

Naval History

E–CATALOGUE

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Unrecorded edition with rules and regulations for the Naples royal fleet

01

[ACTON, Sir John Francis Edward & Antonius Count of THURN and Valsassina].
Istruzione per il servizio de bastimenti della Real Marina di guerra.
Naples, 1800.
8vo. With the engraved coat of arms of King Ferdinand IV of Naples on the title page. Contemporary gold-tooled "marbled" calf with tan and blue spots on a chemically darkened background.

€ 1800

Only known copy of a manual with rules and regulations for maintenance of the ships of the Royal Marine at Naples, the handling of the equipment, the composition, the punishments, how to salute with the cannons, the division of booty, etc., published during an interesting time of Naples's turbulent history when the English and Franco-Spanish fleets dominated the Mediterranean.

A preface by Antonius Count of Thurn and Valsassina (1723–1806), Commander of the navy of Naples and Sicily, precedes extracts of the rules and regulations issued by the Count of Thurn himself and Sir John Francis Edward Acton (1736–1811), Prime Minister of Naples under King Ferdinand IV of Naples (also King of Sicily and later of the Two Sicilies) and friend of the English, especially of the famous ambassador Hamilton at Naples and his wife Emma. The preface is dated Naples, 15 April 1800, and is directed to the commanders of the Italian navy.

The manual was compiled as a supplement to a manual titled Istruzioni dirette agl'inglesi ... tradotte per sovrano comando, e corredate di annotazioni da Giannantonio de Torrebruna tenente colonnello al servizio di sua Maesta il Re delle Sicilie, published at Naples by the Stamperia Reale in 1798 (with an expanded edition in 1799).

Fine copy of an unrecorded manual for the Naples Royal Marine.

86 pp. No other copy located; cf. Diz. biogr. degli Italiani 1, pp. 206–210; P. Pieri, "La distruzione della flotta napolitana", in: Studi di storia napoletana (1926), pp. 603, 611–613; S. Romiti, Le marine militari italiane nel Risorgimento (1748–1861) (1950), p. 49; not in ICCU; KVK; WorldCat. ☞ More on our website


ISTRUZIONI
PER IL SERVIZIO
DE' BASTIMENTI,
DELLA REAL MARINA
DI GUERRA.
IN NAPOLI
MDCCC.

The battle on VOC millions, retrieved by the Dutch sea admiral Michiel de Ruyter

02

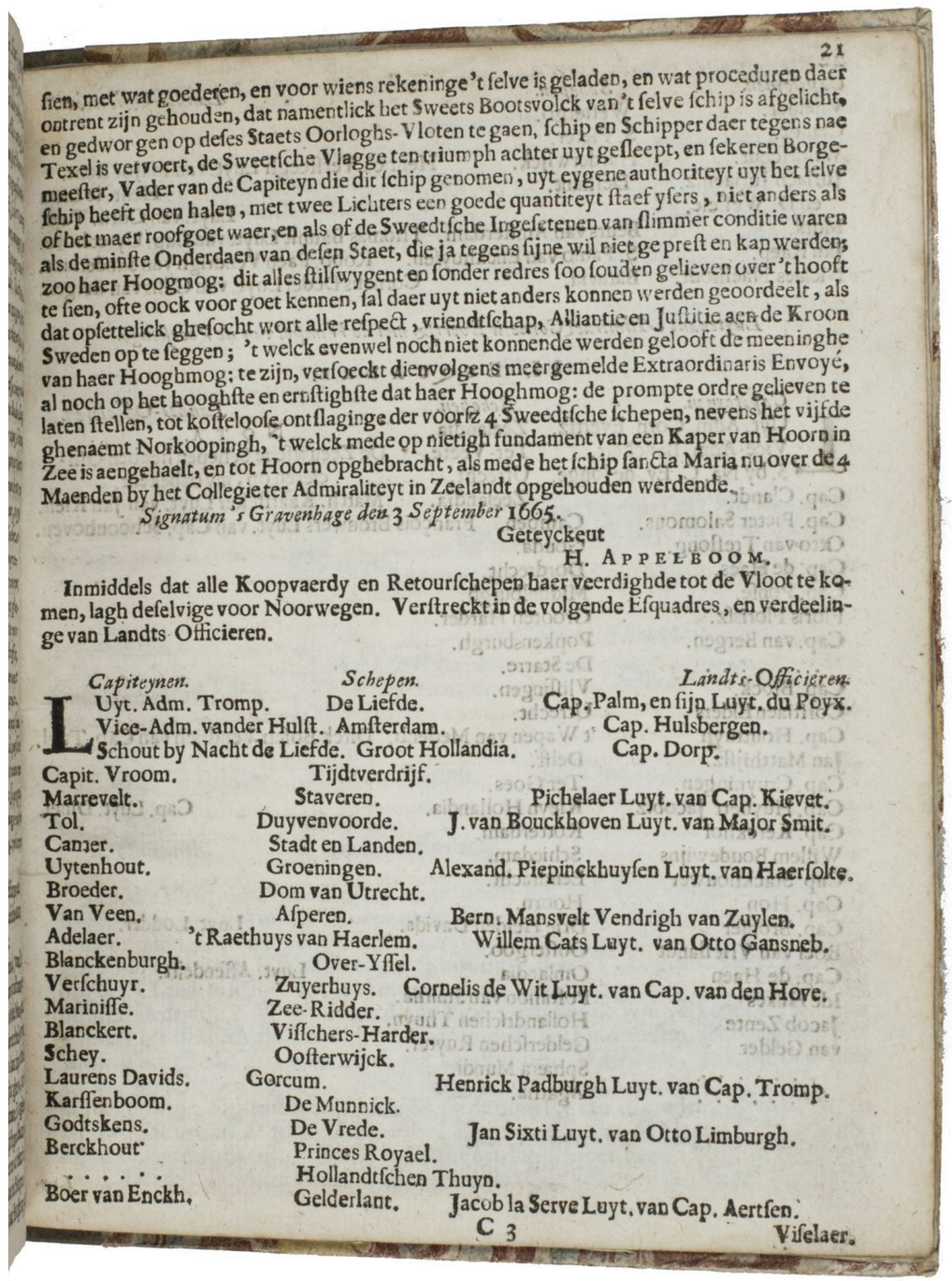
[SECOND ANGLO-DUTCH WAR - BATTLE OF VÅGEN - VOC]. Zee-journael, ofte autentijcq verhael, uyt d'annotatien van de heeren haer hoogh-mogende volmachtighde inde vloot, der doorluchtighste geunieerde Republique, en andere schriften, aengaende al het ghepasseerde, 't zedert 't vertreck van de vloot uyt Spanjaerts-gat na de Noort, tot het wederkeeren voor Goeree, met alle voorvallen in zee, ontmoetingen, ghevecht in Noorwegen, tempeesten, en wat in 't generael en particulier voorgevallen en geschiedt is, van den 13 juny tot den 6 octob. 1665.
[Amsterdam?, Jacobus Venckel?], 1665.
4to. With an ornamental woodcut title-vignette. Contemporary half vellum, marbled sides.

€ 2500

Rare pamphlet written by an anonymous author, discussing the fascinating Battle of Vågen, the main port area of neutral Bergen in Norway, in August 1665 during the Second Anglo-Dutch War (1665–1667), including its background and aftermath. The Second Anglo-Dutch war was a war at sea, caused by conflicts in colonial territories of the Dutch Republic and England. This naval war consisted mainly of protecting their own merchant ships, capturing enemy ships and trying to sink each other's warships. The Battle of Vågen was an important naval battle between a rich treasure fleet of the Dutch East India Company (VOC) and an English flotilla of warships.
The present pamphlet gives an account of the events before and after the Battle of Vågen, and also in broad lines of the battle itself, including all kinds of correspondence and notes from high-ranking figures.
Since Tiele attributes this anonymous edition to Venckel, it seems likely to be the first edition, which Venckel first published anonymously. In any case, the present edition is rare. We find only two records of it at auction, in 2005 and 2015, the other copies are all held institutionally.
A highly interesting pamphlet on one of the most important and fascinating 17th-century sea battles in Dutch naval history and in the history of the Dutch VOC.
A few spots, the margins trimmed (with no loss of text except that the words "Zee-Journael" on the title-page are slightly shaved). Otherwise in good condition.

35, [1 blank] pp. Knuttel 9103; STCN 863290108 (6 copies); Tiele 5266; WorldCat (5 copies in 4 entries); for Venckel: H.F. Wijnman, "De Amsterdamsche boekverkooper Jacob Vinckel (1627–1680)" in: Vondel-kroniek 5 (1934), p. 192.

☞ More on our website



21

sien, met wat goederen, en voor wiens rekeninge 't selve is geladen, en wat proceduren daer ontrent zijn gehouden, dat namentlick het Sweets Bootsvolck van 't selve schip is afgelicht, en gedworgen op deses Staets Oorloghs-Vloten te gaen, schip en Schipper daer tegens nae Texel is vervoert, de Sweetsche Vlagge ten triumph achter uyt gesleept, en sekeren Borgemeester, Vader van de Capiteyn die dit schip genomen, uyt eygene authoriteyt uyt het selve schip heeft doen halen, met twee Lichters een goede quantiteyt staef yfers, niet anders als of het maer roofgoet waer, en als of de Sweedtsche Ingesetenen van slimmer conditie waren als de minste Onderdaen van desen Staet, die ja tegens sijne wil niet ge prest en kan werden; zoo haer Hoogmog: dit alles stilswygent en sonder redres soo souden gelieven over 't hooft te sien, ofte oock voor goet kennen, sal daer uyt niet anders konnen werden geoordeelt, als dat opsettelick ghesocht wort alle respect, vriendtschap, Alliantie en Justitie aen de Kroon Sweden op te seggen; 't welck evenwel noch niet konnende werden gelooft de meeninghe van haer Hooghmog: te zijn, versoeckt dienvolgens meergemelde Extraordinaris Envoyé, al noch op het hooghste en ernstighste dat haer Hooghmog: de prompte ordre gelieven te laten stellen, tot kosteloose ontslaginge der voorsz 4 Sweedtsche schepen, nevens het vijfde ghenaemt Norkoopingh, 't welck mede op nietigh fundament van een Kaper van Hoorn in Zee is aengehaelt, en tot Hoorn opghebracht, als mede het schip sancta Maria nu over de 4 Maenden by het Collegie ter Admiraliteyt in Zeelandt opgehouden werdende.

Signatum 's Gravenhage den 3 September 1665.

Geteyckent
H. Appelboom.

Inmiddels dat alle Koopvaerdy en Retourschepen haer veerdighde tot de Vloot te komen, lagh deselvige voor Noorwegen. Verstreckt in de volgende Esquadres, en verdeelinge van Landts Officieren.

Capiteynen.	*Schepen.*	*Landts-Officieren.*
Uyt. Adm. Tromp.	De Liefde.	Cap. Palm, en sijn Luyt. du Poyx.
Vice-Adm. vander Hulst.	Amsterdam.	Cap. Hulsbergen.
Schout by Nacht de Liefde.	Groot Hollandia.	Cap. Dorp.
Capit. Vroom.	Tijdtverdrijf.	
Marrevelt.	Staveren.	Pichelaer Luyt. van Cap. Kievet.
Tol.	Duyvenvoorde.	J. van Bouckhoven Luyt. van Major Smit.
Camer.	Stadt en Landen.	
Uytenhout.	Groeningen.	Alexand. Piepinckhuysen Luyt. van Haersolte.
Broeder.	Dom van Utrecht.	
Van Veen.	Asperen.	Bern. Mansvelt Vendrigh van Zuylen.
Adelaer.	't Raethuys van Haerlem.	Willem Cats Luyt. van Otto Gansneb.
Blanckenburgh.	Over-Yssel.	
Verschuyr.	Zuyerhuys.	Cornelis de Wit Luyt. van Cap. van den Hove.
Marinisse.	Zee-Ridder.	
Blanckert.	Visschers-Harder.	
Schey.	Oosterwijck.	
Laurens Davids.	Gorcum.	Henrick Padburgh Luyt. van Cap. Tromp.
Karssenboom.	De Munnick.	
Godtskens.	De Vrede.	Jan Sixti Luyt. van Otto Limburgh.
Berckhout.	Princes Royael.	
. . . . .	Hollandtschen Thuyn.	
Boer van Enckh.	Gelderlant.	Jacob la Serve Luyt. van Cap. Aertsen.

C 3 Viselaer.

Letter by the famous circumnavigator Bougainville

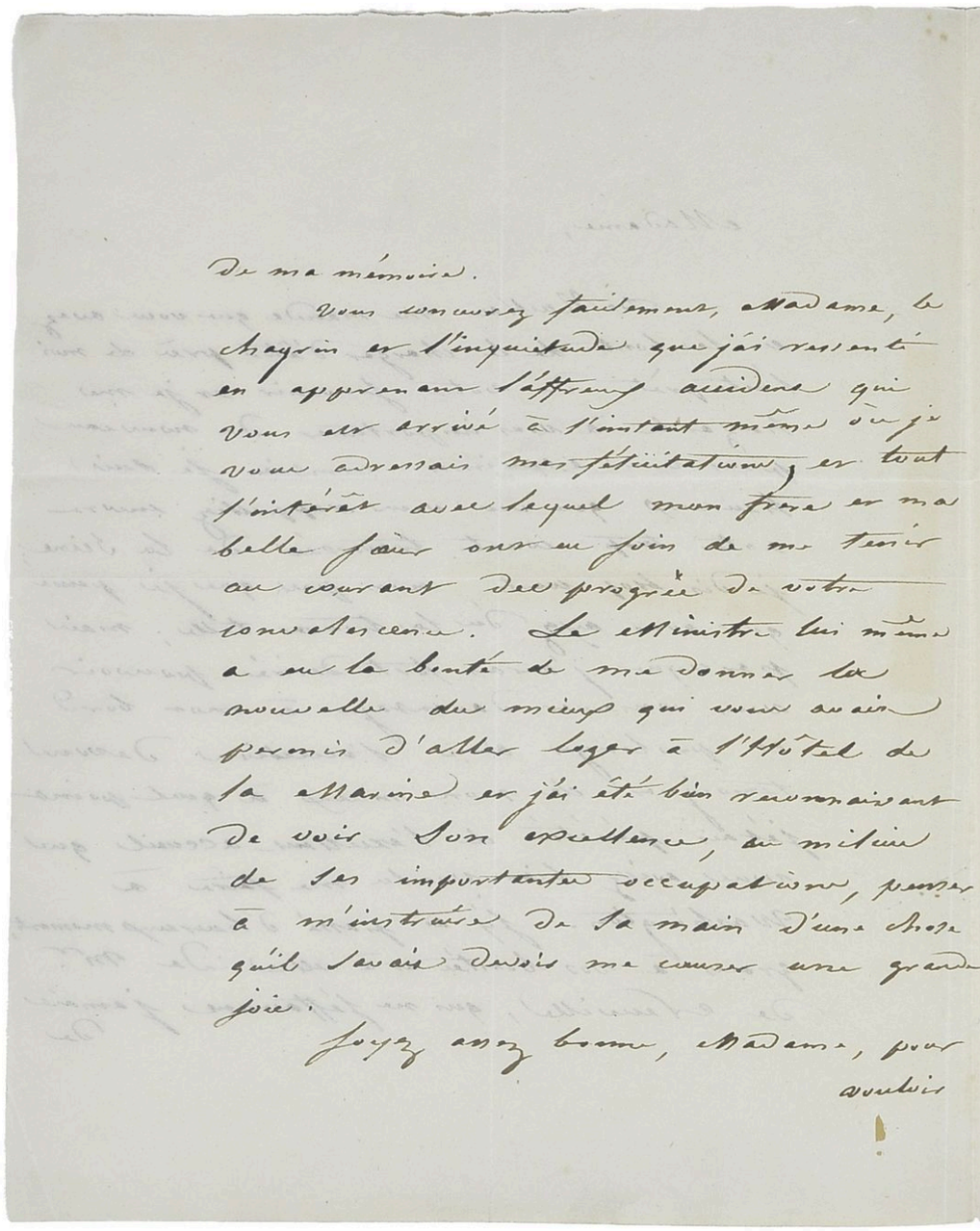
03

BOUGAINVILLE, Hyacinthe-Yves-Philippe Potentien, Baron de. [Autograph letter, signed, to Baroness Hyde de Neuville (Anne Marguerite Henriette de Marigny Hyde de Neuville)].
[Brest?, ca. 1820/22].
Folded leaf (20.6 × 16.5 cm). In French.

€ 1250

Interesting letter from the famous French explorer Hyacinthe de Bougainville to Baroness Hyde de Neuville (died 1849), the wife of Baron Jean-Guillaume Hyde de Neuville (1776 - 1857), French aristocrat, diplomat, and politician.
In this letter Bougainville refers to an earlier visit with the Baroness on his vessel La Seine (which he commanded from 1819–21) and a meeting he had with her and her husband in Washington. He also asks whether she can arrange a new meeting between him and her husband.
Small hole in margin not affecting text. Fine letter by the famous circumnavigator Hyacinthe de Bougainville.

2 1/2 pp. text. On Bougainville: Howgego,1800–1850, B50; on the De Neuvilles: New Jersey Women's History.
☞ More on our website


De ma mémoire.

Vous concevez facilement, Madame, le chagrin et l'inquiétude que j'ai ressenti en apprenant l'affreux accident qui vous est arrivé à l'instant même où je vous adressais mes félicitations, et tout l'intérêt avec lequel mon frère et ma belle sœur ont pris soin de me tenir au courant des progrès de votre convalescence. Le Ministre lui même a eu la bonté de me donner la nouvelle du mieux qui vous avait permis d'aller loger à l'Hôtel de la Marine et j'ai été bien reconnaissant de voir Son Excellence, au milieu de ses importantes occupations, penser à m'instruire de sa main d'une chose qu'il savait devoir me causer une grande joie.

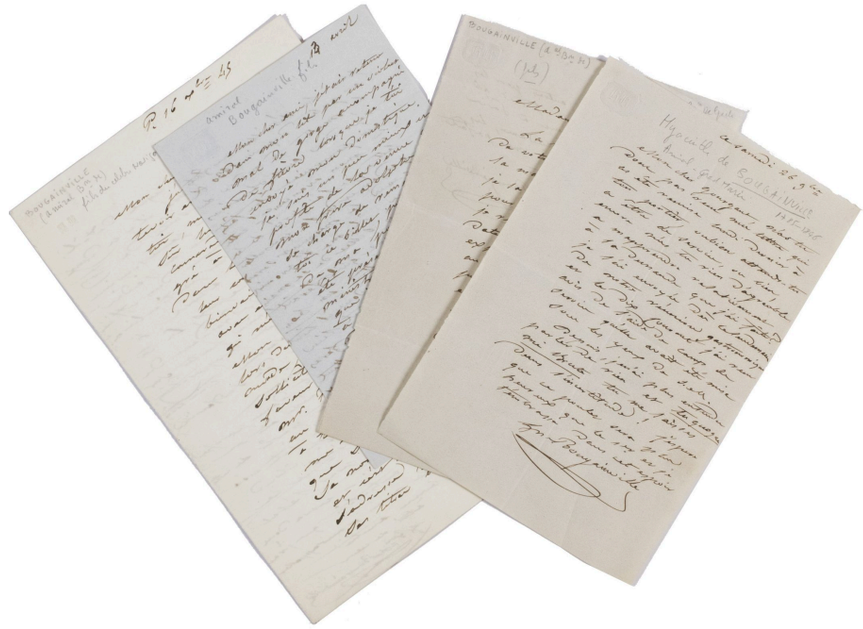
Joyez aussi bonne, Madame, pour

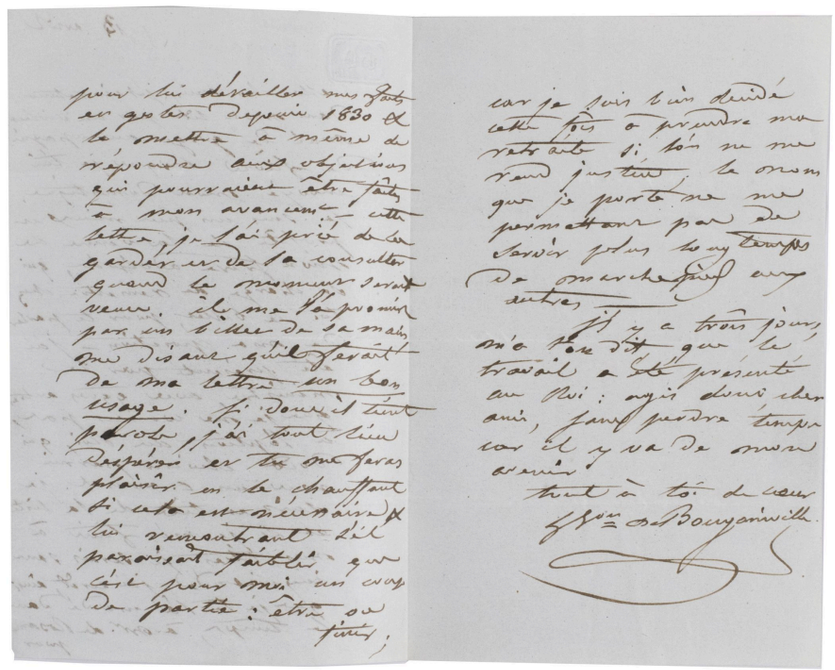
Four interesting original signed letters by the French explorer Hyacinthe de Bougainville

04

BOUGAINVILLE, Hyacinthe Yves Philippe Pottentien, baron de. [Autograph letters by Hyacinthe de Bougainville].
[France], 18[35?], 1837, 18[38], and 1845.
(1) 17.7 × 12 cm; (2) 17.7 × 12 cm; (3) 15.6 × 10 cm; (4) 20.4 × 13.2 cm. All four letters written in French, in an early 19th century cursive in brown ink. With the blind-stamped initials "H.B" in the top right corner of each letter. [France], 16 December 1845. Folded.

€ 3750





Hyacinthe Bougainville (1781–1846) was a French naval officer, son of the famous French Admiral and explorer Louis-Antoine, Comte de Bougainville (1729–1811) who had circumnavigated the world in 1766–1769. Hyacinthe sailed around the world from 1824–1826 on board of the Thétis and the Espérance, sent by the Minister of the Navy and the Colonies, the Duc de Clermont-Tonnerre. It was virtually a diplomatic mission to Réunion, Cochin-China, Pondicherry in the Indian Ocean, Manila and Macao. Hyacinthe returned across the Pacific and after anchoring at Port Jackson for three months he returned to France via Rio de Janeiro. Hyacinthe de Bougainville became Rear-Admiral in 1838.
Ad 1: Autograph letter signed by Hyacinthe de Bougainville to Gaspar, baron Gourgaud. Hyacinthe complained that he had heard nothing from him since their last "réunion gastronomique" 16 days earlier.
Ad 2: Autograph letter signed by Hyacinthe de Bougainville to Madame Delpeche. She was the widow of François Delpeche, an engraver who made a portrait of Hyacinthe's father Louis-Antoine de Bougainville in 1837.
Ad 3: Autograph letter signed by Hyacinthe de Bougainville to a "Cher ami". He wrote that he had been presented by the Minister, with some others that he didn't know, to the King as an option for being made a c[ontre] admiral (= Rear Admiral). "I am at the head of the list and if I stick to my titles I will be without worry …". He invokes his deeds since 1830 and says that he wants to retire "if I am not done justice; the name I bear does not allow me to serve any longer as a stepping stone for others". Three days before, he was told that "le travail" was presented to the King, and indeed his appointment followed the same year.
Ad 4: Autograph letter signed by Hyacinthe de Bougainville to a "Cher ami" and his best "comrade". De Bougainville asks him a favour regarding the son-in-law of his "second" on the Thétis during his voyage around the globe (in 1824–1826).
All four letters with faint folding lines and pencil annotations; ads 2 and 4 with glue residue on the last leaf, ad 2 with the remnants of a seal and a slight defect to the top corner of the last leaf, where the letter was sealed and reopened. Overall in very good condition.

[1], [1 blank]; [2], [1 blank] [1]; [3], [1 blank]; [2], [2 blank] pp. Howgego, Encyclopaedia of Exploration, 1800 to 1850 (vol 2), B50. ☞ More on our website

First edition of this manual for the examination to become a Master-surgeon on land or at sea, with a frontispiece by Jan Luyken

05

BOUT, Bernardus de. 't Nieuwe examen der chirurgie, na de hedendaagse praktyk. t' samen gestelt voor de gene, welke hare promotie moeten doen om vry meester te werden, en voor die te lande of te water in den oorlog dienen … Vermeerderd met de Nieuw verbeeterde chirurgyns scheeps-kist [by J. Verbrugge].
Amsterdam, Jan Claesz. ten Hoorn, 1694.
8vo. With an engraved frontispiece by Jan Luyken: "Examen der Chirurgie", with imprint below (cut short), woodcut title vignettes, initials and tailpieces. Mottled calf, gold-tooled spine with title in gold.

€ 3950

First edition of a manual for the examination to become a free master surgeon in the country or at sea. Jan ten Hoorn, a publisher of medical literature published 5 more editions to 1740 and he includes a stocklist of his medical books at the end. Also added: the third edition of Johannes Verbrugge, De nieuwe verbeterde chirurgyns scheeps-kist, sijnde een catalogus oft lijste der medicamenten die yder chirurgijn naer Oost-of West Indiën gemeenlyk mede-voert (Amsterdam, Jan ten Hoorn, 1693), the first edition of which was published in 1675; the second in 1680, the sixth in 1723.
With a contemporary owner's inscription by Hermannus Dulles and the armorial bookplate of Nordkirchen on the front paste-down. With the index (quire 2C) misbound between frontispiece and title (2 ll.) and between pp. [6] and [7] (2 ll.)

[8], 390, [10], 96 pp. Klaversma & Hannema, Jan en Caspar Luyken te boek gesteld 284; BMN, I, p. 292.

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The life of Michiel de Ruyter recorded from contemporary documents

06

BRANDT, Geeraert. Het leven en bedryf van den heere Michiel de Ruiter, Hertog, Ridder, &c. L. Admiraal Generaal van Hollandt en Westvriesland.
Amsterdam, (printed by P. and J. Blaeu) for Wolfgang, Waasberge, Boom, van Someren and Goethals, 1687.
Folio. With engraved frontispiece, full-page engraved portrait, 7 double-page etched plates by Daniel Stoopendaal, and 1 full-page engraved plate by J. Mulder. 18th- or early 19th-century half calf, gold-tooled spine.

€ 1950

First edition of this renowned biography of the Dutch Admiral Michiel Adriaanszoon de Ruyter, written by the historian Geeraert Brandt and edited by his sons Caspar and Johannes. The biography, esteemed for its literary qualities, drew on first-hand documents that were partly lost in a fire in 1844 and remains of great importance.
Born in Vlissingen in 1607, De Ruyter took to the seas at the age of 11. By the age of 15, when he joined the Dutch Navy, he had sailed with whalers, pirates and merchants, travelling as far as Morocco and the West Indies. De Ruyter, though, owes his lasting fame to his role in the three Dutch-Anglo Wars. He fought the English off the coast of West Africa, the Caribbean, temporarily took St John's, Newfoundland, and even considered retaking New York (which plan was frustrated by the heavy damage he sustained to his ships). The fine plates include sea battles and views of Algiers and Chatham.
Some browning and waterstaining; spine damaged. A very good copy of a monumental biography.

[8], 1063, [23] pp. Alden & Landis 687/21; Cat. NHSM, p. 843; JCB IV, p. 173; Sabin 7405. ☞ More on our website



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

07

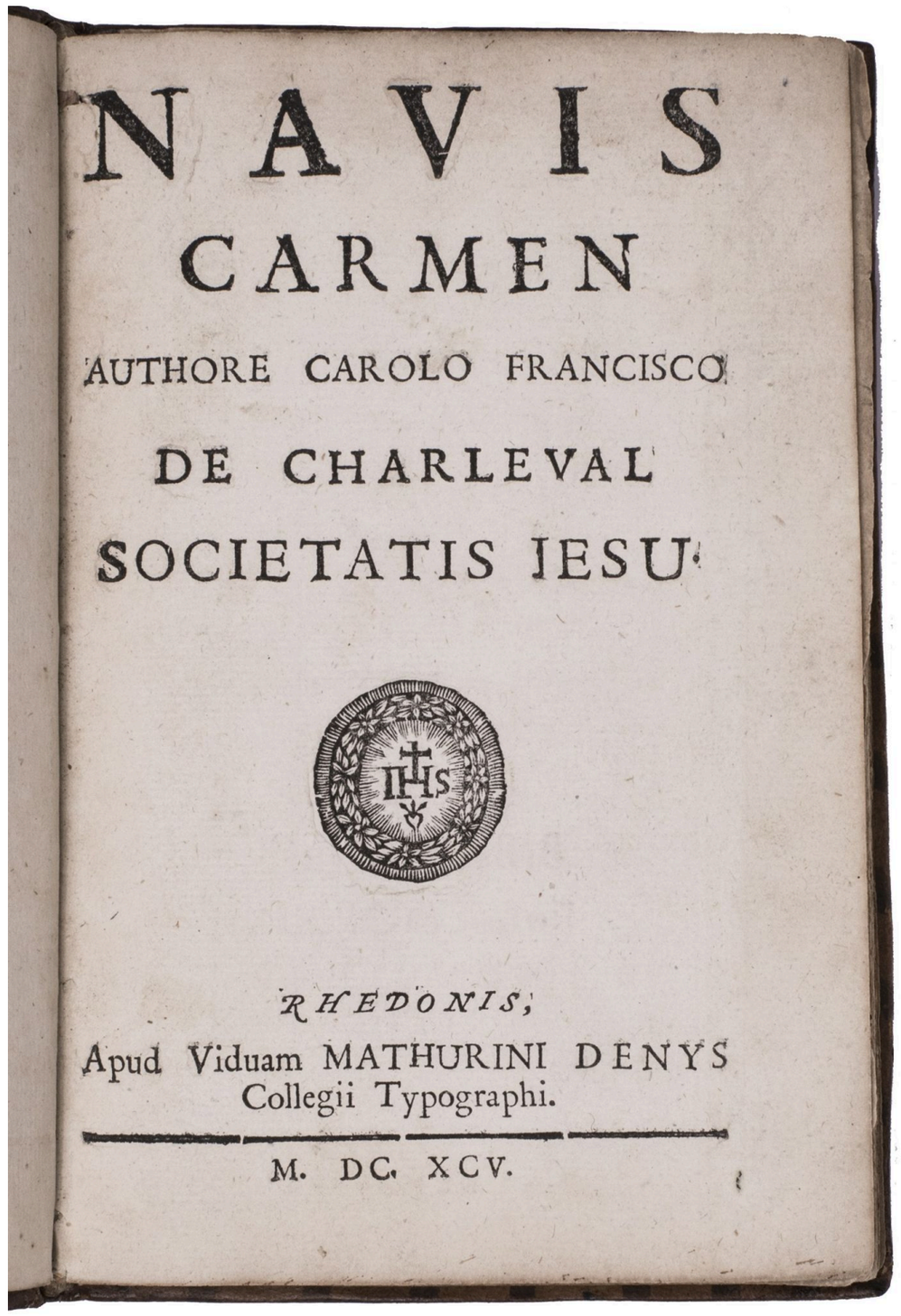
CHARLEVAL, Charles-François de. Navis carmen.
Rennes, widow of Mathurnus Denys, 1695.
With a folding engraved plate of a 44-gun ship. With: (2) CHARLEVAL, Charles-François de. Simius carmen. Rennes, widow of Mathurnus Denys, [ca. 1695]. 2 works in 1 volume. 8vo. Contemporary calf, gold-tooled spine.

€ 2950

Ad 1: Rare first and only edition of a Neo-Latin poem on ships and shipbuilding, including several lines on the etymology of the various terms used to describe a ship, which are depicted on a folding engraving. Although elegantly composed, the author seemingly made several educated guesses as to the true origin of several terms. Charleval "had neglected to research the true origins of the terms which he employed" (Jal).
Ad 2: Rare first and only edition of a Neo-Latin poem on the properties of monkeys. As in singerie paintings, in which monkeys imitate human behaviour, the monkeys in the poem are in fact a mirror for human behaviour.
Charles-François de Charleval (1667–1747) was a French Neo-Latin poet and a member of the Jesuit order.
With a stamp and shelf-mark of René Moreux (1876–1957) on the back of the first title-page. Binding restored. With the plate and text of ad 1 somewhat shaved; a good copy.

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

☞ More on our website


NAVIS
CARMEN
AUTHORE CAROLO FRANCISCO
DE CHARLEVAL
SOCIETATIS IESU
IHS
RHEDONIS,
Apud Viduam MATHURINI DENYS
Collegii Typographi.
M. DC. XCV.

Naval poems and songs from the Franco-Dutch War

08

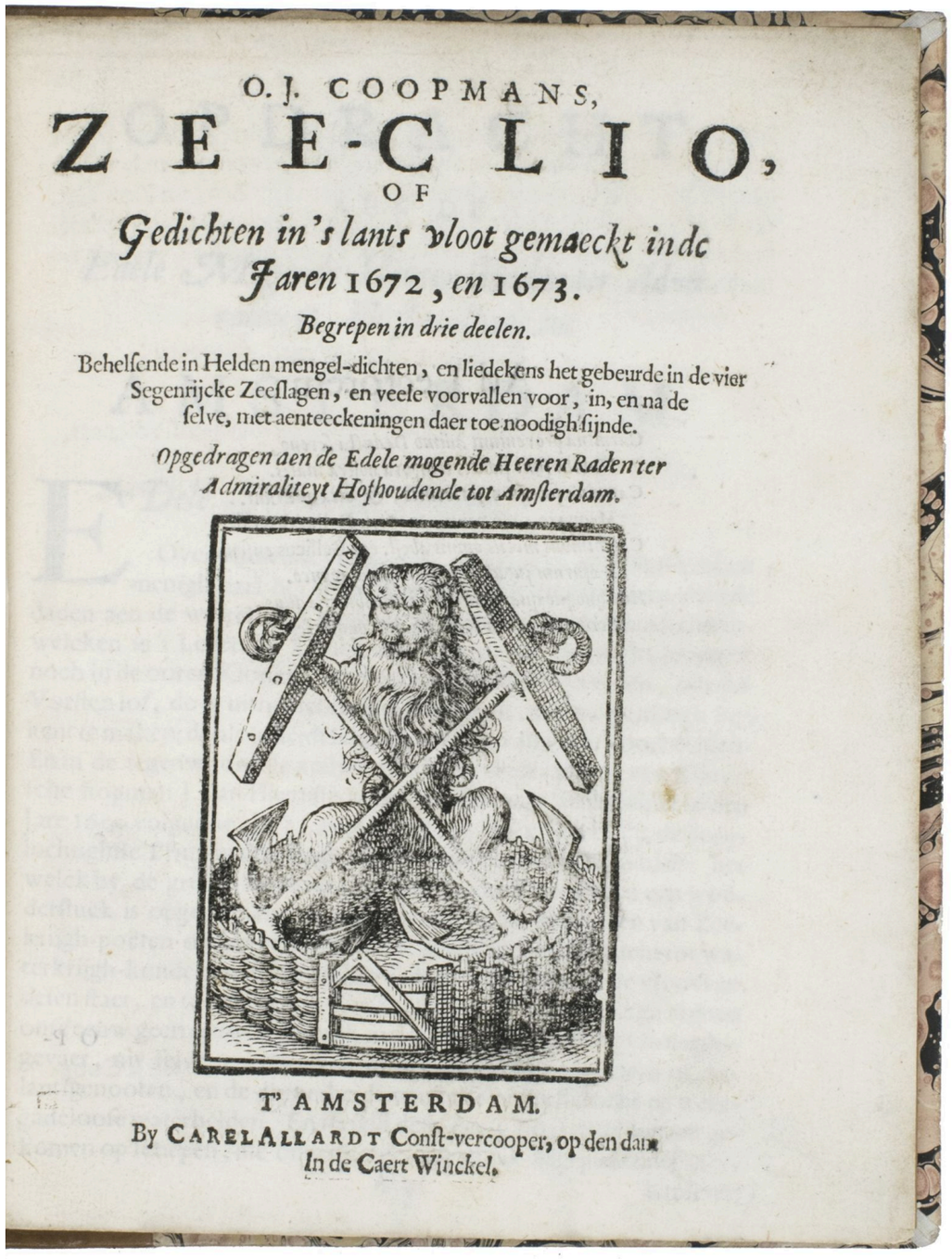
COOPMAN, Ocke Jeyes. Zee-clio, of gedichten in 's lants vloot gemaeckt in de jaren 1672, en 1673.
Amsterdam, Carel Allard, [ca. 1673].
4to. With the woodcut device of the Amsterdam admiralty on the title page (Dutch garden guarded by a lion holding two anchors), 3 woodcut decorated initials (1 series). Modern half calf, marbled sides.

€ 1500

First and only edition of a collection of verse poems and songs about Dutch naval heroes and battles from the first years of the Franco-Dutch War (1672–1678) written by Ocke Jeyes Coopman. It includes poems about Willem Joseph van Ghent, Isaac Sweers, Volckert Schram, Cornelis Tromp, the Battles of Schooneveld (7 and 14 June 1673), the Battle of Kijkduin (21 August 1673) etc. It also contains less serious poems and songs such as "Matroosen drinck-liedt op de gesontheyt van Sijn Hoogheydt den Heere Prince van Oranje" (Sailors' drinking song to the health of His Highness the Prince of Orange).
Title page slightly soiled, otherwise in very good condition and nearly untrimmed.

62, [2] pp. Cat. NHSM, p. 425; Knuttel 10819; Scheurleer, Liedboeken, p.180; Thysius 9447; Tiele, Pamfletten 6838.

☞ More on our website



O. J. COOPMANS,

ZEE-CLIO,

OF

Gedichten in 's lants vloot gemaeckt in de Jaren 1672, en 1673.

Begrepen in drie deelen.

Behelsende in Helden mengel-dichten, en liedekens het gebeurde in de vier Segenrijcke Zeeslagen, en veele voorvallen voor, in, en na de selve, met aenteeckeningen daer toe noodigh sijnde.

Opgedragen aen de Edele mogende Heeren Raden ter Admiraliteyt Hofhoudende tot Amsterdam.

T' AMSTERDAM.

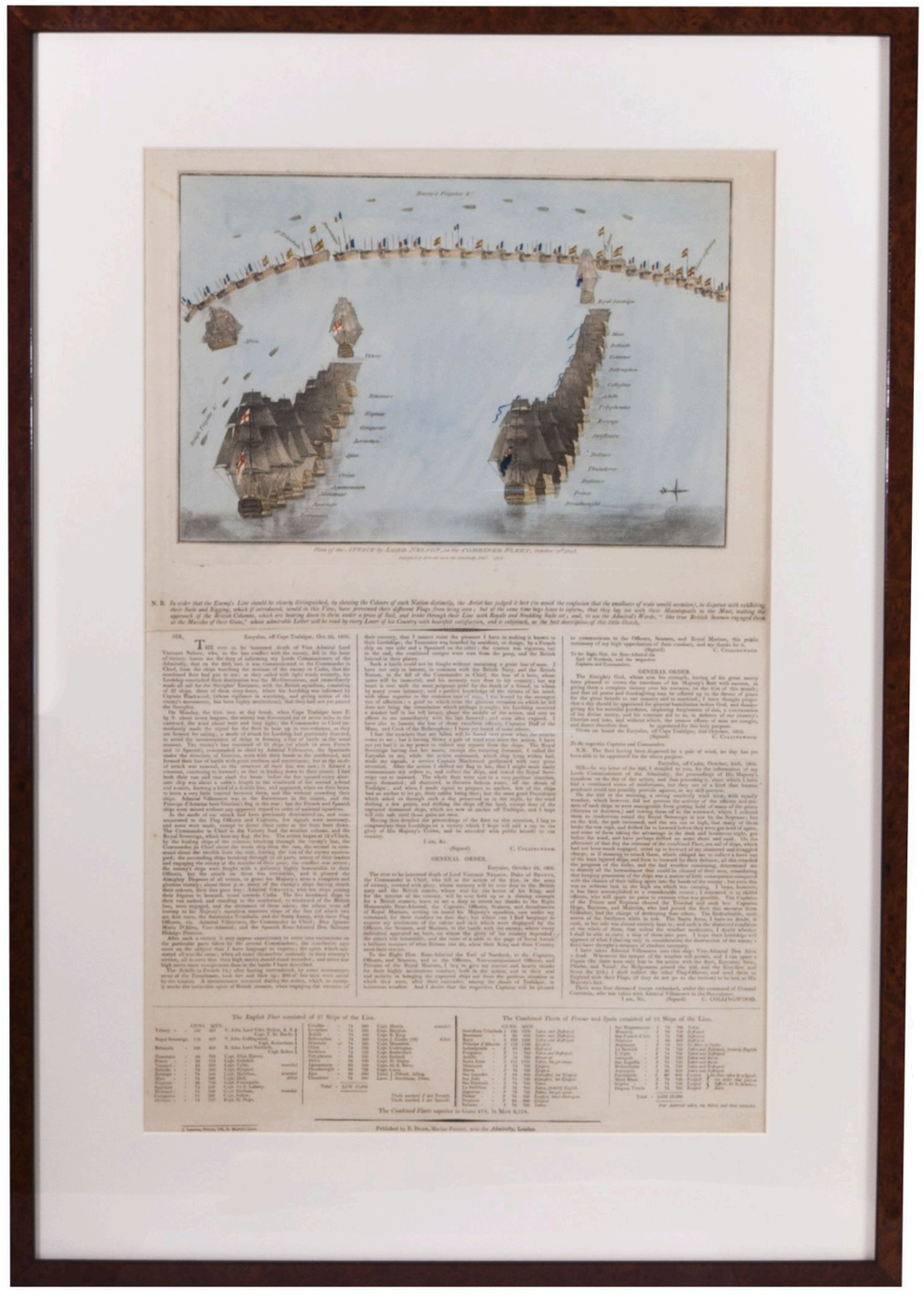
By CAREL ALLARDT Const-vercooper, op den dam In de Caert Winckel.

Very well preserved broadsheet with attractive hand-coloured aquatint commemorating the Battle of Trafalgar

09

DODD, Robert. Plan of the attack by Lord Nelson, on the combined fleet, October 21st 1805.
London, printed by J. Smeeton for Robert Dodd, November 1805.
Aquatint plan (26.5 × 36.5 cm) coloured by a contemporary hand on a broadsheet (66 × 44 cm), with letterpress text below. Framed (85 × 60 cm).

€ 2800



Very well-preserved broadsheet commemorating the Battle of Trafalgar (21 October 1805), including an attractive hand-coloured aquatint illustrating the commencement of the battle, where the British fleet led by Admiral Lord Nelson approaches the combined French and Spanish fleets in two columns to break the enemy formation into three. The broadsheet was published a month after the event and besides the aquatint plan, includes Vice-Admiral Collingwood's letters to the Admiralty describing the successful battle and the unfortunate death of Nelson, and a list of the ships in both fleets. Nelson successfully broke with military tradition by trusting his men to judge their situation and make tactical decisions, famously signalling as his instructions "England expects every man to do his duty".
"From about 1783 Dodd himself engraved and published over 100 aquatints of his work. Of interest are his … sets of engravings of the battles of the Nile … and Trafalgar. In his engravings as in his paintings his strength lies in the depiction of water and in accuracy of the details of ships' rigging, masts, and sails in different conditions. … His prolific work is significant as a historical record, along with that of several contemporary marine painters working on the same subjects" (ODNB).
In very good condition, with only an old, clean fold.

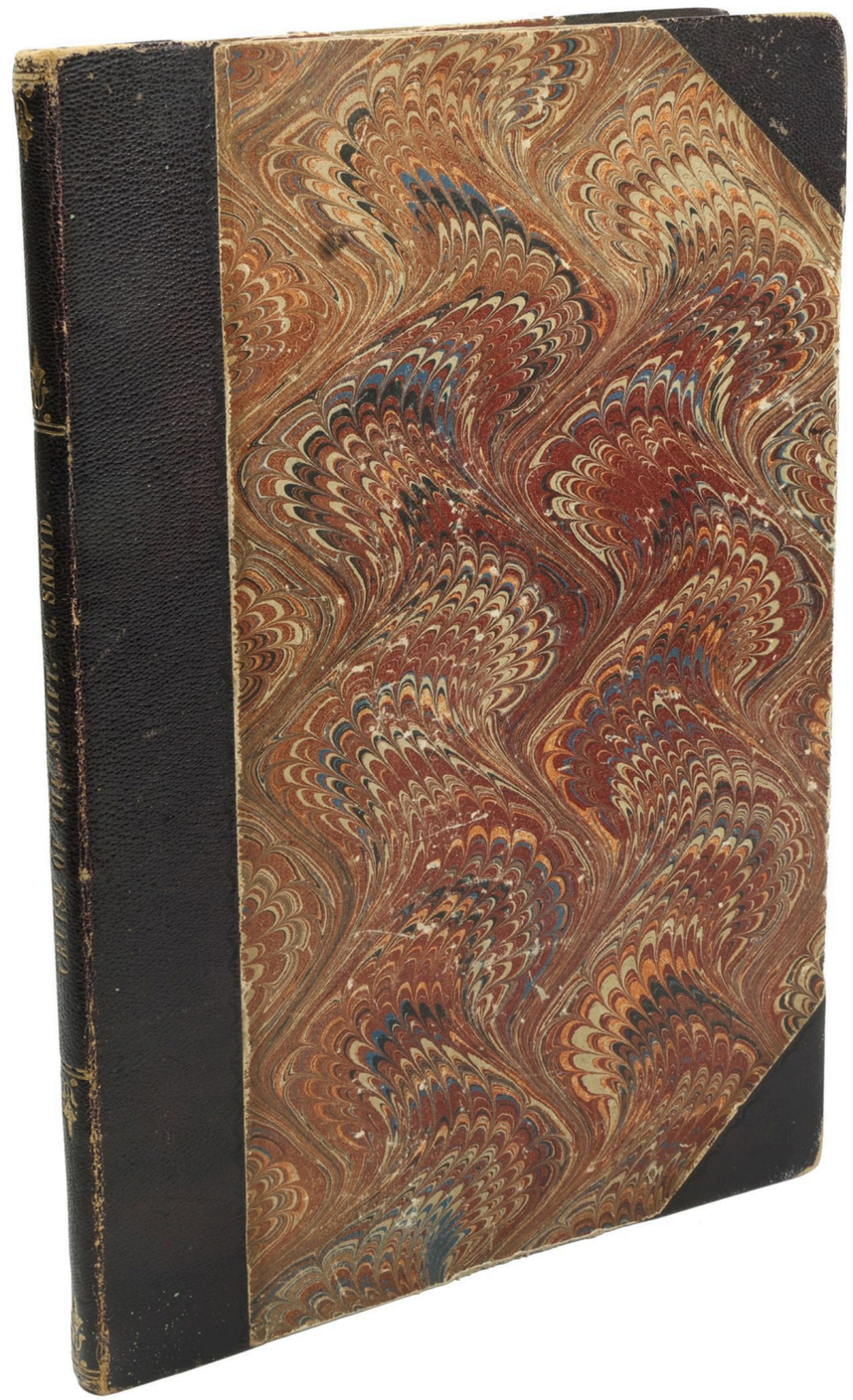
For Dodd: L. Macfarlane, "Dodd, Robert (1748–1815)", in: ODNB (online ed.). ☞ More on our website

A British officer witnesses Jeddah's preparations for the Hajj

10

[EAST INDIA TRADING COMPANY - THE SWIFT]. East India Company "Swift" - account of a voyage to India and Malaysia 1794–5.
[Various places, including Saudi Arabia and Yemen, ca. 1796].
Small folio (ca. 19 × 30.5 cm. English manuscript on watermarked paper. With a loosely inserted manuscript map titled "A Chart shewing the Track of HMS Ship Myrtle" of the Bay of Biscay and Portugal, and a hand-coloured manuscript signal chart. Contemporary or slightly later half black morocco, marbled boards.

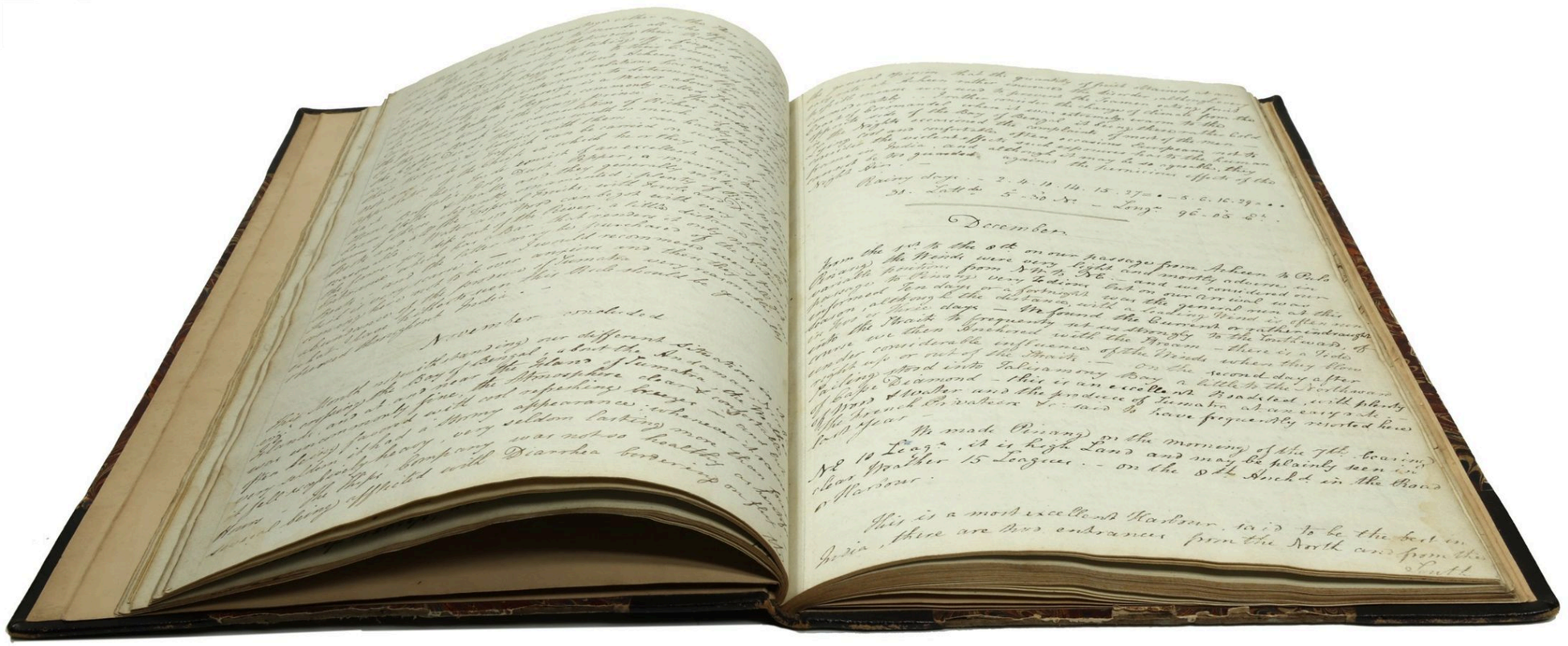
€ 35 000

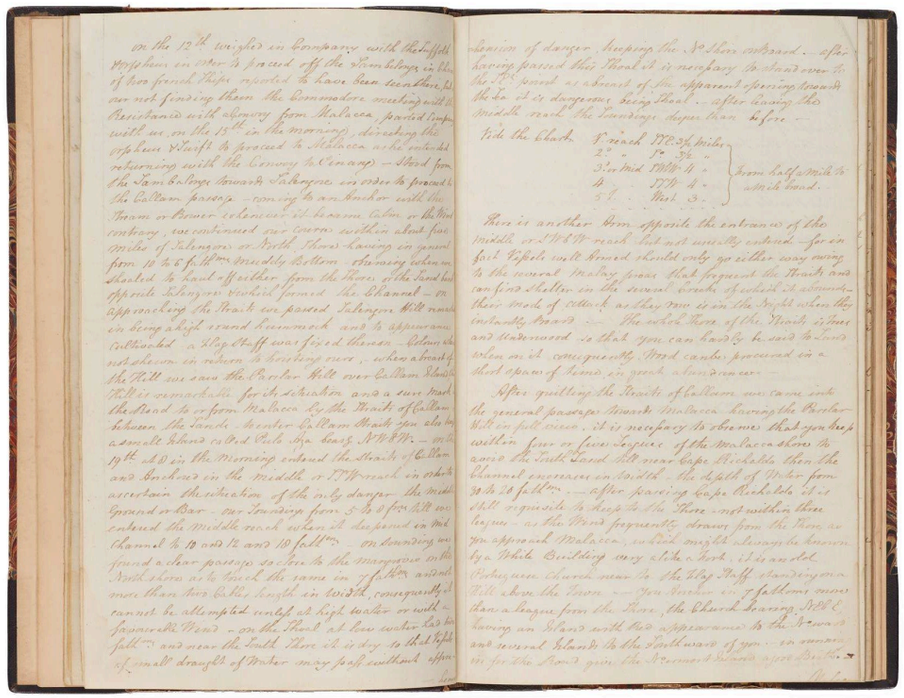


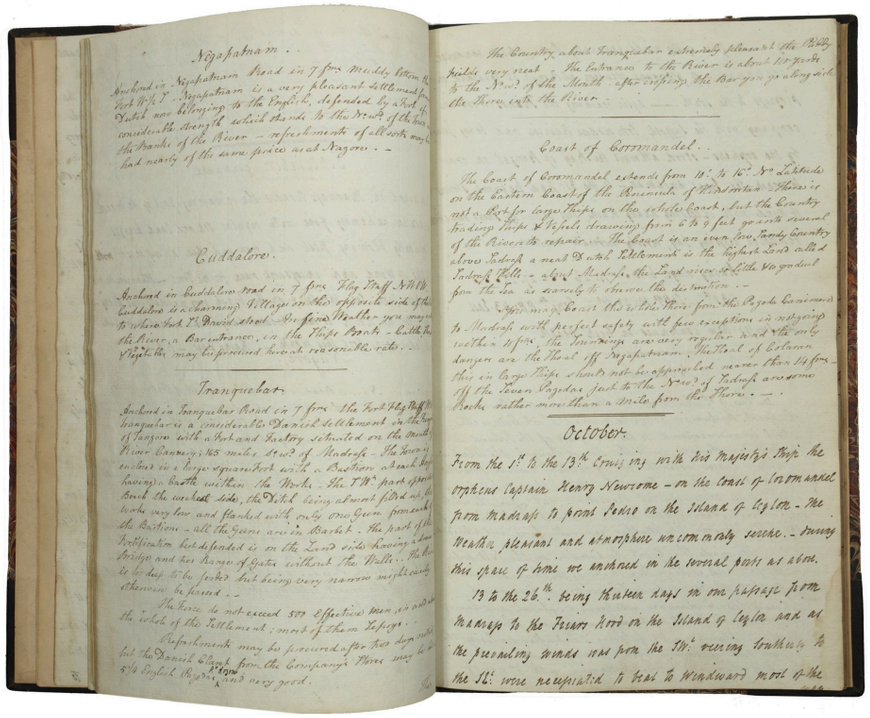
A detailed description of the voyage of the East India company vessel, the Swift, from 1794–1795, featuring visits to both Saudi Arabia and Yemen. Twelve pages are dedicated to Jeddah alone, witnessed at the height of the influx of pilgrims during the Hajj, followed by a description of Mocha (also Mokha), in Yemen. Other ports visited include those of Brazil, South Africa, India, the Nicobar Islands, Malaysia, and Sri Lanka.
Jeddah, the author says, "has a very pleasant appearance as you approach it from the sea [...]. The houses are all of stone of the coral kind." However, as the Swift had arrived in the midst of the Hajj, and its crew found provisions difficult to acquire as thousands of pilgrims poured into Jeddah: "It is astonishing the number of Mahometans arriving from all parts of the world to attend the yearly ceremony at Mecca called Hadgi, from thence to Medina." Several accounts are given of particular Muslim practices, through, occasionally, confused British eyes: "When near Geddah all the Pilgrims going their first journey altered their dress assuming what is called the Ihhram a piece of linnen [!] which is wrapped round the loins, leaving the rest of the body naked, in this state they proceed through the rest of the pilgrimage 'till they have visited the Kaaba at Mecca; the other garment they are then suffered to wear is a cloth of linen over their shoulders. [...] Some of them carry a trade of muslins, and some other little articles, which, if they are not robbed by the Bedouins (wild Arabs) they make out tolerably well […]. The landing of the pilgrims with their wives, and household utensils, would have been an excellent view for the inimitable Hogarth."
The Swift appears to be one of the ships which accompanied the Suffolk (a 64-gun ship) escorting a convoy to India, under the command of Captain Peter Rainier (1741–1808, later Admiral of the Blue and namesake of Mount Rainier). This particular voyage was in itself notable as a trial for the implementation of a citrus diet for sailors to ward off scurvy, which became Admiralty policy the following year. On the first page of the account we find the following: "The beer being expended ordered the Company to be served wine mixed with 1oz of sugar and ?oz of lemon juice to every pint, it was very nice tipple."
The boards show mild traces of use. With a few small smudges on some of the leaves. Otherwise in excellent condition.

48 ll. ☞ More on our website

10







Eyewitness account of the bombing of Algiers in 1688

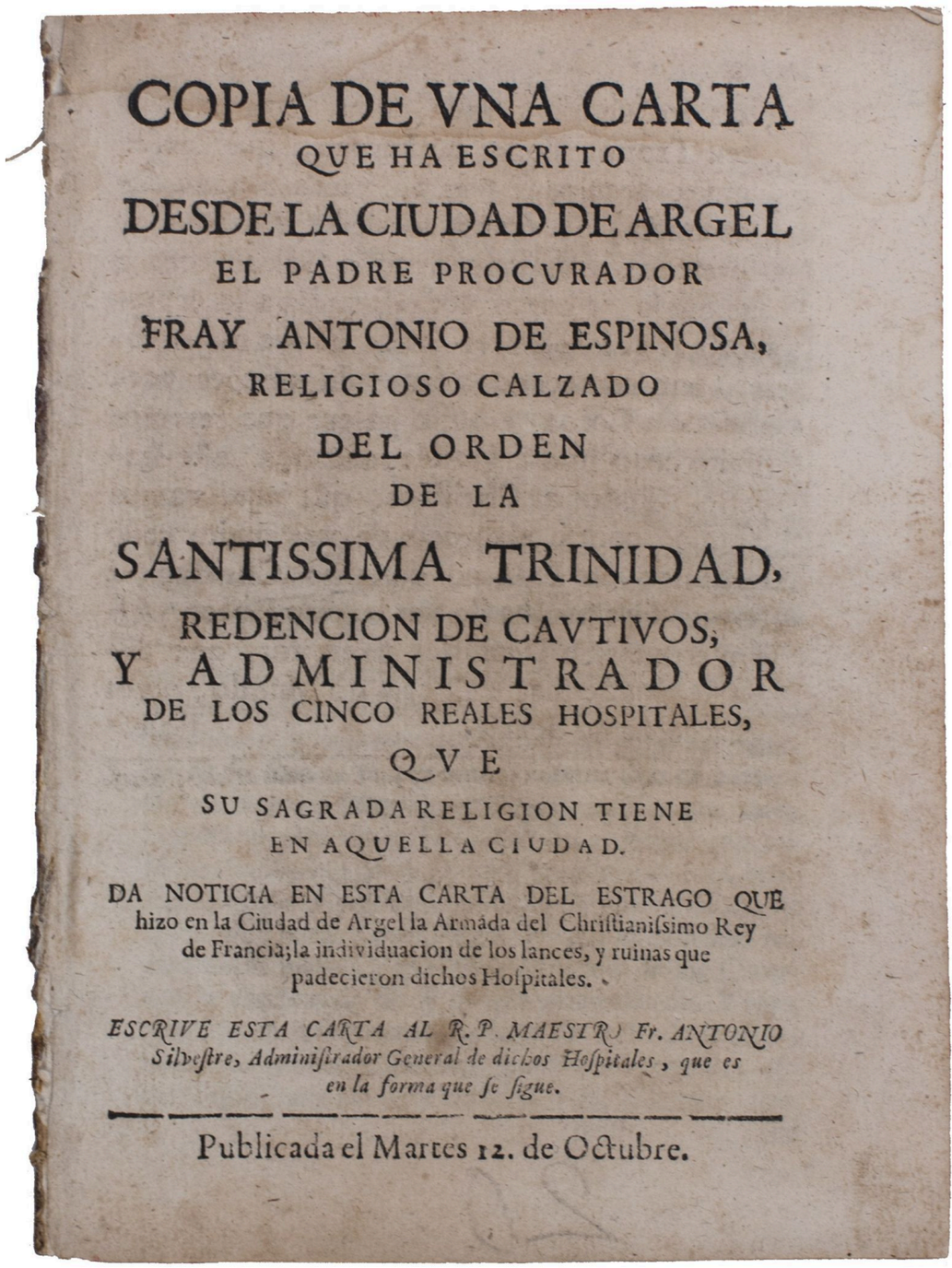
11

ESPINOSA, Antonio de. Copia de una carta que ha escrito desde la ciudad de Argel el padre procurador Fray Antonio de Espinosa, religioso calzado del Orden de la Santissima Trinidad, redencion de cautivos, y administrador de los cinco reales hospitales, que su sagrada religion tiene en aquella ciudad.
(Colophon: Madrid, Sebastian de Armendariz), 12 October [1688].
Small 4to (19 × 14 cm). With a large woodcut initial with a parrot. Disbound.

€ 2500

Very rare first and only early edition of a letter written by the Spanish friar Antonio de Espinosa at Algiers, after the city had been bombed by the French navy in 1688. Espinosa worked as an administrator at the hospitals of the Trinitarian Order in the city. He describes the arrival of the French fleet on 26 June, the diplomatic actions between the French and the ruler of Algiers, and the subsequent bombing of the city. The bombing led to reciprocal trials and executions by Algiers's government against the non-native inhabitants of the city, including Espinosa. Algiers was an important base for pirates, who started attacking French ships after the city signed a peace treaty with Great Britain. The French responded with bombardments in 1683 and 1688, which led to a peace treaty in 1690.
Browned and with a water stain in the head margin, otherwise in good condition.

6 ll. Palau 82664; WorldCat (1 copy). ☞ More on our website



COPIA DE VNA CARTA
QUE HA ESCRITO
DESDE LA CIUDAD DE ARGEL
EL PADRE PROCURADOR
FRAY ANTONIO DE ESPINOSA,
RELIGIOSO CALZADO
DEL ORDEN
DE LA
SANTISSIMA TRINIDAD,
REDENCION DE CAVTIVOS,
Y ADMINISTRADOR
DE LOS CINCO REALES HOSPITALES,
QVE
SU SAGRADA RELIGION TIENE
EN AQUELLA CIUDAD.

DA NOTICIA EN ESTA CARTA DEL ESTRAGO QUE hizo en la Ciudad de Argel la Armada del Chriſtianiſsimo Rey de Francia; la individuacion de los lances, y ruinas que padecieron dichos Hoſpitales.

ESCRIVE ESTA CARTA AL R. P. MAESTRO Fr. ANTONIO Silveſtre, Adminiſtrador General de dichos Hoſpitales, que es en la forma que ſe ſigue.

Publicada el Martes 12. de Octubre.

Manuscript plan of the “Stelling Den Helder”: the oldest surviving defence line in Dutch military history, including the important marine shipyard Willemsoord

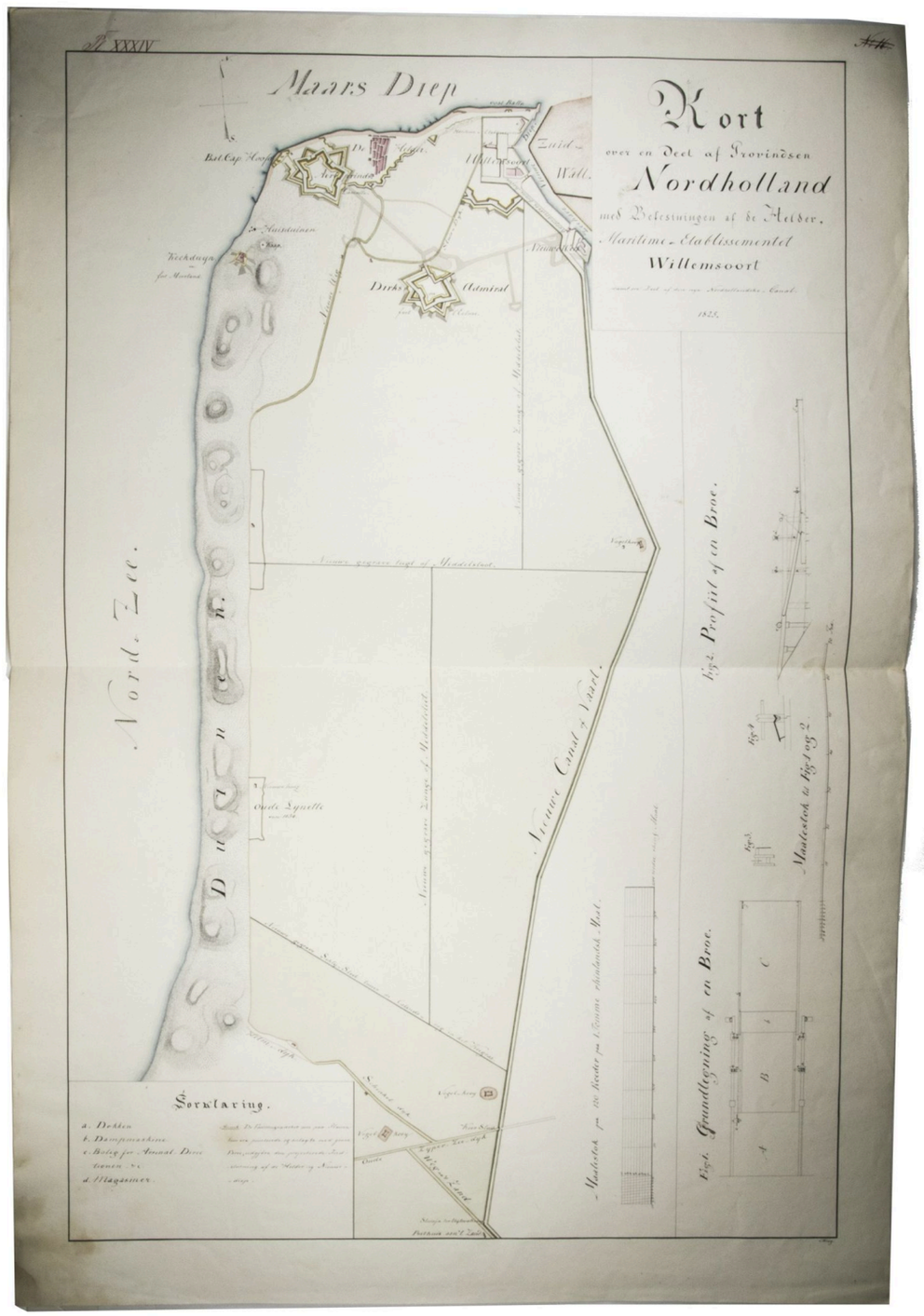
12

[FORTIFICATION PLAN - DEN HELDER - WILLEMSOORD]. KRAG, Rasmus.
Kort over en deel af provindsen Nordholland med befestningen af de Helder, maritime & etablissementet Willemsoort samt en deel af den nye Nordhollandske Canal.
[The Netherlands?], 1825.
Double Elephant 1mo sheet (92 × 63 cm). With a pen and ink-drawn fortification plan (ca. 85 × 55 cm) of the Den Helder fortifications and the marine shipyard Willemsoord, coloured by a contemporary hand, with a manuscript title, scales and a key in Danish, written in a fine and legible 19th-century hand surrounding the plan. On Whatman wove paper. Folded.

€ 1800

Manuscript fortification plan, showing the Den Helder fortifications and the Willemsoord shipyard, built in the 19th century as commissioned by Napoleon Bonaparte, drawn by the Danish-Norwegian military engineer and quartermaster Rasmus Krag (1763–1838). The map shows the so-called Den Helder fortifications, also known as the “Stelling Den Helder”, an impressive line of forts, defensive works and connecting dikes. This line had already been used during the Eighty Years’ War against sea attacks. In 1811 Napoleon gave the order to expand it, wanting to make Den Helder the war harbour of The Netherlands because of its strategic location.
The plan is numbered in the upper left corner “Pl. XXXIV” in red ink and “Nr. 16” in the right upper corner in black ink, the latter struck through, and signed by “Krag” in the lower right corner below the plan. Some marginal soiling, stain in the lower left corner and some small spots on the plan, small tear in the upper left corner, but overall in good condition. A highly interesting and finely executed manuscript plan, important for Dutch maritime and military history.

[1] sheet. ☞ More on our website



A modest career on vast seas: an anonymous French naval memoir

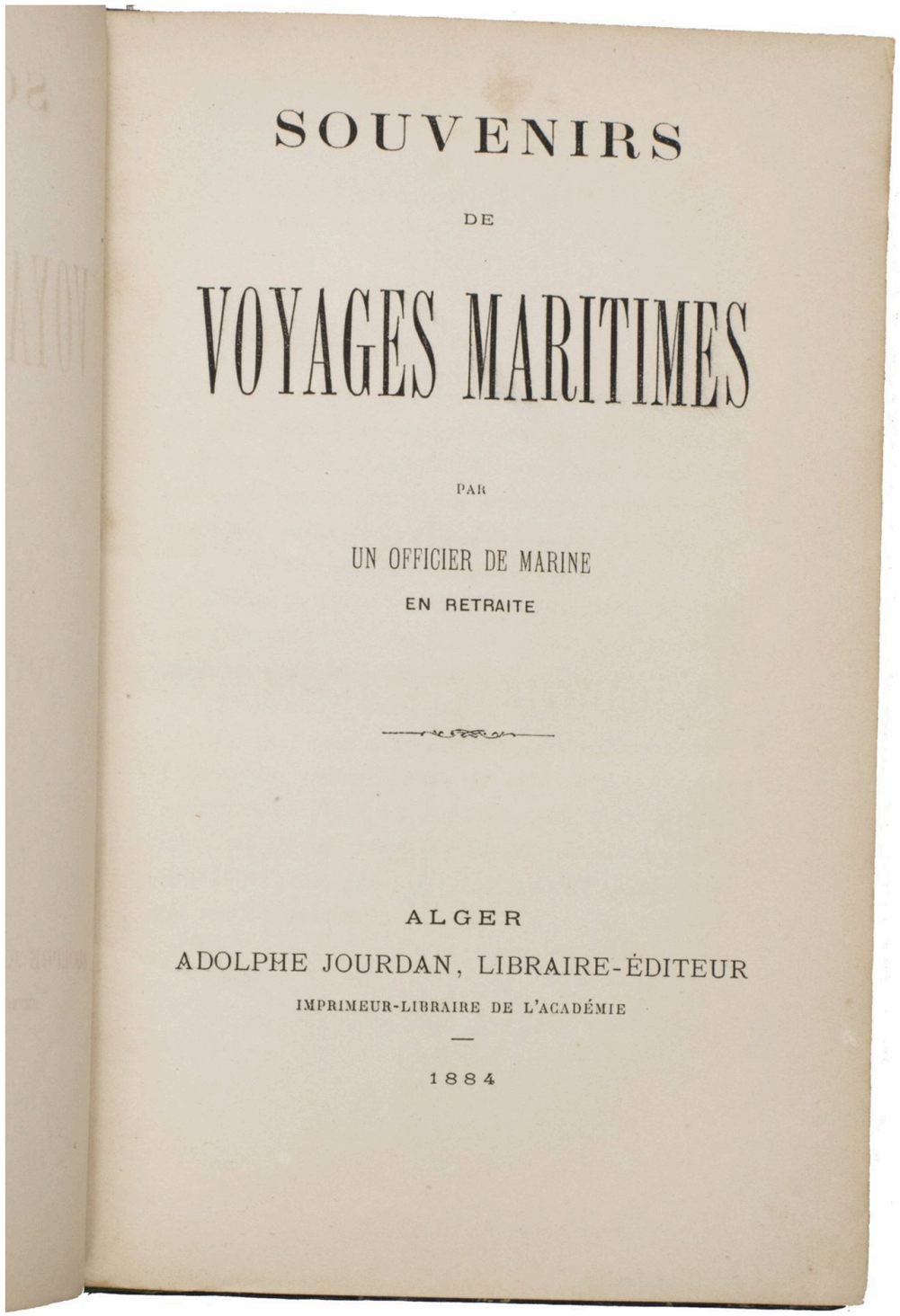
13

[FRENCH - COLONIAL - MARITIME]. Souvenirs de voyages martimes par un officier de marine en retraite
Algiers, Adolphe Jourdan Libraire-editieur Jourdan, 1884.
8vo. 19th-century half morocco.

€ 3500

First and only rare edition of a late-19th-century French maritime memoir, published in Algiers in 1884 and attributed on the title page to "un officier de marine en retraite". The present work is printed by Adolphe Jourdan (1846–1916), a retired naval officer who later became a prominent printer, bookseller, and publisher in colonial Algeria.
Written in the form of personal recollections, the present work presents a candid and understated account of a naval career described by its author as modest rather than illustrious. In the opening address to a friend, the author disclaims any literary ambition and omits what he considers overly technical detail, while acknowledging that certain aspects of maritime life can scarcely be expressed without professional terminology. The result is a quietly compelling narrative that combines lived experience with the rhythms and realities of 19th-century naval service.
The memoir covers voyages across the South Seas, the River Plate, the Mediterranean, the French coasts, and the China Sea, and names numerous French naval vessels, both sailing ships and steamships. Among them are Le Bucéphale, L'Érigone, Le Gassendi, La Loire, Le Valmy, Le Saint-Louis, La Semiramis, Le Hong-Kong, and La Dordogne. Episodes at sea are interspersed with periods ashore, and the narrative touches on major historical events such as the Crimean War and the Italian War, viewed from the perspective of a working naval officer.
The preface offers a reflective meditation on the naval profession itself. The author defends the sea as a calling requiring early vocation and instinct, lamenting the declining recruitment of young officers and affirming, despite his own unremarkable advancement, that the navy remained for him "the finest career in the world."
Beyond its maritime interest, the book is also significant as a product of Algerian colonial print culture. Jourdan was a major figure in Algiers as a printer, lithographer, publisher, and bookseller, known for his atlases of North Africa, Arabic-language textbooks, and legal publications. His press was widely regarded as the leading printing house in Algeria, and he was appointed an officer of the Légion d'Honneur in 1903.
With an book binding plate mounted on the first endpaper "Relieur J. Grolleau, 34 Rue Lafayette Rochefort sur mer". Otherwise in very good condition.

VIII, 516, [2] pp. No copies traced in relevant bibliographies or institutional catalogues. ☞ More on our website


SOUVENIRS
DE
VOYAGES MARITIMES
PAR
UN OFFICIER DE MARINE
EN RETRAITE
ALGER
ADOLPHE JOURDAN, LIBRAIRE-ÉDITEUR
IMPRIMEUR-LIBRAIRE DE L'ACADÉMIE
—
1884

Confidential letters on the Baltic Sea trade, written by the Dutch Republic's resident in Copenhagen to the States General

14

GOES, Robert. [4 confidential letters by Robert Goes to the registrars of the Dutch States General on the Baltic Sea trade].
[The Netherlands, written 1689–1690 and copied then or soon after].
4 manuscript letters. Folio. Written in one column in three different 17th-century hands (each letter written, signed and dated in a single hand) on 5 bifolia (2 bifolia for the letter dated 5 December 1689). Folded.

€ 3250



Contemporary copies of four "secret" letters written by Robert Goes, the Dutch Republic's resident in Copenhagen, presumably addressed to the registrars (griffiers) of the States General. As resident, Robert Goes (ca. 1660–1723), Lord of Broekhorst, was charged with the trade negotiations for the States General at the court of Denmark.
The four letters by Goes report and discuss current affairs and trade information, particularly concerning the Baltic Sea trade and relations between Denmark and the Dutch Republic. In addition to such administrative matters, he discusses piracy, as in the last letter of 9 December 1690. In this letter he reports that a Copenhagen merchant has filed a complaint about an act of piracy by the Dutch against one of his ships, because such acts of piracy hinder the efforts to let Dutch and Danish ships carry out trade in peace with one another. Altogether these letters provide a detailed insight into various aspects of the Baltic Sea trade and the affairs of the Dutch resident in Copenhagen.
The present copies must have been transcribed from the originals, almost certainly by the States General themselves, given the confidentiality of the letters. The watermarks match those in other documents written in The Hague at the time.
Inserted are modern transcriptions of the letters. Edges slightly frayed, some browning, folds of the letters a little worn. Otherwise still in good condition.

[3], [1 blank]; [2]; [2]; [2] ll. ☞ More on our website

A Dutch commander's description of Japan, with a large lithographed map

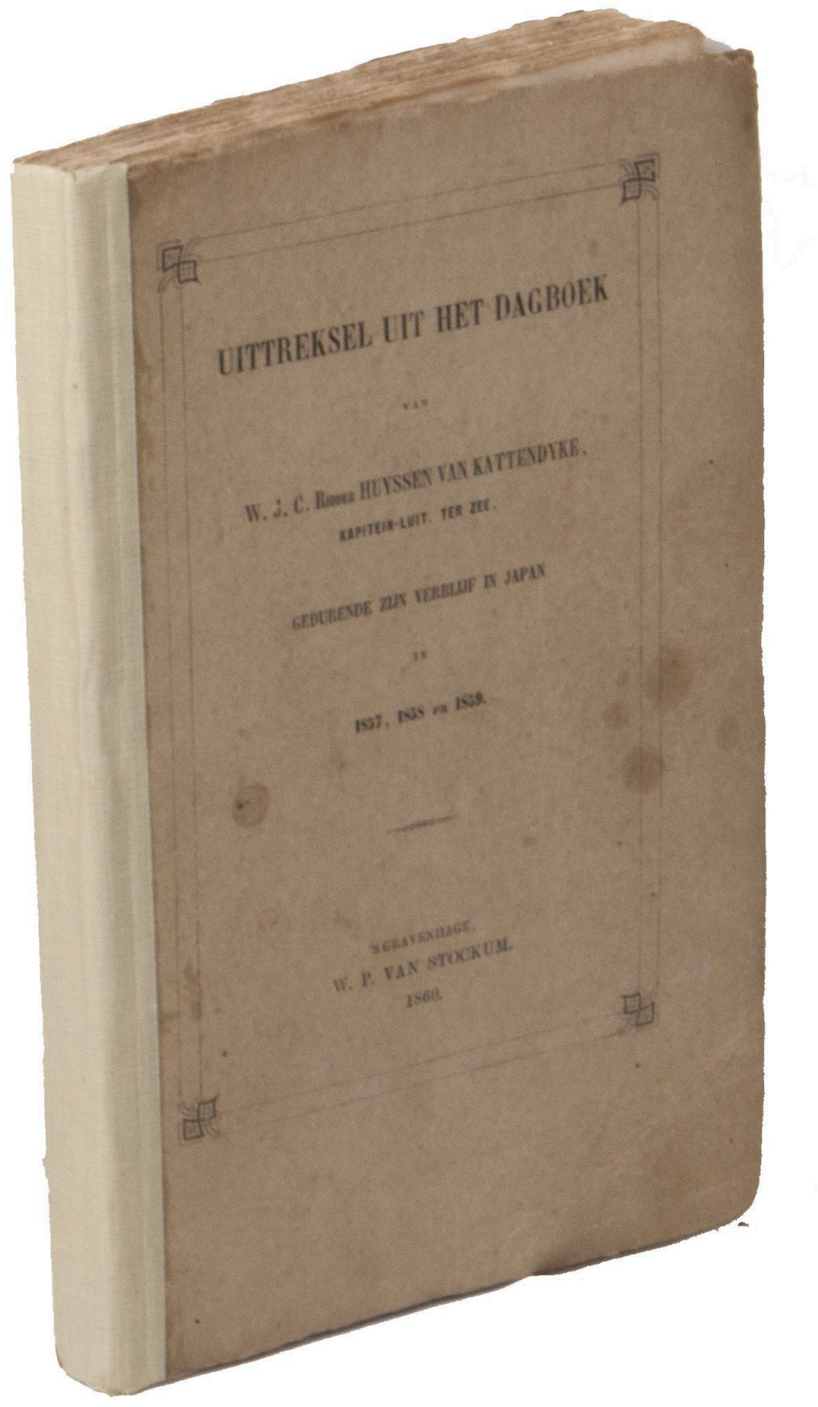
15

HUYSSEN VAN KATTENDYKE, Willem Johan Cornelis. Uittreksel uit het dagboek van W.J.C. Ridder Huyssen van Kattendyke, Kapitein-Luit. ter zee, gedurende zijn verblijf in Japan in 1857, 1858 en 1859.
The Hague, W.P. van Stockum (printed by Giunta d'Albani), 1860.
8vo. With a large folding lithographed map (67 × 54.5 cm) depicting the west coast of Japan and Kiusiu. Original printed publisher's boards.

€ 4000

First and only edition of a description of Japan by the Dutch naval commander Willem Johan Cornelis Huyssen van Kattendyke (1816–1866), recording events of his service in Nagasaki and surroundings in 1857, 1858, and 1859. It is a revised excerpt from his diary, with a lithographed map by marine officer and later politician Hendrikus Octavius Wichers (1831–1889), based on the maps and surveys of Von Siebold (1796–1866) and recent surveys by Huyssen van Kattendyke's colleagues.
The author travelled to Japan to deliver the steamship Japan, built for the Japanese emperor, and to relieve the Dutch navy unit that had been stationed there since 1855. During his stay in Nagasaki he recorded information about the people he met, the expeditions he made to surrounding islands, etc. The work also describes the final years of Japan's sakoku policy.
With a purple ownership stamp ("F. H. Plomp") on the title page. The spine has been repaired with pale blue buckram, the boards are somewhat stained, with a horizontal fold mark on the back board. Occasionally stained, the edges of the leaves and folding map are somewhat frayed. Otherwise in good condition.

[2 blank], [10], 236 pp. Cat. NHSM, p. 478; Cordier, Japonica, col. 552; Hesselink, "333 years of Dutch publications on Japan", in: Nihon Yogakushino Kenkyu IX (1989), no. 27; Tiele 518; cf. for the author: NNBW V, col. 254; map not in Walter, Japan a cartographic vision. ☞ More on our website



15


TSUS-SIMA
STRAAT VAN KOREA
NAGATO
NIPPON
BUZEN
SUWO NADA
GENKAI SADA
IKI
TSIKUZEN
FIZEN
TSIKUGO
GOTO EILE
FIGO
AMAKSA
SATSUMA
FLUGA
Kosikigroep
OHOSUMI
CHINESCHE ZEE
STRAAT VAN DIEMEN
TANEGA SIMA
JAKUNO SIMA
STR. COLNETT
Straat van der Capellen
KIUSIU
Buzen
Baai van Nagasaki
Haven van Nagasaki
Baai van Kago sima
KAART VAN DE WESTKUST
VAN
KIUSIU EN JAPAN
uit de kaarten en opmetingen van
JHR. F. VON SIEBOLD
benevens de opmetingen van de Nederl. Zee-Officieren
gedurende de jaren 1858-1859 in Japan gedetacheerd
byeenverzameld en in kaart gebragt door Luit. ter Zee
JHR. H.D. WICHERS.

A valuable account of the Greek islands, with a large folding chart

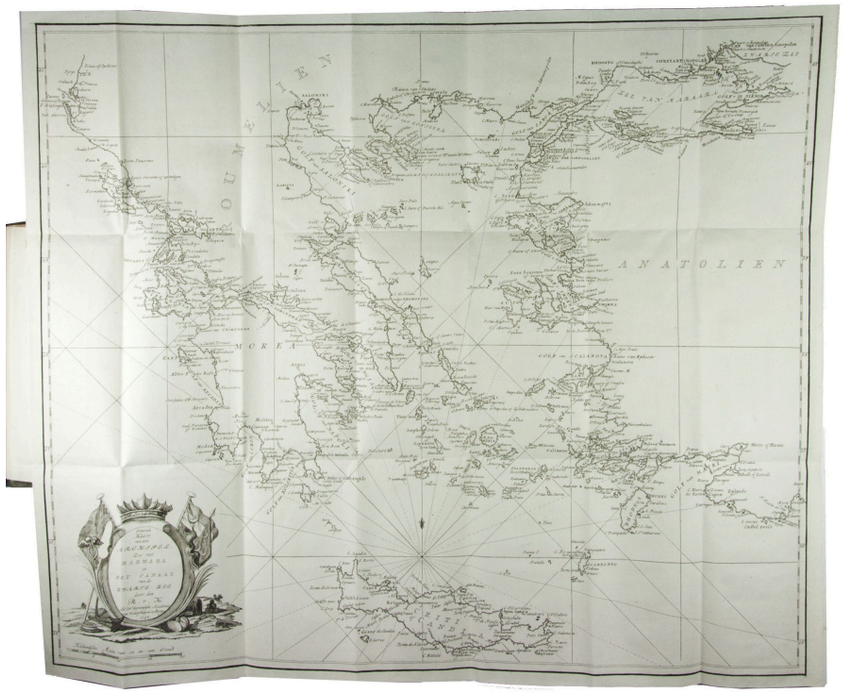
16

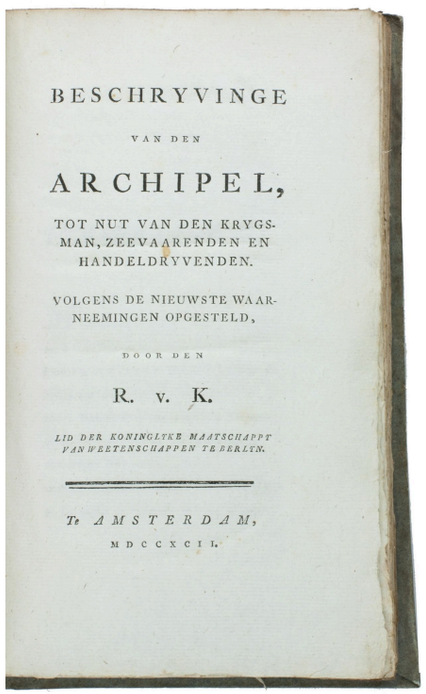
[KINSBERGEN, Jan Hendrik van]. Beschryvinge van den archipel, tot nut van den krygsman, zeevaarenden en handeldryvenden.
Amsterdam, 1792.
8vo. With a large folding engraved sea chart (57.5 × 68.5 cm). Publisher's original flexible boards covered with blue paper, with the title and decoration printed letterpress on the spine.

€ 1850

Rare first Dutch edition of a detailed account of the Greek islands (the first edition to include the sea chart), by the great Dutch-German Admiral and naval strategist Kinsbergen, known as the Hero of the Black Sea for his successes in battles against the Turks in the 1770s. He gives a detailed description of the region, island by island, with the emphasis on navigation along the coasts, but also with information on fortifications. The book is explicitly directed to military men, seamen and merchants active in the area, and expresses the hope that political changes may in the future lift these islands out of their present state.
The map of Greece and the surrounding seas is in Mercator projection at a scale of about 1:1,400,000, with rhumb lines (with a fleur-de-lis indicating north toward the head), parallels and meridians, and reticulated scales of latitude in the left and right border. Neither book nor map bears Kinsbergen's name, but both give his initials R.v.K. (R presumably for Rik, short for Hendrik).
Some spotting on boards. Otherwise a fine copy, virtually untrimmed and in the original publisher's binding.

[8], 190, [2 blank] pp. KVK (5 copies); Sloos, Warfare 15317; STCN (4 copies); cf. Cat. NHSM, p. 195 (1793 ed.); Tiele, Bibl. 599 (1793 ed.); for the author: Biogr. woordenb. Gelderland V, pp. 70–72. ☞ More on our website




BESCHRYVINGE
VAN DEN
ARCHIPEL,
TOT NUT VAN DEN KRYGS-
MAN, ZEEVAARENDEN EN
HANDELDRYVENDEN.
VOLGENS DE NIEUWSTE WAAR-
NEEMINGEN OPGESTELD,
DOOR DEN
R. v. K.
LID DER KONINGLYKE MAATSCHAPPY
VAN WEETENSCHAPPEN TE BERLYN.
Te AMSTERDAM,
MDCCXCII.

History of the British Navy's engagements with the Arabs of the Gulf

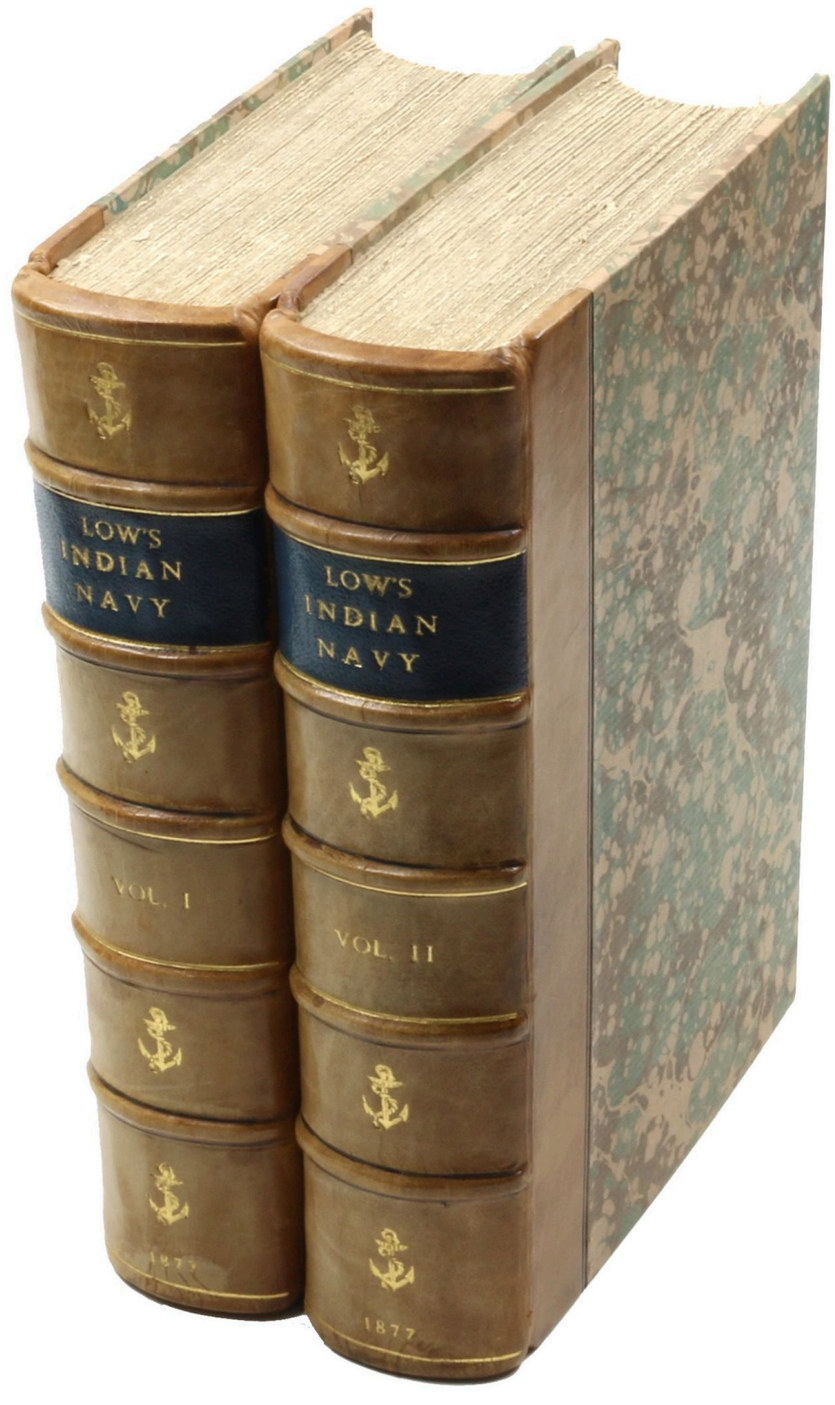
17

LOW, Charles Rathbone. History of the Indian navy (1613–1863).
London, Richard Bentley & Son, 1877.
2 volumes. 8vo. Modern half calf over marbled boards, giltstamped labels to spine.

€ 2500

The only published detailed history of the British Navy and its engagement with the Arabs of the Gulf. Covers specifically the British naval power in the Near and Middle East from the earliest days of the East India Company until its abolition in 1863. Forms the basis for studies of campaigns and exploration wherever the Bombay Marine operated: in the Red Sea, the Persian Gulf, the Arabian Sea, the Laccadives, Maldives and west coast of India, the Andamans, Java and Burma. Of primary importance as a record of the history of the British presence in the Gulf, where the Bombay Marine served as police force, mail carrier, ethnographer, surveyor and, when necessary, strike force for over three centuries - in particular in the period when British relations with the Gulf sheikhdoms were being consolidated. Includes detailed accounts of hydrographic surveys by the Indian Navy, including those in the Gulf. Never surpassed as a history of the maritime arm of India's foreign policy.
A finely preserved copy.

Macro 1492. NMM V, 2273. ☞ More on our website



The sailors of the Dutch vessel “Willem Ernst”, moored in the Harbour of Sydney infected by the recently broken out “Victorian gold rush”

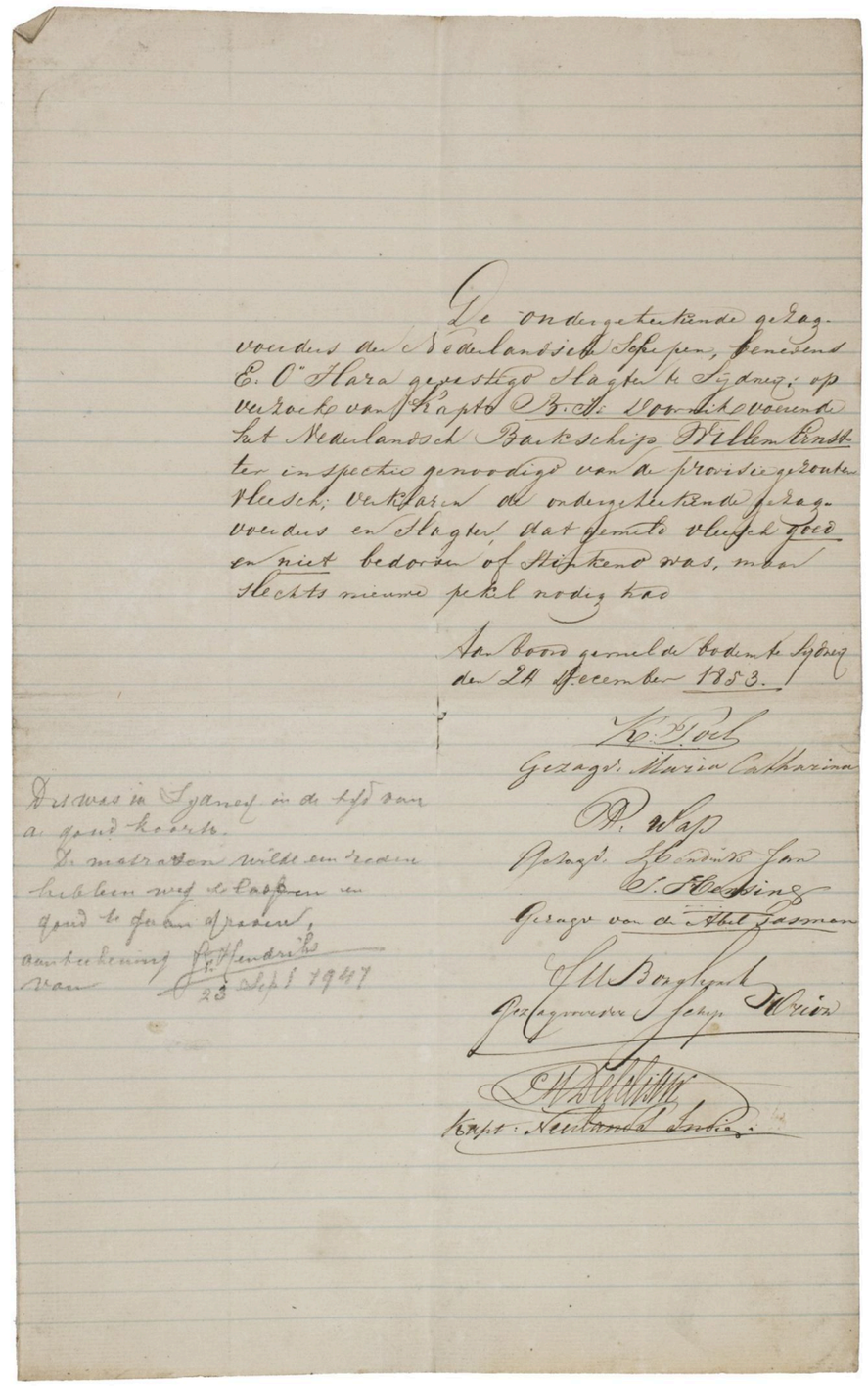
18

[MANUSCRIPT - DECLARATION]. [Declaration signed by five Dutch captains in Sydney Harbour].
(Signed:) Sydney, 24 December 1853.
Ca. 32.5 × 20 cm. Housed in a white paper folder.

€ 350

Declaration signed by five captains of five different Dutch vessels moored in the harbour of Sydney, Australia, stating that the meat on board of the bark (vessel) Willem Ernst for the provision of the crew was not rotten or badly smelling, but only needed a new salting (pickling). The pencil annotation by J. Hendriks suggests that the inspection of the meat took place in the context of the well-known “Victorian gold rush”, which started in 1851. The sailors of the Willem Ernst would have complained about the meat because they wanted to find a pretext for deserting the ship in order to become gold diggers.
The declaration is written on the recto of the first leaf of a blue-ruled double-leaf and signed on board of the Willem Ernst in the harbour of Sydney on 24 December 1853. The five captains had inspected the meat on request of the captain of the Willem Ernst, Batholomeus Justus Doornik (1802–1867), and the butcher, Edward O’Hara (1811–1863), living in Sydney. The five captains were: Klaas Poel (1819–1858), captain of the Maria Catherina (built in 1852); P. Wap, captain of the Hendrik Jan; J. Henting, captain of the Abel Tasman; Cornelis Marinus Borghorst (1811-?), from 1848–1859 captain of the Orion; and L. M. Delcliseur, captain of the Neerlands Indië.
The paper is lightly browned, and somewhat soiled on the back, it has been folded in the past, with a small tear in the middle, a Dutch pencil annotation by J. Hendriks on the front, dated 23 September 1947, with background information about the work.

[1] l. ☞ More on our website


De ondergetekende gezagvoerders der Nederlandsche Schepen, benevens E. O'Hara gevestigd Slagter te Sydney; op verzoek van Kapt. B. J. Doornik voerende het Nederlandsch Barkschip Willem Ernst, ter inspectie genoodigd van de provisie gerookt vleesch; verklaren de ondergetekende gezagvoerders en Slagter dat gemelte vleesch goed en niet bedorven of stinkend was, maar slechts nieuw pekel nodig had

Aan boord gemeld schip te Sydney den 24 December 1853.

L. Poel
Gezagv. Maria Catharina

P. Wap
Gezagv. Hendrik Jan

J. Henting
Gezagv. van de Abel Tasman

C. M. Borghorst
Gezagvoerder Schip Orion

L. M. Delcliseur
Kapt. Neerlands Indië

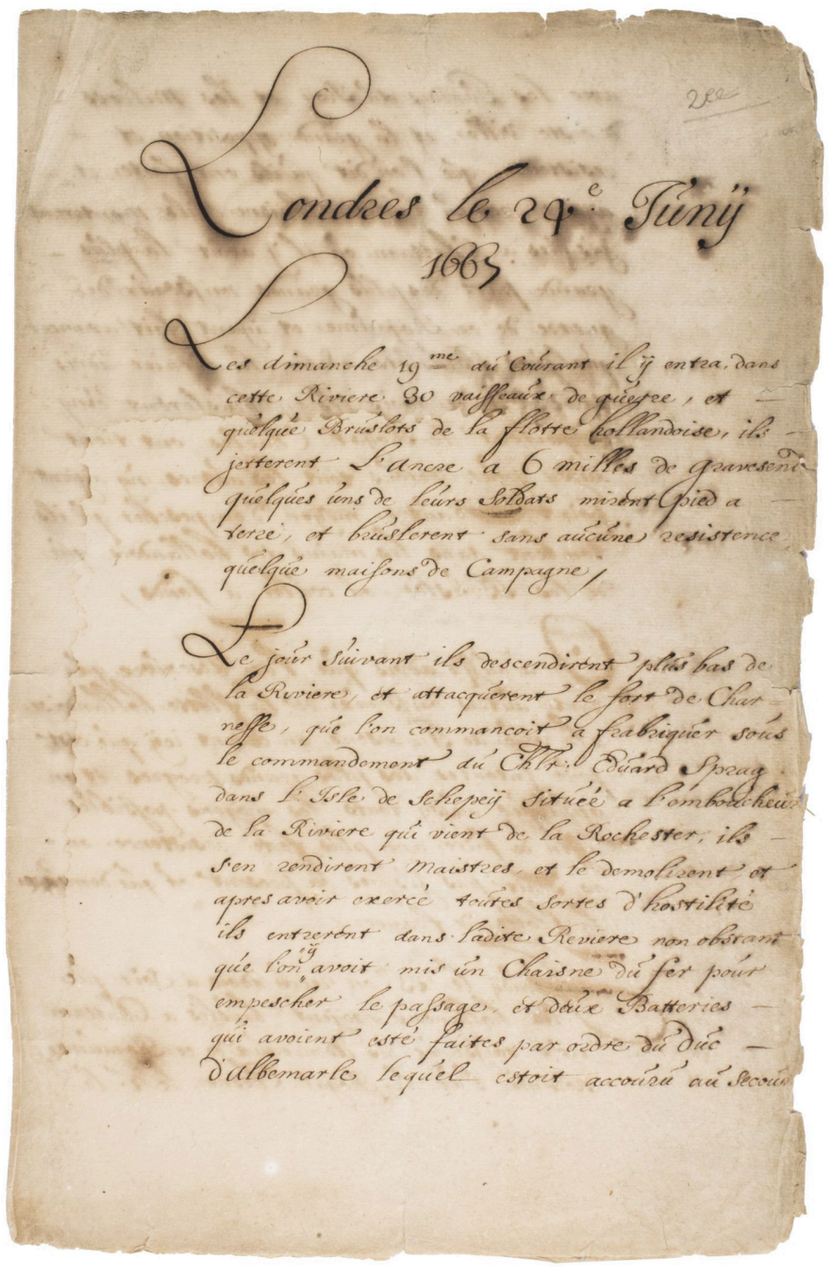
Dit was in Sydney in de tijd van a goud koorts.
De meesten wilde een reden hebben weg te kapen en goud te gaan graven,
aanteekening J. Hendriks
Waar 23 Sept 1947

The Raid on the Medway reported from London on 24 June 1667

19

[MANUSCRIPT - NEWS REPORT - SECOND ANGLO-DUTCH WAR]. [News report in French on the Raid on the Medway in 1667].
London, 24 June 1667.
Double leaf (ca. 32.5 × 21 cm). The document is written in French in a neat and clear hand in black ink on paper with the watermark of the coat-of-arms of Amsterdam.

€ 1950


Londres le 24e Juinj
1667
Ces dimanche 19me du Courant il y entra dans
cette Riviere 30 vaisseaux de guerre, et
quelque Bruslots de la flotte hollandoise, ils
jetterent l'ancre a 6 milles de Gravesend
quelques uns de leurs Soldats mirent pied a
terre, et bruslerent sans aucune resistence
quelque maisons de Campagne.
Le jour Suivant ils descendirent plus bas de
la Riviere, et attaquerent le fort de Char-
nesse, que l'on commancoit a fabriquer sous
le commandement du Chlr. Edard Spragg
dans l'Isle de Sekepeij Située a l'embouchure
de la Riviere qui vient de la Rochester, ils
s'en rendirent maistres et le demolirent et
apres avoir exercé toutes sortes d'hostilité
ils entrerent dans ladite Reviere non obstant
que l'on avoit mis un Chaisne du fer pour
empescher le passage et deux Batteries
qui avoient esté faites par ordre du Duc
d'Albemarle lequel estoit accouru au Secou

Remarkable contemporary French manuscript account of the Dutch Raid on the Medway, dated London, 24 June 1667. Compiled while the attack was still unfolding, the four-page report gives a detailed account of the Dutch attack on Sheerness and Chatham, the capture of the Royal Charles and the destruction of several of the largest ships of the English navy. It also records the panic in London and the immediate political reaction to the attack.
The author is not identified. Although the report is dated London, the paper on which it is written bears a Dutch watermark. This suggests that the manuscript may have been copied in the Dutch Republic from a contemporary newsletter from London. We have not been able to trace it in contemporary printed news sources, however.
The account begins with the arrival of 30 Dutch warships and several fireships. After anchoring near Gravesend, Dutch soldiers landed and burned several houses. The following day the fleet attacked and captured the fort at Sheerness, before entering the Medway despite the iron chain and batteries placed there for its defence. The Dutch broke through the chain and advanced to Chatham, where, according to the latest report received on 23 June, five English ships had been burned and the Royal Charles captured. The writer adds that the remaining ships were also considered lost unless the English themselves could burn or sink them before they fell into Dutch hands.
The report then mentions another 40 Dutch ships seen near Gravesend, causing fears that the attack would continue. Later news states that three large English warships, the Royal Oak, Royal James and Loyal London, each carrying about 80 guns, had been burned at Chatham. The writer describes London as being in “une confusion inexplicable”. Both the nobility and the people blamed the Lord Chancellor, Edward Hyde (1609–1674), for leaving the kingdom so poorly defended, while France was accused of delaying the peace negotiations at Breda. Charles II had ordered the Earl of St Albans to tell the French king that if peace was not concluded within a month, he would recall his ambassadors. The account ends with the latest news received that morning: the Dutch had withdrawn from Chatham and the remaining ships in the port were considered out of danger.
The leaves are browned and slightly frayed along the edges, a faint waterstain along the spine and upper quarter of the first leaf. Otherwise in good condition.

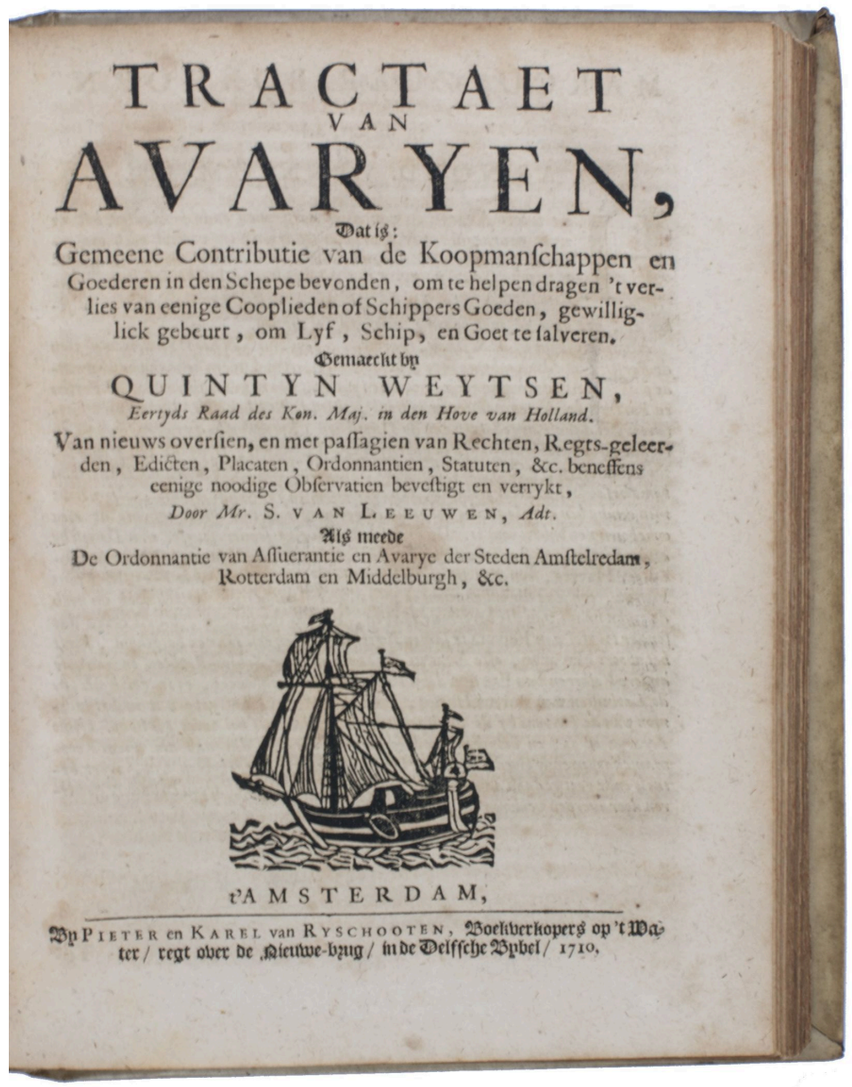
[2] ll. Cf. for the watermark: Laurentius 81 (dating it 1666). ☞ More on our website

Collection of texts concerning maritime law and the insurance of ships

20

[MARITIME LAW]. Zee-rechten, … Including: -Zee-rechten, dat is dat hoogste ende oudste Gotlandtsche water-recht, dat de ghemeene koopliedende en schippers geordineert ende gemaeckt hebben tot Wisbuy. -WEYTSEN, Quintyn. Tractaet van avaryen,… -Ordonnantie der kamer van assuerantie en avarye, der steden Amsteldam, Rotterdam, Middelburgh, &c. -[Drop-title:] Copye. Tol-rollen in den orizond, … -[Drop-title:] Nieuwe ordonnantie ende instructie, … beroerende het stuck van de pilotage, …
Amsterdam, Pieter and Karel van Rijschooten, 1710.
With a woodcut vignette on the general title-page, and a woodcut illustration of a ship on the 3 part-titles. With: (2) GLINS, Taco. Aenmerckingen ende bedenckingen over de zee-rechten, … Amsterdam, Cornelis van der Stolk, 1727. With the same woodcut illustration of a ship on the title-page. 2 works in 1 volume (the first work in 5 parts). 4to. Contemporary vellum.

€ 1250


TRACTAET
VAN
AVARYEN,
Dat is:
Gemeene Contributie van de Koopmanſchappen en Goederen in den Schepe bevonden, om te helpen dragen 't verlies van eenige Cooplieden of Schippers Goeden, gewilliglick gebeurt, om Lyf, Schip, en Goet te ſalveren.
Gemaeckt by
QUINTYN WEYTSEN,
Eertyds Raad des Kon. Maj. in den Hove van Holland.
Van nieuws overſien, en met paſſagien van Rechten, Regts-geleerden, Edicten, Placaten, Ordonnantien, Statuten, &c. beneffens eenige noodige Obſervatien beveſtigt en verrykt,
Door Mr. S. VAN LEEUWEN, Adt.
Als mede
De Ordonnantie van Aſſuerantie en Avarye der Steden Amſtelredam, Rotterdam en Middelburgh, &c.
t'AMSTERDAM,
By PIETER en KAREL van RYSCHOOTEN, Boekverkopers op 't Water / regt over de Nieuwe-brug / in de Delfſche Bybel / 1710.

Ad 1: reissue of the enlarged and corrected 1707 edition of a collection of texts regarding maritime law. It contains the Medieval laws of Wisby, the laws of the Holy Roman Emperor Charles V of 1551, the laws of Philip II of Spain of 1563 (including articles on the equipage of ships, the rights of sailors and merchants, and insurance), the laws of the Hanse, and the regulations of the city of Amsterdam (including regulations for voyages to Rotterdam, Utrecht, Antwerp, Rouen, London and Hamburg). It was first published in 1532, followed by numerous editions well into the 18th century. It is followed by a merchant's guide on the insurance of ships and merchandise at sea by Quintyn Weytsen, here enlarged and corrected by the Dutch legal scholar Simon van Leeuwen. The third part contains the insurance regulations of various Dutch merchant cities, the fourth part is a list of import taxes of various goods, and the fifth part gives the regulations for ships' pilots.
Ad 2: Fourth edition of Van Glins's commentary on the maritime laws of Philip II of Spain of 1563. It was first published in 1665 and "remained the standard work on the Dutch maritime law for a long time" ("Bleef langen tijd het standaardwerk over het Nederlandsche zeerecht", NNBW). It gives extensive commentary on all the articles from the laws of Philip II of Spain, concerning the equipage of ships, the rights of sailors and merchants, and insurance, as issued in ad 1.
With an embossed library and deaccession stamp on title-page. Slightly browned and some foxing. Good copy.

[8], 160, [16], 40, 8, [40]; [12], 139, [1 blank] pp. Ad 1: STCN (6 copies); cf. Cat. NHSM, pp. 941–944 (other eds.); Kress 758, 2104 & 2275 (other eds.); ad 2: Cat. NHSM, p. 945; NNBW III, cols. 470–471; cf. Kress 1892 (1695 ed.).

☞ More on our website

Official report of the actions of Isaac Sweers during the second Battle of Schooneveld

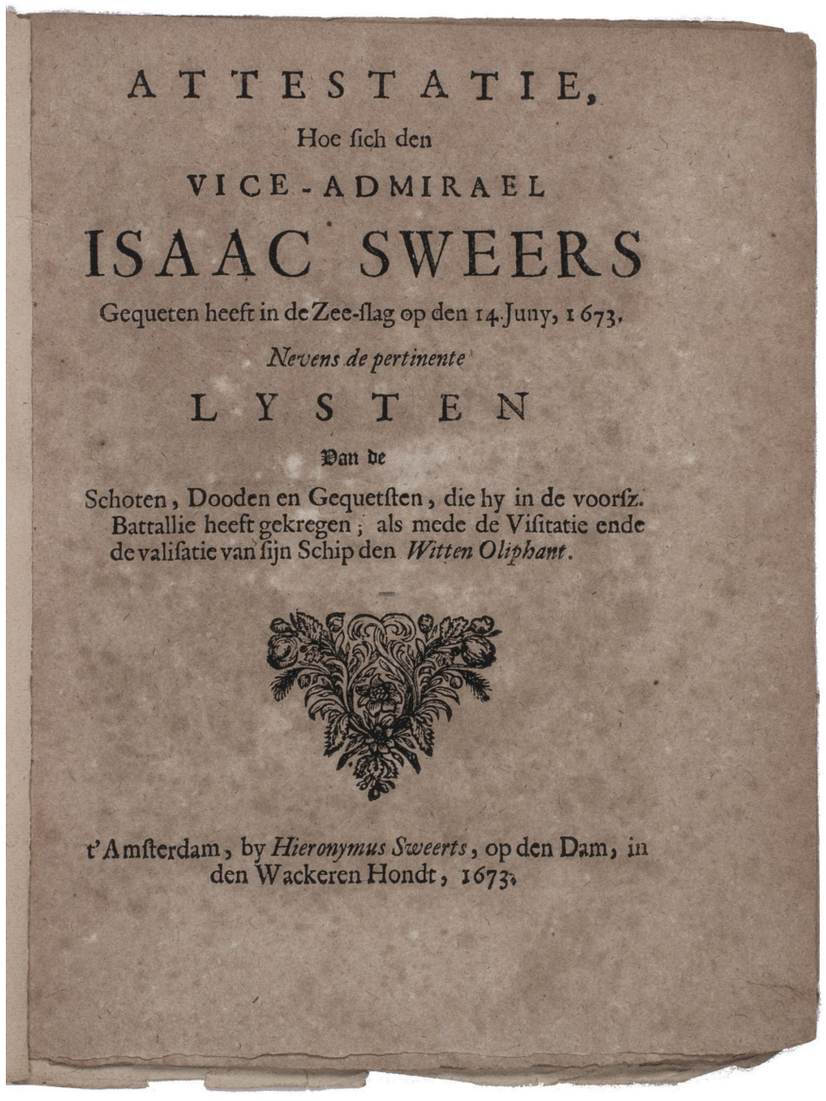
21

[MELON, Steven]. Attestatie, hoe sich den vice-admirael Isaac Sweers gequeten heeft in de Zee-slag op den 14. Juny, 1673.
Amsterdam, Hieronymus Sweerts, 1673.
4to. 19th-century wrappers.

€ 400

First and only edition of the report of the actions of vice admiral Isaac Sweers in the second Battle of Schooneveld (June 14, 1673) during the Third Anglo-Dutch War. Isaac Sweerts (1622–1673), commander of the ship De Witte Olifant and part of the fleet of Michiel de Ruiter, ordered his ship to flee from the English admiral Sir Edward Spragge, leading to a major confrontation with lieutenant admiral Cornelis Tromp. An official investigation was ordered by De Ruyter. The report of this investigation by Steven Melon explains that the ship was heavily damaged and there was no other option but to flee. Included are a report of the battle, the condition of the ship and a large list of the dead and wounded.
The report was later included in Het leven en bedryf van den Heere Michiel de Ruiter.
From the library of J.W. Six. Heavily browned copy, but otherwise good.

[8] pp. Cat. NHSM, p. 424; Knuttel 10788; STCN (3 copies); Tiele, Pamfletten 6780; for Sweers: NNBW V, cols. 850–851. ☞ More on our website


ATTESTATIE,
Hoe ſich den
VICE-ADMIRAEL
ISAAC SWEERS
Gequeten heeft in de Zee-ſlag op den 14. Juny, 1673.
Nevens de pertinente
LYSTEN
Van de
Schoten, Dooden en Gequetſten, die hy in de voorſz. Battallie heeft gekregen; als mede de Viſitatie ende de valiſatie van ſijn Schip den *Witten Oliphant*.
t'Amſterdam, by *Hieronymus Sweerts*, op den Dam, in den Wackeren Hondt, 1673.

Treatise on naval mines, by a leading French naval officer and military engineer

22

MONTGÉRY, Jacques-Philippe Mérigon de. Mémoire sur les mines flottantes et les petards flottans, ou machines infernales maritimes.
Paris, Bachlier, libraire pour la marine (printed by De Fain), 1819.
8vo. With a finely engraved folding copperplate of a ship being blown up by a mine (16.5 × 17.5 cm). Lacking the half-title and the final leaf with the publisher's list of books, but with the folding plate, often lacking. Contemporary half tree calf, stormont marbled sides.

€ 800



First and only edition of a treatise on naval mines, an early work by the French naval officer Jacques-Philippe Mérigon de Montgéry (1781–1839), later well-known as a military engineer, pyrotechnician and chronicler of the history of rockets. The folding plate is very finely engraved, pointing the way toward the steel engraving that stood poised to take over the high end of the market for book illustration. A supposed 1814 edition (OCLC WorldCat without location) appears to be a ghost.
With library stamps (that on the title-page cancelled). The present copy lacks the half-title (with the printer's name on the back) and the last leaf, with a two-page list of books offered by Bachlier, but includes the folding plate, which appears to be lacking in the two copies that have been scanned for the Internet. Otherwise in very good condition, with occasional foxing (mostly restricted to the title-page). The front hinge is cracked and worn, with the head and foot of the backstrip damaged, but the binding is otherwise very good.

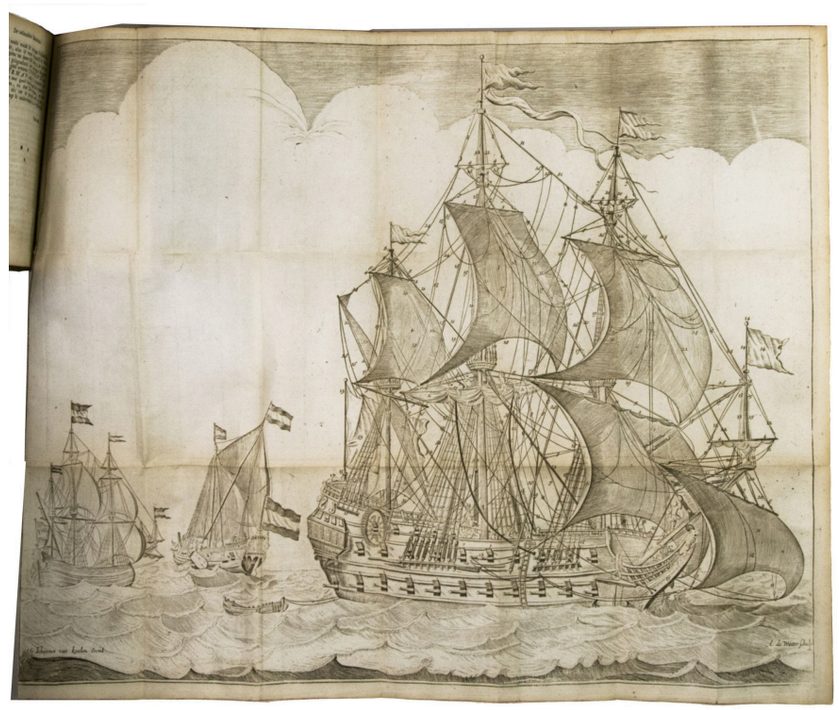
[2], 78 pp. Polak 6795; for Montgéry: DSB IX, pp. 491–492. ☞ More on our website

All a boatswain needs to know about his ship, including the various flags used at sea

23

[MOOLEN, Symon van de]. De volmaakte bootsman, vervattende hoe men uit een gegeven scheeps lengte de voornaamste scheepsdelen zal vinden, de bemasting, het kerven van ‘t staande en lopende touwerk, en verder het geene in ‘t toetakelen der scheepen van nooden is. Mitdsgaders de takelagie voor verscheide charters van scheepen, welke by de ‘s lands oorlogscheepen in gebruik zyn … Zeer dienstig voor alle zeevarende lieden.
Amsterdam, Widow of [Gerard] Hulst van Keulen, [ca. 1818].
Small 8vo. With a large folding plate (42.5 × 52 cm) depicting and noting in numbers all the parts of a 17th-century three-master and two smaller Dutch ships at sea engraved by Anthonie de Winter (1652–1707) after Johannes van Keulen (1654–1715). 20th-century green faux snakeskin, sewn on 4 leather tapes laced through the joints, the extended back wrapper closing on the front side as an envelope, marbled endpapers, red edges.

€ 3500



Very rare edition of a practical maritime handbook for boatswains and other seamen by the Dutch cartographer, mathematician, and astronomer Symon van de Moolen (1658–1741). The greater part of the work had been already published in 1680: De nieuwe Hollandsche scheepsbouw: waer in vertoont wert hoedanigh alle scheepstouwen en andere deelen in een volmaeckt schip geplaetst zijn (Amsterdam, Johannes van Keulen, 1680; 3rd ed. 1695). The first edition of De volmaakte Bootsman was published ca. 1698, with the fifth edition being published in 1779, including 3 by the Van Keulen firm and 1 (ca. 1730) by the widow of J. Loots & I. Swigters. The present edition was certainly published after the death of Gerard Hulst van Keulen in 1801. Editions with his widow, Anna Hendrina Calkoen (1740–1810), mentioned in the imprint continued appearing for years after her own death in 1810.
Printed on the verso of the title-page is a poem, also by Symon van de Moolen: “Aan den Zeeman”. After the introduction follow four chapters on the length of the ships, the proportions of the masts for various types of ships, standing rigging, rigging for the nine different charters, and the various pulley blocks. Chapter 5 discusses the size and weight of the various anchors, and the last section is devoted to the use and the handling of flags.
With the bookbinder’s label (“Fred Kroon”) mounted on the back pastedown. The work is slightly browned throughout, the folding plate with a small tear in the inner margin, not affecting the image. Otherwise in very good condition.

[4], 124 pp. Cat. NHSM p. 755; Hoogendoorn Mool03, 5 (pp. 666–667); cf. Cat. NHSM p. 749; E.O. van Keulen et al., ‘In de Gekroonde Lootsman’. Het kaarten, boekuitgevers en instrumentmakershuis Van Keulen te Amsterdam, 1680–1885 (1989); not in Crone Library. ☞ More on our website

The defeat of the Ottoman corsair fleet, one of six recorded copies

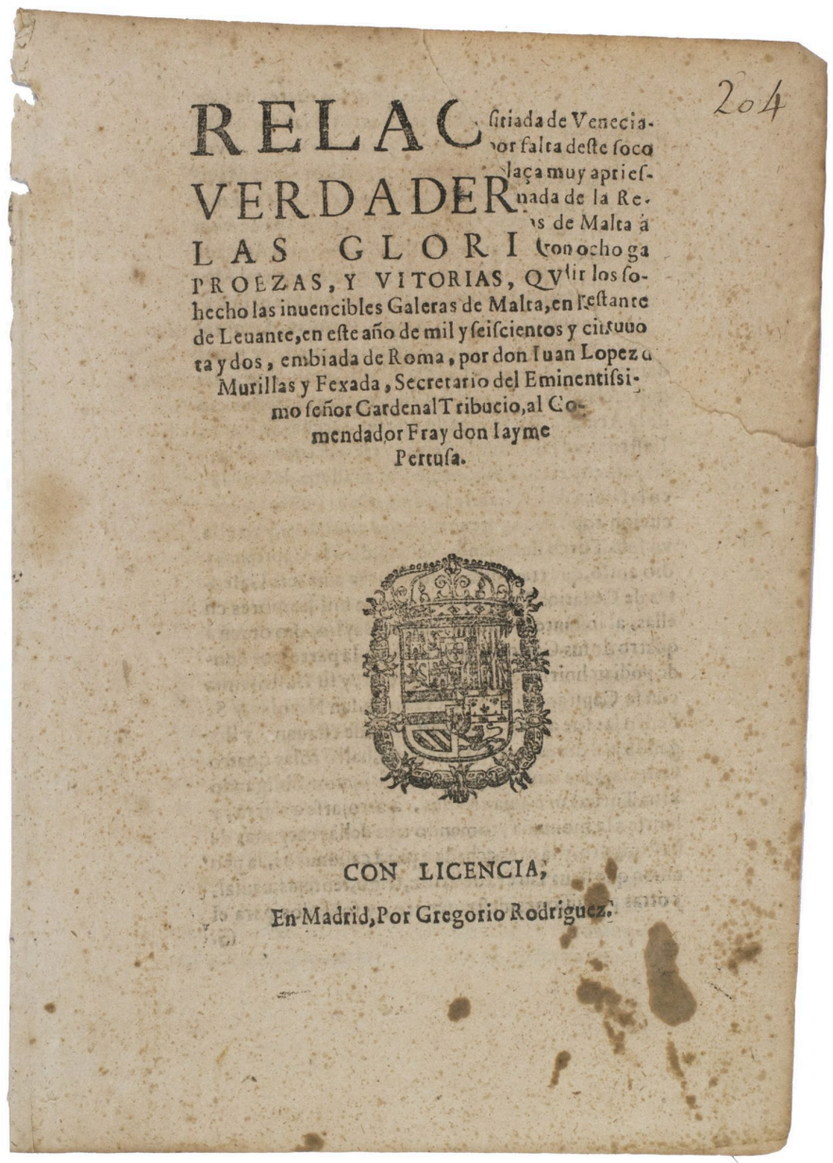
24

[MURILLAS Y FEXADA, Juan Lopez de]. Relacion verdadera de las Gloriosas proezas, y Vitorias, que han hecho las invencibles Galeras de Malta en los mares de Levante, en este ano de mil y seiscientos y cincuenta y dos.
Madrid, Gregorio Rodriguez, [1652].
Folio (29 × 20.8 cm). With the Spanish Royal coat of arms on the recto of the first leaf.

€ 1500

First edition of an imprint that narrates the sea engagement between six Ottoman corsairs under the command of Carapatachi "bravo cofario de Calamacia" [brave corsair from Calamacia], and General Baylio. The battle ended with the defeat of the Ottoman fleet, and the capture of three vessels, which were taken back to Malta.
Rare, no copies can be traced at auction. We have only been able to trace six copies in institutions.
With manuscript foliation in the upper outer corner of the second leaf ("204"). Lacking the upper outer corner of the first leaf, affecting the title and the text, somewhat browned and foxed.

[4] pp. USTC 5095327 (6 copies); WorldCat 1327732032 (3 copies); not in Palau. ☞ More on our website


RELAC… sitiada de Venecia… or falta deste soco… laça muy apriet… nada de la Re… …s de Malta á… con ocho ga…
VERDADER…
LAS GLORI… …lir los so…
PROEZAS, Y VITORIAS, QV… hecho las inuencibles Galeras de Malta, en l… …estante de Leuante, en este año de mil y seiscientos y cinquue… ta y dos, embiada de Roma, por don Iuan Lopez d… Murillas y Fexada, Secretario del Eminentisi… mo señor Cardenal Tribucio, al Co… mendador Fray don Iayme… Pertusa.
204
CON LICENCIA,
En Madrid, Por Gregorio Rodriguez.

To prevent “any pestilence or other dangerous and contagious disease”

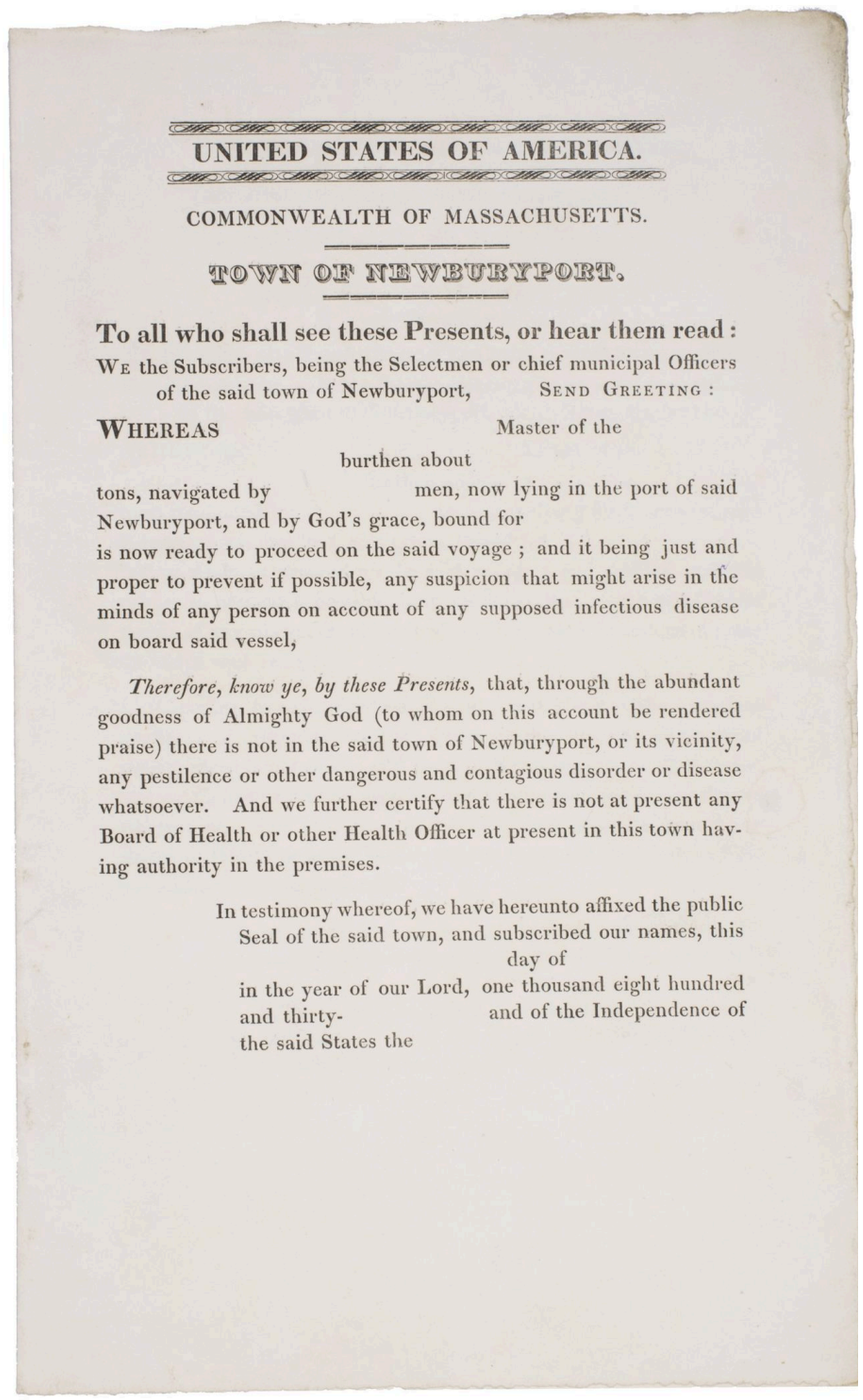
25

[NEWBURYPORT - BROADSIDE - MASSACHUSETTS]. [Drop-title:] United States of America. Commonwealth of Massachusetts. Town of Newburyport. ...
[Massachusetts, United States of America, in or just before 1830].
Folio. Two identical forms printed on the rectos of a bifolium.

€ 750

The form had to be completed and signed by the authorities of Newburyport, a city ca. 50 km north of Boston at the Atlantic, clearing any vessel trading abroad, especially in the Caribbean (Vera Cruz), by declaring that “there was not in the said town of Newburyport, or its vicinity any pestilence or other dangerous and contagious disorder or disease whatsoever”, and that the vessel “of (name of the captain), Master of the (name of the vessel), burthen about … tons, navigated by … men, now lying in the port of said Newburyport, and by God’s grace, bound for (name of the place of destination), is now ready to proceed on the said voyage …”.
In the beginning of the 19th century, people became increasingly aware of the danger of any pestilence or other contagious diseases as smallpox or measles. They learned from newspapers how officials dealt with it in, among other cities and regions, Veracruz, and the implications for citizens in the United States. Despite the attempted use of cures for the disease, the extent of the contagion caused fears of a rapid spread to the United States. Indeed, yellow fever outbreaks in ports like Veracruz had repercussion for all port cities on the southern and eastern littoral of the United States. Despite the outbreaks that ravaged Veracruz and filled the pages of US periodicals, trade between Veracruz and US port cities continued.
The edges are very slightly frayed. Otherwise in very good condition.

[1], [1 blank], [1], [1 blank] pp. ☞ More on our website



UNITED STATES OF AMERICA.

COMMONWEALTH OF MASSACHUSETTS.

TOWN OF NEWBURYPORT.

To all who shall see these Presents, or hear them read :

We the Subscribers, being the Selectmen or chief municipal Officers of the said town of Newburyport, Send Greeting :

Whereas Master of the burthen about tons, navigated by men, now lying in the port of said Newburyport, and by God's grace, bound for is now ready to proceed on the said voyage ; and it being just and proper to prevent if possible, any suspicion that might arise in the minds of any person on account of any supposed infectious disease on board said vessel,

Therefore, know ye, by these Presents, that, through the abundant goodness of Almighty God (to whom on this account be rendered praise) there is not in the said town of Newburyport, or its vicinity, any pestilence or other dangerous and contagious disorder or disease whatsoever. And we further certify that there is not at present any Board of Health or other Health Officer at present in this town having authority in the premises.

In testimony whereof, we have hereunto affixed the public Seal of the said town, and subscribed our names, this day of in the year of our Lord, one thousand eight hundred and thirty- and of the Independence of the said States the

Proclamation forbidding trade and shipping in enemy territories, with a recital of Spanish crimes against the Dutch

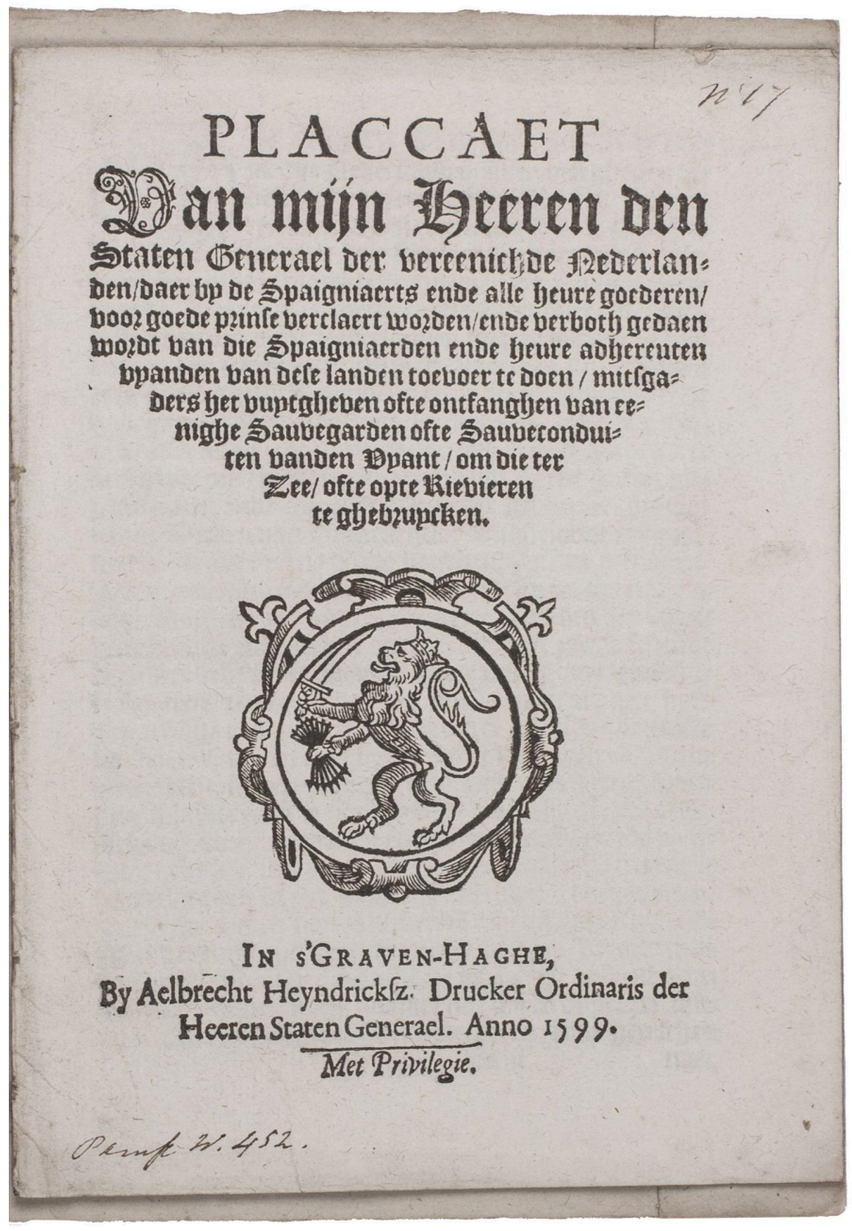
26

[PROCLAMATION]. Placcaet van … den Staten Generael ... daer by de Spaigniaerts ende alle heure goederen, voor goede prinse verclaert worden.
The Hague, Aelbrecht Hendricksz, 1599.
4to. With the woodcut arms of the States General on the title-page. 19th-century blue paper wrappers.

€ 395

One of three "virtually identical" (Typ. Batava) "1599" editions of a proclamation by the States General declaring all seized Spanish property forfeit to the stadholder Maurits (Maurice), Prince of Orange, and forbidding shipping and trade in the enemy territories of the King of Spain and the Archduke of Austria. The first two pages are almost filled with a scathing diatribe against the "bloodthirsty" Spanish and reciting their crimes against the Dutch people and property, including wives and daughters.
With a few lines of text underlined by an early reader. With some worm holes in the gutter margin, slightly affecting the woodcut initial and a few letters of the text, but otherwise in good condition.

[11], [1 blank] pp. STCN (3 copies); Typ. Batava (2–5 copies, ed. sometimes undetermined). ☞ More on our website


PLACCAET
Van mijn Heeren den
Staten Generael der vereenichde Nederlanden/daer by de Spaigniaerts ende alle heure goederen/ voor goede prinse verclaert worden/ende verboth gedaen wordt van die Spaigniaerden ende heure adhereuten vpanden van dese landen toevoer te doen / mitsgaders her vuytgheven ofte ontfanghen van eenighe Saubegarden ofte Saubeconduiten vanden Vpant / om die ter Zee/ ofte opte Rievieren te ghebruycken.
In s'Graven-Haghe,
By Aelbrecht Heyndrickſz. Drucker Ordinaris der Heeren Staten Generael. Anno 1599.
Met Privilegie.

Sail and steam: a magnificent lithographic survey of world shipping

27

ROELOFFS, Roeloff and Christian Ferdinand MÖLLER. Cyclus von schiffen aller seefahrenden nationen.
Hamburg, Charles Fuchs, 1839.
1 text volume and 56 loose lithographs in passepartouts. 4to oblong. With 56 lithographic plates (including 50 in colour), plates 47–50 contain several smaller illustrations. The numbering alternates between Roman and Arabic numerals, plates 1–46 are captioned above and below the illustrations in 6 languages. The 6 black-and-white terminal plates (numbered I-VI in Roman numerals) depict rigging and technical drawings. The work includes a lithographic title page and 3 illustrated title designs. Contemporary half beige cloth with the illustrated title on the front board, the text volume kept in a matching gold-stamped linen folder with the lithographed title mounted on the front board, lithographs in passepartouts.

€ 8500





First and complete edition of this extensive and finely produced work on ship typology, illustrated with highly decorative tinted and hand-coloured lithographic plates.
Christian Ferdinand Möller, shipbuilder and marine painter, designed and lithographed the magnificent plates, the work was printed and published in Hamburg by Charles Fuchs (1803–1874) in 1839. The accompanying explanatory text, with extensive glossaries of nautical and technical terms, was compiled by Roeloff Roeloffs.
The 56 lithographic plates (50 coloured) present a wide range of European and non-European vessels. The larger plates depict ships of the line, frigates, East Indiamen, brigs, cutters, Greenlanders, galleasses, schooners, yachts, pinks, junks, mistiques, polackers, tartans, milkers, and many others. Warships, merchantmen, and fishing crafts from Western Europe and Scandinavia, Russia, the United States, Greece, Turkey and China are also represented.
Among the most striking subjects are the two steamships: the English Condor and the American New Albany. The Mississippi steamer reflects the rapid development of river navigation in the early 19th century, vessels of comparable size began navigating the Mississippi from about 1815 onwards. The accompanying text notes contemporary speeds of approximately 25 km per hour. The American vessel is shown flying a flag with 13 stars in a circle, perhaps an anachronistic rendering attributable to the colourist.
With two stamps of a former rowing club, one on the title page of the lithographic volume and the other in the upper margin of the title page of the text volume. The bookplate of the Hamburg collector Th. Holtzmann is mounted on the inside front cover of the text volume. The work is partially slightly browned and occasionally minimally foxed. Otherwise in very good condition.

[2] ll., 112 cols. Not in Bruzelius; Cat. NHSM; Crone Library; JCB; KVK; Maggs, Nautica; Taylor Coll.; WorldCat.

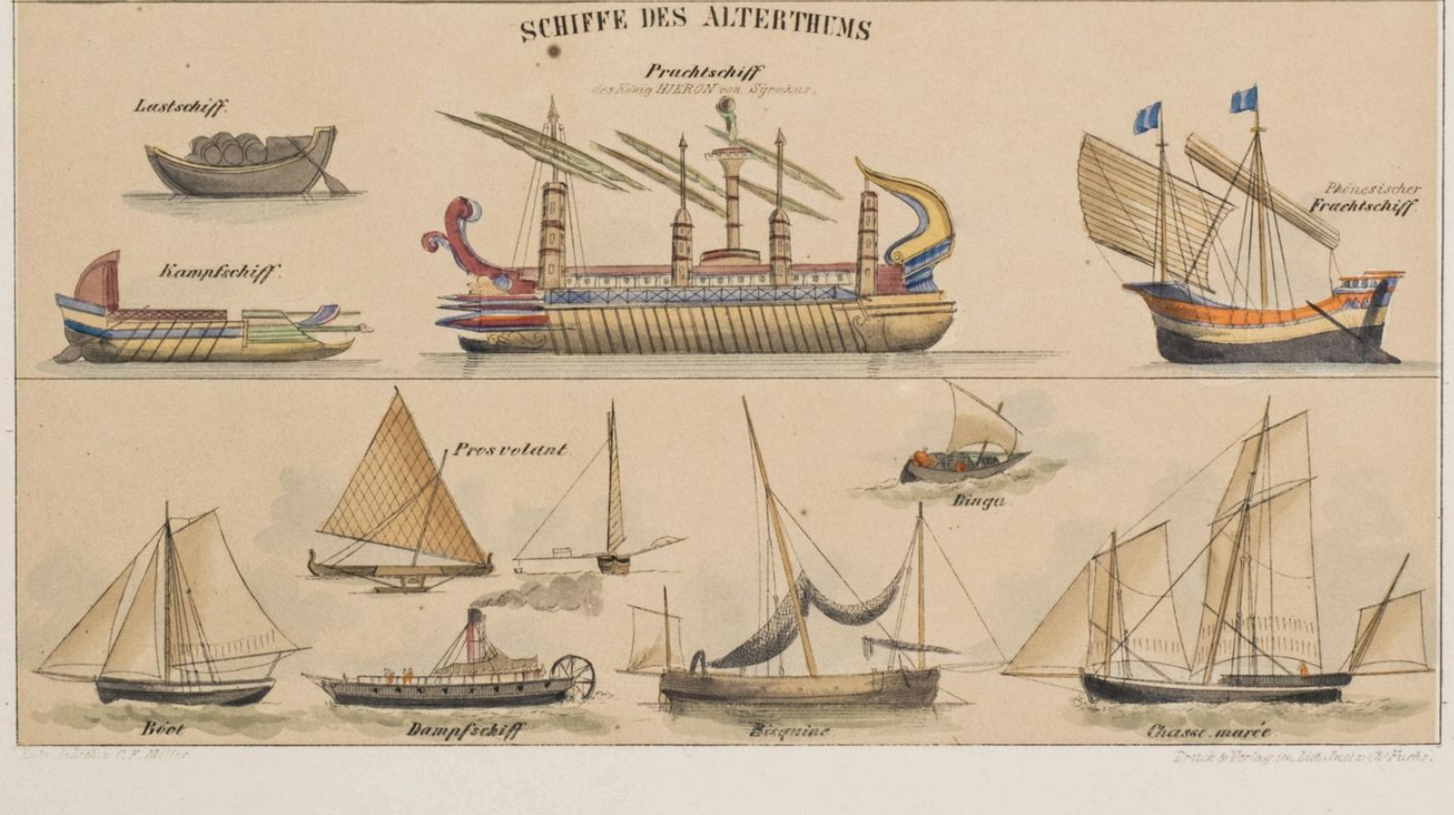
☞ More on our website

27

Pl. XXXXIII.



SCHIFFE DES ALTERTHUMS



Reflections on seafaring by a Dutch minister on his way to Batavia in the Dutch East Indies

28

ROMAN, Johannes. Scheeps-bedenckingen, gevallen over verscheyde saken die den zee-varenden plachten te ontmoeten ...
Haarlem, Adriaen Roman, 1649.
4to. With a large woodcut printer's device on the title page, a large woodcut portrait of Laurens Janszoon Coster (printer's device of A. Roman, dated 1630 in the block) on the final page, 3 decorated woodcut initials, and a woodcut tailpiece. Later black and orange painted paper wrappers showing a floral design.

€ 2500



Very rare first and only edition of a pamphlet containing reflections related to seafaring, written by the Dutch minister Johannes Roman (d. 1689). He had left his birthplace of Haarlem for Batavia in January 1647. On his journey to the Dutch East Indies on board the East Indiaman Nieu-Enchuysen (built in 1636, also known under all spelling variations of (Nieuw) Enkhuisen), he probably wrote the present pamphlet - comprising 15 short texts in which he reflects on topics relevant to those embarking on sea voyages. The present work is dedicated by the publisher Adriaen Roman to the directors of the Enkhuizen chamber of the VOC. A long poem in Dutch has been included at the end of the work (on pp. 19–23), titled Ziel-verheffing, over de verlossinghe die ons de Heere heeft ghedaen uyt verscheyde stormen ende nood-weder, ons op de Spaensche zee over-ghekomen. Midtsgaders, dat Hy ons heeft laten ontmoeten een Engelsch schip van de Barbades ...
The author, born in Haarlem as son of the Dutch bookseller and publisher Adriaen Roman (1590–1649), went to Batavia in 1647, where he became a minister of a Malay church. He was active as a translator and in 1653, he wrote a manual of the Malay language, titled Grondt ofte kort bericht, van de Maleysche tale ..., which was published posthumously in Amsterdam in 1674 (and again in 1689).
With an extensive manuscript annotation in brown ink on the front pastedown containing biographical details on the author (a quote from S. Gille Heringa, "Naamlijst van Nederlandsche Dichters" in: Konst en letterbode (1848) part II, p. 166). The pastedowns and first and last few leaves are very slightly water stained in the gutters and pp. 9–16 show a small water stain in the outer blank margin (not affecting the text). Otherwise in very good condition.

[1], [1 blank], [2], 23, [1] pp. Knuttel 6496; Landwehr VOC 767; Petit 2538; STCN 830231420 (4 copies); USTC 1026292 (4 copies, same as STCN); Van der Wulp 9172; WorldCat 69050990 (5 copies). ☞ More on our website

To regulate salutations at sea by means of firing shots

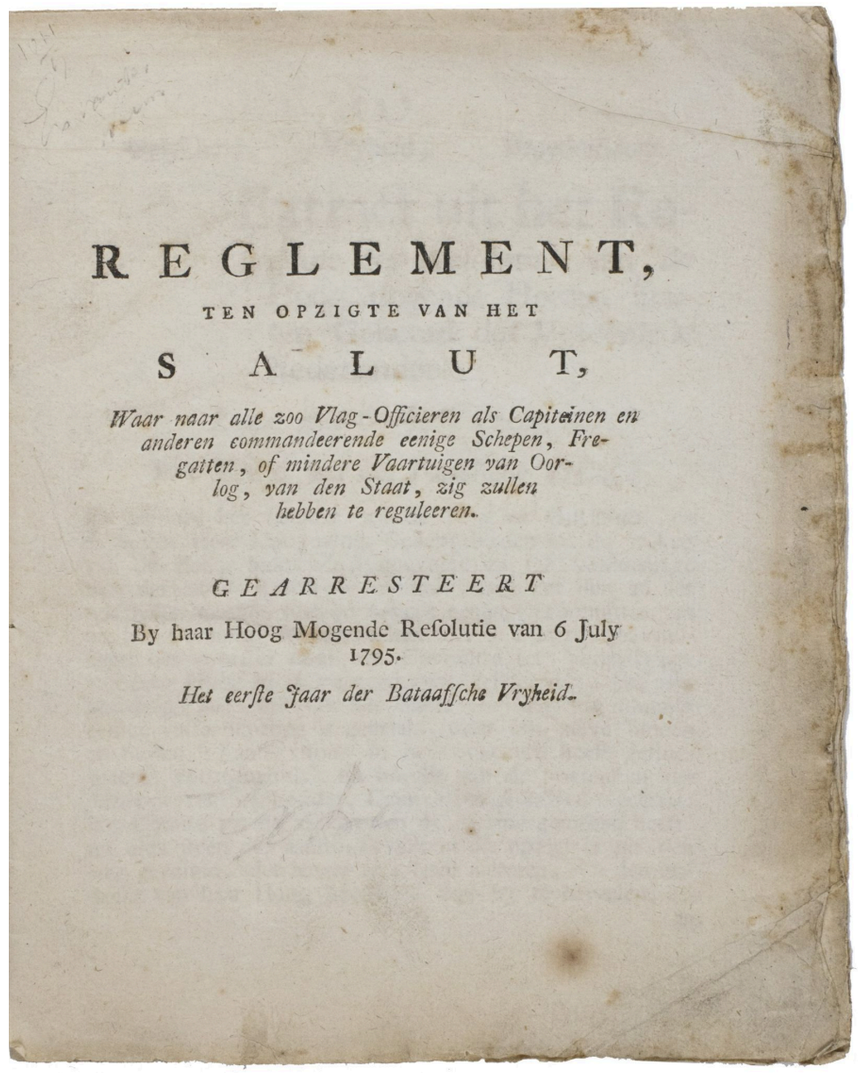
29

[SALUTATION REGULATIONS]. Reglement, ten opzigte van het saluut, waar naar alle zoo vlag-officieren als capiteinen en anderen commandeerende eenige schepen, fregatten, of mindere vaartuigen van oorlog, van den staat, zig zullen hebben te reguleeren. Gearresteert by haar Hoog Mogende resolutie van 6 July 1795. Het eerste jaar der Bataafsche vryheid.
[1795].
4to. Sewn upon two supports.

€ 650

Very rare pamphlet on the regulations concerning signalling, intended for flag officers, captains and other high-ranking officials commanding ships, frigates or lesser vessels under command of the State and indicating whom they should salute and signal and how. These rules were issued in the first year of the new Batavian Republic (established in the Netherlands under the influence of the French Revolutionary army, 1795–1806) by the Committee of naval affairs (Comité tot de zaken van de Marine) to regulate salutations at sea by means of firing shots, including the exact number of shots proper to various occasions, such as the number of cannon shots when a high ranking official comes on board. An admiral, for example, gets seventeen salute shots while a commandor gets only eleven. The rules were necessary because of the many misunderstandings and difficulties that occurred when (war)ships met other vessels in the open sea, harbours or roadsteads. Such confrontations had often led to unintentional hostilities. The resolution is dated 26 June 1795 and the confirmation by the States General 6 July 1795.
The Comité tot de zaken van de Marine was created soon after the Batavian Revolution (1795), replacing the old Admiralties, and consisted of 21 members of the parliament.
Corners slightly frayed, otherwise in good condition.

4, 8, [4] pp. De Jonge, Geschiedenis v.h. Ned. zeewezen, 6, 1 (1848), pp. 2023. ☞ More on our website


REGLEMENT,
TEN OPZIGTE VAN HET
SALUT,
Waar naar alle zoo Vlag-Officieren als Capiteinen en anderen commandeerende eenige Schepen, Fregatten, of mindere Vaartuigen van Oorlog, van den Staat, zig zullen hebben te reguleeren.
GEARRESTEERT
By haar Hoog Mogende Refolutie van 6 July 1795.
Het eerſte Jaar der Bataafſche Vryheid.

Remarkable early 19th-century sketchbook with drawings of American sailing ships

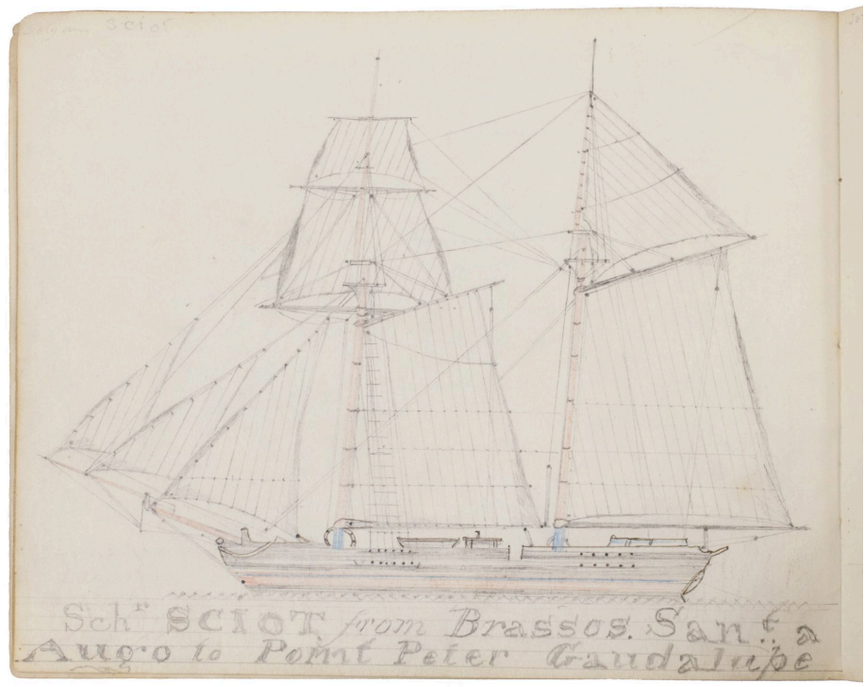
30

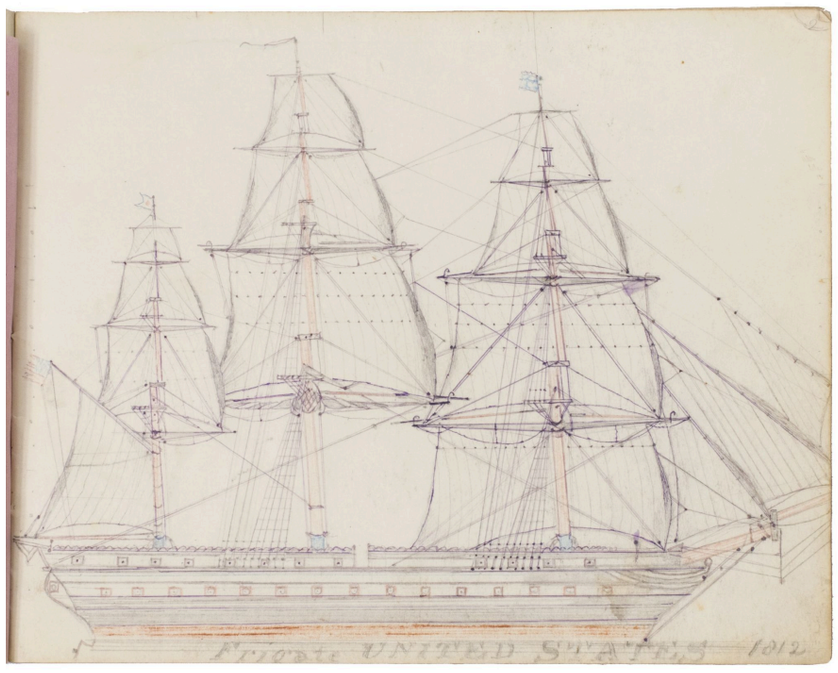
[SKETCH BOOK - AMERICAN SHIPS]. [Drawings of US Navy ships and other vessels].
[United States of America, between 1810–1832 (or after 1832?)].
Oblong (17.5 × 22 cm). With 26 coloured pencil and ink drawings of ships. Stitched through three holes.

€ 6500

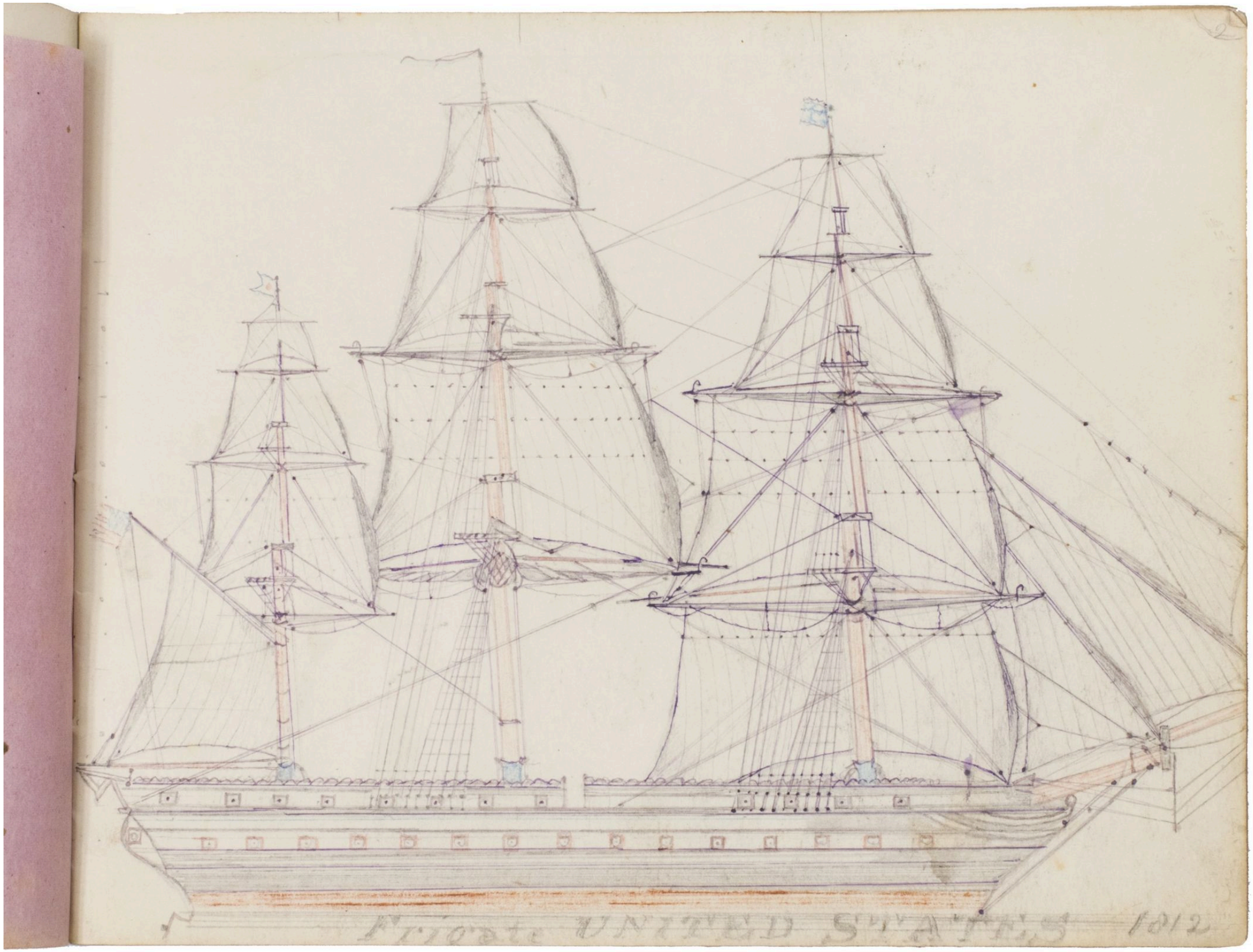
Remarkable 19th-century sketchbook with coloured drawings of early 19th-century American ships, with the names, home ports, and destinations listed. They are all sailing ships, depicted in full sail. Most drawings are dated, so they were most likely made by a sailor who was a crew member on the ships in those years. These are the only contemporary depictions of some of the vessels.
The work contains 26 different drawings of various sailing ships. Included are the United States, a three-masted US Navy frigate built at the end of the 18th century, the Siren, a US gun brig that served during the first Barbary War (1801–1805), and the Patron, an immigrant ship built in Boston. Of particular interest is the drawing of the Houqua. This was the ship of captain Valentine Pease Jr., who was also the captain of the ship Herman Melville (1819–1891) made his very first whaling expedition on, and who possibly served as the inspiration for Ahab in Moby Dick. The drawing is dated 1831. It is known that the Houqua did set out on a whaling voyage in that year, which lasted until 1835. This voyage was unusual, because only 3 of the original 25 crew members returned. Two members, including the first mate, were discharged for unknown reasons, 11 of the crew deserted, and another 9 drowned. It is possible that the draughtsman of the present sketchbook was one of the crewmembers during this voyage.
With small stains on the front and back. The sewing thread has broken between the second and third hole. The front wrapper is slightly creased. One of the tissue paper guards is loose and frayed, with loss of material around the edges, somewhat affecting the drawing. Otherwise in good condition.

[12] ll. and 9 multicolour tissue paper guards (some with illustrations). Cf. Heflin, W. L., Melville's whaling years, pp. 18–24. ☞ More on our website





30



Interesting account of the major sea battle during the Cretan war near Izmir on 12–15 May, 1649

31

[SPANISH - RELACIONES] [Drop title:] Verdadera relacion de la gran Vitoria que ha tenido la Armada de la Serenissima Republica de Venecia, contra la Armada del Turco en el Puerto de Foqui en doze de Mayo de mil y seiscientos y quarenta y nueue, embiada al Excelentissimo señor Embaxador de dicha Serenissima Republica. Traduzida de Italiano, en Castellano
Madrid, Domingo Garcia Morrás, 1649.
Folio (20.8 × 29.2 cm). With the large woodcut Royal Spanish coat of arms on the first page and a woodcut decorated initial. Disbound.

€ 1500


315

VERDADERA

RELACION DE LA GRAN Vitoria q̃ ha tenido la Armada de la Sereniſsima Republica de Venecia, contra la Armada del Turco en el Puerto de Foqui en doze de Mayo de mil y ſeiſcientos y quarenta y nueue, embiada al Excelentiſsimo ſeñor Embaxador de dicha Sereniſsima Republica.

Traduzida de Italiano, en Caſtellano.

Año 1649.

CON LICENCIA,

EN MADRID, Por Domingo Garcia y Morràs.

The title translates as “True account of the Great Victory that the Navy of the Most Serene Republic of Venice had against the Turkish Navy in the harbour of Foqui on the twelfth of May, one thousand six hundred and forty-nine. Translated from Italian, into Spanish”.
The naval battle on 12–15 May 1649, in the harbour of present day Foça (Focchius, Foja) near Izmir (ancient Smirna) on the west coast of Turkey, was one of the most important battles during the Cretan War (1645–1669), in which Venice and the Ottoman Empire fought for the domination over the strategic island of Crete. The Venetians attempted to prevent the Turks from resupplying their troops on Crete by setting up a naval blockade at the Dardanelles. To circumvent this blockade, the Ottomans moved to ports on the Aegean coast. The Venetian commander Giacomo da Riva tracked down the Ottoman fleet and decided to attack it directly in the harbour of Foça. The battle resulted in a resounding victory for the Venetian fleet of nineteen warships, which was reinforced with twelve Dutch and English hired armed merchant ships. One of the most famous Dutch ships that participated prominently in the battles was the ‘Madonna della Vigna’, depicted on a painting by the Dutch maritime artist Abraham Beerstraten with the title “Battle of the united Venetian and Dutch fleet against the Turks in the Bay of Foja, 1649” (dated 1656, Rijksmuseum, Amsterdam).
Twenty years later the Cretan war ended with the negotiated surrender of the fortress, sealing the fate of the island and ending the war in an Ottoman victory.
With (near-) contemporary manuscript foliation in the upper outer corners of the leaves (“315–316”). Somewhat foxed and the edges of the leaves are frayed.

[4] pp. Mason, The war of Candia, 1645–1669., (PhD) LSU Hist. Dissertations, 1972. ☞ More on our website

Important contribution to our knowledge of medicine on voyages to the Americas

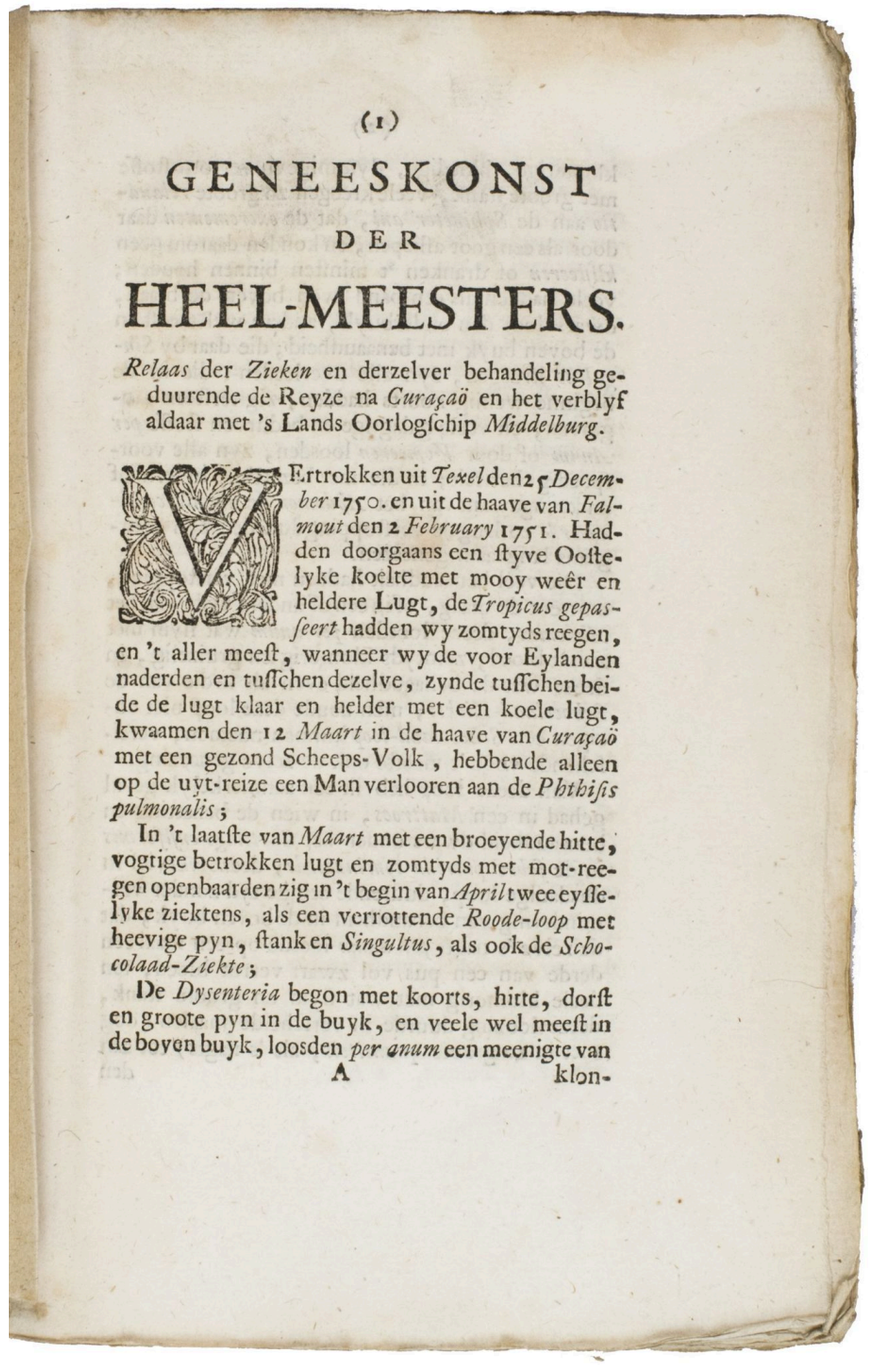
32

TITSINGH, Abraham (editor). Geneeskonst der heelmeesters, tot dienst der zeevaart.
Amsterdam, Adriaan Wor, 1752.
8vo. With a woodcut vignette on the title page, and two decorated woodcut initials. Contemporary marbled wrappers, with a 19th-century paper label on the spine with the author and title in manuscript.

€ 3750

First and only edition of a very scarce work on naval medicine. This practical handbook was written by doctors who served on Dutch war ships that sailed from the Netherlands to Curaçao. It includes numerous case studies of sick sailors on these ships during the 1740s, along with commentary from Abraham Titsingh (1684–1776), who was a surgeon to the admiralty. The work is very rare, as it has only been recorded in four libraries, and we have only been able to find one other copy in sales records.
The numerous case studies presented in the work are incredibly detailed, and describe cases on board the ships Middelburg, Maarssen, Tylingen, De Beschermer and Hartekamp, primarily in the years 1743 to 1750, but with references to earlier voyages. They give a fascinating picture of illnesses and their treatment during voyages to the Americas. The work covers not only the principal illnesses facing the sailors (fevers, scurvy, diarrhoea, dysentery, and dropsy), but also wounds, surgery, amputations, etc. Each account of sicknesses and treatments during a voyage, with names, dates and details of the procedures, and of the exact composition of medicines given, is followed by a lengthy commentary, apparently in part by Titsingh, who compiled the work. The present copy comes from the library of Dutch physician and zoologist Jan van der Hoeven (1801–1868).
With the bookplate of Jan van der Hoeven mounted on the front pastedown. The wrappers are damaged around the spine with some loss of material around the joints, the edges of the wrappers are slightly frayed. The work is uncut, with a water stain in the head margin throughout, not affecting the text. Otherwise in good condition.

8, 662 pp. Cat. NHSM, p. 1020; STCN 314896082 (1 copy); WorldCat 907608682 (4 copies). ☞ More on our website



(1)

GENEESKONST
DER
HEEL-MEESTERS.

Relaas der *Zieken* en derzelver behandeling geduurende de Reyze na *Curaçaö* en het verblyf aldaar met 's Lands Oorlogſchip *Middelburg*.

VErtrokken uit *Texel* den 25 *December* 1750. en uit de haave van *Falmout* den 2 *February* 1751. Hadden doorgaans een ſtyve Ooſtelyke koelte met mooy weêr en heldere Lugt, de *Tropicus gepaſſeert* hadden wy zomtyds reegen, en 't aller meeſt, wanneer wy de voor Eylanden naderden en tuſſchen dezelve, zynde tuſſchen beide de lugt klaar en helder met een koele lugt, kwaamen den 12 *Maart* in de haave van *Curaçaö* met een gezond Scheeps-Volk, hebbende alleen op de uyt-reize een Man verlooren aan de *Phthiſis pulmonalis*;

In 't laatſte van *Maart* met een broeyende hitte, vogtige betrokken lugt en zomtyds met mot-reegen openbaarden zig in 't begin van *April* twee eyſſelyke ziektens, als een verrottende *Roode-loop* met heevige pyn, ſtank en *Singultus*, als ook de *Schocolaad-Ziekte*;

De *Dysenteria* begon met koorts, hitte, dorſt en groote pyn in de buyk, en veele wel meeſt in de boven buyk, loosden *per anum* een meenigte van

A klon-

The wonders and dangers of the sea in the seventeenth century

33

VRIES, Simon de. Wonderen soo aen als in, en wonder-gevallen soo op als ontrent de Zeeën, rivieren, meiren, poelen en fonteynen: historischer; ondersoeckender, en redenvoorstellender wijs verhandeld.
Amsterdam, Jan Claesz ten Hoorn, 1687.
Large 4to. With an etched frontispiece by Jan Luyken, a woodcut printer's device on the title page, a letterpress table with 4 small woodcuts of the 4 phases of the moon on p. 667, woodcut headpiece, tailpieces and decorated initials. Contemporary blind tooled vellum.

€ 1750



Large-paper copy of the rare first and only edition of this extensive compilation of stories, anecdotes, facts and wonders connected with the sea and other waters. The present copy includes the often missing frontispiece by Jan Luyken, showing a violent sea with wrecked ships, whales and sea monsters, while a waterspout throws a large three-masted ship into the air.
The work is written in the form of dialogues in which natural and supernatural phenomena at sea are discussed and explained. It includes accounts of whales and other marine animals, mermaids, sea monsters, fish, crustaceans, coral and amber, but also piracy, shipwrecks, shipbuilding, voyages of discovery, and descriptions of peoples and natural history in Europe, Asia, Africa and the Americas. Much of the material reflects the importance of navigation, overseas trade and exploration in the Dutch Republic during the seventeenth century.
The prolific Utrecht writer and bookseller Simon de Vries (ca. 1624–1708) wrote and compiled at least 57 works between 1645 and 1705, on subjects ranging from history and geography to travel, religion and popular curiosities. The present work, published in 1687, is relatively rare, with only eight copies recorded in institutions. Bierens de Haan mentions an edition from 1667, but this appears to be a ghost, as no copies are known.
The vellum is soiled, with a stain on the front board, the edges of the boards are slightly scuffed. The frontispiece has been skilfully remargined, with loss of one word ("Boeck-verkoper"), the lower outer corner of the first two leaves has been restored, occasional mild foxing and (water)staining. Otherwise a large paper copy in good condition.

[16], 668, [56] pp. Alden & Landis 687/145; Bierens de Haan 5206; Buisman 2397; Cat NHSM, II, p. 716; Van Eeghen/Van der Kellen, 134; JCB IV, p. 182; Klaversma & Hannema 1480; SAB., IV, p. 699; Schama, The embarrassment of riches, p. 661; Scheepers, I, 574; not in Waller, Muller and De Vries. ☞ More on our website

Sailing orders in the aftermath of the Battle of Beachy Head

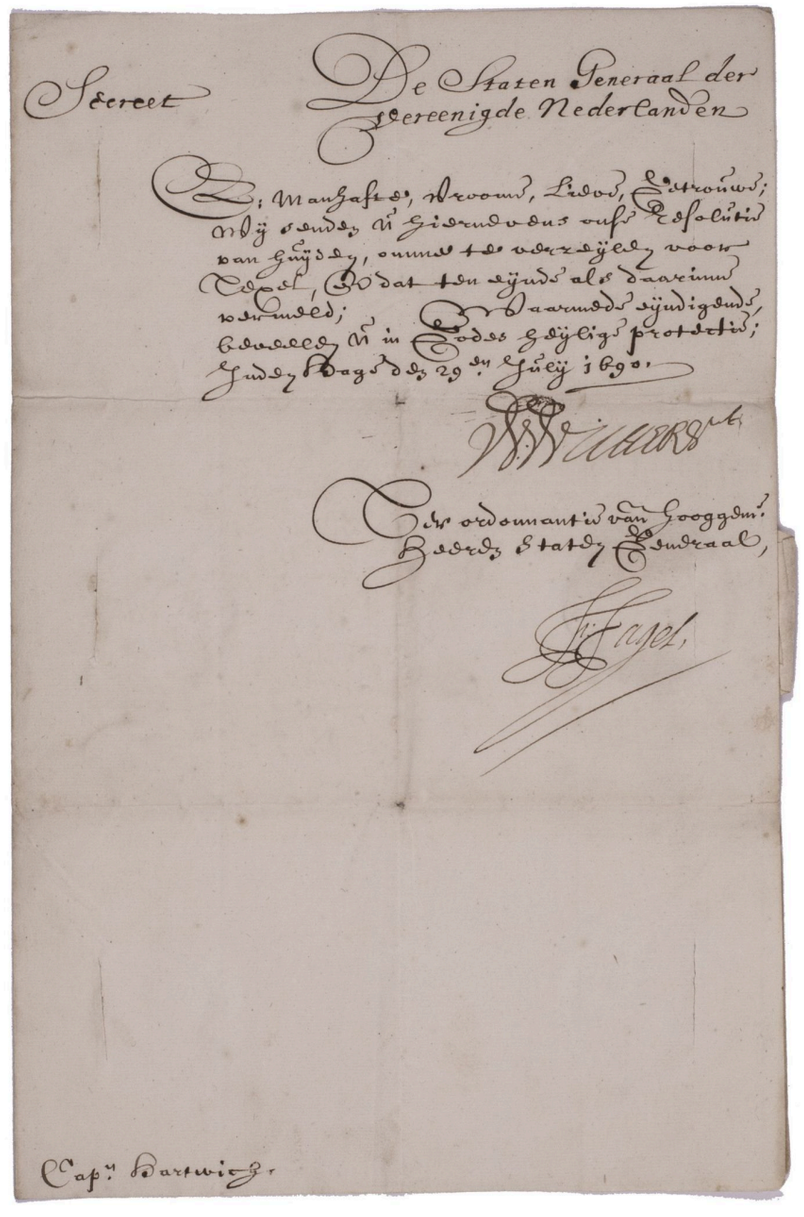
34

WICHERS, Wicher. [Manuscript letter to Hans Hartwich, Capiteyn op s'landts oorlogschip Harderwijk].
The Hague, 29 July 1690.
Small folio (31 × 20.5 cm). Manuscript letter in 7 lines on one page, with the signatures of Wicher Wichers and François Fagel, followed by two blank pages, and the name of the addressee in manuscript on the fourth page with a seal.

€ 575

Manuscript letter ordering Hans Hartwich (1630–1692), captain of the warship Harderwijk, to set sail for the island of Texel. Hartwich was a captain in charge of the Amsterdam admiralty and was present at the burial of Cornelis Tromp in 1691. At the time of the order the Dutch Republic took part in the Nine Years' War, a conflict between Louis XIV of France and a European coalition of the Holy Roman Empire (led by Austria), the Dutch Republic, Spain, England and Savoy. Earlier that month Rear Admiral Jan van Brakel was killed in the Battle of Beachy Head. The order is signed by Wicher Wichers (1651–1715), a member of the States General.
In very good condition.

[1], [2 blank], [1] pp. ☞ More on our website



A unique manuscript plan of the Battle of the Nile

35

[NAPOLEONICA]. [Battle of the Nile].
[England, late 18th century].
Ca. 32 × 43 cm. Watercoloured pen and ink drawing on laid paper bearing the J. Whatman watermark. Matted.

€ 18 000

Rare hand-drawn plan of the Battle of the Nile of 1 August 1798, one of the most pivotal naval confrontations of the Napoleonic Wars brilliantly orchestrated by British Rear-Admiral Sir Horatio Nelson against the French fleet anchored in Aboukir Bay. Prepared by an aspiring British cartographer on Whatman paper, the leading paper manufacturer in the country, and the inventor of wove paper.
Details the height of action at Aboukir with the French fleet surrounded by British ships during their crossfire attack, indicating the flagships Vanguard (British) and Orient (French), the British ship Culloden grounded on a shoal on Aboukir Island, showing the brig Mutine in a refloating attempt, along with batteries, the Nile mouth and the Egyptian coastline. Includes an inset view of Aboukir fort standing tall over the naval battle.
Advancing towards the French fleet, the British fleet had split into two divisions. One cut across the head of the line and passed between the anchored French and the shore, while the other engaged the seaward side of the French fleet. Trapped in a crossfire, the leading French warships were battered into surrender during a fierce three-hour battle. This battle was the climax of the Mediterranean campaign of 1798, which had started three months earlier after a large French fleet sailed from Toulon to Alexandria carrying an expeditionary force under Napoleon.
Very faint pencil inscription to lower right margin below the right edge of the inset view, perhaps the artist's signature or ownership ("S. B[...]"). Trimmed; mild staining and spotting; small repaired tear to lower right edge; fold crease at centre.

☞ More on our website



(detail).

35


Coast of Egypt
Boca de la Nile
H
Gunboat
D
D
French Frigates.
Battery
Cape Beguier
G
G
B
French LINE.
BRITISH LINE of BATTLE.
A
FRENCH LINE.
A
ENGLISH LINE
B
C
K.
Shoals
Culloden
74
Le Mutine
Brig

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