

Perils of the Sea



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"Among the various subjects which are almost daily introduced to the notice of the reading portion of the public, there is, perhaps, not one which is so interesting in its details, so fruitful in its sources of information, so instructive in its perusal, and so beneficial in its effects, as the narratives of the distress to which mariners of all countries, and in all ages have been subject." -
Chronicles of the Sea [Item Number 8.]

From before the Age of Exploration to the modern day, navigating the world's oceans has been fundamental in the movement of both commerce and people. Yet, life at sea was filled with hardship. Over a period of hundreds of years, seafarers have had to endure the extraordinary forces of nature that maritime ventures might encounter in the course of a voyage. Men at sea had to accept cramped conditions, disease, sinking, stranding, poor food and piracy. Above all else, they faced the daily dangers of the sea and the weather.

The books, prints and manuscript in this catalogue represent the many hardships men at sea have had to suffer in the name of exploration and commercial expansion. In this collection there are early accounts of mutiny, stranding and piracy. You will find illustrations of naval battles and ships locked in ice, along with several works discussing cures and preventatives for one of the biggest threats to sailors, scurvy.

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1. ADDINGTON, ANTHONY

An Essay on the Sea-Scurvy: Wherein is Proposed an Easy Method of Curing That Distemper at Sea; and of Preserving Water Sweet for any Cruize or Voyage

First Edition, errata slip pasted to A4 verso, slight staining to title, library shelf mark to title verso, rebound, quarter calf, marbled boards, 8vo, Reading, C. Micklewright, 1753

£1,250

A very scarce copy of Dr. Anthony Addington's (1713-1790) famous essay on scurvy at sea. In this important early work, Addington perceived scurvy as being related to diet, the quality of air, the state of decay of provisions, and the putrefaction of water.

As treatment he recommended depletion, with the employment of seawater as a purgative, consuming meat was to be avoided, but regards biscuits as food suitable to those affected by scurvy. The method proposed for preserving the freshness of water at sea was the addition of muriatic acid, the hydrochloric acid of more recent chemistry.

Dr. Anthony Addington was a physician who devoted his attention particularly to the treatment of insanity. Addington gained considerable public attention when he appeared as an expert for the prosecution of Mary Blandy for the poisoning of her father Francis Blandy in 1752. William Pitt the elder and King George III are among his patients.

[ESTC N9801; Wellcome II, p.15; Blake, p.5]

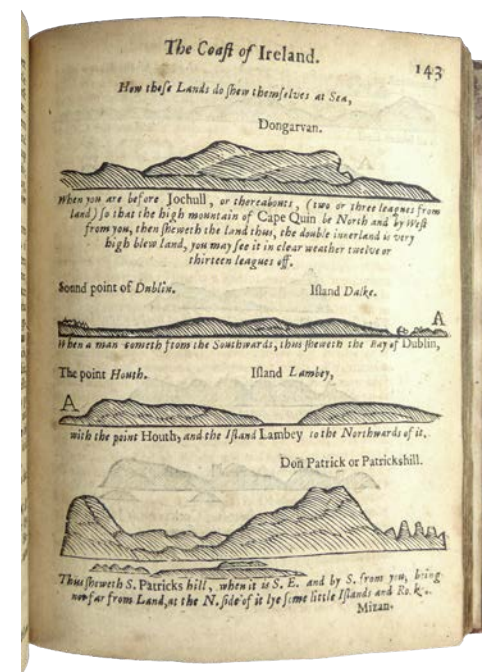
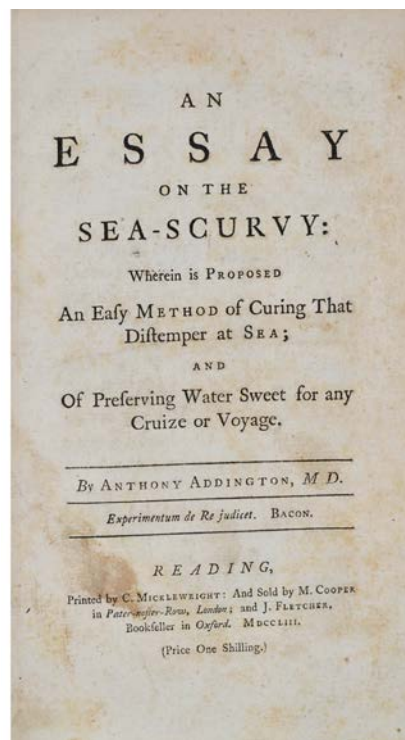
2. ANTONISZON, CORNELIS

The Safeguard of Sailors, or Great Rutter. Containing the Courses, Distances, Soundings, Floods, and Ebbs; with the Marks for the Entring of sundry Harbours of England, Scotland, France, Spain, Ireland, Flanders, Holland, and the sounds of Denmark; also the Coast of Jutland and Norway; with other Necessary Rules of Common Navigation; Collected out of the newest and largest Waegoner, and confirmed by the practice and experience of many able pilots and seamen, now published for the use and benefit of all honest mariners.

London: Printed by W.G. for Wil. Fisher at the Postern-Gate near Tower-Hill, and Benj. Hurlock over against St. Magnus Church near London-Bridge, 1671. Quarto, translated from the Dutch by Robert Norman, editor's preface signed W.B.; illustrated with woodcuts in text, one folding woodcut plate and one text leaf folded with woodcut., Contemporary calf, rebacked.

£6,500

Robert Norman, the translator of this work, was a 16th-century English mariner, compass builder, and hydrographer who discovered magnetic inclination, the deviation of the Earth's magnetic field from the vertical.



Rutter was the English name for a book of sailing directions, derived from the French routier, route-book. Originating in the 15th century.

By the late seventeenth century, printed rutters had established finer detail in illustrating coasts, though their use on board ship, as reference volumes with illustrations to be compared and held up to unfamiliar coastal views, remained the same.

A scarce work.

Provenance: Harrison D. Horblit copy with his bookplate; rare, two U.S. copies in ESTC; no copies at auction since 1939.

3. BLIGH, LIEUTENANT WILLIAM

A Voyage to the South Sea, undertaken by command of His Majesty, for the purpose of conveying the bread-fruit tree to the West Indies, in His Majesty's Ship the Bounty ...including an account of the mutiny on board the said ship, and the subsequent voyage of part of the crew.

London: George Nicol, 1792. 4to, Contemporary tan calf, spine with gilt pedestals within wreaths in the compartments, with 7 plates of plans and charts including a fine engraved oval portrait frontispiece of Bligh by Conde after Russell, folding plan of the Bounty, folding plan of the Bounty's launch, a plate of bread-fruit, and 4 other plans and charts (3 folding).

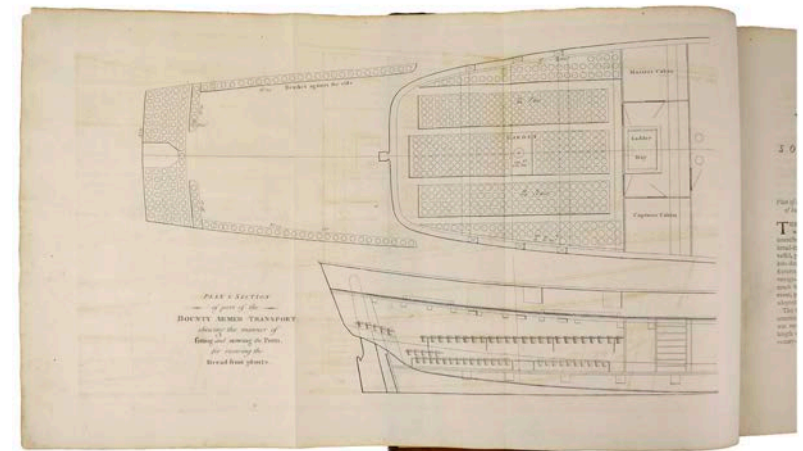
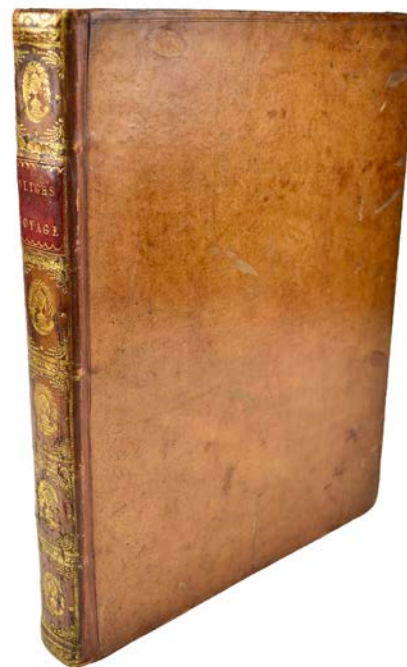
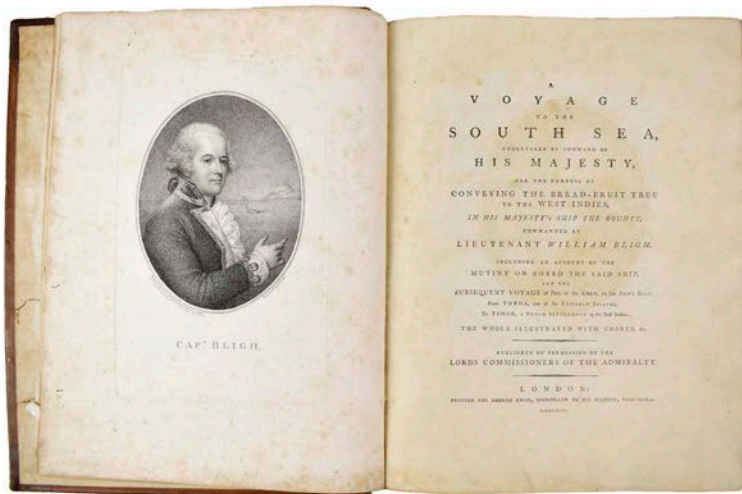
£9,000

RARE FIRST EDITION OF ONE OF THE MOST FAMOUS SEA TALES IN ALL OF MARITIME LITERATURE.

On their way to introduce the bread-fruit as a cash crop to the West Indies from the South Sea Island, "Bread-fruit Bligh" and eighteen of his crew were set adrift by Fletcher Christian, the master's mate of the "Bounty," and made a journey of about 4000 miles in an open boat before landing on the East Indian island of Timor. Several of the mutineers, who had settled on Pitcairn Island, were eventually captured and three were executed in England. "An extremely important book" (Hill,

p. 27). Interestingly enough, Bligh was subjected to two further mutinies in his career, though only the last, in New South Wales, can be blamed upon the harsh exercise of authority. Though Bligh's account of the mutiny had been published first in 1790, it was because, as the publisher explains in his Advertisement, for the need of "communicating early information concerning an event which attracted the public notice: and being drawn up in a hasty manner, it required many corrections." The present work is the first appearance of the story of the entire expedition. "Having acquired a high reputation as a skillful navigator, [Bligh] was appointed to the Bounty, of 250 tons, in December 1787, arriving at his destination, Otaheite, ten months afterwards. Here he remained for five or six months, during which period his crew became demoralised by the luxurious climate and their apparently unrestricted intercourse with the natives. The object of the voyage, namely to obtain plants of the bread-fruit with a view to its acclimatisation in the British West India islands, having been accomplished, Bligh set out on his voyage thither. But his irascible temper and overbearing conduct excited (under the leadership of Fletcher Christian) a mutiny on board the ship; and on 28 April 1789 he, with eighteen of his crew, were overmastered and cast adrift in an open boat, only twenty-three feet long, and deeply laden; they had a small amount of provisions allotted to them, but no chart. In this frail craft they sailed, for nearly three months, a distance of 3,618 miles, touching at some small islands, where they got only a few shellfish and some fruit; but at length, thanks to Bligh's skill, resource, and courage, they reached Timor" (DNB)

Sabin 5910; Hill 135; Howgego, I, B107



4. BRENTON, SIR JAHEEL. 1770-1844

"A Sketch of the Action of the 3rd of May 1810". The Spartan, Engaging a French Squadron in the Bay of Naples, May 3rd, 1810.

Watercolour on paper, 22 x 47cm. Framed size 25 x 51cm.
Titled lower centre. Signed "By Sir Jah Brenton". 1810

A Scarce Contemporary Watercolour of the Action against a French Squadron.

£7,500

Vice Admiral Sir Jaheel Brenton, British officer in the Royal Navy who served during the French Revolutionary and Napoleonic Wars. He had a long and distinguished career and eventually earned the rank of Vice Admiral. In "The Action of May 3rd" Brenton served as the captain of "Spartan". 'The Spartan', with a crew of 259 and 46 guns, defeated a squadron headed by two frigates and armed in total with 95 guns and a complement of 1400 men.



While he was ultimately victorious, he suffered a severe wound to his hip, essentially ending his career. He received a baronetcy in December 1810.

After suffering the loss of their property in the insurrection of the American colonies the family emigrated back to England where Jahleel and his two brothers joined their father in the navy. Jahleel, the eldest child, went to sea first with his father in 1781 and on the return of peace was sent to the maritime school at Chelsea. Promoted to lieutenant but seeing no chance of employment he first served in the Swedish navy against the Russians. In 1790 he received his commission and returned home. Till 1799 he served as lieutenant, or acting commander, mostly under Earl St Vincent, and was present in the battle from which the admiral received his title. As commander of the brig Speedy he won much distinction in actions with Spanish gunboats in the Straits of Gibraltar. In 1800 he was promoted to post-captain followed by the rank of flag-captain to Sir James Saumarez. After commanding a succession of frigates in 1803 he had the misfortune to be wrecked on the coast of France where he remained imprisoned until released in an exchange. He was created a baronet in 1812 and KCB in 1815 but was unable to bear sea service again following a serious injury sustained during an engagement with a flotilla of Franco Neapolitan vessels off Naples in 1810. He became commissioner of the dockyard at Port Mahon, and then at the Cape. Reaching flag rank in 1830 he became lieutenant governor of Greenwich hospital until retiring in 1840.

5. BULKELEY, JOHN & JOHN CUMMINS

A Voyage to the South Seas, in the Years 1740-1. Containing A Faithful Narrative of the Loss of His Majesty's Ship the Wager on A Desolate Island.

Jacob Robinson, London, 1743, half calf gilt over old marbled boards.

£3,000

First edition of one of the classic stories of shipwreck survival.

"The Wager was wrecked on a desolate island off the coast of Chile in circumstances in which all discipline vanished. Amid scenes of defiance and violence most of the crew mutinied, and split into groups to attempt their escape. Led by the gunner, the largest of these groups made a small-boat voyage through the Straits of Magellan that stands as a remarkable feat of seamanship". (Williams p-3).] This book is one of the main accounts of the wreck of the Wager off the Southern coast of Chile after passing through the Straits of Magellan. The ship was part of Anson's fleet which was on it's way to harass the Spanish. The gunner, John Bulkeley, and the carpenter, John Cummins, conducted the mutinous part of the crew until they arrived safely in Rio de Janeiro." (Hill p-30).

The concluding voyage to England lasted almost two years. Bulkeley eventually travelled to Pennsylvania and settled there, where he published an American edition of this work. This account also contains the narrative of Isaac Morris, one of the members of the Wager's crew left in Patagonia.

Like Anson's own official account of the expedition this was a popular book and went through a number of editions. There were two editions in the first year of publication, one as here giving the authors' names on the title-page and the other anonymously published.

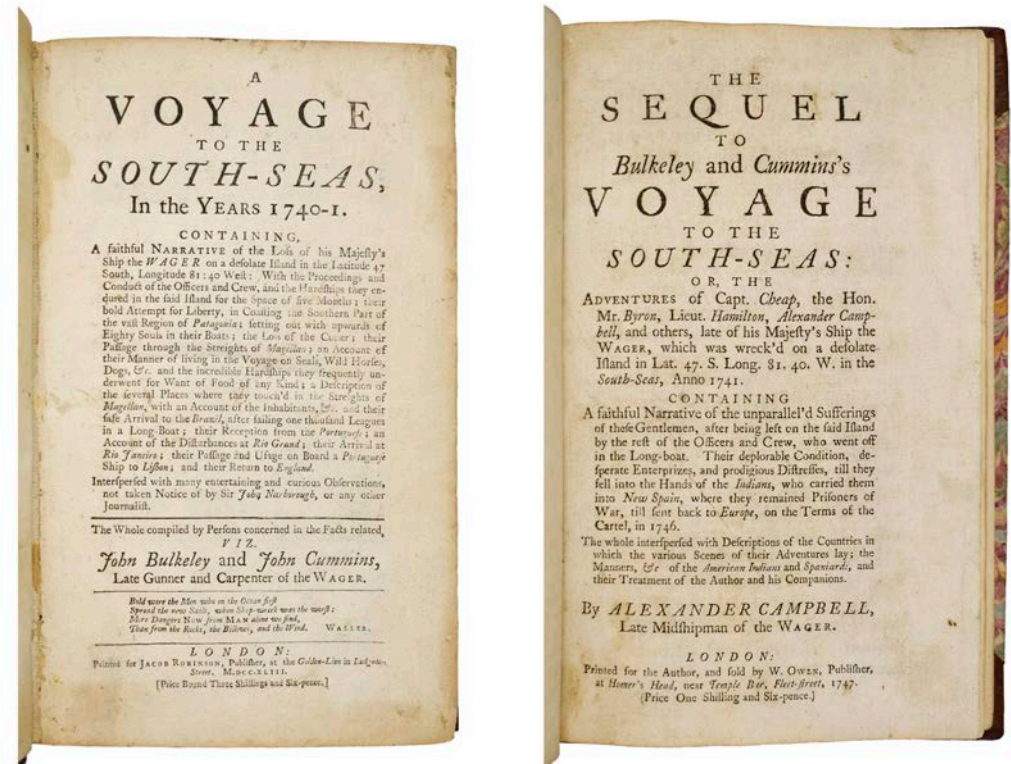
Alden, *'European Americana'*, 743/40; Hill, 210; James Ford Bell, B603; Sabin, 9108.

6. CAMPBELL, ALEXANDER.

The Sequel to Bulkeley and Cummins' Voyage to the South-Seas: or, the adventures of Capt. Cheap, the Hon. Mr. Byron, Lieut. Hamilton, Alexander Campbell, and others, late of his Majesty's Ship the Wager, which was wrecked on a desolate Island ... in the South-Seas, anno 1741. Containing a faithful narrative of the unparallel'd sufferings of these gentlemen, after being left on the said Island by the rest of the Officers and Crew, who went off in a Long-boat. Their deplorable Condition, desperate Enterprizes, and prodigious Distresses, till they fell into the hands of the Indians, who carried them into New Spain, where they remained Prisoners of war, till sent back to Europe... in 1746... By Alexander Campbell, Late Midshipman of the Wager.

London: for the author, sold by W. Owen, 1747. 8vo, (194 x 122 mm). Half calf gilt over contemporary marbled boards, red morocco lettering-piece, rebacked.

£9,000



FIRST EDITION, VERY SCARCE: An important account from a survivor of the ship Wager, wrecked off the Patagonian coast and vividly described by Campbell. "This work was recalled soon after it was published and suppressed, so that few copies are to be found" (Hill). "The present work is a counterblast to the account published by Bulkeley and Cummins in 1743. Fourteen of the crew, including Campbell and Byron, elected to stay with Captain Cheap. They made their way north along the coast of Chile, fell into the hands of Indians, and were turned over to the Spanish authorities. They finally reached England in 1746" (Hill)

"The Wager was wrecked on a desolate island off the coast of Chile in circumstances in which all discipline vanished. Amid scenes of defiance and violence most of the crew mutinied, and split into groups to attempt their escape. Led by the gunner, the largest of these groups made a small-boat voyage through the Straits of Magellan that stands as a remarkable feat of seamanship". (Williams p-3).] This book is one of the main accounts of the wreck of the Wager off the Southern coast of Chile after passing through the Straits of Magellan. The ship was part of Anson's fleet which was on it's way to harass the Spanish.

Hill 243; Sabin 10205

9. [PIRATES] COCKBURN, JOHN

A Journey Over Land from the Gulf of Honduras to the Great South-Sea

FIRST EDITION, viii-349[3], folding map frontispiece showing Central America and the Isthmus of Panama., lower margin of map trimmed without loss, modern speckled calf, a.e.g., 8vo, London, C. Rivington, 1735

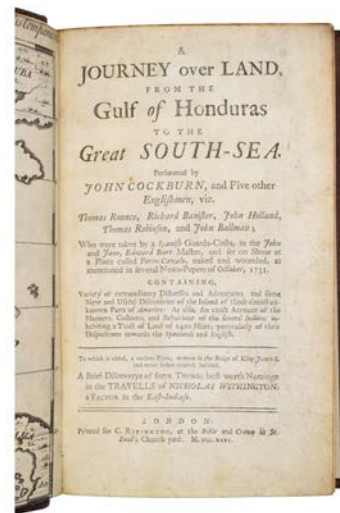
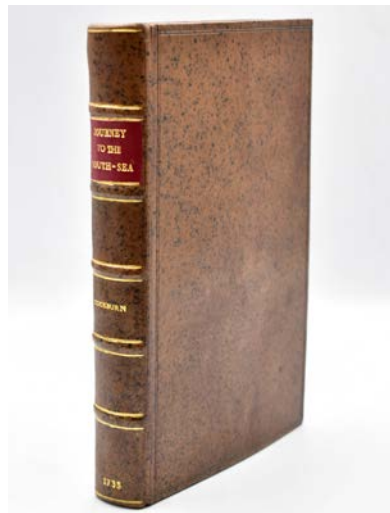
£2,500

First edition of an important work on Central America, with a first hand account of the pirates Captain Johnson and Poleas.

Cockburn was an English seaman who had sailed to the coast of Central America in 1731. Cockburn's ship was attacked by the infamous pirates Captain Johnson and Poleas off the coast of Jamaica. Johnson was known as a ruthless and bloodthirsty pirate, said to be an excellent shot despite missing a hand. After a five hour battle Cockburn's ship surrendered and Johnson's pirates boarded and looted. Cockburn, Thomas Rounce, Richard Banister, John Holland, Thomas Robinson, and John Ballman found themselves 'naked and wounded', stranded on the shore at Porto-Cavalo. They escaped from jail in San Pedro Sula in Honduras, crossed the Isthmus to San Salvador. They then crossed Guatemala to the Pacific, navigated the Gulf of Fonseca, and journeyed either by canoe or on foot to Panama eventually reaching the English Factory there.

This story of his marooning, escape, and two-year-long overland journey starting with his capture by Johnson was originally assumed to be fictional due to the severity of the hardships they faced. The account was a best-seller and was to be reprinted three more times before 1800. Today it remains one of the few accounts by foreign travellers through Central America in the first half of the eighteenth century.

An extraordinary account.
[Sabin 14095; Hill 324]



10. DALRYMPLE, ALEXANDER

A Collection of Voyages chiefly in the Southern Atlantick Ocean. Published from Original M.S.S.

London: printed for the author, sold by J. Nourse, P. Elmsly et al, 1775, 4to (270 x 210mm). Half-title, 4 engraved coastal profiles or charts on 3 leaves, 2 folding, Contemporary mottled calf gilt.

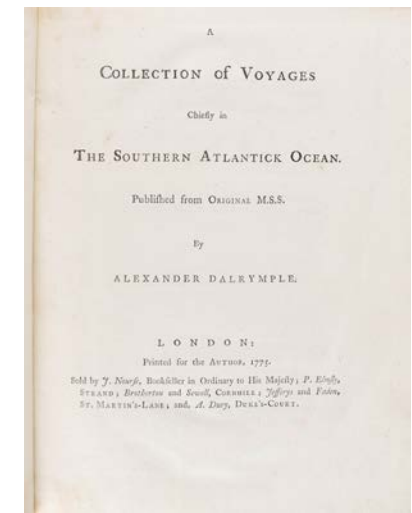
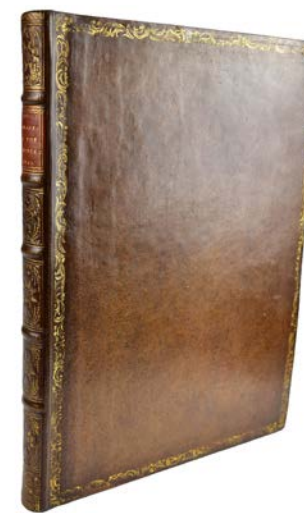
First Edition.

£11,000

Alexander Dalrymple (1737 – 1808) Scottish geographer and the first Hydrographer of the British Admiralty. He was the main proponent of the theory that there existed a vast undiscovered continent in the South Pacific, Terra Australis Incognita. He produced thousands of nautical charts, mapping a remarkable number of seas and oceans for the first time, and contributing significantly to the safety of shipping. His theories prompted a number of expeditions in search of this mythical land, until James Cook's second voyage (1772–1775) led to the conclusion that, if it did exist, it was further south than the 65° line of latitude South.

The Collection of Voyages begins with a 19-page preface made up of letters written by the author to Lord North in 1772 in an effort to get government approval and backing for a proposed voyage to the southern Atlantic in search of terra australis incognita.

Cook's return in 1775 and his report of the discoveries made during his second voyage rendered the expedition unnecessary. In support of his plans, Dalrymple here publishes accounts of the voyages of Edmund Halley (in 1698, 1699 and 1700), Ducloz Guyot de St. Malo (in 1753), Loziers Bouvet (in 1738-1739) and John McBride in 1766-1767.



11. HAKLUYT, RICHARD

The Principal Navigations, Voiages, Traffiques and Discoveries of the English Nation, made by sea or over-land, to the remote and farthest distant quarter of the earth, at any time within the compasse of these 1500 yeeres,

London for George Bishop, Ralph Newberie and Robert Barker, 1598-1600. Three Volumes Bound in Two, Folio (280 x 200mm), pp. [24], 619; [16], 312, 204; [16], 868pp. Early Red Morocco gilt, hinges repaired, Black Letter, this set includes in the original text : Drake's 'Voyage to Cadiz' withdrawn under Royal Decree by Elizabeth I, a very attractive copy.

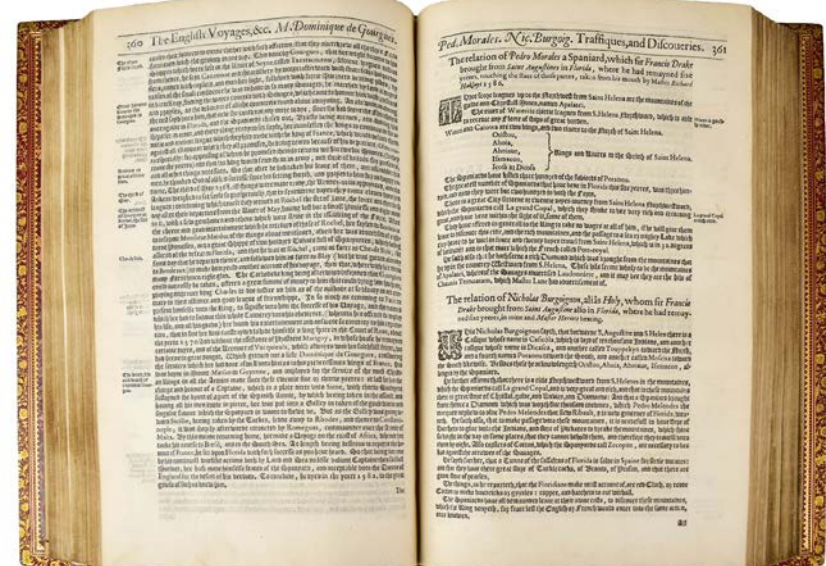
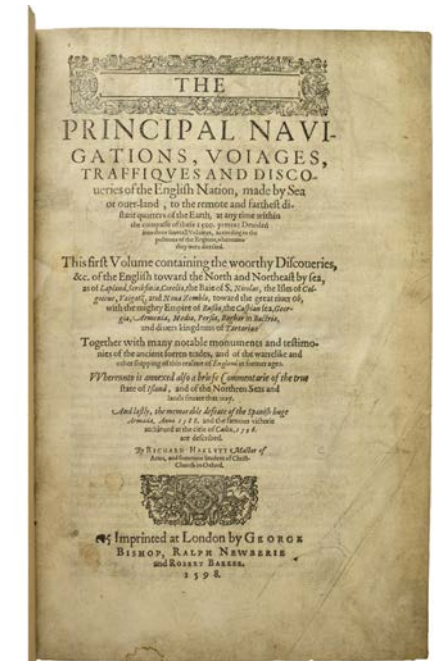
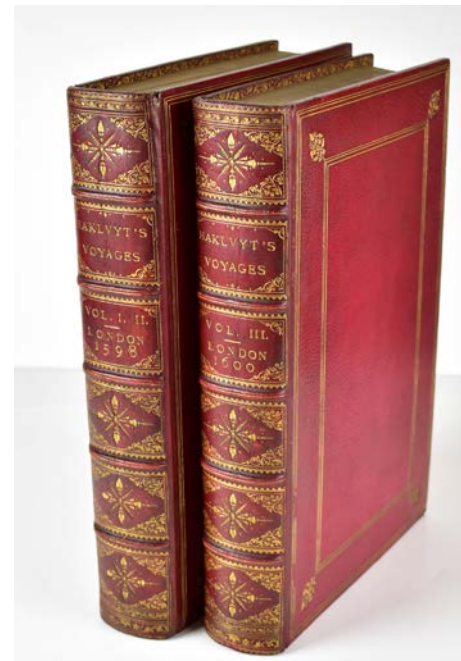
£25,000

This is the desirable First Edition, First Issue of the greatly expanded work from the single-volume original version of Hakluyt's Voyages, This edition is actually an entirely different book from the initial 1589 compilation. "This edition was indeed Hakluyt's monumental masterpiece... Much that was new and important was included: the travels of Newbery and Fitch, Lancaster's first voyage, the new achievements in the Spanish Main, and particularly Raleigh's tropical adventures... The book must always remain a great work of history, and a great sourcebook of geography, while the accounts themselves constitute a body of narrative literature which is of the highest value in understanding the spirit and the tendencies of the Tudor age" - Penrose. "It is difficult to overrate the importance and value of this extraordinary collection of voyages" - Sabin. "...An invaluable treasure of nautical information which has affixed to Hakluyt's name a brilliancy of reputation which time can never efface or obscure" - Church. Hakluyt's collection will always be the primary source for the history of early British exploration, as well as one of the gems of Elizabethan letters. The text 'Voyage to Cadiz' has been remargined.

Hakluyt took such patriotic pride in his countrymen's exploits in the fields of travel and adventure that he devoted his life to preserving the records of all British voyages, and to advancing further means for the promotion of wealth and commerce for the nation. "Hakluyt was a vigorous propagandist and empire-builder; his purpose was to further British expansion overseas. He saw Britain's greatest opportunity in the colonization of America, which he advocated chiefly for economic reasons, but also to spread Protestantism, and to oust Spain" - Hill. The third volume is devoted almost entirely to the Americas, the South Seas, and various circumnavigations of the world. It includes the accounts of Niza, Coronado, Ruiz, and Espejo relating to New Mexico; Ulloa, Drake, and others concerning California; and Raleigh's account of Guiana. Volume I of this set contains the original printing of the rare "Voyage to Cadiz" (pp. 607- 619), which was suppressed by order of Queen Elizabeth after the disgrace of the Earl of Essex. The reason for the existence of several states of these Cadiz leaves was the fall from royal favour of the Earl of Essex, who returned to England from Ireland without leave in 1599.

The greatest assemblage of travel accounts and navigations to all parts of the world collected up to its time, and a primary source for early New World exploration. This volume contains 243 narratives of voyages and travels in the New World, consisting of some one million seven hundred thousand words. GROLIER ENGLISH 100, 14. WAGNER SPANISH SOUTHWEST 3, 4, 5, 6, 8c, 9a, 18a. PRINTING & THE

MIND OF MAN 105. STC 12626. SABIN 29595, 29597, 29598. JCB (3)I:360-61. EUROPEAN AMERICANA 598/42. BELL H10. HILL 743. PALAU 112038, 112039. BORBA DE MORAES, pp.391-92. Penrose, TRAVEL AND DISCOVERY IN THE RENAISSANCE, p.318. PFORZHEIMER 443. CHURCH 322 (2nd issue of vol. 1). QUINN, p.490.



12. HEYWOOD, THOMAS

A True Description of His Majesties Royall Ship, Built this Yeare, at Wool-witch in Kent. To the Great Glory of our English Nation, and Not Paraleld in the Whole Christian World 1637.

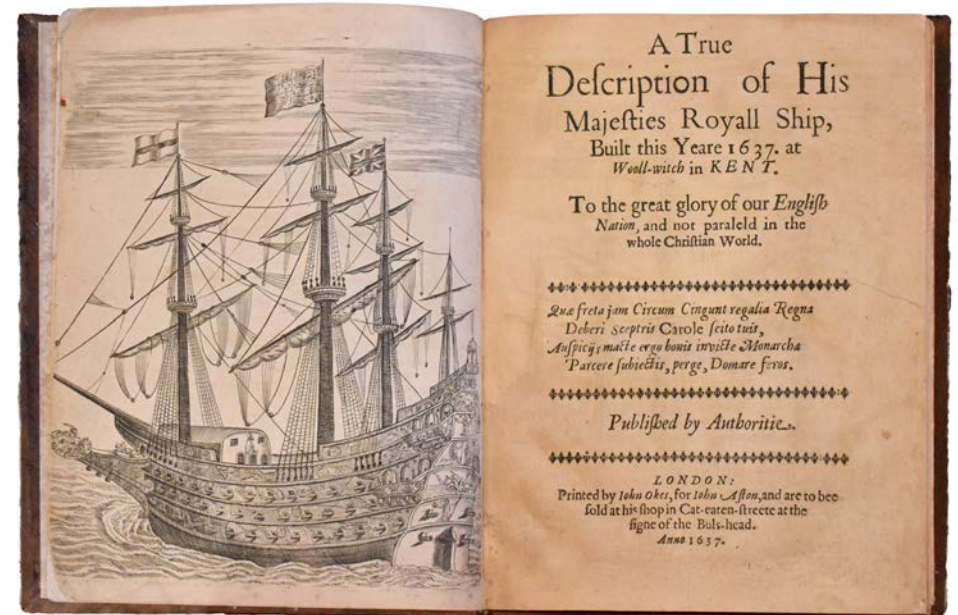
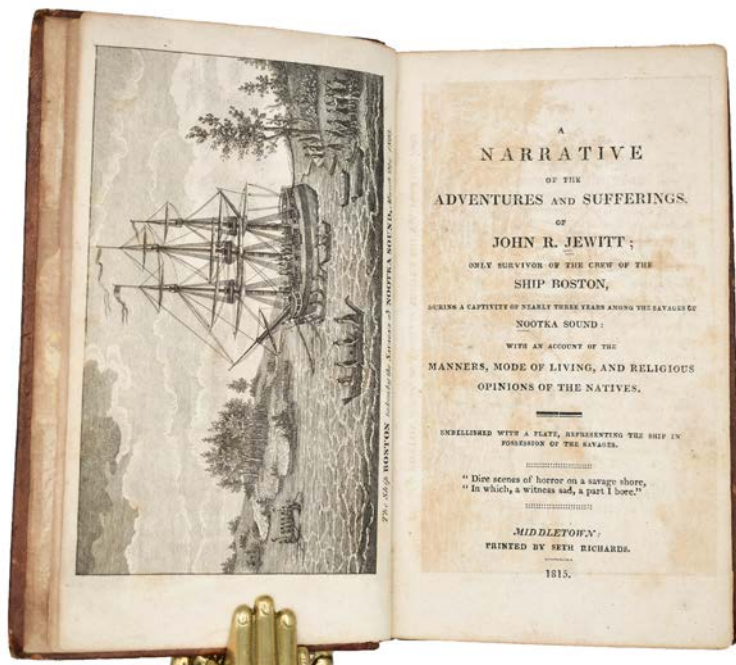
£3,000

First edition, by John Okes, for John Aston, and are to bee sold at his shop in Cat-eaten streete at the signe of the Buls-head, 1637, engraved frontispiece view of the Sovereign of the Seas woodcut decorations, small 4to, Contemporary mottled calf, rebacked, small tear on title-page repaired without affecting text.

First edition, in prose and verse. The long commendatory poem to Heywood is by his fellow dramatist Shakerley Marmion. An account of the most famous man-of-war of her day: when built, the Sovereign of the Seas was the largest ship afloat, weighing 1637 tons, with 100 guns, almost twice the number of the second largest ship in the fleet. She was 128 feet long at the keel, and 232 from stem to stern on the upper deck; she had three decks and a forecastle. The ship was built with the proceeds of the unpopular ship-money tax, and was painted brilliantly in black and gold. Heywood has provided as well, a brief history of navigation from ancient days to the time of the construction of the ship, mentioning in particular Hawkins, Frobisher, Drake and Cavendish.

STC 13367. THE GREAT MAN-OF-WAR

Provenance: Kimbolton Castle



13. JEWITT, JOHN R., ALSOP, RICHARD

A Narrative of the Adventures and Sufferings of John R. Jewitt; Only Survivor of the Crew of the Ship Boston, During a Captivity of Nearly Three Years Among the Savages of Nootka Sound: With an Account of the Manners, Mode of Living, and Religious Opinions of the Natives.

Second edition, engraved frontispiece, slight offsetting to title, notes on the front free endpaper from the Missionary Library, contemporary tree calf, handsomely rebacked, red morocco label, 8vo, Middletown, Seth Richards, 1815

£1,250

A scarce account of John R. Jewitt's years as a slave to the Nootka people, based on Jewitt's journal and material gathered from Alsop's interviews. Jewitt provides a detailed narrative that covers all areas of life in a Nootka village, including physical appearance, clothing, buildings, food, music, ceremonies and religion.

John R. Jewitt grew up in England. In 1802 he was invited to join the ship Boston, as an armourer. The voyage's objective was to trade furs with natives in the Pacific Northwest of North America, sell them in China and sail to Boston. The day after Boston reached Nootka Sound, the Nootka people came on board to trade with the Europeans. The Nootka Maquinna (King) was insulted by the captain and frustrated by the Europeans actions over the years. They took their revenge on the 22nd March 1803. Many Nootka people came to the ship and shared a meal with the crew, when a signal came they killed all but two white men. Jewitt received a head injury but his life was spared as he agreed to enslavement over death. He became immersed in the Nootka culture, learning the language and befriending the Maquinna.

On July 19, 1805, the brig Lydia arrived in Nootka Sound, after Captain Hill received one of Jewitt's many letters. Maquinna asks Jewitt if he believes it safe to board Hills ship. Jewitt offers to write a letter asking for hospitality, but he wrote a letter with very different meaning. Hill locks Maquinna in chains, and Jewitt successfully convinces the other chiefs to exchange himself and the other Englishman for Maquinna.

Jewitt spent the later part of his life in New England, and died in Hartford, Connecticut on 7 January 1821 at the age of 37.

14. JOHNSON, CAPTAIN CHARLES

A General History of the Lives and Adventures of the Most Famous Highwaymen, Murders, Street-Robbers, To which is added A Genuine Account of the VOYAGES and PLUNDERS of the most Notorious PYRATES

FIRST EDITION, engraved frontispiece and 25 engraved plates, most by J. Basire after W. Jett and J. Nicholls., title in red and black, woodcut device, contemporary speckled calf, twice ruled in gilt, spine gilt with fleurons, red morocco label, hinges and corners expertly repaired, last two leaves repaired, folio, London, for J. Janeway, 1734

£15,000

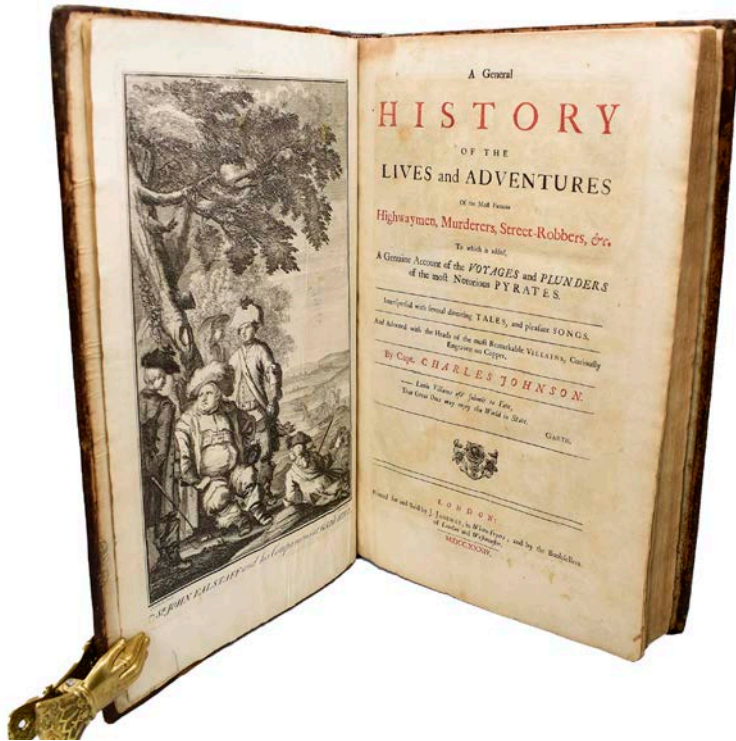
FIRST EDITION OF THIS FAMOUS COMPILATION, uniting the most notorious names in the early eighteenth-century underworld. It consists of selections from two works, Alexander Smith's History of the Lives of the Most Noted Highwaymen and Captain Charles Johnson's own General History of the Robberies and Murders of the Most Notorious Pirates. Captain Johnson is attributed with creating the modern conception of pirates. He provided a sweeping account of what came to be called the Golden Age of Piracy. He gave an almost mythical status to the more colourful pirates such as Edward 'Blackbeard' Teach, 'Calico' Jack Rackham, and the female pirates Mary Read and Anne Bonny.

So little is known about the life of Captain Johnson, it has been presumed that the name is a pseudonym. In 1932, it was suggested by John Robert Moore that the author was Daniel Defoe (c.1660-1731). It is known that Defoe often wrote under pseudonyms and had written earlier works on piracy. However, recently there have been doubts as to the validity of this claim. The work, although it has similarities to Defoe's writing, also has some notable differences. Most apparent is the excellent knowledge of sea language and of the pirate code, the system by which all pirates are known to have adhered to.

Whoever Captain Johnson was, this book, and its first edition, *A General History of the Robberies and Murders of the most notorious Pyrates*, provides the best information of the lives and careers of some of the most famous pirates of the late seventeenth and early eighteenth centuries, while its companion, Smith's *Highwaymen* provides similar, though much more romanticised, information about some of the most significant highwaymen of the same period. Johnson inspired later generations of writers and film-makers who adapted elements of his stories and gave us the image of the pirate which has become so familiar.



'Best edition of this singular work, seldom found in good condition' according to Lowndes who states that it 'appeared originally in 73 weekly numbers at twopence each, or 20 monthly parts at eightpence'. The present copy is made up of weekly numbers, and the imprint is one of two recorded variants. *Lowndes III, 1214.*



15. KRUSENSTERN, ADAM JOHANN von.

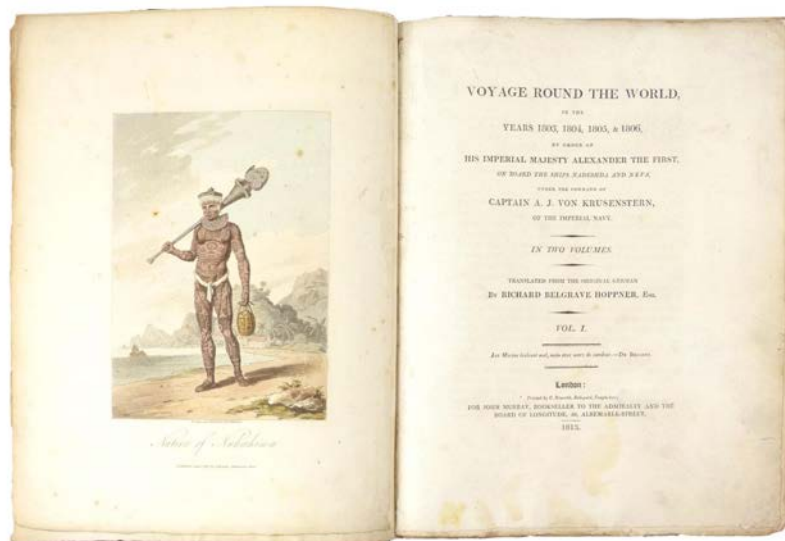
A Voyage Round the World, in the Years 1803, 1804, 1805 and 1806,...by order of His Imperial Majesty Alexander the first on board the Ships Nadeshda and Neva under the command of Captain A.J. von Krusenstern....

£12,500

First English Edition.

London Printed by C. Roworth, for John Murray, 1813, two vols in one, 4to, Publisher's boards, later paper spine and label, with 2 hand-coloured, aquatint frontispieces and a folding engraved chart.

Krusenstern (1770-1846), "appointed to command the first Russian round-the-world expedition, had served with him a brilliant corps of officers, including Lisiansky, Langsdorff, and Kotzebue. The expedition was to attempt to 'open relations with Nippon and the Sandwich Islands, to facilitate trade in South America, to examine California for a possible colony, and make a thorough study and report of the Northwest coast, its trade and its future'. The importance of this work is due to its being the official account of the first Russian expedition to circumnavigate the globe, and the discoveries and rectifications of charts that were made, especially in the North Pacific and on the northwest coast of America. The introduction is particularly important and interesting because of the information it contains respecting the state of Russian commerce during the eighteenth century, the Russian voyages and discoveries in the Northern Ocean, and the Russian fur trade" (Hill). A Russian edition was published in 1809-1814 and a German edition (from which this English edition was translated) in 1810-1814.



Abbey, Travel, 1. Arctic Bibliography 9377. Borba de Moraes pp. 374-5. Hill pp. 167-8. Howes K271. Sabin 38331. HBS 67660.

16. LINSCHOTEN, JAN HUYGEN VAN

Itinerarium, Ofte Schipvaert naer Oost ofte Portugaels Indien. Inhoudende een beschrijvinghe dier Landen, Zee-custen, havens, Rivieren, Hoecken ende plaetsen, met de ghedenckwaerdighste Historien der selve. Hier zijn by gevoeght de Conterfeysels, van de habijten, drachten, so van Portugesen aldaer residerende, als van de Ingeboorene Indianen: Ende van hare Tempelen, Afgoden, Huysingen, manieren, Godes-dienst, Politie, Huys-Houdingen ende Coophandel, hoe ende waer die ghedreven wordt: Als oock van de Boomen, Vruchten, Cruyden, Speceryen, ende dierghelijcke Materialen van die Landen.



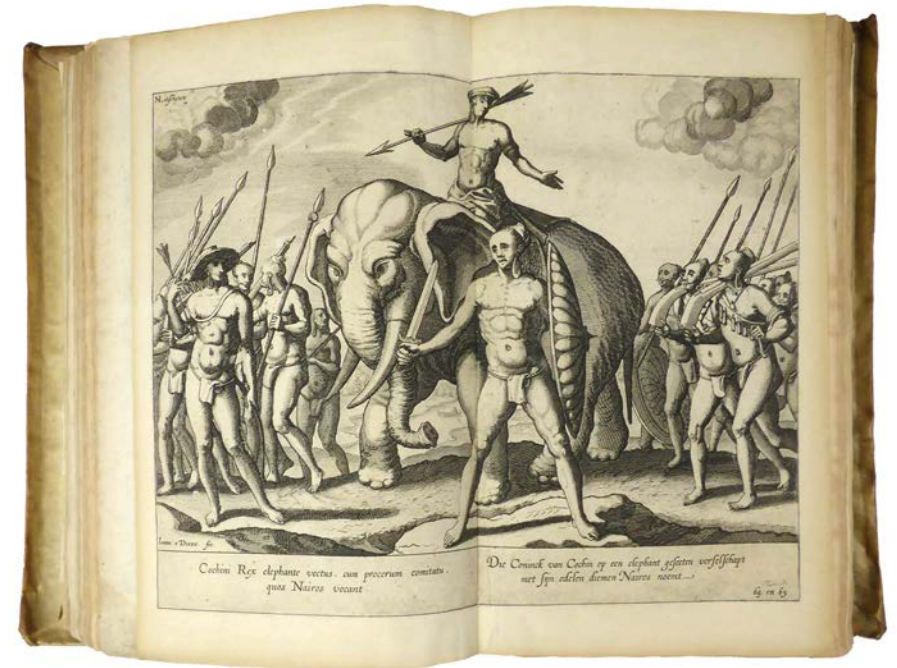
Amsterdam, Jan Evertsz Cloppenburch, 1614, Folio, Contemporary Vellum, Yapp edges, 3 parts in one volume, (8),160; (8),13-147, (1); (82),(2),(8 index)p., 3 engraved titles, one title-page with engraved vignette of a ship surrounded by 4 views of Antwerp, Amsterdam, Middelburg and Enkhuizen, Portrait of the author, with 6 folding engraved maps by J. van Doetecum after P. Plancius (worldmap) and by A.F. and H.F. Langren, and 36 double-page and folding plans, plates and views by J. and B. van Doetecum after Linschoten, Contemporary Vellum, Yapp Edges.

£48,500

Linschoten's highly important work, opening the East and the New World for trade by the Dutch and the English. Until its publication no other book contained any comparable amount of useful information on the East and West Indies and it soon became required reading for all navigators sailing to the East or the Americas. The maps and engravings include a fine World Map after Plancius. This edition includes

chapters on the coast of "Arabia Felix" (that is, the southern coast of the Arabian peninsula), the island of Ormus and Islamic India. Included is a detailed map depicting Arabia, Persia and India by Langren. The interior has been taken from Gastaldi after Mercator's World Map of 1569, but has been given interesting improvements: "The surprising fact about the representation of the [Arabian] peninsula is the close resemblance of the outline to that of a modern map when compared with other engraved maps of the time. There is a vague suggestion of the Qatar peninsula, which is not seen again until the nineteenth century" (Tibbets).

The book is divided into four parts. The first treats the East Indies, including eastern Africa and Arabia and extending to regions as far east as Japan. The second book



describes the navigation of the coasts of West Africa around the Cape of Good Hope to Arabia, together with the coasts of the New World.

Book three, based on the discoveries of the Portuguese Royal pilot Diego Affonso, contains sailing directions from Portugal to India, and instructions for sailing in the East Indies, from island to island.

Similar instructions are given for the New World, particularly Brazil and Spanish America. Book four contains detailed information on the taxes and other income that the King of Spain extracted from his territories, both at home and overseas.

Muller, America 2185-2187; Sabin 41356; World Map: Shirley 187.

17. MAY, COMMANDER WALTER W.

A Series of Fourteen Sketches made During the Voyage up Wellington Channel in Search of Sir John Franklin, K.C.H., and the Missing Crews of H.M. Discovery Ships Erebus and Terror; Together with a short account of each drawing.

£12,000

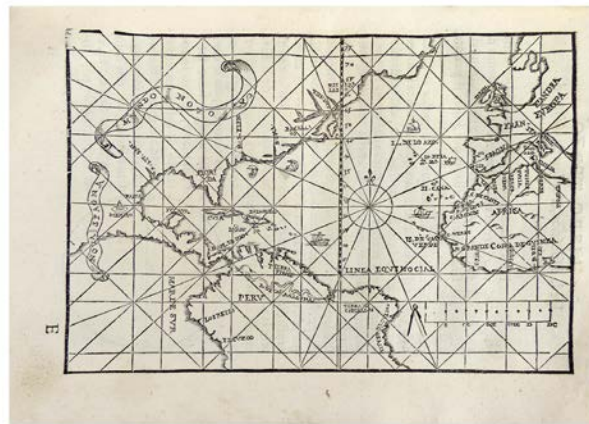
Day and Sons, May 1, 1855. Folio, 365 x 270 mm. Title, 6, [1, list of subscribers]; 14 tinted lithographic plates on 13 sheets. Publisher's brown cloth with title label on upper cover, gilt, small repaired tear to outer margin of first plate, a very nice copy in the original binding.

FIRST EDITION of a scarce work and one of the three important Franklin Search colour plate books (the others being Cresswell and Browne).

May served as mate aboard the *Resolute* during the expedition of 1850-1851 and led a depot laying party as far as Cape Gillman on Bathurst Island, travelling 371 miles in 34 days. He also undertook a short exploratory journey around Griffith Island. The present work records his impressions of the expedition of 1852-1854 when he served as Lieutenant in the *Assistance* under the overall command of Sir Edward Belcher. During this expedition he undertook a journey on which he covered 600 miles in 62 days. May retired from the Navy as a Commander in 1854 and went on to a successful career as an artist: the bas-relief on the pedestal of Franklin's statue in Waterloo Place, London, is from his design.

Abbey Travel 646.





18. MEDINA, PEDRO DE

L'Art del Navegar In Laqual Si Contengonolere gole, dechiarationi, Secreti, & auisi, alla bon navigation necessarii.

Venice: Aurelio Pincio for Giovanni Battista Padrezano, 1554, 4to (230 x 153mm), Contemporary limp vellum, remains of early paper label with manuscript title on spine, title in manuscript along the top and lower edges

Beautiful large woodcut depicting several different types of sailing vessel on the title-page, repeated on C1r, full-page woodcut map of Europe, Africa and the New World, by G.B. Pedranzo after Medina, on E1r, numerous woodcut illustrations, including a large woodcut at the beginning of each of the 8 books, historiated initials, with the blanks b4 and R10.

£10,000

A BRIGHT AND ATTRACTIVE COPY OF THE FIRST PRACTICAL TREATISE ON NAVIGATION PUBLISHED BY THE ROYAL EXAMINER OF SPANISH SAILING-MASTERS AND PILOTS OF THE WEST INDIES.

First Italian edition, first issue with the title-page dated 1554, first published in Valladolid in Spain in 1545, 'Medina's Arte del navegar' was the first practical treatise on navigation, and the first pilot to provide reliable information on the navigation of American waters. The fine and attractive world map is a reduced version of the one first published in 1545 although it extends further to the north, west and south. includes the coastlines of the New World from Labrador in the north to Brazil in the south, with Florida, the mouth of the Mississippi and the area around the gulf of St. Lawrence. Medina's "knowledge of the New World was first hand, having travelled with Cortes. Later he held the position of debriefing the returning crews from their voyages. The map depicts the trade routes to and from Spain and her possessions by the use of ships heading south westerly on the outward-bound journey and returning via the Gulf Stream to the north-east. The Papal demarcation

line dividing the Americas between Portugal (the land to the east) and Spain (to its west) runs vividly through the map, illustrating for the first time the future influence that the former was to have over the country we know of as Brazil. Central America and particularly the Isthmus of Panama are shown remarkably accurately, and the Yucatan is shown correctly as a peninsular" (Burden). The other fine illustrations in the text include a man using an astrolabe in a series of woodcuts showing how to apply the sun's seasonal declination from different parts of the earth's surface (cf. Stimson, *The Mariner's Astrolabe*, p.577). In 1548, Medina was appointed cosmographer to Emperor Charles V. The Institute of Naval Architects was founded 1860 in London "to advance the art and science of ship design".

*Provenance: Institute of Naval Architects
Burden 21; Harvard Italian 300; Sabin 47346.*

19. NODAL, BARTOLOME GARCIA DE & GONCALO NODAL.

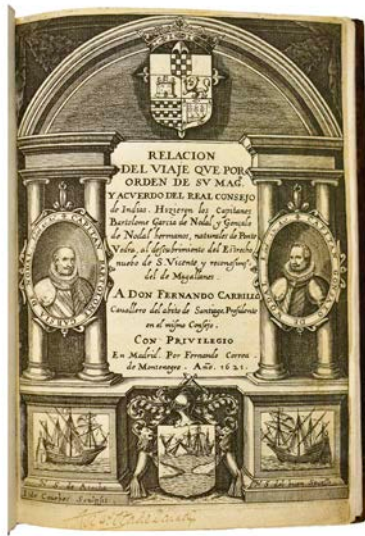
Relacion del viaje par orden de Su. Magd. y Acverdo del Real Consejo de Indias... al descubrimiento del Estrecho nuevo de S. Vicente. y reconocimio. del de Magallanes.

Madrid: Fernando Correa de Montenegro, 1621, (190 x 140 mm). 18th calf gilt, rebaked, gilt device of a Lyre on upper and lower covers, Engraved title, woodcut engravings on three pages, bound with the engraved map from the second edition.

£30,000

A FINE COPY OF THE FIRST EDITION of this famously rare work which even in the 1860s was described by Sabin as "one of the rarest books of its class." He goes on to note that the map "is almost always wanting." Borba de Moraes comments that "This first edition, particularly with the map, is very rare and in fact is considered one of the rarest travel books of the seventeenth century. Copies containing the map are so rare that it is believed to have been withdrawn [in accordance with the official Spanish policy of secrecy] ... [the book] is of great value as a work of navigation."

This copy bound with the map from the second edition.



This landmark voyage included the first circumnavigation of Tierra del Fuego and was undertaken by the Nodal brothers aboard two specially built caravals. They were dispatched by the Spanish authorities who had become alarmed by the news of the discoveries made by Le Maire and Schouten during their voyage of 1616 in search of the Southern Continent. After a remarkably quick and trouble-free voyage the Nodals returned with accurate observations of the tides in the Straits of Magellan and precise sailing instructions for the area.

The Nodal expedition was a reconnaissance mission sponsored by King Philip III of Spain in 1619. The purpose was to confirm the recent discoveries of Jacob Le Maire and Willem Schouten of a passage from the Atlantic to the Pacific to the south of Tierra del Fuego.

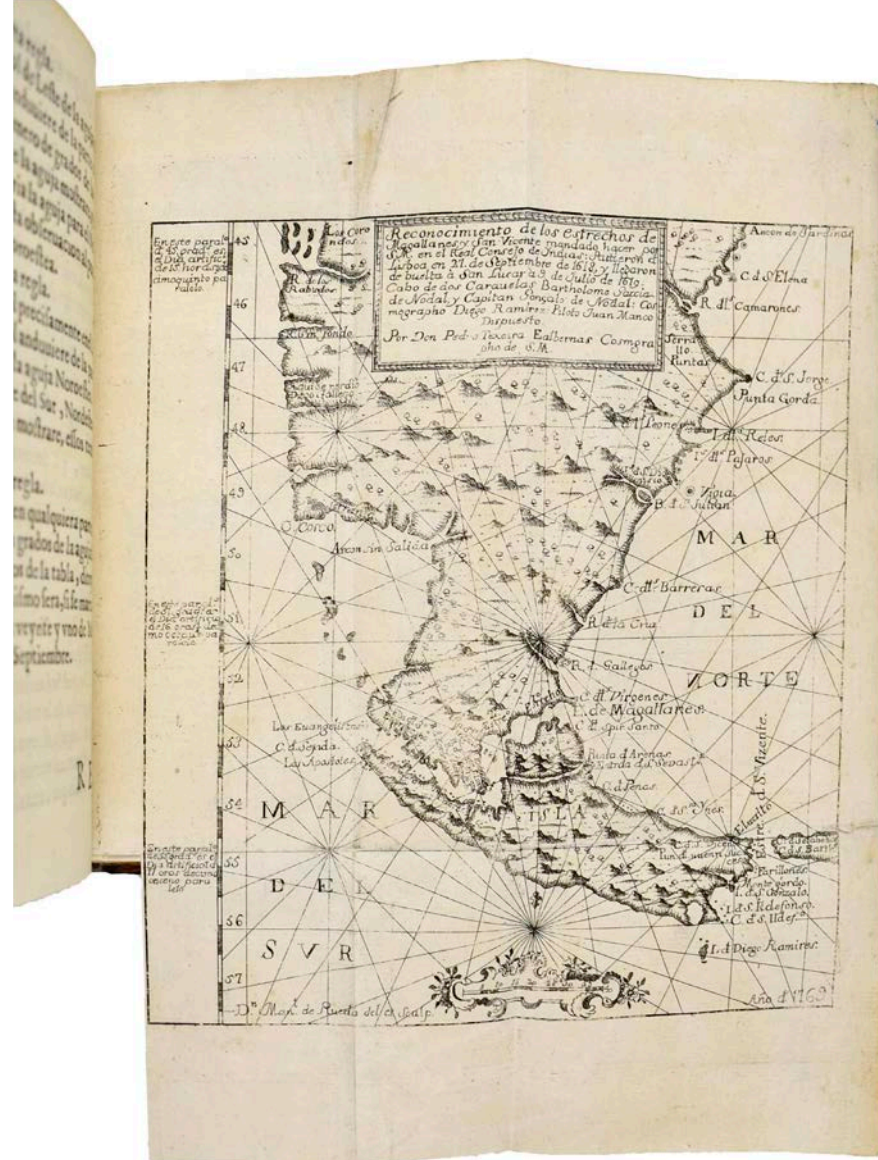
The expedition was led by the brothers Bartolome and Gonzalo Garcia de Nodal, who were accompanied by cosmographer Diego Ramirez de Arrellano, who served as the chief navigator. The expedition departed from Lisbon on September 27, 1618 and by January 22, 1619 the two ships entered the strait discovered by Schouten and Le Maire between Tierra del Fuego and Staten Island. The expedition named the Strait "San Vicente." The pair reconnoitered the region to the south of Tierra del Fuego including the Drake Passage, before returning to Spain on July 7, 1619.

Le Maire and Schouten, sponsored by independent Dutch merchants, had circumnavigated via the new-found strait from 1615 to 1617. The importance of their find lay in the fact that Spain preferred to operate a closed sea policy in the Pacific; they claimed that their ships were the only vessels allowed to ply Pacific waters. Other nations did not agree with this policy, but the difficulty and distance in passing via the Straits of Magellan prevented many from attempting to enter the Pacific.

Additionally, the Straits were claimed as proprietary territory of the Dutch East India Company, which gave them a veritable monopoly over the passage and prevented non-company ships from passing through, even though the waters were seldom if ever patrolled. The new strait provided a legal avenue for ships of all nations to enter the Pacific, a situation feared by the Spanish whose ports on the western side of South America, already proven vulnerable to sacking by the likes of Francis Drake, were again at risk.

The Nodal expedition was meant to provide the Spanish with vital geographic information about the crucial, yet little known, area around the Straits of Magellan. The brothers established the navigability of the passage and found the Diego Ramirez Islands, which remained the most southerly point visited by Europeans until Captain James Cook sailed in the area in 1775.

Alden & Landis 621/90; Borba de Moraes II:616; Church 386; Hill 1231; JCB (3) II:156; Palau 99485; Sabin 55394.



20. NORWOOD (RICHARD)

The Sea-Man's Practice, Containing a Fundamental Problem in Navigation Experimentally Verified; Namely Touching the Compasse of the Earthe and Sea and the Quantity of a Degree in our English Measures.

£6,500

Tenth edition, woodcut initials, decorations, illustrations and tables, occasional ink notes in a contemporary hand to margins, faint stamp to title and foot of 3 or 4 other ff., contemporary panelled calf, gilt, rebacked, small 4to, by W. Godbid, for Benjamin Hurlock, and are to be sold at his shop on London Bridge, near Thames-Street, 1672.

The tenth edition of this important mariner's guide book first published in 1637, the penultimate before Norwood's death.

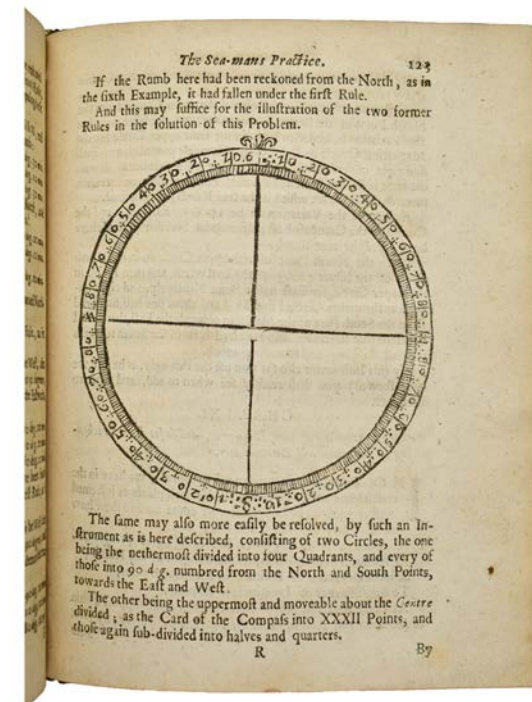
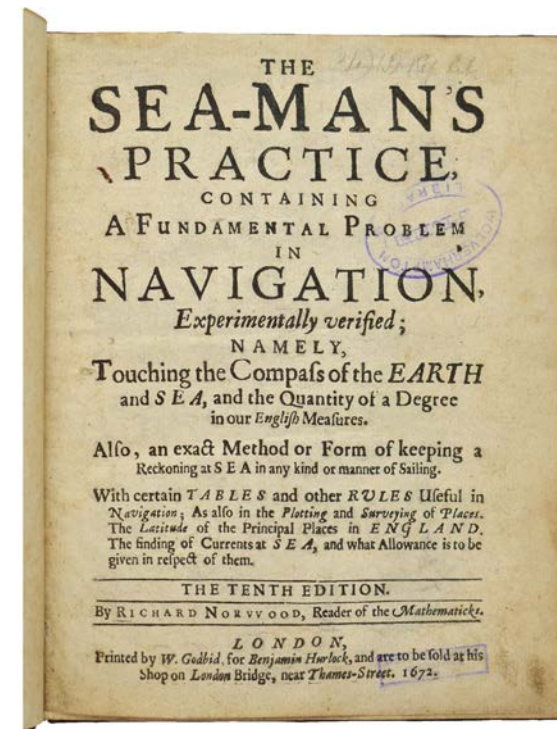
All editions are rare, ESTC lists the BL copy only of this edition.

The Seaman's Practice found an immediate following as an aid to navigators. It went through seventeen editions and was still in print twenty-five years after Norwood's death in Bermuda following a frustrating period of habitation on the island from 1638 that was blighted by poor relationships with his neighbours and the hovering threat of witchcraft accusations. The book's importance reached beyond the seafaring community and it was to prove an inspiration to, amongst many others, the young Isaac Newton

One of the most influential mathematicians of the second quarter of the seventeenth century. However, it was Richard Norwood's contact with mariners that inspired him to go to sea although, following severe sea-sickness, he soon became more interested in the mathematics of seamanship than traversing the ocean himself, although he did travel to Bermuda to test (with disappointing results) a diving bell based on Halley's design. Deprived of a hoped-for fortune from pearls, he accepted an invitation to survey the country.

After returning to London and to teaching, he had been tutor to, amongst others, Henry Mainwaring, Norwood set about seeking to fill holes in navigational knowledge that he had found frustrating throughout his voyages. In the years following 1623 he set about, and succeeded to an unprecedented extent, a series of impressive mathematical research projects. These included establishing the length of a nautical mile and, most impressively, following a painstaking two years of practical trigonometry, the length of one degree of the Earth's meridian, thereby making it possible to calculate the distance round the whole world. His figure worked out at 110.72 kilometres per degree of arc. He was accurate to within a kilometre.

Wing N1361



21. PINKERTON, JOHN

A General Collection of the Best And Most Interesting Voyages And Travels In All Parts of the World...

£5,000

A General Collection of the Best And Most Interesting Voyages And Travels In All Parts of the World; Many of Which are now Translated into English. Digested on a New Plan. Illustrated With Plates

First Edition

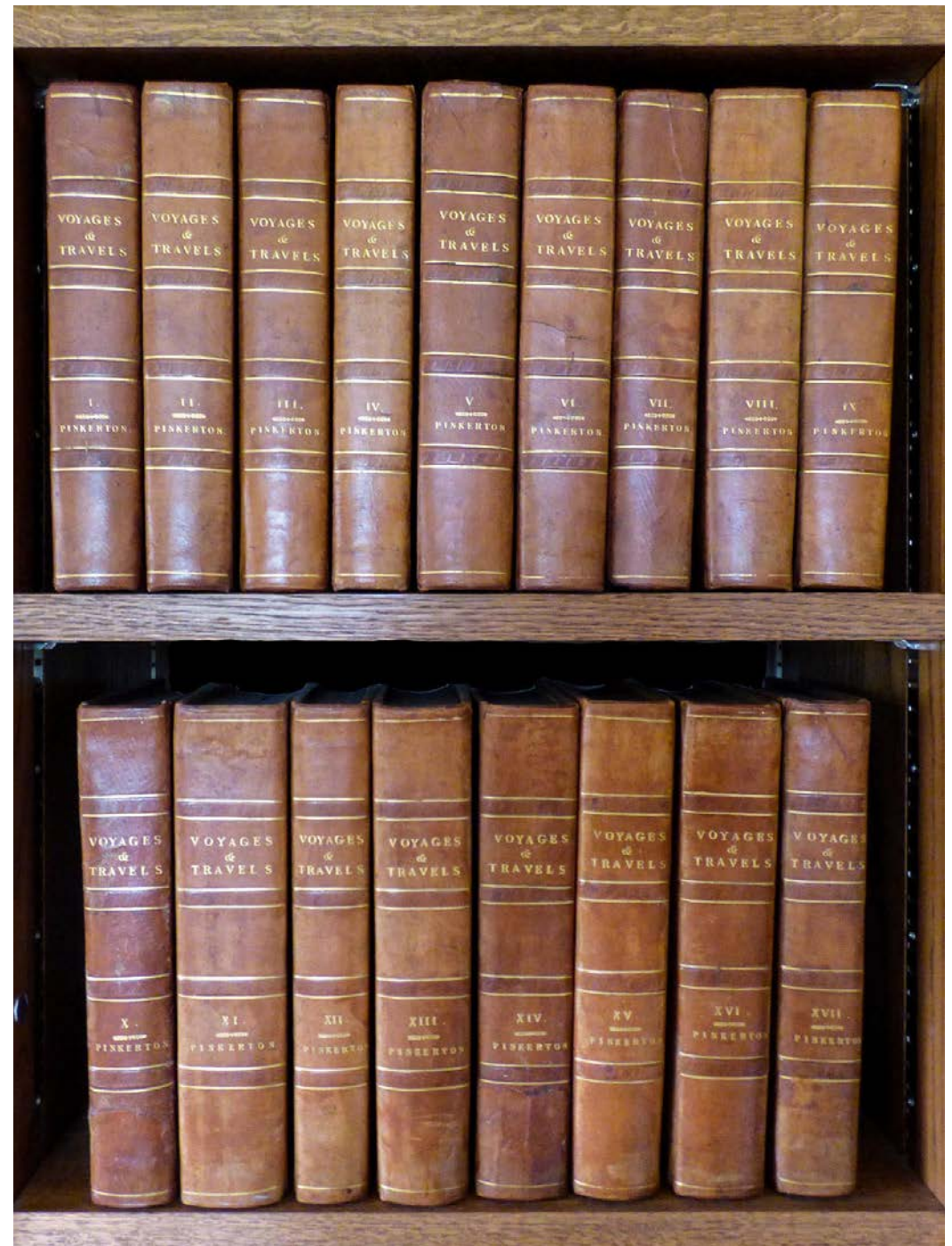
London: Longmans, Hurst, Rees and Orme,.. and Cadell and Davies 1808-14. 17 volumes. 4to., Finely bound in Contemporary diced russia gilt,spines gilt in compartments,with 201 engraved plates including 2 maps, a very attractive set.

A Vast Collection of Voyages of Discovery Including a Collection of Martin Frobisher's Three Voyages.

"A collection of great merit and importance. Several northern voyages are included in the first volume, and volumes XI to XIV... relate mostly to America..." (Sabin), with chapters on the Discoveries and Settlements of the English in America, Discoveries and Settlements of the English in America.Martin Frobisher's First, Second, and Third Voyages in search of the North-West Passage to China, 1576-1578, Greenville's Voyage to Virginia for Sir Walter Raleigh, Captain John Smith's Virginia and New England, Peter Kalm's and Burnaby's Travels to North America, William Dampier's Voyages, particularly to Australia.

John Pinkerton 1758-1826 British antiquarian, author, forger, numismatist, pseudo-historian, and early advocate of Germanic racial supremacy theory.

He was born in Edinburgh, as one of three sons to James Pinkerton. He lived in the neighbourhood of that city for some of his earliest childhood years, but later moved to Lanark. His studious youth brought him extensive knowledge of the Classics, and it is known that in his childhood years he enjoyed translating Roman authors such as Livy. He moved on to Edinburgh University, and after graduating, remained in the city to take up an apprenticeship in Law. However, his scholarly and literary inclinations led him to abandon the legal profession. It had been during his brief legal career though that he had begun writing, his Elegy on Craigmillar Castle being first published in 1776. In 1781, Pinkerton moved to London, where his full career as a writer began in earnest. The Collection of Voyages and Travels is his most important work. *Sabin 62957*



22. PONTING, HERBERT G.

The British Antarctic Expedition 1910-1913 - Exhibition of the Photographic Pictures...

First Edition, 25pp., 8 photographic plates, final ad. leaf present, original wrappers printed in red, ads to covers, marginal toning to front wrapper, 8vo., London, The Fine Art Society, [1914]

£1,100

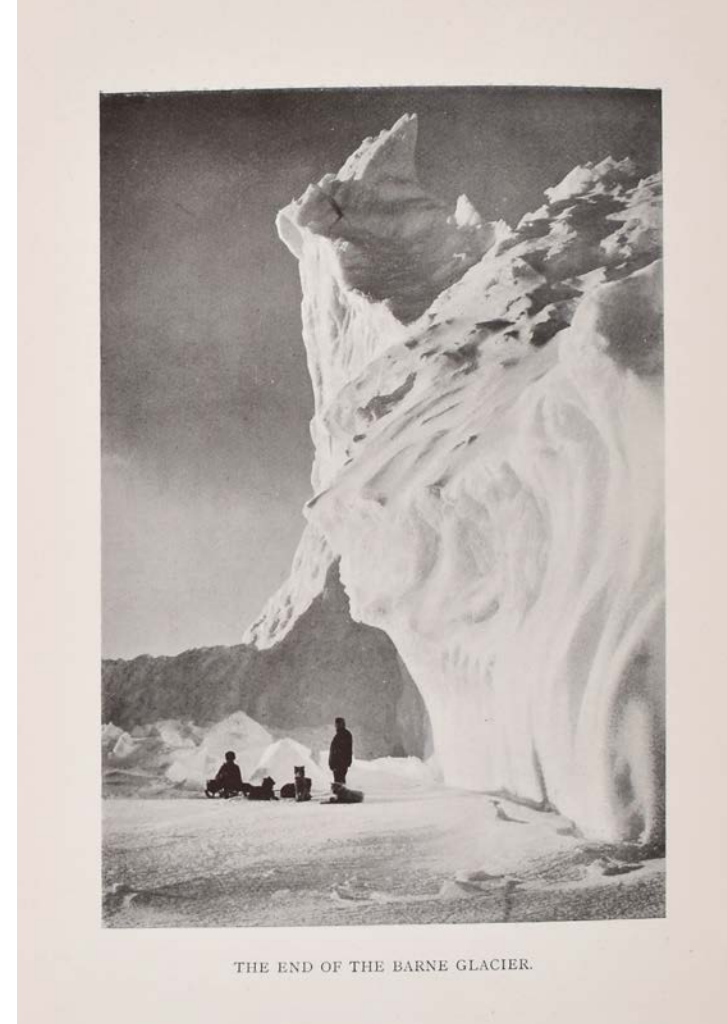
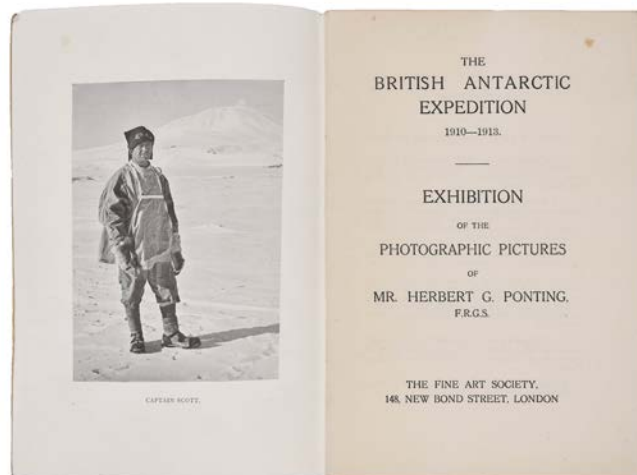
Herbert G. Ponting (1870-1935), explorer and photographer who captured some of the most enduring images of the Heroic Age of Antarctic Exploration.

After working in Asia and the United States, Ponting was invited to join the Antarctic expedition by Scott, the first professional photographer to be hired for a polar expedition. After his Discovery expedition, Scott realised the importance of good photographic images for fund-raising and publicising the achievements of the expedition. The artist brought back with him nearly 2,000 photographic negatives, as well as several films.

In March 1912 Ponting left the Antarctic, according to previously-laid plans. Ponting was greatly affected by the loss of the polar party and dedicated the rest of his life and career to ensuring their heroism would never be forgotten. After his return to Britain, Ponting exhibited his work and lectured widely about Scott, thus ensuring that his photographs became inextricably linked with Scott and the heroic age of Antarctic exploration.

“a truthful and vivid insight into the manner in which the great Polar Expedition has been conducted, but is also a liberal contribution to the sum of human knowledge, and has a value both personal, historic, artistic and scientific.”

A rare exhibition catalogue and invaluable for the documentation of Ponting's photographs.



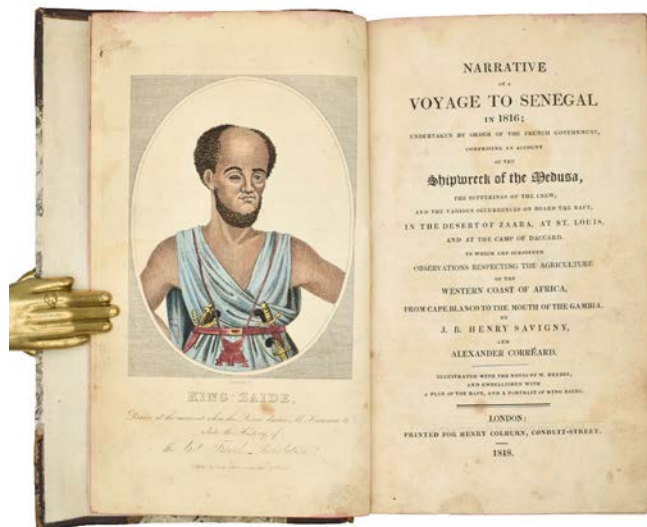
23. SAVIGNY, J.B. AND CORREARD, ALEXANDRE

Narrative of a Voyage to Senegal in 1816; undertaken by order of the French Government, comprising an account of the Shipwreck of the Medusa, the suffering of the crew, and the various occurrences on board the raft...

FIRST ENGLISH EDITION, half title, hand coloured portrait frontispiece, plan of raft cleaned with light stain, occasional light staining throughout, rebound, new endpapers, contemporary half calf over marbled boards, 8vo, London, Henry Colburn, 1818

£650

“Of one hundred and fifty persons embarked upon the raft, and left to their fate, only fifteen remained alive thirteen days afterwards; but of these fifteen, so miraculously saved, life constituted the sole possessions, being literally stripped of everything.”



A first hand account of when 147 men, abandoned on a makeshift raft after their ship ran aground off the coast of Africa. There followed murder, class warfare, mutiny, starvation, unimaginable depravity and eventually cannibalism.

In June 1816, the French Frigate, The Medusa, and three other ships sailed for the French colony of Senegal in West Africa. An inexperienced captain would run the ship aground and a shortage of lifeboats meant that only the upper

classes and senior officers would be allowed to board them. The lower classes, and a handful of crew left behind, had to build their own makeshift raft for 147 people. The lifeboats briefly towed the raft until, in an act of cowardice and cruelty, the captain cut it loose to drift away on a horrific 13-day odyssey.

On the very first night adrift, 20 men were murdered, and by the fourth day there were only 67 people left alive. They had resorted to murder and cannibalism to survive. When the raft was found 13 days later, only 15 of the original 147 had survived.

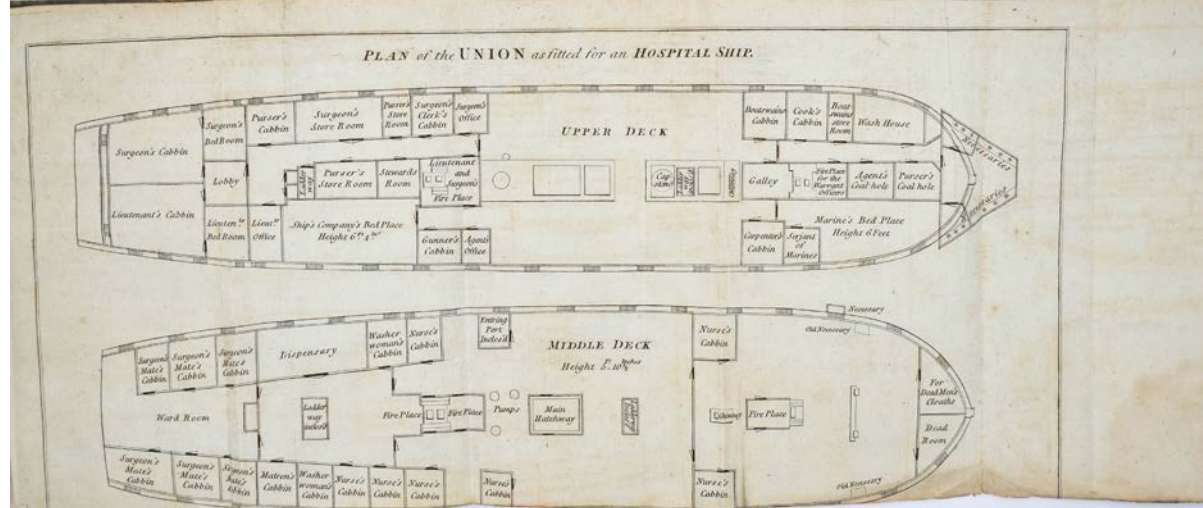
1815 was a turbulent year for France. Following Napoleon's defeat at Waterloo, the French monarchy was restored. The new king, Louis XVIII, gave unqualified men highly paid jobs as political favours. The captain of the Medusa, Viscount Hugues Duroy de Chaumereys, was one of them. It was widely considered his incompetence which led to the horrifying events that unfolded shortly after the Medusa set out to sea. Chaumereys hadn't been at sea for over 20 years and he became a symbol of Government corruption. The social and political turbulence that plagued French society was exposed, and France itself was considered a political shipwreck.

The authors Corréard and Savigny were both survivors of the Medusa shipwreck. Alexandre Corréard was an engineer and Jean-Baptiste Savigny was a doctor. Their professions may have saved their lives. Their account inspired the famous painting 'The Raft of the Medusa' by Theodore Gericault. Corréard was even interviewed by Gericault, and both authors appear in the painting. Displayed for the first time in 1819, the work shook the world and scandalised high society, partly due to the portrayal of a heroic black man.

A scarce edition of an important book, both politically influential as well as an insight into the horrors and suffering of being abandoned at sea.

24. SMYTH, JAMES CARMICHAEL

An Account of the Experiment Made at the Desire of the Lords Commissioners of the



Admiralty, on board the Union Hospital Ship, to Determine the Effect of the Nitrous Acid in Destroying Contagion, and the safety with which it may be employed.

FIRST EDITION, folding plan of the ship, trimmed, occasional light staining, contemporary marbled boards, rebaced in calf, handsomely gilt, 8vo, London, for J. Johnson, 1796.

£450

An account of an important experiment led by Dr. James Carmichael Smyth, which was requested by the Lord Commissioners of the Admiralty.

Smyth, a physician, spent his career pioneering the use of nitrous acid gas to prevent the spread of disease. He has written several treatises advocating for this method, along with several other medical matters.

In 1780 Smyth was appointed by the Government to take charge of a prison and hospital in Winchester, where he used nitrous acid gas to suppress the spread of the malignant typhus raging there. The treatment worked and the hospital and prison were soon brought to a comparatively healthy condition.

The government then ordered the experiment accounted for in this work. This experiment was deemed so conclusive parliament voted to award Smyth £5,000. He was elected Fellow of the Royal Society and appointed physician extraordinary to King George III.

25. SUTHERLAND, JAMES [LIEUTENANT]

A Narrative of the Loss of His Majesty's Ship the Litchfield, Captain Barton, on the Coast of Africa with an Account of the Sufferings of the Captain and the surviving Part of the Crew, in their Slavery under the Emperor of Morocco

£650

Third edition of a scarce account of the HMS Litchfield, wrecked on the Barbary coast

of North Africa on the 28th November, 1758. The HMS Litchfield, a 50-Gun ship in the Royal Navy, was launched in 1746 and had participated in the Seven Years War.

In 1758 the Litchfield was placed under the command of Commodore Augustus Keppel, as part of a squadron ordered to transport troops to West Africa to capture the island of Goree from the French. Litchfield was assigned to lead the squadron. After a heavy gale scattered the fleet, at night the sailing master reckoned their position was twenty-five leagues from the African shore. This proved to be incorrect, as at dawn the following morning Litchfield ran aground on the Barbary Coast. The ship was badly damaged, and broke apart during the day. Around 220 of the 350 crew managed to reach the shore. These survivors, naked and starving, were made prisoners by the Emperor of Morocco, and kept for a period of eighteen months in semi-slavery. After a tedious negotiation they were at last ransomed by the British government, and arrived at Gibraltar on 27 June 1760.

The account describes the initial voyage from Cork, Ireland, the weather conditions, the intermediate stops and shore leave, but also a detailed account of the deceased.



26. SUTTON, EVELYN CAPTAIN.

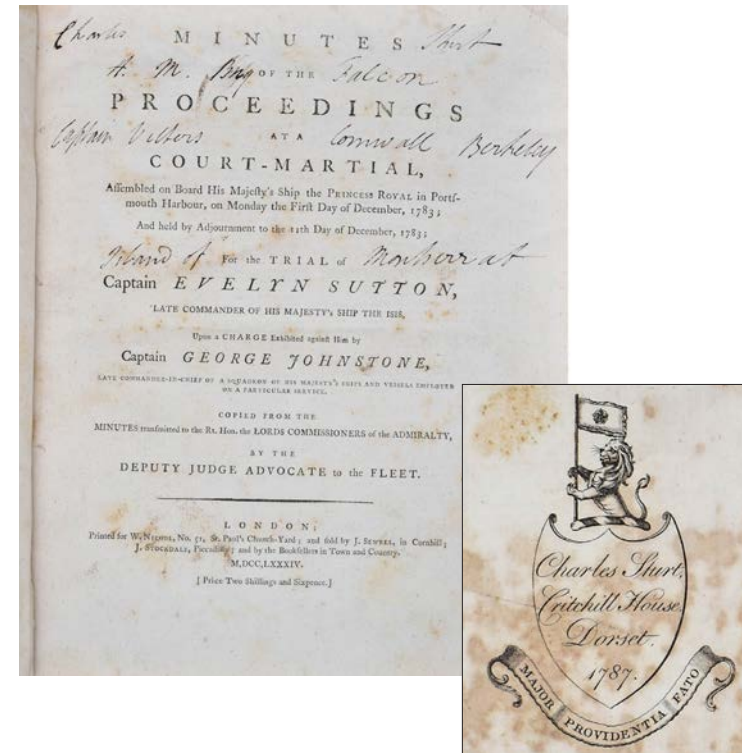
Minutes of the proceedings at a court-martial, assembled on board His Majesty's ship the Princess royal in Portsmouth harbour, on Monday the first day of December, 1783; And held by adjournment to the 11th day of December, 1783; for the trial of captain Evelyn Sutton, late commander of His Majesty's, ship the isis, upon a charge exhibited against him by captain George Johnstone, late commander-in-chief of a squadron of His Majesty's ships and vessels employed on a particular service. Copied from the minutes transmitted to the Rt. Hon. the lords commissioners of the admiralty, By the deputy judge advocate to the fleet.

FIRST EDITION, [4],62p, old annotations to title, occasional light foxing, bookplate of Charles Sturt to paste down, bookplate of Alington to front free endpaper, manuscript note to pastedown on binding, "June 18th 1785 bound by Samuel Maying, Bridport", contemporary quarter calf, marbled boards, slightly rubbed, 4to,

London, for W. Nicoll, 1784.

£2,000

AN EXTREMELY SCARCE record of the minutes of the Court-Martial brought against Captain Evelyn Sutton (c.1750-1817) by Captain George Johnstone.



Sutton was the son of Lord Robert Manners-Sutton. He became lieutenant in 1765 and promoted to commander in 1768, a position he retained until 1770. In January 1771 he was appointed Captain of the H.M.S. Preston. Sutton had an exciting career, participating in the American Revolutionary War and capturing the French schooner Juene Nannette in 1777. The following year he completed the fastest voyage to Gibraltar (6 days) on the H.M.S. Prospertine. While in Gibraltar, Sutton was involved in gathering intelligence which played a major part in the despatch of Vice-Admiral Byron's fleet to North America on the 9th of June. He participated in the Battle of Ushart in 1778 and later took the H.M.S. Isis to St. Helena and the West Indies.

On the 16th April 1781 Captain Sutton commanded the H.M.S. Isis in the Battle of Porto Praya under Commodore George Johnstone. The ship was damaged when the French squadron attacked the British while at anchor, preventing any possibility of pursuit. The following day Johnstone charged Sutton with "delaying and discouraging the public service [...]" and for disobeying the verbal orders and public signals of the said Captain Johnstone...", removing him from his command and placing him under

arrest. As it was impractical to immediately arrange a court-martial, Sutton was carried to the East Indies under a relaxed confinement. He was brought to trial in December 1783 after his return to England. The court unsurprisingly acquitted him of any misconduct. The following year Sutton brought a civil action against Johnstone and was awarded £6,000 in damages. Although this was subsequently overturned, he had the satisfaction of knowing that his plight was viewed with great sympathy by many of his contemporaries, including a young Captain Horatio Nelson. Where as Johnstone was regarded as an incompetent bully who looked to divert blame for his failures elsewhere.

*Provenance: From the library of Charles Sturt (1764 - 1812), acquired the year after he inherited Critchill House from his father. In 1876 Charles Sturt's grandson was created Lord Alington.
No copy at Auction since 1955.*

ESTC:T176085

27. VASON, GEORGE

An Authentic Narrative of Four Years' Residence at Tongataboo, one of the friendly islands in the south-sea, Who went thither in the duff, under Captain Wilson.

FIRST EDITION, engraved frontispiece, engraved map, occasional foxing and offsetting, mostly affecting first few leaves, bookplate of Archbald, Earl of Eglinton, contemporary half maroon morocco, marbled boards, 8vo, London, Longman, Hurst, Rees and Orme, 1810.

£350

A Scarce account of the life of George Vason, Nottingham's Robinson Crusoe.

After Vason completed a building apprenticeship, he was invited to accompany missionaries to introduce Christianity to the newly discovered islanders of the South Seas. He was 24 years old when he arrived at Tongataboo. Despite an uneventful beginning, two British sailors sparked a fight between the locals and the missionaries, killing three and causing the rest to flee. Vason, however, abandoned his European ways and adopted the local customs, clothing and language. He had many tattoos and also practised polygamy, one of his wives being a chief's daughter.

After a peaceful few years in which Vason got his own land and taught the natives some cultivation, there were a series of bloody civil wars, culminating in Vason managing to escape with his life by diving from a canoe pursued by the natives.

Despite forgetting the English language after so many years, a British ship picked him up, amazed to find a tattooed Englishman in native dress on their deck. Eventually he was dropped off in New York and worked as a sailor on American ships before returning to Nottingham.

