeen White Star

Line, he kept a diary of all he saw and heard on his way to South Africa, Ceylon, India, Australia and New Zealand. He also took passage in Blue Funnel's *T.S.S. ANTENOR*, *HECTOR*, and *NESTOR*, as well as other ships. This is the story of that adventure. £25.00

**{80} Davidson, A. S. *MARINE ART & LIVERPOOL. PAINTERS, PLACES & FLAG CODES, 1760-1960.*** Albrighton, 1<sup>st</sup>.ed., 1986. 172 pp., 43 cold. & 26 b&w photo-plates, sketches & charts. D.j., 30 x 21cm. FINE.

The result of many years study and research and long out-of-print, the late Dr. Sam Davidson examines the work of the Liverpool marine artists and the ships they painted. He describes 69 artists and gives biographical details and information on their work. With the aid of diagrams, he also describes how old code flags in paintings can be used to identify a sailing vessel and includes a compilation of ship's names corresponding to numbers in Watson's Liverpool Code and in Marryat's Code. The book also serves as a dictionary of the Liverpool marine artists – among the finest in the world – and contains a wealth of illustrations, some reproduced in full colour. (See also No. 81 below). FINE copy. £100.00

**{81} Davidson, A. S. *MARINE ART & ULSTER. A CHRONICLE OF SAIL, STEAM & FLAG CODES.*** Upton, (Wirral), 1<sup>st</sup>.ed., 2005. 171 pp., profusely illustrated in full colour. D.j., 32 x 24cm. MINT.

The late Dr. Davidson completes a trilogy providing an integrated, topographical and historical account of the 19<sup>th</sup> 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 (See No. 80 above) 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 7<sup>th</sup> 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 Copy. SCARCE. £100.00

**{82} Dear, Ian. *THE ROPNER STORY.*** 1<sup>st</sup>.ed., 1986. Xi + 165 pp, 30 photo-plates. D.j., 24 x 15cm. FINE. 'Ropner Ship Management' compliment slip tipped in.

The history of a British shipping company founded in 1874 in West Hartlepool, a concern that developed into the country's premier tramp fleet. Robert Ropner ran away to sea and stowed himself aboard a ship at Hamburg bound for West Hartlepool. In his adopted England, he set out on a career in steam by building up an impressive tramp fleet. His ships played such a prominent role in helping to defeat Germany at sea in both World Wars that the Company became known as 'Rope's Navy'. The author recalls the history of the firm, its triumphs and tragedies, and describes the ships themselves together with their officers and crew. Illustrated with 30 photographs, a detailed Appendix provides a Fleet List from 1874 to 1982. FINE copy. £35.00

**{83} Dening, Greg. *MR BLIGH'S BAD LANGUAGE. PASSION, POWER AND THEATRE ON THE BOUNTY.*** Cambridge University Press, 1<sup>st</sup>.ed., 1992. Xii + 445 pp., 21 ills. D.j., 23 x 15cm. FINE.

An excellent modern profile of the captain at the centre of the most infamous mutiny in naval history - William Bligh - and events aboard the *BOUNTY* in 1789. The author provides a

fresh interpretation surrounding the seizure of Bligh's ship, and examines the reception the news received when it first reached England. He also dispels some of the mythology that arose almost immediately after the event - and continued into the 20th century with the aid of popular literature and Hollywood. This is an intriguing anthropological history of Bligh and a compelling study of his first, but not his last, mutiny. FINE copy. £35.00

**{84} Derby, W. L. A. *THE TALL SHIPS PASS. THE STORY OF THE LAST YEARS OF DEEPWATER SQUARE-RIGGED SAIL, EMBODYING THEREIN THE HISTORY AND DETAILED DESCRIPTION OF THE FINNISH FOUR-MASTED BARQUE "HERZOGIN CECILIE". ILLUSTRATED BY 96 PHOTOGRAPHS AND WITH DRAWINGS REPRODUCED FROM THE ORIGINAL SCALE-PLANS OF THE BARQUE. WITH AN INTRODUCTION BY BASIL LUBBOCK.*** FIRST EDITION, 1937. 415 pp., 96 photo-plates + 4 plans (3 fldg.). D.j., edges uncut. 26 x 20cm. Some tear/repair to d.j. (dust-jacket is uncommon in any state) o/w V.G.

A classic study of the final era of deep-water commercial sail, this book is divided into two parts. The first contains three chapters and concerns itself with the passing of ocean-going square-riggers : (1) *Fifty Years of Sail Development*. (2) *The Survival of Sail*. (3) *The Sailor of Sail – as he Exists To-Day*. The second part gives a detailed description and history of a famous barque, the *HERZOGIN CECILIE*, spread over six chapters: (1) *The Hull – its Conception, Construction and Design*. (2) *'Watch on Deck' – the Lay-Out and Fittings of the Open Deck Spaces*. (3) *'Watch Below' – Accommodation and Cargo Spaces*. (4) *'Laying Aloft' – the Top-Hamper and its Manipulation*. (5) *'Under Two Flags – the Story of HERZOGIN CECILIE – Part I : 1902-1920 – German Training Barque. Part II : 1921-1936 – Finnish Freighter*. (6) *'Sic Transit Gloria Maris' – the Loss of the HERZOGIN CECILIE*. There follows 'L'Envoi', and three appendices : (a) *A Copy of HERZOGIN CECILIE'S Log for Four Months in 1932*. (b) *Bibliography of Latter-day Sail*. (c) *A Short Glossary*. The book closes with an Addendum : *Chile 1914-1921* and a Corrigenda : *June 1937*. Derby's work remains one of the most detailed studies of a four-masted barque and is illustrated with 96 historic photographs and 4 plans (three of them folding). A second, inferior edition, was published in 1970 : this is the original edition of 1937 in its dust-jacket. £100.00

### **Two Fine Copies of Captain Douglas-Morris's Definitive Works on Naval Medals**

**{85} <> Douglas-Morris, Kenneth. *NAVAL MEDALS, 1793-1856. Together with : NAVAL MEDALS 1857-1880.*** 2 Vols., 1<sup>st</sup> eds., Privately Printed, 1987 & 1994. 1<sup>st</sup> vol. - (1793-1856) : Xvi + 542 pp., many photo & other ills (2 cold. plates). 2<sup>nd</sup> vol. - (1857-1880) : Xxiv + 436 pp., many photo & other ills. (5 cold. plates). **Both volumes bound in** Blue faux leather ; gilt ; with matching slip-cases. 30 x 21cm. FINE. A.L.S. from Captain Douglas-Morris tipped in, together with a copy of a letter to which he was replying. Also copies of the author's obituary in 1993. Two epic works compiled by the late Captain Douglas-Morris, being his *magnum opus* and the definitive study of Naval Medals from 1793 to 1880. The first volume includes full details of awards in the 'Great War' of 1793-1815, the Naval General Service medals 1816-1840, 1<sup>st</sup> China War and the Crimea War. In addition, it covers all the minor wars and campaigns in between - as well as Gallantry, Meritorious & Long Service awards and actions when no medals were awarded. The awards during the Napoleonic Wars include : *Gold Chains of Honour and Naval Gold Medals, Davison's Gold Medal for the Battle of the Nile, Trafalgar statistics, the Nelson Testimonial Medal, and the Battle of Copenhagen 1801*. Also : *Boat Service Actions, War of 1812, Final Surrender of Napoleon, Prisoners of War, HMS EXCELLENT*, etc. The second volume picks up from 1857 and takes the study to 1880.

This covers *The Second China War 1856-1858 and 1860 ; India General Service – Persia 1856-1857 ; Indian Mutiny 1857-1858 ; Second New Zealand War 1860-1865 ; Canada General Service 1866 & 1870 ; The Abyssinian Expedition 1867-1868 ; Ashantee War 1873-1874 ; India General Service – Perak 1875-1876 ; South Africa 1877-1879 ; Albert Medal ; Medal Events & Actions ; Naval Knights of Windsor ; and Kroomen & Seedies*. The book ends with (1) *Prostitute, Pawn Shop & Parliament*. (2) *Naval Uniforms in the 1860s*. (3) *Ships' Names & Medal Entitlement*. Illustrated with many photographs and reproductions. As a source of reference, they are immeasurable ; the result of years of painstaking research. Two FINE volumes with A.L.S. from the author. The second volume is SCARCE. £500.00

**{86} Duckworth, C. L. D. & Langmuir, G. E. CLYDE RIVER AND OTHER STEAMERS.** Glasgow : Brown, Son & Ferguson, FIRST EDITION, 1937. Xii + 254 pp., frontis + 70 other photo-plates. D.j., 21 x 15cm. Several closed tears to dust-jacket (now in protective sleeve) o/w V.G. Several cuttings tipped in. First published in 1937, this celebrated work went to a second edition after the war in 1946, and a third in 1972. The two well-known authors provide a detailed study of the Clyde steamers during the 19<sup>th</sup> and 20<sup>th</sup> centuries, and include vessels of the Caledonian Steam Packet Co., Glasgow & South-Western Railway Co., LMS, Williamson-Buchanan, LM&SR, North British Railway Co., Loch Lomond Steamers, British Railways, David MacBrayne, Clyde & Campbeltown Shipping, British Transport, Clyde Port Authority, and various private owners, plus vessels on lochs and ship canals. There are useful Fleet Lists and the book contains a wealth of information on the paddle-steamers and other vessels in Scottish waters. Each of these famous steamers are treated separately and in chronological order, and its wealth of data is presented in tabular format for easy reference. Illustrated with 71 photographs, this book is as useful now as it was when published over 80 years ago. £45.00

### A Major Three-volume Study on the Naval War of 1812

**{87} Dudley, William S. & Crawford, Michael J. THE NAVAL WAR OF 1812 : A DOCUMENTARY HISTORY. VOLUME I : 1812. VOLUME II : 1813. VOLUME III : 1814-1815 ; CHESAPEAKE BAY, NORTHERN LAKES, AND PACIFIC OCEAN.** Naval Historical Centre, Dept. of the Navy, Washington, 3 vols., 1<sup>st</sup>.eds., 1985, 1992, & 2002. **Vol. I :** Liv + 714 pp., frontis + 36 other ills + fac. e.p's. **Vol. II :** Xlv + 779 pp., frontis + 36 other ills., pict. e.p's, & 5 maps. **Vol. III :** Xlvii + 874 pp., frontis + 31(pict. e.ps called for but never bound in !) + 14 maps. **Vols. I & II** are in dust-jackets ; **Vol. III** is in pict. boards as published. **Vols. I & II** 25 x 17cm. chipped d.js., o/w V.G. +. **Vol. III** 26 x 18cm FINE. Vols. I & II are signed & inscribed from the editor of the first two volumes (Michael Crawford edited Vol. III) Vol. I : "For Bridget and Michael Crawford.(?) With best wishes and many thanks for encouraging our renewed family ties. Bill Dudley 23 June 1993." **Vol. II :** "For Bridget and Michael Crawford (?) With best wishes and in appreciation of our rediscovered past. Bill Dudley 23 June 1993."

A documentary history on the naval and maritime aspects of the War of 1812, the documents being selected from a wide variety of sources, American and British, including plans and reports, personal letters, ships' logs, and newspapers. The documents are arranged chronologically by topic and theatre of operations, with explanatory texts that build up to make this an important and essential study for a proper understanding of the naval conflict between Great Britain and the fledging United States – a war neither side wanted – but by 1812 had become unavoidable. The first volume covers the year 1812 : the maritime causes of the war 1805-1812. Naval operations in the Atlantic January to August. The Northern Lakes June to December. The Gulf Coast February to December. And the Atlantic September to December. The second volume covers the year 1813, all January to December : Atlantic theatre. Chesapeake Bay. Northern Lakes. Gulf Coast. And the Pacific theatre. The third volume covers the final years of the conflict, 1814-1815 : Chesapeake Bay January

1814 to May 1815. Northern Lakes January 1814 to June 1815. And the Pacific January 1814 to August 1815. The three volumes contain a wealth of illustrations and their importance as a scholarly historic study cannot be over-estimated. Full sets are SCARCE. £250.00

**{88} Eccles, David.**

***LARRINAGA LINE 1863-1974.***

WSS., Windsor, 1<sup>st</sup>.ed., 2005. 108 pp., profusely illustrated with photographs & plans. Pict. c.c., 30 x 20cm. FINE. Signed & inscribed : "Best wishes to Gordon Tufnell. David Eccles. (The late Gordon Tufnell of Liverpool, was related to the marine artist, Cmdr. Eric Tufnell, RN. (See Item No. 77).

The Larrinaga Steam Ship Company was founded in 1863 by a family of Spanish merchants opening up an agency in Liverpool to serve the trade from the Mersey to Spanish colonies. Larrinaga were involved not only in shipowning but also in ship chandlery, ship broking, cargo broking, shipping agency work etc. By the end of the 19<sup>th</sup> century they moved away from their original trades to become a British company, trading to North and South America with a fine fleet of cargo ships. They maintained this business until the Second World War when the company suffered heavy losses through enemy action. After the war, they turned to tramp shipping until finally closing its doors in 1974 – the last general cargo tramp ship owner in Liverpool. Dedicated to the 333 officers and seamen who lost their lives in Larrinaga ships between 1939 and 1945, the author provides a photographic Fleet List and a list of awards for gallantry earned by its seamen. A FINE signed copy. £40.00

**{89} Eder, Markus.**

***CRIME AND PUNISHMENT IN THE ROYAL NAVY***

***OF THE SEVEN YEARS' WAR, 1755-1763.*** Ashgate, Aldershot & Burlington, 1<sup>st</sup>.ed., 2004. Vii + 200 pp., 14 tables. Pict. laminated boards. 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. Acton. St. Dorothea's Day 2004. With a copy of Dr. Rodger's Review of this book, pasted in at the rear.

Not to be confused with John Byrn's book with a similar title, but covering The Leeward Islands from 1784 to 1812, this later work examines naval justice during an earlier period, the Seven Years' War. The author draws comparisons with criminal historiography in civilian society, the interaction of naval and civil courts, and the variations of punishments for those found guilty between the two. It emerges that courts martial were statistically less likely to hand down capital sentences than their civilian counterparts, and that crimes such as homosexuality, desertion and murder could often be more prevalent on one station than another. The development of Naval Law between 1650 and 1750 is also examined, do too the patterns of crime and punishment in the Royal Navy and the use of mercy and the Navy's pardoning system. FINE copy of a SCARCE work. £100.00

**{90} Elliot, Admiral Sir George. *A TREATISE ON FUTURE NAVAL BATTLES, AND HOW TO FIGHT THEM, AND ON OTHER NAVAL TACTICAL SUBJECTS.***

Sampson Low, Marston, Searle & Rivington, 1<sup>st</sup>.ed., 1885. Xii + 122 pp., 23 plates (2 fldg.), 6 maps (all fldg. ; 1 lithograph), & 2 litho plates. Rebound in maroon cloth ; gold lettering to spine & front cover. 27 x 19cm. Internally V.G.+ externally FINE.

The author had the greater part of this study published in the *Illustrated Naval and Military Magazine* and was encouraged to provide a collective study in book form. The year of publication, 1885, witnessed a major naval crisis with Russia over Afghanistan and its frontier with India. The Royal Navy was publicly criticized for its lack of readiness for war and, in a wider context, its ship design, armour, armaments and stability. This unease regarding the lack of an adequate fleet to defend Britain, her Empire and trade, led to a direct and effective response to improve the Navy. The author addresses the issue of the absence of a defined system of classification in ships of war ; estimates the value of outside armour ; examines the question of speed and naval gunnery ; and encourages discussion over naval expenditure, etc. The nine chapters cover (1) *Line-of-Battle Ships and Torpedo Vessels.* (2) *Ram Attack and Defence.* (3) *The Gun Attack and Defence in Fleet Actions.* (4) *The*



*Possession of the Suez Canal in Time of War. (5) England's Exposed Position, Part I – Home Defences. (6) England's Exposed Position, Part II – Our Defences Abroad. (7) Some Practical Remarks on Designs for Ships of War. (8) The Personnel of the Navy. (9) Cellular Deck Protection versus Side Armour.* The book is illustrated with 23 interesting plates (two folding) ; 6 maps (all folding – one lithograph) ; and 2 other lithographs. The author, Admiral Sir George Augustus Elliot (1813-1901) was the eldest son of Admiral Sir George Elliot (1784-1863). Born at Calcutta, he entered the Royal Navy in 1827 and during his early naval career was highly successful in fighting slavers up the Congo River. He went on to fight in the Baltic during the Crimean War. He was strongly in favour of the ram as a primary weapon in modern naval warfare and pressed for increased freeboard, the retention of sailing rig, and the concentration of armour. The battleship *TEMERAIRE* was a direct result of this policy, and twenty years later his views on freeboard and armouring formed the basis of the modern battleship - but his was a minority view. By the time this book appeared, Admiral Elliot had retired from active naval service but not from naval debate. He made a major contribution to the intelligent discussion of naval issues for 40 years, although at times his views were considered to be radical and even impractical. He died in London towards the end of 1901 and was remembered not only for this book and his contribution to naval affairs, but also as a brilliant sailing-ship captain. SCARCE. £300.00

{91} Elliott, Peter. *ALLIED ESCORT SHIPS OF WORLD WAR II. A COMPLETE SURVEY.* 1<sup>st</sup>.ed., 1977. 575 pp., 330 photo-ills + many specially prepared drawings. D.j., 25 x 20cm. Nr.FINE.

In this important work, the author provides a detailed study of *all* the Allied escort classes built between 1939 and 1945 used so extensively in anti-submarine, anti-aircraft, surface and assault operations. This is the first combined study of its kind and contains a wealth of information hitherto unpublished. Each Navy has its own section - The Royal Navy, Royal Canadian Navy, Royal Australian Navy, Royal Indian Navy, Royal New Zealand Navy, South African Naval Forces, and the United States Navy. There is a chapter for each class covering design evolution, major conversions, and war service. A special feature describes the guns, anti-submarine weapons, and radar sets, in addition to a full pendant number list (published for the first time). There are also chapters on ships transferred during the war, escort building programmes, comparative production rates, and Allied escort vessels in service – North Atlantic, English Channel / North Sea, Mediterranean, and the Far East. Illustrated with 330 photographs and many drawings. A definitive study. £75.00

{92} Ellis, William. *AN AUTHENTIC NARRATIVE OF A VOYAGE PERFORMED BY CAPTAIN COOK AND CAPTAIN CLERKE IN HIS MAJESTY'S SHIPS "RESOLUTION" AND "DISCOVERY" DURING THE YEARS 1776 TO 1780 IN SEARCH OF A NORTH-WEST PASSAGE BETWEEN THE CONTINENTS OF ASIA AND AMERICA.*

2 Vols., N. Israel, Amsterdam; & Da Capo Press, New York, 1<sup>st</sup> thus, 1969. Vol. I : (X) + 358 pp., large chart frontis (fldg.) + 8 cuts. Vol. II : (Vi) + 347 pp., illustrated with 13 cuts. Both volumes in parchment boards ; royal blue title-pieces to spines & front covers ; gilt ; perspex d.j.'s. 22 x 15cm. FINE.

A facsimile of a work first published in two volumes in London in 1782. William Ellis styles himself "*Assistant Surgeon to both vessels*" but that rank was unknown in the Royal Navy at that time and he was in fact Surgeon's Mate in the *DISCOVERY* (Captain Clerke), and later in the *RESOLUTION* (Captain Cook). Captain Charles Clerke, in his dying letter to Sir Joseph Banks, commended Ellis to his notice, but Ellis "*forfeited Banks's regard, by publishing this account of the voyage, in contravention of the instructions to surrender all logs and journals*". (Holmes). Nevertheless, Ellis continued to have his work published and

it had reached its third edition by 1784. In 1776 Captain James Cook led a two-ship expedition to discover a passage round the north coast of America from the Pacific, and he sailed in the *RESOLUTION*, in company with the *DISCOVERY*, by way of the Cape, Tasmania, New Zealand, the Pacific Islands, the Sandwich Islands (only then discovered) and the west coast of North America which he surveyed from 45 ° N. as far as Icy Cape in Behring Strait where he was compelled to turn back, reaching Karakakao Bay (Hawaii) in January 1779. At first the natives here were friendly but later their attitude changed and on February 14, when Cook landed with a party to recover a stolen boat, he was set upon with sudden fury and Cook was clubbed and stabbed to death. The original 18<sup>th</sup> century editions of this work are both rare and expensive, Messrs. N. Israel in Amsterdam and the Da Capo Press in New York, produced this handsome facsimile reprint in 1969, placing the work within reach of a wider readership. An exceptionally FINE SET in two volumes. £150.00

**{93} Elphick, Peter. *LIBERTY : THE SHIPS THAT WON THE WAR.***  
Rochester, 1<sup>st</sup>.ed., 2001. 512 pp., 30 photo-plates. D.j., 24 x 16cm. FINE.

An amazing 2,710 'Liberty' ships were launched during the Second World War, the most numerous type of merchant ship built during the conflict. Constructed to replace sunken tonnage in the Allied fleets, these ships were produced over a period of less than four years and more than 200 of their number were lost by enemy action. The ability of American shipyards to turn these ships out quicker than the U-boats could sink them, kept the vital Atlantic supply lines open and ultimately brought about Allied victory in the Battle of the Atlantic. The author tells the complete story of the Liberty ships from the inception of the design, through to massive shipbuilding production and the wartime careers of the vessels, as well as the peacetime service of the survivors. Their story is told largely by those who built and sailed in the ships and there are accounts of heroism and endurance experienced by their crews. There is also an account of efforts to preserve surviving examples of these remarkable stout vessels that were only meant to last a voyage or two. In addition to sailing under the US flag, Liberty ships went on Lend-Lease to Russia and Great Britain. With the latter they served with Cunard, Brocklebank, Lamport & Holt, Glen, Ellermans, Paddy Henderson, Blue Funnel, Elder Dempster, Royal Mail, Houlders, Clan, PSNC, Bank Line, T & J Harrison, Furness Withy, P&O, Booth, Anchor, Prince, Blue Star, Port, and many other British shipping lines. Illustrated with 30 photographs, the attractive dust jacket shows a Liberty ship in the Mersey in 1943 from a painting by Brian Entwistle. FINE copy. £60.00

**{94} Enright, Captain Joseph. & Ryan, James W. *SHINANO !***  
***THE SINKING OF JAPAN'S SECRET SUPER-SHIP.*** New York, 1<sup>st</sup>.ed., 1985. Xviii + 251 pp., 17 pp of photo-ills & plans, + 3 maps. D.j., 21 x 14cm. FINE.

Much has been written about Japan's super-battleships *YAMATO* and *MUSASHI*, but little has appeared concerning their larger sister, *SHINANO*, and her top-secret conversion into an aircraft carrier. She was sunk on her first night at sea by the US submarine *ARCHER-FISH* commanded by one of the authors, Captain Enright. Such was the mystery and legend surrounding this Japanese giant, that even after she had been sunk, US Intelligence questioned her very existence. The authors give the first and definitive account of this powerful warship, written with the assistance of the Japanese. £25.00

**BOOKQUOTE :** *"Always read something that will make you look good if you die in the middle of it."* P. J. O'Rourke

## The Corrected 1784 Edition of Falconer's Celebrated Marine Dictionary

{95} <math>\diamond</math> Falconer, William. *AN UNIVERSAL DICTIONARY OF THE MARINE : OR, A COPIOUS EXPLANATION OF THE TECHNICAL TERMS AND PHRASES EMPLOYED IN THE CONSTRUCTION, EQUIPMENT, FURNITURE, MACHINERY, MOVEMENTS, AND MILITARY OPERATIONS OF A SHIP. ILLUSTRATED WITH A VARIETY OF ORIGINAL DESIGNS OF SHIPPING, IN DIFFERENT SITUATIONS ; TOGETHER WITH SEPARATE VIEWS OF THEIR MASTS, YARDS, AND RIGGING. TO WHICH IS ANNEXED, A TRANSLATION OF THE FRENCH SEA TERMS AND PHRASES, COLLECTED FROM THE WORKS OF MESSRS. DU HAMEL, AUBIN, SAVERIEN, &c. A NEW EDITION, CORRECTED.* Printed for T. Cadell, in the Strand, 1784. Unpaginated (but several hundred pp.). 12 large engraved plates (all fldg.). Contemporary full calf ; red calf title-piece to spine ; gilt lettering & lines. 28 x 21cm. Front joint starting but ties secure & strong, o/w V.G. Bookplate of the late Robert J. Hayhurst (A Lancashire pharmacist, antiquary, and bibliophile. He built up an impressive library of naval history books and literature in his Nelson (Lancs.) home, chiefly from the 18<sup>th</sup> century.)

Falconer's celebrated *Marine Dictionary* was first published in 1769, with further editions appearing in 1771, 1776, 1780, 1781, 1784, 1789 and 1815. This corrected edition of 1784 covers every aspect of seamanship, shipbuilding, naval warfare and discipline in an era following the Seven Years' War ; when Cook was probing the unknown Pacific ; Nelson was a young and unknown officer ; and the American colonies had just been lost. The author, William Falconer, was born in Edinburgh in 1732 and went to sea in a merchant ship at the age of 14, later transferring over to the Royal Navy. He survived two shipwrecks, including being one of only 25 survivors from the *RAMILLIES*. He wrote his famous poem, *The Shipwreck*, a book that enjoyed a popular following and went through a number of editions throughout the Napoleonic Wars. However, Falconer himself was lost in a third shipwreck within a year of the poem's publication. His *Marine Dictionary* explains technical terms and phrases used in ship-construction, ship equipment and fittings, machinery, tactics and ship-handling. There is also a translation of French sea-terms and phrases in use during the 18<sup>th</sup> century. Falconer's work eclipsed all the dictionaries that had gone before – Sir H. Manwaring's *Seaman's Dictionary* ; Boteler's *Sea Dialogues* ; Guillet's *Gentleman's Dictionary*, and even *Blanckley's Naval Expositor*. Illustrated with 12 large folding, engraved plates, the dictionary is arranged alphabetically for ease of reference, with many of the subjects dealt with in some detail. It is a highly useful source of reference today in order to fully understand the nautical terms in use during the 18<sup>th</sup> century. Bound in full contemporary calf, this is an attractive copy of an important naval dictionary. £800.00

{96} Farrow, Cmdr. Malcolm J. D. *THE COLOURS OF THE FLEET.* 2 Vols., Portsmouth : King's Stairs, H.M. Naval Base, rep. of 2<sup>nd</sup> ed., 1996, Privately Printed. Unpaginated, illustrations. Blue p.c., with naval crowns. 30 x 21cm. FINE.

A compendium of papers covering various topics concerning British and British derived maritime ensigns and related land flags. Each article in the two volumes stands alone, and it was meant to augment current official Admiralty sources of information, and to be a handy guide for those interested in flags at sea. Subjects include : *The Colours of the Fleet. The Red Ensign of Her Majesty's Fleet. The Blue Ensign of Her Majesty's Fleet. Royal Marines Flags. Regulation of British Colours. The Union Flag. Distinguishing Flags. The 'Euro-Ensign'*. Etc. An interesting assortment of articles on British naval flags. SCARCE. £40.00

**BOOKQUOTE : "We read to know we are not alone". C. S. Lewis.**

**{97} Felton, Mark. *SLAUGHTER AT SEA. THE STORY OF JAPAN'S NAVAL WAR CRIMES.*** Barnsley, 1<sup>st</sup>.ed., 2007. Ix + 213 pp., 14 photo-plates. D.j., 24 x 16cm. FINE.

The barbaric treatment by the Japanese Army on its prisoners-of-war are fully recorded, but hitherto little has been told of the war crimes of the Imperial Japanese Navy from 1941 to 1945. The author has unearthed a plethora of outrages inflicted on both servicemen and civilians which make chilling and shocking reading. As the author points out, it is ironic that the IJN modelled itself on the Royal Navy and adopted many of its customs, traditions and structures, but it took a totally different approach when it came to the treatment of its foes. They idolized Nelson but failed to follow his policy of "humanity after victory". This book contains accounts of cold-blooded torture and execution of POWs, abandonment of surviving seamen to the elements and almost certain death by starvation. Includes account of Midway pilots, attacks on hospital ships, murder at Wake Island, US prisoners on Truk, atrocities in Borneo, the *AKIKAZE* executions, the *BEHAR* tragedy, the Liberty ship *RICHARD HOVEY* and Japanese submarine *I-26*, the 'rape of Manila', etc. Victims included US, British and Australian servicemen and civilian men, women and children. £25.00

**{98} Fiske, R. C. *NELSON AND ASSOCIATED HERALDRY : A GUIDE. Together with : NOTICES OF NELSON : EXTRACTED FROM NORFOLK AND NORWICH NOTES AND QUERIES.*** The Nelson Society, 1<sup>st</sup>.eds., 1983 & 1989. (1) : Ix + 38 pp., 33 drawings + dozens of minor ill. (2) : Iii + 29 pp. **Both** : Pict. p.c., 23 x 16cm & 25 x 17cm. FINE.

The first and the most useful 'occasional' publications published by the Nelson Society in its formative years, published for its members and now out of print. The author begins with an illustrated introduction for readers unfamiliar with the world of heraldry and the various terms employed. This is followed by a guide to the heraldry of Nelson and his family, with notes to the 33 main illustrations and bibliographical references. Nelson's arms, and those associated with his family, are to be found on a great variety of objects today – bookplates, ceramics, gravestones, monuments, books, engravings, funeral hatchments, church memorials, etc., – and this booklet will assist the reader to identify such examples. The second booklet is no less interesting. The original *Notes & Queries* first appeared in November 1849, being a forum for the miscellaneous notes of literary men, antiquaries, genealogists, etc. The *Norfolk Chronicle* introduced *Norfolk & Norwich Notes & Queries* in April 1896, later reprinted in a book limited to only 50 copies. From this rare source, references to Nelson have been extracted, and published by the Nelson Society's original committee in 1989. There are 27 'notes & queries' in all, with highlights that include Edmund Nelson's hitherto unpublished *Family Historicall* (sic) *Register* ; reference to the incorrect assertion that Nelson attended school at Downham Market ; and a note on Nelson's controversial Tenerife sword. Other items relate to portraits, letters, anecdotes, etc. £30.00

**{99} Folkard, Henry Coleman. *THE SAILING BOAT. A TREATISE ON SAILING BOATS AND SMALL YACHTS ; THEIR VARIETIES OF TYPE, SAILS, RIG, ETC. WITH PRACTICAL INSTRUCTIONS IN SAILING AND MANAGEMENT. ALSO, THE ONE-DESIGN AND RESTRICTED CLASSES, FISHING AND SHOOTING BOATS, SAILING CHARIOTS AND ICE YACHTS, FOREIGN AND COLONIAL BOATS, CANOES, ETC., ETC.*** 5<sup>th</sup>.ed., 1901. Xix + 558 pp., 388 photographs, photogravures, drawings, plans, profiles, sketches. Woodcuts, etc. Re-bound in light green cloth ; gold lettering to spine & front cover ; original gold vignette mounted (inset) to front board. 29 x 12cm. Externally FINE ; internally Nr.FINE.

First published in 1854, Folkard's classic study of the sailing boat was described by Masefield as the book that gives the reader the feel of "a wind like a whetted knife". By the time this 5<sup>th</sup> edition appeared in 1901, the author had had the opportunity of improving his

original work, making it more complete and up-to-date, and producing a far greater, enlarged edition, to anything that had gone before. He deals with not only the different classes of small yachts and sailing craft to be found around the coasts of the British Isles a century ago, but also the most curious and remarkable boats, canoes and sailing-vessels to be found in other countries. The book is divided into nine parts : (I) *Boats of the Ancients*. (II) : *Sailing Boats of the British Islands*. (III) *Practical : Management, &c. &c.* (IV) : *Small Racing-Yachts*. (V) : *The One-Design and Restricted Classes*. (VI) : *Fishing and Shooting Boats*. (VII) : *Sailing Chariots and Ice Yachts*. (VIII) : *Foreign and Colonial Boats, Canoes, &c.* (IX) : *Nautical Vocabulary*. The book is profusely illustrated – 388 in all - with photographs, pen & ink sketches by the author, photogravures, plans, profiles, etc. This is in many respects the best edition. Folkard's work remains the standard work on the subject. £200.00

**{100} Forster, Honore. *THE SOUTH SEA WHALER. AN ANNOTATED BIBLIOGRAPHY OF PUBLISHED HISTORICAL, LITERARY AND ART MATERIAL RELATING TO WHALING IN THE PACIFIC OCEAN IN THE NINETEENTH CENTURY.*** The Kendall Whaling Museum, Sharon, Mass., 1<sup>st</sup>.ed., 1985. Xvi + 157 pp., frontis + map e.p's. Grey cloth ; black lettering 26 x 17cm. FINE.

Once the British and American China traders had pioneered the route around Cape Horn during the 1780s, the whaling ships soon followed in their wake, sailing further and further into the South Seas in search of the lucrative leviathans of the sea. The author provides a useful bibliography relating to the history of whaling in the Pacific between 1800 and 1900, divided into six sections : Contemporary personal accounts, General works, Fiction, Academic dissertations, Articles and chapters in books, and Newspapers and periodicals. In addition, there are four appendices and four indices – in all, describing 893 items. £35.00

**{101} Fraser, Edward. *THE ENEMY AT TRAFALGAR. AN ACCOUNT OF THE BATTLE FROM EYE-WITNESSES' NARRATIVES AND LETTERS AND DESPACHES FROM THE FRENCH AND SPANISH FLEETS.***

1<sup>st</sup>.ed., 1906. Xx + 437 pp., frontis + 26 other plates, 30 facsimiles signatures, maps, plans etc in text + 4 plans in appendix. Green cloth ; gilt ; gilt vignette to lower corner of front cover ; t.e.g., others uncut. 23 x 15cm. Some foxing o/w V.G.+

A scarce and unique study of Nelson's last brilliant battle off Cape Trafalgar in 1805 as seen through the eyes of his enemies and based on French and Spanish first-hand accounts and other sources. As the 28 chapters unfold, a fascinating and often unfamiliar view of the battle emerges. Chapter titles include : *Admirals and Captains of the Combined Fleet*. *The Night before the Battle*. *Nelson in Sight – Monday Morning*. *The Eagle of the BUCENTAURE*. *Villeneuve's Trafalgar Despatch*. "The Man who shot Nelson". *Admiral Magon and his Fate*. *How the INTREPIDE turned back to save the Admiral*. *Others that deserved well of France*. *Jeannette of the ACHILLE*. *HMS IMPLACABLE*. *Gravina and Alava and their Flagships*. *The SANTISIMA TRINIDAD at Bay*. *Captains whom Spain remembers with Pride*. *The Victims of the Storm*. *The Last Hours of the SANTISIMA TRINIDAD*. *What they heard and saw at Cadiz*. *How the News reached England – and Napoleon*. *Vae Victis:- The Hulks and the Tragedy of Rennes*. *Since Trafalgar*. Etc. In addition. there are three Appendices : *Admiral Villeneuve's Memorandum*. *Admiral Villeneuve's Official Report*. And *Captain Magendie's Plans of Trafalgar*. The book also contains a number of rare portraits of French and Spanish officers, and something is said of the Trafalgar prisoners brought to England and of the tragic fate of Villeneuve on his way to face Napoleon in Paris. The book was one of those chosen by the Admiralty when they set up their committee in 1913 to examine Nelson's tactics at Trafalgar. The author pays tribute to the bravery of the French and Spanish sailors who fought with courage against Nelson's well-trained and more

experienced officers and gun-crews. On viewing the battle from the “other side” this book has never been equalled. An excellent bright copy of the original edition. £200.00

**{102} Frost, Alan. *ARTHUR PHILLIP, 1738-1814. HIS VOYAGING.***

Melbourne, Oxford University Press, 1<sup>st</sup>.ed., 1987. Xi + 320 pp., many plates (some cold.), maps, facsimiles, etc. D.j., 26 x 20cm. FINE. Signed Presentation Copy from the author to Dr. N. A. M. Rodger (mentioned in the Acknowledgements, then at Kew): “For Nicholas Rodger, with thanks! Alan Frost.”

Arthur Phillip was the founding governor of the convict colony of New South Wales and for this he is perhaps best remembered. The author, however, researching international archives, has delved further back into Phillip’s life than any previous biographer. Few men voyaged further than Phillip who sailed to the Arctic, about the coasts of Europe, to the West Indies and South America, around the Cape of Good Hope to India and Australia. His was a remarkable naval career reflecting the far reach of the Royal Navy in the 18<sup>th</sup> century. Generously illustrated, including a number of handsome coloured plates, Phillip’s adventures include his exploits during the Seven Years’ War, his secret expeditions between 1780 and 1784, the First Fleet to New South Wales, and Phillip’s wartime experiences from 1793 to 1805 when he retired from the Navy as an Admiral of the Blue. FINE Presentation Copy, signed by the author to Dr. Nicholas Rodger ; his copy. £50.00

**The Definitive Account of the Naval Mutinies of 1797 ~ Dr. Rodger’s Copy**

**{103} Gill, Conrad. *THE NAVAL MUTINIES OF 1797.***

Manchester, at the University Press, 1<sup>st</sup>.ed., 1913. Xx + 412 + 20 (advnt.) pp., frontis., (map, fldg.) + another map (also fldg.). Re-bound in blue cloth ; gilt ; t.e.g. 22 x 15cm. Folding frontispiece has been repaired along fold ; small blind stamp of the University of Manchester Library o/w FINE. With the signature of Dr. N.A.M. Rodger : “*Nicholas Rodger*” ; his copy.

This is regarded as the most significant of the handful of studies relating to the naval mutinies at Spithead and the Nore in 1797, an account drawn largely from original letters from the officers and sailors caught up or directly involved in the uprising. Conrad Gill, lecturer at the University of Belfast before the First World War, provides a detailed assessment of the mutiny at Spithead and the more serious affair at the Nore. He examines the causes for the unrest – lack of pay, poor provisions, lack of freedom, harsh discipline, and other grievances. He looks at the political aspects of the crisis and the involvement of political societies. The appendices include a note on Richard Parker’s alleged insanity. Chapters include *Unanswered Petitions. Outbreak. Mutiny in the LONDON. Mutiny at St. Helens. Lord Howe’s Visit. Richard Parker. Period of Negotiations. North Sea Fleet. Decline of the Mutiny. Grievances. Rights of Man. Authors of the Mutinies. Political Societies and the Seamen. Whigs. Etc., etc.* Illustrated with maps of Portsmouth and Spithead, Sheerness and the Nore, this is an invaluable social study of the conditions on the Lower Deck of the Royal Navy in Nelson’s day. It contains extensive and useful footnotes with additional sources of information. The unrest broke out at a most critical time for the country in the midst of a war that was not going well in 1797. The fact that it was settled in the way it was, says much for the negotiators on both sides. It remains one of the most remarkable incidents in the history of the Royal Navy. SCARCE. £200.00

**{104} Goebeler, Hans Jacob & Vanzo, John. *STEEL BOATS, IRON HEARTS : A U-BOAT CREWMAN’S LIFE ABOARD U.505.***

Chatham, 1<sup>st</sup> Eng. ed., 2005. Xxii + 258 pp., port. frontis + 3 maps and other photos in text. D.j., 23 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : “*Nicholas Rodger, Exeter. Feast of St. John the Almsgiver 2007.*”

Hans Goebeler is known as the man who ‘pulled the plug’ on *U-505* in 1944 in order to keep his beloved U-boat out of Allied hands. In his no-holds-barred account, he gives a unique

full-length memoir of life aboard *U.505* during every one of the submarine's wartime patrols. This boat was his first and last posting and he grew attached to his underwater home. He witnessed sabotage efforts that almost sank the U-boat, the tragic suicide of his commanding officer, and describes everything from the seedy French brothels to the exhilaration of hunting for the enemy. In 1944 his luck ran out and after being depth-charged to the surface and attempting to deny the prize to the enemy, *U.505* was captured by the US Navy – the first vessel to be taken by the USN at sea since the War of 1812. A prisoner of war, his boat was later towed to Chicago and opened to visitors – Goebeler himself visiting his beloved *U.505* during the 1990s. Originally privately published in Germany in 1999. £35.00

**{105} Goldrick, James.**

***THE KING'S SHIPS WERE AT SEA.***

***THE WAR IN THE NORTH SEA, AUGUST 1914-FEBRUARY 1915.*** Naval Institute Press, Annapolis, 1<sup>st</sup>.ed., 1984. Xix + 356 pp., frontis., + many other maps & photo-ills. D.j., 23 x 16cm. FINE. Signed Presentation Copy from the author to Dr. N. A. M. Rodger : "Nicholas – With every good wish. James Goldrick."

The author was a lieutenant in the Royal Australian Navy when this, his first book, was published in 1984. It is a detailed study of the first six months of the First World War and an examination of the naval actions and operations in the North Sea during that period – the dawn of modern naval warfare. He provides the first balanced analysis of the opening moves by both the Royal Navy and the Imperial German Navy. This era saw Heligoland Bight, the return of Fisher, German raids on Scarborough, the laying of the first offensive minefield, and the battle of Dogger Bank. The author points out the strength and deficiencies of both sides, and the lessons still needing to be fully understood today. FINE Presentation Copy from the author to Dr. Nicholas Rodger ; his copy. £75.00

**{106} Goodman, David.**

***SPANISH NAVAL POWER, 1589-1664.***

***RECONSTRUCTION AND DEFEAT.*** Cambridge University Press, 1<sup>st</sup>.ed., 1997. Xvi + 308 pp., 10 plates, 1 figure, 7 maps & 2 tables. D.j., 23 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton. Ascension Day 1997." Dr. Rodger's Review of this book, when at the NMM, pasted in at rear.

The first attempt in any language to attempt a comprehensive analysis of the state of Spain's naval forces in the years following the defeat of the Spanish Armada in 1588. The 17<sup>th</sup> century was a period when all of Europe's maritime powers were attaching increasing importance to naval power in order to topple Spain and seized her vast wealthy empire. The author examines the political, social, economic and technological conditions that influenced the Spanish Navy ; the result of years of study providing hitherto unpublished material from Spanish archives. It throws new light on timber resources, naval funding, recruitment and the status of Spanish seamen. Comparison is made with the navies of England, France and Holland. Illustrated with plates, maps, tables etc. FINE copy. £75.00

**{107} Gordon, G. A. H.**

***BRITISH SEAPOWER AND PROCUREMENT BETWEEN THE WARS. A REAPPRAISAL OF REARMAMENT.*** 1<sup>st</sup> ed., 1988. Ix + 321 pp. D.j., 22 x 14cm. FINE.

An investigation that delves to the heart of the Royal Navy and in particular the interdependence between the Admiralty and the heavy armament firms. This, as the author points out, and the Fleet's low wartime expansion factor, set the Navy apart from the other services in self-reliance, and governed the Admiralty's attitude towards procurement unification. The Admiralty prized its traditional independence and deflected recurring attempts between 1919 and 1939 – the scope of this study – to create a central supply executive. The author examines British naval policy between the wars, shedding new light on the manner in which defence matters, rearmament, fiscal policy and appeasement were all interlocking parts in an overall pattern of imperatives. The depression, disarmament and the

drive for economy in the 1920s and early 1930s all served to decimate the Royal Navy's specialist suppliers and thereby limited the speed in which the Navy could expand when war loomed once again. FINE copy. £35.00

**{108} Gosse, Philip. *THE PIRATES' WHO'S WHO. GIVING PARTICULARS OF THE LIVES & DEATHS OF THE PIRATES & BUCCANEERS.***

Dulau & Co., 1<sup>st</sup> ed., 1924. 328 pp., frontis + 5 other plates + map e.p.'s. Dark red cloth ; gilt. 20 x 14cm. A couple of minor marks to front board ; foxing, chiefly to half-title & edges o/w a bright V.G. copy. Bookplate at rear of Stephen N. Furness (1902-1974), barrister & Liberal M.P. for Sunderland (1935-1945) ; second son of Sir Stephen Furness (1872-1914), Liberal M.P. and British shipping magnate – Furness, Withy & Co. Also : Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. Acton. St. Dunstan's Day 1997."

Described by the National Maritime Museum's bibliography as "*An invaluable biographical source-book for pirates. As well as a host of minor characters, there are entries on ...*" There follows an extensive list of infamous pirates (*Catalogue of the Library, Volume IV : Piracy & Privateering*, 1972, pp. 69/70, No. 222). Dr. Philip Henry George Gosse (1879-1959) was one of the leading specialists in the field of piracy during the last century. Greenwich based their catalogue on his library which they inherited. Dr. Gosse provides a fascinating alphabetical directory of almost 800 pirates who are known to have existed ; sometimes with only scant details as that is all that is known of them ; others have biographical notices covering several pages. An essential source of reference. £100.00

**{109} Graham, Eric J. *A MARITIME HISTORY OF SCOTLAND, 1650-1790.***

Tuckwell Press, Phantassie, East Lothian, 1<sup>st</sup> ed., 2002. Xvi + 368 pp., 52 ills & 26 tables. D.j., 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. Acton. Candlemas 2004."

The years 1650 to 1790 was a period of turbulence for Scottish seafarers but an age of adventure and opportunity too. During these years, John Paul Jones descended upon the Scottish coast creating widespread panic ; press-gangs roamed the ports and harbours of Scotland and had much the same effect ; privateers put to sea in search of French, Spanish and American prey ; and Britain spent much of the period at war with one or more of its traditional enemies. Glasgow prospered through the tobacco trade although Scotland's attempts to join England in the lucrative Atlantic trades were largely frustrated. The Union Act of 1707 brought better prosperity and Scottish maritime aspirations flourished under the protection of the British Navigation Acts and the windfall of spoils of war at sea. The author traces Scotland's maritime ascendancy ; its imposition of English mercantilism ; the impact of the Union ; the years of war and peace ; and the beneficial aids of navigation and port development. Contains 52 illustrations and 26 tables. FINE copy. £45.00

**{110} Greenhill, Basil. & Giffard, Ann. *THE BRITISH ASSAULT ON FINLAND 1854-1855. A FORGOTTEN NAVAL WAR.***

1<sup>st</sup> ed., 1988. Xviii + 366 pp., 31 photo-plates + maps & other ills. D.j., 24 x 16cm. FINE.

An account of a forgotten but nevertheless important campaign involving the Royal Navy during the Crimean War in the mid-1850s – the first time in history that a steam battle-fleet had gone into action. The principal target of the British Baltic Fleet was Finland – owners of the largest proportion of Russian-flag vessels. The Royal Navy's threat to attack St. Petersburg itself tied down 200,000 Russian troops. The attacks on the Finnish coast and on their merchant shipping had far-reaching effects both in Finland and in Russia. The authors describe the naval and military actions and examine the economic and social history of an area still little-known in the English-speaking world. FINE copy. £40.00



**{111} Greenwood, James. *THE SAILOR'S SEA-BOOK. RUDIMENTARY TREATISE ON NAVIGATION : PART I – HOW TO KEEP THE LOG AND WORK IT OFF. PART II – ON FINDING THE LATITUDE & LONGITUDE. TO WHICH ARE ADDED, DIRECTIONS FOR GREAT CIRCLE SAILING : AN ESSAY ON THE LAW OF STORMS & VARIABLE WINDS ; & EXPLANATIONS OF TERMS USED IN SHIPBUILDING. WITH SEVERAL ENGRAVINGS, & ILLUSTRATIONS OF THE FLAGS OF MARITIME NATIONS.***

Virtue & Co., 9<sup>th</sup> ed., 1870. Viii + 167 + 12 + 32 (advert. Pp., the latter dated 1872). Cold. frontis + 2 other cold. plates, 5 b&w plates, + diagrams in text. Limp cloth ; blind decorated covers ; gilt title to front cover ; paper title-piece to spine ; speckled edges. 18 x 11cm. Binding faded in parts o/w a clean, sound & V.G. copy.

Designed to be carried in the sailor's pocket, this manual was popular with Victorian seamen for most of the second half of the 19<sup>th</sup> century and was used by sailors to assist them in bringing their vessel safely to its destination. The first part teaches how to keep Dead Reckoning ; the second how to find the Ship's Place by Observation. In addition there are signal-flags ; an essay on the Law of Storms ; a List of Royal Yacht Clubs ; Typhoons of the Chinese Seas ; etc. Illustrated with three pages of coloured maritime flags. £40.00

**{112} Gregory, Desmond. *MINORCA. THE ILLUSORY PRIZE. A HISTORY OF THE BRITISH OCCUPATIONS OF MINORCA BETWEEN 1708 AND 1802.***

Fairleigh Dickinson University Press, Rutherford, Madison, Teaneck, etc. 1<sup>st</sup> ed., 1990. 295 pp., 12 ills & maps. D.j., 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "*Nicholas Rodger, Grafton Road, Acton. St. Giles's Day 1991.*" With Dr. Rodger's Review of this book pasted in at the front (1 ½ pp.)

A history of Britain's naval connections with the small but strategically important Mediterranean island of Minorca during the 18<sup>th</sup> century. It was occupied by the British army on three occasions and for 62 years it was a colony of the British crown. When first occupied, there were ambitious plans to build a significant naval dockyard at Port Mahón from which the Royal Navy could command all the countries bordering that sea. The author sets out to show why British hopes of making the island, what Malta later became, were eventually to prove illusory. It was local merchants and not British merchants who enjoyed a lively trade as Minorca thrived under the protection of the British navy : freed from the threats of Barbary plunderers, and operating from a port that under British rule was customs-free. In times of war, local sailors made fortunes from privateering, while in peacetime the merchants of Marseilles could undercut their British rivals who laboured under greater overheads. A combination of naval resources being required elsewhere, the Catholic population's allegiance to Spain, and the British preference for Malta, led to Minorca slipping through British hands, first to France, then to Spain. The book received a positive review (tipped-in) from Dr. Nicholas Rodger ; his FINE copy. £100.00

**{113} Gwyn, Julian. *FRIGATES AND FOREMASTS. THE NORTH AMERICAN SQUADRON IN NOVA SCOTIA WATERS, 1745-1815.***

UBC Press, Vancouver & Toronto, 1<sup>st</sup> ed., 2003. Xiv + 206 pp., 18 ills., 3 maps & 2 tables. Pict. boards. 23 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "*Nicholas Rodger, Acton, Feast of St. Bernard, Bishop. 2004.*"

This is the first comprehensive study of naval operations involving North American squadrons of the Royal Navy in Nova Scotia waters. Professor Gwyn examines the motives behind the navy's deployment between 1745 and 1815, and its role in the Western Atlantic during this era which witnessed the Seven Years' War, the War of American Independence, the Napoleonic Wars, and the Naval War of 1812. He describes the complex and competing interests among the Admiralty, Navy Board, sea officers, and government officials on both sides of the Atlantic. It is a story of naval battles, impressments, and privateering in which the author brings to life the key events and central figures of the period. He recalls instances

of great leadership and those lacking it. He brings before the reader not only naval heroes like Peter Warren and Philip Broke, but also lesser-known land-based officials in Halifax naval yard who also made a valuable contribution. FINE copy. £65.00

**{114} H.M.S.O. *SIGNAL LETTERS OF BRITISH SHIPS FOR THE USE OF SHIPS AT SEA AND SIGNAL STATIONS FOR 1935. CORRECTED TO 31<sup>ST</sup> DECEMBER 1934, BY THE REGISTRAR-GENERAL OF SHIPPING AND SEAMEN.*** 1<sup>st</sup>.ed., 1935. Xxi + 86 + (1 advt.) pp. Qtr. Blue cloth ; blue boards ; black lettering. 24 x 15cm. V.G. (This copy belonged onboard the RGYC yacht *SYLVIA II* of Southampton, identified by her signal letters on the front board: M.Q.D.C.)

The official list of signal letters for British merchant ships in 1935 with data for each vessel consisting of her Signal Letters, Name, Port of Registry, Registered Tonnage, and Official Number. Also includes Visual Signal Letters for ships of the Royal Navy and Dominion fleets, UK Government vessels, Dominion and Colonial Government vessels, departments of the Indian Government, and yachts of the Royal Yacht Squadrons. Part I provides an alphabetical list of Signal Letters assigned to British registered ships, and Part II gives an alphabetical list of British registered ships with their Signal Letters so that vessels can be traced from both letters and names. £45.00

**{115} Hague, Arnold. *THE TOWNS. A HISTORY OF THE FIFTY DESTROYERS TRANSFERRED FROM THE UNITED STATES TO GREAT BRITAIN IN 1940.*** WSS, Kendal, 1<sup>st</sup>.ed., 1988. 92 pp., profusely illustrated with photographs. Pict. c.c., 24 x 18cm. Covers slightly creased & very light slight cockling to upper corners of leaves, o/w V.G.

The history of the 50 obsolete destroyers acquired by the Royal Navy from the United States in late 1940. The British destroyer force had suffered considerable depletion due to losses and damage sustained in action as Britain stood alone against the Axis powers. The destroyer campaigns off Norway and the Low Countries, plus the fall of France and the need to provide vessels for the Mediterranean Fleet solely from British resources, added to the problem being faced in the Atlantic. These obsolete First World War destroyers made a valuable contribution and filled a gap while new tonnage was under construction. The author provides a factual biography of each of the fifty ships, illustrated with many interesting and historic photographs. £25.00

**{116} Hall, Christopher D. *WELLINGTON'S NAVY. SEA POWER AND THE PENINSULA WAR, 1807-1814.*** London & Pennsylvania, 1<sup>st</sup>.ed., 2004. Viii + 264 pp., 6 maps. D.j., 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, St. Waldebert's Day 2005."

As Wellington himself remarked, it was the fact that the Royal Navy ensured that his army was fully supplied while at the same time denying this ability to the enemy, that enabled him to achieve victory in the Peninsula campaign. Despite this fact, the work of Vice-Admiral George Berkeley and those under his command has hitherto received scant attention. From the very start of Wellington's arrival on the Iberian Peninsula, to his final invasion of southern France, the Royal Navy was behind his troops providing vital support. At Corunna, this meant evacuation when it was required. Most of the time this support came in the form of transporting troops to the right area ; landing heavy guns and crews at sieges ; attacking coastal targets and thereby tying down Napoleon's soldiers ; gathering intelligence from enemy and neutral shipping ; and, perhaps most important of all, bringing in food, clothing, horses, money and weapons from the sea as Wellington refused to allow his men to live off the land as the French had done, thus winning support for the British from the local civilian population. The first full study of this highly successful combined operation. £50.00

**{117} Hallam, W. B. *BLOW FIVE. A HISTORY OF THE ALEXANDRA TOWING COMPANY LIMITED.*** Liverpool, Journal of Commerce, 1<sup>st</sup> ed., 1976. 107 pp., cold. frontis., + many photo-ills. Pict. c.c., 22 x 14cm. Nr.FINE.

The history of the Alexandra Towing Company founded in Liverpool in the 1880s, incorporating other tug fleets within the group : The Liverpool Screw Towing Co., Ltd., J. H. Lamey Ltd., London Tugs, Ltd., and Ship Towage (London) Ltd. The tugs of Alexandra operated not only in the Mersey but also in the Thames, at Southampton, Swansea, Felixstowe and other major UK ports. They owned some of the finest tugs and passenger-liner tenders in the world. This is their story up to 1976, together with five Fleet Lists and many photographs of their tugs. £25.00

**{118} Hamburg, Seeamt. *VERLUST DES SEGEL SCHULSCHIFFES "ADMIRAL KARPFANGER"*.** Bound photo-state copy from the Richard Cookson Archive. Berlin, N.d. (c.1939). (137) pp., 2 maps (fldg.) & other ills. Qtr. black cloth ; blue boards ; paper/typed title-piece to front board. 21 x 15cm. FINE.

A photo-copy of an article extracted from a scarce Nazi-German publication by Richard Cookson for his square-rigger archive, regarding the four-masted barque *ADMIRAL KARPFANGER*. This vessel was built in Germany in 1909 as the Belgian *L'AVENIR* and employed as a training ship between Europe and Australia. On the outbreak of war in 1914, she was laid up in the French port of Le Havre until May 1915 when she sailed to New York. She survived and in 1932 she was sold to the Finns but re-sold in 1937 to Hamburg-America Line and re-named *ADMIRAL KARPFANGER*. Re-furbished as a training ship once more, she sailed for Australia under the Nazi flag with 33 cadets and 23 crew on board. She left Port Germein, South Australia, 8<sup>th</sup> February 1938 with a cargo of wheat, bound for Hamburg. A message from her was received on the 1<sup>st</sup> March "All is well" – she was never seen nor heard from again. Wreckage from her was later found on Navarino Island but no clue as to her loss. Many believe she struck an iceberg. There were no survivors. £35.00

**{119} Hamilton, Sir Richard Vesey. (Ed.). *LETTERS AND PAPERS OF ADMIRAL OF THE FLEET SIR THOS. BYAM MARTIN, G.C.B.*** Navy Records Society, 3 Vols., 1<sup>st</sup>.eds., 1898, 1901 & 1903. **Vol. I :** (1903). Xxiv + 384 + 3 pp., frontis + 2 other plates & a view/plan (fldg.). **Vol. II :** (1898). Xvi + 416 pp., frontis + 2 other plates. **Vol. III :** (1901). Xxii + 399 + 3 pp., frontis + 1 other plate. **All bound in blue/white buckram ; gilt; 24 x 16cm. Spine of Vol. I slightly discoloured o/w V.G. Third volume signed by Rear-Admiral P. W. Brock, R.N. (See item No. 65). ( See also, Item No. V451 )**

The collected letters and papers of Admiral-of-the-Fleet Sir Thomas Byam Martin, GCB., (1773-1854), an officer whose naval career began as a captain's servant in the *PEGASUS* in 1786. During the French Revolutionary War of the 1790s, Byam Martin held command and captured a large number of privateers and other ships while cruising in the West Indies and off the coasts of France and Ireland. Perhaps his most interesting service (making his papers so historically valuable), was his duty in the Baltic in 1808 when he played a major role in the capture of the Russian ship *SEWOLOD* for which he received the Swedish Order of the Sword. Sweden had not joined the coalition between Russia and France that other Scandinavian countries had been drawn into, and for her protection England sent a powerful fleet into the Baltic under Saumarez's command. Among this force was the 74-gun ship *IMPLACABLE*, commanded by Captain Thomas Byam Martin. He was also dispatched in this ship to assist in the defence of Riga in 1812. Martin went on to serve as Comptroller of the Navy after Napoleon's defeat (1816-1831). The first volume of this work (the last in the set to be published) deals with Byam Martin's early years. The second volume concentrates on his all-important Baltic period. The third volume covers the era from 1814 when he was

second-in-command at Plymouth and responsible for supplying Wellington's army ; down to the year of his death in 1854. He died an officer with the highest flag-rank and respected throughout the Royal Navy for his experience and knowledge. Three volumes. £150.00

**{120} Hannay, James. *KING DOBBS : SKETCHES IN ULTRA-MARINE.***

J. & D. A. Darling, Bishopsgate Street, 1<sup>st</sup>.ed., 1849. 284 pp., frontis., extra illsd-title, + 33 other engravings by Alfred Ashley. Contemporary half-calf ; dark green calf title-piece to spine ; gilt ; marbled boards & e.p's ; speckled edges. 18 x 12cm. Binding rubbed ; edges of some leaves repaired ; o/w V.G.

James Hannay (1827-1873) was born at Dumfries and entered the Royal Navy a few days after his thirteenth birthday, serving chiefly in the Mediterranean including service aboard the *CAMBRIDGE* during the blockade of Alexandria in the Syrian War. Although Hannay enjoyed life at sea he found naval routine irksome, and his first writing appears to have been a comic piece in which he ridiculed the admirals and captains on the Mediterranean station. His naval career, predictably, ended somewhat ingloriously in 1845 when he and two fellow officers were court-martialled for insubordination and riotous behaviour and dismissed from the Navy. The court's findings were thought to have been vindictive and were eventually quashed, but by now Hannay was bent on a literary life in London. After a few papers appeared he met success with *Biscuits & Grog* (1848) followed by this work, *King Dobbs* a year later, which attacked middle-class ostentation and features an imaginary Pacific island whose inhabitants include a 'philosophical novelist' strongly reminiscent of Thackeray (whom he had met in 1848, greatly admired, and to whom this book is dedicated) and a prophet named Tomasso, transparently Carlyle. A second, cheap edition, was published in 1856 but this is a copy of the original edition of 1849. Several other works followed, including a couple more drawing on his naval experience. Sadly, Hannay's final years were ones of decline compounded by alcoholism. His political friends had him appointed British Consul at Brest, which Hannay had switched to Barcelona. Here he skimped his duties, ran into debt, and drank himself to death. £125.00

**{121} Hardy, A. C. *FROM SLIP TO SEA. A CHRONOLOGICAL ACCOUNT OF THE CONSTRUCTION OF MERCHANT SHIPS FROM THE LAYING OF THE KEEL PLATE TO THE TRIAL TRIP, WITH OVER 154 SKETCHES AND ILLUSTRATIONS.*** Glasgow, 1<sup>st</sup>.ed., 1926. Xvi + 252 pp., 154 ills. (3 fldg.) D.j., (uncommon). 22 x 14cm. V.G.+.

The author relates, in non-technical language the full story of the construction of an inter-war steam ship from the moment the iron ore enters the iron-works, to the moment the finished ship, trials completed, sets out to sea. In between he describes the process in the iron-works, the steel, copper and its alloys, the shipyard itself, the mould loft, the laying of the keel, erecting the frame, plating and riveting of the hull, launching and fitting out, etc. Profusely illustrated with photographs, sketches, line drawings and diagrams. Includes types of steamers of the 1920s and their identification. Complete with uncommon dust-jacket. £65.00

**{122} Hardy, A. C. *MOTORSHIPPING IN 1930. A YEAR'S DEVELOPMENT IN RETROSPECT. BEING THE ARTICLES APPEARING UNDER THE TITLE "MOTORSHIPPING - WEEK BY WEEK" FROM JANUARY TO DECEMBER, 1930, IN "THE JOURNAL OF COMMERCE" (SHIPBUILDING AND ENGINEERING EDITION).*** 1<sup>st</sup>.ed., 1930. (V) + 398 pp., many photo-plates, line drawings, silhouettes, plans, etc., (some fldg.). Red cloth ; gilt. 25 x 18cm. Extremities of binding worn. Externally GOOD. Internally V.G.

During 1930 and 1931 the Liverpool shipping newspaper *The Journal of Commerce* published bound copies of A. C. Hardy's articles that had appeared in the newspaper during that particular year, in this instance 1930. During the middle of the inter-war era the

development of ever larger motor vessels was one of the chief advances in merchant shipping and over the course of 51 chapters, this aspect is explored. Includes The newest Dutch liners and Alfred Holt's new 49,200-ton motorships. Important new diesel liners and cargo ships. Sir Frederick Lewis and surplus tonnage. The *AMERIKA*, a large single-screw liner. The latest Trans-Pacific motorships. The first triple-screw motorship *TUSCAN STAR*. Rotterdam-Lloyd's new motor liner *BALOERAN*. Dutch liner *JOHAN VAN OLDENBARNEVELT*. Union-Castle's new liner, *DUNBAR CASTLE*. New Irish Sea ferry *INNISFALLEN*. NYKs *TERUKUNI MARU*. Maiden voyage of Cunard-White Star's *M/V BRITANNIC*. Bergen Line's new twin-funnel passenger liner *S/S VENUS*. Whale Factory Ships. Union-Castle's new *WINCHESTER CASTLE*. New cargo liners for NZSC. Coastwise tankers. Launch of PSNCs *REINA DEL PACIFICO*. KNSMs new *COLOMBIA*. Germany's new 'Monte' class of liners and her laid-up tonnage. NZSC's *OTAIO*. The tanker question. French Motorshipping policy. Newest River Plate motorships, etc., etc. SCARCE. £75.00

### **Handsome Set of the 1912 Biography of the Earl of Sandwich**

**{123} <> Harris, F. R.      *THE LIFE OF EDWARD MONTAGU, K.G., FIRST EARL OF SANDWICH (1625-1672)*.** John Murray, 2 vols., 1<sup>st</sup> ed., 1912. **Vol. I** : Xvi + 354 pp., port. frontis + 11 other port. plates. **Vol. II** : Viii + 368 pp., port. frontis + 8 other ports. & a battle scene. **Both** vols. bound in red cloth ; gilt ; gilt armorial covers. 22 x 15cm. Wear to hinges of vol. i but strong & secure ; corners of both vols a little bumped o/w a clean, tight & bright set V.G.+ Vol. I signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, St. Ambrose's Day 2000." Vol. II signed : "Nicholas Rodger."

In his Preface, the author points out that no biography of Edward Montagu has hitherto appeared. Campbell, Charnock and other naval historians concentrated only on his sea-going life and neglected the full story ; Southey treated him with sympathy but later writers paid him scant attention. This biography sets out to correct that neglect. Montagu fought in the English Civil War where he saw a great deal of action on land. With Cromwell bent on war with Spain, he appointed Montagu and Blake joint Generals at Sea. The fleet sailed in March 1656 with Montagu and Blake flying their flags in the new first-rate *NASEBY* and returned home with Montagu having achieved little himself. He did better on his next cruise supporting Turenne's attack on Dunkirk. In 1659, in the same ship, he sailed for the Baltic as the conflict between Sweden and Denmark threated English trade. After the Restoration he went on to fight battles during the Anglo-Dutch Wars, including the celebrated Battle of Lowestoft. These and other aspects of Montagu's remarkable career are told in this biography, generously illustrated with portraits of the leading characters. There are eight appendices including notes and order of battle for Lowestoft in 1665. SCARCE. £300.00

**{124} Hata, Ikuhiko & Izawa, Yasuho.      *JAPANESE NAVAL ACES AND FIGHTER UNITS IN WORLD WAR II*.** Shrewsbury, 1<sup>st</sup> Eng. ed., 1990. Xvi + 442 pp., profusely illustrated with photographs, line drawings & map e.ps. D.j., 26 x 18cm. FINE.

The Pacific was largely a carrier-based air war, but little has hitherto been written about Japan's naval fighter pilots. This English translation is taken from a Japanese work first published in 1970 but based on the enlarged and revised edition of 1975. It describes in detail the victories and defeats of the pilots of the Imperial Japanese Navy divided into three parts. The first provides rare photographs and brief descriptions of Japanese naval aircraft. The second offers concise histories of the various air groups, including every carrier and land-based unit in the navy – from the China Incident in the early 1930s to the defeat of Japan in the Pacific in 1945. Includes dates of organization and disbanding, key movements, action results, and brief summaries of important battles. The final part captures Japan's leading

naval aces in photographs and individual biographical sketches. It was hailed as the definitive study in Japan and contains almost 350 photographs and around 100 line drawings. To aid the Western reader, there is an added section on Japanese naval terms. Appendices chronical records of naval aces, pilots killed in action, etc. FINE copy. £45.00

**{125} Haycock, David Boyd. & Archer, Sally. (Eds.) HEALTH AND MEDICINE**

**AT SEA, 1700-1900.** The Boydell Press, Woodbridge, 1<sup>st</sup>.ed., 2009. Xiv + 229 pp., 18 ills. & 23 tables. D.j., 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "*Nicholas Rodger, All Souls Coll., Oxford, St. George's Day 2010.*"

Based on extensive original research, the authors explore the history of health and medicine at sea over a period of the 18<sup>th</sup> and 19<sup>th</sup> centuries when great strides were taken to keep seamen in good health. It traces the story of naval medicine from the Sick and Hurt Board to the end of the Victorian era. A dozen leading experts are grouped around two central themes : Royal Naval medical policy, administration and practice ; and health and mortality relating to the migration of peoples across the globe, including slavery, emigration and indentured migration. It covers the Seven Years' War, surgery in the Royal Navy during the Napoleonic Wars, the West Africa anti-slave service in the mid-19<sup>th</sup> century, shipboard mortality in the Dutch African Trade (1751-1797), etc. FINE copy. £75.00

**{126} Hayward, Roger. CRUISERS IN CAMERA.**

Stroud, 1<sup>st</sup>.ed., 2000. Xii + 180 pp., over 200 photo-ills. D.j., 27 x 20cm. FINE.

Cruisers feature amongst the most aesthetically pleasing of warships and in both size and armament they showed a wider range of variation than other large warships. The last British cruiser was laid down in 1942 and their like will never be seen again. The author has drawn together over 200 photographs in order to celebrate the development of British and Commonwealth cruisers – especially those vessels that served during the major wars of the 20<sup>th</sup> century. Many of the photographs are reproduced for the first time. They include early classes, ships completed after 1945, and those transferred to other navies. Such developments as anti-aircraft armament, camouflage paint schemes, and the introduction of radar are described. Victorian cruisers that fought during the First World War are featured. £30.00

**{127} Heaton, P. M. WELSH BLOCKADE RUNNERS  
IN THE SPANISH CIVIL WAR.**

Newport, 1<sup>st</sup>.ed., 1985. 107 pp, 48 photo-plates. D.j., 22 x 15cm. FINE.

The story of the merchant steamers of South Wales running the blockade and delivering coal and other British exports to Spain during the civil war in 1936. Spain imported a vast amount of Welsh coal and exported iron ore and pyrites to Britain. This trade was important to both countries. Many ships running the blockade were attacked and sunk and the Royal Navy was called upon to protect the merchantmen and yet maintain a neutral stance. It was a difficult and delicate situation in which the Navy showed considerable restraint. This book includes many fine photographs of the tramp steamers, their masters and owners. £25.00

**No Copy on COPAC**

**{128} Henslowe, Rev. W. H. IN MEMORIAM. A SYMPATHISING PROTEST  
IN BEHALF OF THE NAVAL KNIGHTS OF WINDSOR, AGAINST THE  
SPOILIATION OF THEIR COLLEGE INSTITUTION, AND THE PERVERSION OF  
THE FOUNDER'S WILL.**

King's Lynn : W. H. Taylor, Printer. 1<sup>st</sup>.ed., 1890. 105 pp. Brown cloth ; extensive gilt lettering to front board ; speckled edges. 21 x 14cm. Some wear to edges of binding but overall V.G.

The institution of the Naval Knights of Windsor was established by the will of Samuel Travers, a barrister and M.P., who died in 1725. His will provided for annuities to be paid to 'seven Gentlemen who are to be superannuated or disabled Lieutenants of English Men of War.' Travers had been closely associated with John Evelyn, treasurer of The Royal Hospital for Seamen, a charitable naval foundation constructed at Greenwich between 1696 and 1751. Impoverished veterans were to be accommodated and maintained in exchange for their regular attendance at services at St. George's Chapel, living together in a house 'in a collegiate manner.' It was also prescribed that the Naval Knights were to be single men who were 'inclined to lead a virtuous, studious and devout life.' From the outset, there was dispute and litigation and the trust was not validated until 1793 – almost seventy years after Travers had died. The first Knights were installed in 1795 and they had their own uniform. By 1860 the numbers of applicants were falling, so lieutenants retiring as commanders were made eligible, and in 1885 captains were also permitted. Travers wish for devout men living in common was never entirely successful, and there are accounts of drunkenness and profane language. The decision to dissolve the Naval Knights was taken and the last appointment made in 1887 and the institution was disbanded by an Act of Parliament in 1892. The last Knights left under protest and the funding transferred to Greenwich Hospital. The author of this book, a Norfolk parson, was no stranger to controversy (he had been in dispute with the Church of England on more than one occasion) and was one of those who tried to save the Knights, but his campaign failed. RARE, with no copy on COPAC. £150.00

**{129} Hirst, Paymaster Cmdr. Lloyd.**

**CORONEL AND AFTER.**

1<sup>st</sup>. ed., May 1934. Xvi + 278 pp, 5 maps. 19 x 13cm. Some wear & tear to d.j. but this is scarce in any state and o/w V.G.

With a Preface by Admiral Sir Herbert Richmond, Commander Hirst (1887-1974) relates the tragic events at Coronel in 1914 when von Spee's crack squadron annihilated the motley British squadron under Admiral Craddock (see No. 77). The author was present at the battle, serving aboard *HMS GLASGOW*, the only British ship to survive Coronel and to be present at von Spee's destruction at the Falklands. As Station Intelligence Office, Hirst kept a copious diary and provides a first-hand account of these stirring events. The author died in 1974 and was buried in the British Cemetery at Montevideo. Later in the war he served under Admiral Hall in the famous Room 40. After the war, living in Montevideo, he was involved in the diplomatic struggle that led to the destruction of the *ADMIRAL GRAF SPEE* and was awarded the OBE. This copy comes complete with its scarce dust-jacket. £45.00

**Rare Meteorological Log from an Early Blue Funnel Steamer of 1877**

**{130} Holt, Alfred & Co. METEOROLOGICAL LOG - KEPT ON BOARD OCEAN STEAMSHIP COMPANY'S S/S "NESTOR" OF LIVERPOOL ; A BRIGANTINE-RIGGED SCREW STEAMER, BUILT IN 1868. CAPTAIN'S LOG (CAPTAIN THOS. W. FREEMAN) ON A VOYAGE FROM LIVERPOOL TO SHANGHAI VIA SUEZ ; FROM THENCE TO LONDON VIA SUEZ. 22<sup>ND</sup> JUNE 1877 TO 27<sup>TH</sup> OCTOBER 1877.** (Liverpool), Not Published, 1877. (76) pp., + extra page tipped in. Original blue cloth ; gilt ; with original paper labels to front cover ; professionally re-bound with original covers laid down ; contained in a blue buckram slip-case. 39 x 28cm. A few marks to covers & some scratches to slip-case, o/w V.G. in Nr.FINE slip-case.

An early and original *Meteorological Logbook* kept on board Blue Funnel Line's S/S *NESTOR* in 1877 ; Captain Thomas W. Freeman in command. The ship sailed from Liverpool bound for Shanghai, via Suez, on the 27<sup>th</sup> June 1877. (From 1869, Ocean's routes were : Liverpool-Suez-Penang-Singapore-Hong Kong-Shanghai-Japanese ports. Prior to this

date they had sailed round the Cape of Good Hope calling at Mauritius). The *NESTOR* returned to England and arrived in the Thames on the 27<sup>th</sup> October 1877, anchoring off Gravesend. The log records Date, Time, Latitude and Longitude both Observed and Dead Reckoning ; Course and Distance, Total Compass Error, Ship's Head, Wind Direction & Force, Barometer Readings, Clouds, Weather, Sea Surface and finally, Remarks. The latter tend to be brief but not without interest. Here are a few examples. "8.45 Anchored off Green Island, Hong Kong. Sailed from Hong Kong for Shanghai, weather looks bad in S. E. quarter. Passed several patches of yellow coloured water ... pieces of wood, straw, grass, &c., floating in same. A furious rain squall from N.E. lasting 45 minutes ; torrents of rain ; came to anchor till it cleared off. At anchor off Woosung River Bar. Sea luminous, drew a bucket of water & putting same under the microscope found it full of *Daphnia* or water fleas. Lightning in all quarters ... quite hazy all night. I have seldom seen the sea so smooth & calm. Bonita & Flying Fish ... a small land bird about. A large waterspout passed travelling to East ; two small land birds on board. Lunar Rainbow in the East. Two whales & some porpoises going North. A couple of very large gulls (in sight), we have seen scarcely any birds these last 10 days. Anchored at Aden ; very hot and sultry. Two owls on board. Shipping a good deal of water. A number of shooting stars from N. to S. W. There are many more examples of the Captain's observations which were gathered for scientific purposes. It was typical of Alfred Holt to have his masters employed in this way. Judging by the many crayon marks added later, the log must have been poured over by meteorologists in London. The Captain kept the log in a neat clear hand and his observations are of equal scientific interest today, over 140 years later. The *NESTOR* was the first of her name - built by Andrew Leslie & Co., Hebburn-on-Tyne in 1868 - for Far East service. She was an iron, brigantine-rigged 150 steam power screw vessel of 1,869 gross tons. She remained in service with Blue Funnel until 1894 when she was sold to Japanese owners and renamed *DAISAN MAYOSHIMA MARU* ; renamed again in the same year ; she became *MAYAYOSHI MARU* No. 3, owned by Fukunaga Shoshiki, Kobe. Her career under the Japanese flag lasted only ten years. On the 9th November 1904, she was lost by fire during the Russo-Japanese War at Si-yuen-chang while transporting Japanese troops. RARE. £1,500.00

{131} Howse, Derek. & Sanderson, Michael.

***THE SEA CHART.***

***AN HISTORICAL SURVEY BASED ON THE COLLECTION IN THE NATIONAL MARITIME MUSEUM.*** Newton Abbot, 1<sup>st</sup>.ed., 1973. 144 pp., 60 ills of charts (some cold.). D.j., 28 x 22cm.

Rear of d.j. a little faded o/w Nr.FINE.

The earliest known sea chart was drawn up around a hundred years after the birth of Christ, but the oldest surviving charts date to the 14<sup>th</sup> century. First the Italians and then the Dutch produced early charts, maps and atlases, and the English relied on them until Collins produced his celebrated *Coasting Pilot* for the British Isles in 1693. The French also became active in surveying around this period. During the 18<sup>th</sup> and 19<sup>th</sup> centuries England was in the forefront of navigational science with the establishment of Greenwich Observatory and the Board of Longitude. In 1795 Alexander Dalrymple became the first of a long line of Admiralty Hydrographers that eventually surveyed most of the globe. Admiralty charts enjoyed an international reputation for their detailed accuracy. This book traces the fascinating history of chart-making and describes and illustrates 60 of the more interesting examples ranging over five centuries. £35.00

**BOOKQUOTE :** "A lot of people ask me if I were shipwrecked and could only have one book, what would it be ? I always say, 'How to build a Boat'." Stephen Wright.



{132} **Hughes, Emrys. & Eames, Aled.**

***PORTHMADOG SHIPS.***

Caernarfon, 1<sup>st</sup>.ed., 1975. 426 pp., cold. frontis + 92 photo-plates & other ills; pict. e.p's. D.j., 22 x 14cm. Nr.FINE.

The Welsh slate harbour of Porthmadog on the coast of North Wales was once the home of a vast fleet of wooden sailing vessels both coastal and deep-sea. This book tells their history and that of the old seafaring families in this closely-knit maritime community. The authors also examine the shipbuilders and shipowners, the rise and fall of the slate trade, and provide details of the sailing vessels and their voyages. War with Germany in 1914 brought a sudden stop to trade with one of its prime markets and the great fleet of three-masted topsail schooners, brigs, brigantines, three and four-masted barques, barquentines, and fully-rigged ships fell into sharp decline. Illustrated with a coloured frontispiece and 92 photographs and other plates - many hitherto unpublished - this is an absorbing study of a lost trade and a tradition under sail beyond living memory. £40.00

{133} ◊ **Hunt, Robert M.** ***THE LIFE OF SIR HUGH PALLISER, BART. ADMIRAL OF THE WHITE, AND GOVERNOR OF GREENWICH HOSPITAL.***

Chapman & Hall, 186, Strand. 1<sup>st</sup>.ed., 1844. Xvi + 463 pp., engrvd. port. frontis., + a Genealogy. Contemporary full blue calf; gilt decorated spine; 2 red calf title-pieces; marbled e.ps & all edges marbled. Re-backed with the original spine laid down & one red title-piece replaced. 22 x 15cm. Binding a little chipped but o/w a clean, tight copy & V.G. Bookplate (and shelf instructions) of Lord Derby of Knowsley Hall, near Liverpool. Also: Signed & inscribed by Dr. Nicholas Rodger: "Nicholas Rodger, Grafton Road, Acton, St. Patrick's Day 1988."

The biography of Sir Hugh Palliser, first baronet, (1723-1796), best remembered for his part in the long-running quarrel with his superior, Admiral Viscount Keppel, following the unsatisfactory action against the French off Ushant in 1778. Hugh Palliser entered the Royal Navy in 1735 and made commander by 1746. Between 1762 and 1766 he served as Governor and C-in-C at Newfoundland and directed a survey of that coast. He was appointed Comptroller of the Navy in 1770, created a baronet in 1773, rear-admiral and a Lord of the Admiralty in 1775, and vice-admiral in 1778 – the year his ascending career was checked. While serving under Keppel in the Channel, Palliser acted very insubordinately during an engagement with the French fleet. At his court-martial, he was acquitted by a packed court despite popular indignation as most people, quite rightly, sided with Keppel. Palliser was not reinstated in the offices which he had to resign in anticipation of his trial, but in 1782 – not a man to be kept down – he was appointed Governor of Greenwich Hospital and attained the rank of admiral in 1787. Sir Hugh had received wounds from the explosion of an arms-chest when in command of the *SUTHERLAND* in the West Indies, and for the last few years of his life he suffered intense pain. The release from his sufferings came on the 19<sup>th</sup> March 1796. In this book, the author covers Palliser's early service at sea; action off Toulon with the combined fleets of France and Spain; service in the Channel, West Indies, and North America; trial and execution of Byng; expedition against Quebec; service in the Mediterranean and at Newfoundland; the hostilities with America; Keppel and the action off Brest; the courts-martial of first Keppel and then Palliser; and Sir Hugh's life after his trial. Lord Derby and Dr. Nicholas Rodger's copy of a very SCARCE work. £300.00

{134} **Hurst, Alex. A.**

***ARTHUR BRISCOE – MARINE ARTIST – HIS LIFE AND WORK. THE STORY OF ARTHUR BRISCOE'S LIFE AND WORK, INCLUDING REPRODUCTIONS OF ALL HIS ETCHINGS AND DRY-POINTS, TOGETHER WITH MANY OF HIS OIL AND WATERCOLOUR PAINTINGS, PAGES FROM HIS SKETCH-BOOKS AND SEVERAL PHOTOGRAPHS, ACCOMPANIED BY COMMENT ON MOST OF THE PICTURES. FOUR HUNDRED AND FIFTEEN ILLUSTRATIONS AND SIX APPENDICES.*** Brighton,

1<sup>st</sup>.ed., 1974. Xxv + 405 pp., 415 ills (some cold.). Blue cloth ; gilt ; gilt 'ship' design to front cover ; slip-case 29 x 23cm. FINE in a slightly faded slip-case.

The marine artist Arthur John Trevor Briscoe was born in Birkenhead on the Wirral peninsula, February 25<sup>th</sup>, 1873, the son of a prominent Liverpool businessman employed in the cotton trade. It was on the banks of the Mersey that the young Briscoe first saw the beautiful sailing vessels which then filled the river and nearby docks, and although he was later to paint steamers and other subjects, it was as a painter of square-riggers that brought Briscoe so much international acclaim. This book, with its wealth of illustrations, portrays the artist's work in as comprehensive a way as possible, with a biographical sketch outlining Briscoe's life. The main part of the book is divided into two parts : Etchings and Dry-Points and Oils and Watercolours. In addition, there are six interesting appendices. i) The *LWOW*. iia) Briscoe's log in the *ALASTOR*. iib) The *ALASTOR*. iii) The History and Methods of Etching. iv) Briscoe's Etching Market. v) A Complete List of Arthur Briscoe's Etchings and Dry-Points. And vi) Glossary of Nautical Terms. The book is illustrated with 415 examples of Briscoe's superb pictures, a number reproduced in colour. FINE copy. £150.00

**{135} Jane. (Oscar Parkes, & Francis E. McMurtrie, Eds.) *JANE'S FIGHTING***

***SHIPS 1923.*** 1<sup>st</sup>.ed., 1923. 401 + 49 (advt.) pp., profusely illustrated with photographs, silhouettes, drawings, flags, etc. Original green cloth professionally re-backed ; gilt lettering to spine ; blind to front board. 33 x 21cm. Some wear to extremities to partly faded boards ; first few leaves foxed o/w a clean, tight copy V.G.

This is the 26<sup>th</sup> issue of the celebrated work on international warships founded by Fred T. Jane in 1896. The year of publication, 1923, was an interesting one. The Washington Naval Treaty had recently been ratified with the result that a large number of capital ships had been removed from the world's fleets. Smaller vessels were, however, being built in Britain and overseas, including cruisers and destroyers. The carriers *HERMES* and *EAGLE* had recently been re-fitted, and *VINDICTIVE* had been converted back to her original cruiser design. Those battleships surviving the Treaty were undergoing modernization, and the Imperial German Navy was reduced to a handful of pre-war battleships, light cruisers, destroyers, gunboats, minesweepers and auxiliaries – all of obsolete design. With a wealth of information, data and illustration, *Fighting Ships* describes all the warships of the world's navies in service during this post-First World War era. £250.00

**{136} Jeans, Surgeon Rear-Admiral T. T. *REMINISCENCES OF A NAVAL SURGEON.*** 1<sup>st</sup>.ed., 1927. Xiv + 310 pp., frontis + 25 photo-plates. Blue buckram ; gilt ; edges uncut. 24 x 16cm. V.G.+

The memoirs of a naval surgeon who spent 32 years in the Royal Naval Medical Service, recalling his experiences and views on historical events while serving at Haslar and aboard H.M. Ships *VERNON & RAVEN* - 1894/5 ; *IMMORTALITE & CENTURION* – China station and Russian Asiatic Squadron 1895/6 ; in China and Japan during which the author fought pirates – 1896/8 ; during the Spanish-American War of 1898 and the fall of Manila – *POWERFUL* – 1898/9 ; experiences during the Boer War including exploits with the Naval Brigade ashore – 1899/1900 ; *DORIS* in the West Indies and Canada 1900/2 ; sidelights on the Venezuelan Revolution, the *USS MAINE* affair, and a cruise round the West Indies – 1902/3 ; the Russo-Japanese War – 1903/5 ; life in *EUROPA, ACHILLES & ALBION* including an Irish cruise – 1905/8, etc. These and other interesting reminiscences are recalled by a naval surgeon who intersperses them with anecdotes and reflections through to the First World War (including the Dardanelles) and beyond to 1926. £65.00

**BOOKQUOTE :** “*Reading furnishes the mind only with materials of knowledge ; it is thinking that makes what we read ours.*” John Locke.

{137} John, A. H. *A LIVERPOOL MERCHANT HOUSE ; BEING THE HISTORY OF ALFRED BOOTH AND COMPANY 1863-1958.* 1<sup>st</sup>.ed., 1959. 200 pp., 16 photo-plates + genealogical table. D.j., 22 x 14cm. V.G.+ Bookplate of John Blackburn of Liverpool.

The Liverpool merchant families represented one of the most influential groups in 19<sup>th</sup> century society. Predominant among them were those of nonconformist origin – for the most part Unitarian – linked together by common beliefs and close inter-marriage ties. The Booth family is a typical example. Already an important Liverpool family by the year 1800, successive generations played a distinguished role in the development of Britain's commercial and maritime power during the 19<sup>th</sup> century. This is an account of the family business tracing the growth of a small merchant house into a large international concern, with Booth Line ships sailing a thousand miles up the Amazon to trade. The Company also established branches in the USA, India, Australia and Africa. This study includes a profile of the Rt. Hon. Charles Booth, PC, LL.D one of the greatest social investigators of the 19<sup>th</sup> century and a prominent merchant and industrialist. The Booth Steamship Company was an enterprise which was formed in 1866 by brothers Alfred and Charles, both entering the world of shipping through the nursery of ship-owners, Lamport & Holt – W. G. Lamport being a cousin of their father. £35.00

{138} Johnson, R. W. & Aughton, Richard. (Eds.). *THE RIVER TYNE, ITS TRADE AND FACILITIES. AN OFFICIAL HANDBOOK ISSUED UNDER THE AUSPICES OF THE TYNE IMPROVEMENT COMMISSION, THE LONDON AND NORTH EASTERN RAILWAY COMPANY, AND THE CORPORATIONS OF NEWCASTLE-UPON-TYNE, GATESHEAD, WALLSEND, JARROW, SOUTH SHIELDS AND TYNEMOUTH : 1930.* Newcastle-upon-Tyne, 1<sup>st</sup>.ed., 1930. Lix, (4), + 120 pp. frontis + 21 other photo-ills (1 double-page) + 3 dock plans (cold. & fldg.). Brown cloth ; black/gilt lettering ; black vignette of steamship to front cover. 22 x 15cm. Light marks to front cover o/w V.G.

An attractive handbook for the River Tyne, its docks and shipbuilding facilities published in 1930 and illustrated with 22 photographs and 3 fine coloured folding dock-plans – Albert Edward and Northumberland Docks and Coal Shipping Staiths, Tyne Dock, and the River Tyne itself showing 'Available Sites for Works'. The handbook provides a brief history of the Port and describes the Tyne's wet docks, its famous coal trade and facilities, oil bunkering, shipbuilding yards, ship repairing facilities, grain trade, and its imports and exports. There are also details of vessels using the Port, steamship services with list of sailings, railway facilities, river quays, and the local Boroughs and Corporations. £60.00

{139} Jones, Lt.Cmdr. C. G. Pitcairn. (Ed.). *PIRACY IN THE LEVANT 1827-8. SELECTED FROM THE PAPERS OF ADMIRAL SIR EDWARD CODRINGTON, K.C.B.* Navy Records Society, 1<sup>st</sup>.ed., 1934. Xxxv + 332 pp., map (fldg.). Blue & white buckram ; gilt edges uncut. 23 x 16cm. Spine discoloured but gilt lettering bright, o/w V.G. +. (See also No. 43)

The papers upon which this book is based had been in the possession of the Codrington family since the Admiral's death. They concern the naval fight against piracy in the Levant during the years 1827-1828 while Codrington was C-in-C Mediterranean. Sir Edward Codrington (1770-1851) entered the Royal Navy in 1783 and distinguished himself at the Glorious First of June in 1794 and commanded the *ORION* at Trafalgar in 1805. With the coming of the War of Greek Independence, piracy in the Levant rapidly increased and passage through the 'Arches' was a perilous affair. Codrington sailed from Malta in June 1827 to investigate the whole piracy question in the region, and although the termination of the Turkish-Greek War was his most pressing concern, the piracy problem was not neglected

and ships from Codrington's squadron were sent to attack these outlaws. Appendices include *The Greek Fleet, List of Piracies* and *Lord Cochrane's Service with the Greeks.* £60.00

**{140} Kendall, Charles Wye.**

***PRIVATE MEN-OF-WAR.***

Philip Allan, 1st. Ed., 1931. X + 308 pp., port. frontis + 25 other plates (2 fldg.). Blue cloth ; gilt ; edges uncut. 23 x 15cm. Spine discoloured (gilt bright) foxing to edges o/w V.G. Signed & inscribed by Dr. Nicholas Rodger : "*Nicholas Rodger, Grafion Road, Acton, Saint (?) Day 1988.*"

Although the deeds of privateersmen have been often written about, before this inter-war work the various periods and phases of privateering had not been brought together in a single volume to form a coherent and consecutive whole. The result is an historic panorama of privateering covering some seven hundred years down to its decline and final abolition. The author describes the true nature of private men-of-war and the part they played in the history of Britain's Mercantile Marine and that of her overseas colonies and what is now Canada and the United States. Includes the adventures of Hawkins, Howard, Drake, Dampier, Morgan, Kidd, Barss, Cavendish, Hutchinson, Mainwaring, Mings, etc. £75.00

**{141} Kennedy, Walter.**

***SHIPPING IN DUBLIN PORT, 1939-45.***

Pentland Press, Edinburgh, etc., 1<sup>st</sup>.ed., 1998. Xiv + 149 pp., 20 photo-ills. D.j., 22 x 15cm. FINE.

A record of the shipping that entered the port of Dublin during the Second World War during which Eire was neutral. Between 1939 and 1945 some 2,000 ships sailed up the Liffey into Dublin. Germany, Italy and Japan all had ambassadors in Dublin who doubtless kept an eye on shipping activity. The author witnessed the shipping movements himself and kept a diary throughout the war. Of the many nationalities, 1,300 were British, 600 Irish, and the remainder made up of Norwegian, Greek, Dutch and vessels from all over Europe and Scandinavia and even one from Egypt. (See also Item No. 147) £25.00

**The Recovery of *H.M.S. GORGON* in 1844 ~ Fine Binding Copy**

**{142} <> Key, Cmdr. Astley Cooper. *A NARRATIVE OF THE RECOVERY OF H.M.S. GORGON, (CHARLES HOTHAM, ESQ., CAPTAIN) STRANDED IN THE BAY OF MONTE VIDEO, MAY 10<sup>TH</sup>, 1844.***

Smith, Elder & Co. 1<sup>st</sup> ed., 1847. Viii + 113 pp., lithographic frontis (fldg. & tinted) + 15 other plates (4 fldg.) & 2 charts (fldg.). Contemporary navy blue full straight-grained morocco ; gilt lettering in 1 compartment & 5 ornately gilt compartments to spine ; raised bands ; blind border to boards ; foliate edge-roll ; blind milling to the turn-ins. 22 x 14cm. Slightly rubbed ; browning of leaves o/w V.G.

In June 1843, the paddle-steamer *HMS GORGON* (frigate), arrived in the River Plate and joined the squadron under Commodore John Purvis. This was during the Uruguayan Civil War and Monte Video (Montevideo) was under threat of attack from the powerful Buenos Ayrean army. For their protection, British residents looked to the Royal Navy operating in those waters. With this view in mind, ships were ordered to anchor as close in to the shore as possible, *GORGON* among them, and except for a couple of trips she remained there from June 1843 to May 1844, riding out many storms. However, one particularly fierce storm on the 10<sup>th</sup> May 1844, drove the steamer from her anchors and she went aground. The author, Lieutenant Astley Cooper Key, later (Admiral, Sir, 1821-1888) had joined *GORGON* in early 1844 and played a leading role in re-floating the steam frigate. This is a contemporary first-hand account of how the ship was saved from destruction ; an incident that caused great interest in the 1840s as there was little experience of this kind of operation with steamers, and it had previously been a common-held view that such vessels were free from the usual dangers attending ships riding out a gale. Illustrated with a fine folding and tinted lithographic frontispiece being a view of the stranding ; plus 15 other plates (4 folding) and 2

charts (both folding) illustrating the salvage operation. *GORGON* was built in 1837 and survived this ordeal to go on to win battle honours at Obligado (1845) and Baltic (1854-5), to add to the one she had already gained at Syria (1840). She was broken up in 1865. Fine binding copy. (Sabin 37665, Abbey 727). £300.00

{143} Lambert, John & Hill, David. ***ANATOMY OF THE SHIP : THE SUBMARINE ALLIANCE.*** 1<sup>st</sup> ed., 1986. 120 pp., frontis., + 21 other photo-ills & many diagrams & drawings. D.j., 24 x 26cm. FINE.

The 'A' class submarine became the culmination of British World War II submarine design, built primarily for operation in the Far East to replace the very successful T boats of 1937. In the years prior to commencing work on the A class, a great deal was heard about the superiority of German submarine design and construction. However, in 1941 *U 570* was captured intact and samples of steel from her hull plating analysed and found to be of inferior quality to the British equivalent. Further talk of German U-boat superiority died away. This book describes in great detail every boat in the A class, although its main light is focussed upon *HMS ALLIANCE*, now preserved in the Royal Naval Submarine Museum, Gosport. The pictorial section contains internal photographic views and close-ups, and in addition there are over 350 three-view and perspective drawings and diagrams. FINE copy. £40.00

{144} Laughton, L. G. Carr. ***OLD SHIP FIGURE-HEADS & STERNS. WITH WHICH ARE ASSOCIATED GALLERIES, HANCING-PIECES, CATHEADS AND DIVERS OTHER MATTERS THAT CONCERN THE "GRACE AND COUNTENANCE" OF OLD SAILING-SHIPS.*** 1<sup>st</sup>.ed., 1925. Limited to 1500 Numbered Copies Only of which this is Number 60. Xv + 281 pp., cold. tipped-in frontis + 7 other cold. tipped-in plates 48 monochrome plates at rear of book, + 79 line drawings in text. Contemporary half-morocco ; raised bands; gilt ; marbled boards ; t.e.g., others uncut. 32 x 26cm. Binding rubbed at extremities o/w V.G.

This beautifully illustrated book has long been recognized as the standard study on the subject of sailing ship figureheads and ornamentation. Carr Laughton, son of Prof. John Knox Laughton, provides ten informative chapters examining the fashion of ship ornament : its limitation, the Head, Figureheads, the Stern, Quarter Galleries and Badges, the Broadside, Inboard Works, with a final chapter on Painting and Gilding. The illustrations have been reproduced to a high standard. There are 8 coloured tipped-in plates including a water-colour drawing by Cecil King, R.I., serving as a frontispiece ; 48 monochrome plates at the rear of the book following an extensive narrative and indices for Subjects and Ships ; and 79 line drawings throughout the text. The author examines every aspect of the subject – early ornament, the 17<sup>th</sup> century, the cost of Carving, Dutch fashions, early Stuart practice, incongruous Figures, French methods, open and closed Stern Galleries, Baltic fashions, Stern Lanterns, Rudder Heads, 18<sup>th</sup> century fashions, Volutes, Entering Ports, Bulkheads, Belfries, Painting, – to name but a few. This is the author's *Magnum Opus*. £300.00

{145} Lavery, Brian. ***THE SHIP OF THE LINE. VOLUME I : THE DEVELOPMENT OF THE BATTLEFLEET, 1650-1850. VOLUME II : DESIGN, CONSTRUCTION AND FITTINGS.*** 2 Vols., 1<sup>st</sup>.eds., 1983 & 1984. Vol. I : 224 pp. Vol. II : 191 pp. Both profusely illustrated with photographs, reproductions, drawings. D.j's. 30 x 25cm. FINE.

An excellent study of the design, construction fittings and development of the sailing ship of the line from 1650 to 1850 – the classic age of fighting sail. The first volume provides a general historical background and includes extensive tables listing all ships of 50 guns and over divided by period, rate, class and design, together with full technical data. The second volume describes the technical developments in hull design, construction, rigging, armament and fittings. Chapters in the two volumes include *Frigates and the Line of Battle 1642-1660*.

*The Age of the Establishments 1714-1739. The Impact of War 1739-1755. The French Influence 1783-1801. Last of the Line 1815-1845. Decoration. Masts and Yards, Fittings. Accommodation. Armament. Etc.* Profusely illustrated with photographs, plans, drawings & reproductions. A well-researched and important study. £120.00

{146} Lavery, Brian.

**ROYAL TARS. THE LOWER DECK**

**OF THE ROYAL NAVY, 875-1850.** 1<sup>st</sup>.ed., 2010. 383 pp., 19 cold., and 40 b&w plates + 11 maps & diagrams. D.j., 24 x 16cm. FINE.

A social history of the 'lower deck' of the Royal Navy and the life of the sailor in the days of sail from earliest times to the mid-19<sup>th</sup> century. Based on first-hand accounts, rare letters, and a study of official papers, the author allows the seamen to speak for themselves in an anecdote-led style, exploring along the way their life and daily routine ; their character and attitudes ; their skills in seamanship and their prowess in battle. Illustrated with 19 coloured plates and 40 black & white plates in addition to maps etc., the lot of the sailor is examined from the ships of the medieval period, to those of the early Victorian era when sail was about to give way to steam. In between he covers the English Civil War and the Anglo-Dutch Wars, the wars with France, the Seven Years' War, the American War of Independence, the Napoleonic Wars, and the Battle of Navarino in 1827 when a fleet under sail alone went into battle for the last time. Every aspect of the sailor's life is described from his involvement in mutinies and desertion, to his health and sexual practices. £30.00

{147} Lawlor, Colonel Anthony T.

**IRISH MARITIME SURVEY.**

**A GUIDE TO THE IRISH MARITIME WORLD, 1945.** The Parkside Press, Dublin, 1<sup>st</sup>.ed., 1945. 373 pp., map e.p's, cold. frontis., + 32 other plates, etc. Qtr. dark blue cloth ; gilt ; light blue morocco-grain paper covered boards ; blue lettering. 25 x 16cm. Some shelf wear to extremities of binding o/w V.G.

Although Ireland was neutral during the Second World War, its shipping played a vital role in the country's affairs during the "Emergency". In this post-war book, the author provides the first maritime history of Ireland, presents a detailed Maritime Directory of companies and activities in the 26 counties, and gives a useful Nautical Glossary. Subjects covered include the situation in Ireland following the Allied victory in Europe, planning for post-war shipping, the Irish naval uniform and its English origins, lighthouses, signals at sea, Irish maritime organizations, Lloyd's, Irish yachting, the welfare of its seamen, Irish ports and harbours, the Irish canal system, the Irish Navy, and the role of Irish seamen down the centuries. With 33 photographs and other illustrations. (See also Item No. 141) £75.00

{148} Leech, Samuel. **THIRTY YEARS FROM HOME ; OR A VOICE FROM THE MAIN DECK. BY SAMUEL LEECH, WHO WAS SIX YEARS IN THE BRITISH AND AMERICAN NAVIES' WAS CAPTURED IN THE BRITISH FRIGATE "MACEDONIAN" ; AFTERWARDS ENTERED THE AMERICAN NAVY, AND WAS TAKEN IN THE UNITED STATES BRIG "SYREN", BY THE BRITISH SHIP "MEDWAY". EMBELLISHED WITH ENGRAVINGS.** Boston : Charles

Tappan, 2<sup>nd</sup> ed., 1844. Xvi + 306 pp., frontis. + 3 other woodcuts, Green cloth ; gilt ; blind-tooled boards. 16 x 10cm. Some wear to extremities of binding ; foxing throughout ; o/w V.G. : Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Grafton Road, Acton, St. Willibald's Day 1990."

This memoir of a British sailor in the War of 1812 is one of only a handful of 'Lower Deck' reminiscences from the days of the old Wooden Walls. It was first published by Tappan & Dennet in Boston in 1843 and appeared in print in London the following year (the NMM *Biography* Catalogue incorrectly states "1845"). This is the second Boston edition of 1844. Samuel Leech was born at Wanstead, Essex, in 1798. He went to sea in the Royal Navy at an early age and was aboard *HMS MACEDONIAN* when that frigate was taken after a fierce

battle with a frigate of the United States Navy. Leech and some of his companions were not sorry to be free from the restrictions of the King's service and felt they had more liberty in America and so changed their names and signed on the US war-brig *SYREN*. Unfortunately for Leech and his British shipmates, the brig was taken by *HMS MEDWAY* off the coast of South Africa. He was landed at Simonstown and taken to a prison at Cape Town. The author describes his prison life and his other adventures at sea before being allowed to return to the United States to live there. He ends his 30 years of roving in a Liverpool Packet and on his arrival in England once more has the joy of meeting his family in Stafford, Oxford and Wanstead. Samuel Leech died in 1848. SCARCE. £175.00

{149} Lett, Brian. ***IAN FLEMING AND SOE'S OPERATION POSTMASTER. THE UNTOLD TOP SECRET STORY.*** Pen & Sword, Barnsley, 1<sup>st</sup>.ed., 2013. 30 photo-plates. D.j., 24 x 16cm. FINE.

The untold story of a daring and successful SOE operation during the Second World War, its personalities the inspiration of Ian Fleming's 'James Bond' series. In late 1941, SOE tasked Captain Gus March-Phillipps to sail the Q-ship *MAID HONOR* to Freetown. Codenamed 'Paymaster', his mission was to cut-out three enemy ships from the port of Santa Isabel on the neutral island of Fernando Po, which was successfully accomplished in January 1942. Fleming's role in the operation was to 'oil-the-wheels' at the Admiralty, and to help conceal British involvement. Foreign Secretary Anthony Eden duly told the necessary lies on the international stage. The operation remained Top Secret until recently. £25.00

### The Great Hurricane in Liverpool Bay in 1839 ~ No Copy on COPAC

{150} Liverpool Dock Committee. ***REPORT OF THE SUB-COMMITTEE TO WHOM WAS REFERRED THE INVESTIGATION OF THE CIRCUMSTANCES RELATIVE TO THE BREAKING FROM HER MOORINGS OF THE N. W. LIGHT-SHIP, DURING THE HURRICANE OF THE MORNING OF THE 7<sup>TH</sup> INSTANT; AND THE CHARGES AGAINST THE CREWS OF THE MAGAZINES AND FORMBY LIFE-BOATS.*** (Liverpool), 1<sup>st</sup>.ed., January 1839. 16 pp. Unbound pamphlet as issued ; sewn ; edges uncut. 22 x 14cm. Nr.FINE.

The Liverpool Dock Committee managed the Port of Liverpool before the Mersey Docks & Harbour Board came into being in 1858. This is their Report investigating incidents that occurred in Liverpool Bay during a fierce hurricane on the 7<sup>th</sup> January 1839. The Light-Ship's chains broke, casting the vessel adrift, while heavy seas came aboard requiring hands to bale from between decks. Her captain eventually got control and ran for Liverpool to save both vessel and crew ; two men at the helm, two at the sails, one at the lead, and himself keeping lookout and giving directions. The Light-Ship finally anchored off Woodside bank in the Mersey. The crew, some of whom had sailed the world and had been seamen for over 30 years, never experienced such a sea as this. Meanwhile the crew of the Magazine Life-boat on the Wirral shore, went to the aid of the *BRIGHTON* which had been driven onto a bank, and saved eight seamen and put them aboard the steamer *LIVERPOOL* before rescuing 18 men from the steamer *ST. ANDREW* and a further 21 from the *PENNSYLVANIA*. The lifeboatmen were later accused of refusing to put to sea unless a high premium was paid, but this was declared by the Sub-committee to be false. A witness, Mr. George Atherton of New Brighton, declared "*he never saw men behave better*". The crew of the Formby Life-boat, on the other hand, were found to be negligent in one or two points. A sailing vessel with her fore and main masts gone was in distress 3 or 4 miles off the Lighthouse. The distress flag was hoisted ashore, a gun fired, and a messenger sent to the Captain of the Life-boat to

launch but the latter gave the answer that they could not go. The outward-bound sailing vessel was the *HARVEST HOME* which was wrecked with loss of life. This Report provides detailed statements from survivors and eye-witnesses to the events that terrible night when tremendous damage and many deaths occurred on land and at sea. RARE. £65.00

**Extremely Rare Liverpool Register of Iron Vessels ~ 1871-1872**

{151} Liverpool Underwriters, Shipowners & Shipbuilders. ***UNDERWRITER'S LIST OF IRON VESSELS, SHEWING THE CLASS OF THOSE WHICH HAVE BEEN SURVEYED BY THE LIVERPOOL REGISTRY, ESTABLISHED 1862 : FROM SEPTEMBER 1<sup>ST</sup> 1871, TO AUGUST 31<sup>ST</sup>, 1872. UNDERWRITER'S REGISTRY FOR IRON VESSELS, UNDER THE MANAGEMENT OF A JOINT COMMITTEE OF UNDERWRITERS, SHIPOWNERS, AND SHIPBUILDERS, AT LIVERPOOL.***

Liverpool, 1<sup>st</sup>.ed., 1871-72. Xlviii + (i) + 408 + (8) Supplement. Rebound in red cloth ; gilt ; morocco lettering & vignette of a full-rigger in gilt from original front cover, laid down ; Upper & lower edges gilt ; fore-edges red & yellow. 27 x 21cm. Stamp to title-page (M.O.D. Library, Withdrawn). FINE.

The world's first *Register of Shipping* appeared in 1760, formulated by underwriters in London. London shipowners were so dissatisfied that they published their own *Register* in 1799. In 1824 a committee was formed with the aim of bringing the two *Registers* together. The committee had a London bias and only a single representation was present from a handful of ports. Little progress was made but by the early 1830s both *Registers* were heading for a financial crisis. Lloyd's organized a new committee and in October 1834 the celebrated *Lloyd's Register of Shipping* made its first appearance. This was good news for the shipowners, merchants and underwriters in London, but it did comparatively little for ports beyond the Thames. Following unsatisfactory negotiations, the *Liverpool Register of Shipping* appeared in 1835, compiled by the dissident shipping community in the second port of the Empire. However, in 1845 Liverpool and London reached agreement and all went well again until 1862 when Liverpool once more felt compelled to produce an independent *Register* ; unhappy with the rules being handed down to them from London. Liverpool was dissatisfied with wooden ship framing rules being applied to iron vessels, resulting in over-engineered ships. So, Liverpool's *Registry for Iron Vessels* made its first appearance in 1862 and continued until 1884-85 when once again the Liverpool publication joined up with London. It also lists details of other iron UK and foreign square-riggers and steamers above 50 tons. Particulars include master, signal letters, bulkheads, tonnage, dimensions, owner, builder, date built, rig or machinery, survey dates, and class details. Brief details are also given, where known, for vessels totally lost. This book is especially useful for researching iron vessels never featured in *Lloyd's Registers*. These *Liverpool Registers* are extremely RARE today and provide essential details of iron ship both sail and steam. £700.00

{152} Lloyd's. ***LLOYD'S WAR LOSSES : THE SECOND WORLD WAR, 3 SEPTEMBER 1939 – 14 AUGUST 1945. VOLUME I : BRITISH, ALLIED AND NEUTRAL MERCHANT VESSELS SUNK OR DESTROYED BY WAR CAUSES. VOLUME II : STATISTICS SHOWING MONTHLY LOSSES OF BRITISH, ALLIED AND NEUTRAL MERCHANT VESSELS ; VESSELS POSTED AT LLOYD'S AS MISSING OR UNTRACED ; BRITISH, ALLIED AND NEUTRAL VESSELS SERIOUSLY DAMAGED BY WAR CAUSES ; BRITISH, ALLIED AND NEUTRAL WARSHIPS AND NAVAL CRAFT LOST ; VESSELS LOST BY MINES OR UNDERWATER EXPLOSIONS SINCE THE CESSATION OF HOSTILITIES ;***



***VESSELS DAMAGED BY MINES OR UNDERWATER EXPLOSIONS SINCE THE CESSATION OF HOSTILITIES.***

Facsimile reprint of the original held at the Guildhall Library, City of London, 2 Vols., Lloyd's of London Press, 1<sup>st</sup> thus, 1989 & 1991. **Vol. I** : x + 1,053 pp. **Vol. II** : x + pp. 1031 to 1,926. **Both** vols bound in black cloth ; black morocco title-pieces mounted to spines & front covers ; gold lettering. 30 x 22cm. Edges lightly stained o/w FINE.

Compiled by Lloyd's Intelligence Department in the late 1950s, this remarkable and highly detailed record of British, Allied and Neutral ships lost or damaged during and after the Second World War, is the most comprehensive ever published – the Admiralty's 1947 publications do not even approach these volumes in terms of detail and accuracy. Volume I, published here for the first time, contains the most detailed and probably the most valuable section of the work, consisting of a chronological account of British, Allied and Neutral vessels sunk or destroyed by war causes. To this is appended a list of such vessels captured by the enemy. Within certain limits and according to the statistics given in the second volume, 5,411 vessels were lost and a further 753 captured. Volume II covers vessels lost or untraced, a number of these mysteries solved upon examination of German naval records which in recent years established that some ships that had disappeared were in fact sunk by U-boats, surface raiders, or enemy aircraft. Of the residue, some will have been sunk by mines, and others fallen victim to the perils of the sea. The 'Missing or Untraced' section follows the same format as set out in the first volume and are arranged chronologically. After covering merchant ships with great thoroughness, naval losses are covered in equal detail, with British, Allied and Neutral navies examined. These include vessels scuttled or missing, as well as those sunk by direct war causes, and also takes into account smaller vessels and craft often overlooked. Post-war victims of mines and other explosive devices are also traced, the toll continuing up to about 1975 – long after the guns had fallen silent. As a source of reference these two volumes have no equal. FINE set. £300.00

**{153} Lomas, Mrs. S. C. *HISTORICAL MANUSCRIPTS COMMISSION : REPORT ON THE MANUSCRIPTS OF F. W. LEYBORNE-POPHAM, ESQ., OF LITTLECOTE, CO. WILTS.***

HMSO, 1<sup>st</sup> ed., 1899. Xxxi + 343 pp. Contemporary (or near-contemporary) blue buckram ; gilt ; top edges speckled. 24 x 16cm. Some discolouring of binding o/w V.G.+. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, Feast of St. Theodosius the (?) 1996."

Francis William Leyborne-Popham (1862-1907) of Littlecote and Hunstrete House amassed an important collection of family manuscripts which include two distinct series of papers, one being chiefly concerned with army matters, and the other with naval affairs. Of the latter, the so-called Popham papers, with a few exceptions, consist of the correspondence of Colonel Edward Popham, one of the three 'Generals at Sea' at the time of the Commonwealth. Edward Popham was born c.1610 and was captain of the ill-fated 5<sup>th</sup> *WHELP*, cast away in 1637. This vessel was built by Peter Marsh of Wapping and spent most of her days in Irish waters. She foundered in the North Sea on the 28<sup>th</sup> June 1637 and sank with the loss of 17 seamen. The blame was placed at the door of her builder for using "mean sappy timbers". The papers include documents, orders and letters to the Generals at Sea, also manuscripts to and from the Admiralty around the time of the Anglo-Dutch Wars. Includes correspondences with Monk, Blake, Vane, etc. SCARCE. £200.00

**{154} Lubbock, Basil. *THE LAST OF THE WINDJAMMERS.***

2 Vols., Glasgow, **Vol I** : rep., 1975. Xvi + 518 pp., frontis + 125 other photo-plates, 17 ship-plans (mostly fldg.), a double-page of vanished house-flags (cold.) & map e.p.'s. **Vol. II** : Rep. 1976. Xvi + 443 pp., frontis + 173 other photo-plates, 18 ship-plans (mostly fldg.), map e.p.'s. **Both** volumes in d.j.'s. 25 x 19cm. V.G.+.

Volume I was first published in 1927 and Volume II in 1935, together they form one of Lubbock's most important studies of the old sailing ship fleets. The books contain career histories of every sailing vessel of note from the year the Suez Canal opened to the twilight

years of the sailing ship era, plus many vessels of an earlier date. The first volume is divided into three parts. (1) Deals with life and personnel in sail, with a chapter on the history of Cape Horn. (2) Is devoted to the vessels in the large-ship trades such as Jute Clippers and Grain Carriers. (3) Examines the smaller vessels : Swansea Copper-ore-men, Clipper Barques in the South and West African trades, Inter-colonial and South Sea Traders, Fruit Schooners and Fish Carriers. Volume Two covers the years 1888 to 1927 – almost forty hard struggling years for the square-riggers. Here we find the Lime-juicers of 1888-9, the large Carriers of the 1890s, the Square-riggers of the early 20<sup>th</sup> century, and much more besides. The two volumes are illustrated with 300 photographs and 35 plans of sailing vessels (mostly folding). The author gives biographical histories of both ship and master, interleaved with fascinating anecdotes from the final epoch of deep-water commercial sail. £100.00

**{155} MacAlindin, Bob.**

***PRISONERS OF THE SEA.***

Peter Williams Associates, Milford Haven, 1<sup>st</sup> ed., 1999. 176 pp., many photos, drawing, etc. Pict. c.c., 24 x 17cm. FINE.

The crews of lightships were in many respects prisoners of the sea, their light vessels anchored in one spot and at the mercy of the sea in all weathers. At times, they were called upon to rescue seamen whose ships had run aground on the very hazard that the lightship was guarding them against. The author tells their story from the early wooden hulks to the modern, well-founded, technically-equipped light vessel. The first was used in the Thames in 1732 and their usefulness was quickly realized and spread around the British coast and eventually the world. Includes account of British, American, Canadian, Finnish, German and other light vessels. Profusely illustrated. FINE copy. £25.00

**{156} MacGregor, David R.**

***THE TEA CLIPPERS.***

***AN ACCOUNT OF THE CHINA TEA TRADE AND OF SOME OF THE BRITISH SAILING SHIPS ENGAGED IN IT FROM 1849 TO 1869.*** FIRST EDITION, 1952. Xx + 272

pp., frontis + 40 other photo-plates, 7 ship-plans (all fldg.) & 22 diagrams, drawings & maps in text. D.j., 22 x 15cm. Uncommon d.j., a little chipped o/w V.G.

If the author was to be remembered for only one book it would be this one, a work that subsequently appeared in a variety of editions. MacGregor tells the story of the British tea clippers engaged in the China trade during the 1850s and 1860s when clippers – the last word in sailing ship speed and beauty – had their brilliant but short career. These fast-sailing and hard-driven ships brought tea to the ever-demanding London market. The author exhaustively researched the subject describing not only the careers of the clippers and the history of their trade, but also their design, rig and construction. Illustrated with historic photographs and seven detailed folding ship-plans plus other illustrations in text, this edition remains the most superior. First Edition copy in its dust-jacket. £40.00

**{157} Macintyre, Ben.**

***OPERATION MINCEMEAT.***

***THE TRUE SPY STORY THAT CHANGED THE COURSE OF WORLD WAR II.***

1<sup>st</sup>.ed., 2010. Xiii + 400 pp. 44 photo-plates + maps & facsimiles in text. D.j., 22 x 14cm. MINT.

One April morning in 1943, a sardine fisherman spotted the corpse of a British soldier floating in the sea off the Spanish coast – Operation Mincemeat was underway and was the most successful wartime deception ever attempted, hoodwinking the Nazis who sent their troops hurtling off in the wrong direction and saved countless Allied lives. The dead British ‘spy’, launched from a British submarine, convinced the Germans that Greece was about to be invaded, whereas the beaches of Sicily were in fact the Allied target. Newly released MI5 and Naval Intelligence papers reveal much more than was hitherto known about the

operation which changed the course of the war, and since the publication of *The Man Who Never Was*. MINT copy. £25.00

**{158} Macintyre, Captain Donald.** *THE NAVAL WAR AGAINST HITLER.* 1<sup>st</sup>.ed., 1971. 376 pp., 70 photo-plates + 23 maps & diagrams. D.j., 23 x 15cm. Nr.FINE.  
Captain Macintyre provides an authoritative study of the war at sea against Germany – 1939-1945 – with a clear analysis of the strategic issues on both sides, describing all the major naval engagements in which the Royal Navy fought. He draws upon eye-witness accounts and upon his own distinguished naval career – he was an anti-U-boat ace and was awarded the DSO (2 bars) and the DSC. The book is illustrated with 70 photographs and 23 maps and diagrams ; the former taken from British, German and Italian sources. The areas of operation include Home Waters, Atlantic, Mediterranean and the Arctic Seas. £35.00

**{159} MacLaren, Hamish.** *THE PRIVATE OPINIONS OF A BRITISH BLUE-JACKET.* 1<sup>st</sup>.ed., 1929. 243 pp. D.j., 18 x 13cm. A little foxing o/w Nr.FINE . Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, All Souls Coll. Oxon. St. Alban's Day 2009."  
Hamish MacLaren edits the unusual diary of William P. Taplow, a Lower Deck rating of the Royal Navy, who served in the Grand Fleet during the First World War. He later became an A.B. in the Merchant Navy. The editor was an officer in Taplow's ship during the war, and recognized that here in an Ordinary Seaman's diary was a unique piece of sea-literature. The "Blue-Jacket" has "*opinions*" (as sailors often do) on everything between Liverpool and Singapore and back again, and he is not afraid to voice them, being quite unhampered by orthographical tradition! Excellent copy in its uncommon dust jacket. £65.00

**{160} MacLeod, John.** *WHEN I HEARD THE BELL. THE LOSS OF THE IOLAIRE.* Birlinn Ltd., Edinburgh, 1<sup>st</sup> ed., 2009. (Viii) + 292 pp., 4 charts + photo e.p's. D.j., 20 x 16cm. FINE. Presentation copy, signed & inscribed by the author.  
On the last day of 1918, hours away from the first year of peace since war broke out in 1914, hundred on naval reservists from the Western Isles poured off successive trains onto the quay at Kyle of Lochalsh. The Admiralty had made no adequate arrangements for their journey home, and a recently requisitioned steam yacht, *HMY IOLAIRE*, was pressed into service to transport the libertymen to Stornoway. The vessel set sail, grossly overcrowded, and with lifebelts for less than a third of the ratings. Around 2 am, in pitch black stormy conditions, the *IOLAIRE* ran onto rocks only yards from the harbour entrance where friends and relatives waited to greet them. Over 200 sailors drowned, at least 181 of them natives of Lewis and Harris – men who had survived the perils of war only to die on their own doorstep. The author recalls this tragedy which remains little known beyond the Western Isles. £30.00

### Professor Christopher Lloyd & Dr. Nicholas Rodger's Copy

**{161} Marder, Arthur J.** *PORTRAIT OF AN ADMIRAL. THE LIFE AND PAPERS OF SIR HERBERT RICHMOND.* Jonathan Cape, 1<sup>st</sup> ed., 1952. 407 pp., port. frontis. Green cloth ; gilt. 22 x 15cm. A few pencil lines in margins & notes in rear Index o/w V.G. With the signature of Prof. Christopher Lloyd (1906-1986) who served from 1934 at Dartmouth and from 1945 as a lecturer at the Royal Naval College, Greenwich, rising to Professor of Naval History from 1962 to 1966. He was the author of many naval books. Also signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, Feast of St James of the March 1997." Christopher Lloyd's contemporary Review of this book, tipped-in.

Admiral Sir Herbert Richmond was a far-sighted and controversial figure who did not flinch at ruffling the Admiralty's feathers if he felt the need. He was also a naval historian of the first order. He entered the Royal Navy in 1885 and retired as an admiral in 1931. He held

among other posts C-in-C West Indies (1923-1925) and commandant of the Imperial Defence College (1926-1928). In 1934, he became Vere Harmsworth Professor of Imperial and Naval History at Cambridge, and at the time of his death in December 1946, Richmond was Master of Downing College, Cambridge, a position he had held since 1936. Shortly before Richmond died he received a visit from Professor Marder who was over in England researching British sea power in the 1904 to 1919 era. At Cambridge, Marder enjoyed “*five or six of the most interesting hours I have ever spent,*” and during conversation noticed seven or eight volumes on Richmond’s bookshelves labelled ‘Diary’. On enquiry, Richmond explained that they were just odd jottings and reflections made between 1909 and 1920 and of no value. When Marder inspected them, he could hardly contain his excitement. Here was Richmond’s “*candid and penetrating comments on events, trends, people and policies in the Royal Navy, conversations with the makers of naval policy, and copies of his official papers and private correspondence.*” The Admiral died later that year but Marder sought the permission of Lady Richmond to publish the Admiral’s papers. This book is the result. There are seven important papers. (1) *In Home Waters, Pre-War : HMS DREADNOUGHT, FURIOUS, VINDICTIVE 1909-12.* (2) *At the Admiralty : Assistant Director of Naval Operations 1913-15.* (3) *Operations in the Adriatic : Liaison Officer with the Italian Fleet 1915.* (4) *With the Grand Fleet : I. The 3<sup>rd</sup> Battle Squadron, HMS COMMONWEALTH, 1915-17.* (5) *With the Grand Fleet : II. The 2<sup>nd</sup> Battle Squadron, HMS CONQUEROR, 1917-18.* (6) *The Admiralty Again : Director of Training & Staff Duties, 1918.* (7) *The 2<sup>nd</sup> Battle Squadron: HMS ERIN, 1919 ; The War College: Greenwich, 1920.* SCARCE. £125.00

{162} Marder, Arthur J.

**OLD FRIENDS, NEW ENEMIES.**

**THE ROYAL NAVY AND THE IMPERIAL JAPANESE NAVY. VOLUME I : STRATEGIC ILLUSIONS 1936-1941. VOLUME II : THE PACIFIC WAR 1942-1945.**

2 Vols., Oxford, Clarendon Press, 1<sup>st</sup>.eds., 1981 & 1990. Vol. I : Xxxii + 533 pp., frontis + 24 other photo-plates & 3 maps (1 fldg.). Vol. II : Xxx + 621 pp., frontis + 15 other photo-plates + 11 maps & figures. Both volumes in d.j.’s. 22 x 14cm. FINE. Signed & inscribed by Dr. Nicholas Rodger. First Volume : “*Nicholas Rodger, Grafton Road, Acton, St. Poppo’s Day 1990*” Second Volume : “*Nicholas Rodger, Grafton Road, Acton, St. George’s Day 1992.*”

Arthur Marder was an American citizen, but he was one of the greatest exponents of British naval history of the first half of the 20<sup>th</sup> century and was made an honorary CBE for his outstanding services to the subject. This, sadly, was his final work. The first volume went to press just before Professor Marder’s death, although he had also completed the first six chapters of the second volume which, long awaited, was completed by Mark Jacobsen and John Horsfield and finally published nine years later. The first volume examines the gradual erosion of the relationship between the Royal Navy and the Imperial Japanese Navy – the latter having modelled itself closely on the former from its foundation in 1868. Professor Marder looks at British defence and the Royal Navy before September 1940 ; the men in command ; the dominance of the Navy in strategic thinking ; the development of the Main Fleet to Singapore strategy ; and the discussions with the French, Dutch and Americans on action against possible Japanese aggression. The author then turns to the Japanese Navy : its defence policy ; the prerogative of the Emperor ; the power of Service ministers ; divisions within the Naval General Staff ; and the adoption of the policy of ‘footsteps’ into South-east Asia. These and other matters leading up to war in 1941 are examined in detail. The second volume follows the Royal Navy’s role from 1942 to the Japanese surrender in 1945. It tells of the Allied naval defences which crumbled in the Dutch East Indies and culminated in the Battle of the Java Sea – with a fresh account of the part played by the Royal Navy concentrating on *HMS EXETER*. It also follows the fortunes of the ‘fighting admiral’ – Sir James Somerville and contains a great deal of new material drawn from both British and Japanese sources, hitherto unpublished. A FINE SET of the two volumes. £250.00

{163} Marquardt, Karl Heinz.

**THE GLOBAL SCHOONER.**

**ORIGINS, DEVELOPMENT, DESIGN AND CONSTRUCTION, 1695–1845.** 1<sup>st</sup>.ed., 2003. 239 pp., profusely illustrated with photographs, detailed line drawings, etc. 30 x 25cm. FINE.

This is the first book to examine all available research material relating to the history, development, design and construction of the schooner, the author enhancing his study with 146 large-scale detailed drawings and 81 additional plans, drawings, photographs and artworks. Schooners are handsome speedy vessels with versatile rigs, dating back to the 17<sup>th</sup> century. They evolved dramatically both in Europe and in North America during the 18<sup>th</sup> and 19<sup>th</sup> centuries. In a book that will appeal to all who appreciate the beauty and grace of sail, and also to those who build ship models, the author describes their construction, fittings, masting and rigging, armament, furniture timber, boats, anchors and every other aspect of both naval and merchant schooners.

£50.00

{164} Marryat, Captain [Frederick].

**JACOB FAITHFUL.**

**WITH TWELVE PLATES IN COLOUR BY R. W. BUSS AND AN INTRODUCTORY ESSAY BY GEORGE SAINTSBURY.**

2 vols., printed by Robert MacLehose & Co., Ltd., at the University Press, Glasgow, for Constable & Co. Ltd., London; 1<sup>st</sup> thus, 1928. **Vol. I**: Lxv + 275 pp., cold. frontis. + 4 other cold. plates. **Vol. II**: Xi + 319 pp., cold. frontis. + 6 other cold. plates. **Both** volumes bound in original blind decorated blue cloth, with large man-o'-war (embossed blind) to both front & rear boards; gilt lettering & gilt & blind decorations to spines; t.e.g., others uncut and partly unopened. 22 x 14cm. Nr.FINE.

Following an active naval career during the Napoleonic Wars, Captain Frederick Marryat (1792-1848) drew upon this experience, and in addition to his celebrated code of signals for merchant ships, he opened up a new career as a writer of naval yarns. He had many imitators but no equals. *Jacob Faithful* was first published in 1834. Much of the action takes place on lighters in the Port of London, travelling up and down the tidal Thames. Jacob loses both his parents in dramatic circumstances and is brought up by the owner of the wharf where Jacob's family's lighter was based. This is a particularly handsome edition in a beautiful understated binding containing twelve fine coloured plates by Robert William Buss (1804-1875) who also did work for Charles Dickens. An excellent set.

£80.00

{165} Marshall, Ian.

**ARMoured SHIPS.**

**THE SHIPS, THEIR SETTINGS, AND THE ASCENDANCY THAT THEY SUSTAINED FOR 80 YEARS.**

1<sup>st</sup>.Eng.ed., 1990. 180 pp., profusely illustrated with 58 full-colour plates + numerous b&w vignette sketches & profile drawings with national flags (cold.). D.j., 26 x 25cm. FINE. Signed by the Author.

Marine artist and author Ian Marshall presents an album of his beautiful and historically accurate watercolours celebrating the age of armoured battleships from the first ironclads of 1860 to the last of their kind built during the Second World War. Illustrated with 58 coloured paintings plus pencil sketches and profiles, each vessel is described and many of the great deeds of the battleship recalled. Includes British, American German, Russian, Italian, French, Japanese, and South American battleships. Signed Copy.

£40.00

{166} Masefield, John.

**THE CONWAY. FROM HER FOUNDATION**

**TO THE PRESENT DAY.** FIRST EDITION, 1933. (viii) + 235 pp., frontis + 31 other photo-plates; pict. e.p's. Blue cloth; gilt; gilt block-picture of ship to front cover. 23 x 15cm. V.G.

History of the old Mersey training ship *HMS CONWAY* written by one of her most celebrated former cadets, John Masefield. Built at Plymouth in 1839 as the Second-Rate *NILE* of 91 guns, the ship was loaned by the Admiralty to the Mercantile Marine Service Association of Liverpool in 1876, who had suggested establishing a Merchant training ship in the Mersey as early as 1858. The author describes the history of the ship, renamed *CONWAY*, down to

1933. He recalls some of her famous cadets, her officers, gunners, masters-at-arms, schoolmasters and instructors ; the rival races between the *CONWAY* and the *WORCESTER*, and the cadets who gave their lives in the Great War in both the Merchant Service and in the Royal Navy. Illustrated with 32 photographs including internal and external views. During World War II she was moved from the danger of German bombers over the Mersey, to the more peaceful waters of the Menai Straits. In 1953, she was under tow for Liverpool when the fast-flowing waters of the Straits parted her line and she was wrecked. Her back broken she remained aground for three years until fire destroyed her in 1956. £40.00

**{167} Middlemiss, Norman L. *'BLACK DIAMOND FLEETS'.***  
***AN ACCOUNT OF THE MAIN EAST COAST COLLIER FLEETS OF GREAT BRITAIN, 1850-2000.*** Newcastle-upon-Tyne, 1<sup>st</sup>.ed., 2000. 160 pp., 96 photo-plates (full-page size). D.j., 21 x 15cm. FINE.

The story of the Tyneside colliers carrying their "black diamonds" from the coalfields of the North-East Coast to London, the South Coast, Continental and Mediterranean ports, and on occasion even further afield. Includes the fleets of William Cory, Stephenson Clarke, Sharp Steamship Co., Newbigin Steam Shipping Co., Burnett, Hudson, etc. The author provides full career details of about 1,000 ships from twenty of the largest fleets, giving some idea of the huge scale of the coal trade in days gone by. Illustrated with 96 photographs. £35.00

**{168} Miller, Amy. *DRESSED TO KILL. BRITISH NAVAL UNIFORM, MASCULINITY AND CONTEMPORARY FASHIONS, 1748-1857.*** NMM, Greenwich, 1<sup>st</sup>.ed., 2007. 192 pp., profusely illustrated with photographs & other ill. (chiefly cold.). Pict. c.c., 27 x 22cm. Nr.FINE.

This beautifully illustrated book explores naval identity, period fashion and masculinity, in a detailed examination of naval uniform and its historical, social and economic aspects from 1748 to 1857. The book has three chapters – *The First Patterns. War and Revolution. The Navy's New Clothes* – and ends with a Conclusion. Then follows the 'Catalogue' in which the 12 patterns of this period are described and illustrated : 1748, 1774, 1787, 1795-1812, 1812-1825, 1825-1827, 1827-1830, 1830-1843, 1841, 1843, 1846, and 1856. The work ends with a look at non-regulation accessories and dress and ceremonial garments & accessories ; Indian Navy – Pattern 1828 ; and the Hon. East India Company – Pattern 1830. £60.00

**{169} Montagu, Edward, Geo., Hy., 8<sup>th</sup> Earl of Sandwich. *HINCHINGBROOKE.***  
Arthur L. Humphreys, 1<sup>st</sup> ed., 1910. 51 pp. Red buckram ; gilt ; gilt armorial front cover ; t.e.g., others uncut. 26 x 20cm. Binding slightly discoloured ; light foxing ; o/w V.G.+ Signed Presentation Copy from the Author inscribed : "Mrs. Brock From the author, Sandwich. July 6, 1912." Also signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Grafton Road, Acton. St. Elfedra's Day 1987."

The derivation of the name Hinchingbrooke is unknown and is variously spelt but as letters patent conferring this peerage by Charles II on the 1<sup>st</sup> Earl, 'Hinchingbrooke' is undoubtedly correct. Located near Huntingdon, Cambridgeshire, it passed from the Cromwells into the Montagu family, Earls of Sandwich. In 1970 it became a school. The 8<sup>th</sup> Earl (1839-1916), a Conservative politician and author who succeeded to the title in 1884, describes his historic house from the time it was a Nunnery in the 11<sup>th</sup> century, through the days of Pepys who visited Hinchingbrooke, on through the 18<sup>th</sup> and 19<sup>th</sup> centuries when the house suffered fire. Along the way he recalls earlier members of his family, including Rear-Admiral Victor Montagu who entered the Royal Navy in 1853 and fought in the Crimean War as a midshipman. Includes a list of paintings in the house in 1910. SCARCE. £100.00

**BOOKQUOTE : "I read, much of the night, and go south in the winter." T. S. Eliot**

{170} **Mulligan, Timothy P.** *NEITHER SHARKS NOR WOLVES. THE MEN OF NAZI GERMANY'S U-BOAT ARM, 1939-1945.* 1<sup>st</sup>.ed., 1999. Xvii + 341 pp., 24 photo-ills & 24 tables. D.j., 23 x 16cm. FINE.

The author sets out to describe as vividly as possible what it was like to serve in a U-boat during the Second World War, outlining the character of the U-boat service in the process. He discovers what parts of Germany their officers and crews came from, what occupations they held before the war, their naval careers and tasks onboard, and how many sailors served in German submarines. He also asks the questions : Did they all volunteer ? Did morale remain high throughout the war ? Did the U-boat force gradually deteriorate into a "children's crusade" ? What was the real relationship between the German Navy and National Socialism ? The answers to these and other questions come in the form of questionnaires sent out to over a 1000 veterans plus German archive material. £30.00

{171} **Murphy, Elaine.** *IRELAND AND THE WAR AT SEA 1641-1653.* Royal Historical Soc. / Boydell Press, Woodbridge. Xiii + 253 pp., 2 figures, 3 maps 7 2 tables. Pict. boards. 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, All Souls Coll. Oxon. Feast of St. Benedict of Macerac, 2013."

The first full-length study of the war at sea on the Irish coast from the Ulster rising of 1641 to the surrender of Inishbofin Island, the last major royalist maritime outpost, in April 1653. The conflict in these waters was not some peripheral sideshow, but the very epicentre of the naval conflict with serious consequences for the land campaigns in Ireland and elsewhere. Dr. Murphy examines the importance of Irish ports, the engagements between navies, privateers and pirates. She analysis the Irish, British and European dimensions and describes the new naval technologies and tactics that emerged from the war. She also throws light on the wider political and economic developments taking place in Ireland, England and Scotland at this tumultuous period in history. FINE copy. £65.00

{172} **Napier, Priscilla.** *BLACK CHARLIE. A LIFE OF ADMIRAL SIR CHARLES NAPIER, KCB., 1787-1860.* Norwich, 1<sup>st</sup>.ed., 1995. Xiii + 238 pp., frontis. + 3 maps. D.j., 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. Acton, Ascension Day, 1995." With Dr. Rodger's Review of this book pasted in at the front.

Admiral Sir Charles Napier, known in the fleet as 'Black Charlie,' first went to sea at the age of twelve in 1800. He fought during the Napoleonic Wars in the Mediterranean, English Channel, in the Atlantic, up the Potomac, in the Levant, the Baltic, at Busaco, and by the Dog River in Syria. When Napier was asked by Mohammed Ali, Pasha of Egypt, when anchored off Alexandria : "What are your credentials ?" Napier replied : "My credentials are the double-shotted guns of the POWERFUL and the honour of an Englishman." The Admiral won his point but wrote home to his wife : "I shall either be hung or made a bishop". Napier often argued with the Admiralty and stood his ground if he thought he was in the right. He came to public fame during the Crimean War when he commanded the Baltic Fleet. The author provides an interesting character-study of this eccentric officer. £50.00

{173} **Nash, Michael.** *FROM BLADUD'S FOUNTAINS TO BURNHAM THORPE. THE DEATH & FUNERAL OF THE REVEREND EDMUND NELSON.* Marine & Cannon Books at the Nilcopra Press, Hoylake & Tattenhall, 1st ed., 2011. Limited to 200 Numbered Copies of which 25 (i – xxv) are reserved by the author ; 50 (126 – 175) are sold for the benefit of Southey's church in Keswick ; and 125 (1 – 125) offered for sale here. 56 pp., frontis + 9 other ills + 2 tail-pieces. Black c.c., perfect-bound, with gold lettering & silhouette to front cover. 21 x 15 cm. MINT.

Aspects of Nelson's life have been covered over the years from every possible angle and yet hitherto very little attention has been paid to the final months in the life of Nelson's father – his death in Bath and funeral at Burnham Thorpe – and the subsequent tidying up of his modest estate. When the Rev. Edmund Nelson died in 1802 he left a family in turmoil. His

favourite son had recently deserted his wife and he was living openly with another woman, and the wider family were forced to take sides and to abandon Lady Nelson whom they had all grown fond of. Events at the funeral are described and details of the finances are examined. The distribution of the mourning rings is traced, as well as providing brief biographical sketches of the main characters. The book draws together the scattered elements of the story printed over the last two centuries, introduces new material, and examines the question as to why Nelson failed to attend his father's deathbed, and more particularly, his funeral. The book contains copious notes and ten illustrations. £15.00

**{174} National Maritime Museum. *CONCISE CATALOGUE OF OIL PAINTINGS IN THE NATIONAL MARITIME MUSEUM.*** Antique Collectors' Club, Woodbridge, 1<sup>st</sup>.ed., 1988. 593 pp., 56 cold. plates & hundreds of b&w ills; cold. pict. e.p's. D.j., 30 x 22cm. FINE.

The National Maritime Museum in Greenwich houses the world's most important collection of maritime art and artefacts. Among them are over 3,000 oil paintings dating from the 16<sup>th</sup> to the 20<sup>th</sup> centuries. No listing of these paintings had been available since 1958, but 30 years later this comprehensive *Concise Catalogue* provides details of all the Museums oil paintings and illustrating some 2,000 of them. The catalogue itself is of course the main part of the book, but the ten indexes are also worthy of attention. They provide an index of named vessels, a chronological index of named vessels, index of vessel types, named persons, dated events, a chronological index of dated events, named places, major collections, acquisition numbers, and item numbers. The book provides not only a handsome illustrated record but also a valuable work of reference. Paintings include portraits, battle-scenes, shipwrecks, ship-portraits, etc. An exceptionally FINE copy. £75.00

**{175} Naval Exhibition. *SOUVENIR OF H.M.S. VICTORY SPECIALLY DESIGNED FOR THE NAVAL EXHIBITION, 1891.*** N.P., 1<sup>st</sup>.ed., 1891. 9 pp + 8 pp. plates (mounted). P.c. with mounted port. 21 x 16cm. Some wear to edges of covers ; sellotape mark to spine ; GOOD.

In 1891, a huge and successful naval exhibition was opened to the public between May and October that year in the grounds of the Royal Hospital, Chelsea. It attracted almost 2 ½ million visitors and even boasted a large replica of Nelson's *VICTORY*, then still afloat in Portsmouth Harbour. This booklet, with a portrait of Nelson by Charles Lucy on the front cover, contains eight Victorian photographs of the actual *VICTORY* : an external view of Nelson's flagship, her quarter-deck, wardroom, lower gun deck, Devis's *Death of Nelson*, the place where Nelson died, the barge that carried his body from Greenwich, and a display of Nelson's medals and orders. SCARCE. £35.00

### **A Navy List for the beginning of the First World War ...**

**{176} Navy List. *THE NAVY LIST, FOR OCTOBER 1914, CORRECTED TO THE 18<sup>TH</sup> SEPTEMBER 1914.*** HMSO, 1<sup>st</sup>.ed., 1914. Xxvi + 975 pp (in fact many more as some pages are sub-divided into letters) + 14 (adv.) pp. Royal blue cloth ; gilt ; all edges speckled. 20 x 13cm. V.G.

An important issue of *The Navy List* published shortly after the outbreak of the First World War and containing full details of both officers and ships of the Royal Navy at this critical period. Includes an alphabetical list of Royal Navy and Royal Marine officers ; list of officers on the Active List of the Royal Navy – Flag Officers, Captains, Commanders, Lieutenant-Commanders, Lieutenants, Sub-Lieutenants, Acting Sub-Lieutenants, Midshipmen, officers of the Royal Naval Air Service, Engineering Officers, Chaplains, Naval Instructors, Medical Officers, Fleet Paymasters, Staff Paymasters, Paymasters,



Assistant Paymasters, Clerks, Carpenter-Lieutenants, Chief Gunners, Gunners, Chief Boatswains, Boatswains, Signal Boatswains, Chief Carpenters, Carpenters, Chief Artificer Engineers, Artificer Engineers, etc., etc. Also. officers of the Royal Marine Forces, Coast Guard, Royal Flying Corps, officers of the Royal Indian Marine, Royal Naval Reserve, Royal Naval Volunteer Reserve, Admiralty, Dockyards, Royal Australian Navy, etc., etc. Every ship in the Royal Navy is listed together with its officers, station, tonnage, armament, etc., plus merchant vessels commissioned due to the war and a wealth of other data and information over the course of more than a thousand pages. £150.00

**... and a huge Navy List for the end of the First World War**

{177} **Navy List.** *THE NAVY LIST, FOR JANUARY 1919, CORRECTED TO THE 18<sup>TH</sup> DECEMBER 1918.* HMSO, 1<sup>st</sup>.ed., 1919. Xxiii + 2,448 pp. (in fact many more pages as there are numerous additional numbers and sub-numbers) + 16 (advt.) pp. Blue cloth ; gilt. 20 x 13cm. (9cm thick !) V.G.

The Armistice was signed in November 1918 bringing the long and bitter Great War to a close. This *Navy List*, corrected to the following month, December 1918, records the Royal Navy at its greatest strength in its long history, with over 2,500 pages of information. Following an 'Alphabetical List', there are details of the thousands of officers then serving, from the King downwards. Honorary Officers, Flag Officers, Captains, Commanders, Temporary Commanders, Lieutenant-Commanders, Lieutenants, Sub-Lieutenants, Acting Sub-Lieutenants, Mates, Midshipmen, Engineers (from Engineer in Chief of the Fleet downwards), Chaplains, Acting Chaplains for Temporary Service, Naval Instructors, Fleet Surgeons, Staff Surgeons, Surgeons, Temporary Medical Officers, Temporary Surgeons, Fleet-Paymasters, Staff-Paymasters, Paymasters, Clerks, Shipwright Lieutenants, Schoolmaster-Lieutenants, Chief Gunners, Gunners, Temporary Gunners, Chief Boatswains, Boatswains, Chief Signal Boatswains, Warrant Telegraphists, Chief Masters-at-Arms, Commissioned Shipwrights, Chief Artificer Engineers, Artificer Engineers, Warrant Mechanics, Warrant Armourers, Warrant Electricians, Schoolmasters, etc., etc. The book also lists Officers of the Royal Marine Forces, 63<sup>rd</sup> (Royal Naval) Division and its Reserves, Coast Guard, Royal Flying Corps, Royal Indian Marine, RNR, RNVR, Volunteer Boys & Cadet Corps, Admiralty, etc. In addition, every warship of the Royal Navy is listed together with its data and list of officers. Also, Australian ships serving with the RN, Royal Indian Marine ships serving with the RN, List of Torpedo Boats in Commission with their officers, List of Whalers, List of Admiralty Trawlers and Drifters, Motor Launches in Commission, List of Merchant Ships Commissioned as H.M. Ships, List of Hospital Ships, Mercantile Fleet Auxiliaries, Auxiliary Small Craft, etc. In addition to the regular features on Naval Pay, Regulations, etc., there are extensive lists of Medals, Orders and Decorations awarded during Active Service with name and rank for each man, year by year ; plus a wealth of other information on naval affairs at the close of the First World War. £200.00

{178} **Newall, Peter.** *UNION-CASTLE LINE. A FLEET HISTORY.* Carmania Press, 1<sup>st</sup>.ed., 1999. 256 pp., profusely illustrated with photographs, etc., (some cold.). D.j., 30 x 22cm. FINE.

The definitive Fleet List of the much-loved passenger and cargo ships of the Union-Castle Line which for many years served south and east Africa. Until 1900 when two companies merged, Union Line and Castle Line had been bitter rivals, and over the years misunderstandings have arisen regarding the histories of these companies. The author aims to set the record straight and provides a balanced view of the relative strengths of the Castle

Packets and Union Line. The Fleet List is divided into seven chapters : (1) Passenger Mail Ships. (2) Intermediates & Extras. (3) Cargo Ships. (4) Coasters & Feeder-ships. (5) Tugs & Tenders. (6) War Managed Ships. (7) Sail, Currie Family & Chartered Ships. The book is profusely illustrated with photographs, etc., including a coloured section, and the data and career history of each vessel make this an invaluable study. FINE copy. £50.00

**{179} Oldham, Wilton J. *THE ISMAY LINE : THE WHITE STAR LINE AND THE ISMAY FAMILY STORY.*** Liverpool, 1<sup>st</sup> ed., 1961. Xviii + 283 pp., frontis., 34 other photo-plates + pict. e.p's. D.j., 22 x 14cm. Fore-edge of rear cover damp-stained (not visible as it is beneath dust jacket) ; old tape marks to endpapers, o/w V.G.

The founder of one of the most famous shipping lines in the world, Thomas Henry Ismay (1837-1899) came from a seafaring family in Maryport, Cumberland. A successful businessman at the age of thirty, he purchased a bankrupt sailing ship company, the White Star Line, and two years later started a new trans-Atlantic company with revolutionary steamships designed in conjunction with Harland & Wolff at Belfast. These ships made other North Atlantic operators take note, drastically change their own ideas, and follow Ismay's example. T. H. Ismay died in 1899 at the age of 62, a millionaire and the most successful steamship owner in the world. He was buried in the churchyard next to his grand house at Thurstaston on the Wirral peninsular, built in 1884 at a cost of over £53,000. The author describes his life and achievements based on Ismay's own records and on his wife's diaries. Thomas was succeeded by his eldest son, J. Bruce Ismay (d.1927) who was a different character than his father but followed in his footsteps. He was aboard the ill-fated *TITANIC* when she collided with an iceberg in 1912 on her maiden voyage. He was saved in the last lifeboat to leave the starboard side but henceforth his life was ruined as a witch-hunt followed and the disaster haunted his remaining years. The loss of the *TITANIC* is seen through his eyes and many of his personal papers are published here for the first time. The final chapter in the book tells of White Star's merger with its great rival, Cunard – the author being closely involved in this historic event. £100.00

**{180} Osborne, Richard. & Snowden, David. *LEANDER CLASS FRIGATES. A HISTORY OF THEIR DESIGN AND DEVELOPMENT 1958-90.*** WSS., Kendal, 1<sup>st</sup>.ed., 1990. 120 pp., profusely illustrated with photographs. Pict. c.c., 24 x 19cm. Crease to corner of rear cover : Nr.FINE.

Dr. Osborne and his co-author examine the history, design and development of the British frigates of which *HMS LEANDER* was the first of a class of 26 completed for the Royal Navy over a period of ten years. These handsome frigates proved to be excellent sea boats, popular with their crews and forming the backbone of the Navy's escort force during the 1970s. The successful design was adopted by the fleets of Australia, Chile, Netherlands, India and New Zealand – counting for a further 18 frigates. The evolution of the class is given with both wartime and post-war classes described – Weapon, Battle, Whitby, Blackwood, Rothesay and Tribal classes etc. Each Leander is included, both British and foreign, and the book is profusely illustrated with photographs. £30.00

**{181} Osborne, Richard. Spong, Harry. & Grover, Tom. *ARMED MERCHANT CRUISERS 1878 – 1945.*** World Ship Society, Windsor, 1<sup>st</sup>.ed., 2007. 328 pp., profusely illustrated with photographs & drawings. Pict. laminated boards. 30 x 21cm. FINE.

AMCs performed many essential roles during both World Wars, but their lack of armour gave them the bleak sobriquet “Admiralty Made Coffins” by their crews. Despite their drawbacks, the AMCs of the 10<sup>th</sup> Cruiser Squadron during the First World War played a significant role in defeating Germany at sea, by serving as substitute regular cruisers and

escorts in patrol and convoy work. The authors explore their origin, history, vulnerabilities and capabilities from their first use during the Victorian era, and explain why they went into decline during the Second World War. Profusely illustrated with photographs and drawings, the work is divided into four parts : (1) *Prologue : H.M.S. HECLA*. (2) *The early conversions 1877-1885*. (3) *The First World War 1914-1919*. (4) *The Second World War 1920-1945*. In addition there are seven detailed appendices including : *Disposition of AMC's of the 10<sup>th</sup> Cruiser Squadron on the Northern Patrol 1914-1917*. *List of stiffened merchant ships 1933*. *Dates of requisitioning, conversion and commissioning of AMC's 1939-1940*. There are also appendices on AMC's used as escorts on five specific convoys. A major work on a subject that has hitherto received little attention. FINE copy. £75.00

**{182} Pares, Richard. *WAR AND TRADE IN THE WEST INDIES 1739-1763*.**

Frank Cass, new imp., 1963. Xii + 631 pp., map (fldg.). Blue cloth ; gilt. 22 x 14cm. Spine faded (gilt remains bright) o/w V.G. Signed & inscribed by Dr. Nicholas Rodger : "*Nicholas Rodger. Acton, Feast of St. Abraham the Poor, 1997.*"

First published in 1936, this is a study of two colonial wars that rose out of disputes in the West Indies : the Spanish War of 1739, and the Seven Years' War of 1756 which ended in 1763. Divided into twelve parts, the author describes the origins of the Spanish War, its outbreak, its strategy (includes Anson's great circumnavigational voyage of 1740-44), French intervention, the naval campaigns against France in the West Indies, the difficulties to be overcome in engaging in warfare in the West Indies, naval strategy against the French, the effects of war upon French colonies and neutral traders, blockade and trade with the enemy, the English sugar islands in time of war, the Treaties between England and Spain in the West Indies 1748-1761, and finally the power struggle between England, France and Spain during the Seven Years' War when England emerged victorious on the seas. Illustrated with a folding map showing the West Indies c.1750. £50.00

**{183} Parkinson, C. Northcote. *EDWARD PELLEW, VISCOUNT EXMOUTH, ADMIRAL OF THE RED*.**

1<sup>st</sup>.ed, 1934. Xii + 478 pp, frontis + 13 other plates. Black cloth ; gilt. 22 x 15cm. A couple of small marks to spine, o/w V.G. Signed & inscribed by Dr. Nicholas Rodger : "*Nicholas Rodger. Grafton Road, Acton, Feast of St. Alexander of Verona, 1988.*"

Except for Edward Osler's contemporary biography - an inaccurate and distorted account - there had been no biography of Edward Pellew until Parkinson produced this study in 1934, and although it too contains a number of errors - brought to light by recent research - it still remains an important book and one of only a few biographical studies of this great seaman. Edward Pellew (1757-1833) entered the Royal Navy in 1770. His gallantry earned him rapid promotion, and when war broke out with France in 1793 he had the honour of taking the first enemy frigate. In circumstances of great personal bravery, he went on to save passengers and crew of a transport driven ashore at Plymouth Sound in 1796. The following year, in command of a frigate and in company with another frigate, he destroyed the French 74-gun ship *DROITS DE L'HOMME* in an action that became famous. While in Bantry Bay in 1799 he prevented a general mutiny by throwing himself among the mutineers and seizing the ring-leader and securing him with his own hands. A rear-admiral in 1804, he was appointed C-in-C East Indies where, in 1807, he destroyed the Dutch Fleet. A vice-admiral in 1808, he returned to England the following year and in 1810 was nominated C-in-C North Sea. In 1811, he took the Mediterranean command, and in 1816 led the famous bombardment of Algiers on the refusal of the Dey to abolish Christian slavery. For this service Pellew received a shower of honours from almost every nation in Christendom and was raised to the dignity of Viscount Exmouth. Between 1817 and 1821 he was C-in-C Plymouth, and in 1832 Vice-Admiral of the United Kingdom. £200.00

{184} Parkinson, Roger.

**THE LATE VICTORIAN NAVY.**

**THE PRE-DREADNOUGHT ERA AND THE ORIGINS OF THE FIRST WORLD**

**WAR.** Boydell Press, 1<sup>st</sup>.ed., 2008. Xii + 323 pp., double frontis + 18 other ills & 8 tables. D.j., 24 x 16cm. FINE. Signed Presentation Copy to Dr. N. A. M. Rodger, inscribed: "Nicholas, very best wishes, Roger Parkinson."

It has been argued that the 'pre-dreadnought era', normally pinned down to the period between the passing of the Naval Defence Act of 1889 and the construction of *HMS DREADNOUGHT* in 1906, has been largely ignored by historians. The author seeks to remedy this omission. He begins with the Great Near East crisis of 1878 which produced a profound shift in strategic thinking and led to the 1889 Act. He produces shipowner evidence to explain why the Victorian Navy gave up on convoy as the primary means of merchant ship protection, building instead a pre-dreadnought fleet designed to take the war to the enemy. The author also tackles a number of myths regarding the Royal Navy of this period ; an era considered to be a distant precursor of the First World War. FINE copy. £75.00

{185} Paterson, Lawrence.

**U-BOAT WAR PATROL.**

**THE HIDDEN PHOTOGRAPHIC DIARY OF U-564.**

London & Mechanicsburg, 1<sup>st</sup> ed., 2004. 206

pp., profusely illustrated with photographs. D.j., 26 x 20cm. FINE.

A unique insight into an operational U-boat during the summer of 1942, charting the complete story of a single patrol aboard *U-564*. The submarine took to sea, a war correspondent who took hundreds of photographs showing the crew in virtually every station, as well as views of other U-boats and their commanders as they gathered out in the Atlantic to either re-supply or to attack. *U-564* was commanded by 'Teddy' Suhren, a U-boat Ace awarded the Knight's Cross with Oak Leaves. The photographs were taken from *U-564*'s pen in Brest in 1945 and lay in a shoebox under a bed for almost sixty years. Published here for the first time, the author has added explanatory text bringing meaning to the photographs taken during a convoy attack, rendezvous with a U-boat tanker, war off the Antilles, the crew at work and play, and arriving home. *U-564* was sunk by the RAF in 1945, taking 28 seamen with her. Suhren was captured and ended his career as a British prisoner and held in an Oslo jail for a year before being allowed to return to Germany. £35.00

{186} Penn, C. D.

**THE NAVY UNDER THE EARLY STUARTS**

**AND ITS INFLUENCE ON ENGLISH HISTORY.**

John Hogg, 2<sup>nd</sup> ed., 1920. Xvi + 302 + 15 pp., frontis + 15 other plates. Blue cloth ; gilt ; blind fouled anchor to front board. 22 x 14cm. Lower edge of front board stained, o/w V.G. Signed & inscribed by Dr. Nicholas Rodger: "Nicholas Rodger. Grafton Road, Acton, Christmas 1985."

First published in 1913, the author describes the naval operations of the English fleet under the Stuarts and gauges their influence upon the nation's history over the course of ten chapters : *Nottingham and Naval Deterioration, 1603-14. Nottingham and Naval Chaos, 1614-19. Buckingham and the 'Grand Commission', 1619-23. The Algiers Expedition, 1620-21. Buckingham and the 'Grand Commission', 1624-28. The Expedition to Cadiz, 1625. The Expedition to Ré, 1627. Operations off La Rochelle to the Imposition of Ship-Money, 1628-34. The Ship Money Fleets, 1634-41. And The Navy during the Civil War, 1642-49.* As the author points out in his Preface, the Royal Navy has a long and glorious history, but it does have its gloomy periods of despair and pessimism. This is perhaps the most calamitous era of sea-operations since the Navy assumed a modern form. £45.00

{187} Perkins, Roger.

**OPERATION PARAQUAT.**

**THE BATTLE FOR SOUTH GEORGIA.**

Chippenham, 1<sup>st</sup>.ed., 1986. X + 262 pp., profusely illustrated with photographs + 11 maps & charts, 15 cold. photographs, & pict e.p.'s. D.j., 30 x 22cm. FINE.

The story of the fight to retake a cold and isolated island deep in the South Atlantic during the Falklands War of 1982. Containing a wealth of photographs and other illustrations, it is

the story of the naval and military operations on South Georgia, an island that has been British since it was discovered by Captain Cook in 1775. Since 1943 the island has become the focus of dispute between Argentina and Great Britain, the former unwisely deciding to settle the argument by invasion. Operation 'Paraquat' was the code name for British plans to retake South Georgia by force ; the first step in recovering the Falklands themselves. The Army's crack SAS and the Navy's elite SBS forces went in first, followed by an attack by the Fleet Air Arm and the destruction of the Argentine submarine *SANTA FE*. The island was back in British hands and Argentina signed the surrender in the wardroom of the frigate *HMS PLYMOUTH*. This book is the result of three years of painstaking research. £45.00

**{188} Pietsch, Orac. *WLADIMIR AICHELBURG : K.u.K. SEGELSCHIFFE IN ALTEN PHOTOGRAPHIEN.*** Vienna, 1<sup>st</sup>.ed., 1981. 224 pp., profusely illustrated with sepia photographs. D.j., 27 x 24cm. V.G.+.

Austrian text, this book contains a wealth of historic photographs of Austrian sailing vessels both ocean-going and coastal ; the Austrian Navy ; early steamships, yachting etc. The most important aspect is that of the deep-sea square-riggers however, with photographs taken in port, views of their figureheads, etc. The photographs of early Austrian warships and deck scenes are also of great historic interest. £65.00

**{189} Pocock, Tom. *NELSON'S WOMEN.***  
1<sup>st</sup>.ed., 1999. X + 278 pp., 16 plates. D.j., 24 x 16cm. FINE.

The late Tom Pocock provides an original study of the women in Nelson's life ; his relationships with them and their influence on his career and personality. He examines the characters of his mother, sisters, and of course the love of his life, Emma Hamilton. But there are also studies of less familiar female friends, lovers and would-be-lovers - had Nelson had his way. They include the belle of the British garrison at Quebec for whom Nelson almost gave up his career ; Elizabeth Andrews at St Omer who drove Nelson to write to his uncle William Suckling begging for financial support ; and Fanny Nisbet, a young widow living on the island of Nevis, destined to become Nelson's wife. Other women who flitted in and out of Nelson's life included a Jamaican nurse who saved the lives of British officers, and an Italian opera singer who brought Nelson some comfort while his ship lay at anchor. £35.00

**{190} Poolman, Kenneth. *THE KELLY.*** FIRST EDITION, 1954.  
224 pp., frontis + 18 other photo-plates + 2 maps. D.j., 22 x 14cm. FINE copy in Nr.FINE dust jacket.

The first post-war account of the famous destroyer, *HMS KELLY*, and her equally distinguished commanding officer, Captain Lord Louis Mountbatten. The *KELLY* was completed just in time for war in 1939 and on the second day of hostilities she sank a U-boat. She continued her fine record for hunting and destroying enemy submarines in the Western Approaches and North Atlantic and undertook hazardous convoy escort duty to Russia. Like many destroyers at war, *KELLY* was always in the thick of the action, but her luck ran out in May 1941 during the Battle of Crete. Sailing at top speed, she went down with her guns still firing and her crew, to a man, still at their action stations. Nine officers and one hundred and twenty-one ratings lost their lives. An exceptionally fine copy. £35.00

**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).

**{191} Powell, Commander J. W. Damer.**

**BRISTOL PRIVATEERS**

**AND SHIPS OF WAR.**

J. W. Arrowsmith Ltd., Quay Street, Bristol, 1<sup>st</sup>.ed., 1930. Xx + 412 pp., frontis + 58 photo-plates, portraits & prints; map e.p's. Red cloth ; gilt ; gilt device to front cover ; lower edges uncut. 26 x 19cm. Small nick head of spine o/w V.G. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. Grafton Road, Acton, St. Boniface's Day, 1985."

Commander Powell provides a detailed and very accurate history of the King's Ships built at Bristol and the privateers belonging to that port. The book is beautifully produced and is divided into three parts. (I) *King's Ships* containing two chapters covering all the vessels built at Bristol for the Royal Navy, plus Bristol ships hired by the Navy between 1315 and 1919. (II) *Private Ships of War* has thirteen chapters and covers the subject from the early privateers of the 16<sup>th</sup> century to the Napoleonic Wars of 1793-1815 and the War of 1812. Whole chapters are devoted to Martin Pring, Woodes Rogers, Edward Cooke and Thomas Dover. There is also an account of the war with France and Spain 1625-1630 ; War of the Spanish Succession 1702-1713 ; War of the Quadruple Alliance 1718-1720 ; War of the Austrian Succession 1739-1748 ; the Seven Years' War 1756-1763 ; and the American Revolutionary War 1775-1783. Bristol privateers played a role in all these conflicts. (III) *Merchantmen* covers various ships throughout the period under review, especially the Seven Year's War, American Revolutionary War, Napoleonic Wars, War of 1812, and the First World War. In addition, there are 16 comprehensive Appendices that include a list of ships built at Bristol, Bounty Ships 1488-1599, List of Prizes taken by *DUKE* and *DUCHESS* 1708-1709, and Selkirk and Defoe in Bristol. The book is illustrated with 58 photographs, portraits, prints of ships, etc. A number of the prints and drawings are after the celebrated marine artist Nicolas Pocock who was born in Bristol in 1741 and went to sea at an early age. He died at Maidenhead in 1821 and is buried three miles away in Cookham Church. He was one of the finest marine artists of the 18<sup>th</sup> century and his own seafaring experience ensured detailed & highly accurate portraits of ships. £150.00

**{192} Powley, Edward B.**

**THE NAVAL SIDE OF KING WILLIAM'S WAR.**

**16<sup>TH</sup>/26<sup>TH</sup> NOVEMBER 1688 – 14<sup>TH</sup> JUNE 1690.**

1<sup>st</sup>.ed., 1972. 392 pp., frontis., + 12 other plates & 7 charts. D.j., 22 x 14cm. Nr.FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. Beckwith Road, Herne Hill, St Egwin's Day 1976."

A scholarly account of the naval operations during the reign of King William of Orange, including the siege and relief of Londonderry. Dr. Powley throws light on the beginning of the long sea-duel for command of the seas between Great Britain and France that would last until Napoleon was defeated in 1815. The Londonderry affair is still for the Protestant people of Ulster the supreme moment in their history, but the significance is very different for the Catholic population and has been a flash-point for trouble in recent decades. The author examines Ulster's volatile history through the naval aspects of King William's war during the late 17<sup>th</sup> century. Sir Arthur Bryant provides the foreword and the work contains extensive footnotes and appendices, including operational signals used at sea hitherto unpublished. The book also deals with James's descent on Ireland, the Battle of Bantry Bay, the 1689 first cruise of an Anglo-Dutch fleet – former enemies – the successful command of the Channel, Irish Sea and North Sea ; and the failure to intercept the squadron that Tourville, two months out of Toulon, led into Brest. The author also describes Schomberg's passage to Carrickfergus, the return to Torbay of the Grand Fleet in 1689 stricken with scurvy, and the sailing of the squadrons escorting convoys to the Mediterranean and West Indies. These and other topics are considered in this classic study. £40.00

**BOOKQUOTE : "He that loves reading has everything within his reach." Wm Godwin.**

**Original Midshipman's Log of the 5<sup>th</sup> Rate OWEN GLENDOWER, 1819-1820**

{193} <> Powys, Hon. Robert. **ORIGINAL MANUSCRIPT LOG OF THE PROCEEDINGS OF H.M.S. OWEN GLENDOWER, COMMANDED BY THE HON<sup>BLE</sup> R. C. SPENCER, AND KEPT BY THE HON<sup>BLE</sup> ROBERT POWYS, MIDSHIPMAN.** Not published. 1819-1820. (101) pp (+ many blank). Full contemporary vellum with MS. title to front board ; speckled edges. 38 x 24cm. Some rubbing of vellum on rear board o/w V.G.+.

The *OWEN GLENDOWER* was a 36-gun frigate, ordered c.1805, and completed by Steemson of Paull, near Hull, in 1808. In 1842, she was hulked and used as a convict ship, surviving until 1884 when she was sold to F. Danino and broken up at Gibraltar. Her captain, Sir Robert Cavendish Spencer (1791-1830) was the third son of the second Earl Spencer (1758-1834). His brothers who survived him, became the third and fourth Earl Spencer of Althorp, respectively, of whom the late Princess Diana was a descendent. Robert Spencer entered the Navy in 1804 under one of Nelson's captains, Benjamin Hallowell (later Carew) and remained with him until appointed to command a brig in 1812. He fought in the War of 1812 off New Orleans and was promoted to post rank in 1814 by Inglis Cochrane. He commanded the *OWEN GLENDOWER* from 1819 to 1822 on the South American station, and went on to command the *NAIAD*, 46, in operations against Algiers in 1824, and later, on the coast of Greece, during the Greek War of Independence. He had a reputation as a first-rate gunnery officer and disciplinarian – his ships always in a state of the highest efficiency – as a result they were always crowded with young aristocrats like Robert Powys who kept this log. Spencer's promising career was cut short when in 1830 he died off Alexandria from "an inflammation of the bowels". He was buried at Malta. The Hon. Robert Vernon Powys was born 3<sup>rd</sup> December 1802, son of Thomas Powys, 2<sup>nd</sup> Baron Lilford of Lilford and Henrietta Maria Atherton. He married Jane Beckett (1796-1842) in April 1825 and died at the age of 51 on the 26<sup>th</sup> May 1854, leaving behind two sons (Robert Horace, 1826-1913 & John, 1828-1857). By the time of his marriage, Robert Powys was employed by the Hon. East India Company. His wife died and was buried at Bengal in 1842. This log opens at Chatham on the 3<sup>rd</sup> September 1819 and closes abruptly moored off Buenos Ayres (Powys's spelling, normally reserved for Trinidad) on the 12<sup>th</sup> August 1820. This log originally belonged to the late Dr. Sam Davidson (author of several books on marine art & signal flags). In 1978, he was in correspondence with a gentleman in Liverpool who was in possession of another of Powys's logs, this being for *HMS ICARUS*, 10-gun brig-sloop, bound in the same vellum binding and with the same paper, a vessel, according to Dr. Davidson's pencil notes in the front of the log, Powys joined off Buenos Ayres on the 14<sup>th</sup> August 1820 – two days after this log ends. This explains the sudden closing of the log, which he presumably took with him to his new berth. The log records the course of the *OWEN GLENDOWER*, signals, winds, position, and remarks. The latter include records of fairly frequent punishments : "11.30. Punished Jno. Walker, (seaman) with 20 lashes for Drunkenness & contempt. G. Wood (marine) 15 lashes for same." Another marine received the cat the same day for sleeping at his post. Twenty lashes were about the average in the frigate, but 24 and 30 lashes are recorded. Also, records work aloft, Divine Service held on board, intake of stores, saluting other ships as they arrive and depart, the desertion of several seamen when ashore, the loss of a seaman who fell overboard from aloft and was drowned, the exercising of the "great guns & small arms... Exercised Launch firing at a target." Etc. From Chatham, the frigate lay for a time off Spithead before sailing for South America via Santa Cruz and Cape Trio (Capetown) and crossing the South Atlantic for Rio and on to Buenos Ayres where she moors off the town. Upon her arrival "Saluted the *TYNE* bearing the pennant of Commodore Sir Thomas Hardy with 15 guns which was returned with the same." The South American

station had been established at Rio by Admiral Sir Sidney Smith in 1808 and remained in operation until Commodore Sir Thomas Masterman Hardy weighed anchor in November 1823. This was the period of the destruction of the American empires of Spain and Portugal when Lord Cochrane was active in these waters. During these troubled times, it fell to officers of the Royal Navy to act as consuls and diplomats to protect British interests. Buenos Ayres in the River Plate played a significant role. This original log, kept in a neat, clear hand, is of considerable interest and records naval routine and life aboard a frigate of the British Squadron stationed off the coast of Argentina during 1819-1820. £3,500.00

**{194} Prentice, Rina.**

***THE AUTHENTIC NELSON.***

NMM, 1<sup>st</sup>.ed., 2005. 192 pp., profusely illustrated with (cold.) photographs. D.j., 25 x 20cm. FINE.

One of the more imaginative books to emerge from the Nelson bicentenary, the author, a curator at the National Maritime Museum since 1968, has worked closely with the Nelson artefacts at Greenwich for most of that time. In this profusely illustrated book, she describes how the various Nelson relics have been used for displays and naval exhibitions ; how they have been a target for burglaries ; and how copies and fakes have muddied the waters for curators and collectors alike. She traces the fascinating history of Nelson's uniform, clothing, medals and orders, swords, telescopes, watches, jewellery, porcelain, silver, table linen, furniture and other items of personal and shipboard belongings. The second part of the book serves as a catalogue of the surviving objects once owned by Nelson and now in museums and private collections. The detailed catalogue enables comparisons to be made with Nelson material still coming to light, providing an invaluable aid to authenticating new discoveries as well as explaining the importance of known items. FINE copy. £35.00

**{195} Puddefoot, Geoff.**

***READY FOR ANYTHING. THE ROYAL FLEET***

***AUXILIARY 1905-1950.*** Barnsley, 1<sup>st</sup>.ed., 2010. Xiii + 224 pp., 36 photo-plates. D.j., 24 x 16cm. FINE.

Established in 1905, the RFA (Royal Fleet Auxiliary) was originally a logistic support organization owned by the Admiralty with a motley collection of colliers, store ships, and harbour craft. The author examines the rise of the RFA in terms of fleet strength, capability, significance, and quality of its ships manned by merchant seamen. He describes many little-known wartime operations and supplies copious data on the ships themselves as well as a description of life in the service based on personal accounts. Covers the RFA's activities during both World War I and World War II, with appendices that include RFA colour schemes, honours and awards, and battle honours awarded to RFA ships 1905-1950. £30.00

**{196} <> Raikes, The Rev. Henry. (Ed.)** ***MEMOIR OF THE LIFE AND SERVICES OF VICE-ADMIRAL SIR JAHLEEL BRENTON, BARONET, K.C.B.***

FIRST EDITION, Hatchard & Son, Piccadilly, 1846. Viii + 652 pp. Re-bound in blue half-morocco ; grey boards ; red & green calf title-pieces ; gilt ; marbled endpapers. 23 x 14cm. A very clean copy : V.G. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Acton, St. Matilda's Day 1997."

Edited by the Rev. Henry Raikes of Chester (died 1854), this is a memoir of Vice-Admiral Sir Jahleel Brenton (1770-1844), who served as a midshipman on board *HMS QUEEN* under the command of his father during the American War of Independence. Coming from a well-established naval family, Jahleel Brenton's career was varied and exciting. In 1790, he took a commission in the Swedish Navy and fought at the Battle of Biorikosund and at the Battle of Svenskasund. He returned to the Royal Navy later the same year as a lieutenant, and by 1801 was flag-captain to Sir James Saumarez. In 1803, he was captured by the French and spent the next three years as a prisoner of war. On his release, he was placed in command of the frigate *SPARTAN* in the Mediterranean until wounded off Naples in May, 1810. Towards the end of 1813 Brenton was appointed commissioner of the dockyard at Port Mahon, and when



that establishment was closed down, he was appointed to the Cape of Good Hope in a similar capacity, not returning to England until 1822. He then successively commanded the royal yacht and the Sheerness guardship. From 1831 to his retirement in 1840, he was lieutenant-governor of Greenwich Naval Hospital. Jahleel Brenton's younger brother, Captain Edward Pelham Brenton (1774-1839) was a close friend and biographer of Earl St. Vincent, and author of the celebrated *Naval History of Great Britain ...* published in five volumes. An abridged edition of Jahleel Brenton's *Memoirs* was re-edited by his son and published in 1855. This is a copy of the SCARCE original edition of 1846. £200.00

**Exceptionally Fine Binding by Maclehose of Glasgow ~ Presentation Copy**

{197} <> Rankine, W. J. MacQuorn. *A MEMOIR OF JOHN ELDER, ENGINEER AND SHIPBUILDER, GLASGOW.* Glasgow : Printed at the University Press by Robert Maclehose, West Nile Street, 2<sup>nd</sup> ed., 1883. (V) + 90 pp., engrvd. port. frontis + engrvd. vignette plate at rear. Bound by Maclehose in full green levant morocco ; gilt ; richly gilt-tooled spine ; raised bands ; double-panel gilt boards with elaborate floral corner decorations ; richly gilt-tooled inner dentelles ; marbled endpapers ; a.e.g. 18 a 12cm. Two small Glasgow University Library stamps & a de-accessioning bookplate showing that it was presented to the Library in 1936. Inscribed : "To Queen Margaret College from Mrs. John Elder, Dec<sup>r</sup>. 3<sup>rd</sup> 1888."

First published at the Glasgow University in 1871, this beautifully-bound *Memoir* of one of the Clyde's most pre-eminent shipbuilders of the 19<sup>th</sup> century, John Elder, is inscribed by his widow, Isabella Elder (1828-1905), to Queen Margaret's College, Glasgow, a higher education establishment for women only, the only such college in the country when it opened. Mrs. Elder, a renowned philanthropist, purchased the original building to establish the college, and at the time she presented this book to the college she was financially backing a proposal to provide medical courses for women. The college merged with the University of Glasgow in 1892. When Mrs. Elder died, her death certificate was signed by Dr. Marion Gilchrist, the first woman to graduate in medicine at Glasgow. Mrs. Elder was buried with her husband in Glasgow Necropolis, an engraving of the large tomb is to be found at the rear of this book. The subject of this *Memoir*, her husband John Elder (1824-1869), followed his father in constructing marine steam engines, and in 1854 he established the compound engine which made steam ships more competitive than sail. He opened a shipyard on the banks of the Clyde employing four thousand workers. In 1886, it became the Fairfield Shipbuilding & Engineering Company. He was only 45 when he died in London of liver disease but by then he had become one of Glasgow's most prominent shipbuilders. The author of this book, Professor Rankine (1820-1872), one of the foremost writers on shipbuilding and engineering, called him "a genius in engineering". He was so popular with his workforce that almost to a man they begged to be able to attend his funeral. The bookseller, printer and publisher responsible for this fine binding copy, Robert Maclehose, ran his business together with his brother, James Maclehose. They were publishers to Glasgow University and many of their publications now form the 'Maclehose Collection' in the University Library. The firm continued to prosper under their sons and in 1904 new printing and bookbinding works were open at Anniesland. Robert Maclehose died in 1907. This is an exceptionally fine binding copy of a memoir of a prominent Clyde shipbuilder, with associations with his wife, her college, and Glasgow University. SCARCE. £150.00

{198} Ranson, Ron. *THE MARITIME PAINTINGS OF MONTAGUE DAWSON.* Newton Abbot, 1<sup>st</sup> ed., 1993. 96 pp., over 80 plates, photographs & drawings (chiefly cold.). D.j., 32 x 29cm. Bookplate. FINE Montagu Dawson was one of the finest marine artists of the 20<sup>th</sup> century, his paintings today are eagerly sought by collectors from all over the world. This book brings together 82 of his

greatest paintings in one large volume. His skill and power to capture accurate details in his ships and in the moods of the sea – especially in the days of the square-riggers – are exceptional in the extreme. The variety of subjects are shown by the following examples of pictures included in the book : *A British Submarine's encounter with a Japanese warship. On board the THERMOPYLAE. The Fleet Messenger. WATERLOO arriving at Whampoa. News of Trafalgar – the schooner PICKLE. The Great Clipper Race between the ARIEL and the TAEPING. Decks Awash. The Steamship MAURETANIA. Coastal Traders. The Flying LIGHTNING on High Seas. Two Fleet Minesweepers of the Bangor class. Dawn Mists. The Clipper NICOYA.* Plus, many other beautifully reproduced and historic scenes at sea from the days of sail to World War II. FINE copy. £100.00

**{199} Raven, Alan. & Roberts, John. *BRITISH CRUISERS OF WORLD WAR TWO.*** 1<sup>st</sup>.ed., 1980. 444 pp., over 400 photo-ills + more than 60 plans. 25 x 25cm. FINE.

A highly detailed and authoritative account of the design, construction, and technical history of every cruiser of the Royal Navy during the Second World War. British cruisers served in every theatre of the conflict and fought in practically all of the major engagements involving the Royal Navy. In addition, they escorted convoys and supported all the major landings in the Mediterranean and D-Day operations in 1944. The authors examine 121 cruisers and interweave text with data, tabulations and some 20 lists of particulars. The illustrations are excellent ; over 400 carefully-selected photographs – the majority hitherto unpublished – and more than 60 sets of detailed plans. The book goes as far back as the Arethusa class of 1912 and follows cruiser development through the inter-war years into World War II itself and on to the last of the conventional all-gun cruisers of the Tiger class of the late 1950s. Published almost 40 years ago, this remains the definitive work on the subject. FINE copy. £250.00

**{200} Raven, Alan. & Roberts, John. *BRITISH BATTLESHIPS OF WORLD WAR TWO. THE DEVELOPMENT AND TECHNICAL HISTORY OF THE ROYAL NAVY'S BATTLESHIPS AND BATTLECRUISERS FROM 1911 TO 1946.***

Arms & Armour Press, 3<sup>rd</sup> imp., 1981. 436 pp., over 600 photographs & detailed plans (incl. 16 fold-outs & 4 cold.). D.j., 25 x 25cm. FINE.

First published in 1976, this is a highly detailed study of the design, construction and history of the Royal Navy's battleships and battlecruisers from the Queen Elizabeth class of 1911 to the *VANGUARD* of 1946. Includes details of refits and re-constructions, effects of war experience on design and materiel, an account of projected designs up to and including the modified Lion class of 1945 and concluding with an evaluation of their service and a comparison with foreign contemporaries. Lavishly illustrated with more than 600 photographs and accurate plans and elevations – including 16, fold-out pages and 4 pages in colour – a good deal of the contents of this book are published here for the first time. Other features include a comprehensive review of weapons, gunnery, fire-control, radar, protection and propulsion. FINE copy. £200.00

**{201} Rawson, Lt. Cmdr. Geoffrey. *EARL BEATTY, ADMIRAL OF THE FLEET, VISCOUNT BORODALE AND BARON BEATTY OF THE NORTH SEA AND OF BROOKSBY, G.C.B., P.C., O.M., G.C.V.O., D.S.O. ...*** 2<sup>nd</sup> imp. of the 1<sup>st</sup> ed., n.d. (1930). 256 pp., port. frontis + 17 other photo-plates. Blue cloth ; black lettering. 23 x 16cm. Some foxing as usual o/w V.G.

Published in 1930, with a second edition in 1936, this is an inter-war biography of Admiral Lord Beatty (1871-1936). Born in Nantwich, Cheshire, Beatty served in the Sudan (1896-98), and in command of a battleship he fought in the China War of 1900. In 1912 he was appointed to command the 1<sup>st</sup> Battle Cruiser Squadron, and in the early days of the First

World War he steamed into Heligoland Bight and destroyed three German cruisers. In 1915 he sank the *BLUCHER* at the Dogger Bank, but at Jutland in the following year his actions became the subject of controversy. A handsome dashing figure, he was also a very complex character. He went on to become C-in-C of the Grand Fleet (1916-1919) and First Sea Lord (1919-1927), positions in which he proved himself to be highly effective. At his death in 1936 he was buried in the crypt of St. Paul's near to Nelson and Jellicoe. £40.00

**{202} Richmond, Admiral Sir Herbert. *THE NAVY IN INDIA, 1763-1783.***  
 1<sup>st</sup>.ed., 1931. 432 pp., frontis + 15 other plates – maps & battle-plans – (2 fldg.). Green cloth; gilt. 24 x 16.cm. Some light discolouring of binding o/w V.G. Signed & inscribed by Dr. Nicholas Rodger : “Nicholas Rodger, Grafton Road, Acton. Feast of St. Ninian of Galloway. 1989.”

A study of the policy governing the British naval forces in India and the operations conducted in the Indian theatre during the wars between 1763 (the close of the Seven Years' War) and 1783 (the close of the American War of Independence). Admiral Richmond examines the policies which influenced strategy and governed tactics employed by the commanders and looks at the circumstances of weather, supplies, health and other aspects of campaigns fought so far from home in the 18<sup>th</sup> century. The book begins with a study of the policy of the East Indian Squadron, 1763-1781; the effects of the Dutch entry into the conflict ; the capture of Negapatam and Trincomali ; the battles of 1782 ; the loss of Trincomali ; the wintering arrangements for the squadron ; the spring operations of 1783 ; and the battle in June that year. In addition, the appendices provide information on the maritime defences of India under the East India Company, 1763-1783 ; De Bussy on the expedition to India of 1781 ; The status of de Bussy in command ; Instructions to de Souillac and d'Orves ; Instructions to the French naval and military commanders in India ; The proposed second attack on the Cape ; The proposed British expedition to the South Seas ; Admiral Hughes on the defence of Bombay ; and Hughes on the situation in India in 1783. Richmond was on the East Indies station during the 1920s and took the opportunity to research for this book in the archives of Ceylon and Pondicherry. SCARCE. £175.00

**{203} Richmond, Admiral Sir H. W. *IMPERIAL DEFENCE AND CAPTURE AT SEA IN WAR.***  
 1<sup>st</sup>.ed., 1932. 288 + 12 (advt.) pp., frontis + 20 other photo-plates. Black cloth ; red lettering. 22 x 14cm. Pencil name to title-page ; boards a little marked ; o/w V.G. Signed & inscribed by Dr. Nicholas Rodger : “Nicholas Rodger, St. Valentine's Day, 2000.”

Admiral Sir Herbert William Richmond (1871-1946), was an important and controversial naval historian with a farsighted understanding of the problems facing the Royal Navy between the wars. In this book he examines two closely allied topics of that era – ‘Imperial Defence’ and ‘Capture at Sea’ – written in the light of the U-boat campaign of the First World War. He brings together six papers on the former and four on the latter subject, the first series being delivered in lectures at University College, London, in 1931 and the last formed the ‘Lees-Knowles’ lectures delivered during the same period at Trinity College, Cambridge. Illustrated with 21 interesting photographs taken during the First World War and in the post-war era. SCARCE. £65.00

**{204} Roberts, John. *ANATOMY OF THE SHIP : THE BATTLECRUISER HOOD.***  
 1<sup>st</sup>. ed., 1982. 127 pp., 23 photo-ills., up to 300 perspective & 3-view drawings. Errata slip pasted in. D.j. 26 x 24cm. FINE.

An in-depth study of the British battlecruiser *HMS HOOD*, the pride of the Royal Navy in the inter-war years, sunk by the *BISMARCK* in 1941 with only three survivors out of a crew of 1,419. The author examines her design, modifications and appearance changes, her hull construction, machinery, superstructure, armament, fire control, fittings, boats, aircraft, etc.

Illustrated with 23 photographs and up to 300 perspective and 3-viewing drawings. *HOOD* was the last of her kind, a handsome and magnificent warship, but she was not designed to fight a battleship as her armour was inadequate for the task. FINE copy. £35.00

**{205} Royal Seamen & Marines' Orphan Home. *A VISIT TO H.M.S. VICTORY. COMPILED NOVEMBER, 1910.*** Gale & Polden, Portsmouth, &c., 1<sup>st</sup> ed., 1910. 39 pp. port. frontis + 5 other

ills. Blue cloth ; gilt, with gilt naval crown to front board. 17 x 11cm. V.G.+.

Compiled in 1910 for the Royal Seamen and Marines' Orphan Home, Portsmouth, it served as a guide to visitors to Nelson's flagship, *HMS VICTORY*, at that time still afloat in Portsmouth Harbour. It contains a brief description of the Nelsonian relics and other items of historical interest then on-board the ship. It also includes an account of the 1905 Nelson Centenary celebrations in this famous old wooden wall. SCARCE. £50.00

**{206} Sattin, D. L. *JUST OFF THE SWALE.***

***THE STORY OF THE BARGE BUILDING VILLAGE OF CONYER.*** Meresborough Books, Rainham, rep., 1982. (viii) + 142 pp., frontis., vignette to t-p, plus many other photographs, sketches, maps, etc. Pict. laminated boards. 21 x 15cm. FINE.

First published in 1978, this is the history of a village situated on Conyer Creek off the Kentish Swale where Josia Bird and Alfred Marconi White built Thames & Medway sailing barges between 1866 and 1914. The author describes Conyer and some of its characters, the oyster fisheries, the barge trade, brickmaking at the Conyer Field, Coastguards, and the Conyer-built barges themselves. Illustrated with many photographs and sketches. £30.00

**{207} Savill, David. *SAIL TO NEW ZEALAND.***

***THE STORY OF SHAW SAVILL & CO., 1858-1882.*** 1<sup>st</sup> ed., 1986. 185 pp., 16 cold. plates, 24 photo-plates & 2 maps. D.j., 24 x 16cm. FINE.

The author is the grandson of Walter Savill, the Essex country boy who at the age of 21 helped to set up a shipping company of world renown. Published on the 150<sup>th</sup> anniversary of Walter Savill's birth, this book provides a study of the early years of the company when they operated a fine fleet of clippers serving New Zealand. The story is taken down to the year 1882 when Savill merged with the Albion Line. The book is illustrated with 16 fine coloured plates from original paintings of square-riggers, plus 24 photographs and 2 maps. £40.00

**{208} <> Schoultz, Commodore G. von. *WITH THE BRITISH BATTLE FLEET.***

***WAR RECOLLECTIONS OF A RUSSIAN NAVAL OFFICER.*** 1<sup>st</sup> ed., n.d. (c.1922-1925). 355 pp., frontis + 15 other photo-plates & 6 diagrams. Rebound in black cloth ; gilt. 23 x 16cm. Binding : MINT. Internally : slight foxing o/w V.G.+.

The author served as C-in-C of the Finnish Navy and also Russian Attaché to the Grand Fleet from 1915 to 1918. Translated by Arthur Chambers, von Schoultz's views of the Royal Navy during the First World War are based on keen observation and provide a fascinating 'outside' view of the Grand Fleet during this historic era. He describes the fleet at anchor in Scapa Flow when King George V made a visit in 1915 ; his trips between London and Petrograd ; his meeting with and opinion of Jellicoe ; and, most important of all, his observations and views on the Battle of Jutland in 1916 which he witnessed from the deck of *HMS HERCULES*. In addition, the author provides eight chapters on the anti-submarine war, describes the air attack on London, gives an insight into naval conferences, and provides accounts of both major and minor naval engagements. £75.00

**BOOKQUOTE : "Home is where your books are." Kerstin Gier.**

{209} Sears, David.

***THE LAST EPIC NAVAL BATTLE.***

***VOICES FROM LEYTE GULF.*** Westport, Conn., 1<sup>st</sup>.ed., 2005. Xxxvi + 209 pp. 20 photo & other ills. D.j., 24 x 16cm. FINE. Signed by the Author.

The battle of Leyte Gulf in October 1944 is often overshadowed by Midway, Guadalcanal, and other Pacific actions, but the US Navy's defeat of the Japanese during the invasion of the Philippines involved more ships than at Jutland, as well as 200,000 men, making this the largest naval battle in history. It was also the last time that capital ships fought within sight and sound of each other. The author records the voices of survivors from the engagement in order to provide a unique perspective of this turning point in the course of the war against Imperial Japan. FINE copy, signed by the author. £30.00

{210} Shanahan, Phil.

***THE REAL ENIGMA HEROES.***

Tempus, Stroud, 1<sup>st</sup>.ed., 2008. 224 pp., profusely illustrated with photographs. D.j., 25 x 18cm. FINE.

For almost 60 years after their deaths, the bravery of three sailors whose actions shortened the war by as much as two years remained virtually unknown. Two of the men lost their lives retrieving vital German codebooks from the sinking *U-559* blown to the surface by British destroyers. The third survived the war only to die in a house fire while still in his teens. Not even their families knew of their deeds. The vital documents they seized in October 1942 enabled the codebreakers at Bletchley Park to crack the German Enigma codes and so win the Battle of the Atlantic. Hollywood cast them as US sailors in the fictional film *U-571*, but here the author tells the true story of Colin Grazier, G.C. Tony Fasson G.C. and Tommy Brown G.M., men serving aboard the destroyer *HMS PETARD*, the only warship to sink submarines from all three enemy navies during World War II. FINE copy. £25.00

**Fine Binding Copy of an inter-war Biography of Lady Hamilton**

{211} <> Sherrard, O. A.

***A LIFE OF EMMA HAMILTON.***

1<sup>st</sup>.ed., 1927. Xi + 346 pp., guarded port. frontis., + 8 other plates. Contemporary binding of full green calf ; gilt lettering & lines to spine ; gilt borders to boards ; a.e.g. 21 x 14cm. A little wear upper joints & spine discoloured with age but still a bright & sound copy V.G.+.

A very readable biography of Lady Hamilton, based on independent study by an author who also produced a *Life* of Lord St. Vincent. Sherrard traces Emma's remarkable story from her humble birth on the Wirral peninsula during the mid-1760s, and her dizzy heights at the Court of Naples as wife of the British Ambassador and mistress of the Hero of the Nile ; to her eventual return to poverty after Trafalgar and her lonely exile and death in Calais in 1815. Her fairy-tale life is told with a degree of common sense not always apparent in biographies of Lady Hamilton, and the book is based on sound material rather than fantasy and feeble legends of scandal that surrounded Emma even during her own lifetime. An attractive Fine Binding copy. £75.00

{212} Shipbuilder, The.

***OCEAN LINERS OF THE PAST, NO. 2***

***IN A SERIES OF REPRINTS FROM 'THE SHIPBUILDER' : THE CUNARD EXPRESS LINERS "LUSITANIA" AND "MAURETANIA".*** 1<sup>st</sup>. thus, 1970. 208 pp., Illustrated with photographs, diagrams, plans, etc., viz. frontis., 11, + 165, + 9 + IX (with plates V to IX fldg.). D.j., 25 x 19cm. V.G.+.

A facsimile of the Special Number of *The Shipbuilder* published in 1907 to celebrate the launching of Cunard's two new Atlantic luxury giants, *LUSITANIA* and *MAURETANIA*. Profusely illustrated with photographs, diagrams and plans : extra illustrations and material appear in an Epilogue providing histories of both ships to the end of their days. The book provides detailed descriptions of the construction, fittings, machinery and interiors of these

express liners built for the Liverpool – New York service. *MAURETANIA* enjoyed a long and distinguished career in peace and war ; she was one of the best-loved holders of the Blue Riband. Her sister, *LUSITANIA*, was less fortunate and was sunk by a U-boat whilst bound for Liverpool, with great loss of life after only eight years of service. Her sinking heralded a new and brutal age of war waged against innocent civilians. £45.00

**{213} Silke, John J.      *KINSALE. THE SPANISH INTERVENTION IN IRELAND AT THE END OF THE ELIZABETHAN WARS.*** Liverpool University Press, 1<sup>st</sup>.ed., 1970. Xvi + 208 pp., 10 plates & 2 maps. D.j., 24 x 16cm. Part of dust jacket discoloured (now in a protective sleeve) o/w Nr.FINE. Signed & inscribed by Dr. Nicholas Rodger : “Nicholas Rodger, Acton. Feast of St. Margaret Mary Alacoque, 1996.”

In 1601, the Irish port of Kinsale was occupied by invading Spanish forces and retained control until their surrender to an English army in early 1602. Based on research in Spanish archives, the author tells the story of Spain’s final attempt to force an outcome in a long war at sea which had begun in 1585. The prolonged Tudor attempt to reconquer Ireland met its strongest opposition from Hugh O’Neill. Several factors including the mis-trust between Gael and Gall, and O’Neill’s failure at diplomacy in the face of prejudices, helped to bring about the decisive English victory at Kinsale. The Peace of London in 1604 in which England and Spain reached an agreement, forced O’Neill to retire to Ulster. English rule was not seriously challenged again for a generation. The occupation of Kinsale has been extensively written on from the Irish perspective, but this is the first time the subject has been systematically examined from the Spanish side. Dr. Silke answers many questions which have hitherto remained obscure, and he places this historic episode in its European and Irish setting. £45.00

**{214} Simmons, Deidre.      *KEEPERS OF THE RECORD. THE HISTORY OF THE HUDSON BAY COMPANY ARCHIVES.*** McGill-Queen’s University Press, Montreal & Kingston, London & Ithaca ; 1<sup>st</sup>.ed., 2007. Xiv + 360 pp., many photo-ills. D.j., 24 x 16cm. Nr.FINE. Review copy of Dr. Andrew Lambert with his rough notes tipped in (A4, 3 ½ sides).

The Archive of the Hudson Bay Company is one of the world’s most complete collections ; its documents trace the history of the fur trade, North American exploration, and the evolution of Canada itself. This is the first comprehensive study of the treasures of the archive, covering a period of some three centuries. Until 1975 the papers were kept in Hudson’s Bay House, London, but in that year, they were transferred to Manitoba and made available for public research. Throughout the first two hundred years of its operations, the Hudson’s Bay Company was predominately interested in the fur trade of North America. The need to expand the Company’s activities led to the exploration and mapping in all directions from the shores of Hudson Bay into an unknown wilderness ; its ships sailed between the Bay and the Thames. The amount of archival material all this activity generated was enormous – board minute books, letter-books, bookkeeping journals and ledgers, registers of members, staff records, maps, ships’ logs, photographs, post journals, diaries, rare books, drawings, etc. This book explores the scope of the collection. £35.00

**{215} Simpson, Michael.      *ANGLO-AMERICAN NAVAL RELATIONS 1917-1919.*** Navy Records Society, 1<sup>st</sup>.ed., 1991. Xvii + 648 pp., 3 maps. Blue cloth ; gilt. 23 x 15cm. Nr.FINE.

The present harmonious and integrated associations between the Royal Navy and the US Navy began in the dark war days of 1917 when the First World War was at a peak of crisis. This book examines the first faltering steps between those years when the relationship had an undercurrent of suspicion and rivalry as the two fleets came together to defeat a common foe. Although such feelings were kept in check during hostilities, they quickly re-surfaced once

the guns fell silent. The relationship ended in an uneasy truce in 1919 and lasted until the Washington Conference of 1921-22 when relations became generally hostile throughout that decade. They only warmed up again when Germany threatened world peace for a second time. Britain stood alone in Europe and Japan attacked America. In varying degrees both countries needed each other. Based on both British and American sources, the author examines the tension in relations between 1917 and 1919. £35.00

**{216} Smith, Alastair Carrick. *INSTANTANEOUS ECHOES.***

***WHEN U-BOATS WERE THE ENEMY.*** Privately Printed by the Author. Yeovil, Somerset, 1<sup>st</sup>.ed., 1994. 256 pp., 27 photo-plates + 5 maps & charts. D.j., 24 x 16cm. FINE. T.L.S. from the author tipped in.

An autobiographical journal of the author's time in the Royal Navy from 1942 when he joined as an Ordinary Seaman at the age of eighteen, through to 1945 when he was invalided out as a Lieutenant (RNVR). He served in the Mediterranean and North Atlantic during this period, chiefly on convoy protection. He was in ships that were directly involved in the sinking of three U-boats, and present when at least seven or more were dispatched or damaged. In lighter moments he recalls Christmas in New York and Boston in 1943. He describes his time in *COLLINGWOOD*, *ATHERSTONE*, *TUSCAN & KING ALFRED*, *VIDETTE*, *SAKER*, *INMAN*, and *ULSTER*. £30.00

**{217} Smith, Arthur Britton. & McKay, John W. *LEGEND OF THE LAKE.***

***THE 22-GUN BRIG-SLOOP "ONTARIO", 1780.*** Quarry Press, Kingston, Ontario, 1<sup>st</sup>.ed., 1997. 159 pp., profusely illustrated with photographs, drawings, maps, facsimiles, ships' plans, reproductions, etc. (some cold.). D.j., 25 x 21cm. FINE.

Near Fort Niagara, in 1780, the worst shipwreck ever recorded on Lake Ontario occurred. His Majesty's Sloop-o'-War *ONTARIO* had been built in January that year at Carleton Island shipyard (near present-day Kingston) in order to defend British North America against the revolutionary forces of George Washington. The sloop, bound for Oswego to meet a British raiding party, foundered in November 1780 during a violent storm. Her wreck was discovered in 1995 – among her wreckage lie the bones of at least 88 men, women and children. Of her crew only 6 bodies were ever found. Her sinking was a blow to the British. She was the largest vessel on the lake and her loss was kept a secret. The authors describe the building, launching and foundering of the *ONTARIO* during 1779-1780. The book is profusely illustrated and of special value are architectural plans and scale drawings, full-colour paintings and photographs. FINE copy. £35.00

**{218} Smith, Eng. Capt. Edgar C. *A SHORT HISTORY OF NAVAL***

***AND MARINE ENGINEERING.*** Printed for Babcock & Wilcox at the University Press, Cambridge, 1<sup>st</sup>.ed., 1937. Xix + 376 pp., frontis + 16 other plates & 47 figures in text. Red cloth ; gilt. 25 x 16cm. Spine faded (gilt bright) o/w V.G. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger, Grafton Road, Acton. Feast of St. (?) 1989."

This book filled a gap in the literature of marine engineering when it was published in 1937 for Babcock & Wilcox. In his 22 chapters the author describes : *The birth of the steam boat. Early progress of Steam Navigation. Pioneer transatlantic steamships. Steam men-of-war. The introduction of screw propulsion. Naval officers and steam. Iron ships for mercantile purposes. Early iron warships. Low pressure marine boilers. Types of marine engines. Steam and sail from 1860 to 1870. The marine compound engine. Boiler practice and progress. Introduction of auxiliary machinery (Parts I & II). Triple-expansion engines and water-tube boilers. Machinery of torpedo craft. The introduction of the Parsons steam turbine. Steam turbines and transmission gear. Steam machinery from 1919 to 1937. The marine internal combustion engine. And Marine engineering and the nation.* The book is illustrated with 17 plates and 47 figures in text. £50.00

{219} Smith, Ernest E.

***H.M.S. BELFAST ASSOCIATION :***

***MEN OF THE SEA.*** Melrose Books, Ely, 1<sup>st</sup>.ed., 2006. 296 pp., profusely illustrated with photographs, etc. D.j., 28 x 22cm. FINE.

The *BELFAST* is a wartime cruiser now preserved in the Pool of London. Launched in 1938 she served with distinction during the Second World War and the Korean War. She took part in the sinking of the *SCHARNHORST* and in the D-Day operations of 1944. Several books have been written about the ship herself, but this is the first to gather the memories of some of the thousands of men who fought on-board during her 25 years of active service, including their historic photographs and personal anecdotes. The author also provides the definitive history of *HMS BELFAST*. The reminiscences cover the years 1939 to 1966 and the book is profusely illustrated with photographs etc. FINE copy. £40.00

{220} Smith, Peter C.

***CRITICAL CONFLICT.***

***THE ROYAL NAVY'S MEDITERRANEAN CAMPAIGN IN 1940.*** Barnsley, 2<sup>nd</sup>. Ed., 2011. 352 pp., 64 photo-plates+ 7 maps & diagrams in text. D.j., 24 x 16cm. FINE.

First published in 1980 by William Kimber under the title *Action Imminent*, the author describes three separate naval episodes which took place in the Mediterranean during the critical days of 1940 when Britain stood alone. The German Navy had been severely mauled off Norway so the most direct threat in the area came from the powerful Italian fleet. The French Navy had withdrawn from the Mediterranean, so the Royal Navy had to concentrate almost half its strength in that sea. The author describes in depth, three major incidents during this period : the Battle of Calabria (July 1940) ; the passage of the French Cruiser Squadron (September 1940) ; and the Battle of Spartivento (November 1940). Includes a perspective of these events as viewed from London. Churchill was impatient for news of progress and success, and the three British naval commanders in the area came under immense pressure : Cunningham as C-in-C Mediterranean ; Somerville commander of Force 'H' ; and North C-in-C Atlantic at Gibraltar. Based on eye-witness accounts and including new material, the book is illustrated with 63 photographs and 7 maps & diagrams. £25.00

{221} Spooner, A. C.

***LOG OF H.M.S. ANDROMEDA, 1904-1906.***

The Westminster Press, 1<sup>st</sup>.ed., 1906. 240 pp., frontis., illsd-tile, + 31 other photo-plates. Blue cloth ; neatly re-backed with original spine laid down ; gilt lettering & decoration to spine & front board. 18 x 13cm. Some slight rubbing of binding ; shelf-wear to extremities & some marks to binding ; o/w V.G.

One of the most important of the celebrated 'Log' series of Edwardian naval commissions, this book concerns the Russo-Japanese War of 1904/1905. *HMS ANDROMEDA* was a First-Class Cruiser built in 1897 and during this, her 1904-1906 commission, she was under the command of Captain Robert Nelson Ommanney and her commander was Commander Philip H. Colomb. On the 1<sup>st</sup> March 1904 the cruiser left Portsmouth bound for the China station. Shortly after her arrival she visited Port Arthur with supplies and this was immediately after the Russians had surrendered to the Japanese. *ANDROMEDA'S* medical team provided assistance to the wounded and to the refugees at that port. They witnessed the arrival of the Russian Baltic Fleet on the China station, and the author provides account of the Battle of the Japan Sea and the success of Admiral Togo. The cruiser went on to visit Japan and celebrated the renewing of the Anglo-Japanese Alliance. Photographs include vessels sunk at Port Arthur, survivors of a Russian destroyer aboard a British warship, and British sailors ashore at Tokyo and Yokohama. The cruiser visited various other ports around Japan and China before returning home to Spithead in June 1906 to pay off. Six ratings were lost during the commission, two drowned, two died of fever, one of meningitis, and one of pneumonia.



The cruiser became the training ship *POWERFUL II* in 1913, *IMPREGNABLE II* in 1919, and *DEFIANCE* in 1931. She was broken up in Belgium in 1956. SCARCE. £100.00

{222} Steinberg, Jonathan. ***YESTERDAY'S DETERRENT : TIRPITZ AND THE BIRTH OF THE GERMAN BATTLE FLEET.*** Macdonald, FIRST EDITION, 1965. 240 pp., frontis., + 32 other photo-plates. D.j., 22 x 15cm. FINE.

The author was the first person to thoroughly study the German Naval Archives captured by the Allies in 1945 and made available to scholars later. They threw new light on German naval policy before 1914, and it was claimed that this book rendered all previous studies out of date. He analyses for the first time the social and historical background of the birth of Germany's great fleet and examines in detail the inside story of Admiral Tirpitz's rise to power and the motives of those around him. He gives account of Tirpitz's strategy of deterrence and places the growth of the German Navy and the Anglo-German naval rivalry in context. It is clear that Germany considered England her "enemy" as early as the 1890s, was jealous of her power and influence, and took steps to build up a fleet to take on the Royal Navy. Illustrated with a number of remarkable photographs, this is a FINE copy of the first edition of 1965 – a second edition appeared in 1968 with the title reversed. £35.00

{223} Stephenson, Charles. ***THE ADMIRAL'S SECRET WEAPON, LORD DUNDONALD AND THE ORIGINS OF CHEMICAL WARFARE.*** The Boydell Press, Woodbridge, 1<sup>st</sup>.ed., 2006. Xvi + 179 pp., 21 ills. D.j., 24 x 16cm. FINE.

Thomas Cochrane, R.N., tenth Earl of Dundonald, courted controversy almost all his remarkable life, from brilliant frigate captain to exile in disgrace ; from hero of countries seeking liberation, to a pillar of society restored with full honours. He was a man of many parts, years ahead of his time, and an avid inventor of a whole range of items. This book concentrates on a particular era in Cochrane's life (prior to the fraud case which would shortly haunt him) when he horrified his contemporaries with a scheme to generate massive amounts of poison gas, accompanied by saturation bombing and smoke screens, to be used against England's oldest enemy, the French. With his 'stink ships' and high-explosive vessels, he worked out to the last detail how to deliver this terrible weapon of mass destruction. Warfare during the Napoleonic Wars was fought by gentlemen and Cochrane's scheme of chemical attack was met with astonishment and distaste. It might have been used during the Crimean War in the mid-1850s had it not ended when it did, as Cochrane's plans were not destroyed, just kept under wraps. During the First World War some of these documents disappeared and the Dundonald of that period feared they had fallen into German hands. Cochrane's concept was modified, adapted, and employed using chlorine gas by the Germans at Ypres in 1915 with horrific results. Survivors, some still living in recent decades, suffered for the rest of their lives from the effects. The author, drawing on previously unseen family archive papers describes the story of Cochrane's poison gas. £30.00

{224} Stewart, I. G. ***BRITISH TRAMPS AND THEIR PEACETIME CONTRIBUTION TO WORLD SHIPPING HISTORY.*** Rockingham Beach, Western Australia, 1<sup>st</sup>.ed., 1997. Vi + 514 pp., profusely illustrated with hundreds of photographs & detailed plans. Pict. laminated boards. 30 x 22cm. FINE.

A major study of the British tramp steamer of the 20<sup>th</sup> century divided into 13 parts. *Part I : The British Tramp Ship* provides a definition of a tramp and its function. *Part II : Background History – The British Tramp Ship* has 10 chapters and covers the evolution of the tramp to 1914, the interwar years, decline of the coal trade, early motor tramps, the Doxford story, the ships of Andrew Weir and Sir Wm. Reardon Smith, etc. *Part III :*

*Development of the British Tramp* has 14 chapters and covers 'Economy' ships, engine and machinery development, British tramps at war, etc. *Part IV : World War II* has 9 chapters covering the 'Empire' ships, the Canadian 'Oceans', 'Forts', and 'Parks', the 'Liberty' ships, war prizes, CAM ships, merchant aircraft carriers, etc. *Part V : Post-War Years 1946-1955* has 19 chapters covering disposition of wartime tonnage under the British flag, crew's accommodation, women at sea, an epic tow *PALANA & FERNMOOR* 1948, Korean War, tankers and tramps, more tramps needed during 1950s, etc. *Part VI : New Trends in Tramp Design 1956-60* has 17 chapters including Suez closure, market collapse in 1957, four tramps posted missing, new ship development, etc. *Part VII – Competition from Tankers & Bulk Carriers 1961-65* has 6 chapters covering changing conditions and the loss of two tramps in the Atlantic. *Part VIII : End of an Era 1966-70* has 4 chapters and covers the last of the war-built tonnage, British shipbuilding, and British tramps in 1970. *Part IX – The Last Quarter Century 1971-96* has 5 chapters covering the Booz-Allen Report 1972, shipyard nationalisation 1974, end of Doxford's, Bank Line the final company, British tramp numbers 1945-97. *Part X – Ships Owned/Managed by British Tramp Companies 1946-97* is a single chapter. *Part XI – British Standard Tramp Ships* with 3 chapters covering the post-war Doxford's, standard tramps from foreign yards, and Swan Hunter's ships. *Part XII : British Liberty Ship Replacements* has 9 chapters covering the Clyde standard ship, the Conqueror class, Doxford Liberty, SD types, etc. Finally *Part XIII : Austin & Pickersgill Standard Types Built by Foreign Yards* has 6 chapters. In addition, there is a *Directory of Major British Tramp Companies. Tramp Ships built by UK Yards for British Owners 1946-79. Tramps built by Foreign Yards for British Owners 1954-73. Ships Acquired by Tramp Owners from British Liner Companies & Foreign Flags.* Etc. The book is illustrated with hundreds of photographs and detailed plans. The definitive study. FINE copy. £100.00

### Harold Wyllie's Copy

{225} Stuart, Vivian.

***THE BELOVED LITTLE ADMIRAL.***

***THE LIFE AND TIMES OF ADMIRAL OF THE FLEET THE HON. SIR HENRY KEPPEL, G.C.B., O.M., D.C.L., 1809-1904.*** 1<sup>st</sup>.ed., 1967. 272 pp., 6 photo & other plates + 2 maps. D.j., 22 x 14cm. Torn d.j. with some loss (now in a protective sleeve) o/w V.G. Bookplate of Lt.Col. Harold Wyllie, V-P. RSMA (1880-1973), marine artist, son of W. L. Wyllie.

The subject of this biography was the younger son of the fourth Earl of Albemarle and a great-nephew of the celebrated 18<sup>th</sup> century Admiral, Augustus, Viscount Keppel. When Henry Keppel died in 1904 he had by then become a much-loved figure of Edwardian society and King Edward VII's favourite admiral. In the Royal Navy he was regarded as the 'Father of the Fleet' and his naval career was both remarkable and extensive. Born in 1809, Keppel entered the Royal Naval College at Portsmouth in 1822 and first went to sea as a midshipman in *HMS TWEED* two years later. He fought in the China War of 1842-43 as a post-captain in the *DIDO*, and afterwards took that ship on the famous expedition to suppress piracy in Borneo, an account of which was published shortly afterwards. Keppel went on to fight in the Crimean War and was with the Naval Brigade at Sebastopol and in the Gun-Boat Division there. He also fought in the Second China War of 1857 and was involved in the fracas aboard the *FORTE* during 1860-1861. He spent years as C-in-C on the China station, and on his death in 1904 he had lived under five monarchs from George III to Edward VII - serving under four of them in the Navy. Harold Wyllie's copy. £40.00

Right, top  
row, left  
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85 (2 vs.)

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Left, top : 193

Bottom row :

73 208 123 (1 of

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Above : V454 Below : V455



**Note :**  
The colours for both V454 & 5 are in reality far more vibrant than the images reproduced here



Top picture, *upper books* :

251 (2 vols.) 259 300 (maps).

Lower row : 300 (remaining 3 vols.) 369

364 (2 vols.) 334 262 367 352 293 and 305.

Left picture, *back row* :

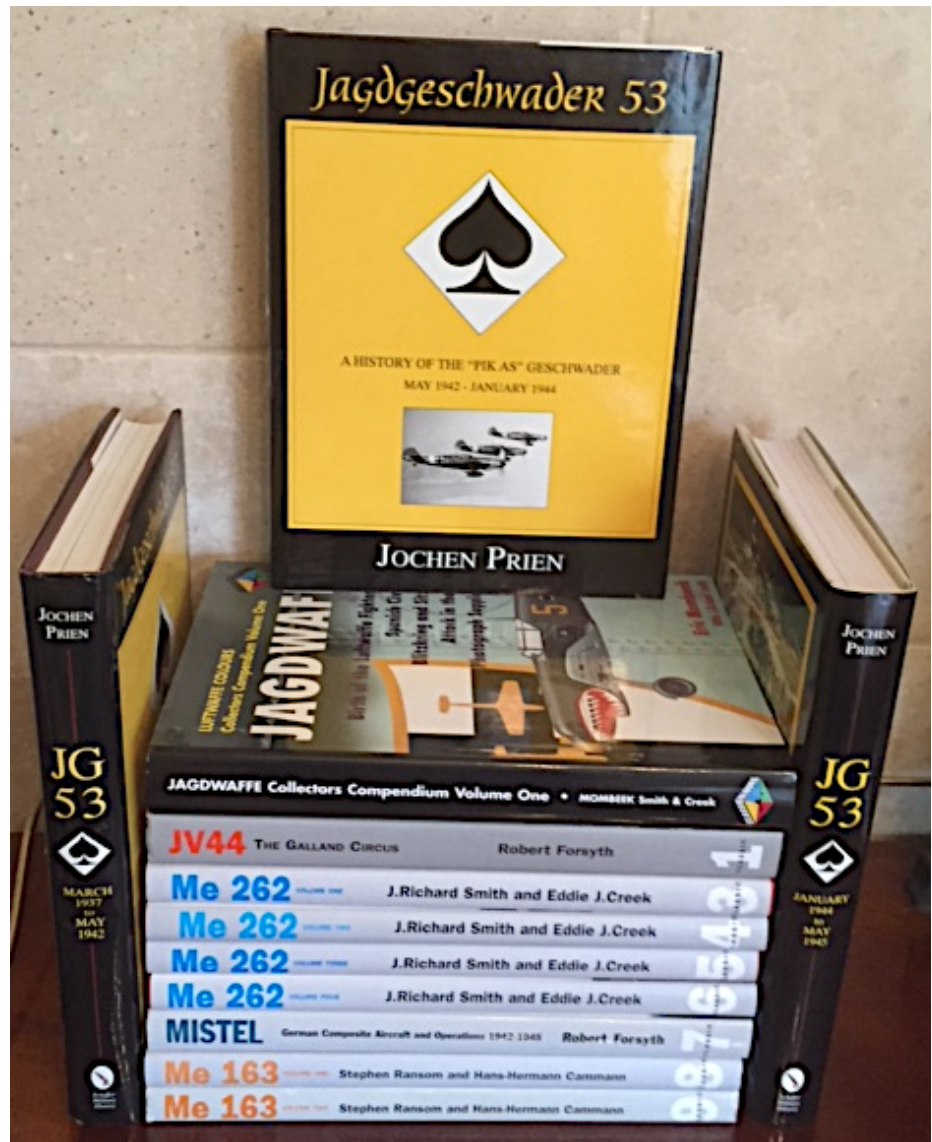
327 354 348 344

Front row :

310 331 255



Picture, right,  
 Top & either side :  
 438 (3 vols.)  
 Lying flat, top to  
 bottom : 432 407  
 442 (4 vols.) 409  
 439 (2 vols.)



Above : 436 (3 vols.)

## Sutherland's Great Work on 18<sup>th</sup> Century Shipbuilding ~ 1794 Edition

{226} Sutherland, William. ***THE SHIP-BUILDER'S ASSISTANT, OR MARINE ARCHITECTURE : (REVISED AND IMPROVED) CONTAINING ..... THE WHOLE ILLUSTRATED WITH A GREAT VARIETY OF FIGURES AND DRAUGHTS, ENGRAVEN ON COPPER PLATES.*** Printed for Mount and Page, on Tower-Hill. (6<sup>th</sup> edition) 1794. Viii + 152 pp., 10 engrvd. plates (all fldg.) ; also various tables in text. Re-bound in tan calf with original calf to boards laid down ; gilt lines. 21 x 16cm. Some spasmodic foxing o/w V.G. Contemporary book label for 'William Thorburn, Junr.' The book inscribed : "C. P. Addis from the great grandson of William Thorburn Junr. Thomas Thorburn, 1985". (The late Lt.Cmdr. Charles Poland Addis, MBE, RN., 1925-2012, a former C.O. of HMS VICTORY ; his copy.)

This important work by the shipwright and mariner William Sutherland was first published in 1711 and subsequently went through several editions – 1726, 1755, 1766, 1784, 1794 and finally in 1840. The author provides detailed information on the construction and material in use during the 18<sup>th</sup> century shipbuilding. The detailed list in the title describes the contents rather adequately : *I. The Method of extracting the Square and Cube Roots, Geometry and Mensuration ; wherein all the Rule necessary for measuring Plank, Timber, and finding the Tunnage of Ships, are laid down in a very plain and conspicuous Manner ; and illustrated by proper Examples. II. Observations on the Nature and Value of Timber ; with a New Method of procuring it in the necessary Forms for Ship Building. III. The Method of Drawing the Plans of Ships, and moulding their Timbers ; together with all the practical Rules necessary to be observed in building the Hulls of all Sorts of Ships. To which is added, the Scantling or Mensuration of Ships Timbers. IV. Directions for making Masts and Yards of a just Proportion to the Ship, and also to one another, both with regard to Length and Thickness. With Tables of the Weights and Sizes of Anchors and Cables, according to the New Establishment. V. The Boatswains Art : Shewing the Method of finding the Length and Thickness of every Rope. Also Cable and Cordage Tables, shewing the Method of finding exactly the Length and Thickness of every Rope ; also Cable and Cordage Tables, showing by Inspection the Weight of any Rope, whose Length and Thickness are given. With some Directions for Cutting out Sails.* The book concludes with an explanation of the principal terms used in the treatise. [Adams & Waters *English Maritime Books printed before 1801*.... # 3502]. All the 18<sup>th</sup> century editions are SCARCE. £600.00

## Illustrated Diary of the building of White Star's OLYMPIC in 1911 ~ An Exceptionally Fine Copy

{227} Syren, The. ***THE SYREN AND SHIPPING ILLUSTRATED, BEING A BOUND COPY OF VOLUME LVIII, 4<sup>TH</sup> JANUARY, 1911, TOGETHER WITH SIX SUPPLEMENTS TIPPED IN. ARTICLES INCLUDE 'THE SHIP OF THE YEAR : THE "OLYMPIC". BUILT BY HARLAND & WOLFF, BELFAST, FOR THE WHITE STAR LINE, LIVERPOOL. AN ILLUSTRATED DIARY OF THE GROWTH OF A LEVIATHAN.'*** The Syren, 1<sup>st</sup> ed., 4<sup>th</sup> Jan., 1911. 147 + xcix pp., profusely illustrated with photographs. 6 Supplements tipped in (4 double-page ; all illsd.). Bound in recent blue cloth ; gilt. 34 x 23cm. FINE.

The 1911 volume of this celebrated shipping journal is important for its contemporary account of the construction of White Star Line's new transatlantic liner, *RMS OLYMPIC*, a vessel that was to have a long and distinguished career – unlike her unfortunate sisters *TITANIC* and *BRITANNIC*. The title-page portrait is of Richard Durning Holt, brother and partner of Alfred Holt and the Blue Funnel Line of Liverpool. Portraits of other notable shipowners follow before the important article on the 'Ship of the Year' is reached : the illustrated diary of the building of the *OLYMPIC*. The article is generously illustrated with

photographs of her laid keel in 1909, various stages of her construction, her machinery and boilers, and views of some of her fine interior. Other articles include an illustrated account of Porthcurno, the world's largest cable station ; article on Royal Mail & PSNC ; profile on Marine Superintendents of note with their portraits ; the Story of Port Glasgow ; Insulated Ships and their development (W. & H. Nelson's Fleet) ; Shipbuilding in 1910 (including *OLYMPIC*, *EDINBURGH CASTLE*, *AENEAS*, *HMS GLASGOW*, *BALMORAL CASTLE*, *CITY OF BOMBAY*, *HMS HERCULES*, *FRANCONIA* etc., etc.) ; Ships' Steering Gears ; Diminishing Value of Steam & Sail Tonnage (with a list of price realized for steamers & square-riggers sold during 1909/1910) ; The Iron, Steel & Coal Trades in 1910 ; etc. Almost 100 pages of illustrated advertisements are no less interesting. The journal is profusely illustrated with photographs and six Supplements (four of them double-page) are tipped in. This is an SCARCE and exceptionally FINE copy of this important volume. £250.00

**{228} Syrett, David. *THE ROYAL NAVY IN AMERICAN WATERS 1775-1783.***

Scolar Press, Aldershot, 1<sup>st</sup>.ed., 1989. (V) + 250 pp., 8 maps & 6 plans. D.j., 23 x 15cm. FINE.

The author, Professor of History at Queens College, Flushing, New York, examines how the Royal Navy fared with the problems caused by the revolt in the American colonies which led to the War of American Independence, 1775-1783. In particular he asks why was the Royal Navy unable to crush the rebellion in America by blockade ? From this viewpoint he examines American concepts of political rights and how they failed to be overcome by sea-power ; the aid and supplies the rebels received from neutral countries ; and the additional problems the British navy faced when her traditional enemies in Europe took advantage of the confused situation across the Atlantic. An interesting study. £60.00

**{229} Tarrant, V. E. *BATTLESHIP WARSPITE.***

1<sup>st</sup>.ed., 1990. 160 pp., profusely illustrated with photographs & battle-plans. D.j., 25 x 19cm. FINE.

Launched in 1913 and a unit with the Grand Fleet in 1915, *HMS WARSPITE* served with distinction for the next 30 years throughout two World Wars before being paid-off and broken up in 1945. At Jutland she survived 29 hits by enemy shells and continued to fight and return fire. During the Second World War she served in the Atlantic, English Channel, North Sea, Bay of Biscay, Mediterranean and on the Malta convoy route. She was present at Calabria - almost single-handedly seizing control of the Mediterranean from the Italians - and at Cape Matapan, Crete, Libya, Normandy, North Africa, Salerno, Sicily and Walcheren. At Narvik she assisted in the sinking of eight German destroyers. *WARSPITE*, one of five of the 'Queen Elizabeth' class of battleships, was capable of hurling a 1,920 lb. shell almost 12 miles. In this book the author provides a history of the battleship and her crews, drawing on hitherto unpublished archive material. FINE copy. £40.00

**{230} Tracy, Nicholas. *BRITANNIA'S PALETTE.***

***THE ARTS OF NAVAL VICTORY.*** McGill-Queen's University Press, Montreal & Kingston, London & Ithaca ; 1<sup>st</sup>.ed., 2007. Xv + 476 pp., many ills. D.j., 24 x 17cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. Exeter. Feast of St. Artemius of (?) 2008."

This interesting study examines the lives and works of British marine artists who witnessed the naval war against the French Republic and Napoleon's Empire between 1793 and 1815. A talented band of artists captured the images of war at sea that enabled their contemporaries – and ourselves today – to understand what a naval battle under sail looked like. The author reveals the importance of these self-employed and entrepreneurial painters, provides lively accounts of serving officers and retired sailors, and examines the lives of academy-trained artists who struggled to make a living - and meet the public demand for heroic and reassuring images of Britannia's ability to bring about a victorious conclusion to the war and to save the



country from invasion. The ten chapters include : *Artists and the Navy. The Glorious First of June. St. Vincent and Camperdown. The Nile, Copenhagen, and Minor Engagements to the Eve of Trafalgar. Trafalgar. Official Painters. Joseph Mallord William Turner. Post-war Painters. Etc.* An appendix describes the various printing techniques and there is an extensive bibliography. Artists include : Rudolph Ackermann, Thomas Buttersworth, John Sell Cotman, James Heath, John Hoppner, Thomas Luny, Daniel Orme, Nicholas Pocock, Joshua Reynolds, Dominic Serres, Robert Smirke, Clarkson Stanfield, Benjamin West, and numerous others. FINE copy. £80.00

**Tucker's 1844 Biography of John Jervis, Earl St. Vincent ~ Attractive Binding Set**

{231} Tucker, Jedediah Stephens. **MEMOIRS OF ADMIRAL THE RIGHT HON<sup>E</sup> THE EARL OF ST. VINCENT, G.C.B., &c.** Richard Bentley, 2 Vols., 1<sup>st</sup>.ed, 1844. Vol. I : Xi + 485 pp, engrv. port. frontis + facsimile letter. Vol. II : X + 427 pp, engrv. port. frontis. + fac. Letter (fldg.). Both volumes bound in half goat ; gilt ; raised bands & gilt panels ; marbled boards & endpapers ; t.e.g. 22 x 14cm. Frontispieces foxed o/w Nr.FINE. Volume I signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. Acton. Feast of St. Joseph the Hydrographer. 2001." Volume II signed "Nicholas Rodger."

The author's father had been Lord St. Vincent's Private Secretary for many years and his close companion during the final period of retirement at the Admiral's home in Essex. During this time Mr. Tucker senior made copious notes while walking in the grounds with St. Vincent with the intention of one day writing a biography. He possessed unique and extensive correspondence and was said to have known his master better than anyone else with the possible exception of Dr. Baird. Mr. Tucker junior, author of this work, had access to the Earl's papers after St. Vincent's death in 1823 ; papers left to Admiral Sir William Parker, the Earl's nephew and one of Nelson's captains. When these two volumes were published in 1844, Nicolas was launching his *magnum opus* on Nelson's letters in seven volumes. Nicolas was annoyed with Tucker for denying him access to view the Nelson and associated correspondence he owned, and therefore in some respects this work serves as an appendix to Nicolas's great achievement. This biography of Nelson's former commander-in-chief followed fairly quickly on the heels of that by Captain Brenton, also published in two volumes, six years earlier in 1838. Tucker provides a vivid insight into Jervis's complex character and his long and distinguished naval career. He provides a great deal of material appertaining to Nelson including important letters. The two volumes are illustrated with engraved portraits of St. Vincent, plus two facsimile letters, one from St. Vincent and one from Nelson. An attractively-bound set in two volumes. £450.00

{232} Tweedie, Admiral Sir Hugh. **THE STORY OF A NAVAL LIFE.** Rich & Gowan, 1<sup>st</sup>.ed., N.D. (1939). 302 pp., port. frontis. + 19 other photo-plates. Blue cloth ; gilt. 22 x 15cm. Some foxing (chiefly to prelims & edges) ; some marking to spine but o/w V.G.

Admiral Sir Hugh Justin Tweedie (1877-1951) was the son of General Michael Tweedie of the Royal Artillery. He entered the Royal Navy in 1891 and as a midshipman he witnessed the sinking of *HMS VICTORIA* in 1893. Later, in the *RODNEY*, he was instructed in mine warfare by Robert Falcon Scott. As a lieutenant he received his first command, the governor's paddle yacht for operations up the Bumpah River in Sierra Leone to put down an uprising. Going on to serve in a destroyer and cruiser, he was then appointed to the new battleship *ALBION* on the China station, before being appointed PT officer aboard the flagship *KING ALFRED* on that station in 1906. He was captain of the cruiser *ESSEX* in Mexico when the US occupied Veracruz. Admiral Craddock (see Item No. 77) sent him ashore with a small party to take dispatches to Mexico City. He returned with a hundred

American refugees for which he was thanked by President Wilson. His ship then sailed for Canada and arrived in time to pick up bodies from the *EMPRESS OF IRELAND*. Tweedie went on to command the monitor *MARSHAL NEY* during the First World War and bombarded German positions on the Belgian coast. In command of another monitor, he was at the Dardanelles in 1915. In 1917 he was promoted Commodore of the Grand Fleet Flotillas under Beatty. He led the surrendered High Seas Fleet into Scapa Flow. Between the wars his service included command of a battleship during the Chanak Crisis, Senior Naval Officer on the Yangtze when his flagship was the Insect class gunboat *HMS BEE* ; and C-in-C (1930) at the Cape of Good Hope. He retired from the Navy in 1936 as an admiral and wrote this autobiography in 1939. He was recalled in 1940 as Commodore of Convoys based aboard *HMS EAGLET* in Salthouse Dock, Liverpool. SCARCE. £65.00

**Sir Travers Twiss's notable edition of the *Black Book of the Admiralty***

{233} Twiss, Sir Travers. (Ed.).

**MONUMENTA JURIDICA :**

**THE BLACK BOOK OF THE ADMIRALTY. WITH AN APPENDIX.** Longman & Co., and Trübner & Co., (also Oxford, Cambridge & Dublin), 4 vols., 1<sup>st</sup> thus : 1871, 1873, 1874 & 1876. **Vol. I :** 4 + xciii + 492 pp., frontis. (cold. & fldg.). **Vol. II :** 4 + lxxxvii + 500 pp. **Vol. III :** 4 + lxxxvi + 673 pp., double frontis (both cold. & fldg.). **Vol. IV :** 4 + clii + 559 pp., frontis + 1 other plate (both cold. & fldg.). All vols. bound in maroon library cloth ; gilt ; speckled edges. 25 x 16cm. Ex.Lib. (Camden Reference Library) with their cancelled bookplates, small rubber stamps verso of titles ; & gilt ref. to spines ; o/w a clean, tight & FINE set. Volume I signed & inscribed by Dr. Nicholas Rodger : "*Nicholas Rodger. Grafton Road, Acton. St. Magnus's Day 1993.*" Vols. II to IV all signed : "*Nicholas Rodger.*"

The *Black Book of the Admiralty* is a compilation of English admiralty law created over the course of several English monarchs' reigns, including the most important decisions of the High Court of Admiralty. It begins with the Rolls of Oléron, promulgated c.1160 by Eleanor of Aquitaine, although the *Black Book* is of a later date. The book states that the High Court of Admiralty was established during the reign of Edward I (1272-1307) but more recent scholarship places the establishment at c.1360 during the reign of Edward III. Sir Travers Twiss's edition of this mammoth work on our old sea laws is generally accepted to be the finest. First published here in these four volumes between 1871 and 1876, it was regularly reprinted and includes several other medieval legal texts in addition to the *Black Book* itself. Twiss was obliged to collate various manuscripts contained in the library of Doctors' Commons, in the British Museum, and in the Bodleian – all of which were supposed to contain the substance of the *Black Book*. However, before publication of the third volume, the real *Black Book* was discovered by accident at the bottom of a chest, among a number of private papers which belonged to the late Registrar of the Admiralty Court. This brought to an end, earlier speculations, and restored this very valuable guide to early English maritime law to its rightful place. The additional material in these four extensive volumes include the maritime rules of great medieval towns of Europe – such as Bruges and Danzig – and of old English towns/ports such as Ipswich. Illustrated with a number of coloured and folding plates, contents include : *Old Rules for the Lord Admiral. Instructions for the Lord Admiral in Time of War. Rules and Orders about Admiralty matters. Inquisition of Queenborough. Admiralty of John Holland, Duke of Exeter. Ordinances of War. Wager of Battle. Table of Subjects of the Customs of the Sea. The Gotland Sea-Laws. Various Readings of the Black Book of Admiralty. Code of the Teutonic Order of Livonia. The Dantzic Ship-Laws. The Wisby Town-Law on Shipping.* Etc., etc. VERY SCARCE four-volume set. £500.00

<p><b>BOOKQUOTE :</b> “<i>Everywhere I have sought peace and not found it, except in a corner with a book.</i>”  <b>Thomas à Kempis.</b></p>
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**{234} Vale, Brian & Edwards, Griffith. *PHYSICIAN TO THE FLEET.***

***THE LIFE AND TIMES OF THOMAS TROTTER 1760-1832.*** The Boydell Press, 1<sup>st</sup>.ed., 2011. Xii + 235 pp., 14 ills. Pict. boards. 24 x 16cm. FINE. Signed & inscribed by Dr. Nicholas Rodger : "Nicholas Rodger. All Souls Coll. Oxon. St. Polycarp's Day 2011."

Dr. Thomas Trotter was a Scottish medical reformer who began his career in the Royal Navy as an Assistant Surgeon and rose to become Physician to the Fleet. At one period of his sea-going career during his youth, he sailed as surgeon aboard the notorious Liverpool slaver *BROOKES*, leading him to become a staunch critic of the slave trade. Trotter was present at the Glorious First of June in 1794 and rubbed shoulders with Howe, St. Vincent, Nelson, Wilberforce and Jenner. In 1802, having served as Physician of the Channel Fleet from 1794 to 1801, his *Medicina Nautica* was published, describing the state of naval medicine during the French Revolutionary War. He devoted his life to the medical welfare of the Royal Navy, serving in many ships and working at Haslar ; struggling to control typhus, to introduce Jenner's smallpox vaccination, and to stamp out scurvy. This is a modern assessment of an outstanding figure in naval history, covering both his sea-going career and his civilian life when he wrote several important books on naval medicine. £75.00

**{235} Walker, Captain T. P. *CAPTAIN ALSTON'S SEAMANSHIP.***

***FOURTH EDITION, REVISED AND ENLARGED BY CAPTAIN T. P. WALKER, R.N. ... WITH INSTRUCTIONS FOR OFFICERS OF THE MERCHANT SERVICE, CAREFULLY REVISED AND BROUGHT DOWN TO DATE, WITH COPIOUS ILLUSTRATIONS AND COLOURED FLAGS.*** Portsmouth, 4<sup>th</sup>.ed., 1902. Lxiv + 539 pp., 3 plates of flags (cold.) + numerous drawings & diagrams. Blue cloth ; gilt ; gilt 'anchor' & 'tackle' to binding. 19 x 13cm. A bright copy ;

V.G. Bookplate of John Hugill, Q.C. [ Manchester barrister born August 1930, died September 2012. Second Lieutenant R.A. (1948-9) ; Captain (T) 1954 ; Barrister Middle Temple 1954 ; Q.C. 1976 ]

First published in 1859, with a second edition in 1871 and a third in 1893, this book on seamanship was popular with both the Royal Navy and the Merchant Service during much of the Victorian and Edwardian eras. The book is divided into three main sections : *Fitting Out, At Sea, and On General Service*. Illustrated with three coloured plates and numerous drawings and diagrams, subjects covered include rigging, knots and splicing, marking wrecks, preparing for sea, engaging an enemy, shifting sails and spars, raising the screw, signals, anchor and boat work, coaling ship, hoisting in guns, and the destruction of booms. Other topics include capital punishment, funerals at sea, precautions against fire-rafts and torpedo-boats, instructions for Merchant Service officers, salvage work, and much more. Salvage includes examples of actual operations – *HMS SULTAN, SS UTOPIA, SS WICK BAY, SS SEA SPRAY, SS LOCKSLEY HALL, SS WOLF & HMS HOWE*. £65.00

**{236} Warner, Denis & Peggy. & Deno, Sadao. *DISASTER IN THE PACIFIC.***

***NEW LIGHT ON THE BATTLE OF SAVO ISLAND.*** Naval Institute Press, Annapolis, 1<sup>st</sup>.ed., 1992. (Vi) + 300 pp., 6 maps, several photo-ills. D.j., 23 x 16cm. FINE.

Early in the morning of the 9<sup>th</sup> August 1942, a Japanese task force moved with stealth into the Solomons and unleashed a barrage of shells and torpedoes on US and Allied naval ships. The Japanese sank four US cruisers and killed over a thousand sailors. The surprise attack was a major success for the enemy and found the Americans completely unprepared. The authors deal with aspects of the disaster hitherto neglected and verify that an Australian pilot had spotted the approaching Japanese fleet and had radioed his warning of an impending attack – a message picked up by both the Japanese and the Americans. The authors ask why, in Samuel Eliot Morison's official history of the naval war, he stated that the pilot did not break radio silence ? And why did Admiral Fletcher withdraw his protective carrier force

shortly before the attack ? These and many other uncomfortable questions are asked and answered, including why the disaster remained classified until 1981. FINE copy. £30.00

**{237} White, Captain Thomas. NAVAL RESEARCHES ;  
OR A CANDID INQUIRY INTO THE CONDUCT OF ADMIRALS BYRON,  
GRAVES, HOOD, AND RODNEY, IN THE ACTIONS OFF GRENADA,  
CHESAPEAKE, ST. CHRISTOPHER'S, AND OF THE NINTH AND TWELFTH OF  
APRIL, 1782.** Gregg Press, Boston, 1972, reprint of the 1830 edition. Viii + 136 pp., 10 battle-plans (all fldg.). Blue cloth ; gold lettering upon red. 22 x 14cm. V.G.+.

A modern reprint of the rare 1830 edition, the author was a midshipman in Hood's flagship, the *BARFLEUR*, in several of the actions under review. Thomas White entered the Royal Navy in 1780 as a boy aged 10 on board the *BARFLEUR* 98, Captains John Nicholson Inglefield, Alexander Hood, and John Knight, bearing the flag of Sir Samuel Hood. On the 29 April 1781, he was present as midshipman in the partial action fought off Martinique between Hood with 18 sail-of-the-line, and Comte de Grasse with 24 sail-of-the-line and two 50-gun ships. He also took part in the partial engagement between Rear-Admiral Graves and de Grasse off the Chesapeake on the 5<sup>th</sup> September that year. Also, on the 25<sup>th</sup> January 1782, he was present under Hood with 22 sail-of-the-line when the British dropped anchor at St. Kitts in defiance of de Grasse's 29 sail-of-the-line. On the following day de Grasse made two furious but vain attacks on Hood's fleet. White also took part in Rodney's glorious Battle of the Saints on the 9<sup>th</sup> and 12<sup>th</sup> April 1782 when de Grasse was captured. White went on to lead a distinguished naval career which is outlined in some detail in *O'Byrne* (pp. 1283/1284) and died at the close of 1846 with the rank of rear-admiral. The author examines the following 18<sup>th</sup> century sea-fights : (I) Byron's Action off Grenada with a List of the Fleet and a battle-plan with an explanation of that plate. (II) Graves's Action off the Chesapeake with an Appendix, a List of Fleets, a battle-plan. (III) Hood's Actions at St. Christopher's, with Lists of the British and French Fleets and two battle-plans. (IV) Rodney's Actions of the 9<sup>th</sup> & 12<sup>th</sup> April 1782 with Line of Battle, Supplement to Rodney's Actions, List of the French Fleet under Comte de Grasse, ditto under M. Bougainville, and six battle-plans. £50.00

**{238} Williams, Mark. CAPTAIN GILBERT ROBERTS R.N.  
AND THE ANTI-U-BOAT SCHOOL.** 1<sup>st</sup>.ed., 1979. (Iv) + 186 pp., diagrams. D.j., 22 x 14cm. Nr.FINE.

Captain Roberts was the pioneer in the 1930s of the Asdic system of underwater submarine detection that played such a vital role in the Battle of the Atlantic during the war. He entered the Royal Navy in 1917 from Dartmouth and served as a midshipman aboard *HMS COLLINGWOOD*. After the war he specialized in gunnery and in 1929/30 had charge of the gunnery school of the Royal Australian Navy. Between 1935 and 1937, Roberts was on the staff of the Tactical School, Portsmouth, in charge of experiments with Sonar Systems. He was given command of *HMS FEARLESS* in 1937 as leader of the Sixth Destroyer Flotilla but was invalided out of the Navy a year later with TB. In 1940 he was recalled to serve on the staff of C-in-C Western Approaches in their secret underground headquarters in Liverpool, and also as Director of the Tactical School. He carried out top secret experiments at Liverpool which played a significant part in the destruction of U-boats in the Atlantic. For this work Captain Roberts was honoured by Britain, France, Norway and Poland. £25.00

**{239} Willis, Paymaster Captain G. H. A. THE ROYAL NAVY AS I SAW IT.** 1<sup>st</sup>.ed., 1924. Ix + 345 pp., port. frontis, + 3 other photo-plates. Blue cloth ; black lettering. 22 x 14cm. V.G.

The author draws on his years of experience in the Royal Navy and describes naval life as he saw it, that is to say, from the point of view of an ordinary officer living under conditions

that had long passed away by 1924 when this book was published. Captain Willis spent more than 40 years in the Navy. He was born about ten miles from Enniskillen in 1863, and in 1880 came to England where he joined the three-decker *HMS DUKE OF WELLINGTON*, the receiving ship at Portsmouth. Ships, places and topics among his recollections include his memories of joining the Navy, naval life in the 1880s, *HMS INVINCIBLE*, Malta, Italy and Sicily, and the Adriatic ; war in Egypt and Alexandria in 1882-83, the Mediterranean in *HMS ALEXANDRA* 1883-86, Portsmouth days, 1886-91, *HMS EDINBURGH* and to sea once more. There are several digressions on medical officers and chaplains, signals, etc., and a description of life at the Portsmouth Naval College and Admiralty House with impressions of Portsmouth town as well as Hong Kong and Canton, 1892-93. £45.00

**{240} Willmott, H. P. *SEA WARFARE. WEAPONS, TACTICS & STRATEGY.***

Anthony Bird, Chichester, 1<sup>st</sup>.ed., 1981. (v) + 165 pp., 14 photo-plates. D.j. 24 x 16cm. FINE. With the bookplate of the late Professor Paddy Griffith. (Dr. Paddy Griffith, 1947-2010, military historian, author, wargamer, & former Sandhurst professor [1973-1989]. Dr. Griffith was a highly esteemed and original military historian. He was author of numerous studies including *Battle Tactics of the Western Front*, widely considered to be one of the best books on the British Army in World War I. An influential British military theorist, he was a wargame-designer for the M.O.D. and an authority on military history and tactics from the Napoleonic Wars to contemporary conflicts).

A study of sea power from Roman times to the powerful fleets of NATO and the former Soviet Union, the author examining naval weapons, ships, tactics and strategies over the centuries. He looks at the use of sea power to deter and defend, the deployment of submarines and mine warfare during the last century, airpower at sea, and the rapid rise and significance of naval air power. There is also a study of naval warfare during World War I and of the speedy rise of the Soviet Navy since 1945. Includes perspectives on Trafalgar, Jutland, Pearl Harbour, and the Battle of the Atlantic. FINE copy. £30.00

**{241} Winton, John. *CARRIER GLORIOUS : THE LIFE AND DEATH OF AN AIRCRAFT CARRIER.*** 1<sup>st</sup> ed., 1986. (viii) + 254 pp., 31

photo-plates + 3 maps. D.j., 24 x 16cm. FINE.

The aircraft carrier *GLORIOUS* was being escorted by H.M. destroyers *ARDENT* and *ACASTA* in June 1940 when they encountered the battlecruisers *SCHARNHORST* and *GNEISENAU* at sea. After an action which lasted just over an hour, all three British ships were sunk. Of the hundreds of men who swam to rafts, only 39 survived the bitter Arctic cold from *GLORIOUS* and one each from the two destroyers - rescued three days later. After the war, questions were asked including why the carrier had left the troop convoy to proceed independently ? And why was she not flying a reconnaissance patrol for her own safety ? It emerges that the official version concerning the loss was incorrect. The author gives the first full account of what really happened on that June day in 1940 and reveals that this hitherto happy ship had become a place of unrest caused by serious clashes between her captain, Guy D'Oyly-Hughes, and his officers. FINE copy. £45.00

**{242} Wolfe, Sarah C. *NAVAL EDGED WEAPONS IN THE AGE OF FIGHTING SAIL, 1775-1865.*** 1<sup>st</sup>.ed., 2005. 120 pp., profusely illustrated with photos., drawings, etc. (some

cold.) D.j., 25 x 22cm. FINE.

Boarding actions and desperate hand-to-hand fighting was a common factor of naval actions during the age of sail, and edged weapons rather than firearms made the difference between victory and defeat. These bloody close-quarter combats produced distinctive versions of axes, pikes, cutlasses and swords for naval warfare. In addition, officers had a variety of presentation and dress swords. This is a survey of such weapons as used in the Royal Navy and the fledgling U.S. Navy from the outbreak of the American War of Independence in 1775, to the close of the American Civil War in 1865. It reveals how British weapons were

initially a major source of inspiration for the new naval service of the U.S. Profusely illustrated, the book devotes whole chapters to shipboard axes, pikes and other polearms, swords and cutlasses, etc. Sword decoration is covered, so too their manufacture. £35.00

**{243} Woodman, Richard. *THE ARCTIC CONVOYS, 1941-1945.***

1<sup>st</sup>.ed., 1994. Xxvi + 532 pp., 34 photo-plates & 6 maps. D.j., 24 x 16cm. FINE.

A major and highly detailed account of the Russian convoys of World War II during which the Allies supplied arms and ammunition to Soviet Russia to enable them to beat off German invasion. It was a supply line Germany had to destroy if it was going to win the war and they concentrated a large force of U-boats, capital ships and bombers to attack without warning. The casualties in terms of merchant ships and their naval escorts were high ; the amount of time a seaman could withstand the freezing Arctic seas was no more than a couple of minutes. The author examines each and every convoy over those four hard years, including the debacle of PQ.17, the sinking of the *SCHARNHORST*, and the last wartime convoys against which the Germans threw all that they had in one final desperate attempt to stop them. However, it was too late, Russian troops had already reached the gates of Berlin and the sacrifice of so many British, American and other allied seamen and their British naval escorts had not been in vain. Illustrated with 34 photographs and 6 maps. £40.00

**{244} Woodman, Richard. *... OF DARING TEMPER. 250 YEARS OF THE MARINE SOCIETY.***

*Privately printed* by the Marine Society & Sea Cadets., 1<sup>st</sup>.ed., 2006. 122 pp., many photo & other ills. (many cold.). Pict. laminated boards, 27 x 20cm. FINE.

A history of the Marine Society founded in London in 1756 with the eccentric Jonas Hanway playing a pivotal role. The Seven Years' War had just begun, and the founders were concerned about the war's interrupting influence on the nation's vital trade. Discussing what could be done to ensure an English victory and to bring the conflict to a swift close, the founding members came up with the practical notion that men should be encouraged to volunteer for sea service, and that boys rescued from the streets of London should be sent to sea in the King's ships to fight the powerful enemies then facing the country. The author traces the story of the Marine Society and in this beautifully illustrated book he includes such chapters as : *Vagabond Boys. Training Ship BEATTY. The Society and Nelson. Training Ships THORN and SOLEBAY. Training ships VENUS and IPHIGENIA. Training Ship WARSPITE. The seaman's lot improves. The voyages of the PORT JACKSON. World War I. WARSPITE III. Greater respect for seafarers. World War II.* Etc., etc. FINE copy. £30.00

**{245} Woollan, B. M. *THE NELSON MEMORANDUM.***

Tunbridge Wells, N.D., (1905). 39 pp., 12 photo & other ills. 1 additional sheet (dated April 1910) tipped in and present. Green c.c. ; silver lettering ; Union flag mounted to front cover. 20 x 16cm. V.G.

The important *Nelson Memorandum* was written by Nelson onboard *VICTORY* lying off Cadiz 11 days before Trafalgar. An original draft (there were copies given to Nelson's captains that differ slightly) passed down to Admiral Sir George Rodney Mundy, KCB. It remained in his possession until his death in 1884 when it passed to his son who put it into Christies in 1905. It was bought by Frank Sabin, the well-known bookseller of that period, for £3,600 and Mr. Woollan, in order to preserve it for the nation, bought it from Sabin – who generously sold it for the same price that he had paid for it. Woollan left instructions that upon his death (which in fact occurred four years later) it would go to the British Museum where it remains to this day. This is a transcript of the *Memorandum* published with photographs of *VICTORY*, Nelson monuments in London, and the 1803 rectory at Burnham Thorpe built close to the site of Nelson's birthplace. The 1910 slip tipped in, was written by F. G. Kenyon of the British Museum, paying tribute to the author. SCARCE. £45.00

{246} Wynkoop, Richard.

**VESSELS AND VOYAGES,**

**AS REGULATED BY FEDERAL STATUTES, AND TREASURY INSTRUCTIONS AND DECISIONS.**

D. van Nostrand, New York, 1st.ed., 1887. Lii + 208 pp., (Plus Supplement, tipped in, taking the total up to 237 pp.). Brown, blind decorated cloth ; gilt. 23 x 15cm. Corners bumped & slight shelf-wear, o/w V.G.

Hundreds of documents and instructions governing US merchant ships in the late 19<sup>th</sup> century. Covers a wealth of subjects including vessel ownership, the port on a vessel's stern, evidence of wreck for foreign vessels, sale of ships, vessel registration, enrolment, licensing, construction and equipment of steamships, lights, signals, engine safety, pilots, masters, mates, engineers, passengers, cargo, fire precautions, river steamers, shipping commissioners, signing on seamen, wages and effects, discharge of seamen, protection of seamen, slop chest, impressments and detentions, offenses and punishments of seamen, arrest of deserters, penalty for soliciting seamen on board, flogging abolished, entrance from foreign ports by sea, war vessels and public packets, derelict vessels, clearance for foreign ports, coastwise, entrance from Canadian ports, etc., etc. In all over 600 items. £35.00

{247} Y'Blood, William T.

**RED SUN SETTING :**

**THE BATTLE OF THE PHILIPPINE SEA.** Annapolis, 3<sup>rd</sup> printing, 1985. Xi + 257 pp., photo-ills & maps. D.j., 23 x 16cm. FINE.

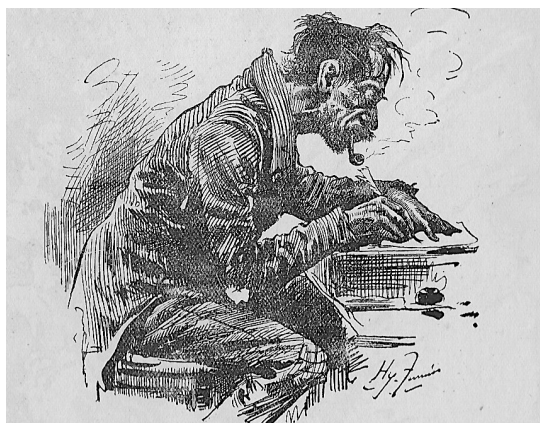
This book has been hailed as the definitive account of the controversial battle in the Pacific in 1944 – the Battle of the Philippine Sea – in which Admiral Spruance kept US forces on the defensive allowing the Japanese to strike the first blow. As a result of this decision the Americans were unable to get close enough to the Japanese fleet to inflict the damage they could have done. An American assessment in which the author gives a blow-by-blow account based on ten years of meticulous research, throwing new light on a sea battle as seen by the sailors and pilots who were there in the firing line. FINE copy. £25.00

{248} Yates, David.

**BOMB ALLEY – FALKLAND ISLANDS 1982.**

**ABOARD H.M.S. ANTRIM AT WAR.** Barnsley, 1<sup>st</sup>.ed., 2006. Ix + 210 pp., 38 photo-plates. D.j., 24 x 16cm. FINE.

A Lower-Deck view of the Falklands War of 1982 as seen by a sailor aboard the destroyer *HMS ANTRIM*. The author joined the Royal Navy in 1976 via *GANGES*, retiring in 1985 only to re-enlist two years later and serve until 2000, including seeing further action in the Gulf War of 1991. In the South Atlantic he gained his first taste of enemy fire when *ANTRIM* helped to re-take South Georgia during 'Operation Paraquat' (see Item No. 187) and then his ship led the first attack into North Falklands Sound and San Carlos Water (Bomb Alley as the sailors called it) where she destroyed enemy defences and fought off Argentinean aircraft. On one occasion the destroyer came under repeated air attack for over six hours and was struck by a 500 lb. bomb that took out her missile system. FINE copy. £25.00



**Reader's Bill of Rights by Daniel Pennac**

- (1) *The right to not read.*
- (2) *The right to skip pages.*
- (3) *The right to not finish.*
- (4) *The right to re-read.*
- (5) *The right to read anything.*
- (6) *The right to escapism.*
- (7) *The right to read anywhere.*
- (8) *The right to browse.*
- (9) *The right read out loud.*
- (10) *The right to defend your tastes.*

### Basil Lubbock's Copy

**{249} Yerburch, Robert. Hurd, Archibald. & Fiennes, Gerard. *THE NAVY LEAGUE ANNUAL (CORRECTED TO JANUARY 31<sup>ST</sup>, 1916)*** 1<sup>st</sup>.ed., 1916. 388 + xxii pp., 19 photo-plates.

Red cloth ; gilt, with gilt fouled anchor to front board. 22 x 15cm. V.G. Signed: "Basil Lubbock, Simila, 1917" (Captain Alfred Basil Lubbock, 1876-1944 was a renowned British sailor, yachtsman, soldier and maritime author of numerous fine books recording the last fleets of deep-sea sail. Educated at Eton, instead of going on to Cambridge he set out for the Klondyke during the 1896/7 Gold Rush. Having little success, he found himself in San Francisco where he signed on before the mast aboard the four-masted barque ROSS-SHIRE of Glasgow bound for Queenstown for orders via the Horn. His experiences during this 123-day voyage were published in 1902. He made a voyage in another square-rigger but was injured falling from a mast and was taken off. Lubbock fought in the Boer War and was Mentioned in Dispatches for helping to save life under enemy fire. He also served with a territorial commission from October 1914 to April 1919 with the 1/3 Wessex Brigade, Royal Field Artillery in India and France and was awarded the Military Cross. This book dates from that period).

A First World War issue of the old *Navy League Annual* containing many important articles by leading naval writers of the day including Hector Bywater. Articles include *Collapse of German Naval Speculation, Imperial Japanese Navy at War, Russian Navy in the War, The Airship in Modern Warfare, Naval Engineering and the War, Naval Dispatches, Tables of Warship Losses*, etc. There is also an account of the fight off Heligoland, capture of the *EMDEN*, minesweeping operations off Scarborough, action off the Falklands, and other naval actions. With 19 wartime photographs. Basil Lubbock's signed copy. £50.00

**{250} Yexley, Lionel.**

***THE INNER LIFE OF THE NAVY. BEING AN ACCOUNT OF THE INNER SOCIAL LIFE LED BY OUR NAVAL SEAMEN ON BOARD SHIPS OF WAR, TOGETHER WITH A DETAILED ACCOUNT OF THE SYSTEMS OF VICTUALLING AND UNIFORM IN VOGUE DURING THE LATTER PART OF THE NINETEENTH AND THE OPENING YEARS OF THE TWENTIETH CENTURY.*** 1<sup>st</sup>.ed., 1908. Xiv + 392+ 7 (adv.) pp., frontis + 17 other photo-plates. Blue cloth ; gilt with gilt naval crown to front cover; t.e.g. 22 x 14cm. A little wear to head of spine o/w V.G.

Signed & inscribed by Dr. Nicholas Rodger: "Nicholas Rodger. Grafton Road, Acton. St. Gabriel's Day, 1981."

An extremely important and scarce social study of Lower Deck life in the Royal Navy around the turn of the last century. Lionel Yexley was the pen-name of James Wood, an able seaman who had transferred from the Navy to the Coast-Guard Service and then left the sea to become editor of a small but influential Lower-Deck newspaper called the *Bluejacket*. He was regarded - more so in later years - as a subversive influence by the majority of senior naval officers of the time. He went on to edit the celebrated 'Log' series of commission books, and also to edit *The Fleet*. He played no small part in the Invergordon Mutiny between the wars, acting on behalf of the ratings. During the early part of the century, Yexley wrote a number of books but this is regarded as his finest work. In 1908 the Royal Navy was in the midst of far-reaching reforms carried out by Fisher who saw the urgency in dragging the Navy into the new century, ready to face the threat from Germany which was increasing year by year. By 1914 the Navy was once again an efficient and awesome fighting force, but the changes caused "*topsy-turvydom*" in every corner of the Service, not least below decks, although in other respects conditions for the sailor had not moved forward very much since the 19<sup>th</sup> century. Yexley saw himself as the champion of the ordinary sailor, and in this book he deals with every aspect of the subject from joining-up and training, to foreign service and slave-chasing ; from service in home waters and the new uniform regulations, to life in the Mediterranean fleet and victualling. He also gives account of the stoker's mutiny inside Portsmouth Barracks in 1906. SCARCE. £150.00

*For Naval & Maritime Ephemera, go to page 175*



## Military Books

An M.T.A.S.C. (Motor Transport Army Service Corps) unit moving heavy guns during World War I. An original & contemporary Postcard available from stock. Enquire for details.



### VERY SCARCE 2-Part Study of Fortification and Military Engineering, 1892-3

{251} <> **Anonymous.**      **TEXT BOOK OF FORTIFICATION AND MILITARY ENGINEERING. PARTS I & II COMPLETE.**

Two Vols., HMSO. Vol. I : 1<sup>st</sup> ed., 1892. Xi + 212 pp., 61 plates, 7 of which are fldg., + 3 are cold. Vol. II : 1<sup>st</sup> ed., 1893. Xviii + 347 pp., 107 plates, 44 of which are coloured and/or folding. **Both Vols. :** Uniformly re-bound in black cloth ; gilt to spines ; new cream e.p.'s with original gilt on black name of *J. D. Fulton* pasted onto f.e.p., for preservation - this set is believed to be formerly from the library of *Captain J. D. B. Fulton*, the first British officer to secure the Special Flying Certificate of the Royal Aero Club in 1911 ; 25 x 16cm. Vol. I contains some marginal annotations, linings and crossing out (sometimes one line across a page) in pencil, blue pencil crayon + some small black, pen lines to the margin of one plate, as this set was recently from the private working library of the late Dr. David Westwood, a military and naval historian and author of several books ; edges of t-p., a little frayed ; o/w both vols., V.G.

This two-volume text book, published in 1892-3, was based on that formerly in use at the Royal Military Academy, Woolwich, but large portions have here been rewritten and the whole revised in order to bring it into accordance with the tactical requirements of the early 1890s. The first volume deals with Field Fortification and Military Bridges, whilst the second volume examines Permanent Fortification, Historical Development, Siege Works and Coastal Defence. Together the two volumes contain a total of 168 plates, a number of which are coloured and/or folding. These volumes came more recently from the working library of the late Dr. David Westwood, a military and naval historian and author of several books but prior to that they are believed to have belonged to *Captain J. D. B. Fulton* who the first British officer to secure the Special Flying Certificate of the Royal Aero Club in 1911. His initials and surname were printed in gilt on the original binding and they were professionally removed and pasted onto the new front endpapers when the volumes were rebound. This is a VERY SCARCE and superbly informative work : 2 Volumes.      £300.00

{252} **Anonymous.**      **SUPPLEMENT TO THE ROYAL ENGINEERS JOURNAL. VOLUMES XXIII. AND XXIV. JANUARY TO DECEMBER, 1916.**

*Royal Engineers Institute*, Chatham, 1<sup>st</sup> ed., 1916/17. 168 + 212 pp., photo-plates. Re-bound in brown cloth ; gilt to spine ; gilt armorial from original front cover pasted to this front cover ; speckled edges ; 24 x 15cm. 2 Royal Engineers Lib., stamps to t-p., with "Extra Copy" written at the top o/w V.G.+.

Here is the supplement to the Royal Engineers Journal for the whole of 1916 which covers volumes XXII and XXIV. "For Private Circulation Only," the supplement was issued monthly, like the journal, and very few copies appear to have survived. It naturally covers matters concerning the war such as R.E. Casualties, Honours and Awards, Dispatches, R.E. Prisoners of War Fund and R.E. Comforts Fund. There are also others regimental matters included which do not concern the war. RARE.      £50.00

**{253} Anonymous.**

**THE ROYAL ENGINEERS JOURNAL.**

**VOLUME XXVII. JANUARY TO JUNE, 1918.** Royal Engineers Institute, Chatham, 1<sup>st</sup> ed., 1918. 292 + 144 pp., photo & other-plates + diagrams & charts + 2 fldg., diagrams. Original maroon grained cloth ; gilt to spine ; speckled edges ; 24 x 15cm. 2 prelims creased o/w V.G.+.

Here is the Royal Engineers Journal Volume XXVII, complete with it's Supplement, which covers January to June 1918. "For Private Circulation Only," the journal was issued monthly and very few copies appear to have survived. It features such articles as *Tarpaulin Water Tank ; Felling of a Factory Chimney ; Pages d'Historie 1914-1917 ; Practical Horesmanship in the Field ; Weights and Measures ; Rail-Creep and Creep of Rails ; Military Bridges ; Aeroplane Shed ; Horse Management ; Portable Hut for the U.S.A. Expeditionary Force ; "Forest Plank" Roads ; Coagulants versus Sand Filters as Aids to Water Purification in the Field ; Efficiency ;* There are also military memoirs plus further regimental matters which do not concern the war. RARE. £50.00

**{254} Anonymous. SUPPLEMENT TO THE ROYAL ENGINEERS JOURNAL. VOLUMES XXIX. AND XXX. JANUARY TO DECEMBER, 1919.**

Royal Engineers Institute, Chatham, 1<sup>st</sup> ed., 1919. 11v + 200 + 208 pp., 1 photo-plate. Original ¾ brown leather ; ¼ brown cloth ; gilt to spine ; gilt armorial to front ; speckled edges ; 24 x 15cm. Covers rubbed & marked ; bookplate to f.e.p., of *R.E. Mess, Gibraltar* ; small patch of damp affecting the foot margin of just a few pages o/w tight, clean copy, V.G.

Here is the supplement to the Royal Engineers Journal for the whole of 1919 which covers volumes XXIX and XXX. "For Private Circulation Only," the supplement was issued monthly, like the journal, and very few copies appear to have survived. It naturally covers matters concerning the war such as R.E. Casualties, Honours and Awards, Dispatches, R.E. Prisoners of War Fund and R.E. Comforts Fund. There are also others regimental matters included which do not concern the war. RARE. £50.00

**A Rare & Confidential War Office Instruction Handbook for the B.L. 6-Inch**

**{255} <> Anonymous. HANDBOOK FOR THE ORDNANCE, B.L. 6-INCH, MARKS VII AND VIIv, ON MOUNTINGS, B.L. 6-INCH, MARKS II, IIA, IV\* AND V – LAND SERVICE 1938.**

HMSO, 1<sup>st</sup> ed., 1938. 271 pp., 84 ills., + 29 cold., &/or fldg., plates. Re-bound in grey cloth with original paper covers (loss to edges but not affecting text) pasted on ; 25 x 15cm. Facsimile title-page (blank on verso) ; foxing & fraying to some fore-edges o/w V.G.

Stated on the front cover "Not To Be Published", this a confidential War Office instruction handbook for the Ordnance, B.L. 6-Inch, Marks VII and VIIv, on Mountings, B.L. 6-Inch, Marks II, IIA, IV\* and V, land service 1938. Eighty-four labelled figures accompany a wealth of detailed narrative on the various components, but the real feature of this item is the twenty-nine coloured and/or folding plates at the rear. This is an extremely important wartime record of a World War II weapon. Includes detailed notes on ordnance, mounting, guns, miscellaneous stores, ammunition, markings, care and preservation. RARE. £300.00

**{256} Anonymous. THE NEW INFANTRY DRILL REGULATIONS, UNITED STATES ARMY WITH RIFLE MARKSMANSHIP (CALIBER .30, MODEL 1903 (SPRINGFIELD) AND CALIBER .30, M1), MILITARY COURTESY AND DISCIPLINE, INTERIOR GUARD DUTY, AND THE INFANTRY PACK AND EQUIPMENT.** The Military Service Publishing Co., Pennsylvania, 1<sup>st</sup> ed., 1941. 364 pp., photo-ills., + diagrams. Blue hardback cloth ; black illustration to front ; 20 x 12cm. V.G.

Published in 1941, just before America entered the Second World War, here are the New Infantry Drill Regulations of the United States Army, together with *Rifle Marksmanship* (Calibre .30, Model 1903 (Springfield) and Calibre .30, M1), *Military Courtesy and Discipline*, *Interior Guard Duty*, and *The Infantry Pack and Equipment*. Scarce original Hardback, usually found in paper covers. £40.00

**{257} Anonymous. TACTICS AND TECHNIQUE OF INFANTRY :  
ADVANCED. A TEXT AND REFERENCE BOOK OF INFANTRY TRAINING.** *The Military Service Publishing Company*, Harrisburg, Pennsylvania, 12<sup>th</sup> ed., May 1942 (Vols. III & IV with Indexes and an Appendix). 884 + 517 + 178 pp., photo-plates + a cold., & fldg., map + numerous photo-ills., + diagrams, maps & plans. Re-cased retaining original black cloth covers ; gilt ; 3 maroon morocco tabs ; gilt 24 x 16cm. Some light marking to covers ; pencil sketch erased from foot of last page & blank e.p.'s. ; previous owner's details to f.f.e.p., (blank) o/w V.G.

Published in 1942, this substantial book covers volumes III and IV in the study on American infantry tactics and techniques. It covers chapters on *Defence against Chemical Warfare* ; *Aerial Photography Reading* ; *Interior Guard Duty* ; *Physical Training* ; *Review of Rifle Marksmanship* ; *Machine Guns, Mortars and Cannon* ; *Combat Training* ; *Military Law* ; *Officers' Reserve Corps* ; *Methods of Instruction* ; *Antiaircraft Defence* ; *Antitank Defence* ; *Combat Intelligence* ; *Infantry Signal Communication* ; *Combat Training – Infantry Units* ; Leadership plus a wealth more. In addition, there are comprehensive indexes and a detailed appendix section. Illustrated with photograph plates, a coloured and folding map, numerous photo-illustrations, diagrams, maps and plans. A substantial and informative book. £45.00

### **RARE WWII Service Instruction Book for the Tank Cruiser Covenanter II, III and IV**

**{258} Anonymous. COVENANTER II, COVENANTER III &  
COVENANTER IV AND COVENANTER II C.S., COVENANTER III C.S. &  
COVENANTER IV C.S. – INSTRUCTION BOOK.** *London Midland and Scottish Railway Company*, 1<sup>st</sup> ed., 1942. Vi + 94 pp., frontis., + 42 photo & other figs., + 13 large fldg., plates + cloth-backed, fldg., Lubrication Diagram in rear pocket, together with 5 labelled & copied stowage sketches of the Covenanter II + 1 typed workshop repairs sheet with some hand-sketches on the verso. Re-backed in brown cloth and retaining original brown cloth folder boards, new e.p.'s. Press-stud clasp broken with cloth frayed along fldg., edge ; 2 numerical stamps to prelims o/w V.G.

The Tank, Cruise, Mk V or A13 Covenanter was a British cruiser tank during the Second World War and the first cruiser tank to be given a name. Designed by the London, Midland and Scottish Railway as a better armoured replacement for the Cruiser Mark IV, it was ordered into production in 1939 before pilot models were built. Problems with design only became apparent after production was under way. The tank equipped various British armoured divisions in the home defence and training roles. It never left the British Isles as poor engine cooling caused versions MkI - MkIII to be declared unfit for use overseas service in especially hot climates. This was rectified in the MkIV after many corrective actions but by February 1944, it was declared obsolete. More than 1,700 of the type were built and this is a RARE, confidential Instruction Book for the Covenanter II, III and IV. It contains a general description of the vehicle, section by section, with attention being drawn to any specific features. Following the description of each unit are given the necessary running adjustments and maintenance operations, which could be carried out by the crew. A special chapter at the end deals with removal and replacement of radiator, engine, gearbox and other major assemblies, and includes information intended to assist workshops in dismantling, overhauling and re-erecting these items. Along with a total of forty-three photographs and figures in the text, there are also thirteen large folding plates, a cloth-backed, folding diagram in the rear pocket, together with five diagrams showing the

arrangement of the stowage plus a typed workshop repairs sheet with some hand-drawn sketches on the verso. A RARE and historically valuable item. £500.00

### **RARE World War II Service Instruction Book for the Tank Cruiser Cromwell I**

**{259} <> Anonymous. CROMWELL I – SERVICE INSTRUCTION BOOK.**

N.d., (c.1943-44), V + 265 pp., 194 photo-ills., & diagrams, 2 of which are fldg., & 1 is also coloured + other folding pages. Re-bound as a hardback in red cloth covers with black cloth spine ; gilt ; a rear pocket added containing a several page print-out from Wikipedia about the Cromwell Tank ; 29 x 22cm. Numerical stamp to reverse of frontis., which has a closed blind tape repair to the top ; o/w V.G.

The Cromwell tank, officially called *Tank Cruiser, Mk VIII, Cromwell (A27M)*, was one of the most successful of the series of cruiser tanks fielded by Britain in the Second World War. It was the first tank put into service by the British to combine a dual-purpose gun, high speed from the Rolls-Royce Meteor engine, and reasonable armour, in a balanced package. Its design formed the basis of the later Comet tank. The Cromwell first saw action in the Battle of Normandy in June 1944. The tank equipped the armoured reconnaissance regiments of the Royal Armoured Corps in the 7<sup>th</sup> Armoured Division. This confidential Service Instruction Book, “*Not to be Published,*” was a Preliminary Issue to the Official Instruction Book and was intended to be considered obsolete on publication of the latter but it was required in the meantime... “*In view of the urgency of providing some details of the Cromwell I A.F.V.*” A few gaps have been left that were planned to be included in the Official Instruction Book. This Service Instruction Book gives comprehensive details of the Cromwell I and was compiled to assist personnel in the running and maintenance of the vehicle. It is divided into two main sections – Section A : Operation and crew maintenance of the vehicle, including adjustments ; Section B : Detailed description of all parts of the vehicle. This book also contains a Workshop Instruction Book, in Section C, which was prepared and made available to workshop personnel and those on the Distribution List of the War Office, W.S.5. This section includes specifications suitable for workshops and instructions for the removal, replacement and repair of all assemblies. This book is illustrated with 194 photographs and diagrams, including two folding plates, one of which is also coloured, as well as other folding pages. This was one of the first publications to be issued on the Cromwell I, hence it is so RARE because preliminary copies will often have been destroyed once the Official Book was issued. £500.00

**{260} Anonymous. ENGINEERS IN THE ITALIAN CAMPAIGN 1943 – 1945.**

N.d., (1<sup>st</sup> ed., 1945). Xiii + 101 pp., + 7 partly-cold, fldg., maps, various photo-ills., + some plans. Originally published in paper covers but rebound here in green hardback cloth, retaining original front cover ; gilt ; 24 x 18cm. Browning/staining to top margin of some pages ; signature of 14924748 L/cpl Gale J.S., Royal Engineers, G.H.Q., C.M.F., July 1947 to f.e.p. ; some typical light wear o/w V.G.

This is a detailed study of the part played by the Royal Engineers in the Italian Campaign, 1943 – 1945. It gives a general picture of the tasks which confronted British, Canadian, South African, New Zealand, Indian and Polish Engineers with an emphasis on bridging and production of engineer material since these were the two features of greatest engineer interest in this campaign. In the twenty months of the campaign, 2,494 Bailey bridges and Bailey pontoon bridges were built, from 80 to 1,126 feet in length. Many hundreds of Bailey bridges were replaced by permanent structures in order to release equipment for further operational use. Steelworks, foundries and machine shops, which had been wrecked by air attack or demolition, were repaired and put into production by South African engineer units. This VERY SCARCE study was originally published in soft covers but has been professionally

re-bound here as a smart, green cloth hardback with gilt. It contains various photographs, some plans plus seven partly-coloured and folding maps. £60.00

**{261} Anonymous. NOTES FROM THEATRES OF WAR NO. 19 : BURMA, 1943/44.** *The War Office*, 1<sup>st</sup> ed., May, 1945. li + 142 pp., 5 fldg., maps, 2 of which are large & 4 of which are partly coloured. Re-bound in maroon cloth retaining original paper covers ; gilt to spine ; 19 x 12cm. V.G. Prepared under the direction of The Chief of the Imperial General Staff, these notes from the Burmese theatre of war, 1943-44, are clearly marked *Restricted* and *This Document Must Not Fall Into Enemy Hands*. "The battles fought in North Burma, Assam, and the Arakan during the period September 1943 – September 1944, and the lessons learnt from this campaign, form the subject of these notes. Draft copies of them were flown to India and South-East Asia and considered there during January 1945, when the necessary amendments to bring them up to date were made." [Foreword.] Illustrated with five folding maps, four of those partly coloured and two of them large, this very important wartime publication, originally just printed with soft card covers, has been preserved here as a hardback. SCARCE. £40.00

### VERY SCARCE Official Account of the First Division in Italy 1944 - 1945

**{262} <> Anonymous. HISTORY OF THE FIRST DIVISION, FLORENCE TO MONTE GRANDE, AUGUST 1944 – JANUARY 1945.** *Schindler's Press*, Cairo, n.d., but maps are dated April 1946. 175 pp., photo-plates + 19 large, folding maps, many in full colour, some partly cold., + 2 fldg., appendices. Original paper cover retained but rebound as a hardback in green cloth ; gilt to spine ; 25 x 17cm. Original front paper cover faded & half t-p., a little edge-worn with a small numerical stamp o/w V.G. in a FINE binding. This volume gives the official account of the services of the First Division in Italy from August 1944 to January 1945. In three parts, the first part deals with the operations from Florence to the end of the advance following on the breaking of the Gothic Line. Part II deals with the static period of holding Monte Grande through the winter. Part III contains descriptions of the work of Supporting Arms, Services, the Divisional Leave Camp, the Divisional School, and such important matters not forming part of the general narrative. Illustrated with nineteen large, folding maps, many of which are in full colour with other being partly coloured, plus two folding appendices and several photograph plates, this is a VERY SCARCE official Divisional account, smartly rebound. £200.00

**{263} Anonymous. DIAGRAMMATIC REPRESENTATION OF CERTAIN PHASES OF THE WAR.** *HMSO*, 1<sup>st</sup> ed., 1946. 39 pp., numbered but 78 pp., in reality as facing pages are counted as one ; 37 coloured graphs and charts. Green hardback boards ; black faux leather spine ; 41 x 33cm. Some typical marking / grubbing to boards ; corners slightly rubbed ; probably contemporary - a York library bookplate to f.e.p., with a peppering of very small, neat stamps throughout + 1 other ; o/w V.G. Throughout World War II the Offices of the War Cabinet recorded many aspects of the war in graphical form. Published here in full colour in 1946, they cover the following subjects : *Analysis of Population ; Strength of RN, Army and RAF ; Strength of WRNS, ATS, WAAF and Nursing Services ; Casualties to the Armed Forces of the British Empire ; Casualties to the People of Great Britain ; UK Production of Warlike Stores ; Construction and Losses of Major War Vessels of the Royal Navy ; Allied Merchant Shipping ; U-Boats Estimated Number Available and Operational ; Bombing (Bomber Command) ; Aircraft Production in the UK ; Bombing (USAA VIII Bomber Command) ; Bombing (MAAF and AEF) ; Oil Situation in Axis Europe ; Flying Bombs ; Rockets ; Imports into the UK ; Exports of the UK ; Food ; Direct Taxation ; Cost of Living and Wage Rates.* Large format. £75.00

## **A RARE & Original Handbook on Anti-Mau Mau Operations, 1954**

**{264} Anonymous.                    A HANDBOOK ON ANTI-MAU MAU OPERATIONS.**

*General Headquarters, Nairobi, 1<sup>st</sup> ed., November 1954. 167 pp., various diagrams + fldg., map to rear. Full buckram, 19 x 12cm. F.f.e.p., lacking o/w V.G.*

This *Restricted* publication explains, "It is extremely important that the Mau Mau should not discover how much we know about them and special care must be taken of every copy of this handbook." In his preface the General, Commander-in-Chief, East Africa explains, "This handbook has been prepared to assist the training and operations of troops in Kenya... We certainly must not overrate our enemy. He is a rotten shot, poorly armed and he seldom stays to fight. But he is a master at fieldcraft and concealment. This handbook is intended to help you to get to grips with him." Chapters cover : *Mau Mau Organisation ; Command and Control of Security Forces ; Intelligence Organisation ; Operations in Kenya ; Tracking the Mau Mau ; Use of War Dogs ; Patrolling ; Ambushes ; Drill for Attacking a Hide on Information ; Sweeps ; Immediate Action Drills ; Air Operations ; Training ; Field Engineering ; Signal Communications ; The Use of Animal Transport ; Operational Supply ; First Aid and Preventative Medicines.* With diagrams plus a folding map to the rear.  
RARE FIRST EDITION. £100.00

## **An Uncommon Great War History of the 6<sup>th</sup> Battalion South Staffordshire Regiment**

**{265} A Committee of Officers Who Served with the Battalion.                    THE WAR HISTORY OF THE SIXTH BATTALION THE SOUTH STAFFORDSHIRE REGIMENT.**

*William Heinemann, 1<sup>st</sup> ed., 1924. X + 248 pp., 43 plates in total comprising a frontis., + 41 other photo-plates + 1 plate of a map. Original red cloth l armorials to front & spine ; 23 x 14cm. Some light marks & typical fading to cloth, mainly around spine ; tiny initials by Committee of Officers who Served with the Battalion on the t-p., o/w V.G.*

This is a record of the 6<sup>th</sup> Battalion, The South Staffordshire Regiment, in the Great War, a battalion that was already an established force with a proud history when the war broke out. Chapters cover : *Mobilization ; England – Winter 1914-1915 ; France ; The Trenches ; Wulverghem – April-June, 1915 ; The Salient – Sanctuary Wood and Hill 60 ; Hill 60 – August-September 1915 ; The Hohenzollern Redoubt ; Egypt ; Neuville St. Vaast and Fonquevillers ; The Somme Offensive – Gommecourt ; 2/6<sup>th</sup> – Ireland ; Dublin – April 28<sup>th</sup>, and After ; 1/6<sup>th</sup> – France, Raids and a Postscript ; 1/6<sup>th</sup> and 2/6<sup>th</sup> – Winter, 1916-1917 ; Spring and Summer, 1917 ; Autumn and Winter, 1917 – Ypres, Hulluch and Cambrai ; 1918 – The German Advance and the Defensive ; The Breaking of the Hindenburg Line – St. Quentin Canal and Bellenglise.* Appendices include Officers, NCS's and Men Killed, Honours and Awards and a Chronological List of the Places Visited and Trenches Held by the 1/6<sup>th</sup> South Staffordshire Regiment. Illustrated with 43 plates. Uncommon. £100.00

**{266} Anderson, Fred.                    CRUCIBLE OF WAR : THE SEVEN YEARS' WAR AND THE FATE OF THE EMPIRE IN BRITISH NORTH AMERICA, 1754-1766.**

*Faber and Faber, FIRST EDITION, 2000. Xxv + 862 pp., ill., maps & plans. D.j., 24 x 16cm. FINE.*

This substantial and acclaimed account of the Seven Years' War, that spread across the world, demonstrates how the apparent British imperial success held within it the seeds of the American Revolution. The author reveals how American colonists, who had assumed they were partners in the Empire, encountered British officers who regarded them as subordinates and treated them accordingly. Thus, the war taught George Washington and other provincials profound emotional lessons, as well as providing practical instruction in how to be soldiers.

The author also shows us how subsequent British efforts to reform the Empire, and American resistance to the same (the riots of the Stamp Act crisis and the nearly simultaneous pan-Indian insurrection, Pontiac's Rebellion), should be seen as post-war developments. £30.00

**{267} Arad, Yitzhak. *BELZEC, SOBIBOR, TREBLINKA : THE OPERATION REINHARD DEATH CAMPS.*** *Indiana University Press, Bloomington & Indianapolis, 1<sup>st</sup> ed., 1987. Viii + 437 pp., photo-ills., + maps & plans. D.j., 24 x 16cm. FINE.*

Between 1942 and 1943, under the code name Operation Reinhard, over one and a half million Jews were gassed in the concentration camps of Belzec, Sobibor and Treblinka, located in Nazi-occupied Poland. The complete story of Operation Reinhard is revealed here for the first time. Using previously overlooked German and Polish official sources, and testimonies from Nazi war criminal trials, the author records the history of these death camps from their construction in 1941 to their destruction in 1943. He describes the camps' physical layouts, the process of extermination used, and the actions of the SS men and Ukrainian guards who operated the camps. Most important, the author tells the tale of the death camps' inmates and chronicles the underground organizations, the revolts and escapes, and a myriad of details concerning the day-to-day survival of those spared instant death in the gas chambers. SCARCE First Edition in its dust-jacket. £75.00

**{268} Armstrong, Major Nevill A. D. *FIELDCRAFT, SNIPING AND INTELLIGENCE.*** *Gale & Polden, 3<sup>rd</sup> ed., 1941. Xv + 210 pp., 5 photo-plates + 2-on-1 cold., plate + several diagrams, some cold. Re-backed with new e.p.'s, retaining original red cloth ; 19 x 12cm. Spiral scratches to rear cover ; occasional foxing, mainly to prelims o/w V.G.*

Published in 1941, this book on Fieldcraft, Sniping and Intelligence was designed for Battalion Intelligence Officers and others responsible for the training of Scouts, Observers and Snipers in the Second World War. Chapters cover : *Observation ; Scouting ; Sniping ; Care and Use of the Telescope ; Camouflage ; The New Military Landscape Sketching ; Messages and Reports ; Map Reading ; Use of Compass ; Judging Distance ; Musketry and Telescopic Sights ; The P.14 Rifle and P.18 Telescopic Sight ; Snipers' Posts, Loopholes, Observation Posts and Hides ; Duties of Battalion Intelligence Officer ; Intelligence Logs or Reports ; Sniping in Attack and Defence and Night Sniping ; The Battalion Intelligence Section in Attack in Trench Warfare, 1914-1918 ; Patrolling ; Intelligence ; Aeroplane Photographs.* Appendices include : *Observation Exercises ; Patrolling Exercises ; Sniper Course ; Training Syllabi.* With plates and diagrams, some coloured. SCARCE. £60.00

**{269} Army Museums Ogilby Trust. *INDEX TO BRITISH MILITARY COSTUME PRINTS 1500 - 1914.*** *1<sup>st</sup> ed., 1972. X + 481 pp., cold., frontis., + 50 ills. D.j., 25 x 19cm. Nr.FINE.*

This work records for the first time all known British military costume prints, thus filling a gap in existing sources of information. There is a full index covering all the artists, engravers, publishers and printers listed in the text, as well as all the regimental and subject references noted, thus enabling a print to be identified easily. Over 15,000 plates are recorded, in sets, collections, and books, and as single prints. With a coloured frontispiece and fifty black & white illustrations. £35.00

**{270} Ashurst, George. *MY BIT : A LANCASHIRE FUSILIER AT WAR 1914-18.*** *Crowood Press, Marlborough, 1<sup>st</sup> ed., 1987. 144 pp., 12 photo-plates + 4 maps. D.j., 24 x 16cm. D.j., spine sl. faded o/w FINE.*

Well-observed first-hand accounts of the First World War by working-class soldiers are relatively rare. *My Bit* is just such an account. Written in the 1920's both from diaries and memory, it clearly conveys the 'timeless voice from the ranks.' The author served with the

Lancashire Fusiliers, taking part in the First Ypres, Gallipoli and the Somme, and enduring months of trench warfare on the Western Front, making numerous dangerous trench raids and patrols in no man's land. His memoirs vividly reveal the reality of life in the trenches and the feelings of those who had to suffer it. £25.00

**Scarce First Edition of the 17<sup>th</sup> (Northern) Division ~ Signed by Major General Philip R. Robertson, commander of the 17th Division from 1917.**

**{271} Atteridge, A. Hilliard. *HISTORY OF THE 17<sup>TH</sup> (NORTHERN) DIVISION.***

*Robert Maclehose, Glasgow, 1<sup>st</sup> ed., 1929. Xiv + 482 pp., 34 maps + 1 further folding map at rear. Original red cloth ; 23 x 14cm. Covers faded with small nick to spine ; foxing in places but mostly to edges & prelims ; small blank ownership note pasted to f.e.p. o/w V.G. Signed by Major General Philip R. Robertson, commander of the 17<sup>th</sup> Division from 1917.*

The 17<sup>th</sup> Division was formed on 11 September 1914, the third in seniority of Kitchener's Second New Army, with brigades numbered 50<sup>th</sup>, 51<sup>st</sup> and 52<sup>nd</sup>. It assembled around Wareham in Dorset, completed its final training in the Winchester area, and left for France in July 1915. It fought on the Western Front for the rest of the war, winning four VCs and suffering 40,258 casualties. Its first commander was Major-General Kenyon-Slaney, late Rifle Brigade, who was replaced after four months by T. D. Pilcher of the Bedfords, who had come from command of the Burma Division. The division's first major action was at Hooze in July-August 1915 and it remained in the Salient for the next eight months, moving south to the Somme in June 1916 after a short spell in the Armentieres sector. On the opening day of the Somme offensive 50<sup>th</sup> Brigade attacked Fricourt and one of its battalions, 10<sup>th</sup> W. Yorks, sustained 733 casualties of whom 307 were killed, eleven of them officers including the CO, 2IC, adjutant and two company commanders ; this was the highest casualty rate for a single battalion on that day. Pilcher was sent home and Philip R. Robertson, a Cameronian, then commanding 19<sup>th</sup> Brigade, took over command for the rest of the war. This copy belonged to Major-General Robertson and bears his signature. Under his command the division went on to fight in the 1917 Arras offensive and in Third Ypres. It was back on the Somme battleground during the German March 1918 onslaught and in the August counter-offensive which marked the beginning of the end for Germany. This is an account of the division's activities and it is supported by numerous maps, one of which is folding at the end. SCARCE First Edition. This copy came from the Private Library and bears the Signature of Major-General Philip R. Robertson, Commander, KCB, CMG, of the 17<sup>th</sup> Division from 1917 in the Arras offensive, Third Ypres and on the Somme. £150.00

**{272} Bell, William M. *GUERNSEY OCCUPIED BUT NEVER CONQUERED.***

*Privately Printed, The Studio Publishing Services, Exeter, 1<sup>st</sup> ed., 2002. Xvi + 468 pp., 157 photo-ills. D.j., 24 x 16cm. FINE. Signed by the Author.*

The German Occupation of Guernsey from 1940 to 1945 required the Island's civil administration and the German authorities to work together. This is the true story of that period of enforced cooperation, which to some looked like collaboration, while others saw it as necessary to ensure the wellbeing of Islanders. The book is a factual portrayal of the occupation period based upon thousands of occupation files, both German and civilian, and personal reminiscences recorded at the time in the form of diaries and reports. Included are 180 photographs, some of which are published for the first time. Privately Printed and Signed by the Author. £25.00

**BOOKQUOTE : "If a book is well written, I always find it too short." Jane Austen**



**{273} Bernhardt, Friedrich von.**

***HOW GERMANY MAKES WAR.***

George H. Doran, New York, 1<sup>st</sup> American printing, 1914. Xv + 263 pp. Re-cased retaining original green cloth boards + original e.p.'s ; gilt ; 20 x 13cm. V.G.

Published on the eve of the Great War in 1914, this is an abridged version of the author's treatise, "On War Today" which was translated by Hugh Rees and published in 1913. The editor explains in his preface that the book is "of special interest at the present moment as an exposition of the ideas underlying the German plans for the war with the Allies, and the methods on which the German staff rely in their operations in the field. The book is an attempt to show how war can be successfully conducted with the enormous masses of men now thrown into a conflict between nations, the armies of millions that put the whole fighting power of a people into the battle line." Chapters include *The Secret of Modern War ; Armies of Masses ; Force and Numbers ; Modern Arms and Appliances ; The Importance of Cavalry ("Note on the March of Great Armies") ; Self-Reliance, Method, and Command ; Attack and Defence ; The Object and the Conduct of War ; Time, Space and Direction ; Principles of Command ; Naval Warfare ; Retrospect and Prospect.* £30.00

**{274} Bierman, J. & Smith, C.**

***ALAMEIN : WAR WITHOUT HATE.***

1<sup>st</sup> ed., 2002. Xiii + 478 pp., 52 photo-plates + 13 maps. D.j., 24 x 16cm. Minimal foxing to fore-edge o/w FINE.

In this study of the desert war, from the Italian invasion of Egypt in September 1940 to the mass surrender of Axis forces in Tunis in May 1943, the authors show why it is remembered by its survivors as a 'war without hate.' Since it was fought mostly over desert terrain, few towns, villages or refugees were caught in the crossfire ; and however bitterly it was fought, it was usually conducted according to accepted notions of 'fair play' and the rules of war - both sides treated enemy prisoners according to the Geneva Convention and a curious camaraderie evolved between men who at the same time were doing their best to kill each other. Drawing extensively on primary sources, battle reports, regimental histories and personal interviews with British and Dominion, German and Italian veterans, the authors provide a fresh perspective on the see-saw campaign in which the two sides chased each other back and forth across the unforgiving North African landscape. The authors shed new light on some little-known aspects of the campaign including, among other things, the truth about Rommel's desert adviser, Almasy, the secret war fought by a group of German Jewish volunteers from Palestine, and the strange tale of the unfortunate US colonel who unwittingly supplied a stream of invaluable intelligence to the Nazis. £25.00

**{275} Bower, Tom.**

***THE PAPERCLIP CONSPIRACY :***

***THE BATTLE FOR THE SPOILS AND SECERTS OF NAZI GERMANY.*** Michael

Joseph, 1<sup>st</sup> ed., 1987. Xiv + 336 pp., photo-plates. D.j., 24 x 16cm. Red title on spine typically a bit faded ; small owner's name & date to f.f.e.p., (blank) o/w Nr.FINE.

The Paperclip Conspiracy was the climax of an astonishing battle between the Allies in the aftermath of the war to seize the spoils of Nazi Germany : a successful plot by senior officers in the Pentagon to rewrite the wartime record of brilliant German scientists. Men who were classified as 'ardent Nazis' were chosen – just weeks after Hitler's defeat – to become 'respectable' American citizens. Some in Britain too, conspired to employ Nazis, seeing that as their last hope for economic recovery, but were opposed by outraged politicians and officials. While they argued, their erstwhile Allies advantageously hired the most incriminated Germans – the French and the Russians took on anyone regardless of their crimes, and the Americans, through a taut web of deceit, sanitised the murderous record of Nazi scientists. This book reveals for the first time the despair, lies and calculating ruthlessness of Allied politicians and businessmen who fought amongst themselves about the

profits and plunder of victory. The pawns in the middle were the men, machines and secrets of the Third Reich, but the ultimate victors were the Germans themselves. £25.00

### **Restricted Official Account of Operation Bluecoat in 1944 ~ 150 Copies Only**

**{276} British Army of the Rhine. BRITISH ARMY OF THE RHINE BATTLEFIELD TOUR : OPERATION BLUECOAT, 8 CORPS OPERATIONS SOUTH OF CAUMONT 30-31 JULY 1944. DIRECTING STAFF EDITION.** HQ

*British Army of the Rhine, Germany, 2<sup>nd</sup> ed., September 1947. X + 81 pp., + 12 photo-plates, 6 of 7 large coloured & folding maps + 2 large, folding, black & white facsimile photograph maps in end pocket + 2 folding tables. Re-cased retaining original maroon cloth ; gilt ; with new e.p.'s & pocket ; 34 x 21cm. 1 pocket map lacking and the other two are facsimiles ; some typical light, wear & marking to covers ; small Crown Copyright Reserved stamp to t-p., o/w V.G.*

Headquarters, British Army of the Rhine, compiled Battlefield Tours during 1947 covering operations in the Campaign in North-West Europe (June 1944 – May 1945). This volume covers Operation Bluecoat which was the name given to the operations of 8 Corps South of Caumont (Normandy) on 30 – 31 July 1944, with particular reference to 15<sup>th</sup> (Scottish) Infantry Division. This is the *Directing Staff Edition* that contains one extra map plus an additional section to the Spectator's Edition, *Personal Accounts of Actions for Study*, specifically written for staff directing the operation. In war, without full possession of all the information and the knowledge of hindsight, the situation is rarely clear, and actions must be considered in the light of the situation as it was known to commanders at the time. The view of the commander on the spot in each of the various situations is supplied in the personal accounts. Bound in maroon cloth, only 150 copies of this edition were ever printed. No more than 550 other copies were printed for the Spectator's Edition (See Item No. 277 below) This Restricted September edition cancelled an earlier one issued in June 1947 and it contains six large, folding and partly-coloured maps, plus two facsimile folding photographs and two folding tables. VERY SCARCE and important. £200.00

### **Restricted Official Account of Operation Bluecoat in 1944 ~ 550 Copies Only**

**{277} British Army of the Rhine. BRITISH ARMY OF THE RHINE BATTLEFIELD TOUR : OPERATION BLUECOAT, 8 CORPS OPERATIONS SOUTH OF CAUMONT 30-31 JULY 1944. SPECTATOR'S EDITION.** HQ

*British Army of the Rhine, Germany, 2<sup>nd</sup> ed., September 1947. X + 49 pp., + 12 photo-plates, 5 of 6 maps with 5 large coloured & folding maps + 2 large, folding, black & white photographs in end pocket + 2 folding tables. Original blue cloth ; gilt ; 34 x 21cm. 1 pocket map lacking ; small Crown Copyright Reserved stamp to t-p., o/w V.G.*

Headquarters, British Army of the Rhine, compiled Battlefield Tours during 1947 covering operations in the Campaign in North-West Europe (June 1944 – May 1945). This volume covers Operation Bluecoat which was the name given to the operations of 8 Corps South of Caumont (Normandy) on 30 – 31 July 1944, with particular reference to 15<sup>th</sup> (Scottish) Infantry Division. This is the *Spectator's Edition*, bound in blue cloth, of which only 550 copies were ever printed. A further 150 copies were printed for the Directing Staff Edition (See Item No. 276 above). This Restricted September edition cancelled an earlier one issued in June 1947 and it contains six large, folding and partly-coloured maps, plus two further folding photographic maps and two folding tables. VERY SCARCE & important. £180.00

**BOOKQUOTE : “You can never be wise unless you love reading.” Dr. Sam. Johnson**

**Restricted Official Account of Operation Totalize in 1944 ~ 550 Copies Only**

{278} British Army of the Rhine. **BRITISH ARMY OF THE RHINE BATTLEFIELD TOUR : OPERATION TOTALIZE, 2 CANADIAN CORPS OPERATIONS ASTRIDE THE ROAD CAEN-FALAISE 7-8 AUGUST 1944.**

**SPECTATOR'S EDITION.** HQ British Army of the Rhine, Germany, 2<sup>nd</sup> ed., September 1947. X + 65 pp., + 10 photo-plates, 10 large coloured + folding maps, 1 of which is in the end pocket, + 2 folding tables. Re-cased retaining original blue cloth ; gilt ; with new e.p.'s & pocket ; 34 x 21cm. A little light marking to rear cover & rubbing to spine ; tiny closed tear to edge of 2 prelims (no loss) ; small *Crown Copyright Reserved* stamp to t-p., o/w V.G.+.

Headquarters, British Army of the Rhine, compiled Battlefield Tours during 1947 covering operations in the Campaign in North-West Europe (June 1944 – May 1945). This volume covers Operation Totalize which was the name given to the operations of 2 Canadian Corps astride the road to Caen-Falaise in Normandy on 7-8 August 1944. It is especially concerned with the air plan and the part played by 51<sup>st</sup> (Highland) Infantry Division with particular reference to the use of armoured personnel carriers and the maintenance of direction during a night advance. This is the *Spectator's Edition*, bound in blue cloth, of which only 550 copies were ever printed. A further 150 copies were printed for the Directing Staff Edition. This Restricted September edition cancelled an earlier one issued in June 1947 and it comes complete with ten large, folding and partly-coloured maps plus two folding tables. A Very Good Copy of a VERY SCARCE and important work. £250.00

**Restricted Official Account of Operation Veritable in 1945 ~ 550 Copies Only**

{279} British Army of the Rhine. **BRITISH ARMY OF THE RHINE BATTLEFIELD TOUR : OPERATION VERITABLE, 30 CORPS OPERATIONS BETWEEN THE RIVERS MAAS AND RHINE, 8-10 FEBRUARY 1945.**

**SPECTATOR'S EDITION.** HQ British Army of the Rhine, Germany, FIRST EDITION, December 1947. Xi + 97 pp., + 11 photo-plates, 16 large coloured & folding maps (complete), 1 of which is in the end pocket together with 2 folding traces to fit over maps 7 + 8 ; + 2 folding diagrams + 5 folding tables. Re-cased retaining original blue cloth ; gilt ; with new e.p.'s & pocket ; 34 x 21cm. Minimal light marking & wear to covers o/w V.G.+.

Headquarters, British Army of the Rhine, compiled Battlefield Tours during 1947 covering operations in the Campaign in North-West Europe (June 1944 – May 1945). This volume covers Operation Veritable which was the name given to the operations of 30 Corps in clearing the area between the Rivers Maas and Rhine during 8-10 February 1945. It is especially concerned with the part played by 15<sup>th</sup> (Scottish) Division in these operations. Battlefield Tours of Operations *Veritable*, *Plunder* and *Varsity* were prepared to provide material for the study of operations of a different character and under different conditions from the Normandy battles which were the subject of the British Army of the Rhine Battlefield Tour in June 1947. The personal accounts of Operation Veritable were obtained by permission of the Staff College Camberley from their Battlefield Tour held in the summer of 1947. These personal accounts introduce, as far as this is possible, the atmosphere of war. This is the *Spectator's Edition*, bound in blue cloth, of which only 550 copies were ever printed. A further 150 copies were printed for the Directing Staff Edition. This Restricted First Edition comes complete with sixteen large, folding and coloured maps plus two folding traces, two folding diagrams and five folding tables. VERY SCARCE & important. £350.00

**BOOKQUOTE :** “*A house without books must be sad. Even sadder a house of books without people.*” Manuel Rivas. (*Books Burn Badly*).

## Restricted Official Account of Operation Plunder in 1945 ~ 150 Copies Only

{280} British Army of the Rhine. **BRITISH ARMY OF THE RHINE BATTLEFIELD TOUR : OPERATION PLUNDER, OPERATIONS OF 12 BRITISH CORPS CROSSING THE RIVER RHINE, ON 23, 24 AND 25 MARCH 1945.**

**DIRECTING STAFF EDITION.** HQ British Army of the Rhine, Germany, FIRST EDITION, December 1947. Xii + 142 pp., + 11 photo-plates, 17 large coloured & folding maps bound in + 1 facsimile air photo in rear pocket + 2 folding diagrams. Re-cased retaining original maroon cloth ; gilt ; with new e.p.'s & pocket ; 34 x 21cm. 1 map lacking from rear pocket ; some light marking & wear to covers o/w V.G.

Headquarters, British Army of the Rhine, compiled Battlefield Tours during 1947 covering operations in the Campaign in North-West Europe (June 1944 – May 1945). This volume describes the operations of 12 British Corps of Second British Army crossing the River Rhine on 23, 24 and 25 March 1945, known as Operation Plunder. It is especially concerned with the part played by 15 (Scottish) Division in these operations on 24 and 25 March, and the Air Operations connected therewith. Battlefield Tours of Operations *Veritable*, *Plunder* and *Varsity* were prepared to provide material for the study of operations of a different character and under different conditions from the Normandy battles which were the subject of the British Army of the Rhine Battlefield Tour in June 1947. Operations *Plunder* and *Varsity* are complementary to each other and should ideally be studied together. They include the personal accounts of Army and Royal Air Force officers who took part in Operations *Plunder* and *Varsity*. These personal accounts introduce, as far as this is possible, the atmosphere of war. This is the *Directing Staff Edition* that contains an additional section to the Spectator's Edition, *Personal Accounts of Actions for Study*, specifically written for staff directing the operation. In war, without full possession of all the information and the knowledge of hindsight, the situation is rarely clear, and actions must be considered in the light of the situation as it was known to commanders at the time. The view of the commander on the spot in each of the various situations is supplied in the personal accounts. Bound in maroon cloth, only 150 copies of this edition were ever printed. No more than 550 other copies were printed for the Spectator's Edition (See Item No. 281 below) This Restricted First Edition contains seventeen large, folding and coloured maps two folding diagrams and one facsimile air photo. VERY SCARCE & important. £350.00

## Restricted Official Account of Operation Plunder in 1945 ~ 550 Copies Only

{281} British Army of the Rhine. **BRITISH ARMY OF THE RHINE BATTLEFIELD TOUR : OPERATION PLUNDER, OPERATIONS OF 12 BRITISH CORPS CROSSING THE RIVER RHINE, ON 23, 24 AND 25 MARCH 1945.**

**SPECTATOR'S EDITION.** HQ British Army of the Rhine, Germany, FIRST EDITION, December 1947. Xii + 92 pp., + 11 photo-plates, 17 large coloured & folding maps bound in + 1 air photo in rear pocket + 2 folding diagrams. Original blue cloth ; gilt ; 34 x 21cm. 1 map lacking from rear pocket ; binding little pulled after first leaf ; some light marking to front cover o/w V.G.

Headquarters, British Army of the Rhine, compiled Battlefield Tours during 1947 covering operations in the Campaign in North-West Europe (June 1944 – May 1945). This volume describes the operations of 12 British Corps of Second British Army crossing the River Rhine on 23, 24 and 25 March 1945, known as Operation Plunder. It is especially concerned with the part played by 15 (Scottish) Division in these operations on 24 and 25 March, and the Air Operations connected therewith. Battlefield Tours of Operations *Veritable*, *Plunder* and *Varsity* were prepared to provide material for the study of operations of a different character and under different conditions from the Normandy battles which were the subject

of the British Army of the Rhine Battlefield Tour in June 1947. Operations *Plunder* and *Varsity* are complementary to each other and should ideally be studied together. They include the personal accounts of Army and Royal Air Force officers who took part in Operations *Plunder* and *Varsity*. These personal accounts introduce, as far as this is possible, the atmosphere of war. This is the *Spectator's Edition*, bound in blue cloth of which only 550 copies were ever printed. No more than 150 other copies were printed for the Directing Staff Edition (See Item No. 280 above) This Restricted First Edition contains seventeen large, folding and coloured maps two folding diagrams and one air photo. Very SCARCE. £300.00

**Restricted Official Account of Operation Varsity in 1945 ~ 550 Copies Only**

{282} British Army of the Rhine. ***BRITISH ARMY OF THE RHINE BATTLEFIELD TOUR : OPERATION VARSITY, OPERATIONS OF XVIII UNITED STATES CORPS (AIRBORNE) IN SUPPORT OF THE CROSSING OF THE RIVER RHINE, 24 AND 25 MARCH 1945. SPECTATOR'S EDITION.*** HQ

*British Army of the Rhine, Germany, FIRST EDITION, December 1947. Xi + 73 pp., + 16 photo-plates, total of 14 large coloured & folding maps complete, 1 of which is in the rear pocket, + 7 diagrams, 4 of which are folding, + folding tables. Original blue cloth ; gilt ; 34 x 21cm. Small Crown Copyright Reserved stamp to top of t-p., o/w V.G.+.*

Headquarters, British Army of the Rhine, compiled Battlefield Tours during 1947 covering operations in the Campaign in North-West Europe (June 1944 – May 1945). This volume describes Operation Varsity, the operations of XVIII United States Corps (Airborne) in support of the Second British Army crossing of the River Rhine, on 24 March 1945. It is especially concerned with the part played by 6 British Airborne Division in those operations on 24 and 25 March. Battlefield Tours of Operations *Veritable*, *Plunder* and *Varsity* were prepared to provide material for the study of operations of a different character and under different conditions from the Normandy battles which were the subject of the British Army of the Rhine Battlefield Tour in June 1947. Operations *Plunder* and *Varsity* are complementary to each other and should ideally be studied together. They include the personal accounts of Army and Royal Air Force officers who took part in Operations *Plunder* and *Varsity*. These personal accounts introduce, as far as this is possible, the atmosphere of war. This is the *Spectator's Edition*, bound in blue cloth of which only 550 copies were ever printed. No more than 150 other copies were printed for the Directing Staff Edition. This Restricted First Edition comes complete with a total of fourteen large, folding and coloured maps, one of which is in a rear pocket, plus seven diagrams, four of which are folding, plus folding tables. Lovely Copy of a VERY SCARCE & important work. £350.00

{283} Brough, Ray (Collated by.) ***WHITE RUSSIAN AWARDS TO BRITISH & COMMONWEALTH SERVICEMEN DURING THE ALLIED INTERVENTION IN RUSSIA 1918 – 1920. WITH A ROLL OF HONOUR.*** Tom Donovan, 1<sup>st</sup> ed., 1991. 174 pp. Maroon cloth ; gilt ; 22 x 14cm. FINE.

The Allied intervention in Russia, 1918-1920, came about as a result of the Russian Civil War which followed the February 1917 Russian Revolution. Here is a roll of White Russian awards given to British and Commonwealth officers and other ranks from the Army, Royal Air Force, Royal Navy and Royal Marines. There is also a detailed Roll of Honour and a bibliography. UNCOMMON. £40.00

**BOOKQUOTE :** “*A precious, mouldering pleasure ‘tis to meet an antique book, in just the dress his century wore ; a privilege, I think.*” Emily Dickinson.

**{284} Carfrae, Charles.**

**CHINDIT COLUMN.**

*Kimber*, 1<sup>st</sup> ed., 1985. 194 pp., several photo-plates + maps. D.j., 24 x 15cm. D.j., price-clipped o/w FINE.

General Wingate's Chindits, formed to thrust into occupied Burma behind the Japanese lines, has achieved lasting fame for the brilliance of its conception and successes. The author was unusual as a Chindit column commander in that his troops were black Africans from the Nigeria Regiment. In 1940 he joined the Royal West African Frontier Force and served in Nigeria at Kaduna and Sokoto with the 10<sup>th</sup> Nigeria Regiment, and was then promoted to major in the 7<sup>th</sup> Battalion, leaving in April 1943 for Burma. There his company became part of the Chindit 29<sup>th</sup> Column, of which he was to become commander. His exciting memoirs describe the joys and pitfalls of working with the Nigerians, first in their own country and then against the ruthless Japanese enemy in guerrilla warfare in Burma. £25.00

**{285} Citino, Robert M.**

**THE PATH TO BLITZKRIEG :**

**DOCTRINE AND TRAINING IN THE GERMAN ARMY, 1920 – 1939.** *Lynne Rienner*, 1<sup>st</sup>

ed., 1999. Ix + 281 pp. Black cloth ; red ; 23 x 15cm. From the working collection of the late Dr. David Westwood, a military and naval historian and author of several books, with a little highlighting to some pages ; slight bend to the covers o/w V.G.

Right from the start of World War II, the German army terrified the world with Blitzkrieg, its form of mobilized warfare. How the Germans rebuilt their army after defeat in World War I, getting around the prohibition of the treaty at Versailles, is a major question in military history. The author shows that German officers of the Reichswehr, (the army of the Weimer Republic,) such as General Hans von Seeckt, General Wilhelm Groener, and Colonel Lutz, initiated and carried out a thorough reform of the army's war-fighting doctrine and capability that laid the groundwork for Hitler's rearmament of Germany. Using largely unpublished sources from American and German archives, the author examines key autumn manoeuvres of the German army in the 1930s, thereby tracing the development of the Reichswehr into the Wehrmacht, one of history's most exceptional war machines. £40.00

**{286} Clark, Alan.**

**BARBAROSSA : THE RUSSIAN-GERMAN CONFLICT,**

**1941 - 1945.** *Weidenfeld & Nicolson*, new ed., 1995. Xxii + 522 pp., photo-plates, maps & plans. D.j., 24 x 16cm. FINE.

Drawing on Soviet and German sources, *Barbarossa* is the classic account of the Russian-German conflict which began in 1941 and continued through four years of momentous battles on the Eastern Front which are described here in absorbing detail. As the fighting progresses from the initial catastrophic Russian defeats – with the first week German tanks had advanced three hundred miles – to the turning point of Stalingrad and the advance on Berlin by the Red Army, we follow Hitler, Stalin and their generals in the conference rooms, and the ordeals of the soldiers on the battlefield. £25.00

**{287} Command Magazine, Editors.**

**HITLER'S ARMY :**

**THE EVOLUTION AND STRUCTURE OF GERMAN FORCES, 1933 – 1945.**

*Combined Books*, Pennsylvania, 1<sup>st</sup> ed., Thus, 1996. 397 pp., various maps, plans, diagrams + photo-ills. D.j., 24 x 15cm. FINE.

This book features a unique blend of graphics and text that brings a fresh approach to the development of the German Army under the Third Reich. The most technically sophisticated charts, tables of organization and maps available graphically illustrate the structural evolution of Hitler's Army. An insightful main text shows how the Wehrmacht's structure was increasingly contradictory to the military missions Hitler ordered it to undertake. This book also includes a novel analytical comparison of the U.S. and German armies in World War II, covering both organization and battlefield performance. The Luftwaffe field divisions, Waffen-SS units, and foreign volunteers that supplemented the regular German

army are also given in detail. Innovative German weapons such as assault guns, tank destroyers and rocket artillery are covered, and discussed in the context of German operational doctrine. The reality of German reliance on horse-drawn transport, the negative role of political interference and in-fighting, and other often-ignored impediments to German operations are candidly assessed. Twelve key engagements, from Czechoslovakia 1938 to Berlin 1945, have been selected to show German organization and doctrine in action. For tactically significant battles like Demyansk, Narva, and Budapest 1945, there is much information not readily available in the English-speaking world. £25.00

**{288} Cottin, P. & Henault, M. (Ed.). MEMOIRS OF SERGEANT BOURGOGNE (1812-1813).** Heinemann, 1<sup>st</sup> Eng., translated ed., 1899. Xvi + 356 pp., frontis. Re-cased retaining original green covers but with new e.p.'s. ; 21 x 14cm. V.G.+.

Sergeant Bourgogne enlisted in the highly thought of Velites at the age of twenty and in 1807 he was promoted Corporal. In 1812 he was promoted Sergeant in the detachment of Velites serving with Napoleon's crack troops, the Guard. His experiences in Russia are fully described in this classic French memoir which is the only surviving eyewitness account of Napoleon's capture of, and disastrous retreat from, Moscow during the freezing winter of 1812. Separated from his regiment by the fire that ravaged the city, Bourgogne spent three months fighting his way back to Prussia, re-joining the straggling column in retreat. On his return he was commissioned Second Lieutenant in the 145<sup>th</sup> Line Regiment and saw action in Prussia. At the battle of Dessau in 1813 he was wounded and captured. During his imprisonment he wrote notes about the Russian campaign which, supplemented by letters he had written to his mother, were to provide the basis of his *Memoirs*. These are mainly concerned with the retreat from Moscow and remain a valuable historical account. First English Edition. £50.00

**{289} Cotton, Sergeant-Major Edward. A VOICE FROM WATERLOO.** Brussels, 10<sup>th</sup> ed., revised & enlarged, 1913. Xxiv + 323 + 15 pp. Frontis., + photo-plates, ill., 1 partly hand-coloured map. Re-bound in red cloth ; gilt title to spine ; 18 x 12cm. Owner's name to blank prelim o/w V.G.+.

Written by an officer of the 7<sup>th</sup> Hussars, this is an accurate personal account of the battle of Waterloo combined with official despatches. Originally published soon after the battle took place, the emotions evoked here are vivid and well expressed. This tenth edition, published in Brussels in 1913, was revised and enlarged. £35.00

**{290} Creveld, Martin van. FIGHTING POWER : GERMAN AND U.S. ARMY PERFORMANCE, 1939 – 1945.** Greenwood Press, Connecticut, 1<sup>st</sup> ed., 1982. Viii + 198 pp., various tables. Laminated hardback boards ; 23 x 15cm. Some very light water staining to top corner of first few pages o/w V.G.+.

This study of German and American Army fighting power performance during the Second World War contains the following chapters : *The Problem ; The Role of National Character ; Armed Forces and Society ; Doctrine and the Image of War ; Command Principles ; Army Organization ; Army Personnel Administration ; The Maintenance of Combat Efficiency ; Rewards and Punishments ; The Non-Commissioned Officers ; Leadership and the Officer Corps ; Conclusions*. A First Edition detailed study supported by tables and figures. £50.00

**{291} Danchev, Alex. & Todman, Daniel (Eds.). WAR DIARIES 1939 - 1945 : FIELD MARSHAL LORD ALANBROOKE.** 1<sup>st</sup> ed., Thus, 2001. Li + 763 pp., 16 photo-plates. D.j., 24 x 16cm. Occasional lining or brief annotation in the margins by the late historian Captain Tony Sainsbury, o/w Nr.FINE. From the Private Library of the naval historian Captain Tony Sainsbury, bearing his initials and a small, neat inscription. ( Captain A. B. Sainsbury, R.N.R., 1925-2010. Served as a volunteer in the Liverpool Fire Brigade during the blitz 1940-1942 ; became a Bevin Boy down Northumberland coal mines 1943-1945 ; graduated from Trinity College, Oxford 1947 ; entered Tyne Division RNVR 1950 ; transferred from HMS CALLIOPE to London Division HMS PRESIDENT 1954 ; later Head of Supply Branch, RNR ; first

Staff Captain to Admiral Commanding Reserves and a member of the Mitchell Committee reporting on the future of naval reserves. Retired in 1974, Captain Tony Sainsbury was an ADC to the Queen.)

For most of the Second World War General Sir Alan Brooke, later Field Marshal Lord Alanbrooke, was Chief of the Imperial General Staff (CIGS) – Britain's top soldier – and Churchill's principal adviser, and antagonist, in the inner councils of war. He also led the British military in the bargaining and brokering of the Grand Alliance with Roosevelt and Stalin, in the great conferences at Casablanca, Tehran, Washington and Yalta. By common consent, he was the greatest CIGS in the history of the British Army. This is the first time Alanbrooke's diaries have been published complete before. They begin in September 1939 and give a blow-by-blow account of how the Second World War was waged and eventually won, from the man at Churchill's elbow (and sometimes his throat). They open a unique window onto the inner workings of the Grand Alliance and offer valuable insight into politicians, Americans, Russians, Chinese, even his own generals: Wavell, Auchinleck, Montgomery, Slim, Alexander. Other major figures – Roosevelt and Stalin, Marshall and Molotov, De Gaulle and Eisenhower, Beaverbrook and Eden – all pass in review before him. This extensive volume has been hailed as being “the most important and most controversial military diaries of the modern era.” Inscribed by Captain Tony Sainsbury. £35.00

**{292} Dimbleby, Jonathan. *DESTINY IN THE DESERT : THE ROAD TO EL ALAMEIN – THE BATTLE THAT TURNED THE TIDE.* Profile Books, 1<sup>st</sup> ed., 2012. Xxii + 532 pp., 32 photo-plates + maps. D.j., 24 x 15cm. Front board leaning o/w FINE.**

El Alamein was a crucial turning point in Allied fortunes in the Second World War, but its significance is largely unrecognised. Setting that record straight here, the author charts the political and strategic realities that lay behind the conflict in North Africa, from the first Italian soldiers entering Libya to the nerve-racking months that led to victory. It provides an incredibly vivid portrait of what it was like for politicians, civil servants, military commanders and soldiers who struggled and sacrificed in war capitals across the world on the harsh battlefields. Drawing on first-hand accounts and official records, from soldiers on the ground to politicians in the know, the author creates a thrilling narrative that redefines the battle as a tipping point in British fortunes. £25.00

### **Rare Memos for Officers of Army Service Corps Transport Units, France 1917**

**{293} <> Director of Transport. *EXTRACTS FROM CIRCULAR MEMORANDA ISSUED TO OFFICERS COMMANDING ARMY SERVICE CORPS TRANSPORT UNITS IN THE FIELD, BY THE DIRECTOR OF TRANSPORT, FRANCE.* 5<sup>th</sup> Revised Issue with Diagrams, 25<sup>th</sup> December 1917. 263 + 8pp., index (loosely tipped-in), + an Addenda to each issue – 15pp., + 11pp., + 47pp., + 23pp., + 35pp; numerous diagrams. Original card boards re-cased with a blue cloth spine; gilt; new e.p.'s with the *Ex Libris Institution of the Royal Corps of Transport* label re-laid; some important stamps belonging to the *Institution of the Royal Army Service Corps; Director of Transport British Army in the Field 25 Sep 1917,; 30 Nov 1918,; Director of Transport G.H.Q. France, 8 March 1919*; an occasional signature or marking including *Capt. Burlace*, some light wear overall o/w V.G. First issued on 11<sup>th</sup> June 1915, this is the fifth revised issue, with diagrams, from 25<sup>th</sup> December 1917 of extracts from The Director of Transport's (France) circular memoranda issued to officers commanding Army Service Corps Transport Units in the field. A wealth of information on vehicles, engines and their various parts is given, further explained through tables and numerous diagrams. RARE and historically important. £100.00**

**BOOKQUOTE : “Reading every day keeps the brain-dead sickness away.”**

**Kristy Pellegrin.**



{294} Dixon, John.

*A CLASH OF EMPIRES :*

*THE SOUTH WALES BORDERERS AT TSINGTAO, 1914.* Bridge Books, Wrexham, 1<sup>st</sup> ed., 2008. 326 pp., numerous photo-ills. D.j., 25 x 18cm. FINE.

This is the story of the Tsingtao campaign of 1914, an almost forgotten piece of British military history. For the British, it is essentially the story of the involvement of the South Wales Borderers which was the only regiment to serve alongside the Japanese during the Great War. The broader story concerns the reasons behind the involvement of the Japanese as Britain's allies and examines the part played by the British in China in the years leading up to the war, including a short account of the Opium Wars and the Boxer Rebellion. The reasons behind the 1914 campaign against the Germans at Tsingtao are examined in detail and the events that brought about acceptance of the Japanese as an ally. The siege of Tsingtao draws on first-hand accounts and the official records of the belligerents. It is a story that encompasses the naval actions and the politics in the Far East in 1914. £25.00

{295} Dutton, Roy. *FORGOTTEN HEROES : THE CHARGE OF THE LIGHT*

*BRIGADE.* InfoDial Ltd., Wirral, 1<sup>st</sup> ed., 25<sup>th</sup> October 2007 with a bookplate pasted to f.f.e.p., stating "Collector's Edition number 2 of 200." 417 pp., numerous photo-ills., + ills. D.j., 25 x 18cm. Tiny closed repair to rear of d.j., o/w FINE.

This substantial volume provides first-hand accounts of the men who took part in the heroic and tragic Charge of the Light Brigade at the Battle of Balaklava on the 25<sup>th</sup> October 1854. Previously unpublished biographies of the men and photographs bring their stories to life. What became of our heroes ? Some died penniless while others found fame and fortune. Set within an unrelenting and cruel military campaign, where many would perish, unravelling the myths to find many of the missing Chargers was a massive undertaking which the author carries out successfully in this book. *Collector's Edition number 2 of 200.* £45.00

{296} Edgerton, David.

*BRITAIN'S WAR MACHINE :*

*WEAPONS, RESOURCES AND EXPERTS IN THE SECOND WORLD WAR.* 1<sup>st</sup> ed., 2011. Xvii + 445 pp., cold., + b&w photo & other plates + some maps. D.j., 24 x 15cm. FINE.

The familiar image of the British in the Second World War is that of the plucky underdog taking on German might. David Edgerton's bold, compelling new history shows the conflict in a new light, with Britain as a very wealthy country, formidable in arms, ruthless in pursuit of its interests, and in command of a global production system. Rather than belittled by a Nazi behemoth, Britain arguably had the world's most advanced mechanized forces. It had not only a great empire but allies large and small. The author shows that Britain fought on many fronts and its many home fronts kept it exceptionally well supplied with weapons, food and oil, allowing it to mobilize to an extraordinary extent. It created and deployed a vast empire of machines, from the humble tramp steamer to the battleship, from the rifle to the tank, made in colossal factories the world over. Scientists and engineers invented new weapons, encouraged by a government and prime minister enthusiastic about the latest technologies. The British, indeed Churchillian, vision of war and modernity was challenged by repeated defeat at the hands of less well-equipped enemies. Yet the end result was a vindication of this vision. Like the United States, a powerful Britain won a cheap victory, while others paid a great price. Putting resources, machines and experts at the heart of a global rather than merely imperial story, this book demolishes timeworn myths about wartime Britain, giving a ground-breaking and often unsettling picture. £25.00

**BOOKQUOTE :** "Books are those faithful mirrors that reflect to our mind the minds of sages and heroes." Edward Gibbon.

**{297} Edmonds, Charles.**

***A SUBALTERN'S WAR.***

*Peter Davis*, 2<sup>nd</sup> imp., 1929. 224 pp., frontis., + 7 photo-plates + 2 maps + e.p., maps. Re-backed with black cloth spine, retaining original red cloth covers; 21 x 14cm. Some marks mainly to rear cover; corners rubbed; Ex-RAF Cadet College lib., with stamps to prelims & e.p.'s; smart bookplate of RAF Cranwell, Cadet College; o/w V.G.

This is a memoir of the Great War from the point of view of a romantic young man, with candid accounts of two particular battles – on the Somme and in the Third Battle of Ypres, written shortly after they occurred, together with an essay on militarism. There are eight plates of official photographs plus two maps and endpaper maps. £40.00

**{298} Evans, Major (Temp. Lt.-Col.) R. *A BRIEF OUTLINE OF THE CAMPAIGN IN MESOPOTAMIA 1914 – 1918.***

*Sifton Praed & Co.*, 1<sup>st</sup> ed., 1926. Vii + 135 pp., 3 fldg., appendices + 4 fldg., maps in rear pocket (1 of which is facsimile). Re-backed with original spine & title-piece re-laid & retaining original cloth covers with title-label to front; 22 x 14cm. Water marking to covers; corners typically rubbed; 1 map is a facsimile; annotations & underlining since the book is from the private working library of the late Dr. David Westwood, a military and naval historian and author of several books; o/w GOOD.

This book outlines the campaign in Mesopotamia during World War I by giving the facts which governed the policy, strategy and, to a limited extent, the conduct of tactical operations in and connected with the campaign. It is accompanied by three folding appendices and four folding maps in the rear pocket. £30.00

**{299} Fewster, K. & Basarin, V. & Basarin H. H. *A TURKISH VIEW OF GALLIPOLI, CANNAKALE.***

*Hodja*, Victoria, Australia, 1<sup>st</sup> ed., 1985. 139 pp., photo & other ills. D.j., 26 x 20cm. FINE.

For Turks, Australians and New Zealanders, Gallipoli was a significant event in the self-development of their individual nations. Previous accounts focus totally on the experiences of Allied soldiers, but this account of Gallipoli is from a Turkish perspective. The authors provide an admirably thorough and humane account of the events leading up to what in Turkey is known as the Battle of Canakkale – the battle itself and the aftermath. The first book written in English about Turkey's perception of the battle allows us to view history through opposition eyes. £35.00

### The Definitive History of The Royal Marines ~ Dr. Nicholas Rodger's Copy

**{300} <>Field, Col. Cyril. & Blumberg, Gen. Sir H. E. *BRITAIN'S SEA-SOLDIERS : A HISTORY OF THE ROYAL MARINES AND THEIR PREDECESSORS AND OF THEIR SERVICES IN ACTION, ASHORE AND AFLOAT, AND UPON SUNDRY OTHER OCCASIONS OF MOMENT. BY COLONEL CYRIL FIELD, R.M.L.I. WITH NUMEROUS ILLUSTRATIONS AND PLANS. FOREWORD BY ADMIRAL OF THE FLEET, EARL BEATTY, G.C.B., &c. 2 Volumes ; Together with : BRITAIN'S SEA SOLDIERS. A RECORD OF THE ROYAL MARINES DURING THE WAR 1914-1919. COMPILED BY GENERAL SIR H. E. BLUMBERG, K.G.B., ROYAL MARINES. TOGETHER WITH A PORTFOLIO OF MAPS.***

Field: Liverpool: The Lyceum Press, 2 Vols., 1<sup>st</sup> ed., 1924. **Vol. I**: X + 324 pp., cold. guarded port. frontis. + 54 other b&w plates + 11 cold. guarded plates + 71 ills in text. **Vol. II**: X + 357 pp., cold. guarded frontis + 11 other cold. guarded plates + 59 b&w plates + 102 ills in text. Blumberg: Devonport: Swiss & Co., 1 Vol. + Portfolio, 1<sup>st</sup> ed., 1927. **Vol**: Xxiii + 492 pp., cold. guarded frontis + 27 photo-plates & 22 plans. **Portfolio**: 7 maps (all cold. & fldg.). All qtr. black morocco; blue cloth board; gilt lettering to spines; and, except for portfolio: gilt frigate to tails of spines; gilt RM logo to front boards; a.e.g. 28 x 22cm. Some general rubbing/wear to extremities of bindings; head of Vol. II of Field, pulled & rear board stained; o/w a clean & sound set: V.G. Vol. I signed & inscribed by Dr. N.A.M. Rodger: "Nicholas Rodger, Acton. St. Zephyrinus' Day 2005." Other vols & portfolio, signed; his copy

Surprisingly, prior to Colonel Field's painstakingly researched history of the Royal Marines from 1664 to 1914, only three obscure histories of Britain's Sea-Soldiers had been written,

even though the Royal Marines had fought alongside the Royal Navy in almost every instance, on every sea, and in every corner of the globe, ever since their formation. Published in the author's home-town of Liverpool by the Lyceum Press, these two volumes are illustrated with 23 coloured plates, 113 half-tone plates, and 173 illustrations in text. The first volume traces the origins of the Royal Marines from antiquity to the Middle Ages before providing full chapters on : Marine Regiments 1664-1702 ; the taking of Gibraltar, 1704 ; How the Rock was held ; the campaign in Spain and the taking of Annapolis Royal ; the attack on Cartagena in 1741 ; life and adventures of Hannah Snell, 'The Female Marine' ; the taking of Belleisle, 1761 ; duties and discipline of Marines when embarked in the 18<sup>th</sup> century ; in action afloat during the 18<sup>th</sup> century ; Boston and the Battle of Bunker's Hill ; The Marines founding the Commonwealth of Australia ; the Marines in the Great Mutinies of 1797-1802 ; the Defence of St. Marcou – Fort Trinidad and Anholt ; Sea Fighting 1800-1812 ; Royal Marines at Trafalgar in 1805 ; The Royal Marine Artillery and other Corps matters ; coastal operations and raids, 1796-1814 ; and the adventures of three Battalions, 1810-1815. The second volume continues with : Napoleon Buonaparte and the Royal Marines ; Bombardment of Algiers and the Battle of Navarino ; Royal Marine Battalion in the Carlist War, 1836-7 ; operations on the Syrian coast, 1840 ; the China War, 1840-2, Crimea, 1854-5 ; India, China War, 1856-60 ; Japan, 1864-5 & 1870-5 ; the Ashantee War, 1873-4 ; Marine Battalions in Egypt, 1882 ; Ireland ; operations near Suakin, 1884-5 – Sudan ; Nile operations, 1884-98, Royal Marine Camel Corps, Royal Marine Artillery in the Nile Gunboats ; Afloat in the 19<sup>th</sup> century ; Battle of Graspan and the South African War, 1899-1900 ; Boxer Rebellion in China, 1900 ; defence of the Peking Legations, 1900 ; and the present organization & equipment of the Royal Marines. In both volumes there are also interesting appendices. General Blumberg takes up where Colonel Field leaves off and records the deeds of the Royal Marines during the First World War. This book is divided into nine parts. Part I covers Reinforcement of the personnel of the Royal Navy. Part II, The War at Sea : Actions & Incidents, 1914-1919 ; Dardanelles ; Jutland ; Bombardments ; River Operations etc. III, Naval Striking Forces : Expedition to Ostend ; Dardanelles ; Zeebrugge ; and North Russia. IV, Ships' Detachment Landing Parties : Mediterranean & Red Sea ; Greece ; Persian Gulf ; Cameroons ; coastal operations in East Africa etc. V, Advanced Bases : Scottish bases ; Orkneys & Shetlands ; advanced bases Abroad ; and the Caspian Naval Force. VI, Units attached to the Army : Howitzer Brigades ; Anti-Aircraft Brigades ; Battalions in France, 1916-1919 ; Batteries in East Africa ; R.M. Motor Transport Company ; and Marines attached to the Royal Garrison Artillery. VII, Miscellaneous : Serbia, RMLI Battery in Egypt, 1915-16 ; South African Heavy Artillery ; R.M. Battalion in Ireland, April-May 1916 ; R.M.A. Heavy Siege train at Dunkirk ; etc. VIII, Special Units : R.M. Submarine Miners ; R.M. units in the Royal Naval Division ; R.M. Labour Corps ; and R.M. Engineers. IX, Administration & Training : the Corps at home and Training Arrangements. There are also three appendices. The book is illustrated with a coloured frontispiece, 27 photographic plates, & 22 plans. The Portfolio contains seven folding coloured maps : Environs of Antwerp ; Dunkirk & Belgian Coast ; Gallipoli – the Anzac Section ; the Dardanelles ; Ypres-Cassel area, France ; Albert – Bapaume – Cambrai area of France ; and Arras – Lens area of France. Most commonly, these maps are to be found in a rear pocket in the main volume, but superior sets have them housed in a separate portfolio as here. Complete sets in Four Volumes are SCARCE. Dr. N.A.M. Rodger's copy. £750.00

**BOOKQUOTE :** *“There is no scent so pleasant to my nostrils as that faint, subtle reek which comes from an ancient book.”* Arthur Conan Doyle.

## Scarce First Edition History of the Indian Mutiny : Two Volumes

**{301} Forrest, G. W.                      *A HISTORY OF THE INDIAN MUTINY, REVIEWED AND ILLUSTRATED FROM ORIGINAL DOCUMENTS. 2 VOLUMES.***

2 Volumes *William Blackwood*, 1<sup>st</sup> eds., 1904. **Vol. I** : Xxxii + 507 pp., frontis., guarded, + 17 plates + 5 maps in the text, 3 of which are fldg., + 1 further large, folding map in rear pocket. **Vol. II** : Xvi + 415 + 8 + 32 pp., frontis., guarded, + 10 plates + 1 fldg., map in the text + 2 further large, folding maps in rear pocket. **Both Vols.** : Uniformly bound in red cloth ; gilt ; re-cased retaining original covers ; 23 x 15cm. Some typical light marking & wear to covers but binding secure o/w V.G.

This two-volume history of the Indian Mutiny was reviewed and illustrated from original documents. The first volume covers the Siege of Delhi, the Defence of the Residency at Lucknow, the story of Cawnpore and Havelock's Campaign. The second volume describes Havelock's Succour of the Lucknow Residency, the Second Defence, the Relief by Sir Colin Campbell, Outram's Defence of the Alum Bagh, and the Siege and Capture of Lucknow. Both volumes are illustrated with plates and maps including a total of three, large folding maps in the rear pockets. SCARCE First Edition in two volumes.                      £150.00

**{302} Foulkes, Major-General C. H.                      *"GAS !" THE STORY OF THE SPECIAL BRIGADE.***

*William Blackwood & Sons*, rep., July 1936. Xv + 361 pp., frontis., + 20 photo-plates + 7 cold., maps, 5 of which are fldg., + 2 cold., & fldg., graphs. Original green cloth covers re-backed in black cloth ; gilt ; 25 x 15cm. Ex-RAF College lib., with stamps & markings to half t-p., + top edge only + their label preserved & mounted onto the new e.p., ; corners a little rubbed o/w V.G.+.

The author, a junior major in the Royal Engineers at the start of the Second World War, went on to become General Headquarters' Gas expert. His role was to conduct gas operations with the British Army in France and he was also made responsible for planning, organising, raising and training the Special Brigade, which was part of the Royal Engineers. Volunteers with a knowledge of chemistry were recruited from British universities and colleges and from the ranks of the BEF and were immediately promoted to the rank of chemical corporal. A base was found for the Special Brigade at Helfaut, only a few miles south of where GHQ were located at the time and initially two Special Companies were formed. Within four months, the companies had increased to four and the author was faced with the Battle of Loos, 25 September 1916, when the British used gas for the first time. The following year the four companies were expanded into the Special Brigade consisting of 16 Cylinder companies, one Projector company (flame thrower) and four Mortar companies, involving around 6,000 officers and men. The book details this background to the Special Brigade as well as all the operations in which gas was used and the various inventions such as the gas shell, the Stokes mortar and the flame projector. It also covers the new types of gases such as mustard gas and in particular the lethal phosgene which became our main battle gas for the rest of the war. The book includes a total of 21 photograph plates, 7 coloured maps, 5 of which are folding, plus 2 coloured and folding graphs. One of these shows *British Gas Casualties* which the author calculated at the time to be 181,053, with 6,109 proving fatal, but of course many lingered on until after the war before they succumbed to the effects of gas poisoning, so the true figure was not known. Fascinating and well-illustrated.                      £70.00

**{303} Foy, General Maxmilian.                      *JUNOT'S INVASION OF PORTUGAL 1807-1808.***

*Worley*, Felling, facsimile ed., 2000. 189 pp., maps + ills. D.j., 22 x 14cm. Bookplate ; d.j., spine slightly faded o/w FINE.

General Junot was appointed to head the force that entered Spain and invaded Portugal in late 1807. He narrowly missed capturing the Portuguese government in Lisbon and was made Governor General of the country. Following Junot's defeat by Wellesley at Vimeiro he became superseded by the more senior generals Burrard and Dalrymple but the following August he secured good terms at the Convention of Cintra and was repatriated to France with

his army. First published in 1829 this is a superb account by General Foy, one of Napoleon's most able divisional commanders who commanded the artillery reserve at Vimeiro. £20.00

**{304} Gaul, Roland. THE BATTLE OF THE BULGE IN LUXEMBOURG : THE SOUTHERN FLANK DECEMBER 1944 – JANUARY 1945. VOLUME I : THE GERMANS. VOLUME II : THE AMERICANS.** Two vols. : Schiffer, Atglen, 1<sup>st</sup> eds., 1995. Vol. I : 267 pp. Vol. II : 357 pp. Both Vols. : Photo-plates + maps & plans. D.j.'s ; marbled e.p.'s ; 26 x 18cm. FINE.

These two volumes on the Battle of the Bulge offer new insights into the events of one of the fiercest battles of World War II. Volume I covers the events from the German point-of-view. Volume II treats the offensive from American point-of-view and also offers the events from local civilians. The operations of the various German and American units are broken down into many small group actions, with many new details coming to light. Much of the material comes from first-person accounts from participants. A two-volume set. £60.00

### RARE 1916 First Edition Study of German Shells ~ with Coloured Illustrations

**{305} <> General Staff (Intelligence). NOTES ON GERMAN SHELLS.**

FIRST EDITION, May 1916. 209 + 26 pp., numerous ills., of shells, many cold., + several fldg., tables. Original blue soft cloth (frayed around edges) retained & mounted on a black cloth rebinding, hardback, gilt to spine ; 18 x 12cm. Original binding visible along new e.p., at front ; a small number of pages were published blank or with gaps, as explained in the preface, whilst the General Staff were awaiting further information on more recent shell patterns ; some supplements have been added and bound in but not all of these appear to be complete although the book itself is complete and as called for ; 2 Admiralty Library stamps, one of which is dated 29-11-21 ; overall V.G.

This is the FIRST EDITION of a RARE compendium of all shells in use by the German Army in early 1916 and it is accompanied by various coloured illustrations of each shell. The publication was compiled from actual specimens of the shells forwarded by the Allied Armies, and also from information supplied by the French General Staff, by the War Ministry and from German pamphlets describing the use the shells were to be put to. Each of the numerous shells featured is described in the text and (almost always) with a coloured scale drawing of the shell itself. The calibres range from the 3.7cm and its variations through to the 42cm heavy shell. It also includes, amongst others, naval shells, gas shells, shrapnel and projectiles. The book begins with a contents list of the German Shells and then a table of all shells used according to colour and calibre, giving a description of their basic colour and their page reference within the book. The description of the shells is extremely detailed, mentioning Material, Weight, Bullets (where relevant), as well as a section on Employment, explaining where and when the German gunners would fire that particular shell, and an important section on Remarks. Below each illustration and/or coloured illustration there are provided dimensions that include thickness of walls, thickness of base, width of driving bands and distinctive markings. There are various folding tables in the appendices, some supplements not originally called for later bound in (though not always complete if indeed they were ever printed), plus 26-page Amendment (No. 4, 1917) which was bound in at the end when the book was preserved and re-bound into a hardback. RARE and historically important with some beautiful colour illustrations of shells. £200.00



*Books ! Books ! ... Hurry - I want more Books !!!*



**VERY SCARCE Wartime Notes on the Red Army ~ with 5 Coloured Plates**

**{306} General Staff, The War Office. *SHORT NOTES ON THE RED ARMY INCLUDING IDENTIFICATIONS (REVISED 1942).***

*The War Office*, reprinted in Canada in April 1943. 130 pp., photo-ills., + ills., + 5 cold., plates, 1 of which is fldg. Re-bound in red cloth, hardback, retaining original blue card covers ; 19 x 12cm. Nr.FINE.

“*Not to be Published*” ; “*This Must Not Fall Into Enemy Hands*” – this highly sensitive item was published in 1943 and contains short notes on the Red Army which include the following : *Characteristics and Organisation ; Method of Identification ; Details of Artillery, other Weapons and Aircraft with Illustrations ; Armoured Fighting Vehicles ; Short Notes on Tactics ; Military Conventional Signs ; Weights and Measures ; Military and other Abbreviations.* Along with numerous photographs and illustrations there are five coloured plates, one of which is folding, showing *How to Identify Personnel.* SCARCE. £95.00

**{307} General Staff, War Office. *HANDBOOK OF THE RUSSIAN ARMY. 1940.***

*Imperial War Museum*, facsimile rep., 1998. 340 + 38 + 35 pp., photo-ills., ills., + tables. Brown cloth ; red & gilt armorial to front ; 22 x 14cm. FINE.

This facsimile reprint of the official Handbook of the Russian Army, originally released in 1940 and then again in 1944, begins with a short historical sketch covering the Great War, the Revolution and the construction and development of the post-revolution army, the Soviet or Red Army. There is a detailed treatment of the 1940 army in which the combat arms (infantry, cavalry, artillery, armour and engineers) and the services (transport, supply, medical etc.) are described with organization, strength and equipment details in each case. Chemical Warfare is also discussed and, of course, the ever-pervading internal security troops, the police, Frontier Guards, Partisan units, women’s and youth organizations. The supplement provides an update on tactics and organization as well as illustrations of uniforms, badges of rank, service emblems and orders and medals. There are also pictures of guns, tanks and other equipment. There is a glossary of military terms and abbreviations and a list of conventional signs. Even the Navy features in this book of the Red Army. £35.00

**{308} Glantz, David M. & House, Jonathan M. *THE BATTLE OF KURSK.***

*Ian Allan*, 1<sup>st</sup> ed., 1999. Xiii + 472 pp., several photo-plates + 32 maps. D.j., 24 x 16cm. FINE.

The Battle of Kursk was one of the largest tank engagements in world history and led to staggering losses – including nearly 200,000 Soviet and 50,000 German casualties – within ten days of fighting. Drawing on both German and Soviet sources, the authors go well beyond all previous accounts as newly released Soviet archival material adds unprecedented detail to what is known about this conflict, enabling them to reconstruct events from both perspectives and describe combat down to the tactical level. This book reveals what the Red Army knew about the plans for Hitler’s offensive (Operation Citadel), recreates tank warfare and hand-to-hand battle, and shows how the tide of battle turned. £25.00

**{309} Gravely, Colonel T. L. (Comp.) *SIGNAL COMMUNICATIONS : THE SECOND WORLD WAR 1939 – 1945 ARMY.***

*War Office*, Restricted, 1 of a series, complete in itself, 1<sup>st</sup> ed., 1950. Xii + 478 pp., various maps & diagrams including some plates in colour. Re-backed with original spine re-laid and retaining original red cloth ; 24 x 15cm. Some marking & wear to covers with remains of a label to front cover but securely bound due to re-backing ; V.G.

This book, officially compiled by authority of the Army Council, contains a wealth of information on Signal Communications, 1939- 1945, such as *Organization of Signals ; The Signals Directorate ; Signal Planning ; Signal Trades ; Personnel ; Training ; Procedure, Message Traffic and Press Communications ; Equipment and Maintenance ; Transport ; Development and Use of Wireless Equipment ; Frequency Allotment ; Power Supply ;*

*Development and Use of Line Telegraphy and Telephony ; Signal Despatch Service ; Defence Telecommunications Network ; G.H.Q. Signals ; Army and Army Group Signals ; Corps Signals ; Airborne Corps Signals ; Armoured Divisional Signals ; Independent Armoured Brigade Signals ; Airborne Divisional Signals ; Infantry Divisional Signals ; Light Divisional Signals ; L. of C. Signals ; Air Formation Signals ; A.A. Brigade H.Q. Signal Troop ; Communications for the Air Defence of Great Britain ; Railway Signals ; War Office Signals ; A.T.S. Signals ; Communication Security ; Regimental Communications ; The Army Pigeon Service ; and more besides. Illustrated with maps and diagrams, some of which are coloured. SCARCE. £75.00*

**VERY SCARCE First Edition of General Guderian's study of the Panzerwaffe**

**{310} <> Guderian, Heinz.**

***DIE PANZERWAFFE.***

Stuttgart, 1<sup>st</sup> ed., 1943. 230 pp., 50 photo-plates + 15 maps & plans, (2 fldg.) + a fldg., table + a fldg., map at rear. Re-backed in orange cloth with original spine re-laid and retaining original boards with small ill., of tank to front ; 24 x 16cm. Corners rubbed ; 2 plates + 1 page professionally repaired with blank paper where there is loss to the upper corner of each ; o/w V.G.

Published in Stuttgart in 1943, this First Edition copy of the Panzerwaffe examines (in a German text) its development, its fighting tactics and its operational possibilities until the start of the "Greater German freedom fight." Its author, Heinz Wilhelm Guderian, was a German general during World War II, the innovator and proponent of the "blitzkrieg" doctrine who was noted for his success as a leader of Panzer units in Poland and France and for partial success in the Soviet Union. He therefore brings an historically important insight and perspective to this study which is illustrated with fifty photographic plates, fifteen maps and plans, two of which are folding, plus a folding table and a folding map at the rear. VERY SCARCE First Edition, this is a very collectable item. £100.00

**{311} Gutman, Yisrael. & Berenbaum, Michael.**

***ANATOMY OF THE***

***AUSCHWITZ DEATH CAMP.*** *Indiana University Press, Bloomington and Indianapolis, 1<sup>st</sup> ed., 1994. Xvi + 638 pp., photo-ills., + maps, plans & diagrams. D.j., 24 x 16cm. Crease to inside of d.j., flaps o/w FINE.*

Auschwitz, the largest and most lethal of the Nazi death camps, was actually three camps in one – a killing centre, a concentration camp, and a series of slave labour camps. More than a million people were murdered at Auschwitz, of whom ninety per cent were Jews. In one of the inaugural publications of the U.S. Holocaust Memorial Museum's Research Institute, leading scholars from the United States, Israel, Poland and other European countries provide the first comprehensive account of what took place at Auschwitz. Principal sections of the book address the institutional history of the camp, the technology and dimensions of the genocide carried out there - including the design and construction of the gas chambers and crematoria, - the profiles of the perpetrators and the lives of the inmates, underground resistance and escapes, and what the outside world knew about Auschwitz and when. Here are a series of essays, all prepared exclusively for this book. Many chapters – including those by Polish scholars, who can now write freely about the Jewish fate in Auschwitz – bring to light new information found in archival holdings in the former communist countries. UNCOMMON First Edition in its dust-jacket. £60.00

**{312} Halstead, Murat.**

***BRITON AND BOER IN SOUTH AFRICA.***

***THE STORY OF ENGLAND'S WAR WITH THE BRAVE BOERS AND THE EVENTFUL HISTORY OF SOUTH AFRICA.*** *International Publishing Co., Philadelphia & Chicago, 1<sup>st</sup> ed., 1900. 485 frontis., several photo & other plates + 1 cold., & fldg., map. Re-cased retaining original green cloth covers with ill., to front ; new e.p.'s. ; 23 x 17cm. Covers scuffed / marked ; damp to margin only of frontis., o/w V.G.*

This contemporary account of the Boer War comes in two parts. Part I covers *A Complete History of South Africa Before the Breaking Out of the Present War ; It's Discovery ; Settlement ; Native Tribes ; The Missionaries and their Labours ; Government, Wars, Resources, Progress, Development, Wealth, Diamond Mines and Gold Fields, Heroes, Statesmen and Kings of Capital*. Part II covers *A Thorough Reliable and Impartial History of England's Conflict with the Boers ; The Causes of Hatred Between Them ; The Battle of Majuba Hill and its Consequences ; The Terrible Struggle of 1899-1900 ; Determination and Heroism on Both Sides ; The Many Battles in Detail ; Marksmanship and Strategy of the Boers ; Thrilling and Pathetic Incidents ; Attitudes of Foreign Nations and the Influence of this War on Civilization*. Illustrated with plates and a coloured and folding map. £30.00

**{313} Hart, Captain B. H. Liddell (Ed.).** *THE LETTERS OF PRIVATE WHEELER 1809 - 1828*. 1<sup>st</sup> ed., thus 1951. 287 pp., frontis., facsimile e.p.'s. D.j., (minor edge-wear o/w complete & unclipped) ; 22 x 14cm. Bookplate ; foxing mainly to margins, edges & d.j., o/w V.G.

The letters of Private William Wheeler were one of the greatest discoveries from the Peninsular Wars. Wheeler served with the 51<sup>st</sup>, later the 1<sup>st</sup> Battalion, King's Own Yorkshire Light Infantry. His letters begin with the Walcheren expedition, cover the main part of the Peninsular War, and then give his impressions of the Waterloo campaign. His later letters depict the conditions of overseas garrison service after the Napoleonic War, and provide some sidelights on the Greek War of Independence. His letters give a vivid description of the Peninsular countries and of Napoleonic warfare. £25.00

**{314} Haythornthwaite, Philip J.** *WELLINGTON'S MILITARY MACHINE*. *Spellmount*, Staplehurst, 1<sup>st</sup> ed., 1997. 192 pp., numerous cold. + b&w ill., maps & plans. D.j., 28 x 22cm. Lower corners bumped o/w FINE

In 1813 Wellington described his army as "probably the most complete machine for its numbers now existing in Europe". Drawing on a huge array of sources, including unpublished contemporary material, this book describes in detail the composition and evolution of the British Army and its Allied foreign contingents throughout the Napoleonic Wars. All aspects are covered from the life of the ordinary redcoat to weaponry, tactics, administration, supporting services at home and Wellington's military genius. An account of all the campaigns shows how this army was employed and full coverage is also accorded the Royal Navy. Supported by lavish illustrations. £25.00

**{315} Hayward, Pat (Ed.).** *SURGEON HENRY'S TRIFLES : EVENTS OF A MILITARY LIFE*. New edition, 1970. Vi + 281 pp., frontis., + 5 maps. D.j., 22 x 14cm. 2 bookplates ; red title etc., on d.j., spine typically faded o/w V.G.+.

Walter Henry is probably most famous for his service as a Regimental Surgeon with the 66<sup>th</sup> in the Peninsula where he served at Badajoz and the Battle of Vittoria. In 1939, published under the title *Trifles from my Portfolio*, Henry gave a detailed and vivid account of his experiences in the Peninsula at this time and provided an interesting perspective of events. This new edition is based on that original version. Henry goes on to record his subsequent services around Nivelle and the Battle of Orthes. From here his work took him to India where he assisted the 1<sup>st</sup> Battalion in the invasion of Nepal. Next, he followed the Battalion to St. Helena, remaining there until the death of Napoleon in 1821 and again making a name for himself by attending the Emperor's autopsy. Walter Henry eventually died in Canada in 1860 where he had been working as Medical Inspector General. This work, first published in his lifetime, gives account of a remarkable life from one of the most historic periods, The Napoleonic Era. Their directness and vivid detail take us into the midst of the campaigning soldiers, into the surgeon's tent and the officer's mess. Uncommon. £25.00



**{316} Hibberd, Dominic. *WILFRED OWEN : A NEW BIOGRAPHY.***

*Weidenfeld & Nicolson*, 2<sup>nd</sup> imp., October 2002. Xix + 424 pp., various photo-plates + 8 maps. D.j., 24 x 16cm. FINE.

For decades very little was known about Wilfred Owen's life but this book, based on over thirty years of wide-ranging research, brings new information and reinterpretation to virtually every point in Owen's life. Fresh light is shed on his family background, education and struggles with his religion. His sexual orientation is fully discussed for the first time. His army training and experiences on the Western Front are described in vivid detail, using original military archives. Throughout it all the poet steadily develops. We see how Owen endured 'seventh hell' on the battlefield with an extraordinary inner resilience, then battled afresh with his memories so that he could use them for poems that are admired today. £25.00

**{317} Holland, James. *FORTRESS MALTA : AN ISLAND UNDER SIEGE 1940 – 1943.*** *Orion*, 1<sup>st</sup> ed., 2003. Xxiii + 440 pp., 84 photo & other plates + several maps. D.j., 24 x 16cm. FINE.

For nearly three years during the Second World War, Malta held the key to the war in the Mediterranean and North Africa – a theatre where victory or defeat depended on which side should win the logistics battle. In two months alone – March and April 1942 – more bombs fell on Malta than on London during the entire Blitz. This book follows the story through the eyes of the individuals who were there : the pilots, submariners, soldiers and civilians who each provide extraordinary tales of heroism, resilience, love and loss. £25.00

**{318} Jones, Proctor Patterson (Ed.). *NAPOLEON. AN INTIMATE ACCOUNT OF THE YEARS OF SUPREMACY 1800 - 1814.*** *Proctor Jones Publishing Company*, San Francisco, 1<sup>st</sup> ed., 1992. Xxxvi + 444 pp., frontis., profusely illustrated with cold., + b&w photo-ills., + ills., + e.p. maps. D.j., & boxed 27 x 27cm. Light wear to d.j., (indentations but no tears, loss or clipping) o/w Nr.FINE. Signed by the Author.

This luxurious, elegant volume is a Napoleonic museum within covers. Its pages are filled with hundreds of paintings, engravings, maps, and reproductions of original letters covering Napoleon's career as soldier, lover, and imperial head of state. These works of art are complemented by the memoirs and recollections of the two men who were most regularly in Napoleon's company during his years of supremacy : Baron Claude-Francois de Meneval, Napoleon's secretary, and Constant Wairy, the Emperor's first valet. They provide detailed insight into Napoleon's acts of state and military campaigns, his home life and daily routine, his physical ailments and personal obsessions, and his relationship with Josephine and love affairs. Signed by the Author. £65.00

**{319} Karpov, Vladimir. *RUSSIA AT WAR 1941-45.***

*Stanley Paul*, 1<sup>st</sup> ed., 1987. 256 pp., numerous photo-ills., + some maps & plans. D.j., 29 x 24cm. V.G.+.

This fascinating book offers a unique view of what World War II was like for ordinary Russians day-to-day, whether in the factories or at the front, in the trenches or under siege. Over 300 dramatic photographs, drawn from official archives and personal collections, include the three-year siege of Leningrad, the Battle of Stalingrad, aerial combat, the epic tank battle of Kursk, and soldiers and airmen off-duty. The photographs are accompanied by letters, diaries and the personal recollections of some of those who took part. £25.00

**{320} Kern, Ernst. *WAR DIARY 1941 – 45 : A REPORT.***

*Vantage Press*, New York, 1<sup>st</sup> ed., 1993. Vii + 152 pp., photo-ills. D.j., 21 x 14cm. FINE.

This is the lesser-heard perspective of a German infantryman who offers the insights of a boy who grew to manhood amid some of the most beautiful scenery in the world, the Ukraine, Caucasus and Carpathians, during World War II, but who nevertheless experienced the infantryman's lot of dirt, drudgery, disease and death. The author was eighteen in early 1941

when he volunteered for military service in the German army, the lesser of the options facing him, and his preference was to join the mountain troops as a *Gebirgsjager*. The war against Russia started on June 22<sup>nd</sup> and three days later the author received orders to report for duty to the First Mountain Division, Ninety-Eighth Regiment, at the Mountain Troop Barracks in Mittenwald. From here he went on to experience the Static War on the Mius, 1941/42, the Caucasus Campaign, 1942/43, Intermezzo, 1943/44, retreat during the summer of 1944, and then the last months of war, all of which are recorded in this UNCOMMON book. £45.00

**{321} Knight, Ian. *THE ANATOMY OF THE ZULU ARMY : FROM SHAKA TO CETSHWAYO 1818 - 1879.*** New ed., 1999. 282 pp., photo-plates + maps. D.j., 24 x 16cm. FINE.

Unlike its British counterpart, the Zulu army was not a professional force and yet it inflicted a crushing defeat on British imperial forces at Isandlwana in 1879. After surveying the Zulu army from its creation during the wars of Shaka in the early nineteenth century, and the subsequent development of Zulu fighting methods, the author focuses in detail on the structure and condition of the Zulu army during the war of 1879. This indispensable book describes such key topics as enlistment, organisation, training and equipment. It also considers Zulu war aims and strategy, their view of artillery and cavalry, and how they were perceived by their colonial neighbours. Most of all, the author reveals how the Zulu army functioned in wartime, from preparatory rituals to battlefield tactics, and the shock of battle itself. A ground-breaking study of the Zulu army. (Published @ £25.00). £20.00

**{322} Lattimer, John K. *HITLER AND THE NAZI LEADERS : A UNIQUE INSIGHT INTO EVIL.*** Ian Allan, 1<sup>st</sup> ed., 1999. 272 pp., numerous photo-ills. D.j., 26 x 21cm. FINE

After the Second World War the Allies prepared for the Nuremberg War Crime Trials and just as they were determined to see the Nazi leaders put on trial, so too were they determined that these leaders would be able physically to stand trial and ultimately suffer whatever penalty the court decreed. To that end, the Allies ensured that the surviving Nazi leaders received amongst the best medical treatment available. One of the doctors involved at Nuremberg was an American urologist, the author of this book, who was thus ideally placed to see first-hand the medical and physical condition of many of the most hated Nazi leaders – Goring, von Ribbentrop, Streicher and so on. In this book the physician examines in depth the medical evidence that he saw at the time and analyses the result of his diagnoses in terms of the course of World War II. In doing so, he draws controversial conclusions as to the course of the war and the factors behind the ultimate Allied victory. Illustrated with hundreds of photographs, this is a remarkable account of Nuremberg and the men on trial. £25.00

**Only 1 Copy on COPAC ~ RARE**

**{323} Laurence, Henry Buckton. *AUTUMNAL ANTICS OF AUXILIARIES & OTHERS AT THE LATE MANOEUVRES : HUMOUROUS INCIDENTS OF CAMP LIFE, DURING THE AUTUMN MANOEUVRES, SKETCHED AND PUBLISHED BY "REQUEST."*** Maclure & Macdonald, 1<sup>st</sup> ed., c. 1875. (24 pp.) 11 full-page sketches. Re-backed retaining original blue hard card boards ; blue cloth spine ; gilt to front board ; new e.p.'s, 21 x 33cm. Rear cover a little chipped o/w V.G. Published around 1875, here are eleven full-page humorous sketches of life in military camps during the Autumn manoeuvres, by the author of "*Canadian Sports & Pastimes*" and "*Attached to the Regulars for a Month*" &c." RARE, only 1 copy on COPAC. £200.00

**{324} Leckie, Robert. *CHALLENGE FOR THE PACIFIC : GUADALCANAL – THE TURNING POINT OF THE WAR.* Hodder & Stoughton, 1<sup>st</sup> English ed., 1966. Ix + 372 pp., e.p., maps + 5 other maps. D.j. ; 24 x 16cm. A little loss to top edge of d.j., o/w V.G.+.**

This is the full story of the bloody, hundred-day Battle of Guadalcanal which not only changed the whole course of action in the Pacific but also vitally affected the entire outcome of the war. Told from the Japanese side as well as the American, this book covers what led up to the battle and what followed after. Involving the Army, Air Force, Navy and Marines, the roles of each are closely recounted almost day by day. Likewise, the book covers all echelons from the Top Brass in Washington and Tokyo, to the decks of the battleships and carriers, the cockpits of fighter planes, the foxholes in the jungle and the lonely lookout posts of the scouts. Based on a wealth of published and unpublished material. £25.00

**{325} Luard, Lieut-Col. John. *A HISTORY OF THE DRESS OF THE BRITISH SOLDIER FROM THE EARLIEST PERIOD TO THE PRESENT TIME.* William, Clowes, FIRST EDITION, 1852. Xxiii + 171 pp., 50 plates. Re-backed with original spine re-laid and retaining original red cloth covers ; gilt illustration to front ; gilt title to spine ; new e.p.'s. ; 25 x 17cm. A little typical foxing/browning in places but mostly clean ; inscribed to *W Hamilton, Consolation Prize No 3 Company St Georges Rifles, 1876 ; o/w V.G.***

This is a thoroughly researched study of military uniforms that begins with the ancient British period and progresses until 1852 when this book was published. Following this, separate chapters discuss the armies of India, review of the dress of past times, fire-arms, marching, formation of the army, explanation of various parts of armour, description of defensive armour for the body, and armour for horses. Fifty plates of line drawings attractively illustrate each period of uniform. First Edition Copy, 1852. £50.00

**{326} MacLean, French L. *THE FIELD MEN : THE SS OFFICERS WHO LED THE EINSATZKOMMANDOS – THE NAZI MOBILE KILLING UNITS.* Schiffer, Atglen, 1<sup>st</sup> ed., 1999. 232 pp., photo-plates + maps. D.j., marbled e.p.'s, 29 x 22cm. FINE.**

Two thousand nine hundred and forty-five men lined up in four motorized columns immediately behind the German Army on June 22, 1941 as it prepared to launch *Operation Barbarossa* - the German attack on the Soviet Union - an attack designed to win the war. Their mission - for the glory of Greater Germany - was to butcher as many human beings as they could get their hands on - men, women and children who were at that very moment peacefully sleeping in their warm beds in dozens of large cities and scores of small hamlets from the Gulf of Finland to the Black Sea, and from the border with old Poland to the outskirts of Moscow. The field men of the *Einsatzkommandos*, the men of Bach and Beethoven, Grimm and Gutenberg - and now Hitler and Heydrich - were very thorough at what they did. Over the course of the next two years, by means of machine-guns, carbines, gas vans, explosives, rifle butts or axe handles, the field men would slaughter 1,300,000 people. *The Field Men*, a companion volume to the author's *The Camp Men: the SS Officers Who Ran the Nazi Concentration Camp System*, covers the entire gamut, from the organization of the units, to the SS officers who served in this scourge on the Eastern Front. Some 380 SS officers are described in full detail and extensively analyzed. The photographic section of the book contains over 175 photographs, while detailed maps show the locations for each unit throughout the campaign. £50.00



**BOOKQUOTE :** “*Books choose their readers, not the other way around. I believe that booksellers are the matchmakers. Thank you.*” Cecelia Ahern.

## SCARCE Study on the Military Music and Bandsmen of the Third Reich

**{327} <> Matthews, Brian. THE MILITARY MUSIC & BANDSMEN OF ADOLF HITLER'S THIRD REICH 1933 – 1945.** Tomahawk Films, Winchester, 1<sup>st</sup> ed., 2002. 320 pp., numerous cold., + b&w photo-ills. Photo-boards ; 21 x 30cm. Pages gently wavy/rippled o/w FINE.  
This study of the military music and bandsmen of the Third Reich contains the following chapters : *Training of the Third Reich's Musicians ; Musikkorps of the Wehrmacht ; Musikkorps of the Waffen-SS ; Musical Instruments of the Musikkorps ; A Musikmeister's War ; Bandsmen's Insignia, Uniforms and Accoutrements ; Bandsmen's Medals and Awards ; Bandsmen's Personal Documents, Sheet Music and Song Books ; Bandsmen's Weaponry and Side-arms ; Flags, Banners & Totems of the Musikkorps ; The Radio, Records & Propaganda of the German Home Front ; Wunschkonzert fur die Wehrmacht ; The Reich's Song Composers, Lyricists & Performers ; Channel Island Memories ; Death of the Reich...and Beyond ; Die Alten Kameraden ; East Germany and Die National Volksarmee ; West Germany and Die Bundeswehr ; The Song Lyrics ; The Tomahawk Films WWII German Archive ; Bibliography.* Illustrated with around 1,000 photographs, many of which are rare and coloured. This copy contains a pasted label to the front endpaper reading *In Memory of Norbert Schultze 1911-2002*, a prolific German composer of film music, best remembered for having written the melody of one of the most famous ballads of the Second World War, *Lili Marleen*. SCARCE. £100.00

### VERY SCARCE ~ Only 1 Copy listed on COPAC

**{328} Mendelsohn, John, (Ed.). COVERT WARFARE : INTELLIGENCE, COUNTERINTELLIGENCE, AND MILITARY DECEPTION DURING THE WORLD WAR II ERA. NO. 7 : THE CASE OF RICHARD SORGE.** Garland Publishing, 1<sup>st</sup> ed., 1989. Numerous pages in various sections, various photo-ills., + some ills. Original green cloth ; 31 x 23cm. Occasional light blemish to covers o/w FINE.  
This volume is number 7 in a series of 18 that have been reproduced from copies in the US National Archives and it explores the case of Dr. Richard Sorge, 1895-1944, whose espionage activities on behalf of the Soviet Union have become legendary. The decision to proclaim Sorge posthumously a "Hero of the Soviet Union" on November 6, 1964, was of great significance in that it was the first "official" recognition of the existence of Soviet espionage. The successes achieved by Sorge's intelligence collection efforts in Shanghai and particularly in Tokyo during the critical years 1930-1942 rank among the most important in the history of intelligence operations. As an intellectual and journalist feigning National Socialist sympathies, Sorge was later able to gain a position of trust within German military and diplomatic circles in China and Japan prior to and during the early years of World War II. Using intrigue and manipulation, the "Sorge ring" was able to provide the Fourth Bureau of Red Army Intelligence with a steady stream of high-level political, economic and military intelligence that assisted in Soviet strategic planning. VERY SCARCE. £100.00

**{329} Michel, Jean. DORA. THE 'HELL OF ALL THE CONCENTRATION CAMPS' WHERE 60,000 SLAVES BUILT V1s AND V2s FOR THE NAZIS, AND 30,000 DIED.** Weidenfeld & Nicholson, 1<sup>st</sup> Eng., translation, 1979. Viii + 308 pp., photo-plates. D.j., 22 x 14cm. 1 tiny amendment in a margin o/w FINE.

The author was captured by the Germans in 1943 and spent two nightmare years in Dora, the subterranean concentration camp devoted to the manufacture of missiles. In its tunnels, Wernher von Braun and other Nazi scientists pioneered research into the conquest of space and laid the foundations for the modern American space programme. Here, one of Himmler's 'slaves' has decided to break the conspiracy of silence surrounding Dora and how the Apollo space mission owed its beginnings to the toil and death of thirty thousand prisoners. The author describes in shocking detail the terrible conditions within the camp and tells many stories about his own and his fellow comrades' torments. £25.00

**{330} Middeldorf, Eike. HANDBUCH DER TAKTIK FUR FUHRER UND UNTERFUHRER.** *E. S. Mittler & Sohn, Berlin & Frankfurt, 1<sup>st</sup> ed., 1957. 494 pp., diagrams & plans, some coloured. Re-backed with a green cloth spine & retaining original green cloth boards ; 23 x 15cm. Ex- R.M.A. Sandhurst lib., with occasional stamps, then from the private working library of the late Dr. David Westwood, a military and naval historian and author of several books, containing occasional marginal doodles & translations by him ; corners rubbed ; o/w V.G.*  
Written in German and published in 1957, this Handbook of Tactics for the Driver and Inspector / Learner, claims that it "brings to the reader modern, tactical thinking, knowledge, and action." Chapters cover *The Basics ; Clarification and Security ; March and Development ; The Types of Fighting ; Fighting with the Use of Nuclear Weapons ; Telecommunications Use ; Aviator Defense ; Airborne Use ; Pioneering Use ; Cooperation with the Luftwaffe ; Fight Under Special Circumstances ; Logistics Attachment.* Illustrated with diagrams and plans, some coloured, this book contains a useful index of English and French translations from the German for technical and military terms. SCARCE. £40.00

### RARE Military History with 50 Folding Maps ~ Particularly of Napoleonic Interest

**{331} <> Middleton, Colonel O. R. OUTLINES OF MILITARY HISTORY ; OR, A CONCISE ACCOUNT OF THE PRINCIPAL CAMPAIGNS IN EUROPE BETWEEN THE YEARS 1740 AND 1870, BEING THOSE GENERALLY REFERRED TO IN OUR MILITARY TEXT BOOKS.** *N.d., (c. 1870's). Xv + 323 pp., 44 fldg., maps, plans & diagrams + 6 fldg., maps in rear pocket. Re-backed with original spine re-laid, retaining original red cloth covers but with new e.p.'s & new rear pocket ; gilt ; 23 x 14cm. Some maps in rear pocket torn along folds but no loss ; rear pocket has unstuck along 2 edges ; age marks & discolouring to original covers ; bookplate to f.e.p., o/w V.G.*  
These Outlines of Military History will be of particular interest to the Napoleonic collector. They are extracts from various writers and were published here, approximately in the 1870's, to assist the military student in his studies. Beginning with Frederick the Great's Campaign's from 1740, and concluding with chapters on The Campaign in Italy, 1849, then 1859, The Prussian and Austrian War, 1866, and finally The Franco-German War, 1870, the remainder of the entire volume is devoted to Napoleon's Campaigns. Included is The Campaign in Italy, 1796-7, The Marengo Campaign, The Campaign of 1805 (Ulm and Austerlitz), The Jena Campaign, Continuation of the Campaign against the Russians, The Wagram Campaign, The Invasion of Russia, The Retreat from Moscow, The Campaign on the River Elbe, The Invasion of France, the British Expedition to Egypt in 1801, an interesting section on the Peninsular War, and finally The Waterloo Campaign. Illustrated with 44 folding maps, plans and diagrams plus 6 further maps in the rear pocket. RARE. £300.00

**{332} Military Intelligence Division, War Dept. JAPANESE INFANTRY WEAPONS. SPECIAL SERIES, NO. 19, 31 DECEMBER 1943.** *Washington, 1<sup>st</sup> ed., 1943. Xiv + 241 pp., 1 fldg., plate + 159 photo-ills., ills., & diagrams. Original grey card wrappers re-bound into a red cloth hardback ; gilt ; 20 x 14cm. A little light wear with a small closed tear to the margin of a contents page (no loss) o/w V.G.+ in a FINE binding.*

This *Restricted* publication belonged to a series providing official and other reliable information on a range of topics that were to be circulated amongst officers during the Second World War. This issue covers Japanese infantry weapons and gives detailed information on a whole range of models of different types of *Pistols and Rifles, Grenades and Land Mines, Grenade Dischargers, Machine Guns, Mortars, Antitank and Infantry Guns, and Small-Arms Ammunition*. Instructions include a description of each model listed within the above categories, how to identify them, characteristics, how to operate, ammunition, maintenance, accessories and other general information. 159 photographs, illustrations and diagrams accompany these weapon descriptions and there is a further folding plate indicating the ranges of principal Japanese infantry weapons. An important historical item now preserved in a smart red and gilt cloth binding. £85.00

**{333} Moltke, Field Marshal Count Helmuth von. THE FRANCO-GERMAN**

**WAR OF 1870 – 71.** *Harper & Brothers, New York, 1<sup>st</sup> U.S. ed., 1892. Xiv + 432 pp., frontis., + large folding map in rear pocket. Rebound in green cloth with the red, black & gilt illustration from the original front cover mounted, pasted and bordered in gilt on the new cloth ; original gilt title mounted & pasted onto spine ; 2 edges uncut ; 23 x 15cm. Small stamp of Westfield Athenaeum Westfield, Mass., on t-p., which itself has been professionally repaired ; small blind tape repair to edge of next prelim + a small closed marginal tear (no loss) on p.1 o/w V.G.+.*

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 4<sup>th</sup> 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. £45.00

**Contemporary Account of European Military Armies and Weapons ~ 1855 - 1856**

**{334} <> Mordecai, Major Alfred. MILITARY COMMISSION TO EUROPE IN 1855 AND 1856. REPORT OF MAJOR ALFRED MORDECAI, OF THE ORDNANCE DEPARTMENT. TOGETHER WITH A BRIEF DESCRIPTION OF THE MODERN SYSTEM OF SMALL ARMS AS ADOPTED IN THE VARIOUS EUROPEAN ARMIES (BY J. SCHON).**

*George W. Bowman, Washington, 1<sup>st</sup> ed., 1861. Vii + 232 pp., 22 plates, (1 fldg.) Modern System of Small Arms follows on the pagination yet is 2<sup>nd</sup> ed., revised and augmented, with explanatory plates, (first published Dresden, 1855), translated here from the German by J. Goras. 13 fldg., diagram plates, 4 of which are facsimile. Bound together and re-backed in cloth with new e.p.'s but retaining original blind tooled cloth ; 29 x 22cm. Some expected rubbing & marking to boards ; staining & browning throughout with p. 231 tape-enforced at edge ; 4 diagrams in the second section are facsimile o/w GOOD+ - V.G.*

This is an important, contemporary account of the military armies and weapons of Russia, Prussia, Austria, France, and Great Britain at the time of the Crimean War. The author was a notable American Army ordnance officer and he was sent to Europe to carry out this study on the eve of the American Civil War. Contents include *Military Organization* (of armies in the Crimean War) ; *Ordnance at the Siege of Sevastopol* ; *Report of the French Minister of War to the Emperor on the Administrative Arrangements for the War in the East* ; *Arsenals of Construction* ; *Rifled Cannon* ; *Cannon of Large Caliber* ; *Garrison Artillery* ; *Field Artillery* ; *New Systems of Field Artillery* ; *Shrapnell Shells or Spherical Case Shot* ; *Fuzes for Common Shells* ; *Small Arms*. Also included is a translation of Schon's *Rifled Infantry Arms* which compares the firearms of various European armies in 1855. This combined

publication contains a total of thirty-five plates, fourteen of which are folding and four are facsimile. An important volume throwing light on the Crimean War. £100.00

**{335} Mountbatten of Burma, Vice-Admiral, The Earl. *REPORT TO THE COMBINED CHIEFS OF STAFF BY THE SUPREME ALLIED COMMANDER SOUTH-EAST ASIA 1943 – 1945.*** HMSO, 1<sup>st</sup> ed., 1951. Xi + 280 pp., a total of 39 maps, mostly cold., + 4 charts. Hard card covers ; cloth spine with pasted title strip ; 27 x 21cm. Minor edge-wear ; 1 strip of tape + 3 HMSO H.M. Forces stamps to t-p., o/w V.G.

This is the official report to the combined Chiefs of Staff by the Supreme Allied Commander of South-East Asia, Vice-Admiral the Earl Mountbatten of Burma. Beginning with an introduction, the report concerns itself with the strategy and operations throughout various phases of the campaign in South-East Asia from October 1943 to September 1945. It also includes Fleet and Long-range Air operations of 1944 and 1945, a section on the civil affairs of Burma and then conclusions with appendices and annexures. This report is enhanced by a total of thirty-nine maps, most of which are coloured, plus four charts. £40.00

**{336} Moynihan, Michael (Ed.). *BLACK BREAD AND BARBED WIRE : PRISONERS IN THE FIRST WORLD WAR.*** Leo Cooper, 1<sup>st</sup> ed., 1978. Xvii + 188 pp. D.j., 22 x 14cm. Nr.FINE.

This book fills a former gap in history books on the ordeals of Prisoners of War in German camps from 1914-18. Based on the diaries and journals of seven representative POWs, it tells of near starvation, brutal punishments and extreme forced labour. There is clear evidence of flagrant disregard by the Germans for international agreements on the treatment of POWs, confident as they were that they would be the victors and not held responsible for their actions. That their Turkish allies were guilty of even greater barbarity is revealed in the horrific last chapter. All but one of these accounts are by other rank POWs. That by an officer suggests a totally different world. Officer POWs retained batmen to look after them, lived in relatively comfortable quarters and rarely went hungry. But behind the façade of theatricals, sporting events and lectures, lurked despair. What emerges from this book is a strong spirit of defiance, a constant battle of wits in which attempts at escape played a much smaller part than is popularly believed. £20.00

**{337} Muñoz, Antonio. *GÖRING'S GRENADIERS : THE LUFTWAFFE FIELD DIVISIONS 1942 – 1945.*** Axis Europa Books, New York, 2002. 380 pp., numerous photo-ills, maps, plans & ills. D.j., 26 x 21cm. MINT (New & Unread).

During World War II the German Luftwaffe at the instigation of its leader, Goring, raised ground combat units. This was against the advice of many German generals who argued that Air Force men had no experience or training in ground warfare. The *Heer* (Army) warned of dire consequences if these Luftwaffe men were committed to battle. Yet Hitler acquiesced to Goring's wishes. For the *Heer*, the establishment of Luftwaffe field divisions was not only an affront to its authority, but a duplication of effort and a waste of manpower and resources. For Goring, like Himmler with his Waffen-SS units, the creation of these units was a means by which the Reichsmarschall could extend his own power base within the Nazi system and enhance his own reputation. These units served in all sectors of the European theatre of war and their history, like their uniforms, was completely unique given the manner in which they were created. This is their story. £45.00

**{338} Neame, Brevet Lieut.-Colonel Philip. *GERMAN STRATEGY IN THE GREAT WAR.*** 1<sup>st</sup> ed., 1923. Vii + 132 + 20 pp., 17 cold., & fldg., maps. Re-bound in black cloth ; gilt to spine ; 2 edges uncut ; 23 x 15cm. V.G.+.

This is a study of German strategy in the Great War by a British Army Lieutenant-Colonel. Having laid out the German strategic plan, the author goes on to discuss the effect on the German high command and German strategy of the major “crises” of the war which include - the frontier battles on the Western Front, the subsequent change in the German plan of campaign, the Battle of the Marne and events in the West to the end of 1914, the Russian plan of campaign, the Battles of Tannenberg and the Masurian Lakes, the First and Second Invasions of Poland, German strategy in Russia in 1915, German strategy in 1916 in Verdun, Russia and the Somme, German strategy in 1917 in Russia, Flanders, the Italian Campaign and at Cambrai, preparations for the offensive in 1918, the five German offensives in 1918 – Arras, Nys, the Chemin, Noyon, then finally at Rheims and in Flanders. The final chapter looks at Ludendorff’s career and character and five appendices include orders of battle etc. With seventeen coloured and folding plates. Uncommon First Edition. £35.00

**{339} Norman, Terry. *THE HELL THEY CALLED HIGH WOOD.***

*Kimber*, 1<sup>st</sup> ed., 1984. 256 pp., photo & other plates + maps & plans. D.j., 24 x 15cm. D.j., spine very slightly faded o/w FINE.

Bitterly contested and dominating the Bazentin Ridge, High Wood was a focal point of the Somme battle area. Held by the Germans, High Wood was fiercely defended against infantry, cavalry and tanks – the latter deployed in battle for the first time. The wood finally fell to the British but the successful divisional commander was dismissed for ‘lack of push’ and ‘wanton waste of men’. Yet despite the appalling losses, his troops achieved its capture and consolidation. The author has reconstructed the dramatic history of High Wood, and why its importance led to the hideous confrontation there. As he describes the combat, he vividly brings to life the Somme of 1916 with first-hand accounts from participants. Equally, he sheds new light on the problems of high command and how some decisions inevitably led to more slaughter at High Wood. £25.00

**{340} Ortenburg, Von Georg. & Promper, Ingo. *PREUSSISCH-DEUTSCHE***

***UNIFORMEN VON 1640-1918.*** *Orbis Verlag*, Munich, 1<sup>st</sup> ed., 1991. 195 pp., numerous coloured + some b&w ills. Laminated boards ; 21 x 29cm.

More than ninety striking full-colour pictures and numerous detail drawings of Prussian-German uniforms from 1640 - 1918 are reproduced from historical pictures in this superb book. They are accompanied by a narrative in German and include a detailed range of accompaniments including epaulettes, helmets, insignia etc. £25.00

**{341} Payne, A. A. *A HANDBOOK OF BRITISH AND FOREIGN ORDERS, WAR MEDALS AND DECORATIONS AWARDED TO THE ARMY AND NAVY, CHIEFLY DESCRIBED FROM THOSE IN THE COLLECTION OF A. A. PAYNE, L.R.C.P., M.R.C.S. OF WHICH THERE ARE SOME 2,500.***

*Polstead*, Suffolk, new ed., 1981, (first published 1911). Lxix + 811 pp., frontis., + nearly 60 other photo-ills., + ills. Blue leather-cloth; gilt armorial to front; 24.5 x 17cm. Nr.FINE.

The author of this book (which was originally published in 1911) had been collecting medals for over twenty years when he came to compile this record, and during that period more than 5,000 medals passed through his hands, the pick of which, some 2,500 – more than 500 having been awarded to officers – now forms this collection. The medals include British Orders, etc. Military War Medals. Medals for Long Service and Good Conduct, Meritorious Service, and Distinguished Conduct in the Field – Army, Navy & India. Shooting Medals. Total Abstinence Medals. Regimental Medals. Militia, Yeomanry, and Volunteers. Miscellaneous Medals. Naval War Medals. Miscellaneous Naval Medals. Life-Saving Medals. Foreign Decorations: conferred on British officers and soldiers. Groups of Medals



(e.g. Infantry, Cavalry, Royal Artillery, etc.). The Indian Army. As well as a detailed description of each medal, the author has stated the dates of the officers' commissions and given as much information possible on their services. With an index of the services of military officers and nearly 60 photographs and illustrations. A definitive reference. £35.00

### **RARE Volume on Infantry Equipment in 1865 ~ Only 1 Copy on COPAC**

**{342} Petrie, Capt. Martin. (Comp.)** *ARMY EQUIPMENT. PART V. INFANTRY.* HMSO, 1<sup>st</sup> ed., (1865). 210 pp., 22 double-facing plates. Re-backed with red cloth spine & original spine re-laid, retaining original red cloth covers ; gilt armorial & title to front ; gilt to spine ; 25 x 16cm. Original spine chipped with some typical light marking to original covers & rubbing to corners ; *Royal United Service Institution* bookplate stating "This book was presented to the Royal United Service Institution by The Secretary of State for War," with some usual stamps & markings ; some edges frayed o/w V.G. Only 750 copies were printed.

In the early-mid 1860s a series of seven volumes on Army Equipment were planned by order of the Secretary of State for War. Prepared at the Topographical and Statistical Department, War Office, this is the fifth volume in that intended series of which only 750 copies were printed. Today, original copies remain particularly RARE with only one copy appearing on COPAC. This volume explains in its preface, "*The letter press of all these parts is now completed, as are the illustrations to accompany Parts V and VII. The illustrations to accompany Parts I and IV are in rapid preparation but as some length of time must elapse before they are ready for publication, it is thought desirable to issue the descriptive portions of those portions without waiting for their completion.*" However, it is not certain whether these remaining five parts were ever issued ? Only Parts V and VII are listed on COPAC. There is a scarce reprint by *D. P & G Publishing* of Vol. V in 2006 and of Vol. VII in 2004 but we are not aware of any other reprints in the series. Both of these volumes are available in this catalogue (see Item No. 343 below) as First Editions ; this is the only time we have ever had them in stock. They came from the working library of the late Dr. David Westwood, a military and naval historian and author of several books. This fifth volume on "Infantry" includes detailed sections on *Organization ; Equipment ; Detail of Equipment for the several Classes of Infantry ; Transport.* Illustrated with 22 double-facing plates, this is a RARE and important First Edition copy. £350.00

### **RARE Volume on Hospital Service Equipment in 1866 ~ Only 2 Copies on COPAC**

**{343} Petrie, Captain Martin. (Compiler.)** *ARMY EQUIPMENT. PART VII. HOSPITAL SERVICE. HOSPITAL EQUIPMENT FOR A BATTALION OF INFANTRY, REGIMENT OF CAVALRY, BATTERY OF ARTILLERY, AND A COMPANY OF ENGINEERS.* HMSO, 1<sup>st</sup> ed., (1866). 112 pp., 2 double-facing frontis., plates + 41 other double-facing plates, 1 of which is fldg. Re-backed with red cloth spine & original spine re-laid, retaining original red cloth covers ; gilt armorial & title to front ; gilt to spine ; 25 x 16cm. Some typical light marking to original covers & rubbing to corners ; *Royal United Service Institution* bookplate stating "This book was presented to the Royal United Service Institution by The Secretary of State for War" with some usual stamps & markings ; some edges frayed, others reinforced by binders blind tape o/w V.G. Only 500 copies were printed.

In the early-mid 1860s a series of seven volumes on Army Equipment were planned by order of the Secretary of State for War. Prepared at the Topographical and Statistical Department, War Office, this is the seventh volume in that intended series of which only 500 copies were printed. Today, original copies remain particularly RARE with only two copies appearing on COPAC. Volume V explains in its preface, "*The letter press of all these parts is now completed, as are the illustrations to accompany Parts V and VII. The illustrations to*

accompany Parts I and IV are in rapid preparation but as some length of time must elapse before they are ready for publication, it is thought desirable to issue the descriptive portions of those portions without waiting for their completion." However, it is not certain whether these remaining five parts were ever issued ; only Parts V and VII are listed on COPAC. There is a scarce reprint by *D. P & G Publishing* of Vol. V in 2006 and of Vol. VII in 2004, but we are not aware of any other reprints in the series. Both of these volumes are available in this catalogue (see Item No. 342 above) as First Editions ; this is the only time we have ever had them in stock. They came from the working library of the late Dr. David Westwood, a military and naval historian and author of several books. This seventh volume on "Hospital Service for a Battalion of Infantry, Regiment of Cavalry, Battery of Artillery and a Company of Engineers" includes detailed sections on *Organization ; Personal Equipment ; Hospital Equipment ; Contents of Medicine Chests, Instrument Cases, &c.* Illustrated with 41 double-facing plates, 1 of which is folding. RARE and important First Edition copy. £350.00

### **History of the 101<sup>st</sup> Airborne Division : Enlarged Second Edition**

**{344} <> Rapport, Leonard. & Northwood Jr., Arthur. *RENDEZVOUS WITH DESTINY : A HISTORY OF THE 101<sup>ST</sup> AIRBORNE DIVISION.* Airborne Division Association, Fort Campbell, KY, enlarged 2<sup>nd</sup>ed., 1965. Xxix + 830 pp., numerous photo-ills., & ills., + 107 maps. D.j., 24 x 16cm. A little edge-wear to d.j., o/w FINE in V.G.+ dust-jacket.**

This history of the 101<sup>st</sup> Airborne Division was unique among military histories. Never before had such a detailed study been made of the organization, training and operations of a single division of the United States Army. Each action in which the Division took part has been minutely studied and checked against available operations reports and the memories of the men who were there. The operations of the 101<sup>st</sup> in Normandy, Holland and Bastogne have been set forth as a whole and then broken down into their smallest possible parts : the operations of platoons and squads and in some cases even individuals. Also included is over three quarters of Colonel S.L.A Marshall's superb history, *Bastogne : The First Eight Days.* In addition to the almost incredible detailed matter, the authors have included 107 maps illustrating specific operations and over one hundred photographs and drawings of "troopers" in training and in action. This is the substantial, enlarged second edition. £100.00

**{345} Reynard, Frank H. *THE NINTH (QUEEN'S ROYAL) LANCERS 1715 - 1903.* William Blackwood, 1<sup>st</sup> ed., 1904. Xv + 258 pp., photogravure frontis., guarded, + 20 other plates with guards, 9 of which are photogravures + 11 are coloured plates. Re-backed in green cloth ; gilt ; retaining original black cloth covers with gilt armorial to the front ; 23 x 17cm. Inscribed on a prelim, "Presented to Sergeant Tyte (?) in accordance with the author's wishes for good work performed in 1913. David M.(?) Campbell Lt Col. ; some staining to rear cover, lightly affecting margins of final pages ; fainter marking to front cover ; dark staining to top edge of rear pages from p.174 - 241, mostly restricted to blank margins but touching the top of 1 plate and the occasional bit of text ; corners typically rubbed ; some foxing & browning o/w securely bound and GOOD+ to V.G.**

A regimental history of the Ninth (Queen's Royal) Lancers from 1715 to 1903. It covers the formation of the regiment, the Jacobite Revolt, the Battle of Preston, service in Ireland, the Irish Rebellion, in South America, the Napoleonic Wars and Peninsular Campaign, service in India, the Indian Mutiny, the Afghan War, 1878-1880, India, South Africa, 1896, India 1898-99, the South African War, 1899-1902, return to India. Detailed appendices include a List of Battles (with Medals) ; Guidons and Badges, Regimental Call, and Marches ; Establishments ; Record of Service at Home and Abroad ; Alterations in Dress, Arms, &c. ; Chronological Lists of Officers ; Annual Army Lists, 1715-1903 ; Officers Appointed ; Annual List of Officers Attending the Regimental Dinner, 1866-1903. Complete with an index and a total of 21 photogravures and coloured plates. £50.00

**{346} Roden, Andrew. *TRAINS TO THE TRENCHES : THE MEN, LOCOMOTIVES AND TRACKS THAT TOOK THE ARMIES TO WAR 1914 – 18.* Aurum Press, 1<sup>st</sup> ed., 2014. 256 pp., numerous photo-ills., maps & plans (some cold.). D.j., 25 x 19cm. FINE.**  
 Without the railways for the Great Powers, the most terrible conflict the world has ever known would have taken a very different form - if it had happened at all. In a remarkable historical railway journey through Britain and Europe, the author tells the story of the men and women who manned the tracks and the trains, and who relied on them to get them to battle and back home again. Drawing on diaries, memoirs and archive material he reveals the personal stories of ordinary people doing extraordinary things and pays tribute to their overlooked contribution. Supported with remarkable illustrations and photography, the author interweaves memories of his own present-day travels by train with diary excerpts of ambulance train nurses, returning POWs, drivers that put their lives in danger for everyone on board and other key voices. He takes the reader from the secret planning rooms in Berlin, through to the killing fields of the trenches, as well as the home fronts of the key combatants. Looking at defining moments of railway history on both sides of the Great War there builds a unique and human picture of a wartime railway across Europe. £20.00

**{347} Saunders, Nicholas J. *KILLING TIME : ARCHAEOLOGY AND THE FIRST WORLD WAR.* Stroud, 1<sup>st</sup> ed., 2007. Vi + 250 pp., numerous photo-ills. D.j., 25 x 17cm. FINE.**  
 Today, hardly a month passes without some dramatic and sometimes tragic discovery being made along the old killing fields of the Western Front. Graves of British soldiers ; whole ‘underground cities’ of trenches, dugouts and shelters, sometimes with blankets and newspapers scattered where they were left ; field hospitals ; hundreds of miles of tunnels marked with graffiti by dead hands ; tons of volatile bombs and gas canisters waiting to explode. *Killing Time* takes a unique look at the living reality of the First World War. It brings together widely scattered discoveries, (many not previously published in English), and offers fresh insights into the human dimension of the war. Exploring discoveries in the trenches, family photographs, diaries and souvenirs, this book reveals that the archaeology of the Great War embraces not only battlefields but also museums and homes. £20.00

**SCARCE First Edition Study in Dust-Jacket on German Armoured Trains 1940-1945**

**{348} <> Sawodny, Wolfgang. *GERMAN ARMOURED TRAINS 1904 – 1945.* Schiffer, Atglen, 1<sup>st</sup> ed., 2010. 447 pp., numerous photo-ills., ills., maps + plans. D.j., marbled e.p.’s ; 31 x 23cm. FINE.**  
 This book is the definitive reference on the little-known subject of German armoured trains, 1904 – 1945. Starting with the first German uses of military armoured trains in the early 1900s the book continues through the World War I and Reichswehr periods, to World War II which is the main focus of the book. Detailed design, construction, and technical aspects are discussed, as well as analysis of armoured train operations on all fronts that saw them used : Poland, France, the Balkans, Italy, and their extensive use on the Russian Front. Also covered are the use of captured trains, noted personnel and a history of each train unit. SCARCE First Edition copy in it dust-jacket. £100.00

**{349} Smith, Michael. & Erskine, Ralph. (Ed.). *ACTION THIS DAY : BLETCHLEY PARK, FROM THE BREAKING OF THE ENIGMA CODE TO THE BIRTH OF THE MODERN COMPUTER.* Bantam Press, 1<sup>st</sup> ed., 2001. Xv + 543 pp., photo-plates. D.j., 24 x 16cm. FINE.**

The brilliant work carried out by British codebreakers based at Bletchley Park is now believed to have shortened the duration of the Second World War by up to two years. But during the dark days of 1941, as Britain stood almost alone against the apparently unstoppable tide of the Nazi war machine, this remarkable achievement seemed a million miles away. In October 1941, four of the leading codebreakers appealed to Churchill for more staff. He responded by insisting that they be given everything they needed, adding the succinct instruction : “Action This Day.” It was to be a key turning point for the codebreakers and the war itself. The editors, both leading authorities on the subject, have assembled a number of key writers, including several of those who worked at Bletchley Park and some who have only now agreed to tell their story, to explain its importance in the history of twentieth-century codebreaking and the birth of today’s computer age. £25.00

**{350} Smithers, A. J. *THE MAN WHO DISOBEYED : SIR HORACE SMITH-DORRIEN AND HIS ENEMIES.* Leo Cooper, 1<sup>st</sup> ed., 1970. 303 pp., 31 photo-plates. D.j., 22 x 14cm. Foxing to edges o/w Nr.FINE.**

Nearly forty years after his death, when this book was written, Sir Horace Smith-Dorrien was often remembered more for being a general of the First World War who was dismissed from his command, than for his masterful rear-guard action at Mons and his distinguished military career prior to this war. This book set out to put that record straight by showing the earlier highlights of Smith-Dorrien’s distinguished career : his personal gallantry as a regimental officer in the battles of Isandlwana and Omdurman and in South Africa, culminating in the climax of his career in France during the First World War. It demonstrates, tragically, that a great soldier can be brought down by jealousy and spite. UNCOMMON. £85.00

**{351} Stevens, Lieut-Colonel G. R. *FOURTH INDIAN DIVISION.* McLaren, 1<sup>st</sup> ed., 1948. 414 pp., + appendices ; cold., frontis., + 120 photos on 50 plates + 19 charts & diagrams, 1 of which is cold. Rebound in black cloth with the red eagle from the original cover mounted to this front cover and bordered in gilt ; gilt title to spine ; new e.p.’s with the original signature of *W. S. Beaston* (?) transferred from the original e.p., and pasted in ; 24 x 16cm. A little staining to edge of frontis., o/w Nr.FINE.**

The Fourth Indian Division was derived from the old Indian Army, with its mixture of British and Indian units. Each Fourth Indian Division brigade had one British battalion and the artillery of the Division was British also. This history of the Fourth Indian Division in the Second World War records how “in five years it fought nine campaigns, travelled over 15,000 miles, suffered over 25,000 casualties, and captured upwards of 150,00 prisoners. Its campaigns include the great victory of Sidi Barrani, that began the destruction of Graziani’s army ; the storming of the natural fortress of Keren and the clearing of the Italians from their colony of Eritrea ; the capture of Damascus, which was a turning-point in the struggle for Syria ; a wonderful fighting retreat from Benghazi when less confident and well-trained troops might have despaired and succumbed ; a share in the El Alamein Victory ; a more decisive role in forcing the Mareth Line, and again in the final victories of Tunisia ; a gallant costly assault in Cassino against defences even more formidable than at Karen or Mareth ; the successful breaching of the Gothic Line ; and finally a task in Greece of composing civil disturbance...it withstood even the supreme test of the period of communal troubles in the Punjab in 1947... - its last and hardest service.” {from Wavell’s foreword.} The book is generously illustrated with many rare photographs plus maps and diagrams whilst extensive appendices include an Order of Battle, Divisional, Brigade, Royal Artillery Commanders and principal Staff Officers, Casualties, and Honours, Awards and Citations. SCARCE. £75.00

**BOOKQUOTE : “A good book has no ending.” R. D. Cumming.**

## Scarce Record of RNAS Caterpillar Experiments that Led to the Evolution of the Tank

**{352} <> Sueter, Rear-Admiral Sir Murray. *THE EVOLUTION OF THE TANK : A RECORD OF ROYAL NAVAL AIR SERVICE CATERPILLAR EXPERIMENTS.***

New & rev., ed., 1941. 408 + 20 pp., frontis., + 63 photo & other plates (with a further four printed on these but not called for) + 2 diagrams. Rebound in black cloth ; gilt ; 22 x 14cm. 1 stamp to prelim, *Medical Research Council, Physiological Laboratory, A.F.V. School, Lulworth Camp, Dorset*, + 1 small surname + occasional informative pencil notes o/w V.G.+.

The author was a rear-admiral in the Royal Navy who was influential in the formation of the Royal Naval Air Service. His interest in the armoured car led him to improve the design by fitting it with caterpillar tracks that enabled it to travel cross-country. From this advance it was only a short step to the development of the tank in which the author thereby became involved. The author promoted the use of armoured cars for the defence of airfields in France during the Great War. After the stalemate of the trenches developed, the cars were sent to Russia and Egypt. This book provides a record of RNAS caterpillar experiments that led to the evolution of the tank. First published in 1937, this new and revised edition of 1941 includes some extra photograph plates and updated information. SCARCE. £150.00

**{353} Swinson, A. & Scott, D. (Eds.). *THE MEMOIRS OF PRIVATE WATERFIELD : SOLDIER IN HER MAJESTY'S 32<sup>ND</sup> REGIMENT OF FOOT (DUKE OF CORNWALL'S LIGHT INFANTRY) 1842 - 57.*** 1<sup>st</sup> ed., 1968. Xxiv + 188 pp., cold., frontis., + 4 maps. D.j., 21 x 14cm. Small trace of label glue to f.e.p., o/w Nr.FINE.

Private Waterfield, a Leicester man, enlisted in the 32<sup>nd</sup> at Portsmouth and in 1846 was trooped to India where he spent eleven years. He saw action at the siege of Multan and at the Battle of Gujarat and took part in dozens of minor actions and skirmishes. He received his discharge just before the Indian Mutiny and his diary thus forms a continuous narrative with the record of the Mutiny diarist of the 32<sup>nd</sup>, Private Henry Metcalfe. Waterfield's diary was frank and outspoken, even by today's standards. He writes of the harsh discipline of the Army, the drab soldier's minutiae of billets, guard duty, of executions, church parades and hospitals. He notes the state of roads, bridges and river journeys, the effects of artillery and controlled fire-power, and the deteriorating efficiency of units of an ill-equipped, largely ill-cared for Army in an extreme climate. £25.00

**{354} Thies, Klaus-Jurgen. *DER POLENFELDZUG : EIN LAGEATLAS DER OPERATIONSABTEILUNG DES GENERALSTABS DES HEERES.*** *Biblio Verlag,*

Osnabruck, 1<sup>st</sup> ed., (thus) 1989. 35 partly-cold., maps + title-map + 8 text pp. re-cased retaining original grey hardback boards ; new e.p.'s ; 42 x 31 cm. A little light staining & fading to covers + minimal edge-wear ; o/w internally very clean and V.G.+.

Reproduced here are facsimiles of the official Wehrmacht maps of the Polish campaign in September 1939. Each of the thirty-five, full-page maps are dated and outlined in blue, green and red with an accompanying key explained in eight pages at the rear which should not be too difficult to decipher or have translated. UNCOMMON. £65.00

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**VERY SCARCE ~ Definitive Pictorial Collection of the *Sd.Kfz.171 Pz.Kpfw.V Panther***

**{355} <> Trojca, Waldemar. *SD.KFZ.171 PZ.KPFW.V PANTHER.***

*Model Hobby*, Katowice, Poland, 1<sup>st</sup> ed., 2003. 552 pp., numerous photo-ills., + ills., + some full-page coloured ills. Pict., boards, hardback, 31 x 21cm. FINE.

“The inauspicious combat debut for the Pz.Kpfw. V came with operation *Zitadelle* where heavy losses were inflicted on the Panther formations. Inadequately tested prior to the engagement, most of the vehicles were lost as a result of numerous technical problems. Eventually, the Panther rumbled into history as the best medium tank of World War II, in the opinion of Allied as well as German experts.” This is the definitive pictorial collection of the Panther tank and all of its variants. Hundreds of previously unpublished photographs from Eastern European sources, together with hundreds of illustrations depicting every detail of every variant is recorded here in this extensive and VERY SCARCE volume. £450.00

**{356} Uys, Ian. *ROLLCALL : THE DELVILLE WOOD STORY.***

*Uys Publishers*, Johannesburg, 1<sup>st</sup> ed., 1991. Xvi + 302 pp., numerous photo-ills., + some ills., + maps. D.j., 24 x 15cm. Spine of d.j., faded + 1 corner slightly bumped o/w V.G.+.

On 20 July, 1916, when Lieut-Col Frank Thackery, two wounded officers and 140 bone-weary men were relieved after fighting for six days and five nights, they marched from the shattered Delville Wood into history – and a legend was born ! The news that South Africa’s brigade in France had heroically held a key position on the Somme Front sent a surge of pride through the country. Then came details of the appalling casualties ; the brigade had been virtually destroyed. Almost eighty per cent of the men who had left its shores were no longer in the field. This is an in-depth study of the battle that draws upon interviews with survivors and original documents and computerised data from the records of all possible combatants for analysis. The personal information and human tales, together with extensive appendices, containing the names of over 4,000 men, make this a valuable reference. £30.00

**{357} Verner, Lieut.-Colonel Willoughby. (Ed.). *A BRITISH RIFLE MAN : THE JOURNALS AND CORRESPONDENCE OF MAJOR GEORGE SIMMONS, RIFLE BRIGADE, DURING THE PENINSULAR WAR AND THE CAMPAIGN OF WATERLOO.***

*A & C Black*, new 1<sup>st</sup> ed., 1899. Xxvii + 386 pp., 3 fldg., maps. Re-backed with original spine re-laid and retaining original red cloth with 3 gilt armorials to front cover + gilt to spine but with a small black & gilt strip of cloth reading *Verner* pasted over the ill., on the spine ; 20 x 13cm. A little light marking to front cover ; 2 bookplates from the collection of Edwin Fay Rice, one pasted in with writing crossed out and 1 tipped-in loosely, plus a small blind stamp to the t-p., of *The Davis Library* ; o/w V.G.

George Simmons was born in 1785 and along with two of his brothers he served in the Peninsular War. The first letter that opens this book is addressed to his parents announcing his imminent departure for Portugal with the 1<sup>st</sup> Battalion 95<sup>th</sup> Rifles. His letters are truthful accounts written from many a bivouac and battlefield in Portugal, Spain, France and Belgium, of the daily experiences of a young British officer taking part in the six campaigns in the Peninsula between 1809 and 1814. They reflect his views of the military situation of the moment, his opinions of his chiefs and contemporaries and his anxieties about his family. What is so important about these letters is that they belonged to an officer who served with the regiment that saw more fighting in the Peninsula than any other in the British Army. Simmons’ letters provide a truly valuable insight into the bloody scenes and life at The Coa, Ciudad Rodrigo, Badajoz, Salamanca, Vittoria and finally Waterloo, throughout the course of which Simmons was severely wounded three times. UNCOMMON First Edition. £95.00

**BOOKQUOTE : “Books force us to reflect.”**

**William Godwin.**

**{358} Waite, Robert G. L.                      *THE PSYCHOPATHIC GOD ADOLF HITLER.***

New York, 1<sup>st</sup> ed., 1977. Xx + 482 pp., photo-plates. D.j., 24 x 16cm. Tape mark to f.e.p.,; small scratch to d.j., Nr.FINE.

In this major work, the result of more than a decade of research, the author demonstrates conclusively that the German Fuhrer really was unique – history’s foremost example of the pathological personality in power. No one reading this chilling narrative will be able to deny that Hitler was at one and the same time an historic figure of major importance and a psychopathic personality of extraordinary complexity. Just how complex, bizarre, and uncommon a person Hitler was becoming inescapably clear as the author peels away layers of the man’s persona, with documented accounts of his behaviour, beliefs, tastes, fears, and compulsions. Confronted with this overwhelming evidence, drawn not only from his writings and speeches and the memoirs and memories of those who knew him, but from the books he read, the music he heard, and the art he owned and cherished, few will argue that Hitler was a ‘normal’ tyrant about whom psychology has nothing to say. However, the author’s ultimate aim is to explain how, in the setting of German history, Hitler’s psychopathology contributed to his rise to power, affected his public policy, and propelled his final downfall. In this book he helps us to see, as never before, both the man and the historical phenomenon.                      £25.00

**{359} Walker, Ian (Ed.).                      *1<sup>ST</sup> DERBYSHIRE YEOMANRY SCRAPBOOK***

**1939 – 1947.** *Bemrose & Sons*, 1<sup>st</sup> ed., 1948. Xii + 183 pp., numerous photo-ills., 3 ills., 3 full-coloured maps, 1 of which is fldg. Dark cloth ; gilt armorial & title to front ; 28 x 21cm. Typical fading to spine o/w V.G.+.

The 1<sup>st</sup> Derbyshire Yeomanry had an outstanding war record during World War II. It served as the Divisional Reconnaissance Regiment of the 6<sup>th</sup> Armoured Division from November 1940, until December 1945. It was the spearhead of the Eastward Advance in the North African campaign with the 1<sup>st</sup> Army and it gained acclaim with its glorious entry into Tunis. Here it raced into Tunis with the 11<sup>th</sup> Hussars in the famous battle of May 1943, which saw the complete destruction of the German Forces in North Africa. The following year 1<sup>st</sup> Derbyshire Yeomanry was again the spearhead leading the advance up Italy during the Italian campaign with the 8<sup>th</sup> Army. Reorganised with tanks instead of armoured cars, they played their part in the break-out battle at Cassino and the subsequent pursuit north to the Gothic Line. In the final battle of the Italian Campaign, in which the division was ordered to pass through the 78<sup>th</sup> Division north of Argenta and, moving north-west, to break across the communications of the retreating German Army south of the River Po. Continuing the pursuit into the heart of Austria, the Derbyshire Yeomanry became the only armoured regiment in the division to complete the campaign. Their story is supported by numerous photographs plus some illustrations and three brightly coloured maps.                      £35.00

**{360} War Department, The Adjutant General’s Office.                      *MUSKETRY.***

*Government Printing Office*, Washington, 1<sup>st</sup> ed., 1917. 96 pp., photo-ills., + diagrams. Re-bound in green cloth, retaining original p.c. ; 20 x 13cm. V.G.

Published in 1917, the subject matter of this volume was based on the courses of instruction at the Fort Sill School of Musketry, Okla. Chapters include : *The Conduct of Fire ; Military Terms ; Theory of Fire ; Instruments ; Designation + Recognition of Service Targets ; Visual Training ; The Determination of Ranges ; Fire Distribution ; Auxiliary Aiming Targets ; Battle-Field Communication ; The Use of Cover ; Battle-Field Reconnaissance and Selection of Firing Positions ; Fire Tactics ; Vulnerability of Formations ; Night Firing ; Ammunition Supply ; Musketry in Trench Warfare ; Fire Problems ; &c.* Hardback copy.                      £40.00

**BOOKQUOTE : “A book is like a sandy path which keeps the indent of footsteps.”**

**Graham Greene.**

**{361} War Department, The Adjutant General's Office. *MANUAL FOR NONCOMMISSIONED OFFICERS AND PRIVATES OF INFANTRY OF THE ARMY OF THE UNITED STATES, 1917.*** *Military Publishing Company, New York, 1<sup>st</sup> ed., 1917. 350 pp., ills., + diagrams. Original teal cloth ; gilt ; 15 x 11cm. 1 corner bumped ; previous owner inscriptions to f.e.p.'s (1917) ; some orange pencil crayon to 3 pages o/w V.G.*

This manual for United States Army Infantry was published in 1917 and it was also intended for use by Engineer companies (dismounted) and Coast Artillery companies in connection with Infantry instruction and training prescribed by the War Department. Chapters include : *Military Discipline and Courtesy ; Arms, Uniforms and Equipment ; Rations and Forage ; Extracts from Infantry Drill Regulations 1911 ; Field Service ; Marching and Camping ; Target Practice ; Extracts from Manual of Interior Guard Duty, 1914 ; Map Reading and Sketching ; Signals and Codes ; First-Aid Rules ; Laws and Regulations &c.* £25.00

**{362} War Office. *INSTRUCTIONS FOR ARMOURERS 1931 + SUPPLEMENT FOR ARMOURERS 1931, NO. 1.*** *The War Office, 1<sup>st</sup> ed., 1931. Vii + 219 pp., various diagrams. Blue cloth ; 19 x 12cm. Bump to 1 corner + a little fading to covers. SUPPLEMENT : August 1936. War Office, 1<sup>st</sup> ed., 1936. 11 pp., 4 diagrams + a large, folding plate of diagrams at rear + 1 photo tipped-in to the front inside cover. Soft c.c., 18 x 12cm. Tape to spine, crease to front cover o/w GOOD+ and the main book is V.G.+.*

'These instructions are for the information and guidance of armourers in the repair and general maintenance of the weapons, etc., entrusted to their care.' Published in 1931, this book covers Rifles, Bayonets, Scabbards, Pistols, the Hotchkiss, Lewis, and Vickers Machine Guns and Bicycles. It is accompanied by the first supplement which was published in 1936 and features the pistol, revolver, No. 2, Mk. I 38-inch with 5-inch barrel. Contains a large, folding plate with various diagrams illustrating parts of the pistol. £45.00

### **149 Maps on Napoleon's Campaigns ~ 148 of them in colour**

**{363} Wartenburg, Count Yorck von. *ATLAS TO ACCOMPANY NAPOLEON AS A GENERAL.*** *United States Military Academy, West Point, N.Y., new ed., August 1942. Unpaginated ; on the face of it there are 125 double-page, cold., maps but in fact there are 148 coloured maps + 1 b&w map since there are 11 extra maps lettered 'B' and then 12 further maps lettered 'B', 'C' & 'D' plus a "General Map" in b&w at the front. Re-cased in original blue cloth ; gilt ; retaining original e.p.'s which carry the small stamp *Day, B.E.* to the two f.e.p.'s. Covers faded & front cover leaning o/w V.G.*

First published by *Kegan Paul, Trench, Trubner & Co* in London in 1902 as a two-volume work with a narrative volume, this particular large volume of maps was published alone as part of a series of atlases produced by the Department of Military Art and Engineering, United States Military Academy, for its course in military history. Beginning with a General Map, there follows a total of 148 maps, all coloured and mostly double-page, that cover Napoleon's campaigns as listed : *Italian Campaigns, 1796-97 ; Egyptian Campaign ; Syrian Campaign ; Marengo Campaign ; Ulm Campaign ; Austerlitz Campaign ; Jena Campaign ; Eylau Campaign ; Friedland Campaign ; Campaign in Spain, 1808-09 ; Campaign of 1809 ; Russian Campaign ; Leipzig Campaign ; Campaign in France, 1814 ; Waterloo Campaign.* Where relevant, the maps indicate key dates of action, brief notes and outline routes of advance. This grand volume of maps is useful to any Napoleonic researcher, whether used with the formerly accompanying narrative history or not. UNCOMMON edition. £100.00

**BOOKQUOTE :** *"There are two motives for reading a book : one, that you enjoy it ; the other, that you can boast about it."*

**Bertrand Russell, 1930.**



**An Attractive 1850s Biography of Wellington and his Campaigns ; 4 Volumes in 2**

**{364} < Williams, Lieut. Col. & Gaspey, Thomas. THE LIFE AND TIMES OF THE LATE DUKE OF WELLINGTON; BY LIEUT.-COLONEL WILLIAMS. COMPRISING THE CAMPAIGNS AND BATTLE-FIELDS OF WELLINGTON AND HIS COMRADES, THE POLITICAL LIFE OF THE DUKE AND HIS CONTEMPORARIES, AND A DETAILED ACCOUNT OF ENGLAND'S BATTLES BY SEA AND LAND, FROM THE COMMENCEMENT OF THE GREAT FRENCH REVOLUTION TO THE PRESENT TIME. INTERSPERSED WITH ANECDOTES, PERSONAL INCIDENTS, ADVENTURES, &C.** 4 VOLUMES IN 2. *John Tallis*, (Vols., 1 & II), *The London Printing and Publishing Company*, (Vols., III & IV). 1<sup>st</sup> eds., n.d., c. 1850s. **Vol. I** : Xxiv + 344 pp., frontis., + vignette title, 14 engravings & other plates including 4 fldg., maps outlined in colour. **Vol. II** : 408 pp., frontis., vignette title + 19 engravings & other plates including 4 fldg., maps, 3 of which are outlined in colour. **Vol. III** : 376 pp., frontis., vignette title + 13 engravings. An additional engraving of Princess Charlotte of Wales, not called for in this work but by *The London Printing and Publishing Co.*, is loosely tipped-in. **Vol. IV** : 364 pp., frontis., vignette title + 32 engravings & other plates including 1 fldg., map outlined in colour. **All 4 Vols.** : Bound into two volumes, uniformly re-bound in 1978 by *Delrue Bookbinders* in half brown morocco ; raised bands ; red-title piece ; gilt ; half marbled boards ; a.e.g. ; in two green, speckled slipcases. 28 x 18cm. Some expected foxing in places but mostly clean ; the second slipcase is a tight fit o/w Nr.FINE.

An extensive four-volume biography, bound in two volumes, of the Duke of Wellington. The first two volumes focus on his military career and include his actions in India, in particular at the Peninsular War, and also in Russia, Italy, Germany and culminating in the Battle of Waterloo in the second volume. This second volume also contains biographical sketches of distinguished Peninsular officers. The third volume is concerned with the political life of the Duke of Wellington whilst the fourth volume focuses on the naval aspects of the Napoleonic Wars as well as on later military campaigns in America, China, India and elsewhere. More than just a narrative history, these volumes are brought to life with personal accounts and anecdotes. This work is adorned with a total of four vignettes and eighty-two engraved plates and maps, including nine folding maps, eight of which are outlined in colour. Fine Binding copy in half morocco with marbled boards and uniform slipcases. £200.00

**{365} Williams, Ian. (Ed.). NEWSPAPERS OF THE FIRST WORLD WAR.** *David & Charles*, rep., 1970. Numerous pages numbered in sections, photo-ills., ills., maps & plans. ¾ illustrated cloth, ¼ faux leather spine ; 54 x 39cm. Some light staining to covers and rubbing to corners & edges ; the bottom corner tip of some pages has been previously nibbled but overall a clean, bright copy internally and o/w V.G.

This selection, based on Britain's largest private newspaper collection and supplemented by other private and public sources, covers events of contemporary and historic importance during the four-year period of the First World War. Major issues are reported by different sections of the British and American press. The juxtaposition of viewpoints from both sides of the Atlantic, and the contrasts between the dignified prose of a *Times* editorial and a *Daily Mirror* photo-story are sharp and telling. The papers are, after all, reflections of the diverse preoccupations and interests of the societies they served but they are also unified by the same experiences. Many evocative names of battles, leaders, ships etc. are mentioned in these large format, full-newspaper-size pages, complete with photographs. Uncommon. £75.00

**{366} Williams-Ellis, Major C. & A. Williams-Ellis. THE TANK CORPS.**

*Country Life*, 1<sup>st</sup> ed., 1919. Xvi + 288 pp., frontis., + 1 fldg., plate, 1 ill., 35 photo-plates, 1 large cold., fldg., map + 1 other fldg., map. Re-cased retaining original cloth ; new e.p.'s ; 23 x 15cm. Title & corners rubbed ; small tape repair to 1 map ; o/w V.G.

This is an uncommon and very good history of tanks and The Tank Corps during World War I. It follows the evolution of tanks and the growth of the Corps through the course of battles such as Arras and Bullecourt, the Battle of Messines and the "Hush" Operation, the Flanders campaign, the Third Battle of Ypres, the First Battle of Cambrai, the March Retreat, the

Battle of Moreuil, of Amiens, of Epehy, the Battle of Cambrai-St. Quentin, the Battle of Le Cateau and the Battle of The Sambre. Meanwhile some attention is also given to training, expansion and readjustments, the French Tank Corps and American Tanks and British Tanks in Egypt. This superb study is adorned with a frontispiece and an illustration, thirty-five photograph plates, one folding diagram of a "Mark V," one folding and coloured map plus one other folding map of the Western front showing British Lines at Christmas 1916. £45.00

**VERY SCARCE First Edition of the 4<sup>th</sup> Division During World War II**

{367} <> **Williamson, Hugh.**

***THE FOURTH DIVISION 1939 TO 1945.***

*Newman Neame*, 1<sup>st</sup> ed., 1951. Xxxi + 348 pp., photo-plates + several sketch maps outlined in red. Rebound in khaki cloth with original cover illustration mounted on front, outlined in gilt, with gilt to green morocco title piece on spine ; in a matching khaki cloth slipcase ; 22 x 14cm. Some foxing to pages at either end but mostly clean ; o/w V.G.

This is the story of the 4<sup>th</sup> Division during the Second World War. The 4<sup>th</sup> Division formed part of the Expeditionary Force which saw service in North-west Europe in 1939. They played a heroic role in the evacuation from Dunkirk and in March 1943 the division, not for the first time, came under the command of Field-Marshal Lord Alexander of Tunis in North Africa. After many hard-fought battles the 4<sup>th</sup> division contributed to the victory at the battle of Tunis which gave the Allies control over the whole of the North African shores, together with a quarter of a million prisoners. The 4<sup>th</sup> division entered the fighting in Italy at the beginning of 1944 and fought valiantly during the advance up the Italian peninsula. They fought and won numerous battles but, in his foreword Field-Marshal Alexander draws the reader's attention to the actions of the assault on the Gustav Line and the capture of Monte Scalari, together with the capture of Incontro Monastery and that of the airfield at Forli. In December 1944 Alexander withdrew the 4<sup>th</sup> division from Italy to Greece to help him restore the rapidly deteriorating situation in Athens – this they did quickly and successfully. A story of infantry actions, illustrated with photographs and maps. VERY SCARCE. £150.00

**Complete, Contemporary 4-Volume Set of the Boer War**

{368} **Wilson, H. W.**

***WITH THE FLAG TO PRETORIA :***

***A HISTORY OF THE BOER WAR OF 1899 - 1900 : 2 VOLUMES. Together with : AFTER PRETORIA : THE GUERILLA WAR ~ THE SUPPLEMENT TO "WITH THE FLAG TO PRETORIA" : 2 VOLUMES.***

4 Volumes Complete. **First 2 Vols.** : Uniformly bound in red cloth ; black & gilt to front & spine with front ill., repeated on rear cover. **Second 2 Vols.** : Uniformly bound in red cloth ; gilt to front & spine. **All 4 Vols.** : 33 x 25cm. Vol. I : 1<sup>st</sup> ed., 1900. Viii + 364 pp., frontis., + numerous photo-ills., ills., maps & plans. Tape to front hinge ; split to top of hinge joining t-p., + frontis. ; staining & marking to covers o/w GOOD+. Vol. II : 1<sup>st</sup> ed., 1901. Viii + 716 pp., large cold., & fldg., map + frontis., + numerous photo-ills., ills., maps & plans. Small splits to ends of spine ; staining (also slightly affecting lower edge) & fading to covers ; small tear to map o/w GOOD+. Vol. III : 1<sup>st</sup> ed., 1902. Viii + 528 pp., frontis., + numerous photo-ills., + ills. Covers faded/discooured ; red dye from covers on edges but firmly bound & internally o/w V.G. Vol. IV : Vi + pp., 529-1008 ; frontis., + numerous photo-ills., + ills. Covers are faded/discooured with a small chip to rear ; red dye from covers on edges but firmly bound & internally o/w V.G. The set as a whole is V.G. internally but overall GOOD+.

This contemporary work, complete in four volumes though less commonly found with the second two supplementary volumes present, gives the history of the Boer War of 1899 - 1900. It is chronologically dated, allowing for easy reference, whilst it's description of the various campaigns is thorough and benefits from having been written only a short time after the events described took place. The second volume includes a list of the troops engaged in the war and it provides a roll of honour for those awarded the Victoria Cross. Volumes three and four of the complete work are, in themselves, a two-volume work that continues the story of the fighting in South Africa after Pretoria. The most striking feature of this whole

study is the vast collection of photographs and authentic sketches which were taken in South Africa during the war and which bring the narrative to life. Four Volumes : £100.00

### **SCARCE Contemporary First Edition Account of the British Invasion of Egypt in 1801**

{369}◇ Wilson, Robert Thomas. *HISTORY OF THE BRITISH EXPEDITION TO EGYPT ; TO WHICH IS SUBJOINED, A SKETCH OF THE PRESENT STATE OF THAT COUNTRY AND ITS MEANS OF DEFENCE. ILLUSTRATED WITH MAPS, AND A PORTRAIT OF SIR RALPH ABERCROMBY.* 1<sup>st</sup> ed., 1802. Xxi + 354 pp., frontis., port., +

3 fldg., maps partly cold., + 2 fldg., charts. Re-backed with original calf spine re-laid ; otherwise original three-quarter calf ; title-piece ; gilt tooling to panels ; blind decorative tooling to edges ; marbled boards ; 28 x 22cm. Foxing & browning in places as expected but not extensive ; support to front hinge incorporating repair to f.f.e.p., (blank) ; binding firm and o/w V.G.

The author was Lieutenant Colonel of Cavalry in His Majesty's Service, received the cross of the Military Order of Maria Theresa and was knighted in 1801. He took part in many of the Napoleonic campaigns and subsequently served as governor of Gibraltar. This important First Edition work, written shortly after the events described, gives a valuable account of the British expedition to Egypt in 1801. On June 28<sup>th</sup>, 1801 the author purchased a majority in Hompseach's mounted riflemen, then serving under Sir Ralph Abercromby in the Mediterranean, and in the autumn travelled across the continent to Vienna on a mission to Lord Minto, by whom he was sent to the Austrian army in Italy. He went on to join Abercromby and landed at Aboukir Bay on March 7<sup>th</sup>, 1801. Here he took part in the action of the 13<sup>th</sup> and in the battle of Alexandria on the 21<sup>st</sup>, when Abercromby fell and was succeeded by Major-General Hutchinson for whom the author went on several missions. In July he entered Cairo with Hutchinson and the following month he was present at the siege of Alexandria and its capitulation. The author left Egypt on September 11<sup>th</sup> and returned to England via Malta and Toulon, arriving at the end of December. DNB records how "The work derived especial popularity from the charges of cruelty which it brought against Bonaparte, both towards his prisoners at Jaffa and his own soldiers at Cairo. Of these charges the emperor complained to the British government, but, receiving no satisfaction, caused a counter report to be issued by Colonel Sebastiani." This VERY SCARCE original edition is the definitive contemporary source for the British campaign against Napoleon in Egypt, (see Item No. 370 below for 1803 abridged edition.). Complete with three folding plates, highlighted in colour, and two folding plans, attractively bound in contemporary three-quarter calf with marbled boards and the contemporary calf spine re-laid. £600.00

### **Contemporary Abridged Account of the British Invasion of Egypt in 1801**

{370} Wilson, Sir R. T. *A NARRATIVE OF THE EXPEDITION TO EGYPT, UNDER SIR RALPH ABERCROMBIE ; CONTAINING AN EXPOSITION OF THE PRINCIPLES AND CONDUCT OF NAPOLEON BUONAPARTE. ABRIDGED FROM THE HISTORY OF THAT CAMPAIGN, WITH OCCASIONAL NOTES, A PORTRAIT OF SIR RALPH ABERCROMBIE, AND A MAP OF EGYPT.* Printed for R.

Dutton, No. 45, Gracechurch Street (for booksellers in London, Bury, Ipswich, Norwich, Gloster, Bristol, Leicester, & Leeds). 1<sup>st</sup> ed., 1803. Viii + 183 + 24 (catalogue of books by Thomas Hurst, Paternoster-row) ; engrvd. port. frontis., + engrvd. map (fldg.). Original green boards ; qtr. beige paper ; all edges uncut as issued. 19 x 12cm. Neatly re-backed to match original ; paper title-piece to spine ; clean & crisp with protective clear-sleeve : V.G.

In 1798, Napoleon landed in Aboukir Bay at the head of a 7,700-strong French army. The fleet that brought him hither was completely destroyed by Lord Nelson in what became

known as the Battle of the Nile. Napoleon pushed on and defeated a Turkish army of 18,000, although the Royal Navy had, in the form of Sir Sidney Smith, thwarted his Syrian ambitions by stopping his advance at Acre. Napoleon eventually abandoned his army to their fate and returned to Paris. In March 1801 the British invaded Egypt with an army of 5,000 troops under General Sir Ralph Abercrombie (or Abercromby) and disembarked on the shores of Aboukir in the face of a force of 2,000 French under General Friant, who effected a fierce defence with heavy musketry and artillery fire. The British lost 1,100 killed and wounded, but they drove the French from their positions with the loss of some 500 men. Abercrombie was reinforced and marched a force of 14,000 men on Alexandria. French cavalry charged the British right but were repulsed, and after a hard-fought battle the French were defeated and driven under the walls of the city. Among those who fell was Abercrombie who was mortally wounded. The author of this contemporary account, Sir Robert Thomas Wilson (1777-1849), landed with British troops at Aboukir in time to join Abercrombie at Alexandria. On the latter's death, Major-General Hutchinson took command and Wilson entered Cairo at his side, and in August was present at the final capitulation of Alexandria. On his return to England, Wilson had published in 1802, *The History of the British Expedition to Egypt*, which went through several editions (see Item No. 369 above for the First Edition.) This abridgment was published a year later in 1803. SCARCE, especially in its original boards and uncut state. £250.00

**{371} Wyly, Colonel H. C. (Compiler). *THE 1<sup>ST</sup> AND 2<sup>ND</sup> BATTALIONS THE SHERWOOD FORESTERS (NOTTINGHAMSHIRE AND DERBYSHIRE REGIMENT) IN THE GREAT WAR.***

*Gale & Polden, n.d., (1<sup>st</sup> ed., 1925). Vii + 224 pp., frontis., + 25 other photo-plates + 12 maps, all of which are folding, several are coloured & 4 are large, coloured and folding and held in a rear pocket. Original ¾ maroon cloth, ¼ green cloth ; gilt armorial to front ; 25 x 18cm. Lacking blank front free endpaper ; small bumps to corners ; foxing to edges & a little throughout but mostly clear and clean & o/w V.G.*

In this history of the Sherwood Foresters in the Great War, the two battalions are dealt with separately, but the list of Honours and Awards combines both battalions. 'When war broke out the 1<sup>st</sup> Battalion was in Bombay and sailed for home on 3 Sep 1914, arriving on 2 October and joining the newly formed regular division, the 8<sup>th</sup>. They landed in France on 5 November 1914 taking part in the battles of Neuve Chapelle, Aubers Ridge and Loos. Both the regiment's VCs were won by the 1<sup>st</sup> Battalion, at Neuve Chapelle and during the Aubers Ridge battle. Subsequently the narrative describes the battalion's part on the Somme, at Third Ypres, at Villers Bretonneux and the Chemin des Dames in 1918, and the Second Battle of Arras. The 2<sup>nd</sup> Battalion in August 1914 was stationed in Sheffield, part of the 18<sup>th</sup> Brigade of the 6<sup>th</sup> Division which was widely dispersed with two brigades in Ireland and one in Northern Command. They landed in France in September 1914 and after taking part in the Battle of the Aisne moved north to the Ypres salient where the division stayed for the next thirteen months sustaining some 11,000 casualties before moving down to the Somme. The battalion fought at Lens in June / July 1917 suffering losses of 183 or a quarter of its trench strength, and it was also at Cambrai. This is a factual, unembellished account avoiding dramatics. Casualty figures are given from time to time following actions with individual officers named, as are officers with incoming drafts. After the war a memorial tower was erected at the summit of Crich Cliff, near Ripley, to be seen for miles around. The account of its opening, on 6<sup>th</sup> August of some unspecified year is reproduced from the Derbyshire Advertiser: It commemorates 11,409 of the Regiment who died in the Great War and the 140,000 who served in its thirty-two battalions.' Illustrated with a 26 photograph-plates plus 12 folding maps, several of which are coloured and 4 are in a rear pocket. £85.00

{372} Yerger, Mark C. **ALLGEMEINE-SS : THE COMMANDERS, UNITS AND LEADERS OF THE GENERAL SS.** Schiffer, Atglen, 1<sup>st</sup> ed., 1997. 251 pp., various photo-ills., + maps. D.j., 29 x 22cm. Small owner sticker to corner of f.e.p., from the late military historian, David Westwood, o/w FINE.

The commands, units and leaders of the General SS are finally compiled into this single detailed reference book. It begins with an explanation of the twelve administrative and command main offices involving the SS to include the development, components and functions of each, as well as their respective office chiefs. The following section explores the most powerful posts in the SS, the Higher SS and Police Leaders, along with the subordinate SS and Police Leaders found in occupied territories - both the commands and the individual holder of these posts are examined in depth. The SS Main Districts are covered next including all their various subordinate components, title changes, development, commanders and chiefs of staff. The more than forty SS Districts follow, detailed in a similar format. Examining over 125 SS Foot Regiments in the General SS, the names and ranks of the hundreds of commanders, as well as details of unit location changes, popular and honour titles as well as other data for each are within a separate chapter. Finally, the elite SS Riding Districts and Regiments are covered similarly. Career biographies are included for more than two hundred senior SS commanders, many of whom served portions of their career in the Waffen-SS, Polizei, SD and other facets of Himmler's commands. The biographical data for individuals alone adds vast detail to this fascinating topic. Along with more than 120 rare photos of SS senior ranking officers and seven maps, a detailed index allows referencing of individual commands or personalities. £40.00

{373} Ziemke, Earl F. **STALINGRAD TO BERLIN : THE GERMAN DEFEAT IN THE EAST.** Centre of Military History, United States Army, Washington, 1<sup>st</sup> ed., 1968. Xii + 549 pp., photo-ills., ills., maps & plans. D.j., 24 x 18cm. Light stain to margin of prelims o/w FINE.

This major study of the Soviet-German conflict in World War II has an outstanding reputation among those fascinated by military history and the tactics of total land war. Drawing on vast documentation and illustrating the volume with 42 specially commissioned maps and over 70 photographs, the author chronicles almost 4 years of continuous combat involving 8 to 9 million actively engaged troops across a front that stretched over 3,000 miles in 1942, and was never less than 2,400 miles long. Despite the loss of nearly two-thirds of its natural and industrial resources in the first few months of the war, the Soviet Union ultimately proved a deadly opponent. Its tactical and economic advantages were aided by two vital German mistakes : their attempt to force a stalemate in the style of World War I, and by the ruthless and uncompromising nature of Hitler's war aims. £25.00

### Volumes 1 to 5 of the Journal of the German Wehrmacht, 1924 – 1929

{374} Zimmermann, Major Bodo, (Ed.). **KRIEGSKUNST IN WORT UND BILD. ZEITSCHRIFT FUR DIE DEUTSCHE WEHRMACHT. VOLUMES 1 – 5 IN 12 PARTS EACH.** VOLUMES 1 – 5 with 12 Parts to Each (Complete but for No. 2 in Vol. V). Verlag Offene Worte, Berlin, October 1924 – September 1929. 576 pp., to each Vol., (continuing throughout each No.) numerous photo-ills., ills., maps & plans + some plates + fldg., maps tipped-in loosely. P.c., to each no., all loosely enclosed as volumes in 5 maroon leather-cloth boards ; gilt title & armorial to front ; tied at the fore-edge with a ribbon ; 23 x 15cm. No. 2 in Vol. 5 is lacking o/w complete ; the ribbon tie is broken on Vol. II and repaired on Vol. IV ; some chipping & splitting to some covers in Vol. 1 with front corner repair to No. 6 whilst Nos. 1 (almost) & 12 are detached from their covers but almost all others are V.G.

The scarce first five volumes, in German as published, (complete but for No. 2 of Volume 5), of the famous *War in Words and Pictures – Journal of the German Wehrmacht* (the United Armed Forces of Germany). There are 12 Parts to each Volume and Volumes 1 to 5 run from

October 1924 to September 1929. Some of the subject matter is older history but much of it concerns the Great War, or contemporary 1920s. Each front cover features a former military, aviation or naval figure who is given a biography at the start of the issue. There then follow other articles concerning the three forces that will be of particular interest to historians and collectors of the First World War and immediate post-war period. Illustrated with numerous photographs, illustrations, maps and plans plus some plates and folding maps tipped-in. 59 Parts, Volumes 1 – 5. Some SCARCE issues included. £150.00

**Volumes 13 – 20 of the Journal of the German Wehrmacht, 1936 - 1944**

**{375} Zimmermann, Major Bodo, (Ed.). *KRIEGSKUNST IN WORT UND BILD. ZEITSCHRIFT FUR DIE DEUTSCHE WEHRMACHT. VOLUMES 13 – 20 IN 12 PARTS EACH\**.**

VOLUMES 13 – 20 with 12 Parts to Each (\*except for Vol. XV for 1939 which is bound-in consecutively and is complete but unnumbered as separate volumes) : (Complete but for No. IX in Vol. XVIII and Nos. I & XII in Vol. XX). *Verlag Offene Worte*, Berlin, October 1936 – July / August 1944. Pages run as follows from Vols. 13 – 20 : 576, 576, 552, 288, 262, 242, 374, 260 pp. ; numerous photo-ills., ills., maps & plans + a large fldg., map + some coloured front page ills. Vols., XIII – XV are uniformly bound in maroon leather-cloth with gilt title & armorial to front ; each number begins with a coloured page ; Vol. XVI is loosely tipped-in to the same uniform binding and is tied at the fore-edge with a ribbon ; Vols., XVII – XX are in their original paper covers but are not gathered into a volume binding ; 23 x 15cm. No. IX in Vol. XVIII and Nos. I and XII in Vol. XX lacking ; Small upper corner tears with some loss to No. I, Vol. XVII ; stamp to 1 cover in Vo. XVII ; pencil note to some front covers in Vol. XIX with blemishes to one o/w overall V.G.

Volumes 13 to 20, in German as published, (complete but for No. 9 in Volume 18 and Nos., 1 and 12 in Volume XX), of the famous *War in Words and Pictures – Journal of the German Wehrmacht* (the United Armed Forces of Germany). There are 12 Parts to each Volume, with the exception of Volume XV which is formatted slightly differently, and Volumes 13 to 20 run from October 1936 to July / August 1944. Most of the subject matter focuses on the Great War, the pre-Second World War period of the late 1930s and of course the Second World War itself, according to publication dates. Articles include a number of biographies of leading German figures such as Rommel, as well as on the German Land Forces and also their Naval and Air Services. Illustrated throughout with numerous photographs, illustrations, maps and plans, including a large, folding map and several coloured front-page illustrations. Volumes 13 – 20. Some SCARCE issues included, and many are of particular interest owing to their coverage of the Second World War. £200.00

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**{376} Aders, Gebhard. & Held, Werner. *STUKA : DIVE BOMBERS – PURSUIT BOMBERS – COMBAT PILOTS. A PICTORIAL CHRONICLE OF GERMAN CLOSE-COMBAT AIRCRAFT TO 1945.* Schiffer, Pennsylvania, 1<sup>st</sup> ed., 1989. 246 pp., numerous photo-ills., + some ills. D.j., marbled e.p.'s, 27 x 20cm. FINE.**

This is the history of German close-combat aircraft up to 1945, told through over 500 rare photographs. It presents the entire development, from the infantry airplane of 1917 to the Ar 234 “Blitz bomber”. In words and pictures, all the dive bombers, pursuit bombers, fighter planes, etc., used by Germany are shown. Interesting weapon developments and airplane projects, over forty airplane types in numerous minor versions, complete the book. £35.00

**{377} Andrews, C. F. & Morgan, E. B. *SUPERMARINE AIRCRAFT SINCE 1914.* Putnam, 1<sup>st</sup> ed., 1981. X + 400 pp., frontis., + photo-ills., + ills. D.j., 22 x 14cm. Small owner's name & date to corner of f.f.e.p., & a touch of browning to edges o/w V.G.+.**

Supermarine was associated from its earliest days with flying-boats and amphibians – the Channel Type and Sea Eagle saw early airline service, and the Sea Lions initiated Supermarine's association with the Schneider Trophy contests. The Spitfire owed its existence to Supermarine's Schneider seaplane experience and the successful collaboration with Rolls-Royce. After the war Supermarine played a vital role in the development of jet aircraft for both the RAF and the RN. This is an authoritative *Putnam* history of Supermarine aircraft since the start of World War I. £35.00

**{378} Antonov, Vladimir. & Others. *OKB SUKHOI : A HISTORY OF THE DESIGN BUREAU AND ITS AIRCRAFT.* Midland Publishing, Leicester, 1<sup>st</sup> ed., 1996. 296 pp., cold., + b&w photo-ills., + line drawings. D.j., 29 x 22cm. FINE.**

This is a definitive history of one of the world's most famous aircraft design bureaux – OKB Sukhoi. The company, its founder Pavel O. Sukhoi, and its many stellar engineers and craftsmen are thoroughly documented in this book. Prepared with the co-operation of the Moscow-based bureau, it is the result of unprecedented access to rarely seen records and vintage photographic archives. In addition, the authors have accessed other Russian sources long hidden from public viewing or western scrutiny. The result is a huge amount of fresh and previously unpublished information. Each individual Sukhoi aircraft type is reviewed in exceptional detail. Included are prototypes, test beds, miscellaneous uncompleted projects and design studies, and a plethora of production types. Nearly a thousand three-view drawings and photographs depict every aircraft known to have been developed under the auspices of the Sukhoi name. £35.00

**{379} Baker, David.****MESSERSCHMITT ME 262.**

*Crowood Press, Marlborough, 1<sup>st</sup> ed., 1997. 160 pp., numerous photo-ills., + ills. D.j., 28 x 22cm. FINE +.*

The Messerschmitt Me 262 was the world's first turbojet powered combat aircraft. Much has been written of Hitler's insistence that the Me 262 should have been developed as a bomber, not a fighter, but the author shows that, far from being the victim of a Fuhrer's whim, the Me 262 was designed from the outset as a multi-role aircraft, able to provide the maximum capability from one basic airframe and the Fuhrer's words were little more than opportunist propaganda. The Me 262 was a 'first' in many ways but also a victim of its time. The technology that produced it was passed on to the Allies and it helped pave the way for the new generation of fighter-bombers that followed. This book tells the story of this remarkable aircraft, from its origin in a technical requirement of 1938, through to its operational use where, due to shortages of fuel, it was unable to reach its full potential. Sidebars detail the personalities and events surrounding the story and the book includes a listing of all sub-types and surviving airframes. Fully illustrated with archive photographs, many of which have not been published before. In the 'Crowood Aviation Series.'

£25.00

**{380} Barnes, C. H.****BRISTOL AIRCRAFT SINCE 1910.**

*Putnam, 2<sup>nd</sup> ed., 1970. 415 pp., frontis., + photo & other ills. D.j., 22 x 14cm. Repairs to price-clipped d.j., front cover leaning o/w V.G.*

This book provides a complete reference to all Bristol military, civil and experimental aircraft from the Anglo-French Bristol-Zodiac biplane of 1910 to the Anglo-French Concorde in 1970. It includes a synoptic history of the Company's early growth and subsequent expansion to become the Filton Division of the British Aircraft Corporation. The design features, construction and operational use of over 100 principal Bristol types are given in considerable detail, with specifications of all variants built and over 53 view drawings; all available data and representative drawings are also included of over 80 unbuilt projects. Appendices list constructor's number for all aircraft built by Bristol from 1910-1970, with destinations and customers, also the many aircraft of Bristol design built by other firms. This second edition contains additional photographs and includes projects not previously released for publication.

£35.00

**{381} Barnes, C. H.****SHORTS AIRCRAFT SINCE 1900.**

*Putnam, new ed., 1989. Xi + 560 pp., frontis., + photo & other ills. D.j., 22 x 14cm. Minor repairs to d.j., no loss or clipping, o/w Nr.FINE.*

This new edition updates the history of Shorts Aircraft that begins with the first spherical balloons made by Eustace and Oswald Short. Their change-over to aeroplanes came in 1908 with Wilbur Wright's arrival in France and their elder brother Horace joined them to set up the world's first aircraft production line. Their rapid expansion as aircraft suppliers to the RN and their notable progress with deck-launching, folding wings, buoyancy bags and sprung floats led to enormous productions of the Short Type 184 during World War I, during which the firm also built rigid airships. Oswald Short's pioneering work with a successful series of metal-hulled flying-boats is described and their operational histories recorded. Appendices list all Shorts' constructors' numbers, serials and registration marks. Specifications for all Shorts types and variants are also given, as well as complete lists to date type of designations and preliminary designs.

£35.00

**BOOKQUOTE :** *"The true University of these days is a collection of books."*

**Thomas Carlyle.**



**{382} Bartsch, William H.**

***DOOMED AT THE START :***

***AMERICAN PURSUIT PILOTS IN THE PHILIPPINES, 1941-1942.*** *Texas A&M*

*University Press, Texas, 1<sup>st</sup> ed., (Hardback), 1992. Xxi + 503 pp., various photo-ills., + 7 maps. D.j., 23 x 16cm. FINE.*

During the first three days of the Japanese assault on American Pacific bases in December of 1941, the 24<sup>th</sup> Pursuit Group, the only unit of interceptor aircraft in the Philippine Islands, was almost destroyed as an effective force. Yet the group's pilots, doomed from the start by their limited training, an inadequate air warning system, and lack of familiarity with the few flyable pursuit aircraft they had left, fought on against immensely superior numbers of Japanese army and navy fighters. Why were the Flying Tigers able to chalk up such a remarkable record against the attacking Japanese air force in China and Burma, while the 24<sup>th</sup> Pursuit Group completely failed to deter the Japanese aerial onslaught against the Philippines? The story of the Flying Tigers is well known but this book is the first complete account of the experiences of another group of American pursuit pilots who fought the same enemy in the same period with virtually the same aircraft. It fills a gap in literature as it details the day-by-day operational record of the Philippines pilots over the five-month campaign from December 1941 to May 1942. The story, based primarily on interviews and personal survivor records, is told by the fliers and enlisted squadron men themselves. SCARCE First Edition in hardback. £35.00

**{383} Boiten, Theo.**

***BRISTOL BLENHEIM.***

*'Crowood Aviation Series', Crowood Press, Marlborough, 1<sup>st</sup> ed., 1998. 192 pp., numerous photo-ills. D.j., 28 x 22cm. FINE +.*

The Bristol Blenheim was a revolutionary aeroplane when it first entered service in 1937. Faster than many contemporary fighters, it featured a retractable undercarriage, variable pitch propellers and was an all-metal monocoque design which was far in advance of the types it replaced, such as the Hawker Hart series of light bombers. Although outclassed by later designs, it served in all theatres in World War II, being used as light bombers, anti-shiping raiders and even as fighters with a ventral gun pack. Here is the full, well-illustrated story of the development and operational history of this often-underrated aeroplane. £25.00

**{384} Bonser, Roy.**

***AVIATION IN LEICESTERSHIRE AND RUTLAND.***

*Midland Publishing, Hinckley, 1<sup>st</sup> ed., 2001. 392 pp., numerous photo-ills., + ills., maps & plans. D.j., 29 x 22cm. FINE.*

Told for the first time, this is a definitive account of the many aspects of aviation in Leicestershire and Rutland from the earliest balloon ascent in 1813, to the First World War anti-Zeppelin stations and the flying circuses of the 1920s, to the RAF Bomber Command Raids on the Reich, the USAAF operations with their Troop Carrier units, and the USAF and RAF photo-recce and nuclear-capable bombers of the cold-war period. The counties airfields have also been used for *ab initio* and advanced pilot training, for RAF transport aircraft, for aircraft ferrying units, for Thor IRBM and Bloodhound anti-aircraft missiles, as a major gliding centre, as well as for aircraft maintenance and refurbishment. The jet engine was born in Lutterworth, Spitfires were built at Desford, the Auster light aircraft family was created at Rearsby and a diverse range of post-war military aircraft made first flights from Bitteswell. At the turn of the 21<sup>st</sup> century the RAF were flying some of their most potent first-line jets from Cottesmore and the area boasts a leading regional airport. 660 photographs, mostly previously unpublished, accompany this *magnum opus*. £40.00

**{385} Bowman, Martin W.**

***ENGLISH ELECTRIC LIGHTNING.***

*'Crowood Aviation Series', Crowood Press, Marlborough, 1<sup>st</sup> ed., 1997. 188 pp., many photo-ills., + ills., & cold., plates. D.j., 28 x 22cm. FINE +.*

The English Electric Lightning was the mainstay of Britain's air defence during the Cold War. Quick Reaction Alert aircraft were tasked with intercepting incoming Russian aircraft

and their high speed and fast rate of climb made them ideal for this operational requirement. The author has assembled here the complete story of this remarkable fighter, from its beginnings in a 1949 requirement for two research aircraft to its withdrawal from service in April 1988. *One of the scarcer titles in the series*, this volume comes with over 170 photographs, most of which are previously unpublished, and some are in colour, specification tables, details of all Lightning Squadrons, a listing of each airframe and the first in-depth analysis of why a third of all Lightnings were lost. £35.00

**{386} Bowman, Martin W. *CONSOLIDATED B-24 LIBERATOR.***

“Crowood Aviation Series”, *Crowood Press*, Marlborough, 1<sup>st</sup> ed., 1998. 192 pp., numerous photo-ills., + diagrams & plans. D.j., 28 x 22cm. FINE+.

The B-24 Liberator may not have had the publicity and glamour of the Boeing B-17 but it was produced in far greater numbers and served all over the world as a bomber, transport and long-range anti-submarine aeroplane. The author examines the career of the B-24 Liberator, from its design in 1939, through all theatres of World War II to the present where a precious few airframes survive. With over 200 rare photographs this is an absorbing book. £25.00

**{387} Bowman, Martin W. *BOEING B-17 FLYING FORTRESS.***

“Crowood Aviation Series”, *The Crowood Press*, Marlborough, 1<sup>st</sup> ed., 1998. 192 pp., numerous photo-ills., + some ills. D.j., 28 x 22cm. FINE+.

The Boeing B-17 is one of the most readily identifiable aircraft of World War Two. Known as the Flying Fortress due to its formidable defensive armament, it spearheaded the United States Army Air Force daylight bombing offensive against the Axis powers in Europe and the Pacific. Originally conceived as a long-range bomber capable of protecting the United States from naval attack, it first flew – as the Model 299 – on 28 July 1935 and was still in front-line service at the end of World War Two, ten years later. Here is the full story of the B-17. The author unearthed new information and has amassed a large number of photographs, many of which are previously unpublished. £25.00

**{388} Bowman, Martin W. *FLYING INTO THE FLAMES OF HELL : DRAMATIC FIRST-HAND ACCOUNTS OF BRITISH & COMMONWEALTH AIRMEN IN RAF BOMBER COMMAND IN WW2.***

*Pen & Sword*, 1<sup>st</sup> ed., 2006. Xi + 286 pp., photo-ills. D.j., 24 x 16cm. FINE.

This book contains twenty-three stirring accounts of what life flying as air-crew in World War Two night-bombing operations was really like. The storytellers are an eclectic mix of pilots, navigators, bomb aimers, wireless operators and gunners who flew on operations in heavy bombers. It conveys the terror of being coned by German searchlights over the target, attacks by Luftwaffe night-fighters, catastrophic damage to aircraft and the ensuing struggle to keep the machine airborne on the return trip to base. It tells of the comradeship and humour between the crew and the sense of purpose that these men felt in doing one of the most dangerous jobs in the war. £25.00

**{389} Braybrook, Roy. *HUNTER : A PERSONAL VIEW OF THE ULTIMATE HAWKER FIGHTER.***

*Osprey*, 1<sup>st</sup> ed., 1987. 207 pp., numerous cold., + b&w photo-ills., + ills. D.j., 28 x 25cm. D.j., faded in places with faint remains of price label to front o/w V.G.+.

No other organization in the world has come close to rivalling Hawker Aircraft's record for decades of continuous production of its own fighter aircraft. The Hunter was the ultimate Hawker fighter, produced before the company merged with other pioneering British organizations to become Hawker Siddeley Aviation, and later British Aerospace. This book achieves many things for the first time : the full story of the Hunter is told by a professional

engineer from the Hawker project office ; the background to the Hunter's development is discussed in detail ; its service history is fully documented ; plans for its final development are revealed by the project engineer who was responsible for these proposals to Sir Sydney Camm, chief designer for Hawker Aircraft. Profusely illustrated including colour. £35.00

**{390} Bridgman, Leonard. *AIRCRAFT OF THE BRITISH EMPIRE.***

*Sampson Low Marston & Co.*, FIRST EDITION, 1934. 153 pp., numerous photo-ills., + line drawings. Re-bound in smart navy cloth ; gilt title to spine ; 14 x 22cm. Nr.FINE.

This FIRST EDITION of Aircraft of the British Empire was published in 1934. It provides photographs, plans and specifications of all types of aircraft produced in the British Empire about which information could be published at the time. £25.00

**{391} Burls, G. A. *AERO ENGINES : WITH A GENERAL INTRODUCTORY ACCOUNT OF THE THEORY OF THE INTERNAL-COMBUSTION ENGINE.***

*Charles Griffin*, 8<sup>th</sup> ed., 1917. X + 196 pp., 76 photo-ills., diagrams & plates, 5 of which are folding + a folding table. Re-backed with original spine re-laid & retaining original blue cloth covers ; gilt title to spine ; silk bookmark ; 23 x 16cm. Yellow staining to front cover ; small owner's label to f.e.p., + neat, old, owner's details to f.f.e.p., o/w V.G.

Originally delivered as a short course of lectures in 1914, this book went through seven editions in quick succession before reaching this eighth edition in 1917. Having discussed such matters as External Combustion Engines, The Power and Efficiency of Internal-Combustion Engines and Aero Engines, in the opening chapters, subsequent chapters go on to classify engines as Horizontal, Radial, Diagonal, Vertical and Rotary, all of which are discussed in turn. After some preliminary theoretical matter, one or two typical engines of each class are illustrated and described in some detail. With 76 photographs and drawings, including five folding plates plus a folding table. £30.00

**{392} Butler, Phil. With Hagedorn, Dan. *AIR ARSENAL NORTH AMERICA : AIRCRAFT FOR THE ALLIES 1938 – 1945 PURCHASES AND LEND-LEASE.***

*Midland*, Hinckley, 1<sup>st</sup> ed., 2004. 320 pp., numerous photo-ills., including some cold. D.j., 29 x 22cm. FINE.

This is an illustrated survey of American and Canadian aircraft production for the Allies, 1938-1945, covering both 'foreign purchases' and 'Lend-Lease'. The book provides a detailed analysis of aircraft purchases made in North America by the British Commonwealth and European democracies during the years 1938-1945 and the subsequent operation of the Lend-Lease Acts and Canadian Mutual Aid, whereby thousands of aircraft were delivered to many Allied countries including the Soviet Union in the years to 1945. There is also significant coverage of aircraft supply and operation in Latin America. All of the many aircraft types discussed are described and illustrated. These descriptions are supplemented by sections covering their operation by each of the countries involved, including aircraft serials. The book also includes descriptions of how the Lend-Lease Act operated, details of delivery routes, and an analysis of the various governmental and other organisations involved. £20.00

**{393} Cescotti, Roderich. *THE HISTORY OF GERMAN AVIATION : BOMBERS AND RECONNAISSANCE AIRCRAFT, 1935 TO THE PRESENT.***

*Schiffer*, Atglen, 1<sup>st</sup> ed., 2001. 311 pp., numerous photo-ills., diagrams + line drawings. D.j., marbled e.p.'s ; 28 x 21cm. FINE.

This project offers the most comprehensive insight into all areas of German aviation technology to the time of publication in 2001. Its scope encompasses aviation's earliest beginnings all the way to the newest aviation products arising from European joint developments. Complete in itself for the subject covered, this book belongs to a series that includes a variety of photographs and drawings, the majority of which have been taken from the archives of the Deutsches Museum. Many of the photos and drawings are derived from

private sources or archives only recently accessible to the public and have never before been published. Data tables, three-view drawings, brief descriptions and timelines comparing developments abroad, all supplement this volume. £40.00

**{394} Christie, Carl. A. *OCEAN BRIDGE : THE HISTORY OF RAF FERRY COMMAND.*** *Midland*, Leicester, 1<sup>st</sup> Eng., ed., 1995. Xx + 458 pp., photo-plates. D.j., 23 x 15cm. FINE.

At the beginning of the Second World War there was no thought of delivering planes by air across the Atlantic. It was assumed to be too costly and too dangerous, especially in winter. Despite this initial reluctance, between the fall of 1940 and the spring of 1945, RAF Ferry Command's mixed civilian and military crews flew almost ten thousand aircraft, mainly American-built, to operational squadrons overseas. This created the basis for the network of international air routes and procedures that commercial travellers now take for granted. The book provides the first full account of the genesis, history, and importance of Ferry Command – an often-overlooked contribution to Allied victory and aviation history. £25.00

**{395} Clark, Freddie. *AGENTS BY MOONLIGHT : THE SECRET HISTORY OF RAF TEMPSFORD DURING WORLD WAR II.*** *Tempus*, Stroud, 1<sup>st</sup> ed., 1999. Xxii + 338 pp., numerous photo-ills. D.j., 25 x 19cm. FINE.

In the summer of 1940, SIS approached the Air Ministry and suggested that experiments might be undertaken to investigate the feasibility of landing aircraft and parachuting agents into enemy territory. Thus, the Special Duty squadrons were born but throughout the war, clandestine operations were largely considered an unusual and peripheral aspect of the RAF's work. The subsequent hostile environment in which the squadrons had to work, while at the same time having quickly and often painfully to learn specialised aviation techniques, makes their achievement all the more commendable. Thus, analysis is based primarily upon the squadrons' records in the Public Record Office, coupled with the author's own insight as a wartime Special Duty pilot with No. 138 Squadron. The research, which includes an account of the tragic *Englandspiel* during which the German counterintelligence services devastated British and Dutch clandestine operations in the Netherlands, reveals a litany of RAF losses on these compromised operations. £65.00

**{396} Cooper, Charlie & Ann. *WAR IN PACIFIC SKIES : FEATURING THE AVIATION ART OF JACK FELLOWS.*** *MBI Publishing*, MN, USA, 1<sup>st</sup> ed., 2003. 192 pp., profusely illustrated with cold., ills., + cold., + b&w photo-ills. D.j., 27 x 31cm. FINE.

This book fuses art and history in accurate detail, complete with the personal insights of World War II combatants. Covering the most famous air engagements in the Pacific Theatre, previously unpublished photographs, artwork and personal accounts bring to life the air battles at Pearl Harbour, Coral Sea, Midway, Guam, Tinian, the Philippines, Iwo Jima, Okinawa, and more. Featured here are some of America's famous Pacific warbirds including the Lockheed P-38 Lightning, flown by the USAAF's top aces, Richard Bong with 40 victories and Thomas McGuire with 38 ; the Curtiss P-36 Hawk piloted by Harry Brown that provided America's first airborne response at Pearl Harbour ; and the TBF/TBM Avenger torpedo bomber, the aircraft flown by future U.S. President, George H. W. Bush. £50.00

**{397} Cooper, Geoffrey. *FARNBOROUGH AND THE FLEET AIR ARM.*** *Midland*, Hershham, 1<sup>st</sup> ed., 2008. 296 pp., numerous photo-ills., + plans. D.j., 29 x 21cm. FINE.

This is an impressive historical study of the association of the Royal Aircraft/Aerospace Establishment at Farnborough with the activities of the Fleet Air Arm, beginning in 1922. The author, a chartered engineer employed at RAE during 1936-46, has recorded the

research activities of RAE as a centre of worldwide aviation expertise. His comprehensive account covers the activities of the Naval Aircraft Department, together with an overview of subsequent developments in the art and practice of 'Flying Navy'. The book also includes details of experimental work in mechanically assisted launching of heavy bombers, flexible landing decks for undercarriageless aircraft, and arrester gear in the event of overshoot of airfields, including proposals to be used at airports to stop Concorde careering off the ends of runways. Illustrated with a wealth of fascinating photographs. £30.00

**{398} Davies, Mick. AIRCO : THE AIRCRAFT MANUFACTURING COMPANY.**

"Crowood Aviation Series", Crowood Press, Marlborough, 1<sup>st</sup> ed., 2001. 192 pp., numerous photo-ills. D.j., 28 x 22cm. FINE.

In the years prior to World War I, George Holt Thomas was an active supporter of aviation development and a tireless promoter of its military potential. When war arrived his Aircraft Manufacturing Company produced Farman designs under licence. The pace of development saw him employing a young and talented aircraft designer called Geoffrey de Havilland, and the aircraft they produced went on to make history. This book tells the full story of Airco, the Aircraft Manufacturing Company, and its superb range of products including the D.H.4 and D.H.9a designs that remained in service long after the war that inspired them ended. £25.00

**{399} Davies, Peter E. & Thornborough, Tony (with Tony Cassanova). BOEING B-52 STRATOFORTRESS.**

"Crowood Aviation Series", Crowood Press, Marlborough, 1<sup>st</sup> ed., 1998. 176 pp., numerous photo-ills., + diagrams + coloured photo-plates. D.j., 28 x 22cm. FINE +.

For over forty years the Boeing B-52 has symbolized the United States' airborne might. From the dark days of the Cold War, through Vietnam and in the Gulf, the bomber has continued to hold the front line whilst being upgraded to deliver more modern weapons and to survive in an ever more hostile environment. The authors, assisted by over forty veterans, tell the story of this exceptional aircraft. The development of the B-52 is explained with text boxes and appendices to describe its equipment, weapons, mission profiles and notable achievements. Profusely illustrated with photographs, including coloured plates. £30.00

**{400} Delve, Ken. VICKERS-ARMSTRONGS WELLINGTON.**

"Crowood Aviation Series", Crowood Press, Marlborough, 1<sup>st</sup> ed., 1998. 192 pp., numerous photo-ills., + ills. D.j., 28 x 22cm. FINE +.

The Vickers-Armstrong's Wellington was unique among British bombers in that it saw service throughout World War II. Designed by the legendary Barnes Wallis, it formed the backbone of Bomber Command's onslaught against Germany in the early years of the war. Wellingtons could be seen all over the world, scouring the oceans for U-boats ; and they performed an invaluable service in training, both in Operational Training Units and as flying classrooms. The author traces the operational career of this remarkable aeroplane, drawing on many rare and previously unpublished photographs. £35.00

**{401} Delve, Ken. AVRO LANCASTER.**

"Crowood Aviation Series", Crowood Press, Marlborough, 1<sup>st</sup> ed., 1999. 175 pp., numerous photo-ills. D.j., 28 x 22cm. FINE +.

The Avro Lancaster was possibly the finest bomber of World War II. Capable of lifting huge loads, yet a delight to fly, it spearheaded Bomber Command's night offensive over Germany. Post-war it went on to serve as a maritime patrol aircraft and served into the 1950's. Here is the full story of its design, development and operational use from its beginnings in the form of the Avro Manchester through to its retirement and beyond. Profusely illustrated. £25.00

**BOOKQUOTE : " 'History', it has been said, 'is the essence of innumerable Biographies' " Thomas Carlyle.**

**{402} Delve, Ken.**

***SHORT SUNDERLAND.***

“Crowood Aviation Series”, Crowood Press, Marlborough, 1<sup>st</sup> ed., 2000. 176 pp., numerous photo-ills., + maps & diagrams. D.j., 28 x 22cm. FINE +.

The Short Sunderland was the largest aircraft used by RAF Coastal Command during World War II. Conceived as an anti-submarine patrol aircraft, its design owed much to the Empire Class flying boats built for Imperial Airways. Its size and range allowed it roam over vast areas of ocean and its considerable armament gained it the nickname “The Flying Porcupine” by respectful German aircrews. The Sunderland was one of very few Allied aircraft to remain in service throughout World War II and it went on to play an important role in the Berlin Airlift and serve with several foreign air forces. Here is the story of the Sunderland from its design and introduction, through to its retirement and civil use. The author fully describes the life of this aircraft and its gallant crews and includes numerous photos. £30.00

### **A Substantial Account of the Imperial Russian Air Service in the First World War**

**{403} Durkota, Alan. & Darcey, T. & Kulikov, V. THE IMPERIAL RUSSIAN AIR SERVICE : FAMOUS PILOTS AND AIRCRAFT OF WORLD WAR I.** *Flying*

*Machines Press*, Mountain View, 1<sup>st</sup> ed., 1995. Xii + 546 pp., numerous cold., + b&w photo-ills., + ills. D.j., 31 x 23cm. 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

**{404} Evans, Andy.**

***BAE/MCDONNELL DOUGLAS HARRIER.***

“Crowood Aviation Series”, Crowood Press, Marlborough, 1<sup>st</sup> ed., 1998. 191 pp., photo-ills., ills., + cold., photo-plates. D.j., 28 x 22cm. FINE +.

Despite early fears of a lack of operational capability, successive engine and airframe developments have kept the Harrier in the front line of operations and it was to prove itself during the Falklands campaign of 1982, the Gulf War and over Bosnia. The author tells the full story of the development of this amazing aeroplane and its use by the U.S. Marine Corps and the Navies of India, Spain, Italy and Thailand as well as by the RAF and Royal Navy. With over 200 photographs, many of which are previously unpublished, this is a comprehensive and authoritative work, (published in 1998 at £29.95). £25.00

**{405} Ewald, J. & Niedree, Rainer. & Selinger, Peter F. OLDTIMER – SEGELFLUGZEUGE : FLIEGENDE RARITATEN AUS DER PIONIERZEIT DES SEGELFLUGS.** *Aviatic Verlag*, Oberhaching, 1<sup>st</sup> ed., 2000. 175 pp., numerous cold., photo-ills., + line drawings. Laminated boards ; 28 x 20cm. Foot of spine bumped o/w FINE.

This German book is about old gliders and it features flying rarities from the pioneering days of gliding. Forty-four gliders from ten different countries that were constructed between

1929 and 1956 are described here, together with historical details, coloured photographs, line drawings and technical data. Together they give the reader a glimpse into the living history of glider flight. £40.00

**{406} Farré, Henry. *SKY FIGHTERS OF FRANCE : AERIAL WARFARE, 1914-1918.*** Arno Press, New York, 1<sup>st</sup> ed., 1980. Xviii + 143 pp., frontis., + plates. Blue cloth ; gilt title + ills., of 3 planes to front cover ; 23 x 15cm. FINE.

Originally published in 1919, this a facsimile English translated edition of Farré's acclaimed personal account of French aerial warfare in the First World War. Chapters cover the author's *First Flight ; Night Flying ; On the Road to Nancy ; Bombing Raids ; Night Bombarding – Autrecourt, near Verdun – Spring, 1916 ; Partridge ; Observation Flying ; Aerial Photography ; At Dunkerque, March 1916 ; Bombarding of Zeebrugge ; Sea-Aviators ; Torpedoing a Submarine ; At Cachy ; With the Stork Escadrille ; Guynemer &c.* The lively text is supported by paintings by the author. £40.00

### **A Sought-After Definitive Study of Adolf Galland's JV44**

**{407} <> Forsyth, Robert. *JV44 : THE GALLAND CIRCUS.***

Classic Publications, Burgess Hill, 1<sup>st</sup> ed., 1996. 356 pp., cold., + b&w photo-ills., + ills., + 2 fldg., ills. D.j., 31 x 23cm. FINE. This is the story of one of the most controversial, mysterious and enigmatic units of the Luftwaffe. It is a story that charts the origins of *Generalleutnant* Adolf Galland's *Jagdverband* 44 amidst the crisis command and political intrigue that permeated the Luftwaffe and, in particular, the senior echelons of the German daylight fighter force during the closing months of 1944, events which were to lead to Galland's dismissal as commander of the *Jagdwaaffe* and the ensuing "Mutiny of the Kommodores". With the aid of interviews, documentary and photographic contributions from many former pilots of this short-lived but remarkable unit, the author traces the history of JV44 from its inception at Bradenburg-Briest in February 1945, through to its surrender at Salzburg and Innsbruck just days before the capitulation. Using rare eye-witness accounts, the author has also reconstructed JV 44's last-ditch combat operations with the Me 262 jet fighter from Munchen-Riem against the American Tactical Air Forces over southern Germany during April 1945. Together with detailed appendices, many private photographs plus coloured profiles of aircraft and illustrations of the unit's airborne weapons systems, this is the most comprehensive account of one of the Luftwaffe's most famous units and a vital, sought-after reference. £250.00

**{408} Forsyth, Robert. With Scutts, Jerry. *BATTLE OVER BAVARIA : THE B-26 MARAUDER VERSUS THE GERMAN JETS – APRIL 1945.*** Classic Publications, (No. 7), Crowborough, 1<sup>st</sup> ed., 1999. 200 pp., photo-ills., diagrams + cold., plates. D.j., 31 x 23cm. FINE.

This book tells the story of the Martin B-26 Marauder, a much-maligned yet capable aircraft and its performance against one of the most controversial, mysterious and enigmatic units of the Luftwaffe, JV 44 who were flying the revolutionary Messerschmitt Me 262. It is a story which aims to set the record straight about the Marauder's combat performance as well as the desperate efforts of young German airmen to shoot it down in the final days of the war in the Battle over Bavaria. This was fought in a series of brief but bitter encounters predominantly between four units ; JV 44 and the Marauders of the 17<sup>th</sup>, 323<sup>rd</sup> and 344<sup>th</sup> Bombardment Groups. JV 44 was in Bavaria to defend the German aircraft jet production centres and the Marauders were there to bomb them. Illustrated with photographs & coloured plates. £30.00

### The Standard Reference on the Mistel ~ Uncommon

**{409} <> Forsyth, Robert. *MISTEL : GERMAN COMPOSITE AIRCRAFT AND OPERATIONS 1942 - 1945.* Classic Publications, (No. 7), Crowborough, 1<sup>st</sup> ed., 2001. 288 pp., cold., +**

b&w photo-ills., + ills., + a fldg., plate of diagrams. D.j., 31 x 23cm. FINE.

This is the first detailed book in the English language which studies the origins, design, development and operations of German composite aircraft during the Second World War. Known as 'Mistel', the concept was originally intended for use in times of peace as a means of extending the range of passenger and mail-carrying aircraft. But by 1942, as Nazi Germany struggled to fight an ever-demanding war, so a small team of pilots and technicians began to adapt the idea of military purposes. Following a series of radical and dramatic glider-based experiments, a new, formidable weapon emerged to stock the Luftwaffe's arsenal – one that became known as 'Grossbombe' – 'Super Bomb'. Comprising single-engine Messerschmitt Bf 109 or Focke-Wulf Fw 190 fighters as upper components mounted on top of 'war-weary' Ju 88 airframes fitted with massive hollow-charge warheads replacing their cockpits, these extraordinary machines were thrown into action for the first time over Normandy in July 1944. They were then used sporadically on the Western Front before the Luftwaffe used them in numbers in a desperate attempt to try to halt the Soviet advance across the Oder and Neisse rivers during the last weeks of the war. In this fascinating and exhaustive study, the author has unearthed previously unknown documentary material on the development and deployment of one of the Luftwaffe's least-known yet most daunting weapons. Included, often for the first time, are many first-hand accounts from pilots who flew the Mistel on operations and eye witness stories describing the planned Mistel attacks on British warships at Scapa Flow and the Soviet power stations in early 1945. Accompanied by hundreds of rare photographs plus a range of technical drawings and colour art, this will serve as the standard reference for years to come. (See also Items 439 and 442). £100.00

### The Updated Two-Volume Putnam Edition of McDonnell Douglas Aircraft

**{410} Francillon, Rene J. *MCDONNELL DOUGLAS AIRCRAFT SINCE 1920.***

**2 VOLUMES.** TWO VOLUMES. Putnam. **Vol. I :** Rep., of the new two-volume ed., 1995. Xii + 617 pp. **Vol. II :** New two-volume ed., 1990. X + 482 pp. **Both Vols. :** Frontis., + numerous photo-ills., + ills. D.j.'s, 22 x 14cm. Tiny owner's initials & date to top corner of f.f.e.p., on Vol. II o/w both vols., FINE.

This important work traces the history of two great United States aircraft manufacturers and their predecessor companies – Douglas and McDonnell. Both made significant contributions to the development of world transport and to the defence of many countries. Each product of these companies is described in detail, and its history of development and service is fully covered. On its first publication in 1979 this work was acclaimed as one of the most comprehensive of all the Putnam manufacturers series. Due to the continued growth of the company, so many revisions and additions were required to bring the work up-to-date that it had to be issued as a two-volume work. The first volume covers the history of Douglas and its associate companies, and details all of its aircraft up to the 1967 merger with McDonnell. The division comes with the DC-9 80 series, which is mentioned briefly, but full coverage is given in Volume II as the MD-80, along with the whole DC-10/MD-11 programme. The second volume gives the complete history of McDonnell and covers all of its aircraft, including the most comprehensive coverage of the outstanding F-4 Phantom. The products of the Hughes company are also included to give full, detailed descriptions of their remarkable



helicopters. With a superb collection of photographs, GA drawings and full production lists of the companies' products, these volumes form an indispensable reference. £70.00

**{411} Geust, Carl-Fredrik. *UNDER THE RED STAR : LUFTWAFFE AIRCRAFT IN THE SOVIET AIRFORCE.* *Airlife*, Shrewsbury, 1<sup>st</sup> ed., 1993.**

168 pp., photo-ills. D.j., 26 x 20cm. FINE.

This fascinating book looks at a little-known aspect of World War II aviation history : the testing and use of captured Luftwaffe aircraft in the Soviet Air Force. During the war a number of German reports indicated that captured aircraft were turned against their former masters - these reports seem, however, soon to have been forgotten, as no hard evidence was ever to be published by the Soviet side. It has been generally known among the specialists on Soviet aviation history that a number of German aircraft were purchased by the USSR after the signing of the Ribbentrop-Molotov pact on 23 August 1939. For long the fate of these aircraft remained unknown. Recently, however, some details have been published which show the significant impact these aircraft had on Soviet aircraft design and production. The author has consulted hundreds of Soviet books and articles, memoirs and biographies of Air Force commanders, pilots, engineers and designers and wherever possible the details have also been cross-checked against German accounts and documents. The result indicates clearly that an astonishingly rich first-hand experience of German aircraft was accumulated in the USSR, before, during and after the Second World War. With its many photographs, most of them previously unpublished in the West, this book fills an important gap. £20.00

**{412} Gunston, Bill. & Gordon, Yefim. *YAKOVLEV AIRCRAFT SINCE 1924.***

*Putnam*, 1<sup>st</sup> ed., 1997. 235 pp., numerous photo-ills., + ills. D.j., 28 x 21cm. FINE.

Aleksandr S Yakovlev was one of the most versatile aircraft designers of his age and he fronted the most influential and diverse aircraft design bureau in the Soviet Union. From these premises came a spate of sporting and training aircraft which gained many world class records. He built the first Soviet transport helicopter and was a pioneer of jet flight in the USSR. Later came the principal Soviet radar-equipped interceptors, from which stemmed many other types of tactical twin-jet including the Soviet counterpart to the U-2. With their unique Russian contacts, the authors present here a detailed analysis of over 200 Yakovlev designs accompanied by an unrivalled collection of photos and line drawings. £40.00

**{413} Hare, Paul R. *THE ROYAL AIRCRAFT FACTORY.***

*Putnam*, 1<sup>st</sup> ed., 1990. Xii + 318 pp., numerous photo-ills., + ills. D.j., 22 x 14cm. Small, faint trace of owner's pencil name to f.f.e.p., o/w Nr.FINE.

Farnborough's association with aeronautics and aviation goes back to the early years when the Balloon Factory designed and built balloons and airships for the military. Later, as the Royal Aircraft Factory, the team at Farnborough was responsible for a sequence of aeroplanes from 1911 to 1918. These included such celebrated types as the B.E.2 and R.E.8 reconnaissance aircraft, the F.E.2b fighter / bomber, and the S.E.5, one of the outstanding fighters from the First World War. Throughout this period, and subsequently as the Royal Aircraft Establishment, the institution has played a leading role in aeronautical research and development. This book presents the history and work of the Factory up to the time it ceased designing aeroplanes. All machines designed & built at Farnborough are described. £40.00

**{414} Hill, F. T. *THE MATERIALS OF AIRCRAFT CONSTRUCTION : FOR THE DESIGNER, USER, AND STUDENT OF AIRCRAFT AND AIRCRAFT ENGINES.* *Sir Isaac Pitman*, FIRST EDITION, 1933. Ix + 363 + 22 pp. 78 figs., including 6 fldg., tables & diagrams.**

Original blue cloth ; gilt ; 22 x 14cm. 1 corner bumped & minor indentations to rear cover o/w V.G.

This book deals with the various problems arising in the design of aircraft in 1933. Detailed chapters cover *Mechanical Testing ; Steel and Iron ; Steel Tubing ; Streamline Wires and Swaged Tie Rods ; Steel Wire, Ropes, and Cables ; Non-Ferrous Light Alloys ; The Copper-Tin Alloys ; Corrosion and Protection Against Corrosion ; Timber ; Varnish and Protective Coverings ; Glue and Gluing ; Rubber ; Fabrics and Dopes ; The Designer's Selection of Materials*. Appendices provide a *List of British Standard Specifications for Aircraft Materials and Components* and an Index to Directorate of Technical Development Specifications. The text is supported by 78 figures including 6 folding tables &c. £40.00

**{415} Jackson, A. J.**

***BRITISH CIVIL AIRCRAFT 1919 – 1972.***

**THREE VOLUMES.** 3 VOLS. *Putnam*. **Vol. I** : Rep., ed., with corrections, 1987. 567 pp. **Vol. II** : Rep., ed., with corrections, 1988. 560 pp. **Vol. III** : Rep., ed., with corrections, 1988. **All Vols.** : Frontis., + numerous photo-ills., + ills. D.j.'s 22 x 15cm. Some discolouring to edges ; very small owner's name & date to top corner of blank f.f.e.p.'s o/w Nr.FINE.

Reprinted here as a three-volume work, (formerly two volumes), with numerous minor amendments of the revised second edition, this is the definitive reference to the entire output of Britain's civil aircraft industry, and of its amateur constructors, for the first half-century since the commencement of civil flying in 1919. Dealing alphabetically with manufacturers, the main body of the text deals with important types of civil aircraft and gives descriptions, development and operational histories, recalls epic flights and famous pilots, and gives full production lists which include every British aircraft built for export. The main text is supported by a wealth of three-view drawings, photographs and specifications of all variants. Similarly arranged detailed appendices document a wealth of British registered aircraft of numerous types and gives registrations, constructors numbers, names, dates of first flights and issue of C.s of A., aircraft names, subsequent identities and fates. Chief changes of ownership, with dates, are also included for most British-built aircraft. 3 Volumes : £90.00

**{416} Jacobs, Peter.**

***HAWKER HURRICANE.***

Crowood Aviation Series, *Crowood Press*, Marlborough, 1<sup>st</sup> ed., 1998. 192 pp., numerous photo-ills. D.j., 28 x 22cm. FINE +.

The Hawker Hurricane was one of the most important aeroplanes of World War II. Although sometimes overshadowed by the Spitfire, it was a first-class fighter which went on to become a highly effective ground-attack aeroplane, carrying larger weapons than designers had anticipated. The full story of this remarkable aeroplane is told from its beginnings in the days before the war, through the Battle of Britain, over Europe and in the skies of Russia, the desert and the Far East, and its use as a naval fighter. With many rare photographs. £25.00

**{417} Jones, Barry.**

***GLOSTER METEOR.***

"Crowood Aviation Series", *Crowood Press*, Marlborough, 1<sup>st</sup> ed., 1998. 191 pp., numerous photo-ills., + coloured photo-plates. D.j., 28 x 22cm. FINE +.

The Gloster Meteor typifies the advance of technology during World War II more than any other aircraft type. Not only was it the first turbojet-powered aeroplane to enter service with the RAF, but it came from the company that produced the Gladiator biplane fighter which was still in front-line service during the early war years. The Meteor went on to enjoy a service career that spanned five decades. Built as a fighter, nightfighter, photo-reconnaissance aeroplane and trainer, it was also widely used as a trials aircraft and one example was still used at the time of publication for live-firing tests of ejector seats. The author tells the full story of the design, development and operational career of this extraordinary aeroplane. He also covers the export versions and trials aircraft. £30.00

**{418} Jones, Barry.**

***HAWKER HUNTER.***

“Crowood Aviation Series”, *Crowood Press*, Marlborough, 1<sup>st</sup> ed., 1998. 160 pp., frontis., numerous photo-ills. D.j., 28 x 22cm. FINE +.

First flown on 20 July 1951, the Hawker Hunter went on to break the World Speed Record and serve with the RAF, the Royal Navy and many other air forces the world over. Despite being a late 1940's design it remained in front-line service with the Swiss Air Force until 1995 and can still be seen engaged in flying trials and being flown by a select few private pilots who appreciate the classic handling of this true thoroughbred. This book tells the full story of this remarkable aeroplane and is illustrated with over 200 rare photographs. £25.00

**{419} Jones, Barry.**

***ENGLISH ELECTRIC CANBERRA AND MARTIN B-57.***

“Crowood Aviation Series”, *The Crowood Press*, Marlborough, 1<sup>st</sup> ed., 1999. 192 pp., numerous photo-ills., + cold., photo-plates. D.j., 28 x 22cm. FINE +.

The English Electric Canberra is one of the longest serving military aircraft of all time. From its introduction as the RAF's first jet bomber in 1951 it proved to be a reliable and capable performer. This success led to developments being used for photo reconnaissance and examples of these aeroplanes are still in service. This book tells the full story of the Canberra, starting with the design and covering its legendary Farnborough airshow appearances, record breaking flights and incredible service life. Illustrated with numerous photographs, including coloured plates. £30.00

**{420} Jones, Barry.**

***V-BOMBERS VALIANT, VULCAN AND VICTOR.***

“Crowood Aviation Series”, *Crowood Press*, Marlborough, 1<sup>st</sup> ed., 2000. 192 pp., photo-ills., + cold., photo-plates. D.j., 28 x 22cm. FINE+.

This book tells of the design, development and operational careers of three of Britain's finest post-war aeronautical products. The Vickers-Armstrong's Valiant, Avro Vulcan and Handley Page Victor captured the imagination of a generation, as the 'V-Force', for between them they were the British nuclear deterrent in those difficult, early Cold War days. Generously illustrated with numerous photographs as well as some coloured plates. £30.00

**{421} Judge, A. W.**

***AIRCRAFT ENGINES. 2 VOLUMES.***

2 VOLS. *Chapman & Hall*. **Vol. I** : 3<sup>rd</sup> imp., 1941. X + 380 pp., 226 figs. **Vol. II** : 1<sup>st</sup> ed., 1941. Vii + 446 pp., 354 figs., including photo-plates & 2 fldg., plates. **Both Vols.** : Uniformly bound in blue cloth ; gilt titles ; 22 x 14cm. Hinges re-enforced with cloth tape ; tiny splits to ends of spine on Vol. II o/w V.G.

This two-volume study of aircraft engines was published during the Second World War, in 1941. The first volume is concerned mainly with the theoretical and experimental aspects of aircraft engines whilst the second volume is devoted principally to the descriptive side and to a lesser extent to certain design and theoretical considerations not previously dealt with. The descriptive sections include accounts of some typical British aircraft engines which were in production prior to and in the earlier stages of the present war, together with certain more recent engines which are fitted to American aircraft purchased by this country. Volume I includes chapters on *Thermodynamics ; Real Conditions in Petrol Engines ; Petrol Engine Performance ; The Combustion Process ; Aircraft Engine Fuels ; Carburettors and Fuel Systems ; Supercharging Aircraft Engines ; The Cooling of Aircraft Engines ; Altitude Effect on Engine Power ; Petrol Engine Temperatures*. Chapters in Volume II include *General Design Considerations ; Torque and Balance Considerations ; Types of Aircraft Engines ; The Radial Air-Cooled Engine ; Sleeve Valve Aircraft Engines ; Some Other Aircraft Engine Types ; Aircraft Engine Components ; The Lubrication of Aircraft Engines ; The Ignition System ; The Exhaust System ; Accessories, Engine Starting, etc. ; The Testing of Aircraft Engines*. Both volumes are supported by appendices and a wealth of figures. The substantial and SCARCE Volume II includes photograph plates and two folding plates. 2 Vols. £85.00

**{422} King, H. F.                    *ARMAMENT OF BRITISH AIRCRAFT 1909 - 1939.***  
*Putnam*, 1<sup>st</sup> ed., 1971. Xiii + 457 pp., frontis. + a wealth of photo-ills., + ills. D.j., 22 x 14cm. Small owner's name to top of blank f.f.e.p., & small repair to d.j., (no loss or price-clipping) ; o/w Nr.FINE.

This survey of the armament installations on British aircraft over a period of thirty years is, at the same time, a major contribution to the history of the aircraft themselves, covering as it does no fewer than 500 types of aircraft constructed by 48 private manufacturers and Government establishments. Many of the accompanying photographs show in detail not only items of armament, but structural and other features of aircraft both historic and obscure. There is special interest also in the makers' drawings, a number of which not only disclose new information concerning particular aircraft but correct some mistaken impressions. In his foreword the author summarises conclusions drawn from his research that establish important facts relating to Britain's part in the development of military aeronautics. From the book it is clear that these contributions, during 1914-1918 especially, were extensive. £40.00

**{423} Knott, Captain Richard C.                    *THE AMERICAN FLYING BOAT : AN ILLUSTRATED HISTORY.*** *Conway Maritime Press*, Greenwich, 1<sup>st</sup> ed., 1979. Xiv + 262 pp., numerous photo-ills., diagrams, maps & plans. D.j., 28 x 22cm. Small chip to rear edge of d.j., & price-clipped o/w Nr.FINE.

The story of the American flying boat constitutes a unique chapter of American aviation history. Leaving behind it an unrivalled legacy, its history is also the saga of the world's first scheduled airline, the first American aircraft to be used extensively in combat, the first flight across the Atlantic, the first passenger airliner, and the largest aircraft ever built. This book is replete with descriptions, rare photographs and line drawings of every major American flying boat type produced and includes a considerable amount of material on the more obscure models like the Sperry Amphibian, the never-completed Navy Giant Boat of 1920-21, the Tandem Fighter, and Fairchild's Jungle Clipper. Profusely illustrated. £25.00

**{424} Ludovici, L. J.                    *THE CHALLENGING SKY : THE LIFE OF SIR ALLIOTT VERDON-ROE.*** *Herbert Jenkins*, 1<sup>st</sup> ed., 1956. 158 pp., photo-plates + 1 other plate. D.j., 22 x 14cm. 2 small chips to edge of d.j., ; foxing to edges ; previous owner's details to f.e.p., (blank) & occasional underlining o/w V.G.

In 1908 A. V. Roe became the first man in Britain to fly in a heavier-than-air machine. In the years that followed his name became securely established in the forefront of the great aviation pioneers. Two symbols, widely separated in years, bear witness to his genius today. The first is the flying machine in which he first flew and the second is the jet-powered Princess flying boats designed and built by the firm that bears his name. Between these two landmarks is a road of enterprise, imagination and adventure. This book, written with the co-operation of Roe himself, is the life story of one of the world's outstanding men. It tells of his formative years, early experiments and hazards with home-made machines, of air races in which a share of the prize money was essential to his personal solvency, of further experiments and persistent endeavour and, later, of the decisive impact his genius made on air history in two world wars. £25.00

**{425} Lundstrom, John B.                    *THE FIRST TEAM : PACIFIC NAVAL AIR COMBAT FROM PEARL HARBOUR TO MIDWAY.*** *Naval Institute Press*, Annapolis, reprinted with updates and corrections, 1990. Xxi + 547 pp., photo-ills., ills., diagrams, maps, plans & tables. D.j., 26 x 18cm. FINE.

Ace fighter pilots like Jimmy Thatch and Butch O'Hare are justly renowned for their daring exploits in the perilous early months of the Pacific War when the U.S. Navy carrier fighting (VF) squadrons amassed a remarkable combat record in the face of desperate odds. Yet, exactly how these skilled aviators and their squadron mates, called the "first team" overcame the odds to help turn the tide of war was little known. With this comprehensive operational

history of carrier-based air warfare, their heroic feats can at last be closely examined. Writing from the viewpoint of the pilots themselves and tapping new American and Japanese sources, the author gives a scrupulously accurate narrative account of the Navy's fighting squadron missions, from the earliest operations in the Pacific through the decisive battle of Midway. He fully reconstructs every significant action in which the fighters were involved, placing them within the context of carrier operations. The book includes detailed information on flight training, aerial gunnery, aircraft markings, flight formations, the "Thatch Weave" tactic, and Japanese combat doctrine. UNCOMMON HARDBACK. £30.00

**{426} McKenzie, R. D.**

***SOLO : THE BERT HINKLER STORY.***

*Angus & Robertson*, 1<sup>st</sup> ed., 1963. Xiii + 144 pp., frontis., + photo-plates. D.j., 22 x 14cm. Nr.FINE.

This biography gives a vivid and sympathetic account of how Bert Hinkler became one of the world's greatest air pioneers, renowned for his abilities as a pilot and navigator. With little education, Hinkler battled from his early youth to become a flyer and to work with aircraft and airmen. His story is of tremendous, single-handed achievement, from the time he left Bundaberg with the itinerant airman, Wizard Stone, and a rickety Bleriot monoplane, through his wartime experiences with the RNAS and RAF, his amazing solo flights in a tiny single-engined aeroplane, including a record-breaking flight from England to Australia which won him world acclaim, his valiant attempt to create and establish his dream aeroplane in the face of world economic chaos, to his last tragic flight. £20.00

**{427} Mackay, Ron.**

***MESSERSCHMITT BF 110.***

"Crowood Aviation Series", *Crowood Press*, Marlborough, 1<sup>st</sup> ed., 2000. 192 pp., numerous photo-ills., + ills. D.j., 28 x 22cm. FINE +.

Messerschmitt's twin-engined *Zerstorer* was designed as a long-range escort fighter and ground attack aeroplane. Armed with both cannon and machine guns, it was unable to compete on even terms with more agile single-engined fighters but was extremely effective when used as a ground attack aeroplane and especially as a night fighter. The author describes the development, technical details and operational use of this often-underrated aeroplane which remained in service with the Luftwaffe throughout World War II. Included are many rare photographs. £30.00

**{428} Makos, Adam.**

***A HIGHER CALL.***

*Berkley Caliber*, New York, 1<sup>st</sup> ed., 2013. Viii + 392 pp., numerous photo-plates. D.j., 23 x 15cm. FINE.

Just before Christmas 1943, a badly damaged American bomber struggled to fly over wartime Germany. At its controls was a twenty-one-year-old Second Lieutenant Charlie Brown. Half his crew lay wounded or dead – it was their first mission. Suddenly, a Messerschmitt fighter pulled up on the bomber's tail, flown by the German ace Franz Stigler who could have destroyed the young American bomber with the squeeze of a trigger. What happened next would defy imagination and later be called "the most incredible encounter between enemies in World War II." The U.S. 8<sup>th</sup> Air Force would later classify what happened between them as top secret. It was an act that Franz could never mention or else facing a firing squad. It was an encounter that would haunt both Charlie and Franz for forty years until, as old men, they would search the world for each other, a last mission that could change their lives forever. Both Charlie's and Franz's missions are followed here. £25.00

**BOOKQUOTE :** *"To be strong-backed and neat-bound is the desideratum of a book. Magnificence comes after."* Charles Lamb.

**{429} Merrick, K. A.                    *HANDLEY PAGE HALIFAX : FROM HELL TO VICTORY AND BEYOND.*** *Classic, an Ian Allan imprint, 1<sup>st</sup> ed., 2009. 224 pp., numerous photo-ills., + some cold, ills. D.j., 31 x 23cm. FINE.*

As a military aircraft the Handley Page Halifax was unique ; it served in every conceivable role with distinction. With RAF Bomber Command it flew 75,532 bombing sorties over Germany. With Coastal Command, it mounted anti-submarine and shipping attacks, and undertook vital meteorological duties, including the historic D-Day weather measurements. The Halifax also undertook covert ‘Special Duties’, dropping agents and supplies behind enemy lines, including the team that attempted to assassinate SS commander Heydrich. At the testing and evaluation establishments of Boscombe Down and Farnborough, the Halifax was used on a wide range of armament development tests for all Bomber Command types and after World War II it had the distinction of being one of two types to open up the air bridge on the first day of the Berlin Air Lift. Post-war it was used by a number of foreign air forces, operating in a wide range of roles and as a civil transport throughout Europe, the Middle East and India before finally leaving RAF service in 1953. This magnificent and overdue, definitive study tells the story of the Halifax, with over 350 photographs, 15 specially commissioned colour profiles and many first-hand accounts. £65.00

**{430} Middleton, D. H.                *AIRSPPEED : THE COMPANY AND ITS AEROPLANES.*** *Terence Dalton, Lavenham, 1<sup>st</sup> ed., 1982. Ix + 206 pp., photo-ills. D.j., 23 x 18cm. Small, faint stain to fore-edge & tiny initials & date to corner of blank f.f.e.p., o/w Nr.FINE.*

Airspeed Limited was an act of faith on the part of four men, Nevil Shute Norway, Alfred Hessell Tiltman, Sir Alan Cobham and Lord Grimthorpe. Formed during one of the worst economic depressions in history, the company found a place among the pioneers of flying and was technically years ahead of its time, even though profit eluded it for much of its life. Airspeed produced the Courier small airliner which was notable for introducing the retractable undercarriage, but its name will forever be linked to the Oxford twin-engined trainer and the Horsa military glider, both of which played vital roles in World War II. No fewer than 8,586 Oxfords were built, and they were used in Britain and throughout the Commonwealth to train pilots who were to fly the four-engined bombers and twin-engined fighters which carried the war to enemy territory. £25.00

**{431} Miller, Donald L.                *EIGHTH AIR FORCE : THE AMERICAN BOMBER CREWS IN BRITAIN.*** *Aurum, 1<sup>st</sup> ed., 2006. Xiv + 671 pp., photo-plates. D.j., 24 x 16cm. FINE.*

This magnificent book tells the story of the American Eighth Air Force. It is partly a strategic history, from the first raid by a dozen B-17s on Rouen in summer 1942 to the succession of massed attacks in spring 1945 that pulverised Berlin, Leipzig and Dresden. It shows how a successful bombing plan evolved out of terrible losses on missions like the notorious Schweinfurt-Regensburg Raid, but required the introduction of long-range fighter escorts of Mustangs and Thunderbolts to transform the numbers returning. The book also confronts the moral issue of whether it was ethically defensible to bomb civilians, as most of the aircrews indeed knew they were doing even by bombing oil refineries, factories and rail hubs rather than targeting centre of population like RAF Bomber Harris’ ‘city busting’ campaign ? Above all, this book rides with the men themselves on their terrifying missions, looking at those who only made it back by nursing stricken planes and ignoring terrible injuries, as opposed to those who didn’t – some 23,000, in addition to the 26,000 killed – for whom it was a prisoner-of-war camp : a far more unpleasant experience, as the author shows, than the movies would have it. £25.00

**Limited Edition, Signed by All 3 Authors, with Extra Photographs**

**{432} ◊ Mombeek, Eric. With Smith, J. Richard. & Creek, Eddie J.     **JAGDWAFFE :  
LUFTWAFFE COLOURS COMPENDIUM VOLUME ONE.****     *Classic Publications,*

Crowborough, 1<sup>st</sup> hardback ed., 2001. 400 pp., numerous photo-ills., + cold., ills. D.j., 30 x 23cm. FINE. Limited Edition, No. 470 of 1,000 Copies Only. Signed by all 3 Authors – with 16 extra pages of Photographs.

Originally published as individual paperbacks, this is the first Hardback edition which combines all the issues in volume one. Profusely illustrated with photos and colour artwork, this volume traces the early development of Luftwaffe Colours and covers : The Birth of the Luftwaffe Fighter Force – The pictorial story of the Luftwaffe Fighter force at its inception ; The Spanish Civil War – Read how and why Germany was involved with first-hand accounts by pilots ; Blitzkrieg and Sitzkrieg – Here are the units and their aircraft that took part on the Blitzkrieg on Poland on the eve of World War II, as well as detailed events in the West and the ‘Sitzkrieg’, camouflage and markings plus first-hand accounts from the men who were there, accompanied by colour profiles, maps and appendices ; Attack in the West – Featuring preparations in the West in May 1940 for the German invasion, here is an unprecedented pictorial account of the Luftwaffe fighter force during its operations in Scandinavia, France and the Low Countries, including colour artwork and personal accounts of those who took part ; Photograph Supplement – 16 extra pages of photographs are included in this Limited Edition, No. 470 of 1,000 Copies Only, which is Signed by all three Authors.     £100.00

**{433} Needham, C. H. Latimer.   **SAILPLANES : THEIR DESIGN,  
CONSTRUCTION AND PILOTAGE.****     *Chapman and Hall, 1<sup>st</sup> ed., 1932. Xx + 268 pp., frontis., 196 figs.,*

*including a fldg., plate + photo-plates. D.j., (‘Cheap Edition’ d.j., around 1<sup>st</sup> ed., 1932 book, as often found) ; 22 x 14cm. Some tape to edges of d.j., and patches of loss ; very occasional marginal annotation ; small owner’s name & date to blank f.f.e.p., + *Walter R. Dewhunt, (of seeming significance) signed on t-p., o/w V.G.**

Published in 1932, this was the first book, certainly published in English, to deal with the design and construction of sailplanes. The book was intended to illustrate to the would-be designer, constructor or pilot of sailplanes the lines along which he should work. The section on Sailplane Design deals with : *Strength Requirements ; General Lay-Out of Design, and Weights ; Main Plane Loads and Forces ; Design of Main Planes ; Design of Fuselage and Skids ; Design of Tail Unit and Control Surfaces ; Control System and Main Fittings ; Unusual Designs and Auxiliary Devices ; Sailplane Types.* The section on Sailplane Construction covers chapters on *The Main Plane ; Fuselage and Empennage ; Fittings and Control System ; Materials of Construction.* The final section on Sailplane Pilotage covers *The Soaring Site ; Piloting a Sailplane ; Methods of Soaring and Sailing Flight ; Aero-Towing and Auto-Towing ; Flying Instruments.* Generously illustrated. SCARCE.     £75.00

**{434} Pace, Steve.   **BOEING B-29 SUPERFORTRESS.****

“Crowood Aviation Series”, *Crowood Press, Marlborough, 1<sup>st</sup> ed., 2003. 208 pp., numerous photo-ills., + ills., + cold., photo-plates. D.j., 28 x 22cm. FINE*

The Boeing B-29 Superfortress was the most advanced and successful of all World War II bombers. Conceived in the late 1930s as a high-speed, high-altitude, long-range ‘Super Bomber’, the first prototype B-29 did not fly until September 1942. But it entered the war in time to make a significant impact, including the dropping of the two atomic bombs that led to the surrender of Japan and the end of the war. Here is the complete history of this extraordinarily advanced aircraft, including full details of its design, manufacture and service with the American air forces during World War II, the Korean War and after, and with the British RAF during the 1950s. It also includes information on the Soviet-built B-29 copy –

the Tu-4 'Bull'. Enlivened with first-hand accounts of wartime servicemen and many high-quality photographs, this is an indispensable reference. £40.00

{435} Park, Edwards.

**THE ART OF WILLIAM S. PHILLIPS :**

**THE GLORY OF FLIGHT.** *The Greenwich Workshop*, Connecticut, 1<sup>st</sup> ed., 1994. 172 pp., over 80 full coloured ill., + 2 three-page fold-outs + sketches, drawings + photo-ills. D.j., 31 x 23cm. FINE.

William S. Phillips can portray aircraft with exemplary precision whilst placing that aircraft in a panorama that rivals the work of the finest landscape artist. To top it all off, his detail makes him a master of in-flight action. From the thrill of lift-off, the speed of low-level flying, the power of high level bombing, and the danger of the dogfight, to the extraordinary exhilaration of just flying, the artist vividly recreates scenes of flight from the earliest times onwards but with particular emphasis on First and Second World War aircraft, whilst not forgetting naval aircraft, seaplanes and helicopters. Through the lively text and rare archival photographs, you'll meet some of the top pilots and war aces. The finest reproduction possible fills these pages with more than eighty full-colour pieces of art, plus sketches and drawings direct from Phillips' personal sketches. In addition, there are two, three-page fold-outs, to communicate the sensation of flying as no other book can. £40.00

### The Definitive Three-Volume Amended Study of British Aviation

{436} <> Penrose, Harold.

**BRITISH AVIATION : THREE VOLUMES**

**COMPLETE. VOL. I : THE PIONEERING YEARS 1903-1914. VOL. II : THE GREAT WAR AND ARMISTICE 1915-1919. VOL. III : THE ADVENTURING YEARS 1920-1929.**

THREE VOLUMES : *Putnam*, FIRST EDITIONS. Vol. I : 1<sup>st</sup> ed., 1967. 607 pp. Vol. II : 1<sup>st</sup> ed., 1969. 621 pp. Vol. III : 1<sup>st</sup> ed., 1973. 727 pp. All Vols. : Frontis., numerous photo-ills., + the odd diagram. D.j., 22 x 14cm. Tape to edges of d.j.'s. with some minor laminate chipping, mainly on Vol. II, but otherwise complete and *not* price-clipped ; Vol. I ex-lib., but no stamps or markings other than has some Tipp-ex to spine of d.j., numbers blacked out on spine & a scuff to blank f.e.p., where a label has been removed ; paper tape re-enforcement to join between frontis., & t-p., on Vol. III ; edges a little discoloured o/w V.G.

The first volume records in great detail the work, struggles and achievements from 1903 to 1914 of the British aviation pioneers whose foresight produced the weapons of aerial warfare for two major wars and the vehicles to spread air commerce and high-speed communication throughout the world. It describes the essential work of men like Roe, Cody, Handley Page, de Havilland, Sopwith, Maxim, White, Blackburn, O'Gorman, Capper and others, describing their struggles against apathy and lack of finances and relates the aviation scene to the wider national and economic background. In the second volume the author traces in great detail the story of how Britain, during the First World War, was faced with the problem of converting the activities of aviation pioneers into a major industry producing tens of thousands of aircraft to meet the urgent requirements of the RFC and the RNAS and, subsequently, the RAF. He describes the design, development and production on some of the world's best-known aircraft such as the Sopwith Pup and Camel, the S.E.5a, the Bristol Fighter, the D.H.9A, the great twin-engined Handley Page O/100 bomber, the Short and Fairey seaplanes, as well as some of the less known and bizarre types. When peace came, the huge British aviation industry faced the problem of survival, so the author tells of their efforts which included publicity flights and first tentative steps in building a civil air transport system. The final volume continues this story from 1920-29 when the foundations of air transport were laid, and the first great trunk air services were established as part of a world-wide system of communications linking Britain and her Empire. The story also covers the pioneer peace-keeping work of the RAF overseas and its fight for modern equipment. It was



during this time that the structures of British aeroplanes were gradually changed from wood to metal and many great pioneering flights were made between Britain and South Africa and the first non-stop flight to India. This was also when Cobham made his outstanding surveys of the trunk routes, including his epic flying-boat circuit of Africa. It was in this decade too that the Rolls-Royce 'R' engine and the Gloster and Supermarine Schneider Trophy seaplanes were developed. All three volumes are supported by a wealth of photographs plus a few drawings. An outstanding and definitive study. Three Volumes. £200.00

{437} **Pereira, Wilf.**

***RAF LYNEHAM : HERCULES SUPER STATION***

***IN ACTION.*** *Foulis / Haynes*, Sparkford, 1<sup>st</sup> ed., 1990. 192 pp., numerous photo-ills., + some cold., photo & other plates. D.j., 25 x 21cm. FINE.

At the time of publication RAF Lyneham was one of the RAF's busiest and largest air stations, dedicated to providing a 365-day-a-year transport facility based on the sixty-one Lockheed C130 Hercules aircraft stationed there. Sustaining this formidable task required four flight squadrons, an operational conversion unit, an air movements squadron and substantial administration, engineering and social support, the total exceeding 3,500 full-term personnel. This book scrutinizes RAF Lyneham and explains how the 14,000 annual flight operations are carried out and how a myriad of subordinate, but nevertheless equally complex, operations are integrated successfully to achieve the primary goal. Every aspect of the day-to-day running is examined. The human side of the story so far is not forgotten whilst two typical routine flights are described in the introductory and final chapters. £25.00

**The Complete Three-Volume History of Jagdgeschwader 53**

{438}◇**Prien, Jochen.** ***JAGDGESCHWADER 53 : A HISTORY OF THE "PIK AS" GESCHWADER. VOL. I : MARCH 1937 – MAY 1942 ; VOL. II : MAY 1942 – JANUARY 1944 ; VOL. III : JANUARY 1944 – MAY 1945.*** Three Volumes : *Schiffer*, Atglen, 1<sup>st</sup>

eds., 1997 (Vol. I) & 1998 (Vols 2 & 3). **Vol. I** : 400 pp. **Vol. II** : pp., 401-752. **Vol. III** : pp., 753 – 1216. **All Vols.** : Numerous photo-ills., including some cold., in Vols. I & II, + some ills., maps & plans. D.j., marbled e.p.'s ; 31 x 23cm. FINE.

Jagdgeschwader 53 - or as it was better known, the "Pik As" (Ace of Spades) Geschwader - was one of the oldest German fighter units of World War II with its origins going back to the year 1937. This first volume, of a three-volume set, covers the early years of the Geschwader from its founding in the spring of 1937 up to May of 1942. JG 53 had a considerable share in the successes achieved by the Luftwaffe in the early stages of the war in the West, and at the outset of the war in the East until mid-1942, and through the tough battles fought over the Mediterranean fronts and suffering bitter losses in the vain attempt to stop the Allied bomber-offensive against the Reich. Equipped exclusively with the legendary Messerschmitt Bf 109, JG 53 "Pik-As" became the Luftwaffe's most successful unit during the so-called "Phoney War." When on May 10, 1940, the Wehrmacht invaded France, Belgium, Luxembourg and the Netherlands, the "Pik-As" Geschwader was in the centre of the action and it ranked highly amongst the top scoring Luftwaffe units. JG 53 later took part in the Luftwaffe's strategic aerial campaign over Britain in 1940 then subsequently in the German invasion of the Soviet Union in 1941, in the Mediterranean theatre of operations, North Africa, Sicily and Malta. Volume II covers from May 1942 to January 1944 and includes service at Stalingrad and the Caucasus, in North Africa where, attached to JG 27, the Gruppe took part in every major battle which eventually brought the German Afrikakorps to the El Alamein line, over Malta and the central Mediterranean. The subsequent fight over Tunisia saw JG 53 once more at the peak of its abilities although losses were severe and included two

of the Geschwader's leading "Experten" – Hptm. Tonne and Lt. Crinius. Immediate operations over Sicily followed where the Luftwaffe were driven from their bases only days after the Allied invasion, Operation "Husky", in 1943. During the second half of 1943 JG 53 saw continuous action over southern Italy with losses mounting to an unprecedented level. Volume III covers from January 1944 to May 1945 and opens by continuing with the bitter fighting over Italy at Cassino and Anzio/Nettuno bridgehead, and over northern Italy. Between them, I. II. III. and later IV./JG 53 saw action over Romania, protecting the oilfields and refineries around Ploesti, in Hungary, on the south-eastern part of the Russian Front in the autumn of 1944 and early 1945, Czechoslovakia and Austria, on home defence, in many of the major air battles over the Reich in the first half of 1944, in Operation Overlord where II./JG 53 was decimated, over the Dutch battlefields in Operation Market Garden, the Battle of the Bulge, Operation Bodenplatte and Remagen bridge before the majority of the Gruppen and Staffeln were finally disbanded a few days before VE-Day. Thus JG 53 had taken part in World War II from the very beginning to the very end, claiming a total of nearly 4,100 aerial victories, but losing at least 600 pilots killed or missing – as well as 241 ground staff – which meant the unit had lost a total of almost six times its original complement. The service record of JG 53 can undoubtedly be regarded as uniquely representative for the rise and fall of the Luftwaffe, with the unit seeing action on every major war front. This final volume of the epic saga of JG 53 concludes with : a list of the officers in command of the Geschwader, its Gruppen and Staffeln ; a listing of all known victories claimed by JG 53 ; strength returns ; and other appendices. A complete name index for the three-volume set is also provided. All three volumes appear here for the first time in English, and contain, in total, over 350 additional photos not published in the original German language edition. Together they contain over 1,460 photographs, revised text and maps, aircraft line drawings, as well as updated aerial victory & loss listings. An outstanding & complete three-volume set : £200.00

### **Scarce Complete 2-Volume Study of the Me 163 Rocket Interceptor**

**{439} <> Ransom, Stephen. & Cammann, Hans-Hermann. ME 163 ROCKET INTERCEPTOR. 2 VOLUMES.** TWO VOLUMES COMPLETE. *Classic Publications*, (nos. 8 & 9), Crowborough. Vol. 1 : 1<sup>st</sup> ed., 2002. 224 pp. Vol. 2 : 1<sup>st</sup> ed., 2003. Pp., 225 - 448. **Both vols.** : Numerous cold., + b&w photo-ills., ills., maps, plans & line drawings. Dj.'s, 31 x 23cm. FINE.

Following years of detailed research, this is a two-volume work on the Luftwaffe's legendary Messerschmitt Me 163 rocket-powered interceptors. The authors unearthed fascinating new documentary material and previously unpublished photographs and received co-operation from many former pilots. The first volume focuses on the evolution, design and development of tailless and rocket powered aircraft during the years leading up to the Second World War as well as the subsequent deployment of the Me 163 by the specialist test unit, Erprobungskommando 16. There is also a detailed study of Me 163 production, and an introduction to the operational use of the rocket fighter by JG 400 in the defence of the Reich. The second volume includes a detailed diary of point-defence combat operations conducted against the Allied air forces over Northern Europe in 1944-45 by Jagdgeschwader 400 using the Me 163. The authors set out to dispel myths and prove that it was impossible for Me 163s to have been operating where Allied intelligence said they were. There is also a study of late-war training by the Ergänzungsstaffel/JG 400 and IV. / EJG 2, and for the first time, the story of the little-known Italian involvement with the German rocket fighter. The reader is also offered a detailed overview of the Me 163-based design projects and planned swept-wing and ultra-high-speed development as well as the story of Allied, Japanese (the

MXY8 Akikusa and J8M1 Shusui), French and Soviet testing, including rare photographs of the French-flown Me 163. The text in both volumes is enriched by superb colour artwork from acclaimed aviation artist Tom Tullis as well as detailed technical drawings. This is an essential complement to the acclaimed study of the Messerschmitt Me 262 (Item 442.) Two Volumes complete, including the particularly SCARCE First Volume. £400.00

**{440} Ries, Karl. & Ring, Hans. *THE LEGION CONDOR : A HISTORY OF THE LUFTWAFFE IN THE SPANISH CIVIL WAR 1936 – 1939.***

*Schiffer*, West Chester, 1<sup>st</sup> English lang., ed., 1992. 288 pp., numerous photo-ills., + a map. D.j., 28 x 21cm. FINE.

This classic book here makes its first appearance in English. Long out-of-print this study is one of the few books dedicated to the history of the infamous “Legion Condor,” the German volunteer unit that fought with pro-Franco forces during the Spanish Civil War from 1936-1939. Many of the tactics and strategies of the Luftwaffe were first formulated and used during operations in Spain. Also, various aircraft were tested and used, such as the famous Ju 87, Do 17, He 111 and Bf 109 - all stalwarts of the later Luftwaffe during World War II. Many Luftwaffe pilots received combat training in Spain ; Werner Molders and Adolf Galland first earned their wings as members of the “Legion.” The authors, renowned Luftwaffe experts, present over 480 photographs, including aerial reconnaissance photos, detailed unit insignia, and action shots. The history of the Legion Condor is discussed in great detail, including the many personalities, thorough battle analysis, and technical aspects of the weaponry. The result is a superb historical study of the early Luftwaffe. £40.00

**{441} Schweizer, William. *SOARING WITH THE SCHWEIZERS : THE FIFTY-YEAR HISTORY OF THEIR AVIATION ADVENTURES.***

*Rivolo Books*, Virginia, 1<sup>st</sup> ed., 1991. Vii + 244 pp., 107 photo-ills., + graphs. D.j., 23 x 15cm. FINE. Signed Presentation Copy Inscribed by the Author.

Three boys named Schweizer launched a glider in New York State in 1930 – and with it a revolution in American aviation that continues today. William “Bill” Schweizer tells the story of this remarkable brotherhood and the company it made : the Schweizer Aircraft Corporation (SAC), the only family-owned aviation company to survive intact for half a century from the Second World War and beyond. From the greatest of American sailplanes to crop dusters, helicopters and secret surveillance aircraft, this history of SAC is unique in scope, ingenuity and independence. Signed Presentation Copy by Bill Schweizer. £50.00

**Scarce Complete 4-Volume Study of the Me 262**

**{442} <> Smith, J. Richard. & Creek, Eddie J. *ME 262. FOUR VOLUMES.***

4 VOLUMES COMPLETE. *Classic Publications*, (Nos. 3,4,5, & 6), Burgess Hill. **Vol. 1** : Rev., ed., 2000. 224 pp. **Vol. 2** : 1<sup>st</sup> ed., 1998. Continues on to page 444. **Vol. 3** : 1<sup>st</sup> ed., 2000. Continues on to page 670. **Vol. 4** : 1<sup>st</sup> ed., 2000. Continues on to page 882. **All Vols.** : numerous photo-ills., + ills., some cold., including some fldg., cold., plates. D.j.’s 31 x 23cm. FINE.

In this four-volume exhaustive study of the Messerschmitt Me 262, the world’s first operational military jet aircraft, the internationally acclaimed authors have drawn on more than thirty years of detailed and unrivalled research. Here, for the first time, is the full story of the concept, design, troubled development and contested operational deployment of possibly one of the most enigmatic war machines ever built, from its evolution, through the disputes, to the eventual appearance of the aircraft with the Luftwaffe’s first operational jet trials units. The second volume examines the impact the Me 262 made upon the course of the European air war following its operational debut with Erprobungskommando 262 in the summer of 1944. Using the frank and concise personal reports of Messerschmitt’s front-line

inspectors, as well as combat reports and other eye-witness accounts, the authors reveal the later tactical successes and failures of the aircraft as it was deployed in both the fighter role with Kommando Nowotny Schenk and KG 51 over the western front in the autumn of 1944. Also included is an in-depth look at the array of ingenious and formidable weapons systems designed for the aircraft as well as detailed descriptions of the projected rocket-powered interceptor, BMW-engined and heavily armed and armoured variants. The third volume details planned night fighter variants and covers the night war waged by the Me 262 against the threat of the British Mosquito over Berlin in 1945. Also included is a day-by-day account of the Me 262's role in the daylight defence of the Third Reich between January and March 1945. The authors have drawn extensively from the personal accounts of both German and Allied pilots as well as thousands of archive documents. The fourth and final volume concludes the work by focusing on the last, desperate days of the jet's daylight combat operations during April and May 1945. Using rare eye-witness accounts, the authors portray both sides of the air war between the Me 262 and Allied piston engine fighters and bombers. Also included in this volume is an in-depth look at various high-speed and swept wing variants and projects and also a detailed study of American, French, British, Czech and Japanese post-war testing, evaluation and production. Each volume is accompanied by hundreds of photographs, many previously unpublished, as well as high-precision technical scale drawings and full colour interpretations, including a handful of folding plates. This is an essential complement to the acclaimed study of the Messerschmitt Me 163 (Item 439) **FOUR VOLUMES COMPLETE : Volume 1 is SCARCE & Volume 4 is RARE : £500.00**

**{443} Smith, Peter C.**

***DOUGLAS SBD DAUNTLESS.***

"Crowood Aviation Series", Crowood Press, Marlborough, 1<sup>st</sup> ed., 1997. 192 pp., frontis., numerous photo-ills., + diagrams. D.j., 28 x 22cm. FINE +.

Here is the full story of one of the more underrated aeroplanes of World War II. Crews referred to its official designation as standing for *Slow But Deadly*, as despite its limitations it performed outstandingly as a dive bomber against stiff opposition. The author describes the design, development and operational use of the Dauntless throughout World War II. Illustrated with over 150 photographs, many of which are previously unpublished. £30.00

**{444} Smith, Peter C.**

***CURTISS SB2C HELLDIVER.***

"Crowood Aviation Series", Crowood Press, Marlborough, 1<sup>st</sup> ed., 1998. 224 pp., numerous photo-ills., + ills. D.j., 28 x 22cm. FINE +.

The Curtiss Helldiver was the backbone of the United States Navy's offensive in the Pacific from 1943 until the Japanese capitulation. Despite early problems it evolved into an effective and reliable aeroplane which was able to absorb severe punishment. The author tells the full story, with rare photographs, of this remarkable and often neglected aeroplane. £25.00

**{445} Smith, Peter C.**

***JUNKERS JU 87 STUKA.***

"Crowood Aviation Series", Crowood Press, Marlborough, 1<sup>st</sup> ed., 1998. 240 pp., frontis., numerous photo-ills., + diagrams. D.j., 28 x 22cm. FINE +.

The Junkers Ju 87 was the aeroplane that struck terror into the heart of anyone unfortunate enough to be on the receiving end of its attacks. By far the best known and arguably the most successful dive-bomber, the Ju 87 could trace its ancestry back to the Junkers K. 47 of 1928 and was perfectly suited to its design role. Here the author tells the full story of the Junkers Ju 87, describing its design, developmental and operational use and suggests that, although misused and badly directed in the Battle of Britain, the Stuka caused considerable damage to British convoys and airfields for comparatively commensurate losses. He describes its use

from Spain through the war in Europe, North Africa and Russia to its short post-war career with the Czechoslovakian Air Force. A substantial volume in the series with photos. £30.00

{446} **Tagg, A. E. & Wheeler, R. L.**      ***FROM SEA TO AIR : THE HERITAGE OF SAM SAUNDERS.***      *Crossprint*, Isle of Wight, 1<sup>st</sup> ed., 1989. 316 pp., numerous photo-ills., diagrams, maps & plans. D.j., 29 x 22cm. FINE.

The marine and aeronautical engineering industries which emerged following the invention of the light-weight internal combustion engine at the end of the nineteenth century were graced by pioneers of character. Samuel Edgar Saunders was such a man who embraced both these fields. He was a boat builder in the Thames valley and as his boats achieved higher speeds he formed a Syndicate with several key employees, moving to the Isle of Wight in the early 20<sup>th</sup> century and adding to the development of Cowes as an area of advanced marine activity. The aeronautical developments of 1908-9, particularly in France, inspired Saunders to enter the new and exciting aircraft industry. His acquaintance with Tom Sopwith was to their mutual benefit for Saunders craftsmanship contributed to early success for Sopwith's Batboat. In turn Sopwith piloted the Saunders-built high-speed boat Maple Leaf IV to victory in successive years. The company founded by Saunders continued under his guidance until the later 1920s when he was joined by Sir Verdon-Roe, and the pioneering aircraft company Saunders-Roe Limited was formed. The general story from 1830 to the time of publication is covered in its entirety in this book, with the aerospace activities given prominence.      £25.00

{447} **Thruelsen, Richard.**      ***THE GRUMMAN STORY.***  
*Praeger*, New York, 1<sup>st</sup> ed., 1976. ix + 401 pp., numerous photo-ills. D.j., 26 x 18cm. Tiny chip to foot of d.j., & d.j., a little faded, mainly around spine o/w Nr.FINE.

This history of Grumman aircraft and spacecraft and of the people who made and flew them, spans a 40-year technological adventure that carried airborne man from the early biplanes to supersonic flight and then to the moon. During World War II they contributed immeasurably to the Allied cause with the creations of the famed Wildcat and Hellcat, carrier-based fighters that helped defeat such efficient Axis planes as the renowned Japanese Zero and gain control of the skies. It was Grumman that had initially designed and produced the retractable landing gear that had made the modern carrier practicable. An entire chapter, abundantly illustrated with action photographs, brings to life the story of Grumman planes in World War II. Furthermore, this book tells how the people of Grumman conceived and created the historic Lunar Module that successfully landed the first men on the moon.      £25.00

{448} **Toliver, Col. R. F. & Constable, T. J.**      ***FIGHTER GENERAL : THE LIFE OF ADOLF GALLAND – THE OFFICIAL BIOGRAPHY.***      *Schiffer*, Atglen, 1<sup>st</sup> Eng., lang., ed., 1999. 221 pp., 10 cold., plates + numerous b&w photo-ills. D.j., marbled e.p.'s, 29 x 22cm. FINE.

Adolf Galland began World War II in Poland, as a lieutenant and squadron commander, flying obsolescent biplanes. He ended the war as a Lieutenant General – and was again a squadron commander – this time flying Me262 jet fighters. In all of aviation history there is no comparable rise and fall by a fighter pilot. The most famous German ace and fighter leader of his generation, Galland's story is simultaneously that of the Luftwaffe Fighter Arm, in which he served from foundation to finish. Profusely illustrated.      £40.00

{449} **Wragg, David.**      ***BOATS OF THE AIR : AN ILLUSTRATED HISTORY OF FLYING BOATS, SEAPLANES & AMPHIBIANS.***      *Robert Hale*, 1<sup>st</sup> ed., 1984. 260 pp., photo-ills. D.j. 23 x 15cm. FINE.

The flying boat and the seaplane combined luxury travel with previously unheard-of speeds, a rare phenomenon in passenger transport and epitomising the glamour of the early days of

aviation. Between the wars they pioneered the long inter-continental air routes, while seaplanes from Britain, the US and Italy competed for the world speed record and for the Schneider Trophy. The author shows the development of these aircraft and of the airlines, airforces and people who used them to ensure that they could operate over the wide ocean expanses and into rivers and lakes in tropical jungle. He brings the story up-to-date with the many ambitious failures of the late 1940's and early 1950's, and of the more modest role of these aircraft in the 1980's. This book describes such practical projects as the catapulting of mail-carrying seaplanes from liners at sea, the in-flight fuelling of transatlantic flying-boats and the incredible Short Mayo composite aircraft which, at the time of publication, still held the world distance record for seaplanes. The only pictorial history on the subject, the photographs in this book show the luxurious interiors of these craft. £25.00

**{450} Ziegler, Mano. *ROCKET FIGHTER : THE STORY OF THE MESSERSCHMITT ME163.*** *Arms & Armour*, new ed., 1976. Xii + 161 pp., double-sided cold., frontis., + various b&w photo & other plates. D.j., 23 x 16cm. FINE.

The flight testing of the world's first operational rocket-powered interceptor, the Me163, is one of the most dramatic chapters of aviation history. This story is told by one of the thirty pilots of "Erprobungskommando 16" (Test-Commando 16), who, under the veil of deepest secrecy, were entrusted with the operational development of the Me163 during World War II. With the Me163 the Luftwaffe might have been able to stem the tide of the Allied success in the air and beaten back the waves of day bombers that shattered the German armament industry. But too few were available and too late. However, when the rest of the world hardly ventured to dream about it, the men of Test-Commando 16 became the first human beings to edge up to the sound barrier. With two coloured plates and numerous photographs. £25.00

***For Aviation Ephemera, go to page 182***

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## Section One : Nautical Ephemeris

**{V451} MANUSCRIPT LETTER FROM SIR THOMAS BYAM MARTIN, FLEET CAPTAIN ABOARD THE "VICTORY" IN THE BALTIC IN 1808, ADDRESSED TO LIEUTENANT JOHN ROSS (LATER, SIR JOHN ROSS, ARCTIC EXPLORER).** Folio, 2 sides, blank + integral address leaf, *VICTORY* off Ragerwick, 23 Sept. 1808. Watermark Golding & Snelgrove for 1807. Slight foxing & slight wear along folds o/w V.G.

Sir Thomas Byam Martin (1773-1854) entered the Royal Navy in 1785 and first went to sea a year later in the *PEGASUS* under Prince William Henry (afterwards William IV). During 1795-6, he was employed off the Irish coast where he captured many privateers, going on to do the same in the West Indies in 1797. On his way home in 1798, in command of the frigate *FISGARD*, he fell in with a French frigate off Brest and the engagement that followed was considered to be the most brilliant frigate action of the war, with Martin emerging victorious. His letters and papers were published by the NRS (See Item 119). In 1808 he took command of the *IMPLACABLE* in the Baltic, and on the 26<sup>th</sup> August that year, while attached to the Swedish fleet under the orders of Sir Samuel Hood, he brought to action and captured the Russian *SEWOLOD* for which he was decorated by the king of Sweden. In this letter of the 23<sup>rd</sup> September 1808, he is in Nelson's *VICTORY* off Ragerwick, a Russian port at the entrance to the Gulf of Finland. He writes to Lt. John Ross, then serving aboard a Swedish man-o'-war, asking Ross to inform the Swedish admiral that in consequence of a report from Captain Bathurst (Walter Bathurst, killed at Navarino) regarding the Russian Fleet being so secure to booms that it would prevent any approach, the C-in-C (Saumarez) deemed it expedient to dismantle the *EREBUS* and *BALTIC* as Fire Ships, and to restore them to their former role (as Rocket Ships). The C-in-C thinks it highly desirable that a Swedish captain should accompany Bathurst in the *SALSETTE* to view the Russian Fleet for himself so that he may form his own judgment of the practicability of using Fire Vessels with effect. Martin goes on to inform Ross that the admiral (Saumarez) wishes him to accompany the Swedish captain in the *SALSETTE* whose signal is made to close the *GUSTAF ADOLPH* (Swedish flagship). The letter, "*On His Majesty's Service*" is signed "*J. B. Martin, Fleet captain.*" Sir John Ross (1777-1856) had, in his earlier sea career, experience of the Baltic aboard merchantmen. He served under Saumarez in different ships from 1803 to 1812. In 1805 he was severely wounded while cutting out a Spanish vessel under the batteries of Bilbao. (He was in fact, during his naval career, wounded 13 times and had been a POW of the French 3 times !) In September 1808, while serving in the *VICTORY*, he was for a short time attached to the staff of the Swedish admiral Hindric Johan Nauckhoff (named in this letter) as he spoke Swedish. Sweden was at war with Russia and Saumarez was blockading the Russian Fleet. From 1818 onwards, Ross's name is associated with Polar voyages, although he fell out with Barrow at the Admiralty. He led an expedition in search of Sir John Franklin despite his advancing years. An interesting and important letter written during the turbulent era in the Baltic when James Saumarez held command. £600.00

**{Z452} FACSIMILE NOTE SEEKING A RECOMMENDATION FOR A BERTH ABOARD THE "SEAHORSE" FOR YOUNG HORATIO NELSON IN 1773.**

[Middle Hill : Middle Hill Press, 1860s]. Single sheet, 1 side. 27 x 20cm. FINE.

A lithograph facsimile of a note from Mr. Bentham (dated 28<sup>th</sup> October 1773) addressed to Mr. Kee (a Navy agent) seeking a recommendation for the young Horatio Nelson to be found a berth in the *SEAHORSE* 20 guns. Nelson served in this vessel as a midshipman for 2 ½

years and sailed in her to the East Indies where he visited Bengal and Basra. “*Mr. Bentham’s comp<sup>ts</sup> to Mr. Kee ; he understands he is agent to Mr. Surridge, the master of the Seahorse, should be obliged to him for a recommendation in favour of Horatio Nelson, a young lad, Nephew to Captain Suckling, who is going in that ship. The master is a necessary man, for a young lad to be introduced to, therefore Mr. Bentham will be obliged to Mr. Kee, for a letter. The ships wait only for the Com<sup>er</sup>’s dispatches. Navy Office 28<sup>th</sup> Oct. 1773.*” Taken from the original in Robert Cole’s autograph collection which was bought by Sir Thomas Phillipps (1792-1872) in 1861. Phillipps was a bibliomaniac of the first order. He amassed the largest book and manuscript collection of the 19<sup>th</sup> century. He established the Middle Hill Press in 1822 in order to catalogue his collection and to publish his research. It was housed in a folly in Worcestershire. [Fenwick 107.2 ; Holzenberg 82. Nicolas, Vol. I, p.5 (n) re Bentham/Kee. Nicolas, Vol. I, p. xxiii where Robert Cole, London autograph collector, is acknowledged]. £45.00

**{V453} <> RARE NELSON CRIMSON OAKES MASONIC MEDAL OF 1808.**

Benedetto Pistrucci. Silver. 5 cm. (2”). A few minor scratches in field o/w exceptionally FINE.

There is some evidence that Lord Nelson was a freemason, but it is a controversy that continues to excite speculation. The matter is discussed in some detail in Martyn Downer’s excellent book, *Nelson’s Purse* (2004). Whatever the answer, it makes this medal struck three years after Nelson’s death, all the more interesting. The Nelsonic Oakes was a Friendly Society for sailors located in the Black Country and founded in January 1808. It appears to have been dissolved in 1927. *Obverse* : Uniformed bust of Lord



Nelson, bare head left. GALLANT NELSON DIED OCT<sup>r</sup>. 21 . 1805 OFF CAPE TRAFALGAR. *Reverse* : Eye of Providence above pair of dividers dividing crescent-moon, stars, cross on steps and foul anchor. Sun between points of dividers, below rainbow above Noah’s Ark. *Above* : NELSONIC CRIMSON OAKES *Below* : COMMENCED JAN<sup>y</sup>. 19 . 1808. Listed in Brown’s *British Historical Medals 1760-1960* as “R – RARE” Silver, pierced for suspension and originally hung around the neck with a red ribbon. [Brown 640. M.H. 526]. £500.00

**{V454} <> AN ACCURATE REPRESENTATION OF THE POSITION OF THE BRITISH FLEET UNDER ADM<sup>L</sup>. NELSON, AND THE FRENCH FLEET UNDER ADM<sup>L</sup>. BRUEYS. AT THE COMMENCEMENT OF THE GLORIOUS ACTION FOUGHT AT THE MOUTH OF THE NILE, AUGUST 1<sup>ST</sup> 1798.**

Pub. Oct. 8<sup>th</sup>. 1798 by John Wallis. No. 16 Ludgate Street, London. Single sheet, hand-coloured, 51 x 41cm (20” x 16”). Laid down (loosely – not pasted) on card. Some tears with small loss along centre fold ; slightly frayed at edges ; o/w colours fresh & free from foxing : V.G.

The British victory in Aboukir Bay on the coast of Egypt on the 1<sup>st</sup> / 2<sup>nd</sup> August 1798, was arguably Lord Nelson’s most remarkable and spectacular battle. The French fleet had managed to avoid the Royal Navy and land its army, led by Buonaparte, on Egyptian soil. Admiral Brueys, who had calculated that no enemy ship would dare approach his fleet anchored in such shallow water, watched in disbelief as Nelson’s ships felt their way forward and each positioned itself opposite an opponent. When dawn broke the next day, the French fleets was all but annihilated and the French army found itself stranded in Egypt. In England, many broadsheets, prints, pamphlets and other celebratory souvenirs were rushed off the press ; this particular example is RARE. It provides a hand-coloured battle-plan of the Nile (32 x 23cm) showing the mouth of the river, the beaches on which the local inhabitants stood and watched the battle ; the fort, island and battery, the track of the British ships (with *CULLODEN* grounded on the shoals), the British and French flags, and the position of both



fleets with the name and number of guns of both British and French ships. Beneath the plan there is Nelson's dispatches of the 3<sup>rd</sup> and 7<sup>th</sup> August, printed in the *London Gazette Extraordinary* for the 2<sup>nd</sup> October 1798 ; the English and French lines of battle (with ship, captain's name, number of guns, and number of men ; plus *Return of the Killed and Wounded in his Majesty's Ships, Aug., 1, 1798*. This attractive plan was published only six days after the news of the victory was received and published in London. £1,000.00

**{V455} <> GILLRAY'S FAMOUS CARICATURE OF 'THE HERO OF THE NILE'.**

Pub. 1<sup>st</sup> December 1798 by H[annah] Humphrey, No. 27, St. James's Street. Hand-coloured etching & stipple engraving ; mounted (ready for framing). Caricature size : 34 x 24cm (13 ½" x 9 ¼") ; overall with mount size : 50 x 39cm. EXCEPTIONALLY FINE.

James Gillray (1757-1815) was never one for pulling punches and nobody – even the most popular hero of the hour – was safe from his caustic wit. In his *The Hero of the Nile*, Nelson stands on the deck, cannon smoke all around him, his left hand resting on a sword inscribed 'L'EPEE DE L'ADMIRAL DE LA GRANDE NATION,' – the sword had belonged to a French Admiral. In his cocked hat appears an exaggerated version of the diamond chelengk, presented to him by the Sultan of Turkey for destroying the French Fleet in Aboukir Bay. Nelson is in full naval uniform, with medals and awards around his neck and pinned to his chest, a baron's cloak about his shoulders. Beneath his portrait the motto 'PALMAM QUI MERUIT FERAT' set within Nelson's satirized (uncoloured) coat of arms. In place of the proper heraldic arms on the shield, Gillray substitutes a pair of bulging purses emboldened with a scroll inscribed '£2000 *pr Ann.*' alluding to the wealth and awards bestowed upon Nelson after the Nile. FINE example of this amusing Gillray caricature. £360.00

**{V456} A VIEW OF THE ROYAL NAVAL HOSPITAL, GREENWICH, 1746.**

Copper line engraving on paper, hand-coloured, black edge (lacking title). [John Bowles at the Black Horse in Cornhill (& Carrington Bowles, in St. Paul's Church Yard) N.D. (1746)] 43 x 27cm. (16 ¾" x 10 ½"). Plain black frame, glazed. All framer's ticket on verso : A. E. Baker, 78, Park Street, Camberley. V.G.+.

John Bowles (1701?-1779) ran a successful print shop that opened in 1723 at Cheapside, moving in 1733 to the Black Horse, Cornhill. In 1752/3, his son, Carrington Bowles, became a partner in the business, later taking over his uncle's print shop in St. Paul's Churchyard. This attractive view shows Wren's masterpiece : the Royal Hospital for Seamen at Greenwich, a view of these beautiful buildings, which have changed little today, from mid-river. Queen's House and the Royal Observatory can be seen in the distance, and there are substantial houses either side of the hospital. On the river, a number of small craft go about their business. Two larger deep-sea merchantmen, a coastal vessel under sail, and an English man-o'-war take up position in the foreground. An attractive 18<sup>th</sup> century print. £250.00

**{V457} <> A FIRST RATE MAN OF WAR TAKEN FROM THE DOCKYARD PLYMOUTH. AN 1809 HAND-COLOURED CARICATURE OF ADMIRAL SIR GEORGE YOUNG, 1732-1810.**

Drawn by E. Coke & pub. by Dighton, Charing Cross, January 1809. Hand-coloured engraving. 48 x 40cm (19" x 15 ½") Handsomely mounted & glazed in a Hogarth frame. Very light & faint foxing as usual o/w FINE. [N.B. These engravings were individually hand-coloured and therefore no two engravings are the same. Owing to this being behind glass, we have used another image for the front cover, so there will be slight differences in colour, i.e. the ground Admiral Young stands upon is more grey than green ; the blue of his uniform in our actual engraving is a lighter and more authentic shade of blue.]

A wonderful etched caricature of Admiral Sir George Young, (1732-1810), by Robert Dighton the Elder (1752-1814). Dorset-born George Young first went to sea in 1746 in the *NAMUR* under Edward Boscawen and saw action off the coast of Europe before sailing to India where he fought in the siege of Pondicherry. *NAMUR* sank in 1749, but by then Young had become a midshipman in the East India Company, re-entering the Royal Navy to fight in

the Seven Years' War, serving under Hugh Pigot and participating in the campaigns against Louisbourg and Quebec. As a lieutenant he sailed for the West Indies and took part in the campaign against Havana, going on to command the Africa squadron. In 1777 he was back in India, this time under Vernon, participating in the capture of Pondicherry. In 1781 he commanded the royal yacht – the year he was knighted – and made admiral in 1804. A friend of Lord Sandwich, Young was a handsome, socially graceful and competent officer, fond of music and a supporter of the anti-slave movement. This caricature was etched a year before his death which took place at his country seat in 1810. FINE example of this plate. £500.00

**{V458}                    *LARGE PHOTOGRAPH OF THE SHIRE LINE FULL-RIGGER  
"LARGO LAW" OF 1881.*** NMM. 30 x 26cm (12" x 10"). FINE.

Seen here moored to a buoy in the Thames, the iron full-rigger *LARGO LAW* forms an impressive sight with her tall masts and painted ports. Launched in 1881 from the yard of Napier, Shanks & Bell, the *LARGO LAW* was a well-known Shire liner in her day, a familiar sight on the Thames, employed in the grain trade. As Lubbock pointed out, it was a curious fact that ships named after the Law family often ended their days by being destroyed by fire – *DAVID LAW*, *COWDEN LAW*, *DUNS LAW* and our *LARGO LAW* – all lost in flames. In February 1905, whilst loading guano on the West Coast of South America, *LARGO LAW* caught fire and was burnt down to an empty shell with every bit of wood consumed. The surviving iron was sold at auction for scrap. A sad end for such a handsome ship. £40.00

**{V459}                    *A PORT-HOLE SALVAGED FROM THE WRECK OF THE CUNARD  
CARGO STEAMER "THRACIA" TORPEDOED AND SUNK OFF THE COAST OF  
FRANCE IN 1917.*** Port-hole (without glass) dates from 1895. 33cm. + postcard-size photo of the ship. V.G.

Cunard's cargo steamer *THRACIA* was torpedoed and sunk off the coast of France in 1917, ex. *CONWAY* cadet, Douglas Duff, aged 15, was the only survivor. This port-hole was salvaged by a French diver in 1990. *S/S THRACIA* was built by Sir Raylton Dixon & Co., Middlesbrough, in 1895, and completed as the *ORONO* for Gellatly Hankey's Plate S.S. Co., London. A vessel of 2,891 gross tons, she was purchased by Cunard and renamed in 1909 for their Mediterranean service. On March 27, 1917, bound for Glasgow, *THRACIA* was torpedoed by a German U-boat off Belle Isle carrying 4,000 tons of iron ore from Bilbao. She had just joined her first convoy ; previously sailing alone and trusting to her 12-pounder gun. Douglas Duff wrote a couple of books mentioning the affair, including *May the Winds Blow !* (1948), and *On Swallowing the Anchor* (1954) in which he devotes a whole chapter to the sinking. Her wreck was discovered (or re-discovered as after the war a salvage company worked on the wreck for scrap and destroyed much of the ship by explosives) in 1990 by French diver, Jean-Pierre Cariou of Brest. He reported that "*The wreck is now in poor condition under 40 meters of water. The two big boilers and the engine are the highest points. There is a twelve-pounder gun on the poop. The fore part is completely broken and not in line with the keel. We raised very few parts of the wreck: some port-holes, a chadburn, .....*" The port-hole of 1895 remained beneath the sea for 73 years until it was brought to the surface in 1990. A letter of provenance from M. Cariou, and a postcard-size photograph of the *THRACIA*, accompany this relic from an old Cunard steamer. £250.00

**{Z460}                    *REVIEW OF THE FLEET BY HIS MAJESTY THE KING  
AT SPITHEAD 16<sup>TH</sup> JULY, 1935 : LIST OF SHIPS.*** Admiralty, 1<sup>st</sup>.ed., 1935. 19 pp + large chart (cold. & fldg.). P.c., sewn with blue cord, 20 x 13cm. Small tear to chart o/w V.G.

This is a private Admiralty publication for King George V's review of his fleet at Spithead in 1935, the first large assembly of warships in home waters since 1924. It contains a large,

folding, coloured plan of the assembled ships which are all named and include *QUEEN ELIZABETH, REVENGE, AUSTRALIA, CYCLOPS, BULLDOG, NELSON, BARHAM, HOOD, COURAGEOUS, ACHILLES, FAULKNER, EFFINGHAM, BROKE, IRON DUKE, INDUS*, etc., etc. There are notes on the ships present ; vessels include merchant ships and fishing vessels. The former includes *ARANDORA STAR, HOMERIC, ALONDRA, ESPERANCE BAY, ATLANTIS, VICEROY OF INDIA, LANCASTRIA, BERENGARIA*, etc. C-in-C Mediterranean Fleet was Admiral Sir William Fisher with Rear-Admiral A. B. Cunningham commanding the destroyer flotillas. C-in-C Home Fleet was Admiral The Earl of Cork & Orrery with Rear-Admiral The Hon. Sir Alexander Ramsay in command of aircraft carriers, and Rear-Admiral Max Horton – later to make his name in the Western Approaches in Liverpool – in command of the Second Battle Squadron. Vice-Admiral Astley Rushton commanded the Reserve Fleet. SCARCE Admiralty publication. £75.00

**{V461}                    *THREE CONTEMPORARY NAZI PLANS FOR TYPE VIIC U-BOATS.***

3 large (rolled-up) plans (1 Krupp, Kiel), N.D. (WWII). Sizes : 90 x 60cm 140 x 65cm 146 x 81cm. Some tears/repairs o/w V.G. Three contemporary copies of German plans, one marked “*Staatsgeheimnis*” (State Secret), for the Type VIIC U-boats of the Second World War, from the archive of the late Dr. David Westwood (1942-2016), author of *Anatomy of the Ship : The Type VII U-Boat* (1984, rev. ed., 2003). 704 Type VIIs were built between 1935 and 1945, of which the VIIC (& C/41) were the most prolific with 660 boats. The Type VII was the class Dönitz concentrated on after 1936 and it was a Type VII that opened the war with the sinking of the Liverpool liner *ATHENIA* in 1939. Almost all surviving plans are German originals, or plans made after the war, in themselves taken from German originals. The first plan here (90x60cm) – of VIIC type and all to the scale of 1/50 – show 11 sliced hull sections. The second plan (140x65cm) provides 3 highly-detailed aerial plans. The third plan (146x81CM) show one very large and highly-detailed profile and one aerial view of the Type VIIC. They were used by Dr. Westwood for his book on this class, and the book adds a considerable amount of interest, data and information to the plans. (A FINE copy of the 2<sup>nd</sup> Revised Edition of 2003 is available on request). Three secret wartime U-boat plans. £120.00

**{Z462}                    *FIRST EDITION MICHELIN MAP OF THE BATAILLE DE NORMANDIE, JUNE 1944.*** Michelin, No. 102, FIRST EDITION, 1947. Cold. & fldg. 87 x 74cm. Card covers slightly worn, map itself FINE.

Cheap facsimile copies of this map abound, but this is an original 1947 Michelin map of the D-Day Normandy landings in June 1944, only three years after the historic event. The coastline stretches from Le Havre, down past Avranches and along the Bay of Saint Michel. The historic notes are in English and French. The American landings at Utah and Omaha are highlighted, so too the British and Canadian beaches – Gold, Juno and Sword. The linking of the beach-heads and the break out towards Cherbourg and Caen, etc., are explained and highlighted, along with every other place of wartime significance in this part of German-occupied France, liberated at the cost of so many US, British and Canadian lives. £50.00

**{Z463}                    *HALL BROTHERS / HALL BROTHERS STEAMSHIP CO. LTD : CENTENARY 1854-1954.*** Privately Printed by the Company. Newcastle-upon-Tyne, 1<sup>st</sup> ed., 1954. 35 pp., many photo & other ill. Faux leather card covers ; black & red lettering & houseflag. 23 x 15cm. Nr.FINE.

Hall Brothers was founded on Tyneside in 1854 and after seven years owned a fleet of 19 square-riggers and 14 steamers – theirs being one of the first North-East ships to pass through the Suez Canal – and over time built up a sizable tramp fleet. It replaced vessels lost during two World Wars and by the time they were celebrating their centenary in 1954 they

were operating vessels like *TRIDENT*, *ROYAL CROWN*, *ROYAL EMBLEM*, and *AMBASSADOR* – tramp ships that are all photographed here. SCARCE. £25.00

{Z464} **FLIGHT DECK : THE FLEET AIR ARM QUARTERLY ~ FALKLANDS EDITION.** *HMS DAEDALUS*, Lee on the Solent, 1<sup>st</sup>.ed., 1982. 64 pp., profusely illustrated with photographs (some cold.) Pict. c.c., 27 x 21cm. Some surface wear to covers o/w V.G.  
The Royal Navy's journal for the Fleet Air Arm, being a special edition marking the Falklands War of 1982. Includes a Roll of Honour for those awarded for bravery and those killed in action. Articles, generously illustrated with photographs, include : *HMS HERMES. Get to Ascension... ATLANTIC CONVEYOR. Re-occupation of South Georgia. HMS YARMOUTH Flight. In the Falklands with No. 847 Squadron. HMS INVINCIBLE. 820 Squadron. Submarines in the South Atlantic. Operation Corporate. FEARLESS. Support for the Task Force. HMS HERON.* Etc. The Fleet Air Arm's view of the conflict. £35.00

{Z465} **MERSEY DOCKS & HARBOUR BOARD CHART OF THE RIVER MERSEY IN 1946 (WITH SMALL CORRECTIONS TO 1949).** MD&HB, Liverpool, 1946. Large chart (fldg.) Blue cloth ; gilt. 24 x 16cm. Linen-backed chart opens out to 149 x 69cm. V.G.  
The MD&HB periodically issued charts of the River Mersey and Liverpool Bay, this is a post-war chart of the former, 1946, with small corrections to 1949, taking the river from Gladstone Dock on the Liverpool side, and the Rock Lighthouse at New Brighton on the Wirral shore ; to Garston on the Lancashire side, and Eastham and the entrance to the Manchester Ship Canal, on the Cheshire side. The whole length of Liverpool Docks and Birkenhead Docks are shown, as well as Cammel Laird shipyard, Bromborough Dock, Dingle Oil Jetty, Garston Docks, etc. The chart, 6" to the Statute Mile, was compiled by Lt.Cmdr. W. R. Colbeck, RNR, Marine Surveyor and Water Bailiff. Includes soundings in feet, buoys, wreck markings, channels, sandbanks, prohibited anchorages, etc. £35.00

## Section Two : Military Ephemera

{Z466} **Anonymous. DIE GEHEIMAKTEN DES FRANZOSICHEN GENERALSTABES.** *Zentral-Verlag Der NSDAP*, Berlin, FIRST ED., 1941. 393 pp. Original front p.c., 30 x 22cm. Rear paper cover detached, spine & front cover chipped ; tightly bound internally ; typical browning to edges ; o/w contents V.G.  
This is a First Edition published record of seventy top-secret files belonging to the French General Staff that Nazi Intelligence captured during the Second World War. The documents are reproduced here in facsimile and concern communications between the French General Staff and the Allies between May 5<sup>th</sup>, 1939, and June 3<sup>rd</sup>, 1940. Written in French, each document contains highly confidential information pertaining to the war at that time and includes a number of telegrams and addresses by M. Paul Reynaud to Winston Churchill as well as exchanges with such prominent figures as General Camelin and General Weygand, to name but a couple. Preceding the facsimiles which appear in succession in the second half of the volume, there is discussion in German on each of the seventy files. This is a fascinating and historically insightful publication from both the perspective of the original documents themselves as well as from the German commentary on them. FIRST EDITION. £75.00

**BOOKQUOTE :** *"Some books are undeservedly forgotten ; none are undeservedly remembered."* W. H. Auden, 1963.

**{Z467} T.T.2. Ministry of Supply. T.T.2 TRANSPORT BULLETIN :  
NEW WHEELED VEHICLES AND HALF TRACKS FOR THE SERVICES :  
SECRET. NOS. 1, 4, 5, 6, 7, 8, 10, 11 {OCTOBER 1943 – JANUARY 1945.}** 8 Issues.

*T.T.2, Ministry of Supply*, 1<sup>st</sup> eds. No. 1 : October, 1943. 2 + 18 pp., + 1 extra page headed 'Stop Press', 7 appendix plates with 14 photos & 2 diagrams. No. 4 : February, 1944. 18 pp., 8 appendix plates with 22 photos. No. 5 : March, 1944. 22 pp., including 3 diagrams, 2 of which are folding, + 7 appendix plates with 16 photos + 1 diagram. No. 6 : April, 1944. 22 pp., 6 appendix plates with 13 photos + 1 diagram. No. 7 : May – June, 1944. 14 pp., 7 appendix plates with 11 photos & 2 further pages of diagrams. No. 8 : July, 1944. 17 pp., 5 appendix plates with 12 photos. No. 10 : October – November, 1944. 20 pp., 6 pages appendix plates with 18 photos. No. 11 : January 1945. 22 pp., with 1 folding chart & 3 diagrams plus 1 further diagram + 1 further chart + 4 appendix plates with 12 photos. Bound with string in a hard card folder with cloth & pasted title labels to front ; inside cover reads "RESTRICTED : This book is for the use of persons in H. M. Service only..."; 34 + 21cm. RASC stamp to front cover + other labels & markings to covers ; occasional informative annotations added o/w V.G.

Here are eight, RARE, typed issues of the *T.T.2 Transport Bulletin, New Wheeled Vehicles and Half Tracks for the Services* which were issued monthly or bi-monthly by T.T.2, Ministry of Supply. Highly confidential, this collection contains the very first issue which came out in October 1943, then continues with issue numbers 4, 5, 6, 7, 8, 10, and 11 which ran through to January 1945. They provided highly classified information on new British production types of wheeled vehicles and half-track vehicles, as well as certain new Canadian and American development projects and also new production models shipped on behalf of the War Department or R.A.F. They even include some types shipped for the U.S. Red Cross and are sometimes accompanied by general notes. Each type is given a general description and accompanied, where necessary by a photograph in the appendix. There are also a handful of diagrams and charts. 8 secret Transport Bulletins, RARE. £500.00

**{Z468} Various. LEWIS MACHINE GUN : FIVE WORLD WAR II  
BOOKLETS AND A FOLDING CHART.**

*DEFENCE FORCE REGULATIONS – LEWIS GUN, TRAINING REGULATIONS NO. 9. Stationery Office, (For Official User Only), Dublin, 1<sup>st</sup> ed., 1940. 47 pp., 1 large, folding., plate. Soft c.c., 13 x 11cm. A little blemished in places and crease to front cover o/w V.G. & RARE.* *INSTRUCTIONAL NOTES ON THE .300-INCH LEWIS MACHINE GUN (GROUND ACTION) 1940. PROVISIONAL. War Office, (Not to be Published), September 1940. 28 pp., 1 ill. P.c., 18 x 12cm. Informative pencil notes & sketches to both sides of rear cover ; V.G. & VERY SCARCE.* *THE COMPLETE LEWIS GUNNER, WITH NOTES ON THE .300 (AMERICAN) LEWIS GUN, BY AN INSTRUCTOR. Gale & Polden, Aldershot, 1941 (first pub., 1918). 76 pp., 2 fldg., plates, 7 photo-ills., + 2 diagrams. P.c., 18 x 12cm. 2 pencil annotations, V.G. .300 LEWIS MACHINE GUN FOR THE HOME GUARD – 1940 MANUAL WITH FULL INSTRUCTIONS. The Bravon Ledger Co., Bradford-on-Avon, 5<sup>th</sup> ed., March, 1942. 24 pp., 1 fldg., plate + 1 ill. P.c., 17 x 12cm. Tear along 1 fold of the fldg., plate + small owner's name to first page o/w V.G. & VERY SCARCE.* *LEWIS MACHINE GUN MECHANISM MADE EASY. WITH NOTES ON THE .300 (AMERICAN) LEWIS GUN. Gale & Polden, Aldershot, 7<sup>th</sup> ed., 26<sup>th</sup> imp., October 1942. 22 pp., 2 fldg., plates, 1 containing 3 coloured figs., & 1 containing 8 b&w figs. P.c., 18 x 12cm. V.G. CHART OF THE .300 LEWIS MACHINE GUN. N.p., n.d., (c.WWII). Folding paper chart ; 35 x 51 cm. Some typical wear to folds o/w V.G.*

Here is a collection of five Second World War instructional booklets plus a folding chart on the Lewis Machine Gun. The first item is a RARE booklet entitled, *Defence Force Regulations – Lewis Gun, Training Regulations No. 9*. This was published in Dublin in 1940 and includes a large, folding plate. The second item is *Instructional Notes on the .300-inch Lewis Machine Gun (Ground Action) 1940. Provisional*. This was a confidential booklet published by The War Office. It contains one illustration and is VERY SCARCE. *The Complete Lewis Gunner, With Notes on the .300 (American) Lewis Gun, by An Instructor* contains 2 folding plates, 7 photos and 2 diagrams. *.300 Lewis Machine Gun for the Home Guard – 1940 Manual With Full Instructions* was published in Bradford-on-Avon in March 1942 and despite being in its 5<sup>th</sup> edition it is still VERY SCARCE. This contains one illustration and one folding plate. The final booklet is *Lewis Gun Mechanism Made Easy. With Notes on the .300 (American) Lewis Gun*. Appearing here in October 1942, this edition is generously illustrated with 2 folding plates, one of which contains 3 coloured figures whilst the other displays 8 black & white drawings. Finally. there is a folding *Chart of the .300 Lewis Machine Gun*. Five Instructional Wartime Booklets on the Lewis Gun plus a folding chart – including some SCARCE items. £175.00

**{Z469} War Department. TECHNICAL MANUAL : HANDBOOK ON JAPANESE MILITARY FORCES, MAY 14, 1941.**

Technical Manual 30-480. War Department, Washington, May 14, 1941. 273 pp., 86 figures including photo-ills., diagrams, a plan + a folding map. Original soft card covers ; 23 x 15cm. Covers gently creased with some browning to covers & edges but pages are generally very clean ; small 351<sup>st</sup> Infantry stamp to front cover ; tiny closed tear (no loss) to margin of p.1 (not affecting text) o/w a nice, bright copy and V.G.

This is a SCARCE, restricted, technical manual issued by the American War Department in 1941, informing troops about the Japanese military. Chapters cover *Recruitment and mobilisation ; Organisation ; Uniforms, insignia and personal equipment ; Armament and equipment ; Ammunition ; Supply and evacuation ; Training, efficiency, discipline and morale ; Tactics of the Japanese Army ; Conventional signs and abbreviations ; Military terms and characters*. An Appendix provides *Supplemental Data* and there is an Index. Complete with 86 figures including photographs, diagrams, and a plan, there are also tables and a folding map. This is a historically fascinating item and is SCARCE. £95.00

**{Z470} War Office. THE ROYAL ENGINEERS POCKET BOOK, 1936, WITH AMENDMENTS ISSUED IN 1940 & 1941. SET OF BOUND PAMPHLETS NOS. 1 – 14 INCLUSIVE + 3 FURTHER BOOKLETS OF AMENDMENTS.**

*The War Office*, 14 Pamphlets + 3 further Pamphlets of Amendments. I : 1936. 48 pp., 47 tables & plates, several of which are folding. II : 1936. 6 pp., 2 plates. III : 1936. 2 pp. IV : 1936. 26 pp. 40 plates + 11 tables, including some folding. Amendments No. 6 : 1940. 3 pp., 1 table + 4 further large, folding tables. V : 1940. 18 pp., 18 tables + 7 plates, several of which are folding, + 2 further folding plates - graph & table - + 1 other folding table not called for. Amendments No. 5 : 1940. 25 pp., numerous ills., + 2 figures. VI : (Tipped in loosely). Rep., with amendments (Nos. 1 to 9), 1941. 35 pp., 8 plates + 13 tables + figures. VII : Rep., with amendments (Nos. 1 to 9), 1941. 24 pp., 17 tables + 8 maps. VIII : 1936, 28 pp., 11 tables + 8 plates, some of which are folding. IX : 1936. 19 pp., 17 tables, 4 of which are folding., + 1 folding plate. X : 1936. 30 pp., 22 tables, 2 of which are folding. XI : 1936. 18 pp., 10 tables + 5 plates. XII : 1936. 22 pp., 4 tables + 8 plates. XIII : 1941. 30 pp., 27 tables + 7 plates. Amendments No. 7 : 1940. 1 pp. XIV : 1940. 9pp., 14 tables, 1 of which is folding, + 2 folding plates. All Bound in the official green, cloth-covered, hole-punched folder with *R. E. Pocket Book, 1936*, printed in black on the spine ; front pocket for a folding graph and a table to be detached and inserted into from Pamphlet No.5 but they are still attached with the pamphlet ; 17 x 12cm. Owner's name to inside of folder & to front cover Pamphlet VI which is a little frayed (this pamphlet only is loosely tipped-in) ; War Department stamp to front cover of Pamphlet VII o/w V.G.

This is a superb run of the Royal Engineers Pocket Book pamphlets from numbers 1 to 14 inclusive, together with three separate pamphlets of amendments. Some of these are the first editions from 1936 whilst others were reprinted with amendments in 1940 and 1941, to update instructions for the war. The pamphlets were issued by The War Office with instruction *Not to be Published*. In addition to the pages of text, they contain a wealth of plates, tables and figures, several of which are folding. A desirable, consecutive, collection that has been well preserved in its uncommonly-found, official binding. £150.00

### *Section Three : Aviation Ephemera*

**{Z471} AVENGER AIRCRAFT EPHEMERA INCLUDING U. S. NAVY LOG-BOOKS, HAND-BOOKS, AIRCRAFT SERVICING FORM BOOKS, ETC, RELATING TO TYPES TBM-3, TBM-3E, A.S.4 AND A.S.5 AND COVERING THE PERIOD FROM THE LATTER MONTHS OF THE SECOND WORLD WAR IN 1945, THROUGH TO 1955.**

1945 - 1955 (with a few scattered stamps/references up to 1963). 1 box of Avenger-related ephemera as follows : 7 Aircraft Log Books (TBM-3E) [cloth ; tape with writing over spines, 2 joined together ; 18 x 22cm] ; 4 Propeller Log Books (Hamilton Standard) + 2 U. S. Navy Aviation Engine Log Books (Wright) [c.c., black cloth to spine, 1 loosening, 15 x 20cm] ; 3 Naval Aircraft Gun Log Books [c.c., 14 x 8cm] ; 1 Standard Inventory Log (A.S.5) [soft c.c., piece missing, black taped spine, 21 x 27cm] ; 1 Operating Manual for ATC Airborne Radio Equipment [ring binder c.c., 18 x 10cm] ; 3 Handbooks of Weight and Balance Data (2 TBM-3E & 1 A.S.4) [2 in c.c., 1 open, tied or studded ; 28 x 21cm] ; 1 Pilot's Handbook of Flight Operating Instructions - Navy Model TBM-3 Airplane [soft c.c., to front, stapled, 28 x 21cm] ; 1 Envelope containing 11 Naval Aircraft Master Job Cards (815 Squadron, A.S.5) [20 x 33cm] ; 8 Aircraft Servicing Form books

(2 for A.S.4's & 6 for A.S.5's) [soft c.c., stapled, 25 x 22cm] ; and 3 canvas '700 Travellers' [27 x 22cm]. Pages not numbered - all filled out to varying degrees. Good - V.G.

During the latter years of the Second World War General Motors were devoted to building TBM Avengers and they produced in total 4,664 of the designations TBM-3 and TBM-3E. Avengers delivered to the F.A.A. were supplied under Lend-Lease arrangements, beginning in 1943. The last first-line squadron relinquished its Avenger IIIs in June 1946 but early in 1953 it was announced in the House of Commons that the Avenger was to enter service again in the Royal Navy. The Avengers were to strengthen the anti-submarine force, which at that time was at a low ebb, as the new Fairey Gannet was then some distance away from squadron service and did not in fact reach a first-line unit until July 1955. The post-war Avengers were supplied by the USA under the Mutual Defence Assistance Programme and were the TBM-3E and TBM-3C type. Those supplied to Britain (commencing XB296) were modified to take special electronics equipment and given the designation A.S.4. The first shipment arrived at Glasgow in the carrier *PERSEUS* on 30 March 1953, and in May 1953 entered service with No. 815 Squadron. About 80 Avenger A.S.4s were delivered to the F.A.A., all of them built by the Eastern Aircraft Division of General Motors. Avengers of No. 815 Squadron and No. 881 (R.C.N.) participated in the Coronation Naval Review fly-past at Spithead on 15 June 1953, and the type remained in first-line squadrons until supplanted by the Gannets in 1955. Available here is a wealth of ephemera relating to Avenger types TBM-3, TBM-3E, A.S.4 and A.S.5 from the last few months of the Second World War (including some records of flights for Glide Bombing, Rocket Firing, Division Tactics, Night Familiarization, Night Tactics, Navigation Flight, Radar Flight etc.) to 1955. During the Second World War one of the three U.S. Navy bases that squadrons formed up at, to familiarize themselves with the aircraft before coming to England in escort carriers, was Norfolk VA and the name of this base occurs in a number of the ephemera. There is also mention given of RNAS Abbotsinch, NAS Niagra Falls, USNAS Dallas, Texas, NAS, San Diego, 751 Squadron, and *HMS SANDERLING*. Items relating to the A.S.4 are of interest owing to the fact they correspond to the first types to arrive in the U.K. and some material on the A.S.5 is given further interest because it can be connected to 815 Squadron. The ephemera includes the following : 7 Aircraft Log Books (TMB-3E), 4 Propeller Log Books (Hamilton Standard), 2 U. S. Navy Aviation Engine Log Books (Wright), 3 Naval Aircraft Gun Log Books, 1 Standard Inventory Log (A.S.5), 1 Operating Manual for ATC Airborne Radio Equipment, 3 Handbooks of Weight and Balance Data (2 TMB-3E & 1 A.S.4), 1 Pilot's Handbook of Flight Operating Instructions - Navy Model TBM-3 Airplane. 1 Envelope containing 11 Naval Aircraft Master Job Cards, 8 Aircraft Servicing Form books (2 for A.S.4's & 6 for A.S.5's.) and 3 canvas '700 Travellers'. An interesting and unique collection of Avenger aircraft documents. £150.00

**{Z472} FAIREY FIREFLY 5, 812 SQUADRON, 14<sup>TH</sup> CARRIER AIR GROUP, COVERING SERVICE IN THE KOREAN WAR : AIRCRAFT SERVICING FORMS**

**1949 - 1955.** 1949 - 1955. 18 consecutive Aircraft Servicing Forms (Naval Form A. 700) for Firefly No. WB351 + 4 other Travelling Copies + 2 other substantial copies + 3 Chronological Airframe Logs. (All filled out to varying degrees.) Soft c.c., 24 x 21 cm. POOR - V.G.

This collection holds a total of 24 Aircraft Servicing Forms (Naval Form A.700), 4 of which are travelling copies, plus 3 Chronological Airframe Logs. The Servicing Forms record such information of an aircraft as a Daily Inspection Certificate, Flight Servicing, Pilot's Acceptance and Flying Log, Change of Serviceability Log, and Compass Log. The collection relates to a Fairey Firefly 5, aircraft number WB 351, which served with 812 Squadron in the Korean War and there is a mention of aircraft damaged by enemy action. Carriers referred to include *HMS GLORY*, *HMS PERSEUS*, *HMS UNICORN*, *HMAS SYDNEY* etc. Also

mentioned are RNAS Anthon, RNAS Fleetlands, RNAS Abbotsinch, RNAS Culham, etc. The post-World War II Mk. 5 Firefly, famous for its power-folding wings, began to be fitted with varying equipment for specialised roles, resulting in the sub-variant F.R.5 for day-fighter-reconnaissance, which is the type covered here. First-line Firefly squadrons of the F.A.A. re-equipped with the Mk.5 version during 1948 and 1949. The following year war broke out in Korea and during this two-year conflict Fireflies found themselves back in the Far East as they had been in World War II. Though strikes against enemy mine-layers and supply shipping were flown, the major part of the flying was in support of the armies ashore, disrupting enemy supplies and communications. In these bombing and rocket strikes Fireflies shared honours with Hawker Sea Furies, and some remarkable records of intensive operational flying and high serviceability factors were achieved. This ephemera gives a detailed record of one such example of servicing achievement. From the time the first air sortie was flown at the beginning of the war, no aircraft was ever unserviceable for longer than two hours, and no less than 1,300 deck landings were made without a failure or accident of any kind. As the war progresses the light fleet carriers gradually increased their average daily sorties flown from 60 to 120. The aircraft WB 351 which is recorded in this ephemera belonged to No. 812 Squadron, 14<sup>th</sup> Carrier Air Group, which was one of those Firefly squadrons engaged in the Korean operations. Owen Thetford, in his acclaimed Putnam publication, *British Naval Aircraft 1912-58* (1<sup>st</sup> ed., 1958, p. 166), commends the very Group to which this particular aircraft belonged : *A particularly distinguished record was put up by the 14<sup>th</sup> Carrier Air Group, comprised of the Fireflies of No. 812 Squadron and the Sea Furies of No. 804 Squadron, embarked in the light fleet carrier GLORY. This Group flew 4,834 operational sorties in the Korean War for the loss of only 27 aircraft.* A fascinating and UNIQUE COLLECTION. £200.00

**{Z473} PROFILE PUBLICATIONS : COMPLETE RUN OF 204 ISSUES FROM NUMBERS 1 TO 204, IN SEVEN OFFICIAL BINDERS.** 204 issues, Windsor, c. 1960's. Pages variable but averaging about 16 each; cold., ills., + b&w photo-ills., + ills. P.c., all contained (not consecutively but in order of their collective types) in 7 specially designed *Profile Publications* binders; 23 x 17cm. V.G. A complete run of *Profile Publications* from numbers 1 – 204 inclusive. After this the series changed its name to just *Profile* and then to *Profile Aircraft*. Each *Profile Publication* deals exclusively with an individual aircraft type looking into their development, structure, R.A.F. service, squadrons, handling etc. Each issue is attractively illustrated with photographs and coloured plates and have been arranged in the official *Profile Publications* binders according to their collective types, i.e. all Bristol types are together, all de Havilland etc. A SCARCE consecutive run from 1 to 204. £400.00

**{V474} SECOND WORLD WAR SILK RAF SWEETHEART'S HANDKERCHIEF.** 1939-1945. Blue silk with blue lace border ; red, yellow, beige, white and black stitching on one quarter of the handkerchief depicting a bird surrounded by the RAF motto *Per Ardua Ad Astra*, with *Royal Air Force* stitched underneath & a crown above ; on the opposite corner a lace bordered silk pocket with attached powder puff ; 26 x 26cm. Minor marks with powder puff o/w V.G. A World War II sweetheart's handkerchief with a matching pocket containing an attached powder puff and an attractively coloured, stitched RAF emblem. Made of blue silk with a blue lace border, these handkerchiefs were given by airmen to their sweetheart's as mementoes. £50.00

*Our next Catalogue will be with you late November / early December 2018*

