

HORDERN HOUSE

RARE BOOKS • MANUSCRIPTS • PAINTINGS • PRINTS • RARE BOOKS • MANUSCRIPTS • PAINTINGS • PRINTS



HORDERN HOUSE

77 VICTORIA ST POTTS POINT
SYDNEY NSW 2011 AUSTRALIA
+612 9356 4411 www.hordern.com

SEPTEMBER 2010
Ships and Ship Wrecks
acqs@hordern.com



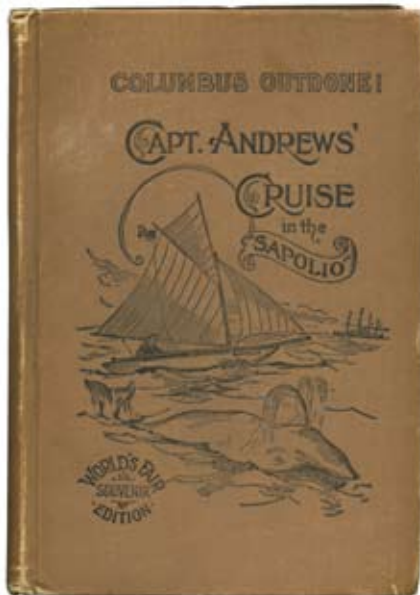
1 ANDREWS, William. A Daring Voyage Across the Atlantic by Two Americans, the Brothers Andrews.

Octavo, frontispiece and engraved plates, old yellow cloth, circulating library bookplate to rear endpapers and a few stamps, a few margins thumbbed; good. New York, E.P. Dutton, 1880.

First edition: remarkable account of an American adventure. This book describes the extraordinary 1878 transatlantic crossing by the Andrews brothers in their astonishingly small sailing craft aptly named the *Nautilus*.

In 1877 the brothers William and Asa Walter Andrews hatched a courageous scheme of crossing the Atlantic in the smallest possible sailing vessel. They commissioned the *Nautilus* from renowned shipwrights Higgins Gifford of Gloucester, Massachusetts and sailed from Boston Harbour on the June 7, 1878. This book is primarily an edited log written by the brothers as they sailed through rough seas, squalls and fog while contending with prolonged exposure in their cramped vessel which was less than twenty feet long. The log is prefaced by a history of sailing vessels that have attempted transatlantic crossings, successful and otherwise, and features numerous detailed engraved plates and several endearing vignettes of natural history curious such as the giant sunfish.

\$400



2 ANDREWS, William. Columbus Outdone! Capt. Andrews' Cruise in the Sapolio

Octavo, folding map and folding plate, illustrated throughout; spine ends a little rubbed, front endpaper slightly chipped, very good in original illustrated brown cloth, flyleaf inscribed and signed by the author. New York, Enoch Morgan's Sons Company, 1893.

Signed presentation copy in original illustrated cloth, detailing the audacious solo transatlantic crossing of William Andrews in 1892.

Andrews has previously completed a crossing in a vessel of some twenty feet (see previous item), but evidently found it too commodious – perhaps because there was enough room for his brother. This time, he set out in a considerably smaller vessel of 14 feet 6 inches christened the *Sapolio*. Entirely hand-made by Andrews, this delicate boat of canvas stretched upon a cedar frame began her courageous voyage from Atlantic City in New Jersey on July 21, 1892, arriving at the point of Columbus' departure in Spain some 63 days later. This book includes the journal kept by Andrews, with descriptions and illustrations of the Azores where the *Sapolio* anchored during the voyage.

This copy, with a signed inscription by Andrews, was issued as a souvenir for the Chicago World's Fair – a spectacular exhibition of innovation and commerce staged to mark the 400th anniversary of Christopher Columbus's discovery of the Americas in 1492.

\$875



3 [ATLAS] YAMAZAKI, Giko. Dai Nihon yochi benran [Japanese Atlas including double-page world map by Giko Yamazaki].

Two volumes, small quarto; xylographically printed and sewn in the Japanese manner paper, brief textual introduction, the bulk of the work double-page maps of Japan (39 in the first volume, 32 in the second), but also with an important single hemisphere map of the world, worming affecting the margins of much of one volume (world map not affected), the wrappers a bit sunned and marked, but an attractive set; in a modern bookform box. Japan, Tsu: copyright by Yamazaki-ke, Tenpo 5, that is, 1834.

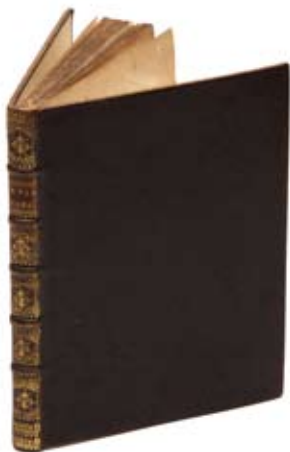
A wonderful two-volume woodblock atlas of Japan published in 1834, including an anachronistic double hemisphere map which shows a world view dating from at least a century earlier.

The work includes contributions by Saito Ken and Yamazaki Giko. The maps of Japanese prefectures include notes on rivers and topographical features, and were engraved by Yamazaki and Shogetsudo. Smaller Japanese islands such as Shikoko are shown on the map, but the larger islands such as Kyushu are shown district by district.

The world map is particularly interesting as it is profoundly antiquated, depicting a version of New Holland similar to that of Thevenot's famous seveneenth century map, except that here Tasman's southern discoveries have been ignored and the Australian mainland is still shown as attached to a version of the "Great Southern Land". Similarly, on the northwest coast of America California is depicted as an island. The entire work was recently scanned from a copy in Tulane University and can be seen in their "Japanese Historical Maps" collection (via <http://luna.ts.tulane.edu/luna/servlet>).

Loosely inserted in one volume is an attractive old receipt from a Kyoto bookshop.

\$3000



4 BEAULIEU, Augustin. *De rampspoedige scheepvaart der Franschen naar Oostindien. Onder't beleit van de Heer Generaal Augustyn van Beaulieu, met drie Schepen, uit Normandyen.*

Quarto, with eight engraved plates; bound in later period-style full calf, spine gilt with raised bands, *ex libris* of Saint Charles de Bourbon seminary on title; a few scattered wormholes, some plates closely cropped (loss of number on plate facing p. 121), but a very handsome copy. Amsterdam, Jan Rieuwertsz and Pieter Arentsz, 1669.

First Dutch edition, and rare. This is the only separate appearance and the only illustrated edition of Beaulieu's account of his travels for the fledgling French "Compagnie des Indes Orientales".

Beaulieu was a French navigator and coloniser who was appointed in 1619 to command the so-called "Fleet of Montmorency". The three ships sailed to Madagascar and Banda Atjeh via the Cape of Good Hope, but the voyage was not entirely a success, with two of the ships captured by the Dutch, keen to preserve the rights of the VOC. Undaunted, Beaulieu still petitioned for Madagascar to become a roadhouse for voyages to the East Indies, but Richelieu prevaricated, fearing provoking the Dutch. Despite Beaulieu's repeated encouragement, over the following decades Madagascar saw only desultory settlement, much of it from privateers. It was only in 1665 – a few years before the publication of this account – that the first voyage of the Compagnie des Indes Orientales carried settlers to the island; suffering under impossibly harsh conditions, the settlement petered out soon after.

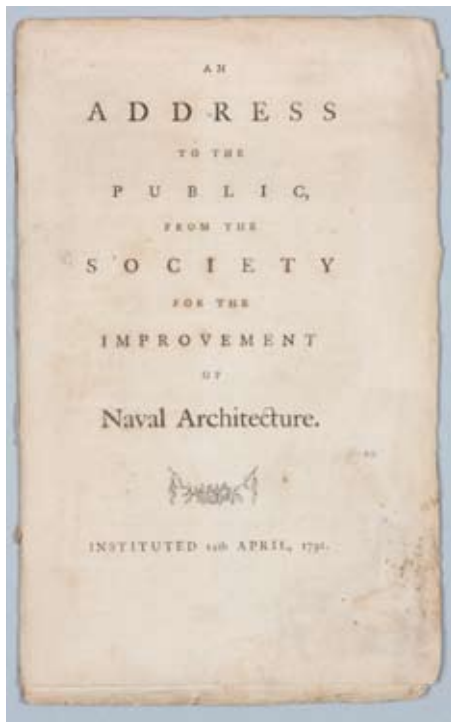
These French incursions were not particularly liked by the Dutch, and so it is perhaps not surprising that this Dutch translation focuses on the mishaps and disasters that plagued Beaulieu's voyage (hence *rampspoedige*, or "catastrophic", in the title). Designed for the Dutch popular market, it was published by the Amsterdam publishers Jan Rieuwertsz and Pieter Arentsz, who produced numerous VOC publications and other voyage accounts. As is often the case with Dutch editions of the seventeenth century, this is a beautifully illustrated book (at a time when most works in English and French often presented rather bare text). Three of the plates are wonderful depictions of ships in distress at sea, including an extraordinary image of a French ship on fire at night. Perhaps the most striking plate, however, is the scene as the French vessels first arrive in the Bay of St Augustin, showing the mariners hastening ashore to trade beads for livestock.

This is the best early edition of Beaulieu's voyage, only preceded by the chapter in the second volume of Thévenot's *Relation de divers voyages curieux* (1664). The only earlier account of the voyage of the Fleet of Montmorency appears to be the impossibly rare *Voyage fait aux Indes Orientales* by Jean Le Telier, one of Beaulieu's fellow captains.

As a manuscript note and library stamp on the title-page attests, the book was donated to the library of the St Charles Borromeo Seminary in Philadelphia by one Dr Gilbert in 1876. \$9850



See also detail on front.



5 [BANKS] MARTYN, Thomas. *An Address to the Public, from the Society for the improvement of Naval Architecture.*

Octavo, stitch-sewn as issued, fraying a little at the edges and a few spots, but in remarkably good condition; preserved in a neat red quarter calf box. [London], n.p. 1791.

An attractive copy of this rare address, including the list of office-holders and subscribers, among whom Sir Joseph Banks is prominent: this Society was the prime-mover behind any number of advances in ship-building and design, and not only had a role in the planning of the *Investigator* voyage of Matthew Flinders, but also heavily promoted the sliding keel design ultimately used on the *Lady Nelson*.

1791 was a period in which Banks was particularly interested in naval matters, most particularly relating to Australia and the Pacific: he had not long been involved in the planning of the First Fleet, there had been the gallant failure of Riou on the *Guardian*, his interest in improving the accuracy of charting on Vancouver's voyage, quite apart from his attention to William Bligh on the *Providence* for the second breadfruit voyage. He also became a driving force behind the Society for the Improvement of Naval Architecture, an important institution made up of a judicious mix of peers and scientists. In his biography of Banks Carter notes: 'The evolution of the voyage of HMS *Investigator* may reasonably be traced to early in 1791. One element lay in the Society for the Improvement of Naval Architecture, of which Banks was Vice-President, founded in that year...' (H.B. Carter, *Sir Joseph Banks*, p. 362). As Carter goes on to say, it was this Society which was responsible for the adoption of the famous double-keel designed by Captain John Schrank, and from whence was built the *Lady Nelson* tender for close coastal navigation.

\$1200

Camus, p. 309; Mendelssohn, I, p. 101; NBG, IV, p. 935; Tiele, 'Nederlandsche Bibliographie', 80.

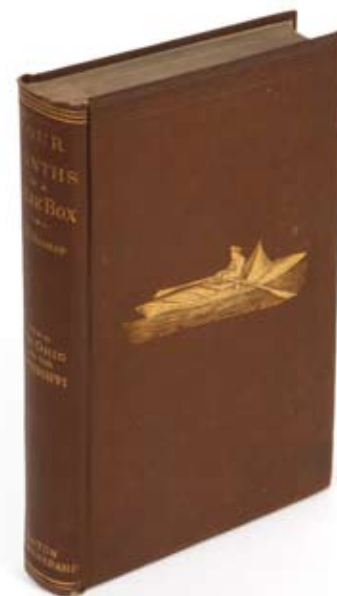
6 BISHOP, Nathaniel H. *Four Months in a Sneak-Box. A Boat Voyage of 2600 miles down the Ohio and Mississippi Rivers, and along the Gulf of Mexico.*

Octavo, 5 maps and numerous illustrations throughout the text; lending library label on front pastedown, a very good copy in original brown cloth, gilt vignette on upper board. Boston, Lee and Shephard, 1879.

First edition of the author's second great rowing adventure.

Bishop was one of America's great gentleman-explorers, with achievements including a hike across South America, numerous canoe trips through the inland waterways of North America and, especially, for his construction of a 58-pound "paper canoe" in which he travelled extensively. His first book on his *Voyage of the Paper Canoe* appeared in 1878, and was a popular success in the United States, Britain and France. This encouraged him to publish this account of his journey to the Gulf of Mexico by a different route, travelling in 'one of the smallest and most comfortable boats – a purely American model, developed by the bay-men of the New Jersey coast of the United States, and recently introduced to the gunning fraternity as the Barnegat Sneak-Box'. He rowed this sturdy and comfortable craft some 2600 miles down the Ohio and Mississippi rivers and along the coast of the Gulf of Mexico. His lively and engaging commentary of life along the rivers was a popular success, not least because of the illustrations which accompany the text. These include five maps of the route prepared by the United States Coast and Geodetic Survey Bureau.

\$625



7 [BLIGH] 'Authentic and Interesting Narrative of the Adventures of the Mutineers who piratically seized His Majesty's Ship *Bounty*' [in] *Freemason's Magazine* for 1794.

Octavo, six issues bound together, with engraved title and frontispiece but apparently missing six portraits of famous Freemasons; half calf, attractively rebounded to style retaining original morocco spine label over marbled boards. London, J. Parsons, Paternoster Row, September-December, 1794.

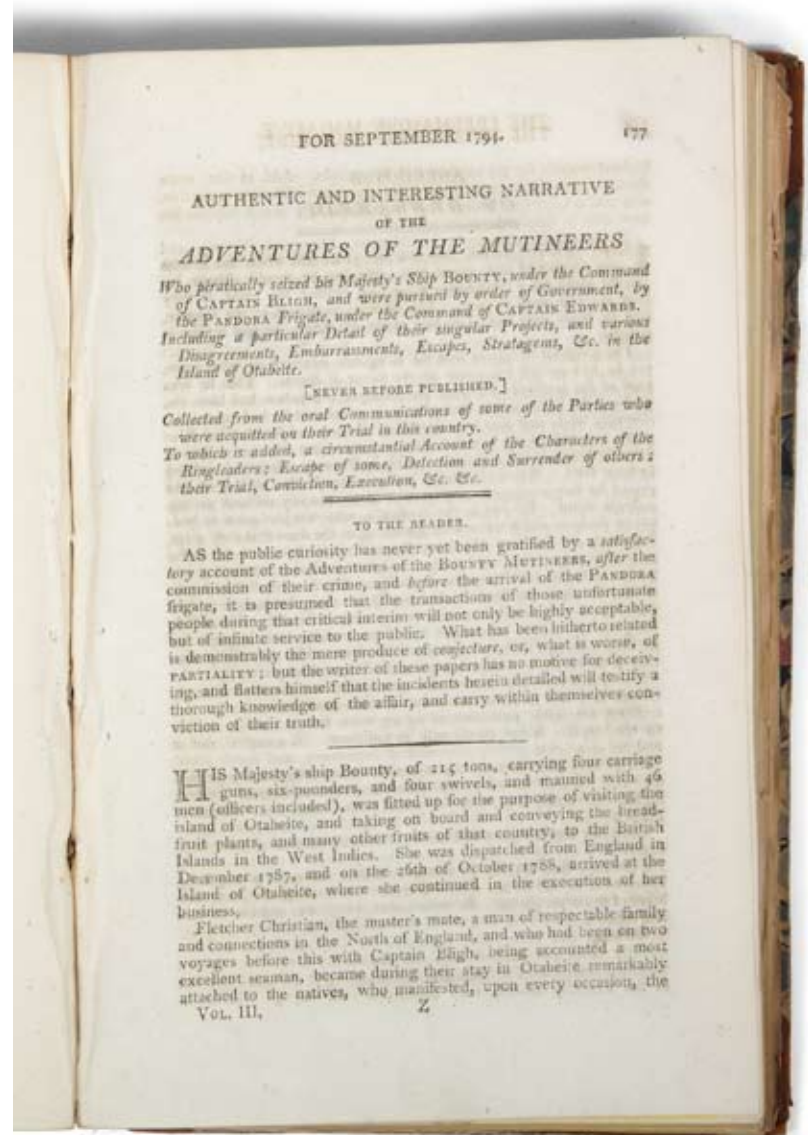
A bound collection of six issues of this scarce periodical, which includes all four parts of perhaps the earliest publication of any account of the *Bounty* mutiny in serial form, under the title 'Authentic and Interesting Narrative of the Adventures of the Mutineers who piratically seized His Majesty's Ship *Bounty*.'

The original *Narrative* account of the mutiny was published by Bligh in 1790, and the fuller *Voyage to the South Seas* in 1792, but this serial account evidently also takes advantage of the very rare later accounts of the mutiny trial: in this regard, the long title of the series of articles, with its notice of 'oral communications of some of the Parties who were acquitted on their Trial' is both particularly instructive and tantalising, suggesting that more work could be done unravelling the details of this publication. Certainly, the last instalment includes notes about the fate of the mutineers, including the statement read out by Heywood after his reprieve.

The full title reads: 'Authentic and Interesting Narrative of the Adventures of the Mutineers who piratically seized his Majesty's Ship *Bounty*, under the Command of Captain Bligh, and were pursued by order of Government, by the *Pandora* Frigate, under the command of Captain Edwards. Including a particular Detail of their singular Projucts, and various Disagreements, Embarrassments, Escapes, Stratagems, &c. in the Island of Otaheite. [Never Before Published.] Collected from the oral Communications of some of the Parties who were acquitted on their Trial in this country. To which is added, a circumstantial Account of the Characters of the Ringleaders; Escape of some, Detection and Surrender of others; their Trial, Conviction, Execution, &c. &c.' The 'Authentic and Interesting Narrative' is concluded in four parts: September 1794, pp. 177-185; October 1794, pp. 265-272 November 1794, pp. 355-361; December 1794, pp. 419-425.

Periodical issues such as this are curiously rare survivals, and although apparently lacking the six portraits (one for each issue) called for, there is no evidence that they were ever present: there is not any offsetting, for example. None of the portraits, it is worth adding, relate to Bligh or the *Bounty* and were, rather, formal society portraits. Although more work could easily be done on the writing and publishing of this particular account, it is clearly contemporary with another periodical version, published over the same months in the *Hibernian Magazine*. No copy of the present version in the *Freemasons' Magazine* is recorded in Australia. The Nan Kivell collection in the National Library of Australia does, however, have an incomplete run (missing the September issue) of the *Hibernian Magazine* version.

\$3850





8 BOWLES, William Lisle. *The Spirit of Discovery; or, the Conquest of Ocean. A Poem, in five books: with notes, historical and illustrative.*

Duodecimo, engraved frontispiece and another plate; contemporary speckled sheep, spine gilt with red morocco label, some wear and a thin crack along the rear joint, but a very attractive copy. Bath, printed by R. Cruttwell, 1804.

Rare: first edition in a charming contemporary binding, complete with frontispiece and a second plate.

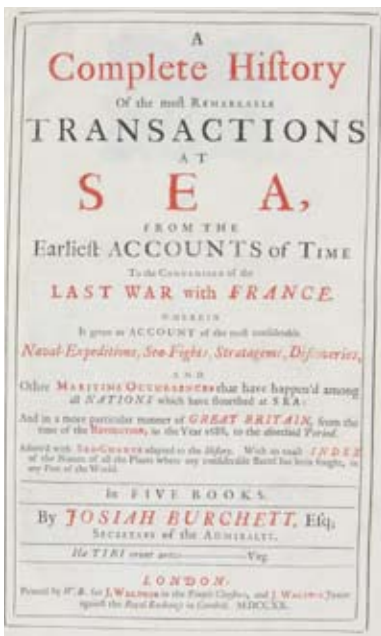
This work is an uncommon volume of poetry by the underrated Romantic poet William Lisle Bowles containing references to discovery in Australasia and the settlement at Botany Bay:

New Holland's eastern shores, where now the sons
Of distant Britain, from her lap cast out,
Water the ground with tears of penitence,
Perhaps, hereafter, in their destin'd time,
Themselves to rise pre-eminent.

As befits a work glorifying English discoveries, there are several mentions of the achievements of Cook, but also a passage which accords equal significance to the La Pérouse expedition. Bowles is best remembered for his ten volume edition of the work of Alexander Pope (1806) which provoked heated controversy by laying out a number of candid criticisms of Pope's life and works.

This has always been a rare work, and Ferguson only noted one copy in the National Library. Ferguson appears to be in error by noting only the frontispiece and not the second plate present in the copy here. The present volume is the first issue of the first edition and is without the corrigenda and errata. A short bibliography of Bowles' work was published by Woolf in *The Book Collector* for Autumn, 1968 (see item no. 16). \$3650

Ferguson, 388.



9 BURCHETT, Josiah. *A Complete History of the Most Remarkable Transactions at Sea...*

Small folio, engraved allegorical frontispiece, engraved portrait and nine engraved maps (some double-page and some folding) by Herman Moll, some of the maps browned, title in red and black; a clean and crisp copy in contemporary panelled calf, a little rubbed. London, J. Walthoe, 1720.

A very handsome copy of the first general naval history published in the English language, with maps by the famous cartographer Hermann Moll.

Josiah Burchett (1666?-1746) had been the servant and clerk to Samuel Pepys, but the two men fell out. However, Burchett gained the respect and favour of Lord Admiral Edward Russell, serving on his flagship the 100-gun HMS *Brittania* at the battle of Barfleur in 1692. Burchett returned to a career in Parliament, and was also given the position of Secretary to the Admiralty, a position he held for almost fifty years until he retired at the age of 76.

It was due to his position that Burchett had access to the official reports of the Admiralty, which led him to first publish his *Memoirs of Transactions at Sea during the War with France* in 1703. It was not until 1720 that he published this greatly expanded work, a key source for naval historians and one of the classics of its age. Burchett surveys the history of shipping beginning with the origins of navigation and the developments of the Egyptians, Phoenicians and Syrians, and continues right through to the most recent battles and engagements. The fine maps are by Hermann Moll, the engraver and cartographer who moved to England in 1678.

The *Complete History* was reissued in 1995 by John Hattendorf of the US Naval War College.

\$3750



10 BRIERLY, Sir Oswald Walters (after). HMS "Mæander" 44 guns, in a heavy squall [and] Shortening sail for anchoring...

Pair of colour lithographs, 375 x 535 mm.; framed. London, Ackermann, 1852.

A fine pair of portraits of a splendid ship: these colour lithographs after original watercolours by Oswald Brierly were made by T.G. Dutton and printed by Day and Son for Ackermanns. The first print shows the *Mæander* in the Pacific, shortening sail in heavy weather; the caption dates the events to 9 July 1850; in the second the ship is coming slowly to anchor in Rio de Janeiro, and the scene is dated 9 June 1851. Both prints are dedicated to Henry Keppel, and the ship's officers.

Oswald Brierly (1817-1894) was a leading marine painter, and he had also studied naval architecture. He sailed on numerous expeditions including the *Rattlesnake* voyage surveying the Barrier Reef, with Benjamin Boyd on the *Wanderer*, and on the *Galatea* with the Duke of Edinburgh in 1867. Brierly joined Henry Keppel on H.M.S. *Mæander* after his voyage on the *Rattlesnake* and visited New Zealand, Tahiti and South America, returning to England in July 1851. A description of the voyage is given in Admiral Keppel's *A Sailor's Life Under Four Sovereigns* (London, 1899). \$10,500

See also detail on back.



11 [CHARLES EATON: SHIPWRECK] CURTIS, John. Shipwreck of the the *Stirling Castle*, Containing A Faithful Narrative of the Dreadful Sufferings of the Crew, and the Cruel Murder of Captain Fraser by the Savages. Also, the Horrible Barbarity of the Cannibals Inflicted Upon the Captain's Widow... To Which is Added The Narrative of the Wreck of the *Charles Eaton*...

Octavo, with a frontispiece, six plates and a map; a little spotting or light embrowning, tiny bit of worm damage to margin of map, but overall an excellent copy in contemporary calf, skilfully rebacked retaining original spine. London, George Virtue, 1838.

First edition of this rare account of two famous shipwrecks.

In 1836 the *Stirling Castle*, en route from Sydney to Singapore, struck a reef and was wrecked off Rockhampton on the Queensland coast. The captain, James Fraser, his pregnant wife Eliza Anne, crew and passengers took to one of the ship's two boats. After four days Eliza Fraser gave birth to a baby, who quickly died. The other, faster of the two boats mistakenly bypassed Moreton Bay to come ashore at the Tweed River; six of the seamen died, with one survivor later rescued at the Macleay.

The second of the lifeboats, leaking badly, landed on the northern tip of Great Sandy Island (later Fraser Island), the largest sand island in the world, sighted by Cook in 1770, and again by Flinders in 1799 and 1802. They traded with the local Aborigines and repaired their boat, but six of the seamen took guns and set out to march south, obliging the remaining four to follow.

Accounts of the events that followed vary wildly. Curtis' version, which he claimed to be based on Eliza Fraser's own account and corroborated by two other survivors, no doubt was aimed to hold maximum appeal for a sensation-hungry public. Curtis describes the local Aborigines as cannibals, who stripped the survivors and separated Eliza from her husband. He describes an ordeal during which the survivors were tortured and forced into slavery, during which Captain Fraser was murdered. Other accounts, however, paint a very different picture of events: of Fraser (who was ailing before the voyage began) dying of natural causes, and of the local Butchulla people caring for Eliza Fraser by covering her fair skin to protect her from the harsh sun.

Eventually, the survivors were rescued by a search party from Moreton Bay led by Lieutenant Charles Otter assisted by John Graham, a convict who had formerly lived with the Aborigines. The rescue party reached Brisbane on 21 August 1836, three months after the shipwreck.

This rare first edition of Curtis' version, which appeared in 1838 – a year after Eliza's – is a far more detailed account, illustrated by fine engravings and a map.

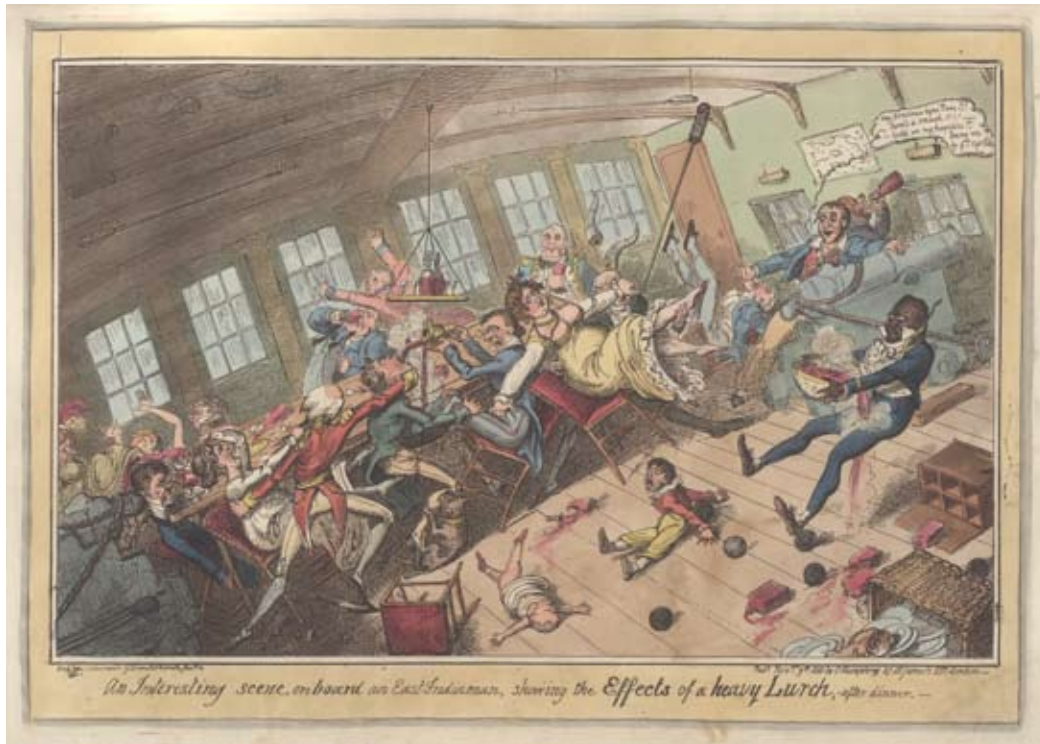
Whatever the truth of the matter, the story has become part of Australian folklore. It inspired two series of paintings by Sidney Nolan and Patrick White's novel *A Fringe of Leaves*. It has also been the subject of a television program and a feature film.

The *Charles Eaton*, whose story is told in the second part of the book, a ship headed for New South Wales with twenty-five child emigrants aboard, was lost in Torres Strait on 29 July 1834. The survivors were mistreated by natives who killed all but the two cabin boys and two child emigrants, the Doyley brothers. Only the cabin boy Ireland and the younger Doyley – he was fourteen months – ultimately survived to be rescued two years later by Captain Lewis on the schooner *Isabella*, sent by Governor Bourke to assist the survivors. Murray Island, where the survivors were found, is near the far northern end of the Great Barrier Reef. The remainder of the crew and passengers had all been murdered by the islanders.

\$5500

Ferguson, 2470; Huntress, 249c; not in the catalogue of the Hill collection.





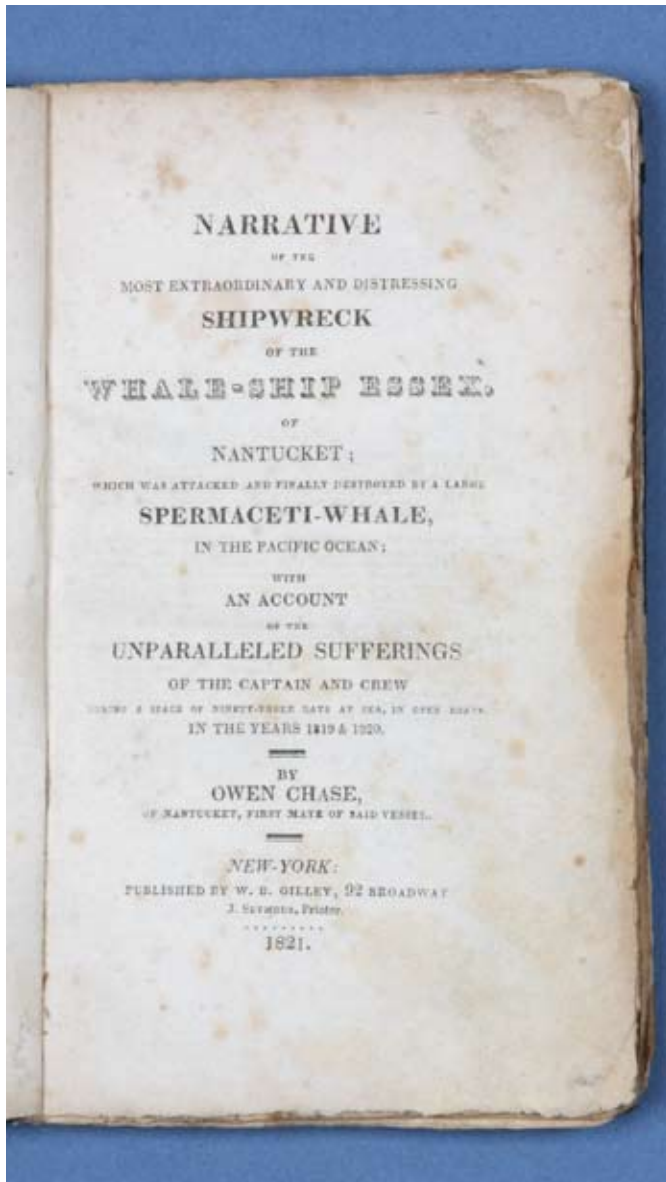
12 CRUIKSHANK, George (after Captain Marryat). An Interesting Scene on board an East-Indiaman, showing the Effects of a heavy Lurch, after dinner.

Hand-coloured engraving on wove paper, 250 x 353 mm., with engraved caption, a few small marginal tears neatly repaired; very good, mounted. London, G. Humphrey, November, 1818.

A scarce and outrageous engraving by George Cruikshank, the ever-popular graphic artist and printmaker famous for his satirical depictions of life in the early nineteenth century.

This print depicts a boisterous dinner in the captain's cabin of an East Indiaman, the merchant vessels belonging to the East India Company which were at this time usually laden with tea from China and other exotic goods destined for the British public. In Cruikshank's marvellous scene the captain and his guests have been thrown into anarchy after being hit by a strong wave: the captain looks on complacently as his fellows, most already three sheets to the wind, are tossed about the cabin. A dog bites the leg of his owner to stay steady, children wail, a decanter full of wine is being poured directly down the throat of one man at the table, while a woman stops herself from falling by hanging on to the wispy pony-tail of a uniformed officer.

Despite its comic value, the view is also a rare depiction of the captain's quarters of this period in any form. Cruikshank drew his inspirations from many sources, including sea-stories penned by swashbuckling novelist and naval officer Frederick Marryat (1792-1848), a brilliant yet temperamental man who served with distinction in the Royal Navy. Marryat was later awarded membership of the Royal Society and the Légion d'honneur. \$1850



13 CHASE, Owen. Narrative of the Most Extraordinary & Distressing Shipwreck of the Whale-Ship Essex, of Nantucket; which was Attacked and finally Destroyed by a Large Spermaceti-Whale, in the Pacific Ocean; with an account of the unparalleled sufferings of the captain and crew during a space of ninety-three days at sea in open boats in the years 1819 & 1820.

Duodecimo, untrimmed, 128 pp.; some scattered soiling and browning, early ownership signature on front free endpaper and pastedown, original dark green boards, rebacked in cloth, a very good copy, with a folding cloth case. New York, W.B. Gilley, 1821.

A classic Pacific whaling rarity: the extremely rare first authentic account of the famous *Essex* shipwreck, whose sinking by a whale was, apart from being a sensational story in its own right, a landmark in American literature as the inspiration for the climax of Melville's *Moby Dick*.

Chase, first mate of the *Essex* and a native of Nantucket, provides a first hand description of the ramming and sinking of the ship by a furious sperm whale on November 20, 1819, some two thousand miles west of the Galapagos. The surviving twenty crew members struggled to exist in three open boats, but only eight lived through the ordeal. Crew members on all three boats resorted to cannibalism eating those who died of natural causes, and killing one member when the need arose. All six of the black crew members died or were reported missing. The voyage of the two remaining boats that were rescued off the coast of South America was twice as long as that of Bligh in the launch of the *Bounty*.

This has always been a scarce book. In 1935 the Golden Cockerel press published an attractive limited edition of the text with wood-engravings by Robert Gibbings.

As with many (even most) American books of the period there is some browning and staining in this copy as a result of the poor paper used in the publication. However this is a very attractive copy of the book, uncut and in original boards with just the addition of a neat cloth spine. The contemporary ownership inscription at the start seems to be by Frederick Barnard and makes reference to Nantucket, the home port of the *Essex*. \$21,000

Forster, 17; Hill, 281; Howes, 318 ('c'); Huntress, 205C; Sabin, 12189; Starbuck, p. 228; Whaling Masters, p. 223.

14 CHASE, Owen. Narrative of the Wreck of the Whale-Ship Essex of Nantucket...

Folio, with 12 engravings by Robert Gibbings; original green and yellow cloth, with a little rubbing to binding, otherwise good. London, Golden Cockerel Press, 1935.

The Golden Cockerel Press edition of this classic Pacific whaling rarity: the account of the famous *Essex* shipwreck, whose sinking by a whale was, apart from being a sensational story in its own right, a landmark in American literature as the inspiration for the climax of Melville's *Moby Dick*.

This edition was limited to 275 copies, illustrated with wonderful wood-engravings by Robert Gibbings. \$2850

Forster, 17; Hill, p.50; Howes, 318 ('c'); Huntress, 205C; Starbuck, p. 228; Whaling Masters, p.223.



15 DIMAN, George Waters. *Autobiography and Sketches of My Travels by Sea and Land*. George Waters Diman, Bristol, R.I.

Octavo, 64pp., frontispiece; brown cloth with gilt lettering, cloth a little rubbed yet fine. Bristol, Rhode Island, Press of the Semi-Weekly Bristol Phoenix, 1896.

Rare: a simple and unaffected account of life aboard merchant vessels and whalers in the Pacific during the late Victorian era, penned by the author George Diman, so that 'the sale of it would keep the wolf from the door.'

Diman was born in 1823 and went to sea at sixteen, departing, he claims, on the morning of his mother's funeral: 'She was buried that afternoon. How many times I have thought that there was a curse put on me for that act, as I have met with so many trials and hardships throughout my life.' What follows is an engaging and sincere account of a hard life on land and at sea, including his experiences as a soldier in the American Civil War.

Diman's account includes an account of a Pacific whaling cruise aboard the *America*, where they visited the Marquesas, Society Islands, Pitcairn, Juan Fernandez and Honolulu. At Pitcairn he met "Fletcher Christian", by which he evidently means the son of Thursday October Christian. In his long career he sailed widely, with trips to the Caribbean and several trans-Atlantic passages, but also voyaging to Hong Kong and the Philippines. This variety makes his unvarnished account of shipboard life a valuable one. The work includes two charming images of the *Barque Empress*, each noted as a 'Reproduction of Pen Drawing from memory.'

Diman also served with the "Troting Twelfth Regiment" of the Rhode Island Volunteers during the American Civil War. Enlisting in October 1862, he saw action at the battle of Fredericksburg but was discharged from the army after nine months, a period which 'injured my constitution more than 20 years at sea would have done.' After this he returned to sea. By his own account a methodical fellow, the author has included a list of all ports visited (including 60 visits to New Orleans and 68 to Galveston), the vessels he served upon, and a fetching poem urging sailors from the many temptations of the devil.

This rare work is not widely held, although copies are known at Columbia University and the New York Historical Society Archives. \$885

Forbes, 'Hawaiian National Bibliography', 4728; Forster, 'South Sea Whaler', p. 40.



16 [DRAPER] JOBSON, Frederick J. *The Shipwrecked Minister and his Drowning Charge. Memorial Tribute...*

Octavo, pp. 67, engraved portrait frontispiece with a few spots of foxing; very good in original dark limp cloth binding. London, Sold at 66, Paternoster Row, 1866.

Rare: a memorial tribute to the Reverend Daniel J. Draper, a Wesleyan minister who was killed in the wreck of the *London*, en route for Melbourne in 1866.

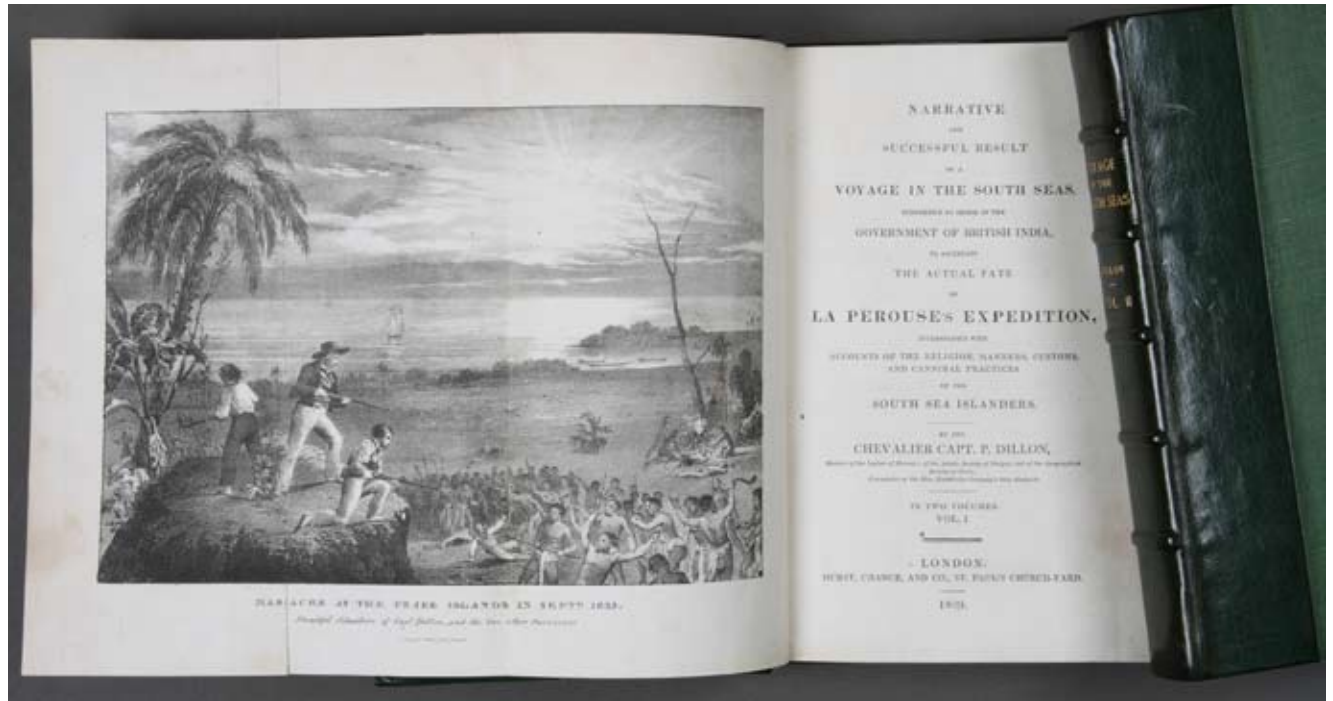
Draper (1810-1866), was a Wesleyan Methodist minister who arrived in Sydney in 1836 to take up his first appointment at Parramatta, and spent the next thirty years in Australia, including long stints in Parramatta, South Australia and Victoria (in the last-mentioned as chairman of the Victoria district, where he distinguished himself for his work on the goldfields.

In 1865 Draper had returned to England for a year's leave, and he and his second wife Elizabeth were amongst the 263 who lost their lives when the vessel on which they were returning to Melbourne, the *London*, was caught in a fierce storm and sunk in the Bay of Biscay, 11 January 1866.

Seventeen survivors managed to get away in a small boat just before the *London* sank, and they reported that Draper had greatly comforted those doomed to perish with him. He is remembered in this memorial tribute as a 'man of solid, self-cultivated mind, affectionate heart, generous disposition, genial spirit, courteous demeanour, and of energetic persevering action.' Jobson describes him as noble and heroic 'to go forth through upper and lower decks of the sinking ship, seeking perishing sinners, and telling them what to do to be saved.' \$350

Australian Dictionary of Biography; Ferguson, 10947.





17 DILLON, Peter. *Narrative and Successful Result of a Voyage in the South Seas, performed by order of the Government of British India, to ascertain the actual fate of La Perouse's Expedition, interspersed with accounts of the religion, manners, customs and cannibal practices of the South Sea Islanders.*

Two volumes, octavo, plates (two folding, one coloured), and a folding map; plates crisp, with one or two subtle reinforcements at folds; repair to title-page of volume two otherwise an excellent copy in half green morocco by Sangorski & Sutcliffe, spine banded and gilt. London, Hurst, Chance and Co. 1829.

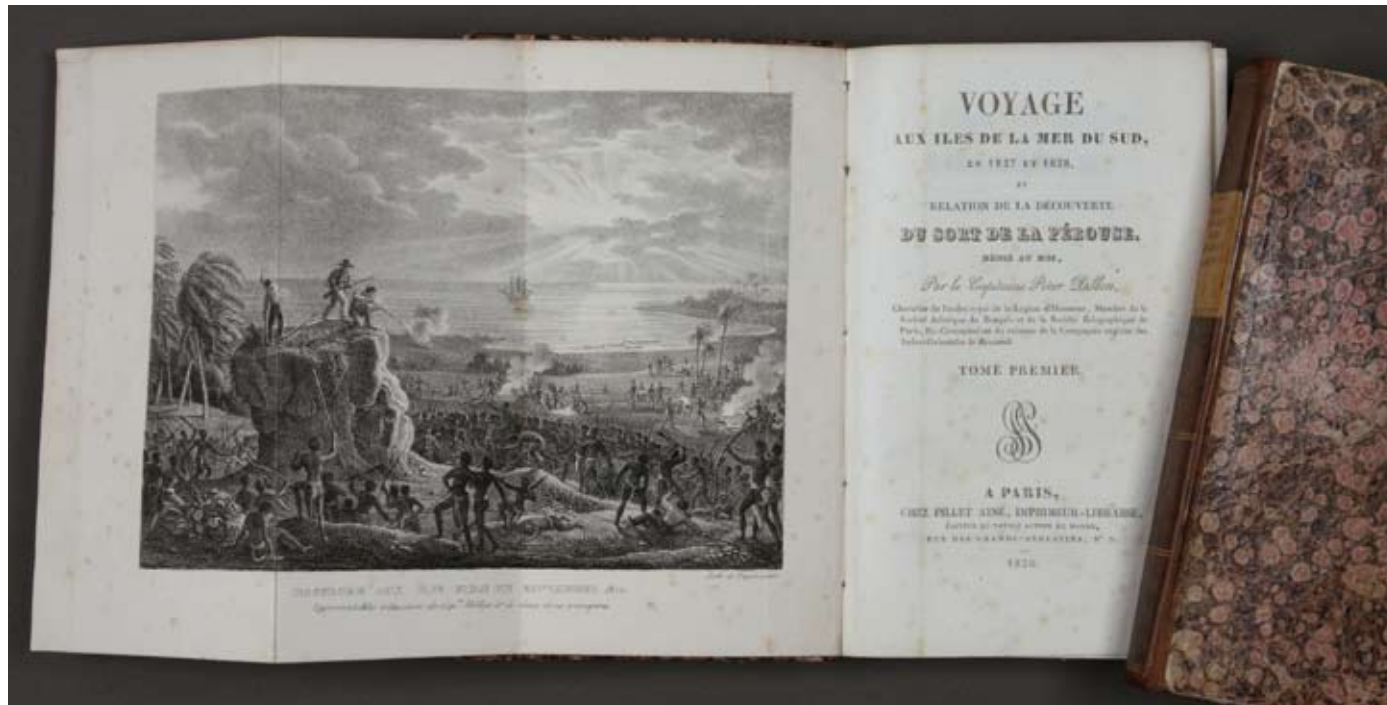
The solution of the La Pérouse mystery: an excellent copy of the first edition in English.

Forty years after the French explorer first disappeared, Peter Dillon, a sandalwood trader, called at the Solomons; when a silver sword guard was shown to him, he suspected that he might have accidentally discovered the solution of a mystery that had tormented the French for so long. He returned to India and persuaded the government of Bengal to sponsor an expedition. At Vanikoro he found many relics including a portion of the stern of the *Boussole*, ships' bells stamped 'Bazin m'a fait', monogrammed silver, metal fragments and mill stones known to have been aboard. One native had a glass piece from a thermometer in his nose. Dillon was made a Chevalier of the Legion d'Honneur, his expenses defrayed and granted a pension. His book was commercially successful, appearing in English and French editions promptly and eventually in a number of translations.

Although Captain Peter Dillon is best known for his role in finding the wreck of La Pérouse's two vessels, the account also shows a passing interest in the voyages of the *Bounty*, and of the *Pandora*, and, especially in the region of the island of Rothuma, gives detailed notes on the charting done by Captain Edwards and published on an Arrowsmith chart.

\$4250

Ferguson, 1255; Hill, 480; Hocken, p. 44; Spence, 'Bligh', p.15.



18 DILLON, Peter. Voyage aux Iles de la Mer du Sud, en 1827 et 1828, et Relation de la Découverte du Sort de La Pérouse.

Two volumes, octavo, three lithograph plates (two folding) and chart of the island of Mannicolo; the chart with some small tears along the folds but good; an excellent copy in contemporary quarter calf with marbled boards, flat spines gilt, tan morocco labels. Paris, Pillet, 1830.

First French edition, with fine plates by Engelmann, the inventor of lithography.

'It was in this voyage that the mystery of the loss of La Pérouse and his expedition was finally solved. For many years Dillon had navigated the South Seas in connection with the sandalwood trade... In 1813, when on shore in the Fiji Islands, his crew was attacked and fourteen men were massacred. A Prussian refugee... his Fijian wife, and a Lascar seaman were landed on the small island of Tikopia... In 1826 Dillon visited this island again, where he found his friends still living, and from whom he obtained some articles which he rightly recognised as having belonged to La Pérouse... This news he gave to the Bengal government and was given the survey vessel Research to go and investigate. After various adventures in Australia, New Zealand and Tonga, Dillon found the wrecks of the lost ships...' (Hill).

The Frank S. Streeter copy, with his bookplate.

\$4500

Davidson, 'A Book Collector's Notes', p. 107; Ferguson, 1336; Hill, 481; Hocken, p. 44; Kroepelien, 297; McLaren, 'Lapérouse in the Pacific', 73; Spence, 'Bligh', p. 15.



19 [FLINDERS] TEGG, Thomas, Publisher. Interesting Narrative of the Loss His Majesty's Armed Vessels the Porpoise and Cato, of London, upon Wreck Reef, on their Passage from New South Wales to China; interspersed with Occasional Remarks on New South Wales, its Productions, Inhabitants, &c. By an Officer of the Porpoise, Never before published. Also the Loss of the Doddington, East Indiaman.

Octavo, [ii], 7-28 pp. (as issued), paper water-marked "1807", with a folding engraved frontispiece of the wreck of the Porpoise and Cato, lower margin cropped, laid down at an early date with ms. ink inscription "Loss of the Porpoise and Cato"; text uniformly aged, one page torn with loss to the margin, a good copy in modern quarter calf, marbled paper sides. London, Thomas Tegg, circa 1808.

Very scarce chapbook account of the wreck of the *Porpoise* and *Cato* off the Great Barrier Reef in 1803. This was the beginning of Flinders' disastrous voyage back to England after completing his circumnavigation. The *Investigator* had been damaged, apparently beyond repair, and he chose to go back to England in search of a seaworthy ship. The *Porpoise* left Port Jackson on 10 August 1803, taking the route via Torres Strait; on 17 August she went ashore on Wreck Reef, in open ocean about 740 miles NNE of Sydney. Two merchant vessels were with her; one, the *Cato*, was wrecked a short distance away, and the other, the *Bridgewater*, disappeared and was never heard of again.

Flinders made a camp on the reef, organised the refugees, and made the journey back to Sydney in a ship's cutter, returning with rescue vessels. One of them, the *Cumberland*, took him and ten chosen men onwards – on a terrible voyage, the final humiliation of which was Flinders' imprisonment on Mauritius. The authorship is attributed in the text to one "Mr Fitz-Daniel", who is stated to have been the officer of the watch when the *Porpoise* struck, and the officer who accompanied Flinders in the cutter. There was no such person. The account is plagiarized from that in the *Sydney Gazette*, with additions supplied by the fancy of the compiler. A curious feature is that wherever numbers are given, one is added in this version, presumably to allow for the fictitious "Mr Fitz-Daniel" (Ferguson). Authenticity apart, the text is well written and has much detail that did not appear in the *Gazette* report, including "Observations on the natural productions, and the manners of the natives of New South Wales".

Ferguson suggests a date of publication of 1808, which would accord with the 1807 watermark visible on one page of this copy. \$4650

Ferguson, 474; Wantrup, 69.

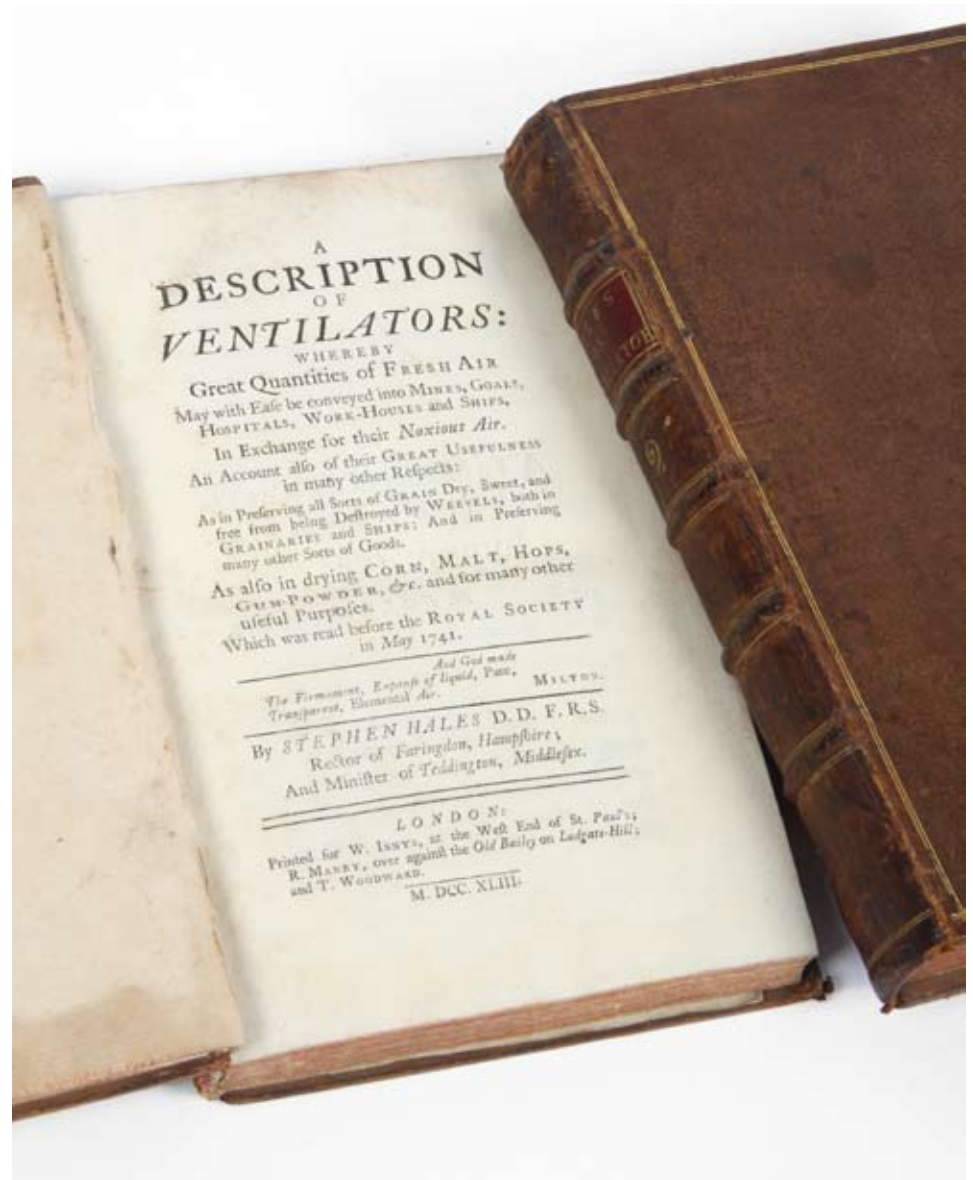
20 HALES, Rev. Stephen. A Description of Ventilators: whereby Great Quantities of Fresh Air May with Ease be conveyed into Mines, Goals [sic.], Hospitals, Work-Houses and Ships, In Exchange for their Noxious Air.

Two volumes, octavo, five folding plates, some very light browning and two plates bound in upside down; a good set in contemporary speckled calf, a little chipped at spine, hinges starting but firm. London, W. Innys, R. Manby, T. Woodward, 1763.

First edition: Hales' ventilators became known as "ship's lungs", and were so appreciated by eighteenth-century sailors, and contributed so significantly to an improvement in seaboard conditions, that captains reported the crews needed little encouragement to work the machines.

After a leisurely twelve years in residence at Cambridge, Hales (1677-1761) took up a parish and became heavily involved in local affairs, but this did not preclude him from a long and productive scientific career. His continuing fame was assured with these two books, which effectively invented artificial ventilation. Designed to draw fresh air into confined spaces, his machines were installed in His Majesty's ships, merchant vessels, slave ships, in hospitals, even at the court of King's Bench, the Drury Lane Theatre and Newgate Prison. As a result, there was a marked improvement in mortality rates, even among French prisoners-of-war held in English gaols, which led Hales to quip that he hoped none would accuse him of corresponding with the enemy.

He was a pioneer in public health, a role that he apparently considered a vocation: his friend Gilbert White commented that Hales could barely be restrained from offering unsolicited advice to friends and acquaintances, his wide-ranging mind capable of discoursing endlessly on the perils of encrusted tea-kettles or on the best methods of maintaining the keels of boats to passing ferrymen. White records one particularly endearing act of benevolence, commenting that he once spotted Hales busy painting white the 'tops of the foot-path posts, that his neighbours might not be injured by running against them in the dark' (DNB). Hales was elected a fellow of the Royal Society in 1718. \$7500



22 KOESTER, August. *Ship Models of the Seventeenth to the Nineteenth Centuries.*

Quarto, illustrations, a fine copy in original blue cloth, gilt vignette and slipcase New York, E. Weyhe, 1926.

A handsome and useful work on early ship-building, profusely illustrated with 124 plates including 12 photogravures, the remainder full page photographic plates. Ships from many countries are represented including man-of-wars, yachts, flag-ships, frigates, galleys, barges, brigs and so on. Amongst the models that are especially good and historically valuable, it is the man-of-war that dominates. \$650



23 [LA PÉROUSE] CHANTAL, J.B.J. (pseud. Jean Baptiste-Joseph Champagnac). *Vies et Aventures Remarquables des plus célèbres Voyageurs Modernes...*

Two volumes, duodecimo, with eight engraved plates, a lovely set in nineteenth-century polished half calf, spines gilt with red morocco labels. Paris, Fruger et Brunet, 1836.

Rare. A handsome set of popular collection of travels on land and sea, illustrated with eight attractive and finely engraved plates.

The accounts include a fourteen-page description of the voyage and disappearance of La Pérouse, noting his arrival at Botany Bay on the 16 January 1788, 'ou les anglais venaient de fonder une colonie qui est aujourd'hui florissante'. This is followed by a narrative of expeditions sent to find the great navigator, from d'Entrecasteaux to Dillon, including an interesting note on the discovery of artefacts at Vanikoro by Dumont-Durville and his officers. This chapter includes an engraved plate depicting a memorial to La Pérouse, and a poetic tribute by one André Chemier (the author notes the verse lacks poetic merit yet has a certain melancholic charm).

Of further interest to Pacific voyages is a seven page description of the reception of Otto von Kotzebue in Hawaii in 1816. Additionally, the set also includes the travels of Captain Beechey through the Arctic, Sir John Ross and the search for the Northwest Passage, Lord Byron in the Ottoman Empire and the adventures of the young romantic poet Chateaubriand in Greece, the Balkans and Egypt.

This book is not recorded in Ferguson, or, more recently, in Forbes' *Hawaiian National Bibliography 1780-1900* or in McLaren's *Lapérouse in the Pacific... An annotated bibliography*. We have been unable to locate any copies held in Australian collections. \$1750



24 [LA PÉROUSE] ESMÉNARD, J. [Joseph-Alphonse]. *La Navigation*, Poème.

Two volumes, octavo, engraved frontispiece and half-title in each volume, some occasional light foxing, early owner's name; a very handsome copy in nineteenth-century green quarter morocco with paper boards, flat spine gilt. Paris, Gigniet et Michaud, 1805.

This is the scarce first edition of Esménard's epic poem on the voyages of discovery generally, and La Pérouse specifically. The work includes a plate showing the then hypothetical wreck of La Pérouse, 'Naufrage des Canots de la Pérouse au Port des Français.'

A hardy and experienced mariner himself, Esménard composed the poem while under sail with Villaret-Joyeuse to Martinique. The epic poem demonstrates his broad knowledge of the voyages of the eighteenth century, with references to Bougainville, Malaspina, Byron, Wallis and Surville, as well as sections on the 'immortelle' Anson and 'sage et malheureux' Cook.

The work is an homage to the great French sailor La Pérouse, 'maître du monde', and is one of the most beautiful examples of the enduring interest in his fate, given that by 1805 he had been missing for over a decade. On the scaffold Louis XVI had asked "What news of La Pérouse?"

Esménard writes that the distraught French people still wait and hope for his return, but probably in vain. In fact, both text and image assume that La Pérouse has wrecked on some fatal island: 'Dans ce gouffre écumant que la mort environne, / De leur fatal naufrage embrassent les débris, / Voyez-vous ces soldats, entendez-vous leurs cris, / Mêlés au bruit lointain des rochers et de l'onde?'

Very rare: Ferguson notes only the National Library copy of this edition in Australia, and a second copy in the *Bibliothèque Nationale*. McLaren updated this list with a third copy held by the Mitchell Library. \$3450

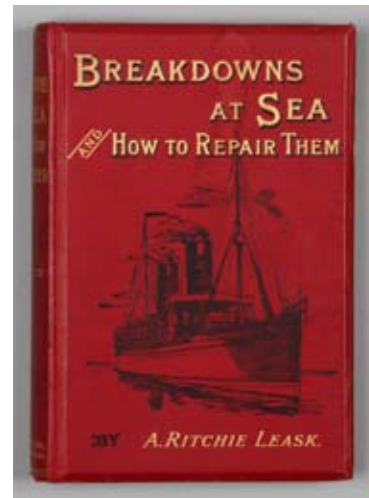
Ferguson, 409a; McLaren, 'La Pérouse in the Pacific', 320.

25 LEASK, A. Ritchie. Breakdowns at Sea and How to Repair Them.

Octavo, frontispiece and diagrams; a few marks but an attractive copy in original gilt blocked crimson cloth. London, Simpkin, Marshall & Co. 1901.

Fourth edition, with an appealing South Australian provenance: 'When the great importance to engineers of an accurate knowledge of the details of "Breakdowns at Sea" is taken into consideration, it is somewhat surprising that up till the present time no book dealing fully with this subject has been published.' So begins this detailed yet eminently readable account of marine engineering that combines technical details with an engaging narrative drawn from the author's considerable experience. This book provides an excellent insight into the strengths and limitations of steam technology at the turn-of-the-century, incorporating 99 diagrams to clarify the text.

This copy bears an interesting ownership inscription related to early shipping on the Murray River. The front endpaper is inscribed 'Robt. G. Grundy. Goolwa. SAus 1909.' Goolwa, Australia's first inland port, is located on the mouth of the Murray River facing Hindmarsh Island in South Australia. The archives of the Walter Pretty collection held by Alexandrina public library list three captains among the records for the Grundy family, including Captain Robert Grundy, the original owner of this volume. \$475



26 [LONGITUDE] D.D. Dissertatio de Quadrante Murali... Henricus Nicander... et Petrus Hammarlund Nericius.

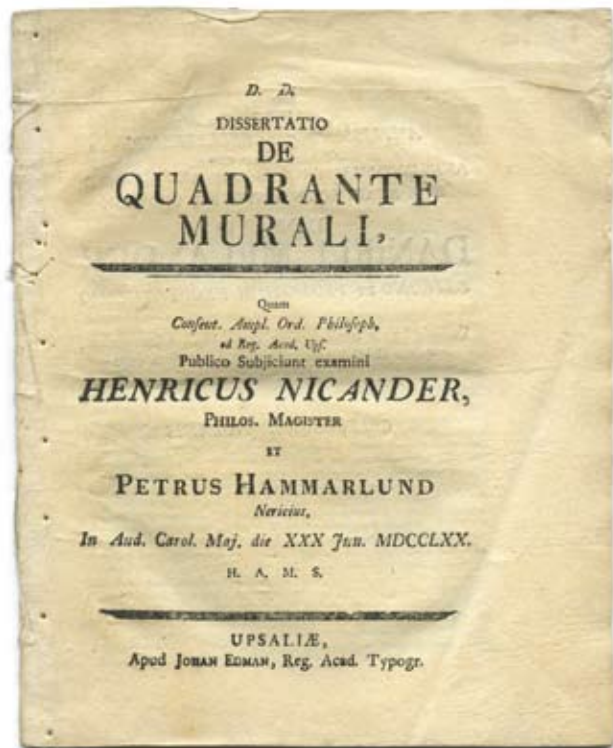
Small quarto pamphlet, 22 pp., folding engraving, very fresh; stitch-sewn, neatly disbound and with pierce-marks along the gutter-edge. Upsala, Johan Edman, 30 June, 1770.

A very rare contemporary thesis on John Bird's "Mural Quadrant", the important instrument taken on board the *Endeavour* to observe the transit of Venus in Tahiti.

John Bird (1709-1776) was the pre-eminent English mathematical and astronomical instrument maker of his generation. In 1750 Bird completed the remarkably large and sophisticated Royal Observatory quadrant that allowed the Astronomer Royal James Bradley to take observations of unprecedented accuracy. This success prompted the Commissioners of Longitude to commission Bird to work on instruments for the *Endeavour* voyage. The most interesting aspect of this work is the folding plate, which is a detailed technical drawing of the mural quadrant, certainly based on the original engravings done for Bird's rare pamphlets *The Method of Constructing Mural Quadrants* (1767) and *The Method of Dividing Astronomical Instruments* (1768). These works were produced in very limited numbers by the Board of Longitude and released to only a select few.

The work begins with a history of the subject, including notice of figures such as Tycho Brahe and John Flamsteed. It is not, however, simply a history of John Bird's precursors, as much of the work is devoted to a detailed analysis of contemporary work on navigation and longitude, including a discussion of the development of the lunar tables of Tobias Mayer.

Nicander was secretary to Royal Swedish Academy of Sciences and published many scientific studies on a diverse range of subjects – he was evidently very much a scientist in the eighteenth-century style, and connected with the major scientific groups in England and the continent. \$1250



27 [LONGITUDE] GREEN, Valentine (engraver). John Bird of London, who furnished the Chief Observatories of the World, with the most Capital Astronomical Instruments... honoured with a considerable Recompence from the Commissioners of Longitude...

Mezzotint engraving, 355 x 255 mm. (plate size), a good crisp impression. London, N. Green, 2 December, 1776.

A charming image of the great instrument-maker John Bird, his right arm resting on his greatest achievement, his published plans for the mural quadrant, one of the most important instruments taken on board the *Endeavour*, used to observe the transit of Venus in Tahiti and the original impetus for Cook's orders. In a lovely touch, the engraver of the portrait has included "J. Bird sculp" under the technical diagram in the book.

John Bird (1709-1776) was the pre-eminent English mathematical and astronomical instrument maker of his generation. In 1750 Bird completed the remarkably large and sophisticated Royal Observatory quadrant that allowed the Astronomer Royal James Bradley to take observations of unprecedented accuracy. This resounding success prompted the Commissioners of Longitude to commission a smaller quadrant from Bird which he completed in 1767, just in time to be taken with Cook. He built numerous quadrants for foreign observatories, including St Petersburg, Cadiz and at the Ecole Militaire in Paris.

Bird died in 1776 and this rare mezzotint portrait was completed the same year. The engraver, Valentine Green, was one of the great society artists of his day, and this portrait is executed with the fine painterly style familiar from the best mezzotint artists. This is the third of three issues, the issue points relating to changes to the captions: see Alfred Whitman, *British Mezzotinters* (1903), 63:iii.

From the collection of the Hon. Christopher Lennox-Boyd.

\$2850

Beaglehole, volume 1, pages 86-88.



28 [LONGITUDE] [HUTCHINSON, John] Article on the Discovery of Longitude by John Hutchinson in The Gentleman's Magazine for November 1775

Octavo, 48 pp., some offsetting (as usual), very good, disbound. London, D. Henry, November, 1775.

Complete issue of the *Gentleman's Magazine* for November 1775 containing an interesting biographical article on John Hutchinson (1674-1737), a natural scientist who, in 1712, invented and built a novel chronometer for ascertaining longitude. The famous Longitude Prize was not instituted until 1714, and was never won, although John Harrison's chronometers meant that he was given substantial smaller prizes by the Board of Longitude.

The article reads 'Some time in the year 1712, Mr. Hutchinson completed a machine of the watch kind, for the discovery of the longitude at sea; it was referred to Sir Isaac Newton and other persons qualified to consider and examine pretensions of this kind, and was by them approved...but, when application was made to parliament, he was by some way or other dropped by those who had promised to support his pretensions.'

The Longitude Prize attracted strong and sometimes acrimonious debate throughout the eighteenth-century. Interestingly, this issue of the *Gentleman's Magazine* also includes a succinct notice of Atkyn's 1735 voyage to Guinea, wherein a serious effort to determine longitude with watches was attempted. The inclusion of these entries in a popular publication reflects the interest generated by the return of Captain Cook from his second voyage, landing at Portsmouth on 30 July 1775. During the course of the voyage Cook successfully demonstrated the efficacy of the chronometer designed by John Harrison. \$375





29 M'LEOD, John. *Voyage of His Majesty's Ship Alceste, along the Coast of Corea, to the Island of Lewchew; with an Account of her subsequent Shipwreck.*

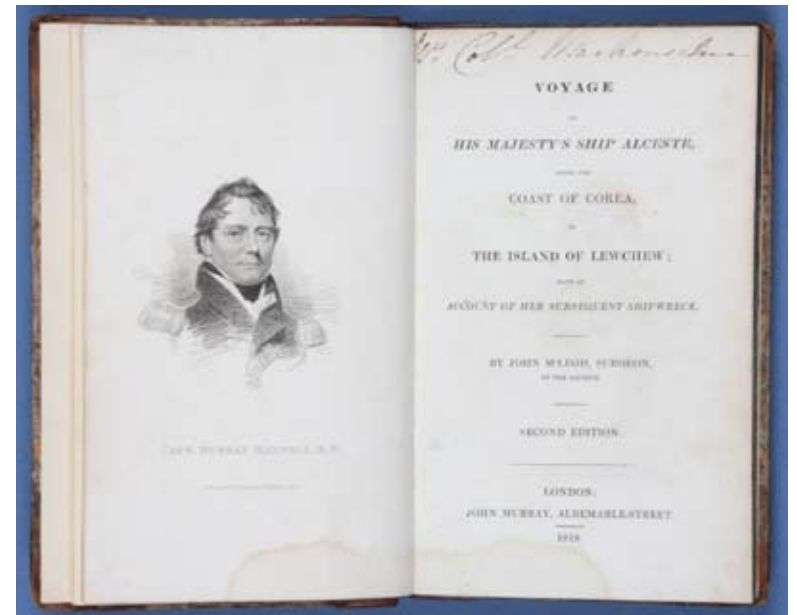
Octavo, with a portrait frontispiece and five coloured aquatints, early owner's name to title-page; light water-stain in lower margins but an excellent copy in contemporary half calf with marbled paper sides, calf spine renewed. London, John Murray, 1818.

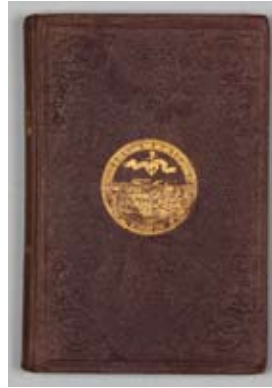
Second and best edition: the *Alceste* brought Lord Amherst to China to serve as ambassador, and specifically to negotiate the China trade, at the time a matter of dispute between China and Great Britain.

M'Leod, who was surgeon on the ship, describes the voyage out, the various calls in the East Indies including touching at Batavia, surveying off Korea, the visit to Okinawa, another to Manila, and the shipwreck off the coast of Sumatra and subsequent rescue from Malay pirates. A brief but interesting interview with Napoleon at St. Helena is also included in the narrative.

This was one of the most popular travel books of its time, portraying the Far East to a much wider audience than had been reached by earlier accounts. The idyllic descriptions of Lewchew undoubtedly appealed to the romantic sensibilities of the era. Indeed, buoyed by its success, M'Leod published another work recounting his time as a slaver, *A Voyage to Africa, with some Account of the Manners and Customs of the Dahomian People.* \$1650

Borba de Moraes, p. 507; Hill, 1168.





30 MOSSMAN, Samuel. Narrative of Shipwreck of the "Admella" ...

Octavo, frontispiece and folding map; scattered foxing, yet a good sound copy in original blind blocked plum cloth with dramatic gilt vignette to front board bearing the slogan 'Hope to the Last.' Melbourne, J.H. Moulines and Co. for the Committee of the 'Admella', November, 1859.

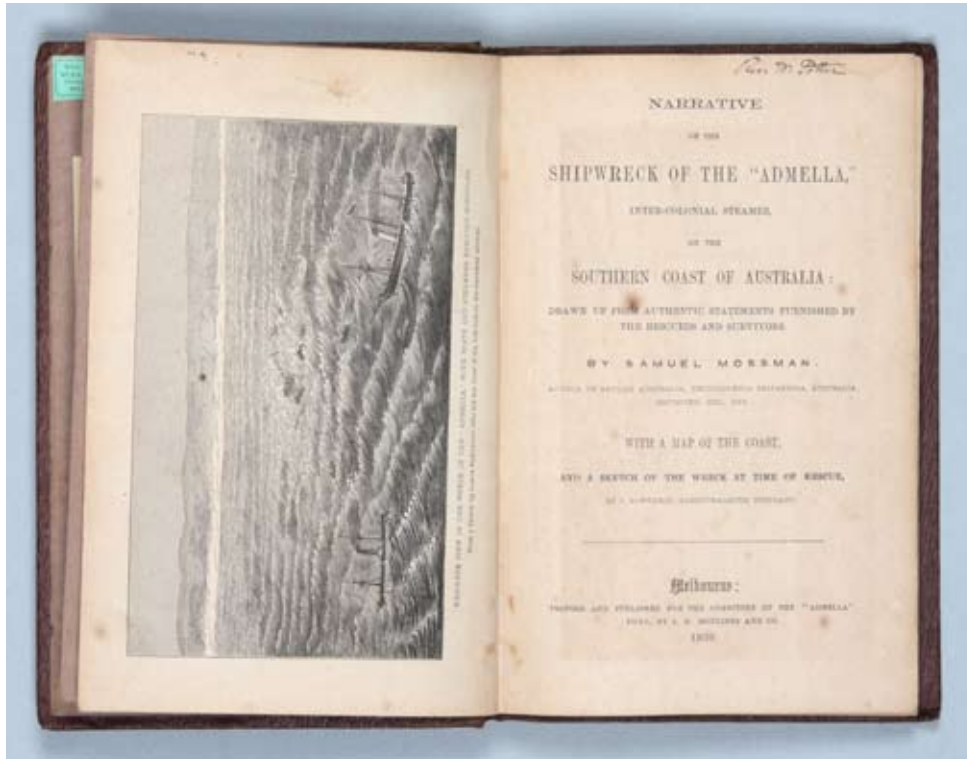
Only edition: the harrowing tale of the wreck of the steamship *Admella*, lost on the South Australian coast.

This book was published by a committee appointed to collect funds and care for the survivors: it offers a detailed account of events as they unfolded, interspersed with firsthand testimonies of some of the survivors and their rescuers.

'In terms of human suffering, the wreck of the steamship *Admella* is ranked by historians as one of the worst in human history' writes Jack Loney in his sweeping account of the appalling disaster which claimed the life of 89 of the 113 passengers and crew. Before dawn on the 6 August 1859, the *Admella* ran aground on a reef near Cape Northumberland on the South Australian coast. The steamer sat uneasily on the crest before violently disintegrating into three sections, leaving the vast majority of the 19 women and 14 children aboard stranded in the bow section with only a handful of crew and male passengers. Only one female passenger survived the tragedy. An unusually violent ocean hindered escape attempts and stopped two passing vessels from recognising the perilous state of the *Admella*. Eventually desperate crewmen crafted a raft using a meat cleaver to chop wooden sections, eventually crossing the mile of treacherous ocean to shore and alerting the Cape Northumberland lighthouse-keeper.

A remarkable series of rescue attempts unfolded as locals, fishermen and sailors from nearby vessels risked all to save the survivors whose numbers diminished daily from cold and exposure. It is remarkable testament to the grim determination of the rescuers that 24 souls were saved in this appalling disaster. \$3000

Ferguson, 12896; Loney, 'Australian Shipwrecks 1851 to 1871', pp. 104-106.



31 PATTERSON, Samuel A Narrative of the Adventures, Sufferings and Privations of Samuel Patterson. A Native of Rhode-Island... Sandwich & Fejee Islands...

Duodecimo, 164pp., minor foxing but very good; contemporary quarter sheep with marbled boards, rubbed and worn at extremities. Providence, Printed at the Journal Office, 1825.

Rare second edition, with supplementary material on the authors travels amongst the Pacific islands. This early account includes ample detail of native life and customs, from the Northwest coast to the islands of Hawaii, Tonga and Fiji. Significantly, the narrative also includes details of an early voyage from Canton to Port Jackson in 1808.

Samuel Patterson was a professional sailor who first published an account of his life in 1817 following a grievous accident that deprived him of the use of his limbs (this work was narrated by Patterson yet transcribed for publication by his friend Ezekiel Terry). In the preface to this second edition, Patterson pleads 'my principal object in publishing this second edition is to acquire a sufficient sum to return to the Sandwich Islands, and should I effect this design, I shall be placed in comfortable circumstances'.

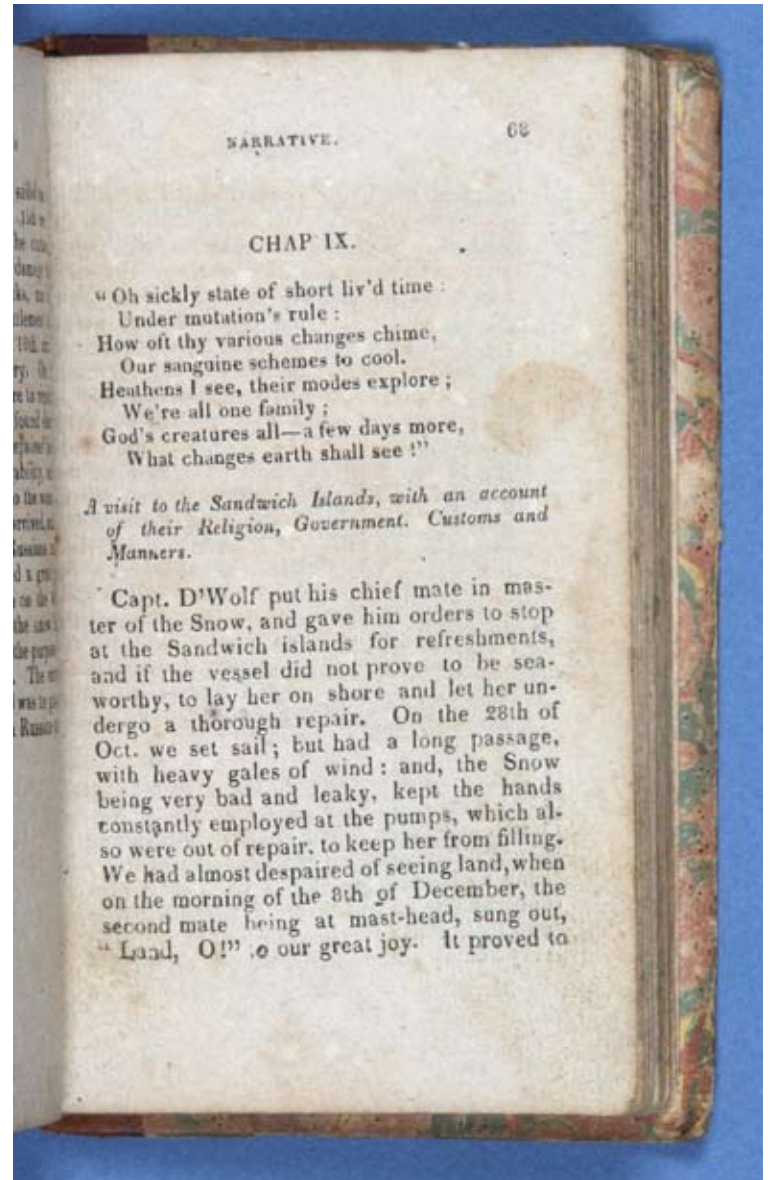
Patterson first visited Hawaii in December 1805, and admired the spectacular landscape and abundant agriculture of the island before travelling to meet Kamehameha. Mistaken for a wealthy man, Patterson was fêted in the royal household, and gives a succinct yet engaging account of his experiences, with descriptions of kava drinking, feasting on pigs and roasted dogs, taboos and customs, trading with the Europeans, and the powers and personality of the king. He purchased a plot of rich land for forty dollars and married the daughter of prominent native courtier, to whom Patterson had two children during his subsequent two visits to the island in 1806. The narrative is unsophisticated yet rich in detail; for example it describes the locations of Kamehameha's numerous residences, including 'another at Karakakooa Bay where capt. Cook was killed.'

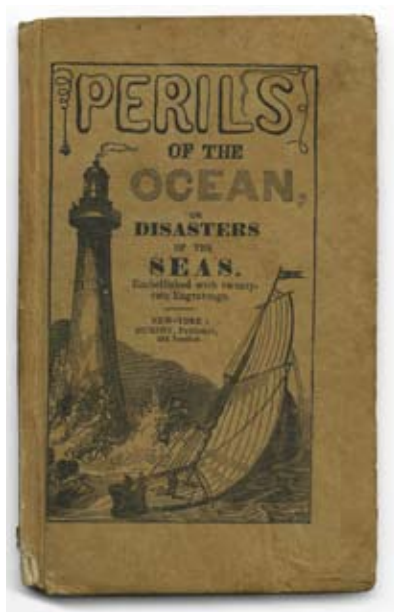
Patterson's account is also an important source on native trade on the Northwest coast, and additionally contains five short chapters on his experiences on the Fiji islands. Chapter fourteen is a short entry concerning a voyage from Canton to Port Jackson in mid-1808, whence Patterson swapped berths with an English sailor and joined an American brig bound for the Fiji islands.

Ferguson only knew a copy of this work via a bookseller's catalogue for the Museum Bookstore of December 1934 (where it fetched five guineas). A handful of copies of this second edition of 1825 are now held in Australian public collections, including the Mitchell and National libraries.

\$2350

Ferguson, 1038; Forbes, 'Hawaiian National Bibliography', 621, see also 470 for the first edition; Lada-Mocarski, 74; Sabin, 59145.





32 PERILS OF THE OCEAN. Perils of the Ocean, or Disasters of the Sea.

Duodecimo, with woodcuts, ownership inscription dated 1881; worn and rubbed, but a very good unsophisticated copy in original pictorial boards. New York, Murphy, n.d., circa 1840.

An early collection of maritime disasters in the original pictorial boards, including the story of the loss of the French frigate *Medusa* in 1816. Géricault's famous painting, "The Raft of the *Medusa*" (1818-19), which depicted the survivors on the life raft awaiting their tragic demise by starvation, made this one of the most notorious sea disasters of the nineteenth century. A woodcut on the same theme is present here. Also recounted, and illustrated, are the loss of the *Proserpine*, of the *Mexico*, the *Betsey*, and the *Prince*.

A grisly tale, 'Boatswain Ben's Yarn About Captain Death' completes the collection. This is the harrowing story of a privateer – Captain Death of the *Terrible* – who attacked and claimed a French ship off St Maloes. In returning to England, they were met by another privateering concern aboard the *Vengeance* who attacked them, first freeing the crew of the captured French prize and then turning upon the *Terrible* and her crew, who fought almost to the last man. The narrator amuses himself with the coincidence of names in this story: 'the *Terrible* was equipped at Execution Dock, commanded by Captain Death; his lieutenant was named Devil, and the surgeon's name was Ghost.'

\$385

Huntress, 309.



33 RAYNAL, F.E. Les Naufragés ou Vingt Mois sur un Récif des Iles Auckland.

Quarto, frontispiece, folding map and 40 steel-engraved plates; half-title and endpapers a little foxed, otherwise a lovely copy in contemporary gilt tooled quarter morocco with raised bands, gilt page-edges and moiré endpapers. Paris, Hachette, 1870.

A detailed account of shipwreck and survival in the sub-Antarctic islands far south of New Zealand, where five mariners battled cold, exposure and near starvation for twenty months in the bleak and unforgiving environment of the Auckland Islands. The *Grafton* was chartered by the author, François Edouard Raynal, to prospect for tin in the Campbell Islands located some 700 kilometres south of New Zealand, the farthest terrestrial point from Greenwich on earth. The crew of five men, of various European nationalities, were unsuccessful in locating workable tin, and likewise found the seal colonies too depleted for taking skins. They sailed north to the Auckland Islands where they were wrecked in early January 1864.

The five men salvaged what they could from the wreck and faced an appalling struggle against starvation and exposure. When the men realised they had been given up for dead, they enlarged the dinghy salvaged from the *Grafton*, and in the process added a spar and sail. Three men left in the dinghy and finally reached the southern tip of New Zealand, from here they were taken to Invercargill where they arranged for the rescue of the two crewmen left behind.

The captain of the *Grafton*, Thomas Musgrave, wrote another account of their perilous experience. This fine Hachette edition of François Raynal's account features forty skilfully engraved and most dramatic steel-engraved plates by the renowned French realist Alphonse Adolphe de Neuville (1835-1885).

\$850

New Zealand National Bibliography, 4778.

34 REID, Thomas. *Two Voyages to New South Wales and Van Diemen's Land, with a Description of the Present Condition of that Interesting Colony: including Facts and Observations relative to the State and Management of Convicts of Both Sexes...*

Octavo; very slight spotting and a small inkstain to the margins of a few pages, but a very good copy in contemporary polished calf, marbled sides renewed. London, Longman, Hurst, Rees, Orme, and Brown, 1822.

A rare Australian voyage, and 'a valuable account of the treatment of transported convicts' (Ferguson). This is the only edition of the book, which was dedicated to Elizabeth Fry, the English Quaker and prison reformer.

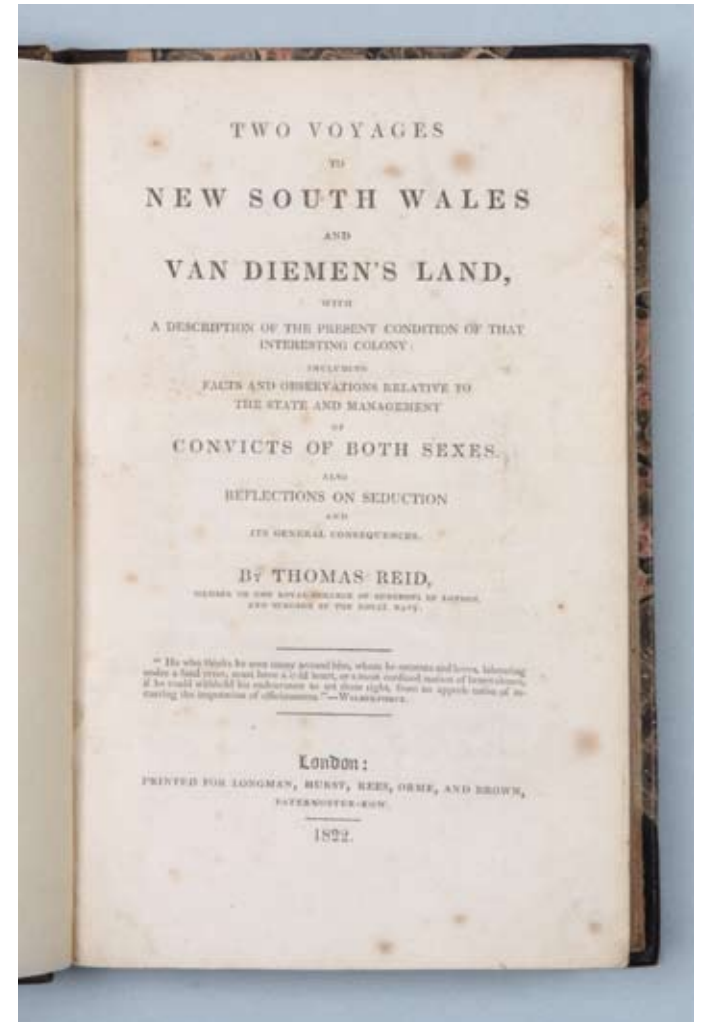
Thomas Reid (1791-1825) was a naval surgeon and prison reformer. Born in Ireland, he graduated from the Royal College of Surgeons in 1813. Reid travelled as surgeon-superintendent on the voyages of the convict ships *Neptune* (to Sydney in 1818) and *Morley* (to Hobart Town and Sydney in 1820), the latter carrying female convicts, and he uses his description of his experiences to express his deep feelings against transportation. Although he was highly praised by the captains of both voyages for his care of the convicts, he thereafter refused to take part in a convict transport.

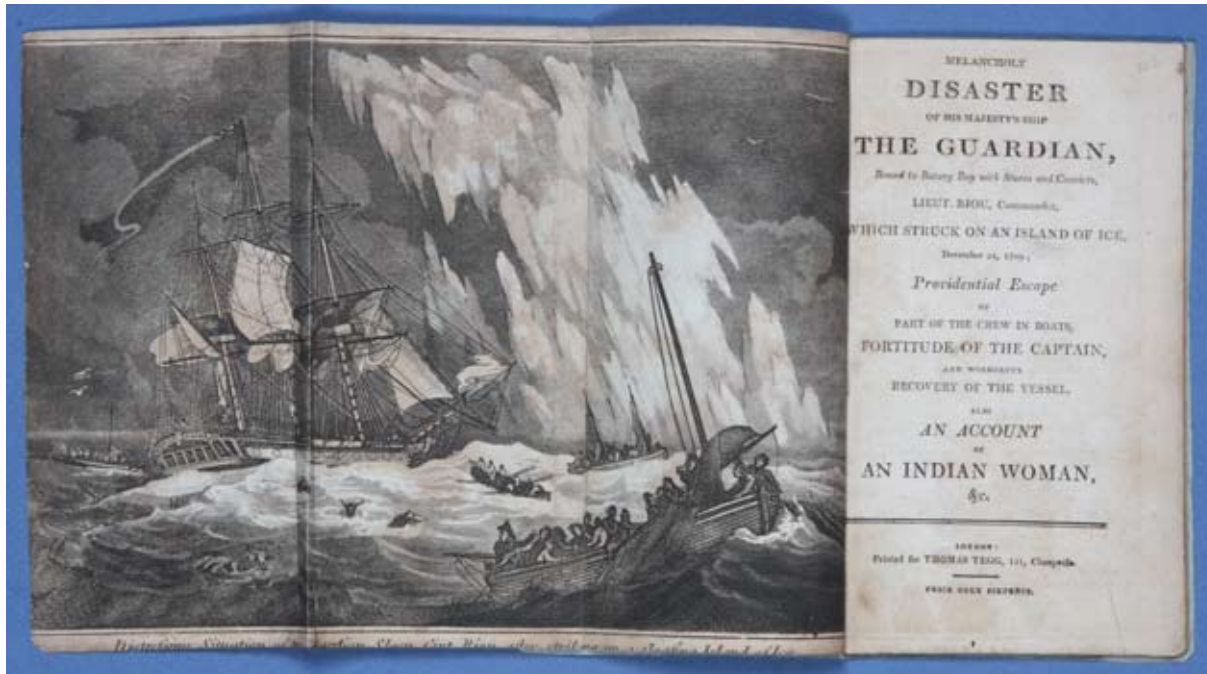
Reid's book is of some importance as a serious and detailed account of transportation with considered notes on the actual convicts themselves (who were all too often tacitly ignored in narratives of voyages to New South Wales). In this light, even his rather dry lists of the sorts of goods taken on board are interesting, an insight into shipboard life. Reid also travelled rather widely in Sydney and Hobart, and offers several reflections on all levels of society. Governor Macquarie, who had met Reid when visiting Bathurst in October 1820, afterwards wrote: 'We all much regret Dr Reid's departure as we found him a most agreeable good humoured and entertaining friend and associate' (*Australian Encyclopedia*).

The Bernard Gore Brett copy, with his bookplate.

\$2700

Ferguson, 876.





35 RIOU, Edward. Melancholy Disaster of His Majesty's Ship the Guardian, bound to Botany Bay with Stores and Convicts, Lieut. Riou, Commander, which struck on an island of ice... Providential Escape of part of the crew in boats, Fortitude of the Captain, and wonderful Recovery of the Vessel...

Duodecimo, folding frontispiece clipped to caption (as common), 24 pp. numbered [5]-28 as issued, paper water-marked "1806"; a good copy with some of the familiar browning, blue paper wrappers, original stitch-sewing holes visible in the margin. London, Thomas Tegg, 1808.

A very good copy of a scarce chapbook, one of very few works to publish an account of the loss of the *Guardian* en route to Botany Bay, and with a dramatic folding frontispiece showing the vessel dwarfed by a vast iceberg, from the series on marine disasters printed for a popular audience by London publisher Thomas Tegg. Other dramatic accounts in Tegg's series include the wreck of the *Antelope* at Palau, the *Anson* at Cornwall and the disastrous loss of the *Porpoise* and *Cato* on the Great Barrier Reef.

Edward Riou (1762-1801) sailed as midshipman on the *Discovery* during Captain Cook's final voyage, transferring with Clerke to *Resolution* upon the death of the great navigator. Lieutenant Riou won everlasting fame in 1789-1790 for his calm heroism in the face of looming annihilation when he stayed aboard the convict transport *Guardian* after she struck ice two weeks sailing from the Cape of Good Hope bound for New South Wales. With only 60 men remaining who had not left the *Guardian* in her longboats, Riou steered the severely disabled vessel back to the Cape on a hellish voyage of nine weeks as they worked the pumps day and night. Fondly remembered as one of England's most illustrious seamen, Nelson himself observed upon his decease that 'In poor dear Riou the Country has sustained an irreparable loss', while a sea-shanty popular in the English navy ran 'Riou was a gallant man; Heigh-ho! Riou!'

Tegg's chapbooks are becoming increasingly scarce. Ferguson gives this a putative date of 1808: it is interesting to note that the paper in this copy is water-marked 1806. \$7500

Ferguson, 464.

36 [SCURVY] BLANE, Gilbert. Statements of the Comparative Health of the British Navy, from the year 1779 to the year 1814 [in] *Medico-Chirurgical Transactions* vol. 6 (1815).

Octavo, 6 engraved plates (three coloured, the three uncoloured plates with minor dampstain to top left corner), generally very clean, a few original printing errors and some early pencil marginalia; in neat modern paper boards. London, Longman, Hurst, Rees, Orme and Brown, 1815.

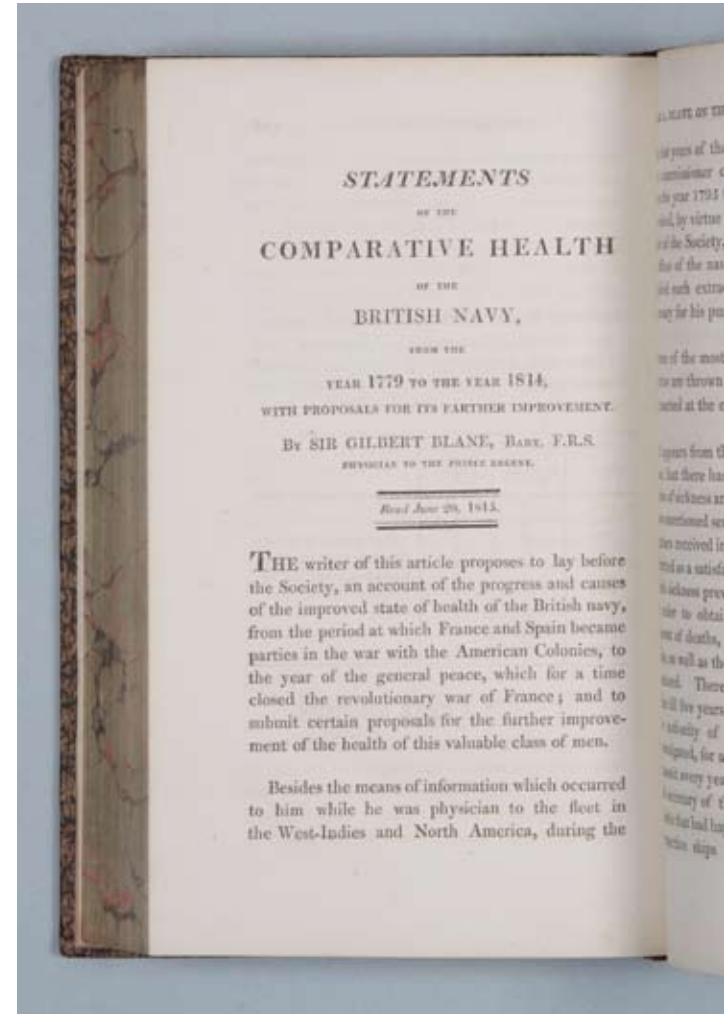
An attractive copy of this journal, with innumerable articles by naval and military doctors, and notably including a major essay by Gilbert Blane on the last thirty years of medical advances in the British Navy, concentrating on the eradication of scurvy from longer sea-voyages.

Blane (1749-1834) had long been concerned with the health of sailors, publishing his *Observations on the Diseases of Seamen* in 1785. The present long article (pp. 490-573) is a fascinating overview of conditions on board British Naval vessels, and includes notes derived from his official positions, but was also written with access to the private papers of the Admiralty. There are notes derived from the work of James Lind, and further correspondence from Lind's son, who had also served at Haslar Hospital. As this implies, a central concern of this article is a discussion of the practical methods of combatting scurvy, with particular notes on the trial conducted on the *Suffolk* in 1794, on board which ship the sailors had their grog dosed with lemon juice, and which reported no cases of scurvy in a twenty-three week passage to Madras. There are also notes on the earlier devastating history of the disease relating to the infamous circumnavigation of Anson, the proposals of Dr. John Hunter in recommending lemon juice to the East India Company, notes from Flinders' recently published voyage account on the advantages of antiscorbutics compared with the appalling effects of scurvy on Baudin's voyage, and references to the path-breaking work of Captain Cook.

The work succinctly states Blane's proposed regulations for the 'combatting these evils on board of ships', in short, the personal cleanliness of the sailors, the improvements in ventilation (see list no. XXX), the careful management of ships' holds and ballast, the introduction of "bull's eyes" (the small glass prisms let into the decks to improve lighting and reduce the risk of fire), and general improvements to diet. Blane is understandably proud of the vast improvements that have been made to medicine chests on board naval ships, noting that the 'moral effect of all these ought not to be overlooked.' Later notes discuss shipboard fevers, "intemperance" (applauding the wide adoption of tea-drinking by all parts of society), and notes on tropical diseases.

This work also includes articles such as Sir James Macgrigor's 'Sketch of the Medical History of the British Armies in the Peninsula of Spain and Portugal, during the late campaigns' (the companion to Blane's), and Robert Calvert's 'Account of the Origin and Progress of the Plague in the Island of Malta, in the year 1813.'

\$985





37 [ISS AUSTRAL] PAINE, John (attributed.) 'The Orient Liner "Austral" sunk in Sydney Harbour' [pencil title to verso].

Albumen silver print, 150 x 200mm, pencil description to verso; a little creased and minor tear to lower margin, but very good. Sydney?, 1882.

Remarkable photo showing the S.S. *Austral* after it foundered in Sydney Harbour while coaling off Kirribilli in November 1882.

The striking scene shows the vessel sunk past the gunwales and listing heavily to starboard, the masts and funnels depicted starkly against the fog and calm sea. Around the wreck various smaller boats are in attendance; the perspective of the image looks south-east past Fort Denison towards Clark Island and Double Bay. The wreck provoked astonishment and curiosity among Sydney-siders, becoming a popular tourist attraction for the ferries of the harbour for some three months. A piece in the *Sydney Morning Herald* pondered the strangeness of a ship wrecking in such sheltered conditions, commenting that the '*Austral* has not even the excuse of the sudden gust, she sank as by some evil influence, how far assisted by man's neglect remains to be shown.' The *Austral* was ultimately refloated and resumed service on the

Although the present image appears to be unrecorded, it is similar to a photograph held by the National Library taken by Sydney photographer John Paine. Kent-born Paine, who won awards at the Sydney and Calcutta International Exhibitions, was a well established commercial and private photographer at the time working out of a studio in Waterloo. \$650



38 [STEREOSCOPE] CLIFFORD, Samuel (attributed to). Flying Squadron on the Derwent River.

Stereoscope, card mount measuring 175 x 83mm., both images in excellent condition, blank rear face flecked. Hobart?, 1870.

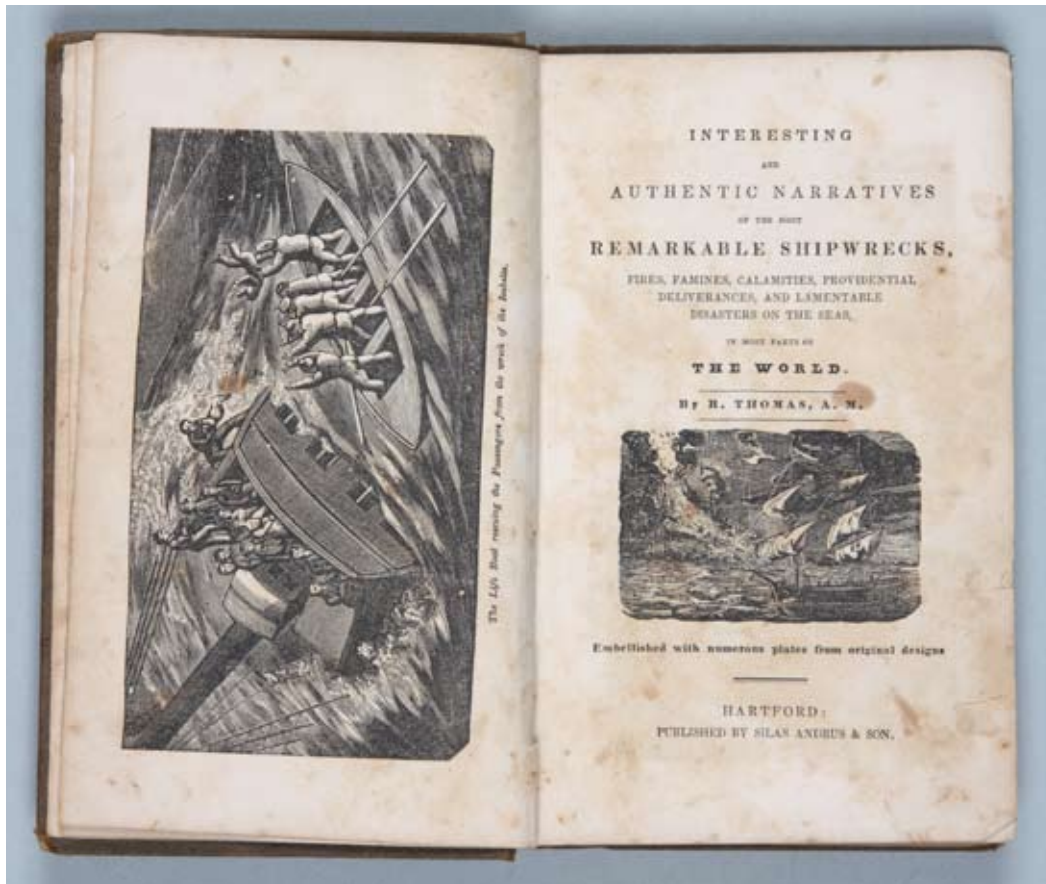
Rare stereoscopic photograph of the Royal Navy "Flying Squadron" on their visit to the Derwent River in January 1870.

The Flying Squadron, under the command of Rear Admiral Hornby, was a travelling display of British naval supremacy which visited Sydney and Melbourne before arriving in Hobart on 2 January 1870. Although unarmed, the fleet played a role in asserting British naval power in the farther corners of the empire. This remarkable stereogram, captured from Government House overlooking the Derwent River, depicts five of the fleet vessels at anchor.

This image is attributable to Hobart-based commercial photographer, grocer and entrepreneur Samuel Clifford (1827-1890). Clifford arrived in Tasmania from London in 1848 and quickly established himself as an industrious photographer and associate of innovative Hobart based stereographer Thomas J. Nevin. Clearly, Clifford was well established commercially before the visit of the Flying Squadron: an advertisement in the *Tasmanian Almanac* for 1869 boasts over 1,000 photographic views for sale available in album, cabinet and stereogram formats, including a deluxe suite celebrating the visit of the Duke of Edinburgh to Hobart in 1868.

Although unsigned, and although this actual image does not appear to be otherwise recorded in Australian institutional holdings, Clifford was certainly the most prominent photographer associated with the visit of the Flying Squadron to Tasmanian waters, and the style of the present image accords well with known photographs by him. The collection of Sir William Crowther donated to the State Library of Tasmania, for example, contains several early photographs of the Flying Squadron by Clifford Samuel from a number of vantage points including Government House, the Domain, Rosny and Hobson's Bay. By the same token the pencil note to the rear, although partially obscured, appears to be in the same hand as at least one other similar scene (compare, for example, the inscription to the lower margin of the image in the Crowther collection also taken from the hillcrest at Government House).

\$750



39 THOMAS, R. Interesting and Authentic Narratives of the Most Remarkable Shipwrecks...in Most Parts of the World.

Octavo, frontispiece and woodblock plates, title-page a little chipped at fore-edge, some foxing, yet good in original blind blocked cloth gilt decorated spine. Hartford, Silas Andrus & Son, circa 1835.

An early collection of dramatic shipwreck tales from around the world, including a contemporary description of the loss of the convict transport *Amphitrite*.

The loss of the *Amphitrite* was an appalling disaster in the history of convict transportation to Australia. In late August 1833 she ran aground on a shallow bank off the French coast near Boulogne, carrying a crew of over one hundred female convicts, most of whom had been convicted of prostitution, together with 12 children and 16 crew (including the Captain Hunter, the surgeon James Forrester and his wife). Sailors ashore clearly perceived the perilous state of the *Amphitrite* dangerously stranded at low tide, and rowed out to offer their assistance in evacuating her. Yet the captain and surgeon did not realise their danger, and feared allowing the convicts the chance to reach the shore as they feared a mass escape. For these reasons they refused several offers of assistance.

This description is based on an anonymous firsthand account of the appalling event, where every single female convict and child was drowned. Of the crew all but three of the sailors perished, including the obstinate captain and surgeon. The beach was littered with corpses, and the anonymous author describes the distress of the locals 'I never saw so many fine and beautiful bodies in my life. Some of the women were the most perfectly made; and French and English wept together at such a loss of life in sight of, and even close to, the port and the town.'

\$885

Not in Ferguson.

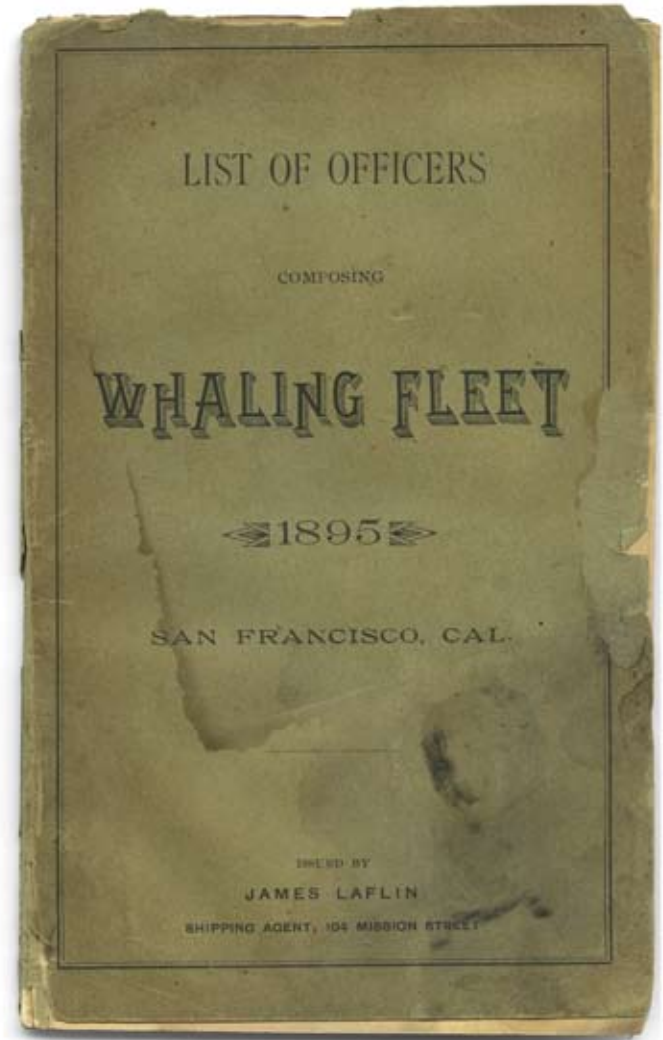
40 [WHALING] LAFLIN, James. List of Officers Composing Whaling Fleet 1895 San Francisco.

Slim pamphlet, original green printed wrappers, 32 pp. including title-page and list of vessels arranged alphabetically, some water-staining, yet good (wrappers worn). San Francisco, Brunt Press of Clay street for James Laflin, 1895.

Scarce and historically informative pamphlet listing the officers and crew of thirty whaling vessels of the San Francisco fleet in 1895. The range of the fleet was vast indeed, and encompassed the freezing waters of the Arctic ocean to the tropical South Pacific and beyond. Despite the title specifying officers, this booklet incorporates detailed listings including full names for the specialist occupations aboard all thirty whalers, additional to the captain and his mates. The professions include cooks, coopers, carpenters, engineers and blacksmiths as well as whaling professionals such as 'firemen' who stoked the cauldrons to render blubber on deck and the highly skilled 'boatsteerers' who manoeuvred small cutters within dangerous proximity of the hunted whales.

This pamphlet was issued by the prosperous shipping agent James Laflin of Mission street San Francisco. Laflin issued annual lists of whaling crews for his clients; holdings in American institutional collections indicate he published annual lists between 1886 and 1908. It is historically significant that he includes the identity of the agent for each vessel and the date that the crew was signed, providing a very tight chronology for the departure of these vessels on their respective voyages and a rare opportunity to study these voyages in depth.

\$495





41 YOUNG, John Henry. Sunset, Darling Harbor.

Original watercolour on artist's watercolour board, 240 mm. x 530 mm.; in excellent condition, signed 'J.H. Young', dated '24.4.10' on the verso, framed. Sydney, c. 1910.

A fine watercolour of Darling Harbour, by well-regarded turn-of-the-century Sydney artist John Henry Young.

This atmospheric watercolour, imbued with the pink light of early evening, shows a most attractive view of the burgeoning metropolis of Sydney seen across the waters of Darling Harbour. The domes of the newly-completed Queen Victoria Building (finished in 1898), the Town Hall and the spire of St. Andrew's Cathedral are visible on the skyline, as are a number of smoke stacks, which give a clear sense of the industrialisation of inner Sydney at the time. Pyrmont Bridge is to the right of the scene with passengers traversing it in two horse-drawn omnibuses. The watercolour provides an interesting documentary record of shipping traffic in this busy part of the harbour around the turn of the century: a tall-masted sailing ship is moored upstream of the bridge, and two small steamers and a larger twin masted paddle-steamer are moored on the far side of the harbour, downstream of the bridge. In the foreground is a small commercial steam-powered craft, with a sailor standing at the stern. Two large timber pylons are seen at the centre of the picture.

John Henry Young exhibited at the Art Society of New South Wales (of which he was a committee member) from 1895 to 1910, and is known to have been still active in 1935. He is best known for his watercolours of maritime subjects both in and around Sydney Harbour, however he also painted overseas including the Mediterranean, France and Egypt.

This work is signed 'J.H. Young' in the lower left hand corner. What appears to be the date '24.4.10', and the number 4, are written in pencil on the back of the watercolour board. It is reasonable to assume that this was the date of the painting or exhibition, in which it was shown, along with the number in the catalogue.

This work is from the collection of the artist's grandson, at Sherbourne, in the United Kingdom.

\$7500

Provenance: From the collection of the artist's grandson – Sherbourne, UK. Shows signs of first mounting on back as being done in UK, with directions for 'Redwood Frame as last', dated 21.4.10, marked no. 4.



SUNSET
HARLING HARBOR.
J. YOUNG

