

KIOBUY
ONLINE AUCTIONS

Présentation en version



Version française disponible

Des cuirassés aux paquebots,
Les arts et l'industrie navale au 19^{ème}

Vente On Line
du 13 au 30 mars 2015



CAMARD & Associés
Expert : Philippe NEVEU

KIOBUY

ONLINE AUCTIONS

Des cuirassés aux paquebots,
Les arts et l'industrie navale au 19^{ème}

Maison de ventes aux enchères : CAMARD & ASSOCIES - Paris

Expert : Philippe NEVEU

Vente On Line sur KIOBUY.com du 13 au 30 mars 2015

Clôture des enchères: le 30 mars 2015 à partir de 14 heures

Catalogue On Line, estimations, conditions de vente sur KIOBUY.com

Document de présentation (PDF) sur demande

ou à télécharger du site : artsetmarine.com

Photographies haute résolution sur les sites :

kiobuy.com

artsetmarine.com

Visites sur rendez-vous -

Contactez CAMARD & ASSOCIES - Paris.

Renseignements :

CAMARD & Associés : infoventes@camardetassociés.com

33 (0) 1 42 46 35 74

Philippe NEVEU :

antiquites.marine@orange.fr

33 (0) 2 99 19 56 47

www.kiobuy.com

Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

Index of Vessels

| | | |
|---------------|------|----|
| ALACRITY | 1883 | 19 |
| ANGLIA | 1869 | 20 |
| ANTAR | 1920 | 1 |
| APENRADE | 1873 | 25 |
| ARTEMISIA | 1920 | 1 |
| ASCANIA | 1887 | 39 |
| AVANTI | 1876 | 15 |
| BANKOKU MARU | 1873 | 25 |
| BARDSEY | 1899 | 29 |
| BELLONA | 1760 | 31 |
| BLAKKUR | 1931 | 10 |
| CABO VERDE | 1883 | 37 |
| CHALLENGE | 1884 | 36 |
| CHECHETTE | 1893 | 51 |
| COLONIA | 1887 | 39 |
| DE RUYTER | 1889 | 8 |
| DEL BOSCHETTO | 1876 | 15 |
| DRENTHE | 1876 | 15 |
| EMPIRE FAL | 1914 | 16 |
| ESTER | 1876 | 15 |
| FLAMBRO | 1887 | 32 |
| GALLIA | 1883 | 58 |
| IRAOUADDY | 1872 | 14 |
| KINCARDINE | 1920 | 1 |

| | | |
|----------------------|------|-------|
| KING ARTHUR | 1862 | 26 |
| KOUANG- SI | 1904 | 2 |
| LOLIST | 1914 | 4 |
| LOTA | 1891 | 3 |
| MERIDIEN | 1850 | 5 & 6 |
| MONTEVIDEO | 1873 | 25 |
| ORO | 1887 | 23 |
| OROYA | 1887 | 23 |
| PENTYRCH | 1899 | 29 |
| PENGREEP | 1914 | 16 |
| PRINCESA de ASTURIAS | 1929 | 59 |
| QUILLOTA | 1876 | 12 |
| REDOUTABLE | 1971 | 57 |
| RINOVIA | 1931 | 10 |
| SAINT PIERRE | 1880 | 18 |
| SAINT SIMON | 1884 | 28 |
| TAKASAGO | 1898 | 7 |
| URIARTE N°6 | 1887 | 32 |
| VALMY | 1892 | 60 |
| VELOX | 1875 | 50 |
| VIKING | 1905 | 22 |
| VINDEX | 1905 | 22 |
| WATERLOO | 1878 | 11 |
| WILLEDEN | 1905 | 30 |

Index of Artists

| | | |
|------------------|--------------------------------|--------------------------------|
| Ecole américaine | 8 | JACOBSEN |
| Ecole anglaise | 23 – 26 – 31 - 37 – 40 – 61 | CLARK - PRESTON - SPENCER |
| Ecole chinoise | 2 – 14 | |
| Ecole espagnole | 59 – 60 | |
| Ecole française | 5 – 6 – 12 – 18 – 28 - 50 – 58 | ADAM (x3) - CARON (x2) – RUAIS |

Topographical Index

| | | | |
|---|---|---|--|
|  | 25 - 39 |  | 7 – 25 |
|  | 7 - 12 |  | 3 |
|  | 2 – 14 -50 |  | 8 – 15 |
|  | 32 – 59 – 60 |  | 37 |
|  | 8 – 56 |  | 7 - 50 |
|  | 2 – 5 - 6 – 9 - 12 – 14 – 18 – 28 – 35 - 38 - 41 - 42 – 44 – 46 – 47 – 48 - 50 – 51 - 52 – 54 – 57 |  | 1 – 3 - 4 – 7 - 8 – 10 - 11 - 12 – 13 - 15 – 16 – 17 - 19 - 20 – 21 - 22 - 23 – 24 - 25 - 26 – 27 - 29 - 30 - 31 – 32 – 33 – 34 - 36 - 37 – 39 – 40 – 43 – 49 – 53 – 55 - 61 |

Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

1 - Scale model – Ship-owner's model of the steam ship ANTAR, presented within the display case. The model is made to the scale of 1/96, a true masterpiece of industrial art, and could not be more detailed and complete than it currently is. In all its finest details, is very accurately represented in a luxurious and remarkably refined setting. The countless metal fittings are gilded with fine gold. The vessel is presented with its accommodation ladders lowered. The model rests on 4 studs cast in bronze and is presented, on a cashew baseplate, in a mahogany display case with five glass faces. Two engraved brass plaques describe the characteristics of the vessel and are displayed on both sides of the model. The model dates back to 1920, the date that the steam ship was constructed, when it was called KINCARDINE. When the ship was sold, the model was donated to the Egypt & Raising Steam Navigation Co. shipyard. The ship-owner's plaques were changed, and the vessel name on the bow of the model was changed to ANTAR. The model is most likely to be the work of professional model-making workshops Bassett Lowke Ltd in Northampton. 21.3 x 63 x 14 in.

ANTAR was a steel vessel. Under the name KINCARDINE, it was built in 1920 by the shipyard William Doxford & Sons Ltd. located in Sunderland, on behalf of the shipyard Sutherland B.J. & Co. Ltd. It was 420 ft in length and had a triple-expansion steam engine of 565 Hp, which gave it a load speed of 11 knots. In 1923, it was sold to the shipyard Egypt & Raising Steam Navigation Co. Ltd. in London, and ANTAR was renamed. In 1932, it was resold to the shipyard Thomson Henry of London and was renamed ARTEMISIA. On 14 March 1941, it was the target of an air raid. Bombarded, it caught fire and became stranded on the coast.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

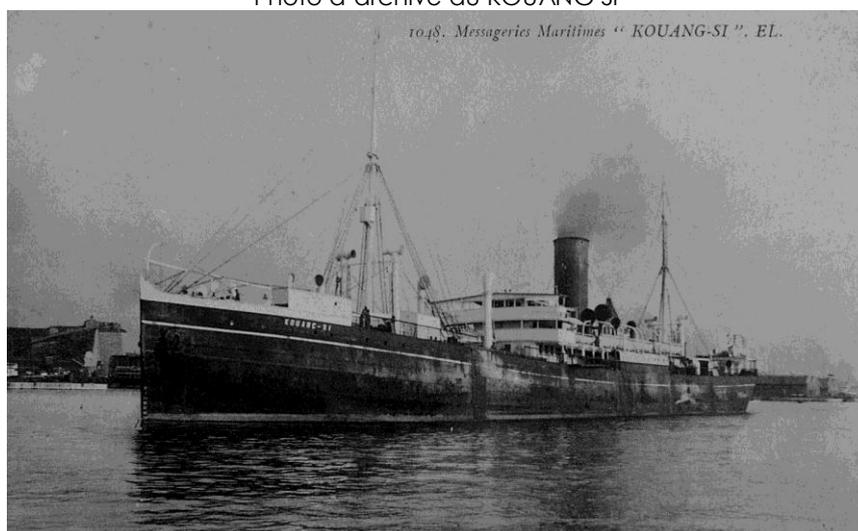
CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

2 - Chinese School, early 20th Century. Portrait of the mixed cargo vessel KOUANG-SI, from the Compagnie des Messageries Maritimes. Oil on canvas. Unsigned, as was usual practice for a Chinese School. Usual restorations and slight flaking. 17.5 in x 23.6 in.

The KOUANG-SI, the sistership of the YUNNAN, was built by the Forges et Chantiers de la Méditerranée and was launched in 1904 for the Compagnie de l'Est Asiatique Français. It was purchased in new condition by Messageries Maritimes in May 1904. The Compagnie assigned it to the London-Dunkirk-Far-East route. Requisitioned during the First World War, it was torpedoed in 1917 at the peak of Cape Lizard. After being towed, it was saved and repaired. It was then assigned to the Far East routes until 1922, the year it was demolished. It was 426 ft in length, equipped with a steam engine; it moved at a speed of 13 knots and could take 45 passengers on board in first class, 48 in second class and 400 on the tween deck. The Nation expressed its gratitude to the crew on board: "For the disciplined and energetic attitude shown by each of them during the towing and stranding operations after this ship was attacked by a torpedo on 21 September, 1917".



Photo d'archive du KOUANG SI



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

3 - Half-model of ship – Ship-owner's model of the three-masted sailing ship LOTA, presented in the display case. The live works are in varnished natural wood, and the dead works are painted in black. The very fine long boats are in position. Most metal parts are nickel-plated. The very accurately represented figurehead decorates the bow of the ship. The vertical girder is made in varnished mahogany, the manufacturer's plate, made from ivory, is affixed bottom left, the main features of the ship are described and painted bottom right. The display case has three glass faces, and its frame is made from mahogany. Signs of ageing located on the display case. 16.5 in x 68.9 in x 8.3 in.

LOTA, the three-masted ship made from steel, was built in 1891 by the shipyard "Robert Thompson & Sons" on behalf of the ship-owner "Mc Donald, Adams & Co" of Greenock. It measured: 232 ft x 37 ft x 21 ft in and measured 1383 in Tonnage. It was sold in 1900 to the shipyard Turner, Edwards & Co. of Bristol, who resold it in 1912 to the Norwegian shipyard Hannevig Chr. In April 1915, it was transferred to the company Transatlantic Motor Ship Co and was equipped with a diesel auxiliary engine. On 19 September 1915, it sank with its cargo of oil during a Philadelphia – Marseilles crossing, off the coast of Sable Island (Canada).

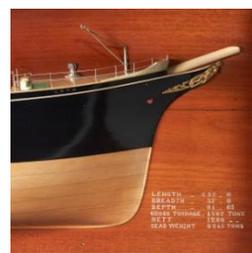
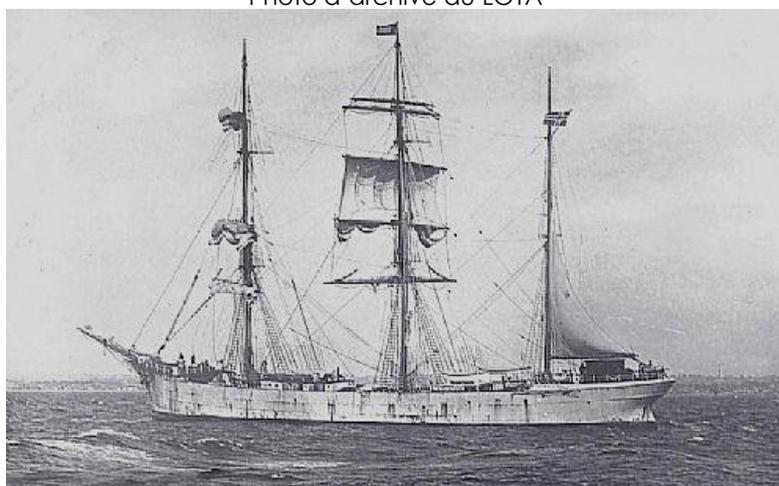


Photo d'archive du LOTA



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

4 - Half-model of ship - Ship-owner's model of the steam trawler LOLIST, presented in a display case. The live works are painted pink, the dead works in green. On the lacquered white superstructures, doors, portholes and hatches are drawn in Indian ink. The metal parts such as the air shafts, winches, windlasses and brackets are gilded with fine gold. The trawl boards are made in ivory. The shipyard flag is in its place on the chimney. The vessel is in position. The vertical girder is partially a mirror, the lateral sides are mirrors. The joinery of the window is made in mahogany. The manufacturer's plate is positioned on the right at the bottom of the display case. 18.7 x 40.6 x 6.5 in.

The LOLIST steel steam trawler was built in 1914 by the shipyard Smith's Dock Co Ltd, Middlesbrough on behalf of the shipyard William Robbins & Sons Ltd, in Lowestoft. It measured 32 m, was equipped with a three-cylinder steam engine. It was registered at the district of Lowestoft under the Number "LT 427" in November 1914. From 1917 to 1919 it was requisitioned, and used for a "Fishery Reserve". In November 1924, it collided with the steam trawler PRIDE, with no casualties. LOLIST was sold in 1932 to the shipyard Bilton & Sons Ltd, in North Shields. In July 1937, while entering the port in thick fog, it seriously damaged its stem against the pier. It was sold in 1938 to the shipyard Den Fishing Co Ltd, in Dundee. It was resold in 1948 to the shipyard John Murray & L.G. Paterson in Buckie. It was registered "BCK29". It was sold to a scrapyard in 1952.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

5 - CARON Jules (? - 1875). The three-masted MERIDIEN caught in the storm. Oil on canvas. Signed bottom right "J. CHARON Bx". Restorations, including relining. Gilded frame with a cartouche entitled "Le Méridien de Nantes, Cre, FK, St HOBKRIK". Accident with the framework. 19.3 in x 25.6 in unframed. 26 x 32 in framed.

CARON Jules mainly practiced in Arcachon and Bordeaux. Some of his works are stored in national museums.



6 - CARON Jules (? - 1875). The three-masted MERIDIEN from a three-quarter front angle, sailing at a beautiful pace with lowered rigging. Oil on canvas. Signed bottom right "J. CHARON Bx". Restorations, including relining. Gilded frame with a cartouche entitled "Le Méridien de Nantes, Cre, FK, St HOBKRIK". Accident with the framework. 19.3 in x 25.6 in unframed. 26 x 32 in. framed.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

7 - Half-model of ship – Design office model. TAKASAGO Armoured cruiser made from steel and spurred, from the Japanese Imperial Navy. The hull is covered in white polished paint. All over the "skin", the metal plates that form the plating are drawn with great precision. Also drawn: the decks, openings used on the hull, including portholes. Its original support plate is painted black and displays the numbers "660 - 663" in top right and top left. The colors have burnished with time. Signs of wear are naturally all over this half-model. Barbette turrets partially replaced. Length: 3ft 3 in - Height: 14.6 in.

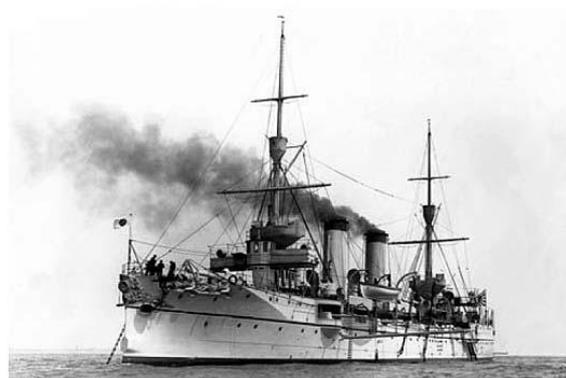
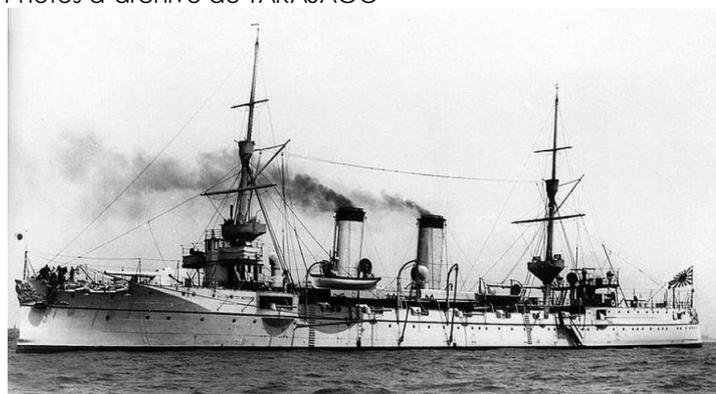
TAKASAGO was an armoured cruiser with Barbette turrets, from the Japanese Imperial Navy. It was drawn by the naval architect Sir Philip Watts, built under the no. 660 by the shipyard Armstrong Whitworth on the site of Low Walker, Newcastle in England. It was launched on 18 May, 1897 and commissioned 17 May, 1898. It measured 118.2 metres., was equipped with 2 triple-expansion steam engines and powered by 12 boilers, producing 11,600 horsepower. Its maximum speed was 23.5 knots. Its armament consisted of: 2 x 8 in, 10 x 5 in, 12 x 3 in, 6 x 2 in, 5 torpedo tubes (torpedoes of 18 in). Its crew consisted of 425 men (officers, petty officers, leading seamen and sailors). Initially 4 identical buildings would have been built for the Japanese Imperial Navy. From where the numbers 660 to 663 on the support plate of the half-model originated. Japan amended its initial purchase order whilst a second boat was under construction. It was launched in 1898, found a buyer in Chile and was terminated in 1902 under the shipyard no. 663. It was baptized CHACABUCO. With the shipyard numbers 661 and 662, ASAMA and TOKIWA were built for the Japanese Imperial Navy. They were longer (124.35m) than TAKASUGO and CHACABUCO.

On 07 April, 1902, TAKASAGO was sent to Great Britain as a part of Japanese representation at the King Edouard VII's coronation ceremony, and the celebration of Anglo-Japanese alliance. After having visited many European ports, the ship returned to Japan on 28 November, 1902, after a journey of 24,718 nautical miles. With the beginning of the Russo-Japanese war in 1904-1905, TAKASAGO took part in the Port-Arthur naval battle. It is known for having heroically captured the Russian merchant vessel MANDCHOURIA. On 13 December, 1904, TAKASAGO collided with a mine and sank off the coast of Port-Arthur, resulting in the death of 273 officers and crew members.

As a reminder, TAKASAGO is the name of a city close to Kōbe.



Photos d'archive de TAKASAGO



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

8 - JACOBSEN Antonio Nicolo Gasparo (1850 - 1921) – Attributed to - Portrait of the mixed cargo vessel DE RUYTER moving under sail and engine in American territorial waters. It carries the flag of convenience of the United States. Oil on canvas. Unsigned. Cracks and light raising of the paint layer. 23.6 x 28.7 in.

Antonio Nicolo Gasparo JACOBSEN is the most famous American ship portraitist. After having completed his studies in the Royal Academy of Design in Copenhagen, he arrived in the United States in 1873, aged 23, moving to West Hoboken on the Hudson River. He painted more than 6,000 portraits of boats of all nationalities that stopped off at the port in New York. All of the largest maritime museums store works by him.

The De Vrienden van het Nationaal Scheepvaartmuseum museum in Antwerp published a postcard with another portrait of DE RUYTER by A. JACOBSEN.

DE RUYTER, a steam ship with sails and an auxiliary engine of 265 ft was built in 1899 under the name WM C MITCHELL by the shipyard Doxford W. & Sons, located in Sunderland, on behalf of the company Burke J. & Co. In 1897 it was sold to the Dutch company Schellen J.F. & F. - Stoomvaart Maatschappij Tromp in Rotterdam, and was renamed DE RUYTER. It travelled many Rotterdam-New York crossings. It was lost at sea on 12 August, 1906.



9 - Figurehead. Harbour work from the early 19th Century. A nobleman wearing a frock coat, the base of which ends in two scrolls. Carved directly into resinous solid wood, most likely pine. The figurehead is painted white. Over the course of time, the many layers of paint that coat it are completely white, which suggests that white was its original colour. It was put together in a very conventional manner on the lower section, with a tenon on the beakhead and mortice on the figurehead, then a wrought iron tie running through the figurehead on the upper section. The original fastening bolt is still embedded in the wood, and is visible at the level of the sternum. The nose seems to have been remade, and dates back to an old time that we cannot determine. Height: 3 ft.i



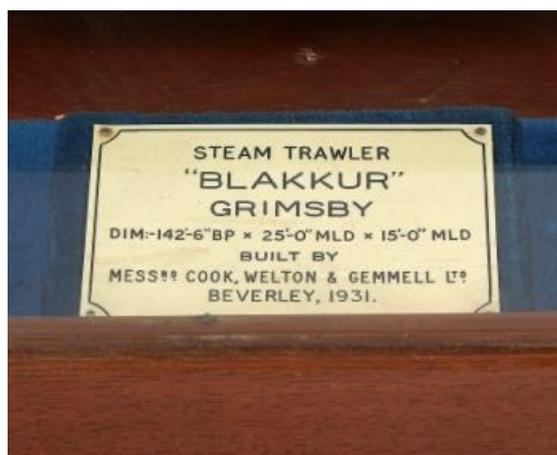
Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

10 - Shipyard's half-model - Ship-owner's model of the steam trawler BLAKKUR, presented in a display case. The live works and superstructures are made from varnished natural wood, the dead works painted in black. On the varnished wood, details such as doors, portholes and skylights are drawn using Indian ink. The metal parts such as the winches, windlasses and skids are nickel-plated. The life raft is in position. The vertical girder is a mirror. The display case with four glass faces is made of mahogany. The manufacturer's plate, made of ivory, is positioned in the centre at the bottom of the display case. 17.1 x 44.1 x 6.7 in.

The BLAKKUR steel steam trawler with 99 Hp measured 47 ft. It moved at a speed of 11 knots. It was built in 1931 by the Shipyard Cook, Welton and Demmel Ltd in Beverley Hull, on behalf of the shipyard Rinovia Steam Fishing Company. It was registered in Grimsby under the number "GY378". It was requisitioned in 1938 by the Royal Navy to turn it into a minehunter under the name of HMT RINOVIA. It was blown up by a mine and sank in November 1940.



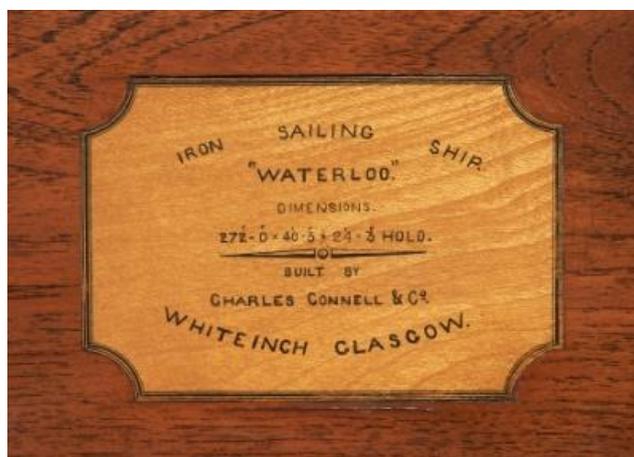
Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

11 - Shipyard's half-model - Ship-owner's model. "Four square-masted" WATERLOO. Live works in varnished wood, dead works painted in black, false black portholes in a band of varnished wood. The higher deck is represented on the same level as the forecastles at the front and at the back; the deck superstructures have also weakened. Base of the foremast is missing. The mahogany support panel is original; there are holes in it which allowed it to be hung up. Original frame, moulded in mahogany. In the bottom right, the descriptive record of the boat written in Indian ink is focused on the manufacturer's plate, inlaid in light wood. "Charles Connel & Co....". Very superficial, light depressions. Length 7 ft – height: 17.7 in.

WATERLOO, four square-masted, built in 1878 by the shipyard Charles Connell & Co. from Glasgow for the shipyard W. & A. Brown of Glasgow. Waterloo measured 272ft, it was 39 ft wide. It was sold in 1885 to the shipyard A. Mackay & Co. in Glasgow, who amended its rigging and turned it into a 4-masted ship in 1896. It was sold in 1911, to be scrapped the same year in Genoa, Italy.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

12 - ADAM Victor Charles Edouard (1868 - 1938). Portrait of the square three-masted ship QUILLOTA leaving the port of Le Havre under full sail. In the background, the cape of la Hève in Sainte-Adresse can be seen. The flag of the company BORDES and that of Chile can be seen billowing in the wind. This inclusion is certainly a "wink" from the painter; QUILLOTA is, indeed, a city in Chile. Oil on canvas. Signed "Victor Adam" and dated "1898" bottom right. Restorations, including relining. 23.8 x 36.2 in.

QUILLOTA was a square three-masted ship of 77 ft, made of steel. It was built in 1876 by the shipyards Robert Steele & Co in Greenock, on behalf of the Company Daniel Adamson under the name of BRAHMIN. It was resold in 1890 to the ship-owner Duncan Mc Gillivray then resold, in 1893, to the company A.D. BORDER and Sons who renamed it QUILLOTA. On 12 November, 1901, it was caught in a storm south of Sunderland, and was towed by the English steamer FLYING DRAGON. Cast off by its tug boat after having dropped its anchors, it became stranded and, ravaged by the waves, disappeared completely, taking seventeen sailors down with it. Five men out of the 22 original crew members managed to reach the coast.



13 - Shipyard's half-model - Model of a steam service ship. Dead works are painted in black, live works as well as the deck superstructures are made from varnished light wood. The original wall support is made from plated mahogany wood under the waterline, and flamed maple on top. Some minimal signs of ageing to be noted. Circa 1900. 11 in x 46.5 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

14 - Chinese School, late 19th Century. Portrait of the steamer "IRAOUADDY" of the Compagnie des Messageries Maritimes. Oil on canvas; unsigned, as was usual practice for a Chinese School. Usual restorations. 26 x 36.2 in.

IRAOUADDY, first of a series of 5 identical steamers, was launched, on behalf of the Compagnie des Messageries Maritimes, on 01 December, 1872 in La Ciotat. It was 410 ft in length, propelled by a steam engine. It moved at a speed of 14 knots and could accommodate 112 passengers in first class, 46 in second class, 36 in third class and 1,200 on the tween deck. Initially, it was assigned to the routes serving China. It was transformed for the first time in 1896. Its boilers were modified and its first class lounge adapted to carry out round-trips to Australia. In 1895, it was repainted white and assigned to the routes of the Indian Ocean. In January 1901, on the edges of Mauritius, it was "thrown" to the coast, but managed to be refloated. In 1906, it was transformed once again, in order to transport emigrants to South America. Its mizzen mast was removed, and its chimney is tilted. It was renamed ESMERALDA. In 1908, it broke its propeller shaft off the coast of Dakar. It was towed to Las Palmas, where it was then considered irreparable. Finally, it was towed to Bordeaux to be demolished there in February 1908.



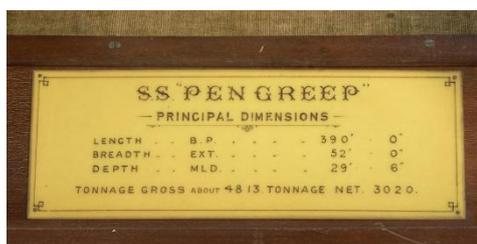
15 - Shipyard's half-model of the mixed cargo and passenger vessel DRENTHE. The live works are painted in white, the deadworks in black. The black, notched support panel is original and is marked with the name of the boat in its centre and the shipyard number "323". The chimney is missing. Marks of age present on the whole of this half-model. Length: 7 ft - Height: 13.7 in.

DRENTHE, a passenger cargo vessel, was three-masted with an auxiliary steam engine ship. It was built in 1876 by the shipyard Mitchell & Co. in Newcastle on Tyne, on behalf of the shipyard Stoomboot Red Rotterdamsche located at Rotterdam. Drenthe measured 295 ft, was powered by a steam engine of 250 Hp and moved at a speed of 10 knots. It could accommodate 40 passengers in first class and 11 in second class. It was sold in 1899 to the Italian company Mancini of Genoa and was renamed AVANTI. The boat was resold in 1900 to the shipyard Stefano Razetto of Genoa and was renamed LED BOSCHETTO. In 1905, the boat was resold to the shipyard RM Razetto of Genoa and renamed ESTER. On 23 October, 1905, as it approached Constantinople after having collided with the cargo vessel SS VECTIS, it became stranded on dry land. It was refloated and dismantled in Genoa the same year.



16 – Shipyard's model - Ship-owner's model of the steam cargo vessel PENGREEP presented in a display case. The model is very finely made. The live works are made from varnished natural wood, the dead works are black. The superstructures and decks are made from varnished natural wood. The openings are drawn using Indian ink. The tackles and spars are made of metal. The long boats are in position. The accommodation ladders are lowered. The model sits on four brass turned studs, which are fixed onto a mahogany base plate with cut side flaps. Two ivory "manufacturer's plates" have the characteristics of the boat engraved onto them. They are located on both sides, on the small sides of the base plate. The mahogany display case has five glass faces. It dates back to 1914. 30.7 x 87.8 x 20.8 in.

SS PENGREEP is a cargo vessel, built in 1914 by the shipyard Irvine's Shipbuilding & Dry Docks Co Ltd. located in West Hartlepool, England, on behalf of the ship-owner RB Chellew Steam Navigation Company. It was made of steel, measured 390 ft, and was equipped with only one propeller - which is why it has the prefix "SS", for Single Screw. Its triple-expansion steam engine with a power of 402 Hp allowed it to sail at a speed of 8.5 knots when fully loaded. Upon its release from the shipyard, just as the First World War had broken out, PENGREEP was requisitioned by English Admiralty. It was armed, and sailed under the transport of the Royal Navy (White Ensign) until 1920, the date it was "returned" to its ship-owner. As it crisscrossed the world's seas, in 1929 it hit a wreckage in shallow waters near the English coast, without suffering any serious damage; in 1930, it became stranded in Argentina, during a Buenos Aires / Dakar crossing. It was finally refloated. In 1939, at the dawn of the Second World War, it formed an integral part of the convoys transporting coal and ores to feed the English weapons factories. In 1940, whilst in Casablanca, Morocco, it was seized by "French forces allied with the Vichy regime". It was then renamed SAINTE JACQUELINE. In 1942 it was recovered by the British forces, who renamed it PENGREEP. It returned to England in a convoy, its hold loaded with iron ore. Having suffered during all these last years, it was repaired and armed. It was then renamed EMPIRE FAL and placed under the management of its original ship-owner, RB Chellew. It took part in many conveying journeys. On 02 July 1942, it was scuttled off the Scottish coast as its cargo of Italian native gas bombs was considered to be too dangerous to neutralize. Its wreckage lies 2,000 metres underwater.S



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

17 – Shipyard's half-model - Ship-owner's model of a large motor yacht presented in a display case. The bow, reminiscent of that of sailing ships, is with a cutwater. The hull is painted red for live works, and black for dead works. The superstructures and decks are white lacquered. The high chimney, characteristic of a steam motor, is yellow. The stem as well as the transom are decorated. The half-model is fixed onto a mirror. On an identification plate placed at the bottom of the display case, the words "Designed by AMO - 14 Feb. 1905" are written. 24.8 x 114.1 in x 9.8 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

18 - ADAM Victor Charles Edouard (1868 - 1938). Portrait of the steam cargo vessel SAINT PIERRE, off the coast of the lighthouse at Gatteville-Barfleur. Oil on canvas. Signed "Ted ADAM" and dated "1909" bottom right. Restorations. 23.8 in x 36.22 in.

SAINT PIERRE, a steel steam cargo vessel of 216 ft, was built in 1880 in the Le Havre establishments of the shipyard Forges & Chantiers De La Méditerranée, on behalf of the shipyard Société Navale de l'Ouest "SNO" located at Le Havre. It became stranded in February 1913, near Fos sur Mer in the Mediterranean.



19 - Shipyard's half-model - Ship-owner's model presented in a display case of the steam cargo vessel ALACRITY. The live works are painted pink, the deadworks in black, and the superstructures are made from varnished wood. A manufacturer's plate made of ivory is placed in the centre at the bottom of the display case. The vertical girder is a mirror. The structure of the display case is in varnished mahogany. Marks of age located on this half-model. The window pane is broken. 19.7 x 64.6 in x 7.9 in.

ALACRITY was a steel steam cargo vessel. It was built in 1883 by the shipyard Castle Steel & Iron Works, located in Milford Haven (UK) on behalf of the shipyard Thompson T.R. & Co in Cardiff. ALACRITY measured 225 ft. It was sold to the shipyard Harries Bros. & Co., based in Swansea. On 31 March, 1916, it sank after being torpedoed by the German submarine UB-13 close to Yarmouth. This shipwreck claimed 14 lives.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

20 - Shipyard's half-model - Ship-owner's model of three-masted ship ANGLIA, built in 1869. The live works are made from varnished wood, in the centre, "SS ANGLIA – No. 135" is inscribed in Indian ink. The dead works are painted in black. Presence of the deck superstructures. The mast bases are missing, some wind sails and ventilators missing, wheelhouse missing. The moulding is lost on approximately 2.75 in. The mahogany support panel is original; it is within an original frame moulded in varnished light wood. In bottom on the left, the manufacturer's plate is set in ivory. "Alex Stephen and Son....". Marks of wear on the varnish, light knock marks. Length: 7 ft 9 in - Height: 16.5 in.

ANGLIA was a cargo vessel with sails, equipped with an auxiliary motor. It was built in 1869 by the shipyard Stephen & Sons Ltd., Alexander Stephen, of Glasgow for Anchor Line Ltd. - Henderson Bros of Glasgow. ANGLIA was built out of iron, and measured 325 x 35 x 29 ft. It was equipped with a 2-cylinder steam engine with of 470 Hp. It sank in September 1880 following a collision.

Note: In England, boats with only one propeller have "SS" as a prefix to their name. "SS" stands for Single Screw.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

21 - Shipyard's half-model - Ship-owner's model presented in a display case of a passenger vessel equipped with a steam engine, propelled by paddle wheels. It dates back to the 1900s, measured 252 ft and because of its structure and the configuration of its decks, it was suitable for high sea connections and excursions. The result of very high-quality work, this half-model is very detailed. The hull is painted in red for live works and the deadworks in black and white on the level of the passenger deck. The port-holes are made from brass; the windows are painted in trompe-l'oeil for glass. On the level of the higher deck, the wheelhouse is open, and is in front of the chimney; it is accessible via a staircase. The control house includes the helm, the telegraph and the compass. The roofs are white lacquered, and the openings are drawn in ink. On the higher deck, where the blades are drawn, one sees there the gratings, windsails, men-ropes, davits, lifeboat, passenger seats and various tackles can be seen. The paddle wheel with mobile blades is protected in a finely decorated white paddle box. Most metal parts are nickel-plated. The half-model is assembled on a mirror, plated on its own original wooden support. The display case is modern; its structure is made in brass. One of the struts, supporting the wheel garden, is moved. 18.1 x 73.6 x 18.1 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

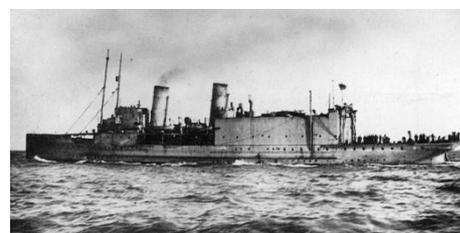
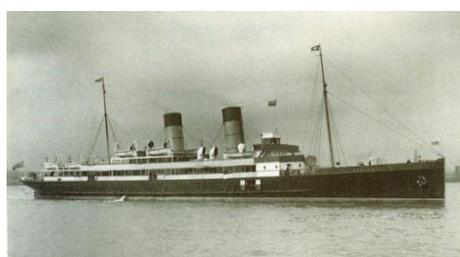
22 - Shipyard's half-model - Research department model. The VIKING steamer. The live works are in white and the deadworks in red. All over the "skin", the metal plates forming the plating are drawn very precisely. The decks and the openings used on the hull, including the portholes, are drawn. Its original suspension plate is painted in black and carries the no. 759 bellow on the right. The colors are burnished with time, marks of wear are naturally present all over this half-model of work. Length: 9 ft 4 in – Height 14.6 in.

The steamer VIKING was built by Armstrong, Whitworth & Co Ltd on the site of Low Walker in Newcastle on behalf of the shipyard Isle of Man Steam Packet Co Ltd. It was commissioned in 1905. It was made out of steel, measured 348 ft, and was equipped with 3 steam turbines working three propellers. Its power was 11,000 Hp, enabling it to sail at 22 knots. It was requisitioned by the Royal British Navy in 1915 (14-18 War), transformed into a seaplane-carrier equipped with a launchpad and renamed VINDEX. In 1920, it was returned to its first shipyard and transformed. It was dismantled in 1954.

The number 759 indicates that this ship was the 759th ship built by the shipyard since it was founded. In the internal language of the shipyard staff and for ease of understanding, a ship, above all, was known by its shipyard number, the name that was or would be given to it did not have much importance.



Photos d'archive de VIKING et VINDEX



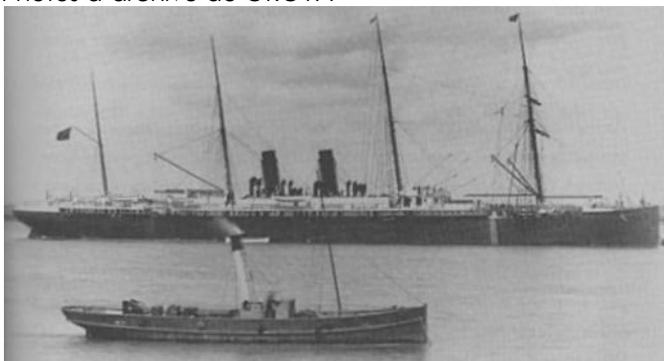
23 - English School, late 19th Century. Portrait of the steamer OROYA. Shown sailing on rough sea, flying the PSNC flag. Gouache. Unsigned. Damp stains at the bottom. Framing made from varnished moulded wood. 15.7 x 24.8 in.

OROYA and ORIZABA were sistership steamers. They were built by the shipyard Barrow Shipbuilding Co. located in Barrow on behalf of the Pacific Steam Navigation Co. They were designed and created for the routes serving Australia. They measured 474 ft and could sail at 12.5 knots. They could accommodate 126 passengers in first class, 154 in second class and 412 in third.

OROYA – Departing from London on 17 February, 1887, it embarked on its first crossing bound for Melbourne and Sydney via Suez Canal. On 04 March, 1895, in the bay of Naples, OROYA sank and was heavily damaged. It was refurbished then sold in February 1906 to the company Royal Mail to provide postal service on the routes serving the East. It was renamed ORO for its last voyage and was dismantled in Italy in 1909.



Photos d'archive de OROYA



24 - Model of a horse-drawn cart for lifeguards. The cart is equipped with equipment allowing it to pass mooring ropes and establish a zip line between the sunken ships off the coast, and the land. In addition to the cart and all of the rescue equipment, the model faithfully reproduces: the system, the tripod, the trough ramp allowing for the sending of tow-lines, the arrow sticks, the line trunks coiled in accordance with rules, a cork life jacket, a life-buoy, zip line pulleys and other equipment. Professionally made, this model was most likely a demonstration object made to help promote the equipment as a whole. Circa 1870. England. Length: 33.5 in.

The principle was to send the end of a fine rope (a tow-line) from land (beach, rocks...) to the sunken ship, and from this, strike a mooring rope at its end, and then bring everything back to land. The last mooring ropes were used to attach the boat at the coast but were also used as zip line cables to transport the men, then the equipment that needed to be saved initially before the boat could possibly break.



Reproduction de système de « Va et Vient »

Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

25 - Shipyard's half-model of the steam cargo vessel MONTEVIDEO. The live works are painted in red, the deadworks in black. The name of the boat is painted at its bow. The black support panel is original, marked with name of the boat in its centre and the serial number "285" on the right. Marks of age are present all over this half-model. Length: 7 ft – Height: 13.8 in.

MONTEVIDEO was a passenger cargo vessel; it was built in 1873 by the shipyard Thompson, Boyd & Co of Newcastle on behalf of the shipyard "Hamburg Südamerikanische Dampf Ges". It was made out of iron and measured 316 ft by 35 ft. It was equipped with a two cylinder steam engine delivering 282 Hp. It could carry 30 passengers in first class and 160 on the tween deck. In 1888 it was sold to the shipyard Mr. Jebesen and was renamed APENRADE. In 1890, it was sold again to the shipyard Asano Kaisha in Tokio and renamed BANKOKU MARU. It was shipwrecked in August 1908 off the coast of Shirasura.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

26 - SPENCER Richard Barnett (? - 1874) Portrait of the three-masted bark clipper KING ARTHUR. Oil on canvas. Signed bottom left. 18.9 in x 30.9 in.

KING ARTHUR was an iron clipper built in 1862 by the shipyards "Robert Steele & Co" in Greenock. It was assigned to the "tea trade". Its disappearance in the China Seas is more than likely.



27 - Shipyard's half-model - Ship-owner's model of a three-masted ship. The live works are in varnished wood, dead works painted in black. The support panel in mahogany is original; the higher part is plated with varnished light wood. The half-model is framed by a cartouche in ink, placed on the panel. Cracks in the varnish on the mahogany support part. Very light knocks. Mast bases missing, figurehead missing. Length: 5 ft – Height 11.2 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

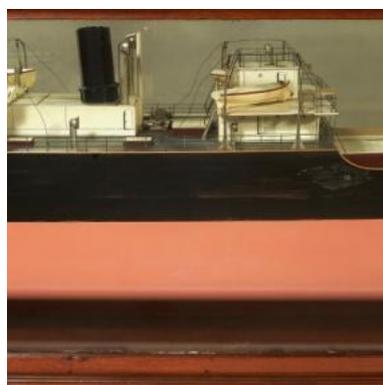
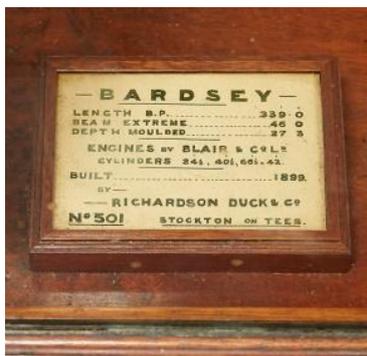
28 - ADAM Victor Charles Edouard (1868 - 1938). Portrait of the steam cargo vessel SAINT SIMON, moving forward off the coast of the Gatteville-Barfleur lighthouse. Oil on canvas. Signed "ADAM" and dated "1911" bottom right. Restorations, including relining. 2ft x 3 ft.

SAINT SIMON was built in 1884 (Removed from registers in 1925) and was the first cargo vessel with the same name of the shipyard Société Navale de l'Ouest "SNO" based in Le Havre. SAINT SIMON, as shown by ADAM V.C.E. in 1911, flies the flag of the ship-owner "Lucien Calamel" of Tréport. This ship-owner mainly traded in ice coming from Norway.



29 - Shipyard's half-model - Ship-owner's model of the cargo vessel BARDSEY presented in a display case. The live works are a shade of pink that has been aged in time, the deadworks in black. The superstructures and deck panels are white lacquered; the doors, portholes and other details are raised with Indian ink. The upperworks are made from nickel-plated metal. The vertical girder is partially a mirror, the lateral sides are mirrors. The joinery of the display case is in mahogany. The manufacturer's plate is positioned on the left at the bottom of the display case. Lifeboats have been moved. Marks of age found on this half-model. 20.3 x 94.5 in x 9.4 in.

BARDSEY was a steel steam cargo vessel. It was built in 1899 by the shipyard Richardson, Duck & Co. located in Thornaby (Stockton-On-Tees) on behalf of the ship-owner Farrar, Groves & Co. Ltd. in London. It measured 339 ft, and was equipped with a triple-expansion steam engine developing 240 Hp. Its maximum speed was 11 knots. It was sold in 1915 to the shipyard Barnett & Co. in London and renamed SS PENTYRCH. It was torpedoed off the coast of Brighton in April 1918 by the UB40 and sank. It was used to transport coal between the Tyne and Genoa.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

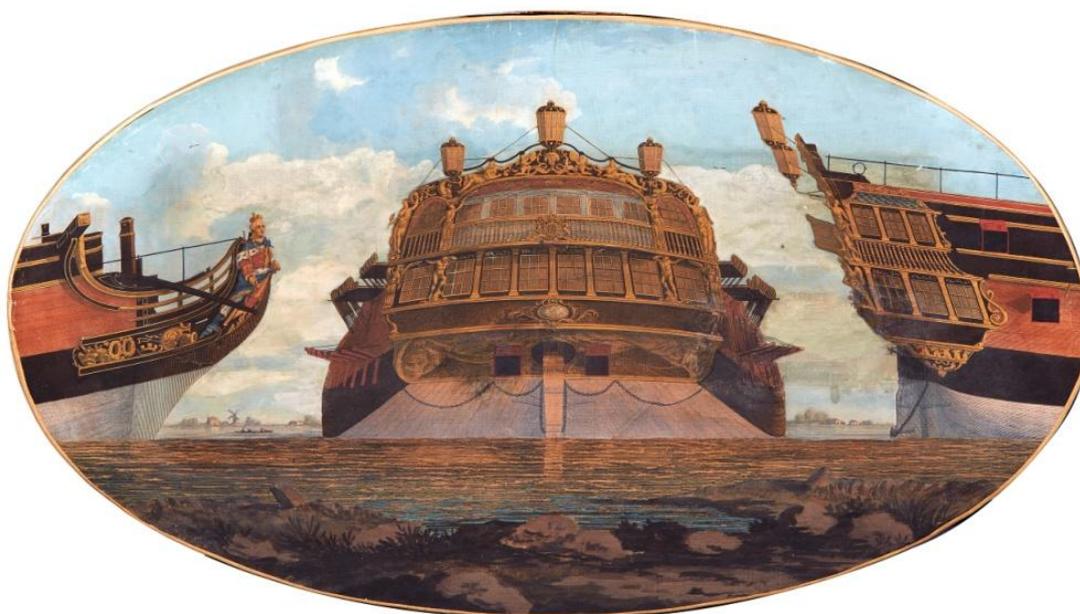
30 - Shipyard's half-model - Research department model. WILLESDEN Steam cargo vessel with a steel hull. The live works are in white and the deadworks in red. All over the "skin", the metal plates that form the deck are drawn very finely. The openings used on the hull, including the portholes, are also drawn. Its original support plate is painted in black and carries no. 762 bellow right. It should be noted that: the forefoot of the hull is lost, the colors are burnished with time, and traces of wear are naturally present all over this half-model of work. Length: 9 ft 4 in- Height: 14.6 in.

WILLESDEN was a steel cargo vessel. It was built under no. 762 in 1905 by the shipyard Armstrong, Whitworth & Co Ltd located in Newcastle on behalf of the shipyard Brittany SS Co. Ltd of London. It is 400 ft in length, and was equipped with a three-cylinder steam engine developing 462 Hp. In 1932, having arrived "at the end of its career", it was scuttled to form a breakwater in Vizagapatam, India.



31 - English School, late 18th Century. Ornamentations of a vessel – from the bow to the aft superstructure. Colour engraving raised with gouache, pasted onto canvas and mounted on a frame. Unsigned. Tondo format. 16.1 in. x 28.3 in. Gilded wooden framework damaged.

This engraving most likely represents the sumptuous appendages of the HMS BELLONA, which was a third-rank vessel carrying 74 cannons. It was armed in 1760. The rich and sumptuous ornamentations of the vessel of its Majesty are accurately reproduced so as to attest, implicitly, the wealth and power of the naval forces of the United Kingdom. The Greenwich Maritime Museum still has the original plans of the Admiralty of the three sisterships BELLONA, DRAGON and SUPERBE.



32 - Shipyard's half-model - Ship-owner's model of the steam cargo vessel FLAMBRO presented in a display case. This boat was built on behalf of the ship-owner "Smith Brothers & Co" in 1887 by the shipyards "W. Gray & Co with West Hartepool". It was repurchased in 1907 by the Spanish shipyard "Cia. Naviera Uriarte" and was renamed URIARTE No.6. Which explains that this half-model, also renamed, was given to the new ship-owner at the same time as the vessel. The live works are painted in white, the deadworks in black, and the superstructures are made from varnished mahogany. The vertical girder is in varnished mahogany, the ivory manufacturer's plate is affixed bottom right. The structure of the display case is in varnished mahogany. 16.1 x 86.6 x 9.1 in

The FLAMBRO steel cargo vessel measured 284 ft in length, 46 ft in width, and was equipped with a three-cylinder steam engine. It was lost at sea during a journey between Philadelphia and Sunderland, carrying a wheat cargo in December 1916.



33 - A marine chronometer in its binnacle. This model, made by the famous manufacturer BARRAUD, has a 56-hour power reserve. On the lacquered main dial, the hours are in Roman numerals. The minutes are counted in a sub-dial in Arab numerals, and in another sub-dial the hours up to 56 are recorded. On the latter, "wind" is indicated on the 24 hour mark, meaning that it is advisable to rewind it after it has been functioning for 24 hours. It is marked "Barraud - 41 Cornhill London" and carries the serial no. 5236. The stop watch is mounted using a universal joint. It has a winding key. Its box, which is in perfect condition, has a characteristic medallion of the brand on its face. This ivory medallion made it possible to write the chronometer's tracking instructions using graphite lead and be informed of them without having to open the cover. It is said to be in operating condition, however it seems to be locked during its last reassembly. It was sold by a dealer in Cardiff, as attested by the inner label. England circa 1850. A copy of this model is kept at the Greenwich Maritime Museum.

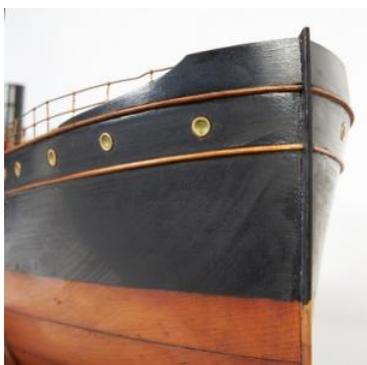


Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

34 - Shipyard's model - Ship-owner's model of a steam coaster. This ship provided transport for freight and passengers. The hull is presented on its original cradle, made from varnished mahogany. The live works of the hull are made from varnished wood, the dead works are painted in black. The bridges and superstructures are made from varnished fair wood. Damage to the back top rail as well as the heel of the stern post. Circa 1900. Length 55.5 in.

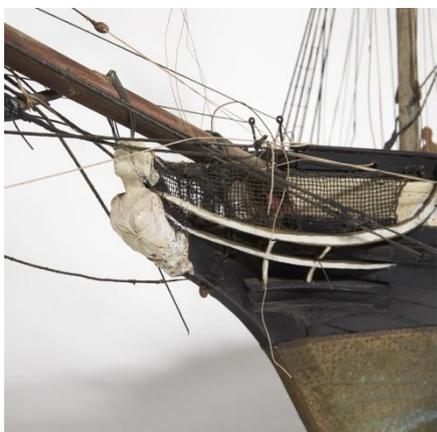


Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

35 – Model of a brig of war armed with 20 cannons. Ships of this type were used as coastguard vessels or corsair ships. The wooden hull is bordered with frames. It is painted green, burnished by the colour of oxidized copper for the immersed part, and in black at the top. The bulwarks are pierced by portholes, equipped with their port lids. They are painted white on the outside and oxblood coloured on the deck side. The canons, on their carriages, are made of turned wood. They are equipped with part of their rigging. Two lifeboats need to be replaced on the aft davits, and on the boat chock. A figurehead decorates the boat. Rigging is finely made. Created during the 19th Century. Missing parts and damage. 59 x 79.2 x 27.5 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

36 - Shipyard's half-model presented in a display case. The tug-boat CHALLENGE. The live works are made from varnished light wood, the deadworks in black. The original support panel is in varnished mahogany and the name of its manufacturer is marked in gold letters at the bottom. The support panel was re-mounted as soon as it was put in a display case. 18.5 x 68.5 x 7.9 in.

The CHALLENGE was a steam tug boat on the Thames. It was built in 1884 by the shipyard Readhead & Co located in Shields, on behalf of the shipyard TW Elliott of London. It was built out of iron, measured 100 ft x 20f and had a two-cylinder motor developing 95 Hp. It was sold in 1888 to the shipyard TW Elliott, John Page & Matthew Dick of London. It was sold in 1902 to Steam Elliott Tug Company Ltd. on 15 August, 1914. It was requisitioned by "War Office", and returned to the shipyard in March 1919. In 1931, it was dismantled.

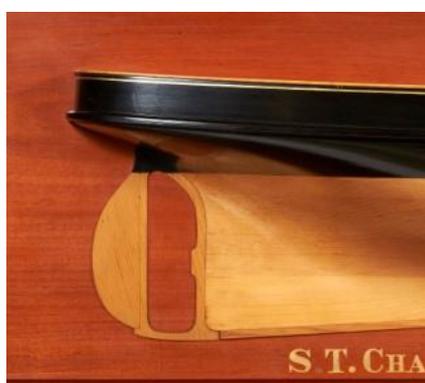


Photo d'archive CHALLENGE



Les Arts et l'Industrie Navale au XIX^{ème}

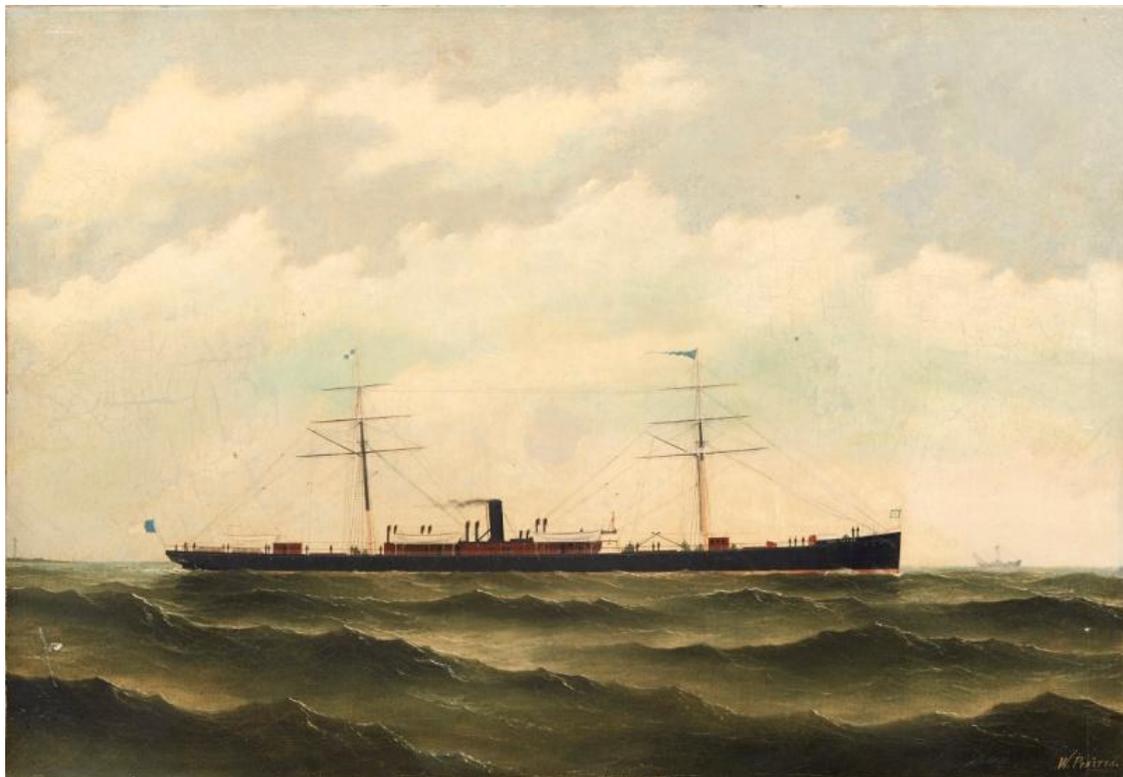
Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

37 - PRESTON W.F. (1827 - 1893). Portrait of the mixed cargo vessel CABO VERDE. Oil on canvas. Signed bottom right. Restorations, including relining. Light scratches in the bottom on the left. 26 X 37 in.

W.F. PRESTON, a ship portraitist, practiced mainly in Hull on the north-east coast of England.

CABO VERDE, a mixed cargo vessel, was built in 1883 at the shipyards Earles shipping & Engineering Co. in Hull on behalf of the Portuguese company Empreza Nacional De Navegacao A Vapor. It measured 310 ft and moved by steam engine. In June 1917, it was torpedoed by a German submarine named "UC 69", north-west of the Spanish coasts as it travelled en route to Bordeaux loaded with wine and sardines.



38 - Shipyard's half-model - Ship-owner's model of a three-masted ship. The hull is, unusually, bordered with fine wood in order to glorify the object. The borders, probably made of amaranth, are brass-pointed. The live works are varnished; dead works are painted in black. Circa 1870. The figurehead is missing, damage to the the plating on the keel close to the forefoot, and to the rubber blade of the rudder. 11 x 53.1 x 4.7 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

39 - Shipyard's half-model. The cargo vessels ASCANIA & COLONIA. The live works are painted pink, the deadworks in black. The original support panel is in varnished mahogany and is marked on the right of the serial numbers "No.508 No.509". Marks of age all over this half-model. Length: 83.5 in. - Height: 15.7 in.

The ASCANIA and the COLONIA, No. 508 and 509 respectively, are steel cargo vessels built in 1887 by Sir WG Armstrong, Mitchell & Co Ltd on the site of Low Walker on behalf of the shipyard Hamburg-Amerika Linie, of Hamburg. They measured 3471.25 in. and were equipped with a three-cylinder steam engine developing 210 Hp.

The ASCANIA was commissioned in October 1887; it was renamed by the successive owners LISA, INGEBORG then CORONA. It was shipwrecked in March 1924 after having struck an iceberg.

The COLONIA was commissioned in November 1887. It was shipwrecked in August 1894, during a Hamburg - Haiti voyage.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

40 - CLARK William (1802 - 1883). Portrait of a square three-masted mixed cargo ship with an auxiliary engine. Oil on canvas. Signed bottom left. Restorations, including relining. 2 ft 6 in x 3 ft 7 in.

William CLARK was born in Greenock on 26 June, 1803. He was the son of a sailor and chose a career as a house painter. His interest in the navy and his desire to be a painter naturally led him to become a ship portraitist. A very appreciated and well-known artist, he practiced in Greenock all his life, where he died on 11 November, 1883. Many British and American museums have some of his paintings.



41 - Hull of an armoured vessel with spurs, sails and an auxiliary steam motor. The hull is made of wood, borders are riveted, the frames are conventionally doubled and very closely spaced, the armour above the waterline is made riveted steel plates, and the bow is equipped with its steel ram. This hull dating from the mid-19th Century is most likely a prior study for the first wooden battleships in the 1860s. Length: 3 ft 7 in, width: 7.7 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

42 - Shipyard's half-model – Study model of hull. Mixed sailing ship (Sail and steam engine). Clipper bow. Varnished wood. Building technique named "bread-and-butter", i.e. an assembly of horizontal planks. Marks of wear are naturally present all over this half-model of work. Circa 1880. The support panel is recent. Length: 7 ft 2 in – Height: 12.6 in.



43 - Marine compass in its mahogany binnacle. The compass is in a dry container, and is mounted using the universal joint. It is regarding a copy made by KELVIN & JAMES WHITE of the compass designed by the famous physicist William Thomsom, better known by the name Lord Kelvin. On the binnacle, two transfers are recorded, the first: "6" Compas & cards", the second: "Patt. 15". This compass dates back to the 1890s. It is in very good condition. The Greenwich Museum is in possession of a copy. The compass is 6 inches in diameter.



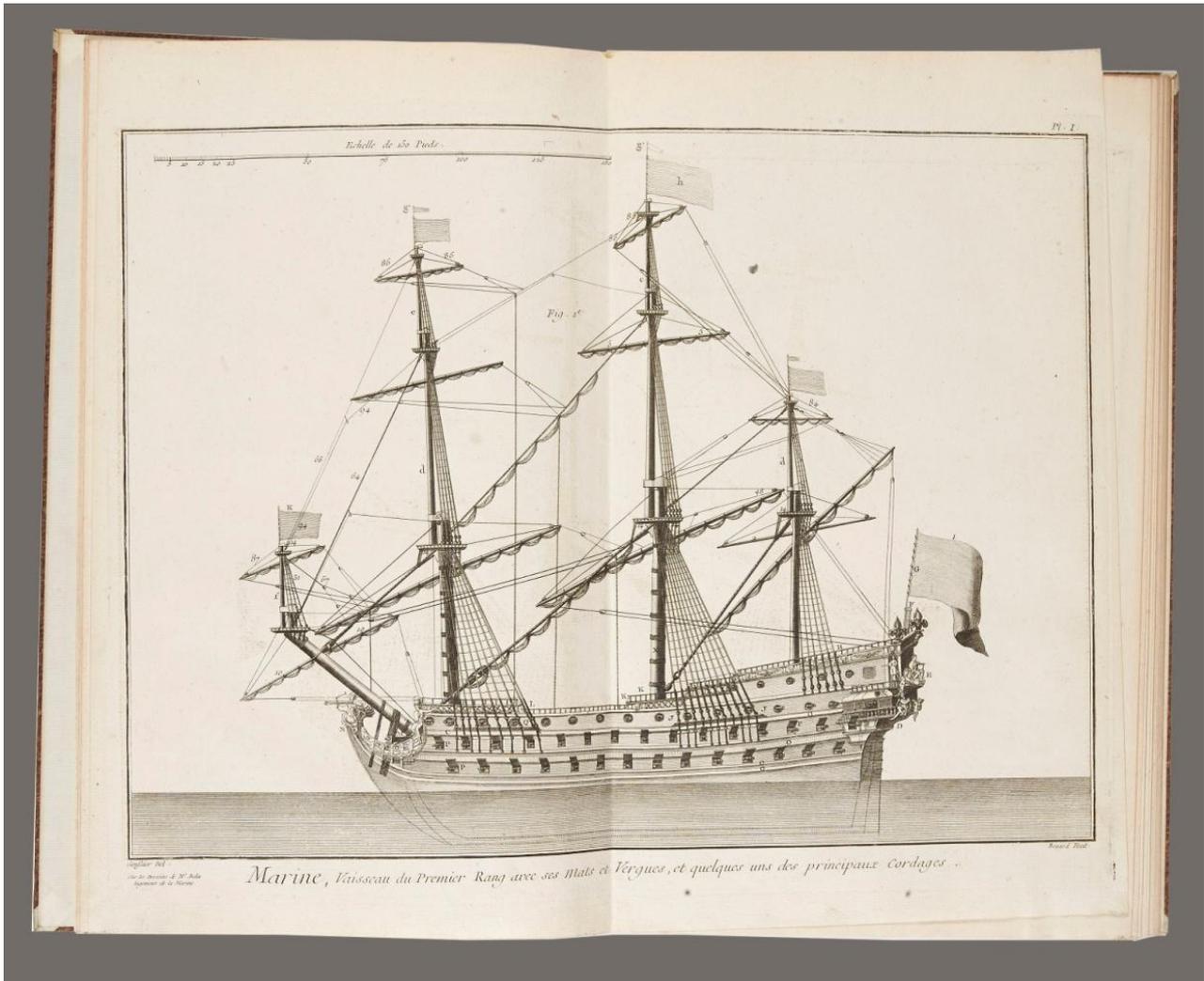
Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

44 - DIDEROT and D'ALEMBERT. A bound collection of plates, relating to the navy, extracts from the Encyclopedia of the same name. Edition between 1757 and 1779. The spine is modern, and bound in leather.

The collection includes the 37 original plates under the heading "Navy" as well as the 7 original plates under the heading "Marine and naval developments"



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

46 - Hull of vessel with two decks. The hull is wooden, with borders on the frames. The walls are pierced with 46 portholes distributed along the two borders. Some port lids remain. Damage and missing parts. 19th Century. Length 42 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

47 - Shipyard's model of a steam dredger. Dredging technique with buckets. The hulls are made from solid wood, the superstructures and equipment are mainly made of metal. A very beautiful work, professionally made. A lot of damage and missing parts. Early 20th Century. Length: 5ft 6in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

48 - Model of a war cutter armed with fourteen gun ports. The hull is carved and hollowed out in solid timber. The realistic rigging is very finely represented. The model is presented on its original cradle. The harmony of the essences, colours and fineness of the work gives the model an unquestionable charm. Work dated early 20th Century. Some parts missing, current rigging needs repositioning in certain places. Length: 33.9 in. - Height: 38.6 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

49 - Shipyard's half-model - Research development model of a cargo vessel. The hull is made from varnished wood, on which the metal plates forming the border and the portholes are drawn very precisely. Circa 1950. Its support plate is modern. The varnish is burnished with time; traces of wear are naturally present all over this half-model of work. Length: 63 in., Height: 10.2 in.



50 - RUAIS Stéphane (1945 - X). Portrait of the schooner VELOX travelling in full sail. Oil on canvas. Signed bottom right. 19.7 x 28.7 in.

Stéphane RUAIS was appointed as official painter of the navy in 1991, then appointed official painter of the air force in 2000.

The VELOX was built in 1875 by and following the plans of Augustin Normand, supporter of the naval shipyard in Le Havre. This exceptional sailing ship with schooner rigging was 1663 in. long overall, for a hull of 123 ft. Its mainmast was of 148 ft; the total surface area of its sail was 771 metres squared. It could move at a speed of twelve knots. It was ordered by the Russian count Tyskiewicz who named it "Zemajteij". It was repurchased in 1883 by the baron Hoissard de Bellet, who renamed it VELOX. The industrialist Henri Augustin Sieber repurchased it in 1886. It was sold to a demolition company in 1914, a year after the death of its owner, Mr. Sieber.

It should be noted that: 1) Mr. Sieber had a villa on the point of Saint Malo in Dinard, which he named VELOX – after the name of his famous schooner. 2) The Maritime Museum of Paris has and displays a model of VELOX. 3) In 1993 the VELOX committee was founded, which had the ambition of building an identical replica of VELOX in La Rochelle.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

51 - Shipyard's half-model of "single-barrel" CHECHETTE. Hull made from varnished mahogany, white submarine. The keel has a bulb attached. Wooden uoport plate is blackened and cracked, to which an engraved brass plate with the name of boat "CHECHETTE 1T" is attached. 8. 6 in x 37.2 in.



52 - Diorama of a four-masted bark. The model is "whole" and sits on a cradle. The sailing ship is presented travelling in full sail. The sails are made from wood, apart from the jibs, which are made from thick cardboard. This diorama is designed to be mounted on a wall, but can also be hung up. The box is made from is out of natural coniferous wood for the frontal frame. Folk art, most likely the work of a sailor. Early 20th Century.



53 - Half-model of a trading brig. The hull is bordered with varnished mahogany and is brass-pointed. The keel, bulwark, and cutwater are made from ebony. The support plate is made of varnished mahogany - and in its centre at the botttom, a cardboard cartouche is positioned, on which the name of the ship was most likely written. Exposed to light, the writing in ink has become illegible. Circa 1850. The framework, made from blackened wood, is modern. 11.8 in. x 29.1 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

54 - Static model of a small yacht. This ship was equipped with a sail, an engine and oars. The hull is wooden, bordered with frames. It is painted in white and green, the deck and the cockpit are made from varnished wood. A grating is placed at the bottom. It rests on a wooden cradle. It is accompanied by a pair of oars. Missing parts. Length: 29.5 in.



55 - Diorama of a Ketch yacht. The ship is presented half to starboard, in full sail. The hull is ornamented with brass decorations attached. The bottom of the case is painted of with a mountainous coast scene. The moulded framework is made from blackened wood decorated with a gilded Marie-Louise. Folk art, early 20th Century. 22.4 x 36.4 x 5.1 in.



56 - Telescope of the US NAVY in its original wooden box. KOLLMORGEN Optical Corp. is its maker. It dates back to 1943. Magnification x16. Its body is covered with a black rope, rolled up and decorated with a seamanship. The rope and seamanship made it easier to grip, the black stopped rays of sunlight from being reflected, thus allowing them to remain unseen by the enemy. Its views are neither broken, nor cracked. 4.7 in. x 32.3 in. x 4.7 in.



Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

57 - Model of the submarine REDOUTABLE. This static model is created very finely, with great attention to detail. The hull is made from polyester resin armed with glass fibres. The antennas and periscope are electrically motorized in order to extend and retract. The model can be opened from the top, in order to access the mechanics. Length: 50.7 in.

The REDOUTABLE is a French sub-surface ballistic nuclear submarine. It is 35 ft in length. It was accepted into active service in 1971.



58 - French School, late 20th Century. Portrait of the steamer GALLIA. Oil on canvas. Unsigned. 21.3 x 31.9 in.

GALLIA was built in 1883 under the name CHÂTEAU-YQUEM by the Chantiers et Ateliers de la Gironde in Bordeaux for the Compagnie Bordelaise de Navigation. It measured 32 ft, and was equipped with a steam engine enabling it to travel at a speed of 13 knots. It could accommodate 1250 passengers, 50 in first class and 1200 in third class. It was sold in 1900 to the company Fabre Line and was renamed GALLIA. It was dismantled in 1910.



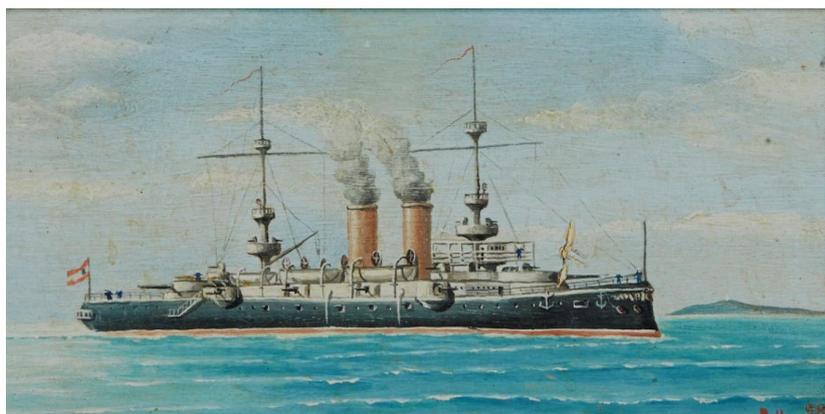
Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo

59 - Spanish School, 20th Century. Portrait of the PRINCESA DE ASTURIAS. Oil on wood panel. Signed bottom right and dated "98". 3.9 x 7.9 in.

The PRINCESA DE ASTURIAS was a Spanish cruiser; it was built in 1896 and destroyed in 1929.



60 - Spanish School, 20th Century. Portrait of a French coastguard. Oil on wood panel. Signed bottom right and dated "98". 3.9 x 7.9 in.

The coastguard represented is most likely VALMY (1892 - 1911).



61 - English School, late 19th Century. Portrait of a steam cargo vessel sailing in a rough sea. Oil on canvas. Unsigned. Restorations. Standing and running rigging partially erased. On the back of frame, the label of the picture framer J. Wetherell of Leeds can be found. 12 in x 18.1 in.



FIN DE VENTE

Les Arts et l'Industrie Navale au XIX^{ème}

Vente ON LINE sur KIOBUY.com du 13 mars au 30 mars 2015

CAMARD & ASSOCIES, Maison de vente aux enchères, Paris – Philippe NEVEU, Expert, Saint Malo