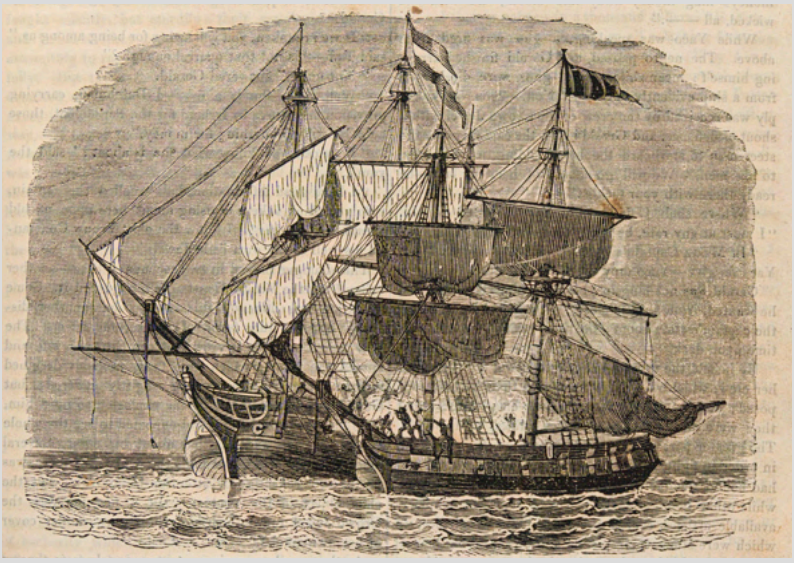
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UNDER THE BLACK FLAG

A Comprehensive Collection of Books, Maps and Manuscripts concerning Piracy & Buccaneering



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HISTORY OF THE PYRATES VOL. II.
HISTORY OF THE PYRATES VOL. I.
VOYAGE AUX ISLES MALOUINES TOM. I
VOYAGE AUX ISLES MALOUINES TOM. II
HISTORY OF HIGHWAYMEN
VOYAGE DE L'OCÉAN PACIFIQUE 2
VOYAGE DE L'OCÉAN PACIFIQUE 1
CAPTAIN CHARLES VOYAGES LONDON 1684
A FULL ACCOUNT OF THE PROCEEDINGS IN RELATION TO CAPT KIDD 1701
THE VOYAGE SOUTH SEAS
HISTORIC REGISTER

Foreword

"...those who are born to be hanged shall never be drowned."
- Bartholomew 'Black Bart' Roberts

Eye patches, wooden legs, buried treasure, sailing under the Jolly Roger - what you may think of when you think about pirates. The exciting and dangerous life of pirates and Buccaneers is recognised in literature, television and film, but the real lives and achievements of the real life pirates prove to be far more fascinating than their fictional counterparts.

Many of the works in this collection were instrumental in creating the almost mythical status of famous names like Edward 'Blackbeard' Teach, Bartholomew 'Black Bart' Roberts, Henry Morgan and the female pirates Anne Bonny and Mary Read. Their names are introduced to the public in works such as Johnson's *A General History of Pyrates* (Item 36) and Exquemelin's *Bucaniers of America* (Item 30). Before they were legends they were criminals, so we've included the trials of some infamous pirates; Captain William Kidd (Item 40), Captain Henry Avery (Item 9) and an Arrest Warrant signed by the first Governor of New Spain for the pirates who broke free while awaiting trial (Item 23).

When Christopher Columbus landed in the West Indies in 1492, he was heralding a period of two centuries during which piracy was to be an essential and almost respectable activity. Viewed from London, piracy was a low-budget way to wage war on Britain's rival, Spain. So the English crown licensed pirates as "privateers", legalising their operations in return for a share of their profits. 'Buccaneers', as these privateers who terrorised the Americas were known, made some of the most significant discoveries of their day. They charted coastlines, traded with the natives and careened their ships in harbours that no one had visited before. They also stole manuscript atlases (waggoners) from the Spanish, who guarded these with great secrecy. Most of these books are illustrated with maps and views detailing the latest discoveries mainly in the South Seas.

Piracy also flourished in other regions, becoming particularly common around Africa (No. 53) and in the Mediterranean (No. 49). Many great discoveries were made by these hardy crews, not the least, attempts at finding a North-West Passage, Sailing the Straights of Magellan, and landing on the baron coastline of Australia.

1. **[PIRATES] ACTS OF PARLIAMENT**, An Act to amend an Act made in the Eleventh Year of the Reign of King William the Third, intituled, An Act for the more effectual Suppression of Piracy.

Anno Regni GEORGII REGIS Magna Britannia, Francia, & Hibernia, DECIMO OCTAVO. At the Parliament Begun and Holden at Westminster, the First Day of December, Anno Dom. 1741. In the Fifteenth Year of our Sovereign Lord GEORGE the Second, by the Grace of God, of Great Britain, France, and Ireland, King, Defender of the Faith....

FIRST EDITION, [2], 659-662, woodcut coat of arms on title, floriated woodcut initial, text in black letter, unbound, slight toning, folio (320 x 200mm), London, Thomas Baskett, 1745

£900

An act published in *Public General Acts 1744-1745*. This work is an amendment to the extremely effective 1700 "*An Act for the more Effectual Suppression of Piracy*", passed during the Golden Age of Piracy. The act was responsible for the creation of regular colonial courts with the authority to try pirates, proving to be a tremendous boon to the government's assault on sea robbers. Parliament originally designed the 1700 Act to expire in only seven years. But owing to the great effect it had in permitting the more regular prosecution of pirates, Parliament renewed it several times following the War of the Spanish Succession and made the law permanent in 1719. The *Act for the More Effectual Suppression of Piracy* stuck two thorns in the side of pirates. First, it treated active pirate sympathisers as accessories to piracy and stipulated the same punishments for them as for actual pirates - death and property forfeiture. Second, the law encouraged merchantmen to defend themselves against pirate attacks by providing them a reward "not exceeding two Pounds". Since the Act was passed it has been strengthened several times. The 1745 Amendment bolstered the act by including anyone of British nationality working as a Privateer for France or Spain be tried under a felony with the same punishments as those for pirates. Being tried for a felony, rather than high treason, creates a stronger case for the prosecutors being less subjective than High Treason.

[ESTC: N52063. AMERICAN UNIVERSITY LAW REVIEW:Vol. 59 p1221-1222]

ANNO DECIMO SEPTIMO

Georgii III. Regis.

CAP. IX.

An Act to impower His Majeſty to ſecure and detain Perſons charged with, or ſuſpected of, the Crime of High Treaſon, committed in any of His Majeſty's Colonies or Plantations in *America*, or on the High Seas, or the Crime of Piracy.

WHEREAS a Rebellion and War have been openly and traiterouſly levied and carried on in certain of His Majeſty's Colonies and Plantations in America, and Acts of Treaſon and Piracy have been committed on the High Seas, and upon the Ships and Goods of His Majeſty's Subjects, and many Perſons have been ſeiſed and taken, who are expreſsly charged or ſtrongly ſuſpected of ſuch Treaſons and Felonies, and many more ſuch Perſons may be hereafter ſo ſeiſed and taken: And whereas ſuch Perſons have been, or may be brought into this Kingdom, and into other Parts of His Majeſty's Dominions, and it may be inconvenient in many ſuch Caſes to proceed forthwith to the Trial of ſuch Criminals, and at the ſame Time of evil Example to ſuffer them to go at large; be it therefore enacted by the King's moſt Excellent Majeſty, by and with the Advice and Conſent of the Lords Spiritual and Temporal, and Commons, in this preſent Parliament aſſembled, and by the Authority of the ſame, That all and every Perſon or Perſons who have been, or ſhall hereafter be ſeiſed or taken in the Act of High Treaſon committed in any of His Majeſty's Colonies or Plantations in America, or on the High Seas, or in the Act of Piracy, or who are or ſhall be charged with or ſuſpected of the Crime of High Treaſon,

Preamble.

Perſons guilty of High Treaſon in *America*, or at Sea, or of Piracy, or ſuſpected thereof, may be kept in Cuſtody till *Jan.* 1, 1778.

2. **[PIRATES] ACTS OF PARLIAMENT**, An Act to Impower His Majesty to Secure and detain Persons charged with, or suspected of, the Crime of High Treason, committed in any of His Majesty's Colonies or Plantations in America, or on the High Seas, or the Crime of Piracy

Anno Regni GEORGII III REGIS Magnae Britaniiae, Franciae, & Hiberniae, DECIMO SEPTIMO. At the Parliament Begun and Holden at Westminster, the Twenty-ninth Day of November, Anno Domini 1774, in the Fifteenth Year of our Sovereign Lord GEORGE the Third, by the Grace of God, of Great Britain, France, and Ireland, King, Defender of the Faith....

FIRST EDITION, [2], 311-312, woodcut coat of arms on title, floriated woodcut initial, text in black letter, unbound, folio (320 x 200mm), London, Charles Eyre and William Straham, 1777

£900

One of the most important and historic British Acts, directly related to the conduct of the British throughout the American Revolution and their treatment of American prisoners. From *Public General Acts 1776-1777*, it required magistrates to hold anyone who had been charged with or suspected of having committed treason in the American colonies or high seas to be held in custody without bail or trial until 1 January 1778.

This was published following the Declaration of Independence. It declares America to be in a state of "Rebellion and War", and allows the prosecution of High Treason Charges without trial. Any participation in or support for the Revolution was considered treason against Great Britain.

The Act was due to expire on 1st January 1778, but this was extended annually to 1 January of each successive year until 1 January 1783, when it was finally allowed to expire.

A Very Important and Scarce Act.

[ESTC: N57668]

Anno decimo octavo

Georgii II. Regis.

An Act to amend an Act made in the Eleventh Year of the Reign of King *William* the Third, intituled, *An Act for the more effectual Suppreſſion of Piracy.*

Whereas by an Act made in the Eleventh Year of King William the Third, intituled, An Act for the more effectual Suppreſſion of Piracy; it is (amongſt other Things) enacted, That all Piracies, Felonies, and Robberies committed on the Sea, or in any Haven, River, Creek, or Place, where

Preamble, reciting the Act 11 W. III.

3. **ANDREWS, CAPTAIN W.S.,** Andrews' Illustrations of the West Indies

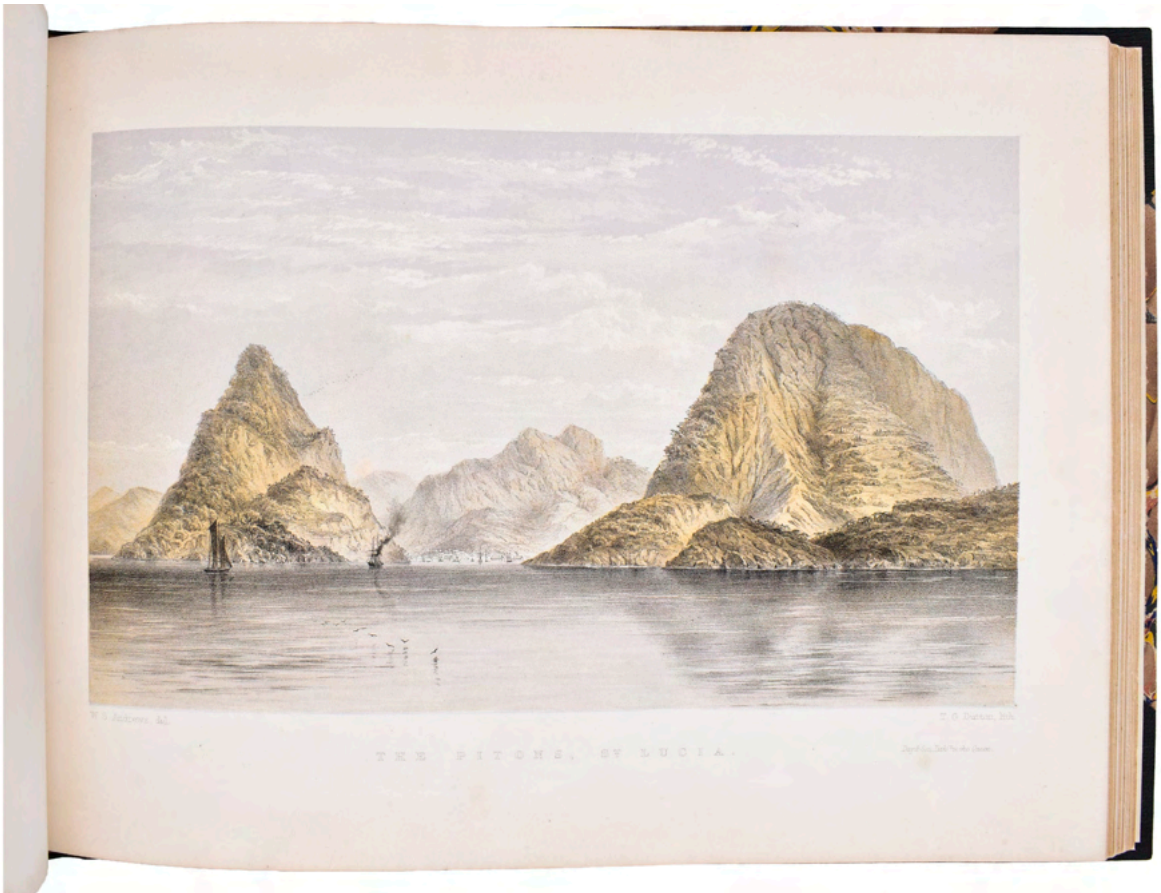
Volume 1: Sidmouth, printed by Thomas Perry, [1855]; Vol. 2: London, printed and published by Day and Son, Two volumes in one, Oblong folio, fine later half green morocco over marbled boards, with two title-pages and thirty fine lithographed plates, twenty-two tinted, some double–page and folding, many with fine coastal profiles including 8 with silhouettes of islands, a fine copy.

£8,500

The author was a Captain in the Royal Navy, a mathematician as well as author of this fine pilot. He also wrote the preface for *Labouring Population of Barbadoes, 1860*.

Volume one describes: Sailing Directions for the Caribbean Sea, Gulf of Mexico, and Florida. Volume two: Description of the Islands in the Caribbean Sea, Gulf of Mexico, and Florida. Many of the high quality lithographs are by the Marine Painter and Lithographer Thomas Dutton.

Sabin 1517. 'A scarce work'.



ANDREWS'

ILLUSTRATIONS

OF THE

WEST INDIES.

VOL. I.

SAILING DIRECTIONS FOR THE CARIBBEAN SEA, GULF OF MEXICO, AND FLORIDA.

LONDON:
PRINTED AND PUBLISHED BY DAY AND SON, LITHOGRAPHERS TO THE QUEEN,
6 GATE STREET, LINCOLN'S INN FIELDS.



MORO - HAVANA.

CUBA, (NORTH SIDE, FROM HAVANA TO POINT TEACAS.)



BAY OF MATANZAS, E.S.E. by S.

CUBA, (NORTH SIDE.)



W. S. Andrews, del. T. G. Dutton, lith.

CUBA, (NORTH SIDE.)

Dayd & Son, Lith.rs to the Queen.

4. **ANSON, GEORGE**, A Voyage Round the World in the Years MDCCXL, I, II, III, IV. ...Compiled from Papers and other Materials of the Right Honourable George Lord Anson, and published under his Direction, By Richard Walter, M.A. Chaplain of his Majesty's Ship the Centurion, in that Expedition. Illustrated with Forty-Two Copper Plates.

42 folding engraved plates, plans, charts and maps, with the list of subscribers, an excellent copy with a little offsetting to the reverse of a few plates as usual, contemporary mottled calf,old reback, red morocco label, 4to (275 × 220 mm), London, for the author, by John and Paul Knapton, 1748

£4,000

The famous account of Anson's circumnavigation.

Of the original eight ships, which started this expedition to harass the Spaniards on the western coast of South America, seven were lost around Cape Horn and on the coast of Chili, and out of 900 men who left England more than 600 died.

Anson was sent to plunder Spanish trading territories on the Pacific coast of South America, but his expedition threatened to turn into a disaster. His small squadron was battered by storms and too few of his crew survived the journey round Cape Horn to man even the largest ship properly. Anson limped across the Pacific to Macao, where he was able to have the Centurion repaired and find more crew. Finally, in June 1743 he achieved a single but substantial victory, capturing the *Nuestra Señora de Covadonga* (the Manila Galleon near China), carrying 1,313,843 pieces of eight and 35,682 ounces of virgin silver, and returned to England in June 1744 a rich man.

"Anson's voyage is remembered as a classic tale of endurance and leadership in the face of fearful disasters, but to the British public of 1744 it was the treasure of the galleon, triumphantly paraded through the streets of London, which did something to restore national self-esteem battered by an unsuccessful war" *(ODNB)*. Anson's voyage laid the groundwork for British voyages of exploration in the Pacific during the latter half of the eighteenth century.

The keenly-awaited book became a best-seller, running through numerous editions in its full or abridged form and being translated into several European languages. It is now agreed that the ostensible author, Richard Walter, took the initiative for publishing, gathering names of subscribers and profiting handsomely from it, but that Benjamin Robins completed the editorial task. "It is also clear that Anson himself took a very close interest in the work, which is as a result very complimentary of his actions but provides an interesting insight into his thinking. Walter's and Robin's contributions to the work can probably never be completely disentangled, but this should not obscure its continued popularity... 'a masterpiece of descriptive travel that became the most popular book of maritime adventure' *Hill*

Provenance: Thomas Earle Pipon (heraldic bookplate) , signature of his son George Earle above bookplate, relatives of subscriber Augustus Earle.

Hill, 1817; Sabin 1625; BdM I, 38.

A

VOYAGE

ROUND THE

WORLD,

In the Years MDCCXL, I, II, III, IV.

BY

GEORGE ANSON, Eſq;

Commander in Chief of a Squadron of His Majeſty's Ships, ſent upon an Expedition to the *South-Seas*.

COMPILED

From Papers and other Materials of the Right Honourable *GEORGE* Lord *ANSON*, and publiſhed under his Direction,

By RICHARD WALTER, M. A.

Chaplain of his MAJESTY's Ship the *Centurion*, in that Expedition.

Illuſtrated with Forty-Two COPPER-PLATES.

LONDON:
Printed for the AUTHOR;
By JOHN and PAUL KNAPTON, in Ludgate-Street. MDCCXLVIII.

5. **ANSON- BULKELEY, JOHN; JOHN CUMMINS, ALEXANDER CAMPBELL & ISAAC MORRIS**, VOYAGE A LA MER DU SUD, FAIT PAR QUELQUES OFFICIERS COMMANDANTS LE VAISSEAU LE WAGER: POUR SERVIR DE SUITE AU VOYAGE DE GEORGES ANSON.

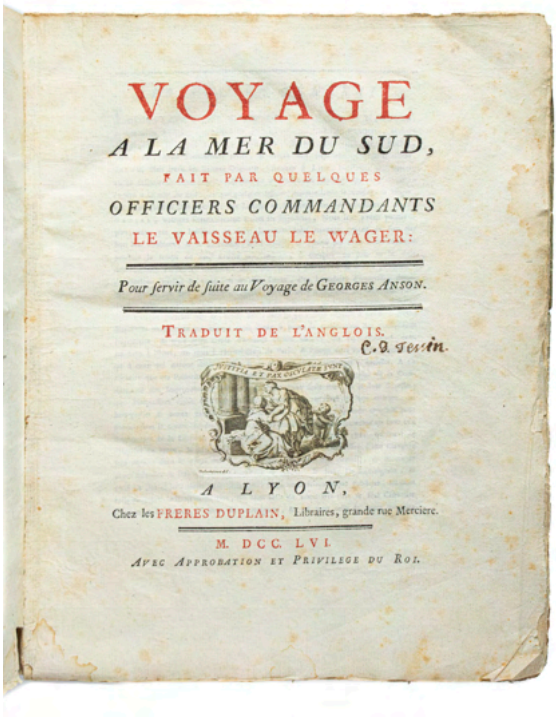
FIRST EDITION IN FRENCH Translated by the Abbe Rivers, (6), xvi, 185, (i), xiv, half-title, title printed in red and black, engraved title vignette, engraved headpiece, a scarce uncut copy in publisher's grey wrappers, folding case, 4to (270 x 220 mm), Lyon: Duplain, 1756

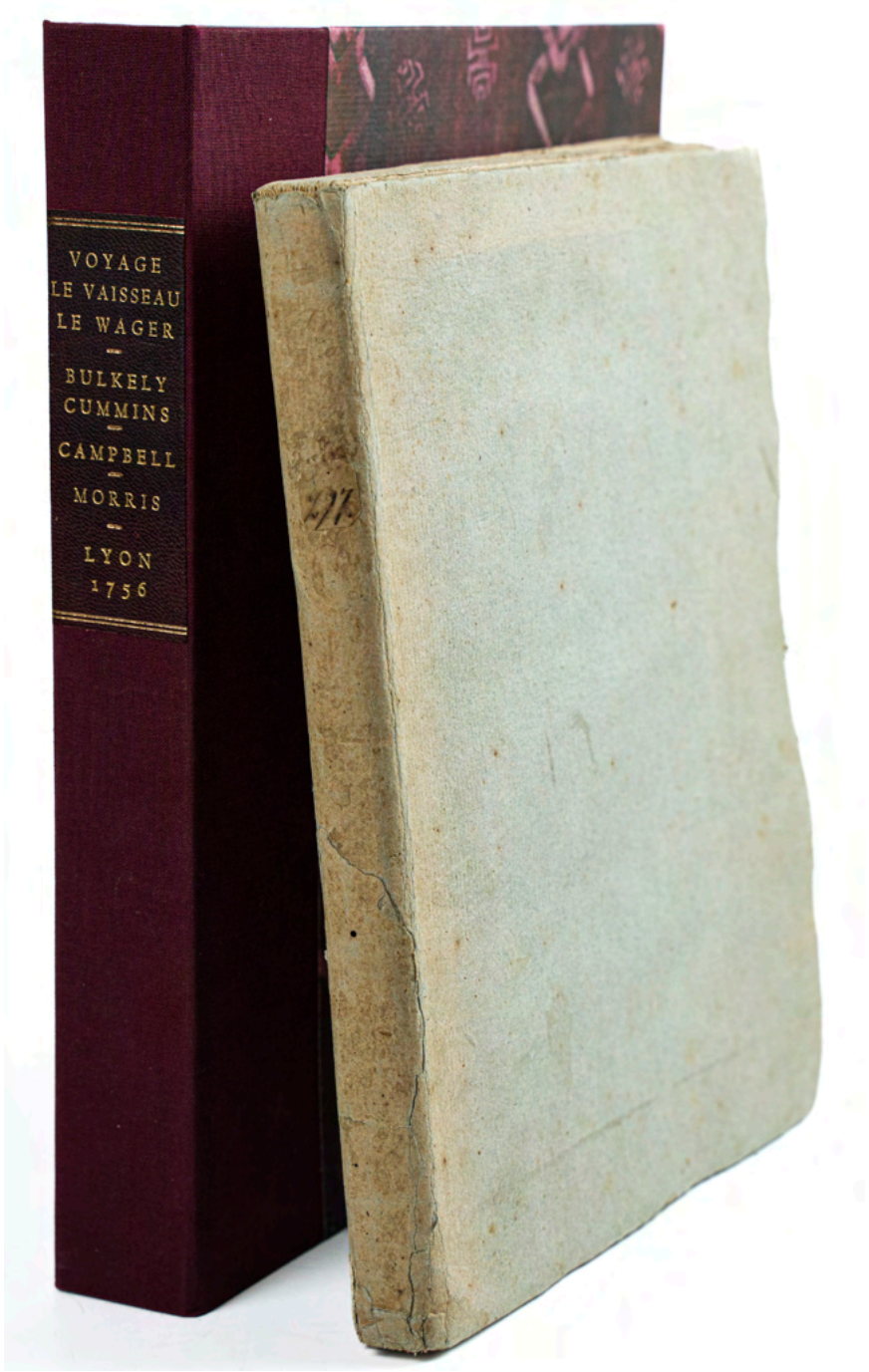
£3,000

Although this is the French translation of the book by Bulkeley and Cummins concerning the ship Wager, it also includes the Sequel by Alexander Campbell; the very scarce narrative by Isaac Morris is a translation of *A Narrative of the Dangers and Distresses Which Befel Isaac Morris, and Seven More of the Crew, Belonging to The Wager Store-ship, Which Attended Commodore Anson, in his Voyage to the South Sea... ... with a Description of the Manners and Customs of the Indians...*

A rare narrative written by Isaac Morris, a midshipman on the Wager, and one of the men abandoned in Patagonia by Bulkeley and Cummins. Here the party "remained about fifteen months, 'til they were seized by a party of Indians, and carried above a thousand miles into the inland country", with Morris being one of three men who eventually returned to England by way of Buenos Aires and Portugal.

Only one copy of the English edition has appeared at auction in the last 50 years.


VOYAGE
A LA MER DU SUD,
FAIT PAR QUELQUES
OFFICIERS COMMANDANTS
LE VAISSEAU LE WAGER:
Pour servir de suite au Voyage de GEORGES ANSON.
TRADUIT DE L'ANGLOIS.
A LYON,
Chez les FRERES DUPLAIN, Libraires, grande rue Merciere.
M. DCC. LVI.
AVEC APPROBATION ET PRIVILEGE DU ROI.


VOYAGE
LE VAISSEAU
LE WAGER
BULKELY
CUMMINS
CAMPBELL
MORRIS
LYON
1756

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

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

£9,000

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

"The Wager was wrecked on a desolate island off the coast of Chile in circumstances in which all discipline vanished. Amid scenes of defiance and violence most of the crew mutinied, and split into groups to attempt their escape. Led by the gunner, the largest of these groups made a small-boat voyage through the Straits of Magellan that stands as a remarkable feat of seamanship". (Williams p-3).|" This book is one of the main accounts of the wreck of the Wager off the Southern coast of Chile after passing through the Straits of Magellan. The ship was part of Anson's fleet which was on its way to harass the Spanish.
Hill 243; Sabin 10205

THE

SEQUEL

TO

Bulkeley and *Cummins*'s

VOYAGE

TO THE

SOUTH-SEAS:

OR, THE

ADVENTURES of Capt. *Cheap*, the Hon. Mr. *Byron*, Lieut. *Hamilton*, *Alexander Campbell*, and others, late of his Majeſty's Ship the WAGER, which was wreck'd on a deſolate Iſland in Lat. 47. S. Long. 81. 40. W. in the *South-Seas*, Anno 1741.

CONTAINING

A faithful Narrative of the unparallel'd Sufferings of theſe Gentlemen, after being left on the ſaid Iſland by the reſt of the Officers and Crew, who went off in the Long-boat. Their deplorable Condition, deſperate Enterprizes, and prodigious Diſtreſſes, till they fell into the Hands of the *Indians*, who carried them into *New Spain*, where they remained Priſoners of War, till ſent back to *Europe*, on the Terms of the Cartel, in 1746.

The whole interſperſed with Deſcriptions of the Countries in which the various Scenes of their Adventures lay; the Manners, *&c* of the *American Indians* and *Spaniards*, and their Treatment of the Author and his Companions.

By *ALEXANDER CAMPBELL*,
Late Midſhipman of the WAGER.

LONDON:
Printed for the Author, and ſold by W. OWEN, Publiſher, at *Homer*'s *Head*, near *Temple Bar*, *Fleet-ſtreet*, 1747.
(Price One Shilling and Six-pence.)

The First Account Of Anson's Voyage

7. **ANSON - [PHILIPS, JOHN]**, An Authentic Account of Commodore Anson's Expedition...Taken from a Private Journal.

FIRST EDITION, modern panelled calf gilt, 8vo (191 x 111 mm), London: M Cooper, 1744

£5,500

The "extremely rare" first account of Anson's voyage.

"There are doubts about the existence of John Philips, midshipman of the *Centurion*. In his *Pacific Islands Literature–One Hundred Basic Books*, A. Grove Day asserts that John Philips is a pseudonym, as there is no such name on the ship's muster. The pseudonym may have been used because this account was published four years before the appearance of Richard Walter's official narrative of Anson's voyage, and included information that was not considered ready for publication: Philips wrote about John Bulkeley, mutineer on the Wager, whose court martial was still being debated at the time of this publication" (*Hill, of the later J. Robinson edition, Hill 1344*). It is possible this account was written by Anson himself.

There were three more pirated editions published in 1744 and 1745.

Hill (2004) 39 and cf. 1344 (the later edition of the same year); Sabin 1631 and cf. 62458

AN

AUTHENTIC

ACCOUNT

OF

Commodore *ANSON*'s

EXPEDITION:

CONTAINING

All that was Remarkable, Curious and Entertaining, during that long and dangerous VOYAGE:

VIZ.

The violent Storm they had in doubling Cape *Horn*.
Their living on Sea Lyons and Seals.
Their taking, plundering and burning of *Payta*.
Their cruizing off *Acapulco*.
Their landing on the uninhabited Iſland of *Tinian*, where the Commodore's Ship was drove out to Sea from her Anchors by a Storm for three Weeks, himſelf and 110 of the People being aſhore all the while.
Their proceeding to *Macou*.
The Manner of engaging, and taking the rich *Acapulco* Ship, and their going to *Canton* in *China*, with their Reception by the Vice-King, *&c.*

Taken from a private JOURNAL.

LONDON:
Printed for M. COOPER, at the *Globe* in *Paternoſter Row*, 1744.
[Price One Shilling.]

8. **ANSON- THOMAS, PASCOE**, **A true and impartial journal of a voyage to the South-seas, and round the globe in his Majesty's ship the Centurion, under command of commodore George Anson. Wherein all the material incidents during the said voyage, from its commencement in the year 1740 to its conclusion in 1744, are fully and faithfully related...., Together with some historical accounts of Chili, Peru, Mexico, and the empire of China....**

FIRST EDITION, (16), 347, 39 pp., contemporary calf gilt, 8vo, London, S. Birt, J. Newbery & J. Collyer, 1745.

£3,000

Pascoe Thomas, a mathematical teacher on board the Centurion on George Anson's circumnavigation, like many travellers before and after him, Thomas sought to capitalise on what he had seen by publishing his experiences by subscription, thereby increasing both his risk and profit in publishing.

A scarce account of Anson's voyage to harass Spanish shipping along the west coast of South America in 1740-43, concluding with the capture of a Manila galleon carrying £400,000 in treasure. Includes general historical accounts of Chile, Peru, Mexico, and China. "Pascoe Thomas kept a full and faithful daily journal of the incidents of this important four-year voyage. Included are a very interesting list of subscribers' names and an appendix giving an account of the treasure taken from the '*Nuestra Signora del Buono Carmella*'. This account of the voyage preceded the publication of the official account of Lord Anson's voyage by three years" - Hill.

The final sentence concludes dispassionately that 'the Sight of so many dead Men and their Blood is a very great Discouragement to the Survivors'. Given that Anson's voyage was tragic in many ways (the loss of all but one of the six ships, and of more than half of his men), the account called for a restrained narrator.

As well as the account of the treasure, the appendix discusses the dimensions of the ships, the motions of a comet seen on the coast of Mexico and tables of longitudes and latitudes.

Sabin 95437. Hill 1693. Cox I, pp.48-49. Palau 331781.

A TRUE and IMPARTIAL

JOURNAL

OF A

VOYAGE

TO THE

SOUTH-SEAS,

AND

ROUND the GLOBE,

In HIS MAJESTY's Ship the *Centurion*,

Under the COMMAND of

Commodore *George Anſon*.

WHEREIN

All the material Incidents during the ſaid Voyage, from its Commencement in the Year 1740 to its Concluſion in 1744, are fully and faithfully related, having been committed to Paper at the Time they happen'd. Together with ſome hiſtorical Accounts of *Chili*, *Peru*, *Mexico*, and the Empire of *China*; exact Deſcriptions of ſuch Places of Note as were touch'd at; and Variety of occaſional Remarks.

To which is added,

A large and general Table of Longitudes and Latitudes, aſcertain'd from accurate Obſervations, or (where thoſe are wanting) from the beſt printed Books and Manuſcripts taken from the *Spaniards* in this Expedition: Alſo the Variations of the Compaſs throughout the Voyage, and the Soundings and Depths of Water along the different Coaſts: And laſtly, ſeveral curious Obſervations on a Comet ſeen in the *South-Seas* on the Coaſt of *Mexico*.

By *PASCOE THOMAS*,
Teacher of the Mathematicks on board the CENTURION.

LONDON,
Printed, and Sold by S. BIRT, in *Ave-Mary-Lane*; J. NEWBERY, without *Temple-Bar*; J. COLLYER, in *Ivy-Lane*; and moſt other Bookſellers in *Great-Britain*. MDCC XLV.

9. **AVERY, HENRY**, The Tryals of Joseph Dawson, Edward Forseith, William May, William Bishop, James Lewis, and John Sparkes. For Several Piracies and Robberies by them committed, in the company of EVERY the Grand Pirate, near the Coasts of the East-Indies; and several other places on the seas, Giving an account of their Villianous Roberies and Barvarities. At the Admiralty Sessions, begun at the Old Baily on the 29th of October, 1696. And ended on the 6th of November.

FIRST EDITION, 28pp, quarter calf over marbled boards, folio, London, for John Everyingham, 1696.

£10,000

A scarce printing of the trial of the only members of Avery's men to be brought to justice.

Henry Avery, also known as Henry Every, Long Ben, the Arch Pirate and King of the Pirates was Britain's most renowned pirate during the Golden Age of Piracy. An experienced seaman, Avery had served in the Royal Navy, on merchant ships, slave ships and as a buccaneer, before beginning a life of piracy in 1691. Leading a bloodless mutiny against privateer Captain Gibson of the *Charles II*, Avery sailed the ship - now named the *Fancy* - for the Indian Ocean. In 1695, after preying on various ships en route around Africa, the Fancy was joined by other pirate ships, and under Avery's command, the small fleet sailed to the mouth of the Red Sea. Luck would have it that the 25-ship Grand Mughal fleet was returning through the Red Sea after its annual pilgrimage to Mecca, laden with royal pilgrims, jewels and gold. The 5 pirate ships captured the Grand Mughals treasure ship, seizing £600,000 worth of loot – equivalent to around £97.1 million today.

Due to the democratic governance instilled on pirate vessels, the principals received over £1000 each, depending on their contribution, with a minimum payable of £110 for apprentices. One of these apprentices had his wages stolen by the accused John Sparkes. He got his revenge by testifying against him during this trial.

Avery and his fleet sailed on, arriving at the Bahamas where his ships were driven ashore by a storm. The Governor of New Providence allowed them to land in exchange for an enormous bribe. However, the furious Mughal emperor Aurengzeb accused Britain of complicity in the raid and threatened to expel the East India Company from India. The British government, seeking to appease the emperor, launched the first international manhunt, declaring Avery "an enemy of all mankind".

Tipped off about a proclamation newly arrived from England, placing a £500 bounty on Avery's head, the party fled. Many went to America, some stayed within the West Indies, and some to Ireland. A few attempted to return to England and of these some were captured. The main witness for the Crown was pardoned and able to set himself up as a banker. While six of his fellow pirates did hang, the pirate booty was never recovered, nor was Henry Avery ever brought to justice. According to Johnson, but entirely uncorroborated, Avery returned to England but died a pauper in Barnstaple after frittering away his wealth.

The success of his ventures is thought to have inspired an era of piratical activity catalogued by Johnson in 1724/6, and was the model for Daniel Defoe's hero in *Life, Adventures, and Pyracies. Of the Famous Captain Singleton* (1720).

The seizure of the Moghul's bounty strained diplomatic relations to the extreme and the government required scapegoats. These six unfortunates were the only member of his crew (thought

THE TRYALS OF

Joseph Dawson, Edward Forseith, William May, William Bishop, James Lewis, and John Sparkes.

For several

Piracies and Robberies

By them committed,

IN THE

Company of *EVERY* the Grand Pirate, near the Coasts of the *East-Indies*; and several other Places on the Seas.

Giving an ACCOUNT of their *Villainous Robberies* and *Barbarities*.

At the Admiralty Sessions, *begun at the* Old-Baily *on the 29th of* October, 1696. *and ended on the 6th. of* November.

LONDON,

Printed for *John Everingham*, Bookseller, at the *Star* in *Ludgate-street*, 1696.

to number over one hundred men) to be tried. The eight men named were captured, but two were pardoned for testifying against their crewmates, and another had his sentence commuted. The initial trial resulted in acquittal, but the Crown hastily convened a second on different charges. Sparkes was the only member of the condemned to admit guilt.

[Wing, T2252, Gosse, p.68-69.]

10. **AYRES, PHILIP**, **The Voyages and Adventures of Capt. Barth.Sharp and others, in the South Sea: being a journal of the same. Also Capt. Van Horn and his buccaniers surprizing of la Veracruz..Towhich is added the true relation of Sir Henry Morgan his Expedition against the Spaniards in the West Indies, and his taking Panama....**

FIRST EDITION, a fine copy in full calf gilt, 8vo [190 x 110mm], London: B.W. for R.H. and S.T.,1684,

A Very Scarce Work.

£15,000

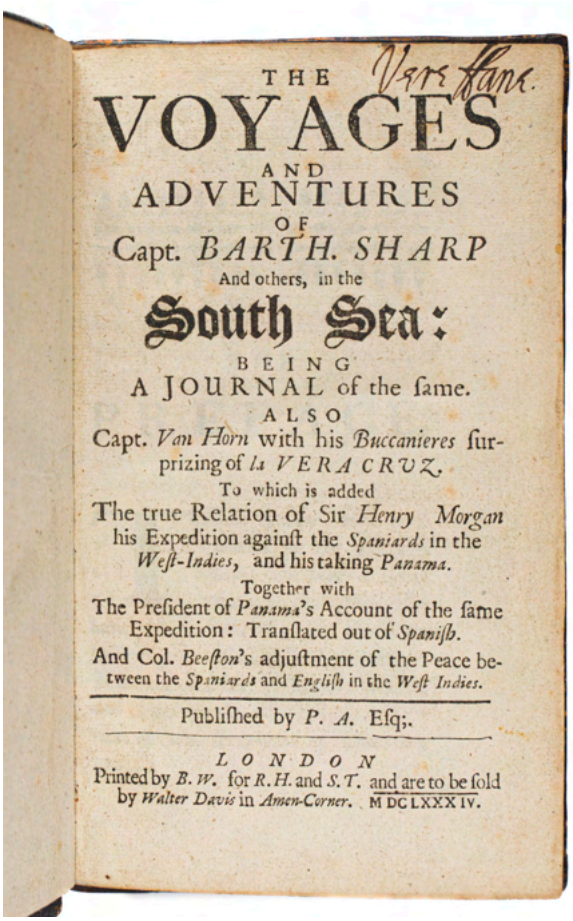
Sharpe's voyage began in April 1680, when he gathered a band of buccaneers, including William Dampier, to cross the isthmus of Darien (in present-day Panama) on foot, tracing the path that the notorious Henry Morgan had blazed several years before. Sharpe enlisted the help of the local natives to guide his band overland. "The people for the most part are very handsom," his diary reads, "especially the female sex, and as they are very beautiful so they are allso very free to dispose of themselves to Englishmen answering them in all respects according to their desire." After several days with "nothing but the cold earth for our Lodgings, and for our covering the green trees," Sharpe's men sacked a Spanish town and finally "beheld the faire South Sea."

Sailing in ships they had commandeered from the Spanish, Sharpe and his band proceeded south along the west coast of Central and South America, seeking their fortune with violent abandon. After attacking a Chilean town ironically named La Serena, Sharpe boasted of the prowess of his vastly outnumbered band. "I agreed with the Spaniards for the redemption of this city," the diary reads. "They were to pay me the sum of 80,000 Pieces of Eight—but instead of that they rallied 4 or 500 hors[es] to take us all prisoners. But I marched out with my men & fought them & beat them to their heart's content, after which I set the city on fire & burnt it & came away by the light of it."

If Sharpe was a ruthless thief and murderer, he was also an accomplished navigator. He was the first English sailor to make the treacherous voyage around Cape Horn from the west, guiding his fleet through horrendous weather conditions and his men through severe privation—"nothing but dowboys & tallow for dinner & supper." They had saved a hog to kill for Christmas dinner, but after many difficult months the crew was ready to mutiny if they didn't reach the Caribbean islands soon. Sharpe promised to eat the ship's dog if they didn't see land within three days—and he made it, finally arriving in Barbados and giving the ship to those pirates who had already gambled away their booty.

Sharpe returned to England and because England and Spain were not at war, the Spaniards demanded Sharp's prosecution for piracy. Sharp, however, presented the authorities with a book of maps taken from the Spanish ship El Santo Rosario in July 1681; their value to English seafarers was such that Sharp received a full pardon from Charles II. This ' Derrotero' was copied by William Hacke, a friend of Sharp and numerous other buccaneers. Among his other companions were William Dampier, Lionel Wafer and William Funnel,

Hill 40. Sabin 79781; Wing A-4315



THE Vere Hane.

VOYAGES

AND

ADVENTURES

OF

Capt. *BARTH. SHARP*

And others, in the

South Sea:

BEING

A JOURNAL of the ſame.

ALSO

Capt. *Van Horn* with his *Buccanieres* ſurprizing of *la VERACRUZ*.

To which is added

The true Relation of Sir *Henry Morgan* his Expedition againſt the *Spaniards* in the *Weſt-Indies*, and his taking *Panama*.

Together with

The Preſident of *Panama*'s Account of the ſame Expedition: Tranſlated out of *Spaniſh*.

And Col. *Beeſton*'s adjuſtment of the Peace between the *Spaniards* and *Engliſh* in the *Weſt Indies*.

Publiſhed by *P. A.* Eſq;.

LONDON

Printed by *B. W.* for *R. H.* and *S. T.* and are to be ſold by *Walter Davis* in *Amen-Corner*. MDCLXXXIV.



11. **BETAGH, WILLIAM**, Voyage Round The World: Being An Account Of A Remarkable Enterprise Begun In The Year 1719, Chiefly To Cruise On The Spaniards In The Great South Ocean. Relating the true historical facts of that whole affair: testifyd by many imployd therein; and confirmed by Authorities from the Owners.

FIRST EDITION, engraved folding world map, contemporary tan panelled calf gilt, London for T.Combes,J.Lucy and J.Clark 1728,

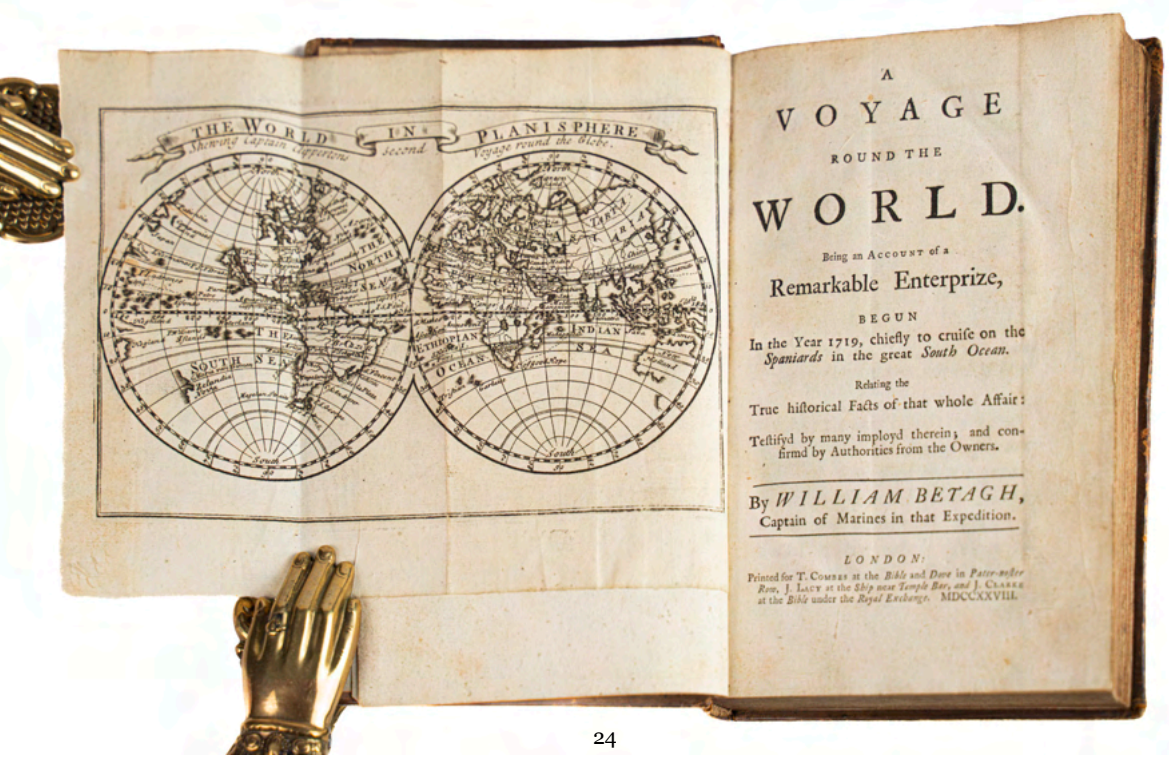
£5,000

One of the most important of the buccaneering expeditions' (Hill).

'Betagh, Captain of the Marines was aboard the Speedwell and under the command of Captain George Shevlocke. However, Betagh, the author of this work does his best to discredit Shelvocke's narrative whenever possible, feeling that it is a deception, and his conduct an indignity to his country and to Captain John Clipperton.

In addition, Betagh describes his impressions of the countries visited in the course of the voyage, particularly the Spanish dominions of Chile and Peru, where he observed the customs of the Creoles and the techniques of gold and silver mining and refining. Baja California and Macao were also visited. Clipperton Island, off the west coast of Mexico, was discovered and named for Captain Clipperton' (Hill).

Borba de Moraes I. p.104; Hill p.25



The Original Story Of The Most Famous Mutiny

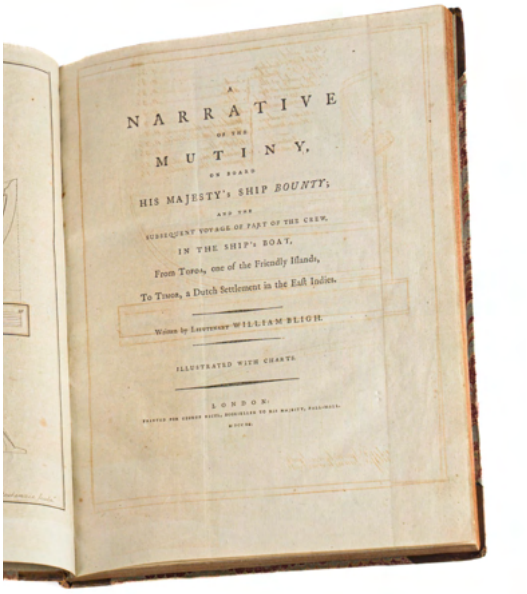
12. **BLIGH, WILLIAM**, A Narrative of the Mutiny on board his majesty's ship Bounty; and the subsequent voyage of part of the crew, in the ship's boat, from Tofoa, one of the Friendly islands, to Timor, a Dutch settlement in the East Indies.

FIRST EDITION, IV, 88 pp. large folding chart of the track by the Bounty's launch from Tofoa to Timor by William Bligh 1789, a copy of the draught from which the Bounty's launch was built, chart of the Bligh's Islands, which includes also a chart of the northern part of the New-Hebrides and a chart of the north-east coast of New Holland, old half calf over paper boards, large 4to, London, Printed for George Nicol, Bookseller to his majesty, Pall-Mall, 1790.

£9,000

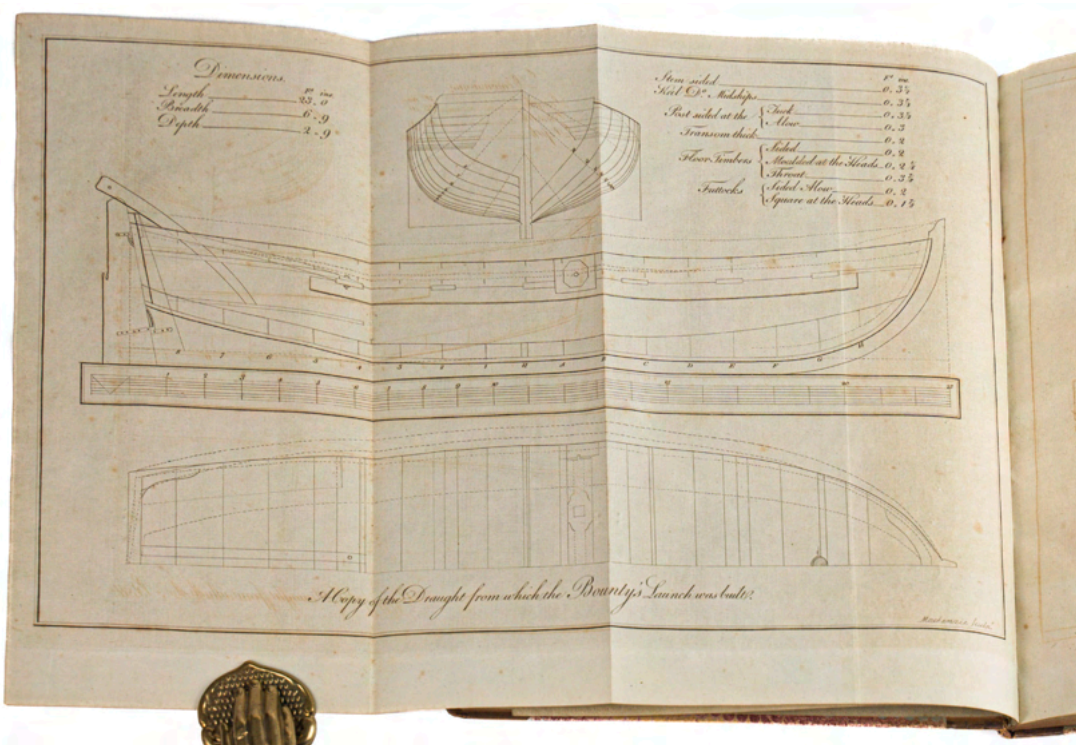
Rare First Edition of the English naval officer William Bligh's (1754 - 1817) account on the Mutiny of the Bounty.

In 1787, at the instigation of Sir Joseph Banks (1743 -1820) the English naturalist and traveller and inspiration behind many of the British voyages and discoveries of the late eighteenth century and the famous Lord Sydney, Bligh was sent off to the Pacific for the purpose of introducing bread trees from the south sea islands to the West Indies as cheap food for the slaves. The bread trees were first seen by Captain James Cook at Tahiti. Lord Sydney was responsible for the first settlement in Australia. They first landed at Botany Bay, but that area was not suitable as a settlement, so they moved north to Port Jackson, one of the best natural harbours in the world. That is where they settled and later named it Sydney after Lord Sydney, who was also responsible for sending the first ships of convicts to Australia.


A
NARRATIVE
OF THE
MUTINY,
ON BOARD
HIS MAJESTY'S SHIP *BOUNTY*;
AND THE
SUBSEQUENT VOYAGE OF PART OF THE CREW,
IN THE SHIP'S BOAT,
From Tofoa, one of the Friendly Islands,
To Timor, a Dutch Settlement in the East Indies.
Written by Lieutenant WILLIAM BLIGH.
ILLUSTRATED WITH CHARTS.
LONDON:

After spending five months in Tahiti, Bligh sailed west to the Tonga group. It was there that on the morning of April 28th, 1789, the famous mutiny and the capture of the Bounty took place. It was led by the master's mate Fletcher Christian and 12 crew members who captured Bligh and 18 of his supporters and set them adrift in the ship's 23-foot launch. Bligh then made one of the most heroic voyages in history. They sailed to Tofoe where the natives were very hostile. Bligh and his men were lucky to get away with only the loss of one man. They then sailed in 48 days to Timor without loss of life; however, three men died after they arrived at Batavia. What is not so well known is that in the course of this dangerous and adventurous journey Bligh took the opportunity to chart and name parts of the unknown north-east coast of New Holland as he passed along it. The map Bligh made is also present in this printed narrative. In 1790 Bligh returned to England where he presented his report of the mutiny to the Admiralty. Captain Edward Edwards was sent on the Ship Pandora to search for the Bounty Mutineers. When the Pandora arrived in Tahiti they found 14 crew members, who gave themselves up immediately. Two other crew members had apparently been murdered. All the captured men were put in a cage on the deck of the Pandora. The Pandora shipwrecked on a reef near Australia and ten of the fourteen Bounty crewmen escaped with the Pandora crew, four drowned in their chains. The surviving Bounty crewmen were tried in court in England in 1792. Three were found guilty of mutiny and were hanged. The others were declared innocent and released.

Howego B107; Sabin 5908a; Wantrup p. 128-29, 61; Ferguson, 70



Rare First Edition Of One Of The Most Famous Sea Tales In All Of Maritime Literature

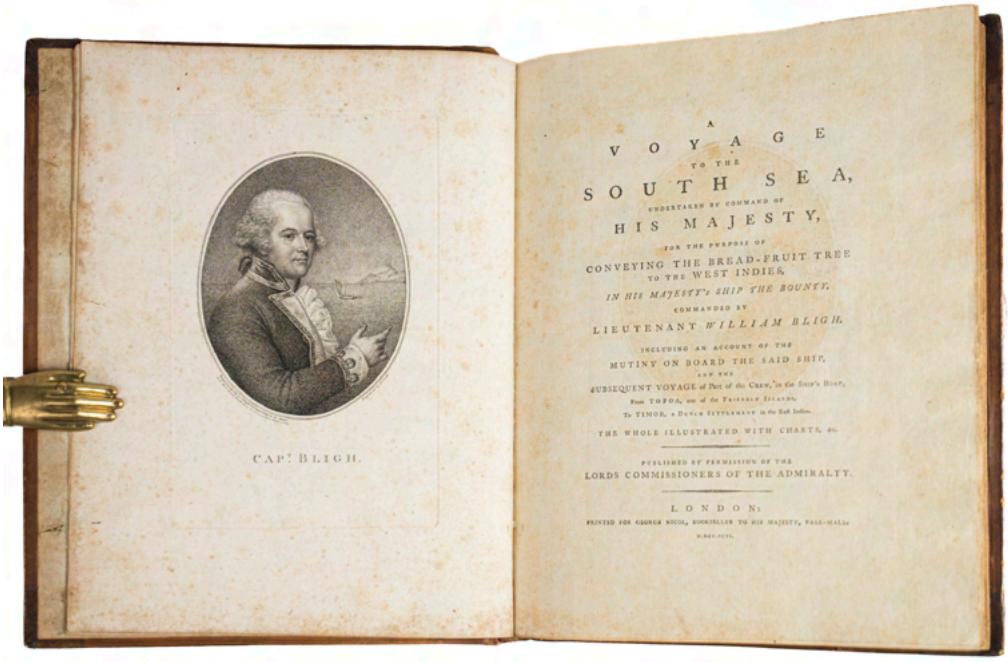
13. **BLIGH. LIEUTENANT WILLIAM**, A Voyage to the South Sea, undertaken by command of His Majesty, for the purpose of conveying the bread-fruit tree to the West Indies, in His Majesty's Ship the Bounty ...including an account of the mutiny on board the said ship, and the subsequent voyage of part of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

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

£9,000

"An extremely important book" (Hill, p. 27).

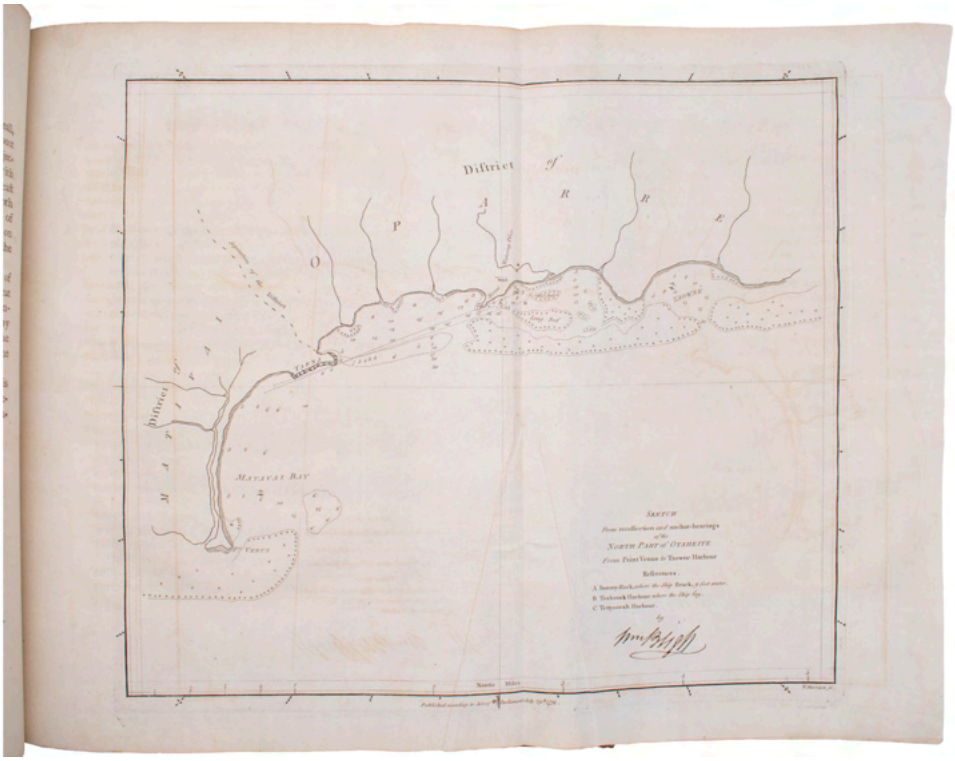
On their way to introduce the bread-fruit as a cash crop to the West Indies from the South Sea Island, "Bread-fruit Bligh" and eighteen of his crew were set adrift by Fletcher Christian, the master's mate of the "Bounty," and made a journey of about 4000 miles in an open boat before landing on the East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

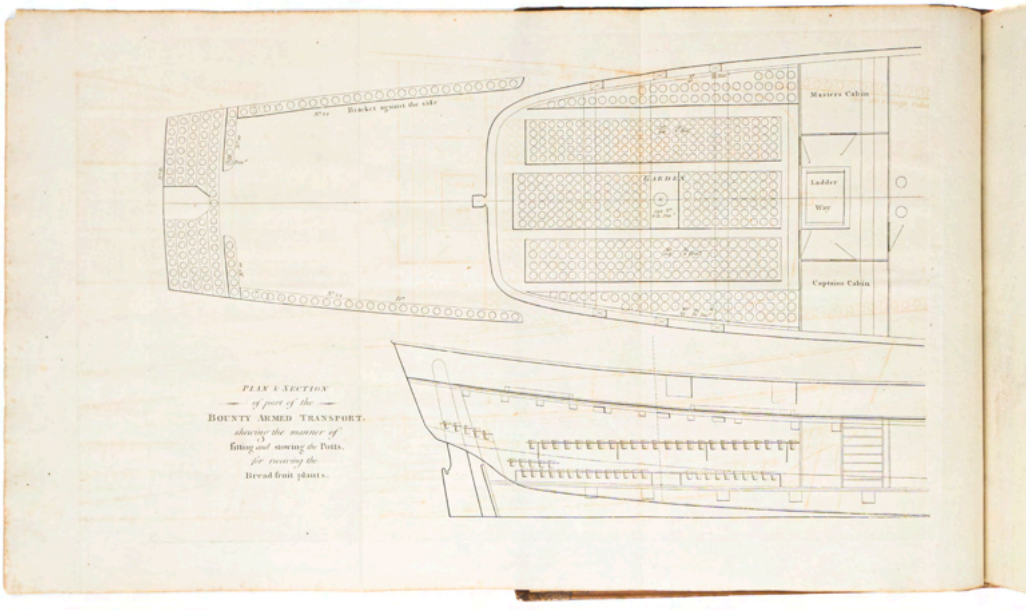


Interestingly enough, Bligh was subjected to two further mutinies in his career, though only the last, in New South Wales, can be blamed upon the harsh exercise of authority. Though Bligh's account of the mutiny had been published first in 1790, it was because, as the publisher explains in his Advertisement,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

Sabin 5910; Hill 135; Howgego, I, B107




District of
A R R E
P O
Matavai Bay
Sketch
North Part of Otaheite
References.


Masters Cabin
Ladder Way
Captains Cabin
Bracket against the side
Plan & Section
of part of the
Bounty Armed Transport.
shewing the manner of
fitting and stowing the Potts.
for receiving the
Bread fruit plants.

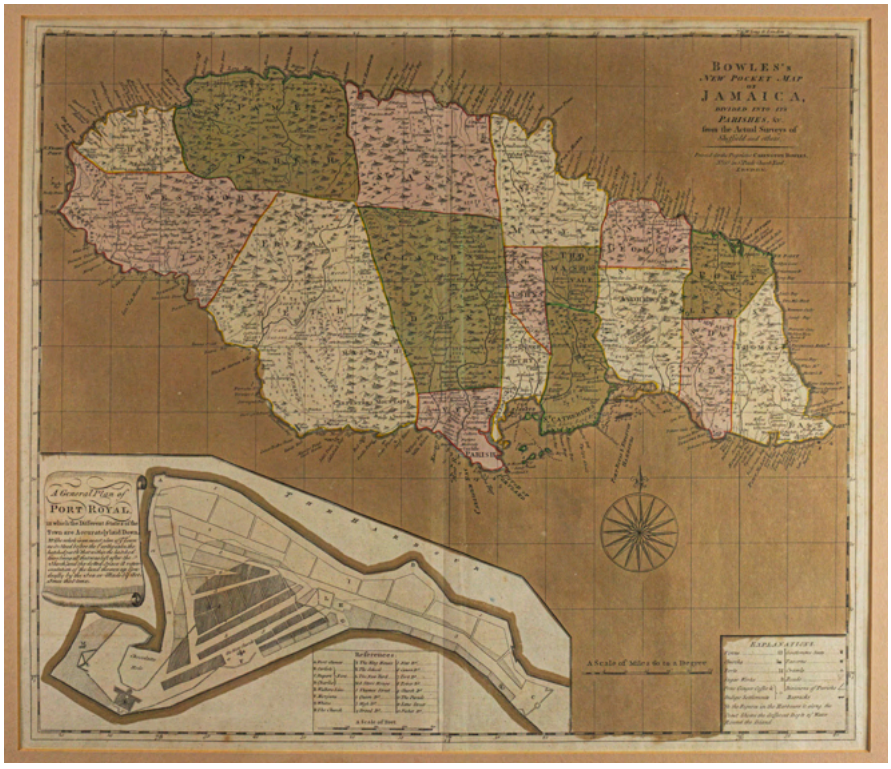
14. **BOWLES, CARRINGTON**, Bowles's New Pocket Map of Jamaica, Divided into its Parishes &c. from the Actual Surveys of Sheffield and Others.

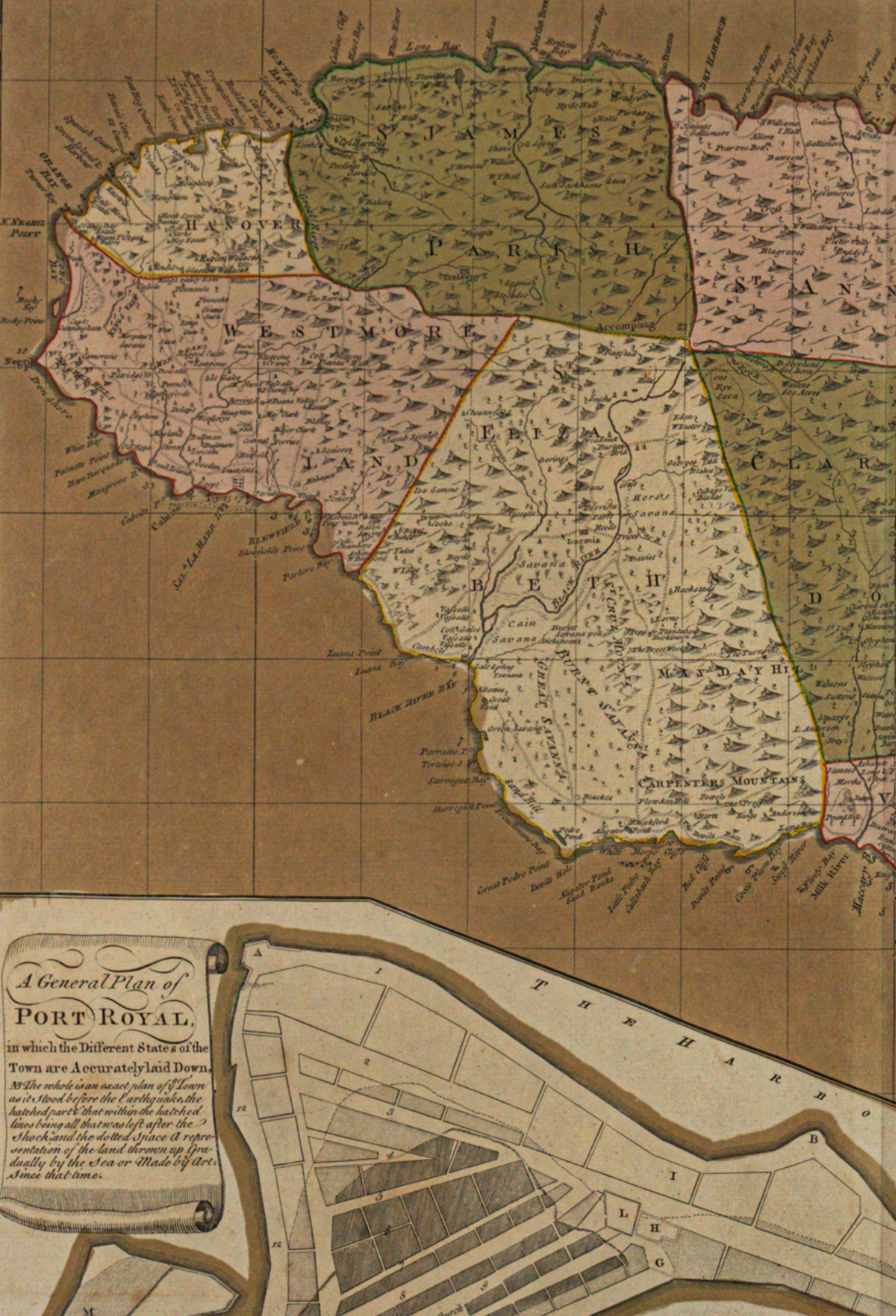
Engraved map with contemporary wash colouring, inset map of Port Royal, 485 x 560 mm, London, Carington Bowles, circa 1770.

£2,250

This handsome and scarce map of Jamaica is a reduced version of Patrick Browne's important large-scale map of the island, which was drawn from the surveys of Mr. Sheffield. It includes a vast amount of information including topographical details, parish boundaries, roads, towns, churches, forts, taverns, crawls (hog pens), settler's names, plantations (with notations on the dominant crops - sugar, ginger, coffee and indigo). Along the coastline there are a few soundings, safe anchorages and navigational hazards noted.

A large inset provides a plan of Port Royal that shows the infamous pirate stronghold both before and after the earthquake that destroyed much of the town in 1692.




ST JAMES
PARISH
HANOVER
WESTMORE
LAND
ST ANN
CLAR
ELIZA
BETH
MANDAY HILL
CARPENTERS MOUNTAINS
Savana
Cain
Accompong
Blewfield
Black River
Great Pedro Point
Alligator Pond
Milk River
A General Plan of
PORT ROYAL,
in which the Different States of the Town are Accurately laid Down.
N.B. The whole is an exact plan of the Town as it Stood before the Earthquake, the hatched part & that within the hatched lines being all that was left after the Shock, and the dotted Space A representation of the land thrown up Gradually by the Sea or Made by Art Since that time.
THE HARBO
A
B
G
H
I
L
M

A Fine Copy Of The First French Edition, First State

15. **BROUGHTON, WILLIAM ROBERT,** Voyage de découvertes dans la partie septentrionale de l'ocean Pacifique.

First French Edition, First State, 2 volumes. [6], xxxii, 243, [1]; [iv], 341, [3] pp. 3 large folding engraved maps, 4 engraved plates (3 folding) and 5 folding tables, contemporary tan calf gilt, red leather spine labels, spine gilt, 8vo (194 x 120 mm), Paris: Dentu, 1807. An excellent copy.

£1,250

Broughton was commander of Captain William Bligh's old ship, the Providence, when he joined Captain George Vancouver on his voyage to the northwest American coast. Great Britain's claim to the Oregon territory was largely based upon

Broughton's exploration of the mouth of the Columbia. He visited Port Stevens and Port Jackson in the summer of 1795. He also stopped at Nootka Sound and the Korean coast. Broughton set sail on La Providence (former ship of Capt. Bligh, famous shipwrecked of the Bounty).

After having made a half-circumnavigation (England, Rio de Janeiro, Australia, Tahiti & Sandwich Islands), Broughton arrived in the waters of the north of the Pacific (Japan, Korea, Kuril Islands), penetrating further than La Pérouse. Exploring the islands of the Bering Sea, he continued his route by the American coast, missed Vancouver, went back down towards California and crossed the Pacific again to Japan before returning to England. "The aim of these voyages was to explore the eastern coasts of Asia in search of the mythical lands of Jesso, and among the volcanic islands in these parts. The scientific team of these expeditions produced a very rich set of information, which concerns navigation, geography, the populations encountered and their languages" .
Chadenat 4220;Forbes 382; Howes B821; Sabin 8424.

VOYAGE

DE DÉCOUVERTES

DANS LA PARTIE SEPTENTRIONALE

DE

L'OCEAN PACIFIQUE,

FAIT PAR LE CAPITAINE W. R. BROUGHTON,

Commandant la corvette de S. M. B. *la Providence* et sa conserve,

PENDANT LES ANNÉES 1795, 1796, 1797 ET 1798;

DANS lequel il a parcouru et visité la côte d'Asie, depuis le 35.e degré nord, jusqu'au 52.e; l'île d'Insu, ordinairement appelée *Jesso;* les côtes Nord, Est et Sud du Japon; les îles de Likeujo et autres îles voisines, ainsi que la côte de Corée.

TRADUIT PAR ORDRE DE S. E. LE MINISTRE DE LA MARINE ET DES COLONIES,

PAR J. B. B. E****.

TOME PREMIER.

PARIS,

DENTU, Imprim.-Lib.re, rue du Pont-de-Lody, n.o 3.

M. D. CCC. VII.

16. **BURNEY, JAMES**, A Chronological History of the Discoveries in the South Sea or Pacific Ocean.

5 vol., FIRST EDITION, 28 engraved maps (16 folding), 13 engraved plates, full polished calf gilt, spines gilt in compartments, 4to (300 x 235mm), London Printed by Luke Hansard, and sold by G. and W. Nicol. 1803-1817

£11,000

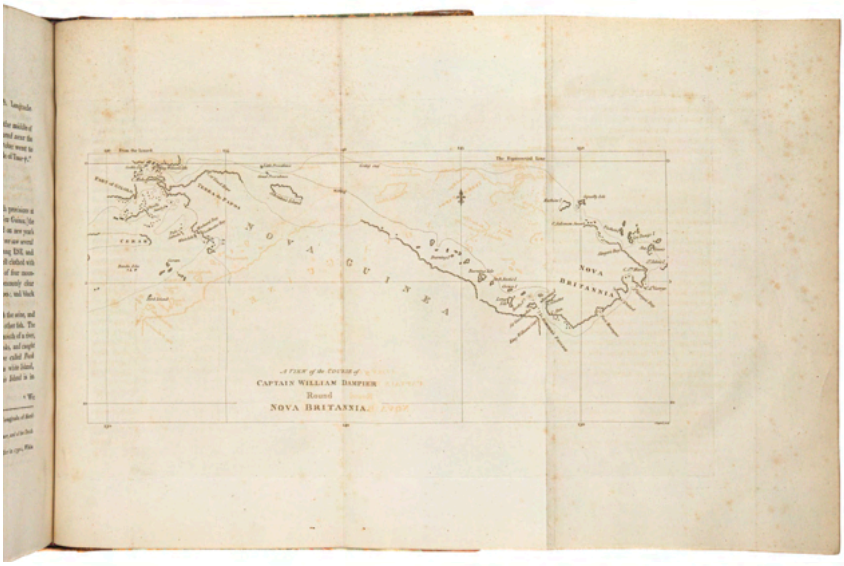
"The most important general history of early South Sea discoveries, containing practically everything of importance on the subject; collected from all sources, with the most important remarks concerning them, by Captain Burney, who was a great authority on the subject. Many of the early voyages to California would be inaccessible were they not herein collected. Burney accompanied Captain Cook on his second and third voyages. His access to the London literary world served to enhance the style of his great work, in which he carried the story of Pacific discovery from its beginnings through the period just prior to Cook's first voyage" (Hill).

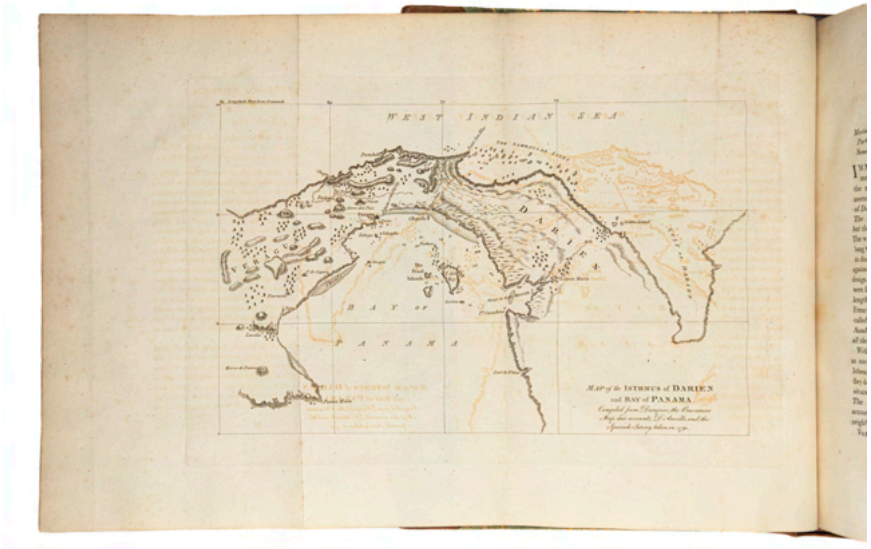
Admiral James Burney (1750-1812), son of Dr. Charles Burney, the historian of music and the brother of diarist and novelist Fanny Burney, was originally an officer in the Royal Navy and his various written work displays "a rare union of nautical science and literary research". Burney received encouragement from Sir Joseph Banks and enjoyed free access both to Banks's magnificent library of books and manuscripts, and to Dalrymple's collection of scarcer Spanish books. Whenever possible, he relied on manuscript accounts, generally comparing them with printed narratives for purposes of style.

"Burney entered the navy in 1764, and having served on the coast of North America and in the Mediterranean, sailed with Captain Cook in his second voyage, 1772-4, during which time he was



promoted to lieutenant. In 1775 he was in the Cerberus on the North American station, and was recalled to sail again under Cook in his third voyage. Consequently, on the deaths of Cook and Clerke, he came home in command of the Discovery, and was confirmed as commander on 2 Oct. 1780. In 1803 he began the publication of "A Chronological History of the Discoveries in the South Sea or Pacific Ocean", it is well known as the standard work on the subject" (D.N.B.).
Ferguson, 372; Hill, pp. 40-41; Hocken, pp. 30-34; O'Reilly-Reitman, 104; Sabin, 9387





First English Edition of One of the Earliest Works in English on World Exploration

17. **CASTANHEDA, FERNAO,** The First Booke of the Historie of the Discoverie and Conquest of the East Indias, Enterprised by the Portingales, in their Daungerous Navigations...

170pp, woodcut border device surrounding title, early ms on verso, woodcut initials throughout, an early but later calf binding with elaborate gilt drops, central gilt device on both covers, a very attractive binding, small 4to (194 x 137 mm), London: Thomas East, 1582

£27,500

Dedicated to Sir Francis Drake.

Originally published in Coimbra in 1551, the present text represents one of the most important historical works of the first great age of discovery. Translated by Nicholas Lichfield.

Most of the ...Historie... is devoted to the great Portuguese thrust into Asia in the early 16th century, chronicling their epic expansion to India, the East Indies, and China between 1497 and 1525. Castanheda himself spent some two decades in the Portuguese colonies in the East, particularly India, and so was well equipped to write this account. It is one of the primary sources for the early Portuguese trading empire, a model that the British were beginning to emulate at the time of publication.

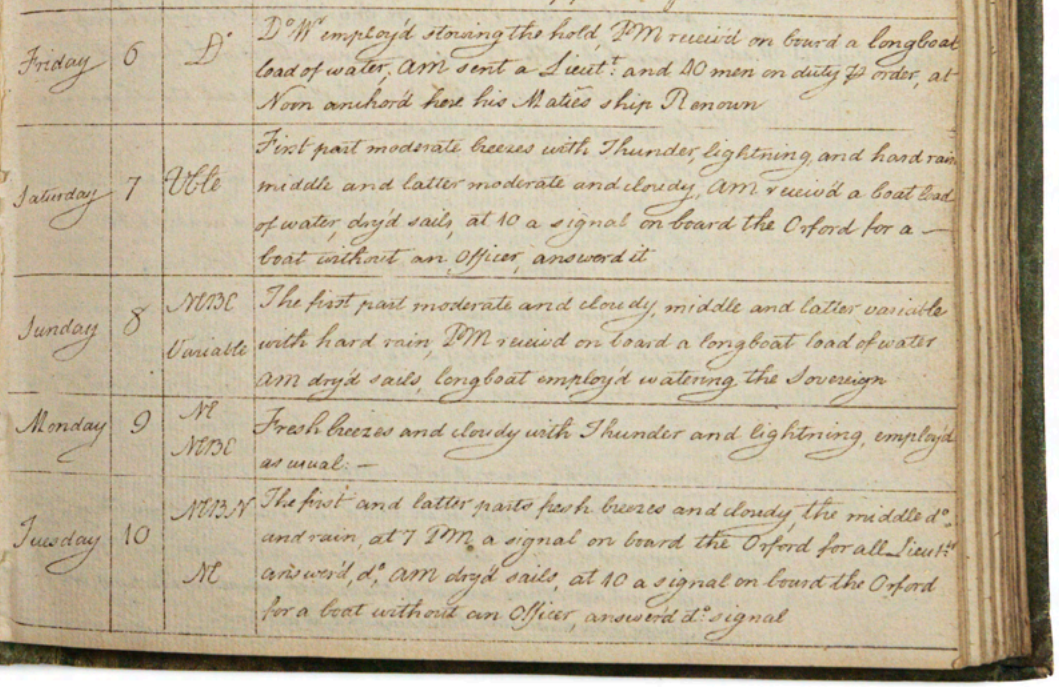
Penrose says of the author: "...he wrote an impartial book of outspoken sincerity which was the fruit of years of residence in the East." This work is equally important, however, for its American content, being the first to describe in detail the voyage of Cabral and his discovery of Brazil in 1500, while on his way out to the East Indies. Cabral's landing is the first recorded there, recounted in Chapters 29-31 of the present work.

Castanheda was the natural son of a royal officer, who held the post of judge in Goa. In 1528, he accompanied his father to Portuguese India and to the Moluccas. There he remained for ten years, from 1528 to 1538, during which he gathered as much information as he could about the discovery and conquest of India by the Portuguese, in order to write a book on the subject. In 1538, he returned to Portugal, having collected from written and oral sources material for his great historical work. In serious economic difficulties, he settled in Coimbra, where he held a modest post of bedel in the University of Coimbra.

"This English edition is very rare" (Hill). "A most interesting and rare book" (Sabin). Not in Church. Scarce.

European Americana 582/54; Hill 1035; Borba de Moraes 166-67; Penrose, Travel and Discovery in the Renaissance 274-79; STC 16806; Sabin 11391; Streeter Sale 26





Friday	6	D°	D° W° employ'd stowing the hold, PM receiv'd on board a long boat load of water, am sent a Lieut.t and 20 men on duty ꝑ order, at Noon anchord here his Maties ship Renown
Saturday	7	Vble	First part moderate breezes with Thunder, lightning, and hard rain middle and latter moderate and cloudy, am receiv'd a boat load of water, dry'd sails, at 10 a signal on board the Oxford for a — boat without an officer, answer'd it
Sunday	8	NBE Variable	The first part moderate and cloudy, middle and latter variable with hard rain, PM receiv'd on board a long boat load of water am dry'd sails, long boat employ'd watering, the Sovereign
Monday	9	NE NBE	Fresh breezes and cloudy with Thunder and lightning, employ'd as usual: —
Tuesday	10	NNW NE	The first and latter parts fresh breezes and cloudy, the middle d° and rain, at 7 PM a signal on board the Oxford for all Lieut.ts answer'd, d° am dry'd sails, at 10 a signal on board the Oxford for a boat without an Officer, answer'd d° signal

18. **HMS CENTAUR**, Ship's Log & Journal kept on board HM Ship Centaur, from 29 June 1760 to 5 April 1761 and from 22 September 1762 to 6 December 1763, in two non-consecutive volumes in the same meticulous and unusually elegant hand throughout.

2 vol., over 100pp and 200pp, an attractively-executed watercolour title showing the ship, with the legend: "The First cruize of his Majesties Ship the Centaur in the Wt Indies, off the Island of Hispaniola 1761", 4to, Contemporary green vellum, 1760-1763

£8,500

THE FIRST CRUIZE OF HIS MAJESTY'S SHIP THE CENTAUR IN THE WEST INDIES, OFF THE ISLAND OF HISPANIOLA 1761' – an unusually attractive, and comparatively early, Royal Navy log during the Seven Years War; covering operations in home waters during the blockade of French ports of 1760-61 and French attempts to intercept British merchant shipping; as well as operations in the West Indies and Cuba following the capture of Havana. The Centaur was a French 74-gun ship captured at the Battle of Lagos in August 1759 and commissioned into the Royal Navy in April 1760 under Captain Arthur Forrest, who was to command her until November 1761.

The entries made at sea comprising an hourly log (one day per page), those made in port being abbreviated (on the inside cover is written: "Note in this Book all Harbour work is omitted as the Journal fully Contains that:-"),

The log records the usual information as to weather and place, with additional journal entries of orders given ("...punish'd with 12 lashes Edward Bosworth for theft, read the articles of war & the Abstract of a late act..."), enemy action, or its threat ("...Saw the chace as we suppose & clear'd ship for Action/ Hoisted 2 boats out to tow the ships head round, ½ past set steering sails/ ½ past shortened sail brought too MTS [main-topsail] to mast, the highland over Isabella Bay SEBS 12 or 13 leagues, spoke the chace, she prov'd the Hero Privateer of Philadelphia on a cruize, who inform'd us the Ship we chas'd yesterday was his Majesties ship Renown, at 8 got in the boats & fill'd maintopsail...") and unusual occurrences ("...A meteor of fire of a large magnitude burst over the Ship by which Nicholas Allen, & Francis Hill were much hurt the former greatly burn'd, the latter

wounded in the head, the Shock was felt below in the orlop, like Elictricty; & a Sulpherous smell...")

In September 1782, Centaur was one of the ships escorting prizes and a large trade convoy back to Britain from Jamaica, when she foundered due to damage received in the 1782 Central Atlantic hurricane near the Grand Banks of Newfoundland. Captain John Nicholson Inglefield, along with eleven of his crew, survived the wreck in one of the ship's pinnaces, arriving at the Azores after sailing in an open boat for 16 days without compass quadrant or sail, and only two quart bottles of water; some 400 of her crew perished



19. **CHARLES I.**, By the King. A Proclamation prohibiting the buying or disposing of any the lading of the Ship called the Sancta Clara, lately brought into South Hampton.

Single leaf as issued, large historiated woodcut initial and Royal crest, paper loss to upper left corner, small tear with no loss of text, edges creased, folded, inscribed on verso, folio [340 by 230mm], Oxford, [Leonard Lichfield], [1643].

£2,000

A proclamation prohibiting the sale or disposal of valuable goods including silver and cochineal from the Spanish ship Sancta Clara pending an investigation into their lawful ownership. The proclamation's inception came at the behest of Don Alonco de Cardenas, King Philip IV of Spain's Ambassador to London. De Cardenas addressed the King in a speech given at Court at Oxford, and this proclamation was the immediate result. The Sancta Clara was the victim of an act of piracy whilst traversing the dangerous trade routes between the Spanish mainland and Europe. The pirate in question is the otherwise seemingly unknown captain Bennet Strafford, who along with his associates is accused of unlawfully seizing the vessel in Santo Domingo before bringing her back to Southampton in order to disperse the plundered booty. The inclusion of cochineal in her cargo would strongly indicate that the Sancta Clara had set off from Mexico before being waylaid at a Spanish port in the West Indies. Often overlooked for more glimmering bounties like silver and gold, the dyestuffs produced from indigenous Central American flora and fauna were of great value, and highly sought after in European markets. The proclamation specifically prohibits all persons "to buy, meddle with, or dispose of any part of the said Cocheneale". The fact that the taking of this ship threatened to cause a diplomatic incident between England and Spain, on the eve of the English Civil War, further evinces the value of this commodity. A translation of de Cardenas' full speech was printed the following year with the title A SPEECH, OR COMPLAINT, LATELY Made by the Spanish Embassadour to his Majestie at Oxford, upon occasion of the taking of a Ship called Sancta Clara. This gives further details of the incident, the severe sanctions threatened by the Spanish crown, and the immediate response of Lords Mawbray and Faulkland, including their disavowal of Bennet Strafford as a member of the King's Navy. OLCL finds copies of this broadside at BL, Huntington and Harvard. ESTC adds Oxford and Eton.

ESTC, R226402; Madden, 1158; Wing, C2691

BY THE KING.

A Proclamation prohibiting the buying or diſpoſing of any the lading of the Ship called the SANCTA CLARA, *lately brought into* South-Hampton.



COMPLAINT having been made unto His Majeſty, by *Don Alonco de Cardenas* Ambaſſador from the King of *Spaine*, that a Ship called the *Sancta Clara* belonging to the ſaid King and His Subjects, hath been lately treacherouſly brought to *South-Hampton*, by one Captain *Bennet Strafford* and others, from *Sancto Domingo*, the ſaid Ship being laden with Silver, Cochineale, and other Wares and Merchandizes to a very great value; And that the ſaid Ship and Goods, being by the ſaid Ambaſſador arreſted, and the ſaid *Bennet Strafford* apprehended, whilſt a ſuite for the ſaid Ship and Goods is depending in the Court of *Admiralty*, the Silver (part of the lading of the ſaid Ship to a very great value) hath been diſpoſed of contrary to Law, without any other ſecurity given for the ſame; then the empty Name of publicke Faith, which without His Majeſty cannot (as is well knowne to all the world) be engaged, or if engaged without His Majeſty, is not valid, or to be relyed on for ſatisfaction. And it is further complained by the ſaid Ambaſſador, That the Cocheneale, and other Merchandizes formerly ſequeſtred at *London* and *South-Hampton*, albeit they are not periſhable, but have rather encreaſed in their Price and Value, are likely to be ſold againſt the Will of thoſe who pretend to be the Owners, (Parties to the ſuite depending in the ſaid Court of *Admiralty*) which is alleadged to be apparently againſt the Rules of Law, and practices of that Court in ſuch Caſes. His Majeſty well weighing what may be the ill Conſequences of ſuch injurious Proceedings, manifeſtly contrary to the Law, and the Articles of Treaty between the two Crownes, and plainly foreſeeing how heavily it may light upon ſuch of His good Subjects; who have Eſtates in *Spaine*, and how deſtructive it may prove to the Trade and Commerce of his Subjects and Kingdomes, doth hereby not only expreſly Charge and Command the Judge of his *Admiralty*, and all others whom it may concerne, to proceed in a Buſineſſe of ſuch Value and conſequence, with Care, Expedition, and according to Juſtice; But doth alſo expreſly prohibite all perſons, of what condition ſoever, upon pretence of any Order or Warrant from one or both Houſes of Parliament, or any Authority derived from thence, to buy, meddle with, or diſpoſe of any part of the ſaid Cocheneale, or other Goods or Merchandizes belonging to the ſaid Ship, untill the propriety thereof ſhall be judicially decided and determined, Upon paine of His Majeſties high Diſpleaſure, and of being reſponſible and lyable to payment and ſatisfaction for whatſoever damage ſhall happen to any of His Majeſties Subjects, whoſe Goods or Eſtates ſhall for that Cauſe be embargued or ſeized in *Spaine*.

Given at the Court at Oxford, *the ſecond day of* January, *in the Eighteenth yeare of His* Majeſties *Reigne.*

God ſave the King.

ASSI-
89

20. *Chronicles of the Sea: or, Faithful Narratives of Shipwrecks, Fires, Famines, and Disasters Incidental to a Life of Maritime Enterprise; Together with Celebrated Voyages; Interesting Anecdotes, Etc. Etc.*

A complete run of the weekly numbers, 119 parts, bound in 2 vols., each part with woodcut vignettes, vol. 2 pp.378-406 and 426-464 misbound but complete, contemporary half sheep over marbled boards, handsomely rebacked, preliminary leaves slightly soiled, 4to, W. M. Clark for M. Moore, 1838-40.

£2,500

"THE PERILS OF THE DEEP MAY BE CONSIDERED THE GREATEST EVILS WHICH MEN CAN POSSIBLY ENDURE..."

A Very Scarce Work. Chronicles of the Sea was published every Saturday from the 6th of January 1838 until the 18th of April 1840. Each issue describes some tragedy or horror experienced at sea, with the title narrative illustrated in a woodcut vignette. The work covers all types of mariners, including whalers, smugglers, merchant sailors and navy ships. The manner of the misfortunes can range from encounters with pirates to encounters with ghosts; being stuck in pack ice or being marooned on desert islands.

Some of the articles are first hand accounts taken from log books, or in the case of Captain Richard Falconer, written specifically for the Chronicle. However, many describe important and infamous historical figures and their ventures.

Two issues are dedicated to the retelling of the Mutiny on the Bounty, one of the most well known mutinies that ever occurred in the British Royal Navy. On the 28th of April 1789, master's mate Fletcher Christian, along with eighteen mutineers, took control of the Bounty and cast the captain,



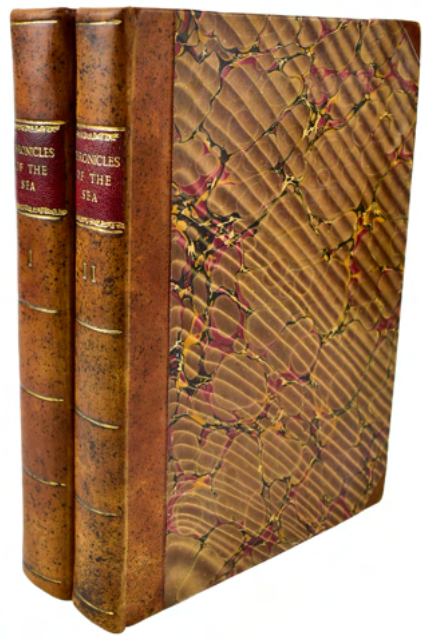
CHRONICLES OF THE SEA.

No. 81. PUBLISHED EVERY SATURDAY. Price Three-halfpence.

THE STORY OF ALEXANDER SELKIRK.

In the beginning of the year 1705, two ships, the St. George, of twenty-six guns, commanded by Captain Dampier, and the Cinque Ports, of sixteen guns, commanded by Captain Stradling, set sail from England to cruize against the Spaniards in the South Seas. On board of the latter vessel was a sailor of the name of Alexander Selkirk, whose strange adventures and long and lonely stay on an uninhabited island, Defoe took as the groundwork of his celebrated romance of Robinson Crusoe.

In the course of the voyage, it was found that the captains could not agree. They had frequent quarrels with each other, and long before the ships arrived at the island of Juan Fernandez, they had more than once threatened to part, and pursue a separate course. Having taken in water, however, at Juan Fernandez, they proceeded on their voyage; and coming in sight of a Spanish vessel, they forgot their disagreements for a time, and uniting their forces, attacked and took her. She proved to be a merchant ship with a valuable cargo. The division of the spoil, unfortunately, led to a fresh and more obstinate quarrel; in consequence of which, Dampier refused to sail any longer with Stradling. The ships accordingly parted; the former persevered in his cruize, while the latter returned to Juan Fernandez. Here dissension broke out among the crew; and while the Cinque Ports was taking in wood and water, Alexander Selkirk had so violent a quarrel with the captain that he determined to quit the ship altogether. He appears to have been rather passionate and hasty in his temper; and, seeing no sign on the part of Captain Stradling of a desire to baulk him of his humour, he persevered in his intention to leave the vessel; while the captain, on his side, glad to get rid of a man whom he disliked, and no doubt wishing to furnish an example to his mutinous crew, readily complied with Selkirk's request, whom he ordered to be sent ashore, with his box of clothes, his bedding, his gun, and some gunpow-



Lieutenant William Bligh, and eighteen of his men adrift in the Pacific Ocean in a small boat. Bligh, a skilled navigator, managed to navigate the small boat west across the Pacific using a couple of navigational instruments and two books containing mathematical, astronomical and geographical information. They undertook a voyage of 3618 nautical miles to return to England.

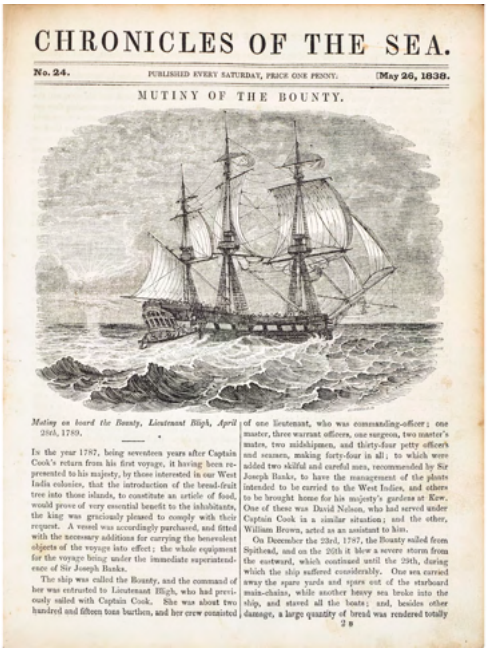
The shipwreck of the Medusa, immortalised in the famous painting 'The Raft of the Medusa' by Theodore Gericault, is reported in detail. In June 1816, an inexperienced captain ran the Medusa aground off the coast of West Africa. Due to a shortage of lifeboats, a makeshift raft was built to hold 147 people, mostly the lower classes and a handful of crew. The lifeboats briefly towed the raft until, in an act of cowardice and cruelty, the captain cut it loose to drift away. When the raft was found thirteen days later, only fifteen of the original 147 had were still alive. They had resorted to murder and cannibalism to survive.

Several issues are dedicated to the exploits of Captain William Dampier, one of the most important British explorers and buccaneers of the 17th century. Dampier was the first Englishman to set foot on Australia, and the first man to circumnavigate the world three times. Among his many extraordinary achievements, Dampier mapped the winds and the currents of the world's oceans for the first time.

In the second volume there is an extensive memoir of Lord Nelson, and articles covering the Battle of Trafalgar, anecdotes of Nelson and coverage of his memorial service.

Many other famous navigators and explorers adventures are described, including Privateer Alexander Selkirk, the inspiration for Defoe's Robinson Crusoe; French explorer La Perouse; and mathematician Richard Norwood, who surveyed Bermuda.

This is a rare and interesting work. The British Library and The National Library have complete sets. WorldCat mentions 5 other institutions with vol. 1 only.



CHRONICLES OF THE SEA.

No. 24. PUBLISHED EVERY SATURDAY, PRICE ONE PENNY. [May 26, 1838.

MUTINY OF THE BOUNTY.

Mutiny on board the Bounty, Lieutenant Bligh, April 28th, 1789.

In the year 1787, being seventeen years after Captain Cook's return from his first voyage, it having been represented to his majesty, by those interested in our West India colonies, that the introduction of the bread-fruit tree into those islands, to constitute an article of food, would prove of very essential benefit to the inhabitants, the king was graciously pleased to comply with their request. A vessel was accordingly purchased, and fitted with the necessary additions for carrying the benevolent objects of the voyage into effect; the whole equipment for the voyage being under the immediate superintendence of Sir Joseph Banks.

The ship was called the Bounty, and the command of her was entrusted to Lieutenant Bligh, who had previously sailed with Captain Cook. She was about two hundred and fifteen tons burthen, and her crew consisted of one lieutenant, who was commanding-officer; one master, three warrant officers, one surgeon, two master's mates, two midshipmen, and thirty-four petty officer's and seamen, making forty-four in all; to which were added two skilful and careful men, recommended by Sir Joseph Banks, to have the management of the plants intended to be carried to the West Indies, and others to be brought home for his majesty's gardens at Kew. One of these was David Nelson, who had served under Captain Cook in a similar situation; and the other, William Brown, acted as an assistant to him.

On December the 23rd, 1787, the Bounty sailed from Spithead, and on the 26th it blew a severe storm from the eastward, which continued until the 29th, during which the ship suffered considerably. One sea carried away the spare yards and spars out of the starboard main-chains, while another heavy sea broke into the ship, and stove all the boats; and, besides other damage, a large quantity of bread was rendered totally

2 B



CHRONICLES OF THE SEA.

No. 27.] PUBLISHED EVERY SATURDAY.—PRICE ONE PENNY. [June 9, 1838.

ADVENTURES AND PIRACIES OF CAPT. DAVIS.

Adventures and Piracies of Captain Howell Davis.

Captain Howell Davis was born at Milford, in the county of Pembroke, and was brought up to the sea from a boy. The last voyage he made from England was in the Cadogan snow, of Bristol, commanded by Captain Skinner, of which he was chief-mate. They were bound for the coast of Guinea, but they had no sooner arrived at Sierra Leone, than they were taken by the pirate England, who plundered the ship, and barbarously murdered Captain Skinner.

According to the account which Davis gave of the transaction, he states that England was very solicitous for him to join the pirate's crew, but he resolutely answered, that he would rather submit to be shot to death than sign the pirate's articles; upon which England, struck with his determined bravery, sent him and the rest of the men on board the snow, and appointed him captain of her, in the room of Skinner, commanding him to pursue his voyage. He also gave him a written paper, sealed up, with orders not to open it until he came into a certain latitude, and then, at the peril of his life, to comply with the orders which he would find set down. This Davis punctually complied with, and read it to the ship's company; it contained a generous deed of gift of the ship and cargo to Davis and the crew, with orders that he should go to Brazil and dispose of the lading to the best advantage, which he should fairly and equitably divide with the rest.

Davis immediately consulted the crew as to their willingness to follow these directions, but to his great surprise, he found the majority of them altogether averse to it, when, in a rage, he told them they might go where they pleased. They knew that part of their cargo was consigned to certain merchants at Barbadoes, and therefore steered for that island. Upon their arrival they related to the merchants to whom the goods were consigned, the unfortunate death of their late commander

2 x

21. **COCKBURN, JOHN,** A Journey over Land from the Gulf of Honduras to the Great South-Sea. Performed by John Cockburn, and five other Englishmen, viz. Thomas Rounce, Richard Banister, John Holland, Thomas Robinson, and John Ballman; Who were taken by a Spanish Guarda- Costa, in the John and Jane, Edward Burt Master, and set on Shoar at a place called Porto-Cavalo, naked and wounded, as mentioned in several News-Papers of October 1731. Ontaining, variety of extraordinary Distresses and Adventures, and some New and Useful Discoveries of the Inland of those almost unknown parts of America..... with A Brief Discovery of some Things best worth Noteinge in the Travells of Nicholas Withington, a Factor in the East-Indiase.

First Edition, two parts in one volume, with a folding engraved map, contemporary calf gilt, spine gilt in compartments, London, for C. Rivington, 1734-1735

£2,500

An extraordinary account.
The author and his men were captured by the pirate Henry Johnson and his crew of mostly Spanish pirates in the '*Two Brothers*', Cockburn and his loyal crew were marooned near Porto-Cavalo (present day Porto Barrios). They escaped from jail in San Pedro Sula in Honduras, crossed the Isthmus to San Salvador. They then crossed Guatemala to the Pacific, navigated the Gulf of Fonseca, and journeyed either by canoe or on foot to Panama eventually reaching the English Factory there.
Hill 324; Sabin 1409



Translator's Proof Copy

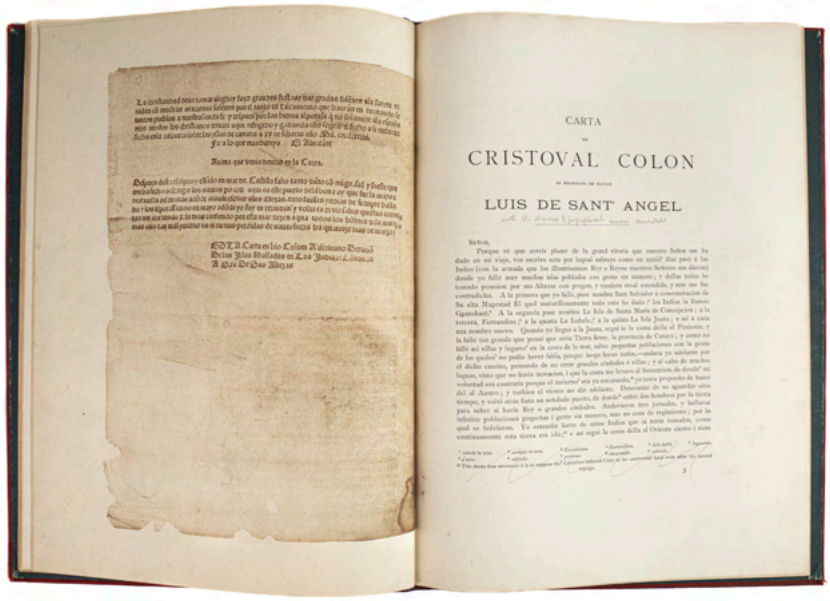
22. **COLUMBUS, CHRISTOPHER; KERNEY, MICHAEL [translator and editor],** The Spanish Letter of Columbus to Luis de Sant' Angel Escribano de Racion of the Kingdom of Arago Dated 15 February 1493 Reprinted in facsimile... from the Unique Copy of the Original Edition (printed at Barcelona early April 1493) now in possession of Bernard Quaritch.

PROOF COPY, translators pencil signature to frontispiece and detailed manuscript corrections and amendments throughout, 4 coloured plates, original roan-backed cloth, spine worn, folio, London, Bernard Quaritch, 1891

£6,500

A facsimile of the famous 'Columbus Letter', the first printed account of the New World, which Christopher Columbus wrote to King Ferdinand and Queen Isabella to inform them of his discovery of land, although at the time he still thought it was part of the Indies. The letter was written in Spanish and sent to Rome, where it was printed in Latin by Stephan Planck. In addition to announcing his momentous discovery, Columbus's letter also provides observations of the native people's culture and lack of weapons. Columbus declares that the land could easily be conquered by Spain.

The letter was soon printed in Barcelona and the only known copy of this printed version was discovered in Spain in 1889, was bought by Bernard Quaritch from a French dealer in 1890 and sold by him in 1892 to the Lenox Library in New York (now part of the New York Public Library). It is, by common acclaim, the most valuable item of printed Americana ever to have appeared on the market. No other copy of this, the earliest edition, a folio printed in Spanish at Barcelona in 1493, is


CARTA

DE

CRISTOVAL COLON

AL MAGNIFICO SR. RACIONAL

LUIS DE SANT ANGEL

—and Rome) in 1493, and which was frequently reprinted and translated afterwards. Although the Santangel letter had been printed not merely once as above said, but also a second time in the Ambrosian quarto, before the publication of the Sanchez letter in Latin; those two editions must have been carefully suppressed by authority. Otherwise we could not account for the singular fact that no allusion is made to them by any of the writers of the sixteenth century, and that their very existence was unknown till the second edition was discovered about thirty years ago in the Ambrosian library at Milan, and the first was found last year in Spain.

I.

The letter to the Sovereigns, which was Columbus' principal record of his first voyage, has unfortunately perished, with the exception, as stated above, of certain extracts in the Las Casas compendium of its text. The account given by Bernaldez of that voyage is chiefly derived from the Santangel-Sanchez letter, but shows by a greater amplitude in some instances that he had had access to the Letter to the Sovereigns. The ill-considered theory started by Varnhagen in 1869 (in the preface of his *Carta de Cristobal Colon*, printed at Vienna), that the Santangel letter—as known to him in its Ambrosian representative—was *the* letter to Ferdinand and Isabella, is easily disposed of. The many references in Las Casas to the letter to their Highnesses, especially the extracts in which he gives the *ipsa verba* of the Admiral, including a frequent use of the phrase *Vuestras Altezas*, prove that the two were quite distinct, and that the Santangel letter was no more than a brief compendium of the other. Consequently, the *Carta de sus Altezas* can only be consulted in the following books :—

Las Casas (Bartolomé de) Historia de las Indias . . 4 vols. 8vo. *Madrid*, 1875

Fernandez de Navarrete (Martin) Coleccion de los Viages y Descubrimientos . . 5 vols. small 4to. *Madrid*, 1825

Bernaldez (Andres) Historia de los Reyes Catolicos . . . 2 vols. 8vo. *Granada*, 1856

——— (a better edition), 2 vols. 8vo. *Sevilla*, 1870-75

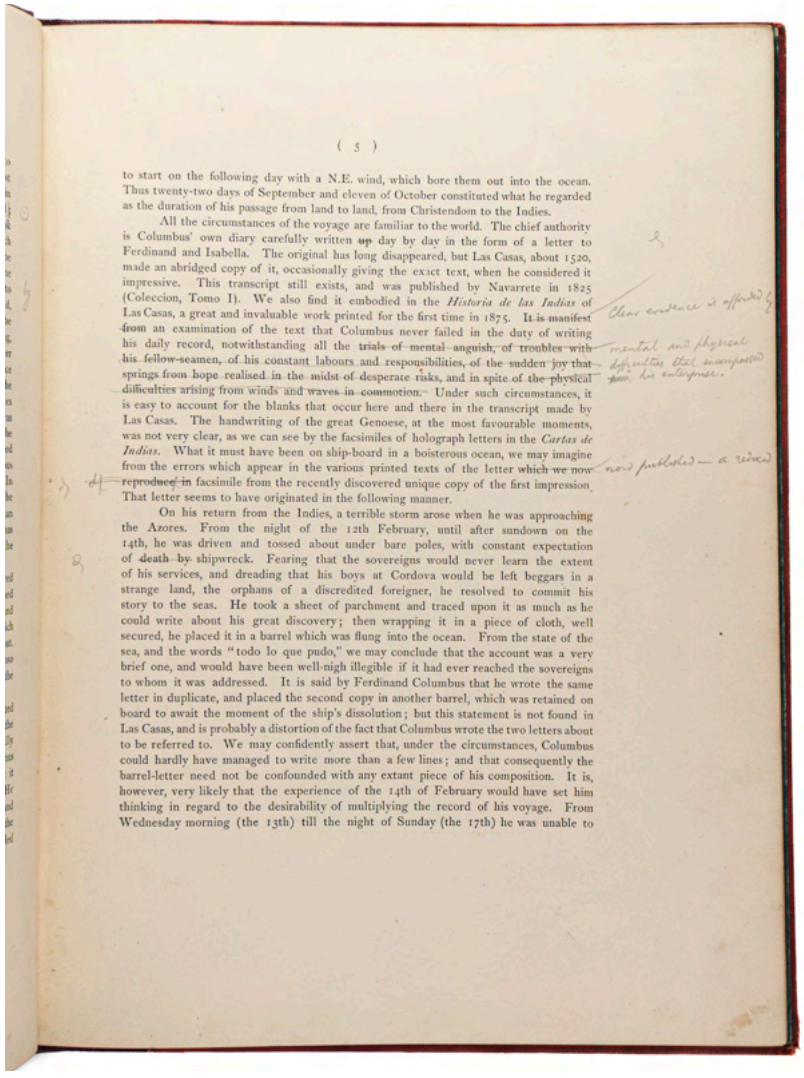
II.

The Carta al Escribano de Racion—that is, to Luis de Santangel—finished on the 15th February, 1493, in the vicinity of the Azores, was kept by Columbus till the 14th March, when he was at Palos. It was then apparently sent off by courier to Barcelona, and accompanied the Letter to the Sovereigns, as is shown by the inscription at the end—"Contenida a otra de sus Altezas." The dubious phrase *contenida á* has exercised the minds of many persons, unnecessarily as we think. *Contenida á* seems to mean no more than "accompanying," or "received along with." From Palos, then (and not from Seville, whither he went a few days later), he sent his Letter to the Sovereigns, and with it the letter to Santangel. This was on the 14th March, and, to judge from the date on the Latin Epistola, the Sanchez letter must also have been sent in company with the two others. We have the text of the royal answer, dated 30th March, 1493, and we

known.

Michael Kerney was the chief cataloguer at the antiquarian bookseller Bernard Quaritch and responsible for many of the firm's distinguished catalogues and productions. Kerney was responsible for an enduring contribution to scholarship, producing the first authoritative study of the Spanish Letter of Columbus document. A natural linguist with an extensive knowledge of books and early manuscripts he taught himself Arabic, Persia and other eastern tongues to add to his Greek, Latin and various modern European languages.

A proof copy of a scarce and important work that contributes scholastic validity to the claim of the first piece of printing to reveal to the Old World the existence of the New.



(5)

to start on the following day with a N.E. wind, which bore them out into the ocean. Thus twenty-two days of September and eleven of October constituted what he regarded as the duration of his passage from land to land, from Christendom to the Indies.

All the circumstances of the voyage are familiar to the world. The chief authority is Columbus' own diary carefully written ~~up~~ day by day in the form of a letter to Ferdinand and Isabella. The original has long disappeared, but Las Casas, about 1520, made an abridged copy of it, occasionally giving the exact text, when he considered it impressive. This transcript still exists, and was published by Navarrete in 1825 (Coleccion, Tomo I). We also find it embodied in the *Historia de las Indias* of Las Casas, a great and invaluable work printed for the first time in 1875. ~~It is manifest from~~ an examination of the text that Columbus never failed in the duty of writing his daily record, notwithstanding all the ~~trials of mental anguish, of troubles with his fellow-seamen, of his constant labours and responsibilities, of the sudden joy that springs from hope realised in the midst of desperate risks, and in spite of the physical difficulties arising from winds and waves in commotion.~~ Under such circumstances, it is easy to account for the blanks that occur here and there in the transcript made by Las Casas. The handwriting of the great Genoese, at the most favourable moments, was not very clear, as we can see by the facsimiles of holograph letters in the *Cartas de Indias*. What it must have been on ship-board in a boisterous ocean, we may imagine from the errors which appear in the various printed texts of the letter ~~which we now reproduce~~ in facsimile from the recently discovered unique copy of the first impression. That letter seems to have originated in the following manner.

On his return from the Indies, a terrible storm arose when he was approaching the Azores. From the night of the 12th February, until after sundown on the 14th, he was driven and tossed about under bare poles, with constant expectation of ~~death by~~ shipwreck. Fearing that the sovereigns would never learn the extent of his services, and dreading that his boys at Cordova would be left beggars in a strange land, the orphans of a discredited foreigner, he resolved to commit his story to the seas. He took a sheet of parchment and traced upon it as much as he could write about his great discovery; then wrapping it in a piece of cloth, well secured, he placed it in a barrel which was flung into the ocean. From the state of the sea, and the words "todo lo que pudo," we may conclude that the account was a very brief one, and would have been well-nigh illegible if it had ever reached the sovereigns to whom it was addressed. It is said by Ferdinand Columbus that he wrote the same letter in duplicate, and placed the second copy in another barrel, which was retained on board to await the moment of the ship's dissolution; but this statement is not found in Las Casas, and is probably a distortion of the fact that Columbus wrote the two letters about to be referred to. We may confidently assert that, under the circumstances, Columbus could hardly have managed to write more than a few lines; and that consequently the barrel-letter need not be confounded with any extant piece of his composition. It is, however, very likely that the experience of the 14th of February would have set him thinking in regard to the desirability of multiplying the record of his voyage. From Wednesday morning (the 13th) till the night of Sunday (the 17th) he was unable to

Drake's English Pirates

23. **CONTRERAS, PEDRO MOYA DE**, Arrest Warrant Issued for the Capture of Two English Pirates for Heresy and a Prison Break by the Inquisitor of New Spain 1573.

Pedro Moya de Contreras, Mexico City, 9th day of March, 1573, size 450 x 320mm

£10,000

Arrest Warrant For English Pirates Signed By The First Inquisitor of New Spain in 1573.

Remarkable arrest warrant, signed by the Inquisitor of New Spain, directing the arrest and capture of 5 accused heretics, including two English Pirates, who had recently completed a daring jail break from prison in Mexico City.

This is an official arrest warrant, dated March 9, 1573, ordered by Pedro Moya de Contreras (c. 1528-1591), first inquisitor of the newly founded Mexican Inquisition, addressed to Don Alonso Sánchez de Miranda, Dean of Guadalajara.

Moya de Contreras arrived in New Spain in 1571, as the newly appointed inquisitor, thereafter rising to the office of Archbishop of Mexico City and finally Viceroy of New Spain (1584-1585). This two-fold letter is part of the legacy of the Inquisition in the New World, aimed at ecclesiastical authorities and their flock to raise awareness of the rampant menace of Lutheran individuals in Mexico.

Following the failed attempt by the fabled pirates Francis Drake and John Hawkins to seize San Juan de Ulúa in 1568, about 500 mostly English pirates remained stranded in New Spain. Over the course of the next several years, these 500 scattered throughout Mexico, where they intermingled with the locals. Some 77 of these fell into the hands of Luis Carvajal the elder, alcalde mayor of Tampico. Carvajal, a converso, was the patriarch of the Carvajal family which was later tragically tortured and murdered by the Inquisition as crypto-Jews. They were delivered to Mexico City as prisoners of war, and were given relatively minor sentences of forced labor in various places throughout Mexico.

With the arrival of Moya de Contreras in 1571, the remaining pirates were no longer considered as mere prisoners of war, but as heretics - "Luteranos" - and as such subject to the Inquisition's regulations. In 1572, Pedro Moya de Contreras issued a general order for all remnants of the Hawkins expedition to be apprehended and put to trial in New Spain. As a result, about 36 were again rounded up, captured and condemned for heresy. This group was processed through the Inquisition's court, where they were subjected to a grand auto-da-fe in 1574, the largest ever held.

Three of these pirates are mentioned in Moya's letter to Don Alonso Sánchez de Miranda:

"Guillermo de Siles, a Frenchman of 24 years of age, small in height, with pale features, with little growth of hair on his face, small blue eyes (...)"

"Pablo Haquines de la Cruz (Paul Hawkins), an Englishman [who came] with the armada of John Hawkins, with sturdy shoulders and pale features, with little growth of hair on his face, of about 20 years of age (...)"

Nos el doctor don P.º Moya de contreras Inq.or App.co contra la heretica
Pravedad y Apostasia en la ciudad de Mex.co y Provincias de
la nueva españa por auctoridad app.ca &c.a mandamos a vos
el R.do don Alonso Sanchez de miranda dean de guadalaxara
comisario deste S.to off.o que prendais los cuerpos de gomez de leon
vecino de su mag.d v.º de la Puebla de los angeles hombre de hasta
treinta años muy blanco de Rostro de buena estatura llevava
vestido una Ropilla y herreruelo verde. Y a Juan Gonçalez
cap.º v.º de Toluca hombre viejo de edad de cinq.ta años cano, flaco
pequeño de cuerpo. Poca barva La Nariz corva, y colorado
tomas hombre que tiene la del monte vestido de negro. Y a
guillermo de Silce frances de edad de veinte y quatro años
Pequeño de cuerpo blanco de Rostro poca barva Rubia
y los ojos muy pequeños y zarcos vestido un jubon y
calçones de xerga. Y a Pablo Haquines de la cruz
yngles de los que vinieron en la armada de Ju.o Haquines
moço algo cargado de espaldas grueso blanco de Rostro
sin barvas de hasta v.te años. Y a andres martin yngles de
los de la dha armada moço sin barvas espigado blanco
de Rostro de hasta diez y ocho años ladinos ambos en la
lengua española q todos estos anoche domingo, seys del
presente a las ocho se minaron una de las carceles deste S.to off.o
y asi que andan huidos los quales podais sacar de qualq.r
yglesia o lugar sagrado o previllegiado q estuvieren en
vro distrito o fuera del por vuestra persona o por otra
a quien por virtud de la p.te nombraredes o por este
q este nro mandam.to vaya rubricado por vro not.o dando ansi
mesmo aviso y mandado de ello a los demas lugares y Pueblos
desse obispado y mandando apregonar y publicar este nro mandam.to
y q ning.a persona español ni yndio de qualq.r estado y condi
cion q sea los Recepte oculte ni encubra ni los den [illegible] ni de
favor ni ayuda ni mantenimientos ni cavalgaduras y

y los q dellos supieren lo manifiesten en cabeça de la persona
q nombraredes so pena q se procederia contra ellos q cual
contra los q hizieran como contra Receptadores y Encu
bridores de Hereges y demas de lo cayan en y incurran
en pena de excomunion mayor late sententiæ y Per
dimiento de todos sus bienes que para todos los q lo susodicho
No dexamos Poder y comission y para q cada y qualq persona
assi Español como mestiço yndio negro o mulato aun
q no sea por nos nombrado los pueda prender como dicho es
para q traygan los q hallare Receptadores y encubridores
hagan dellos Ynformaçion y nos la embiad original sin
proceder adelante en la prision alguna. Dada en la ciudad
de Mexico a diez dias del mes de março de mill y quinientos y ochenta y tres años

El Doctor Moya

del Corral

Por mandado del Señor

Pedro de los Rios

"Andres Martin (Andrew Martin) an Englishman with those from the said armada, young man without growth of hair, tall and slim, with pale features of about 18 years of age."

The three had escaped from the Jail of the Inquisitor by burrowing under the walls of the cell in the middle of the night, an escape which was apparently previously unrecorded. The arrest warrant provides that should anyone contravene the order or give aid to these heretics, they will face the prospect of "latae sentenciae excommunication" including the sequestration of their possessions.

The actions of Pedro Moya de Contreras, at that time under the supervision of Pedro de los Ríos, chief inquisitor in Mexico, clearly reflect all new precepts and creeds from the Tridentine Council (1545-1563) brought along to the New World to reform the Catholic faith.

The following is an English Translation of the arrest warrant, provided by Boris Bruton:

We doctor don Pedro Moya de Contreras, apostolic inquisitor against vile heresy and apostasy, for the city of Mexico and Provinces of New Spain, by our authority apostolic etc., order you, Reverend don Alonso Sanchez de Miranda, dean of Guadalajara, commissary of this Holy Office, to arrest the persons of Gomes de Leon, his Majesty's servant (or His Majesty's scribe), resident of Puebla de Los Angeles, a man of about 30 years old, very fair of complexion, of a good height, wearing breeches with a short green cape; and Francisco Gonzales, captain, resident of Toluca, elderly man of about 50 years, grey-haired, short in size, scant beard, hooked nose and tanned as though coming from the mountains, dressed all in black. And William de Siles, Frenchman, about 24 years old, short, fair complected, scant blond beard, small blue eyes, dressed in doublet and pants of coarse cloth; And Pablo Hawkins de la Cruz, Englishman, one of those who came on the fleet of John Hawkins, young man somewhat stooped, heavy-set, fair, beardless, about 20 years old. And Andrew Martin, Englishman, member of the same fleet, young man, beardless, lanky, fair, about 18 years old. Both of these are fluent in Spanish.

Last Sunday. All these men, last Sunday night, the eighth of this month, about midnight, burrowed through one of the cells of this Holy Office and escaped. These men you may seize and remove from any church or any other sacred, exempted place, whether in your district or outside of it, in your own person or others, whom you shall choose by authority of this letter or in prosecution of this our order, as authorized on your own authority, relaying my own warning and order with respect to all the other towns and cities of your bishopric. You are to order, announce, and publish this order, so that no person, whether he be Spanish or indian of whatever class or distinction, shall receive, hide, shelter, help on their way, give any benefit or supplies or mounts (horses) to them;

and anyone who shall have information concerning these felons shall it to you or whomever you will have designated for this. Those who act contrary to this, will be liable for prosecution for having received and sheltered heretics, and in addition, they shall incur the penalty of automatic excommunion (excomunion latae sentenciae) and forfeiture of all their property. To accomplish all the foresaid, we give the power and authority for any person, Spanish, mestizo, indian, negro or mulato, even if he has not been appointed officially by you, to arrest these men, as noted, so that if anyone has given shelter or concealed them , let a report be made of it and send it to us without delay.

Written in Mexico City, the 9th day of March, 1573.

[Signed] Doctor Moya de Contreras / by order of the Señor Inquisitor / Pedro de los Rios

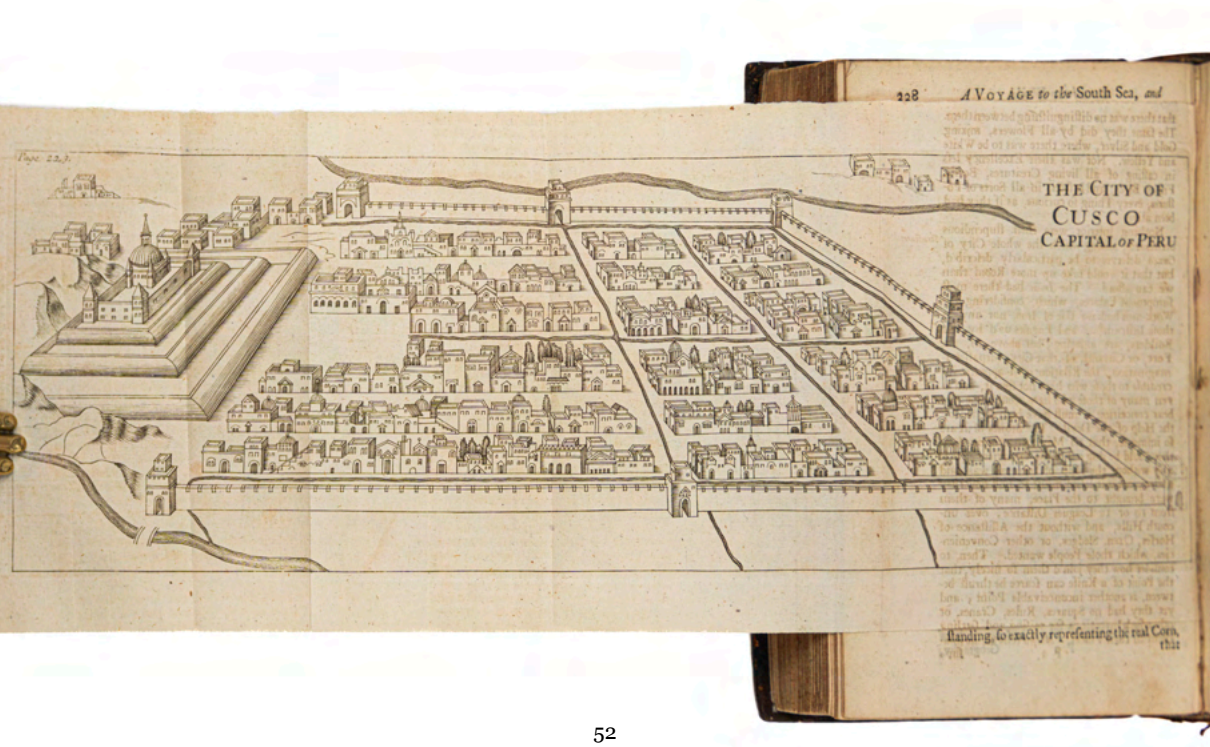
First and Best Edition of this Famous Buccaneering Voyage

24. **COOKE, CAPTAIN EDWARD**, A Voyage to the South Sea, and Round the World, Perform'd in the Years 1708, 1709, 1710, and 1711, by the Ships Duke and Dutchess of Bristol. Containing a Journal of all memorable Transactions during the said Voyage; the Winds, Currents, and Variation of the Compass; the taking of the Towns of Puna and Guayaquil, and several Prizes, one of which a rich Acapulco Ship. A Description of the American Coasts, from Tierra del Fuego in the South, to California in the North, (from the Coasting-Pilot, a Spanish Manuscript). .....Wherein an Account is given of Mr. Alexander Selkirk, his Manner of living and taming some wild beasts during the four Years and four Months he liv'd upon the uninhabited Island of Juan Fernandes.

FIRST EDITION, [24], 456, [12] pp., 16 engraved plates and 4 folding maps including a map of the world, contemporary panelled calf gilt, rebacked, 8vo [200 x 120mm], London H.M. for B. Lintot & R. Gosling, 1712. A fine copy.

£5,000

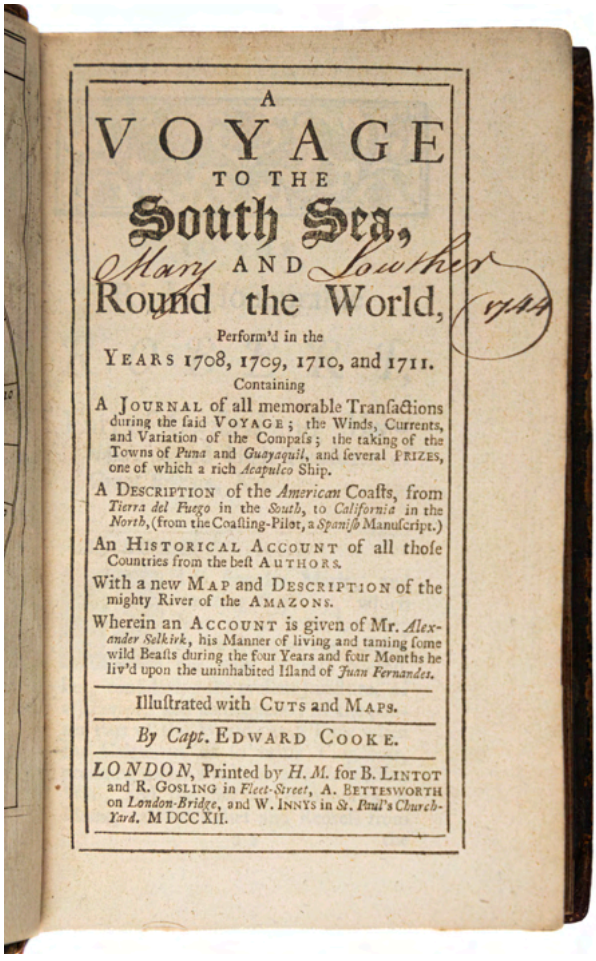
One of the most important Buccaneering and Pacific voyages.
A consortium of prominent citizens of Bristol, England's second largest port in 1708, purchased two ships: the 320 tons, 30 guns ' *Duke*' and the 260 tons, 26 guns ' *Duchess*'. This work by Edward Cooke is one of two published simultaneously, describing their pursuit for Spanish gold with William Dampier in his third and final circumnavigation of the world, acting as pilot to the voyage. They captured the Spanish Treasure Galleon *Nuestra Senora de la Encarnacion Disengano* carrying



a hold of gold and jewels. They brought the treasure back to Bristol amid huge celebrations and national interest.

Cooke was second Captain of the *Duchess*, part of the buccaneering expedition of Capt.Woodes Rogers circumnavigating the globe, visiting the coast of California in 1709, attacking the Spanish on the west coast of South America. There is an account of California, with a plate showing a native of the region. The expedition also put in at the island of Juan Fernandez where they discovered the castaway, Alexander Selkirk, who had sailed with Dampier and been stranded on the archipelago after various arguments. Selkirk became the inspiration for Defoe's Robinson Crusoe. Including a description, taken from a Spanish manuscript, of the west coast of America from Tierra del Fuego to California.

A rush to issue an account of this voyage developed between the publishers of this narrative and that of Woodes Rogers.
Hill 372;Sabin 16303; NMM 1:99 ;Wagner Spanish Southwest 77.



A
VOYAGE
TO THE
South Sea,
AND
Round the World,
Perform'd in the
YEARS 1708, 1709, 1710, and 1711.
Containing
A JOURNAL of all memorable Tranſactions during the ſaid VOYAGE; the Winds, Currents, and Variation of the Compaſs; the taking of the Towns of *Puna* and *Guayaquil*, and ſeveral PRIZES, one of which a rich *Acapulco* Ship.
A DESCRIPTION of the *American* Coaſts, from *Tierra del Fuego* in the *South*, to *California* in the *North*, (from the Coaſting-Pilot, a *Spaniſh* Manuſcript.)
An HISTORICAL ACCOUNT of all thoſe Countries from the beſt AUTHORS.
With a new MAP and DESCRIPTION of the mighty River of the AMAZONS.
Wherein an ACCOUNT is given of Mr. *Alexander Selkirk*, his Manner of living and taming ſome wild Beaſts during the four Years and four Months he liv'd upon the uninhabited Iſland of *Juan Fernandez*.
Illuſtrated with CUTS and MAPS.
By Capt. EDWARD COOKE.
LONDON, Printed by *H. M.* for B. LINTOT and R. GOSLING in *Fleet-Street*, A. BETTESWORTH on *London-Bridge*, and W. INNYS in *St. Paul's Church-Yard*. M DCC XII.

25. **DALRYMPLE, ALEXANDER**, A Collection of Voyages chiefly in the Southern Atlantick Ocean. Published from Original M.S.S.

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

£10,000

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

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

Alexander Dalrymple was employed as a hydrographer by both the British East Indian Company and the British Admiralty and was responsible for the preparation and publication of a large number of charts of Southeast Asia and the South Pacific. This book describes the geography and hydrography of the lands visited and the customs of the native people as recorded in the journals of Spanish explorers.

In support of his plans, Dalrymple here publishes accounts of the voyages of Edmund Halley (in 1698, 1699 and 1700), Ducloz Guyot de St. Malo (in 1753), Loziers Bouvet (in 1738-1739) and John McBride in 1766-1767.

A

COLLECTION of VOYAGES

Chiefly in

THE SOUTHERN ATLANTICK OCEAN.

Publiſhed from ORIGINAL M.S.S.

By

ALEXANDER DALRYMPLE.

LONDON:

Printed for the AUTHOR, 1775.

Sold by *J. Nourſe*, Bookſeller in Ordinary to His Majeſty; *P. Elmſly*, STRAND; *Brotherton* and *Sewell*, CORNHILL; *Jefferys* and *Faden*, ST. MARTIN'S-LANE; and, *A. Dury*, DUKE'S-COURT.

A Particularly Handsome Set Of The Collected Edition Of Dampier's Voyages

26. **DAMPIER, WILLIAM**, A Collection of Voyages.

4 vol. 8. (198 x 121mm), 63 engraved maps and plates, many folding, engraved tail-pieces throughout, with title-pages to the seventh edition of Dampier's A New Voyage Round the World and the third edition of A Voyage to New-Holland in vols 1 and 3 respectively, handsome unsophisticated contemporary full tan calf, with red morocco labels, lettered in gilt, London: James and John Knapton, 1729.

£8,500

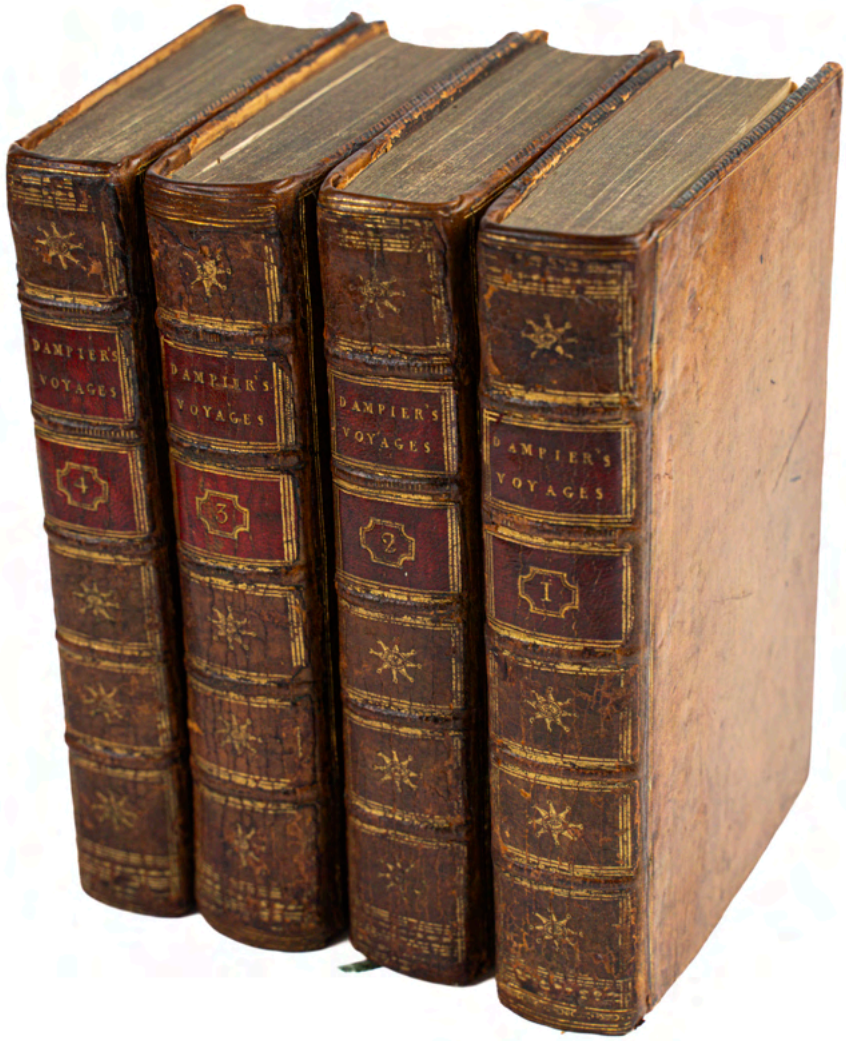
'Generally considered the best' (Sabin), including the narratives of Wafer, Sharp, Wood, Funnel and Hacke.

'William Dampier combined a swashbuckling life of adventure with pioneering scientific achievements. In 1676, he started his career as a buccaneer preying on ships on the Spanish Main and struggling through the impenetrable jungle of the Isthmus of Panama in search of gold. He could easily have ended up on the gallows. Poor and obscure yet determined to sail the world to make his fortune, he was to become the first person to circumnavigate the globe three times. Among his many extraordinary achievements, Dampier mapped the winds and the currents of the world's oceans for the first time. He inspired Darwin one hundred and fifty years later with his notes on the wildlife of the Galapagos islands and elsewhere. His portrait in London's National Portrait Gallery shows a lean, strong-featured man with a thoughtful expression, brown shoulder-length hair and a plain coat, holding a book in his hand. He is styled 'Pirate and Hydrographer' but even that tells only part of his story. He was a pioneering navigator, naturalist , travel writer and explorer, as well as



hydrographer who was, indeed, quite happy to seek his fortune as a pirate.' Preston.

It was his descriptions of the aborigines at King Sound which probably inspired Swift's 'Yahoos' in Gulliver's Travels.
Hill 422; Sabin 18373; cf. Borba de Moraes I, pp242-244.



One of the Most Famous of the Buccaneering Voyages

27. **DAMPIER, WILLIAM**, A New Voyage Round the World, Describing particularly, The Isthmus of America, several Coasts and Islands in the West Indies, the Isles of Cape Verd, the Passage by Terra del Fuego, the South Sea Coasts of Chili, Peru, and Mexico...

2 vol., fourth edition, [10], vi, 550, [4]pp., stamp to titles blacked out, 5 maps and plates (4 folding); [8], 184, 132, [4], 112, [76], 7 folding maps and plates, vol. 1 folding plates reinforced with linen, slight foxing, 20th C. half black calf over marbled boards, marbled endpapers, original end papers, 8vo, London, for James Knapton, 1699.

£2,250

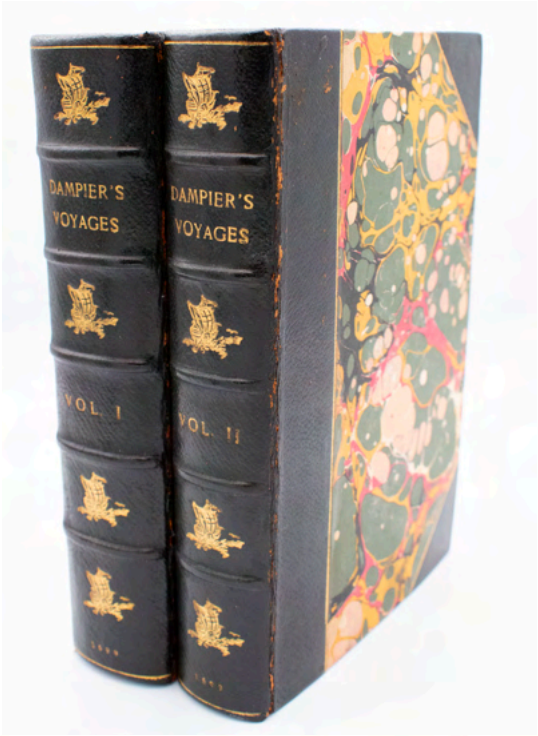
William Dampier, an orphan of Weymouth, England, spent twelve and a half years as a pirate, plundering ships in the West Indies and Central America, and eventually making his way across the Pacific to the Philippines, the East Indies, and Australia. Having set out in 1679, he returned home in 1691 and published his carefully-kept journal in 1697; it proved to be a sensation. Dampier may have been a buccaneer, but he was such an astute observer of people, places, and natural history and his works are often included with the publications of more explicitly scientific expeditions.

'William Dampier combined a swashbuckling life of adventure with pioneering scientific achievements. In 1676, he started his career as a buccaneer preying on ships on the Spanish Main and struggling through the impenetrable jungle of the Isthmus of Panama in search of gold. He could easily have ended up on the gallows. Poor and obscure yet determined to sail the world to make his fortune, he was to become the first person to circumnavigate the globe three times. Among his many extraordinary achievements, Dampier mapped the winds and the currents of the world's oceans for the first time. He inspired Darwin one hundred and fifty years later with his notes on the wildlife of the Galapagos islands and elsewhere. His portrait in London's National Portrait Gallery shows a lean, strong-featured man with a thoughtful expression, brown shoulder-length hair and a plain coat, holding a book in his hand. He is styled 'Pirate and Hydrographer' but even that tells only part of his story. He was a pioneering navigator, naturalist , travel writer and explorer, as well as hydrographer who was, indeed, quite happy to seek his fortune as a pirate.' Preston.

It was his descriptions of the aborigines at King Sound which probably inspired Swift's 'Yahoos' in Gulliver's Travels.

After years of adventure along the coasts of Spanish America Dampier joined Captain Swan in the Cygnet in 1685. Swan was also eager to try his hand in the western Pacific, and after taking several small Spanish prizes among the East Indian Islands, they made for the vaguely known coast of New Holland, which was sighted on 4th June, 1688, near the Lacepede Islands. The vessel sailed along the coast to the entrance of King Sound, where she was repaired. Here Dampier made a full survey of the country and noted its inhabitants as the most miserable people in the world. As such, Dampier is regarded as being the first Englishman to set foot on the Australian mainland.

This is the corrected 4th edition of Volume I, as issued with the first edition of Volume II.
[Borba de Moraes, pages I:242-243; European Americana 699/57-58; Hill 419; Sabin 18374-5.]


DAMPIER'S
VOYAGES
VOL. I
DAMPIER'S
VOYAGES
VOL. II


The Moguls
Bengala
China
Formosa I.
Dampr. Voy. Vol. I. Plate 3.
The Tropick of Cancer
Bay of
Bengale
Siam
Cochin
China
The Philippine
Islands
The Ladrone
Islands
The Spice
Islands
The Equator
Borneo
The Indian Sea
I. Cocos
New Holland
The Tropick of Capricorn
or Terra Australis
Incognita.
English Miles
A Map of the
East Indies

"The First Collected And Most Complete Edition Of Drake's Voyages" (Church).

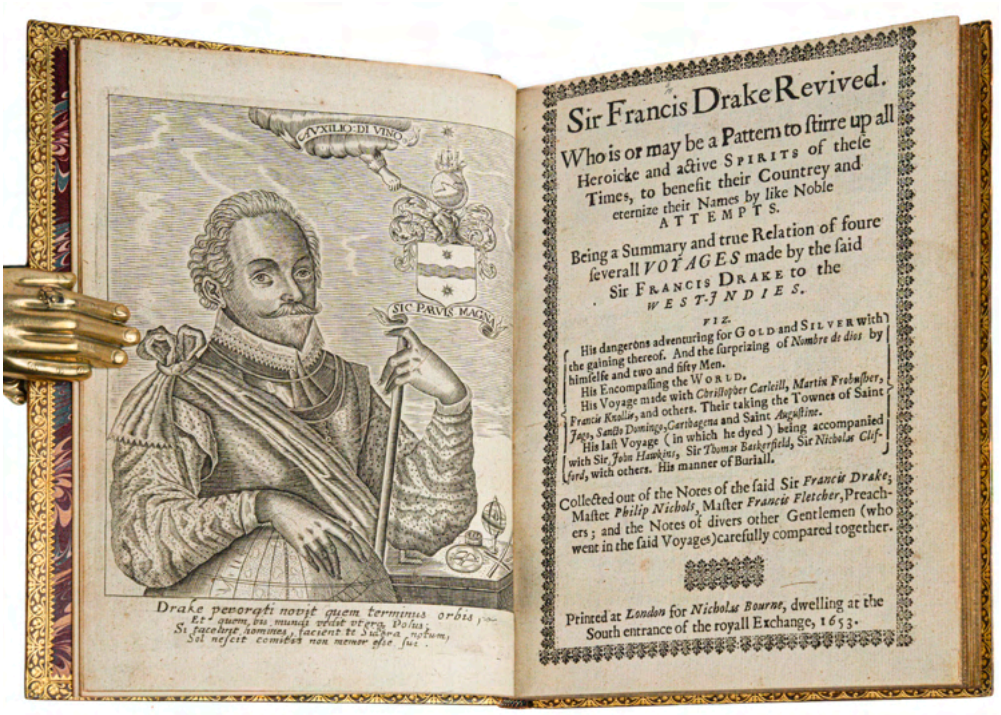
28. **DRAKE, SIR FRANCIS**, Sir Francis Drake Revived. Who is or may be a Pattern to stirre up all Heroicke and active Spirits of these Times... being a Summary and true Relation of foure severall Voyages made by the said Sir Francis Drake to the West-Indies.

FIRST EDITION, 4 parts in one, engraved portrait frontispiece, separate title-pages, woodcut initials and headpieces, the first 3 separately signed and paginated, the last 2 continuously paginated, full later speckled calf, spine gilt, 4to (183 x140mm), London: for Nicholas Bourne, [1652-] 1653.

£28,000

FIRST COLLECTED EDITION of Drake's voyages, the four parts comprising: Sir Francis Drake Revived, the voyages of 1570-71 and 1572-73 describes Drake's privateering expeditions to the West Indies, the raid on Nombre de Dios in 1572, when he captured a fortune of Spanish silver from the centre of the Spanish New World empire.

The World Encompassed, the voyage of 1577-80. Compiled by Francis Drake, nephew of the late explorer, it narrates Drake's memorable voyage, in which his five vessels raided Spanish outposts and supply routes on the Pacific coast, claimed California ("New Albion") for the British crown and returned via the Pacific and Indian Oceans, making Drake the first English captain to circumnavigate the globe.



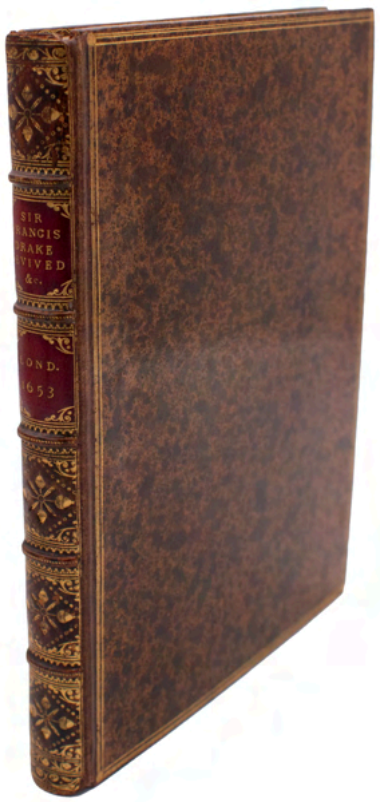

SIC PARVIS MA

A Summarie and True Discourse of [his] West Indian Voyage, the voyage of 1585-86 that was begun by Bigges, an officer under Drake, and finished after his death, probably by his lieutenant, Master Croftes. Drake's expedition to the Spanish Indies was the first major British naval foray into the Caribbean and was sanctioned by a commission from Queen Elizabeth with letters of marque. As well as capturing and sacking a number of cities he also rescued the 103 colonists remaining on Raleigh's Roanoke Island Virginia colony and returned them to England along with a shipment of potatoes and tobacco.

A Full Relation of Another Voyage into the West Indies, made by Sir Francis Drake' Accompanied with Sir John Hawkins, Sir Thomas Baskerfield, Sir Nicholas Clifford, and others. Who set forth from Plymouth on 28. Of August 1595.

'Sir Francis Drake, the greatest of the naval adventurers of England of the time of Elizabeth, was born in Devonshire about 1540. He went to sea early, was sailing to the Spanish Main by 1565, and commanded a ship under Hawkins in an expedition that was overwhelmed by the Spaniards in 1567. In order to recompense himself for the loss suffered in this disaster, he equipped the expedition against the Spanish treasure' *Philip Nichols*

Church 526; Hill, pp. 86 and 211; Sabin 20840, 20855, 20843, and 20830; Wing D2122.

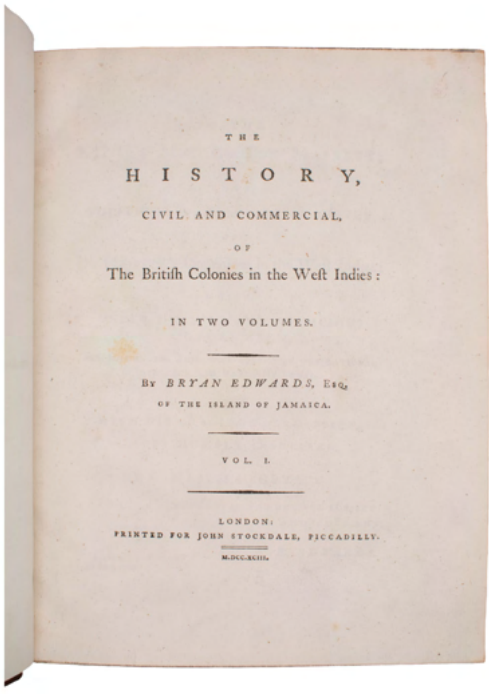


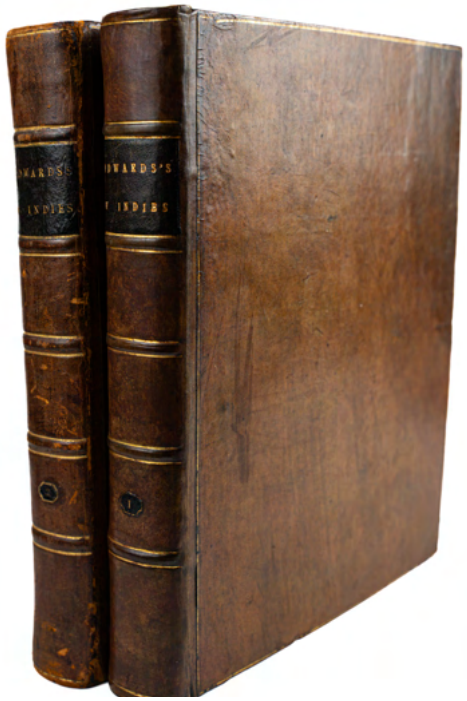
29. **EDWARDS, BRYAN,** The History, Civil and Commercial, of The British Colonies in the West Indies.

2 vol., FIRST EDITION, 2 folding engraved maps and 6 folding tables, contemporary polished calf, black morocco title-labels, matching circular numbering-pieces, hinges repaired, 4to (269 × 210 mm), London: for John Stockdale, 1793.

£2,500

Edwards lived in Jamaica with his uncle for a number of years and inherited the latter's estate. He is also said to have been left heir in 1773 to the substantial property of a Mr. Hume of Jamaica. Returning permanently to England in 1792 he became a highly successful West Indian merchant, founder of a bank, and a member of Parliament. In his account of the British West Indies Edwards argued for unrestricted trade with America and the freeing of West Indian produce from hampering British import duties, and for the continuance of the slave trade with certain restrictions. This work includes an account of the Buccaneers, together with an Account of the Maroon Negroes in Jamaica, and a History of the War in the West Indies, an autobiographical sketch, and Sir William Young's Tour Through Barbados, St. Vincent, Antigua, Tobago, and Grenada, in the Years 1791 and 1792. Edwards' condemnation of the treatment of the negroes by the French inhabitants in St. Domingo, as well as his stance in favour of restricted continuance of the slave trade aroused some adverse criticism, but on the whole his work was deservedly popular and highly praised.
Cox II, 228


THE
HISTORY,
CIVIL AND COMMERCIAL,
OF
The British Colonies in the West Indies:
IN TWO VOLUMES.
By BRYAN EDWARDS, Esq.
OF THE ISLAND OF JAMAICA.
VOL. I.
LONDON:
PRINTED FOR JOHN STOCKDALE, PICCADILLY.



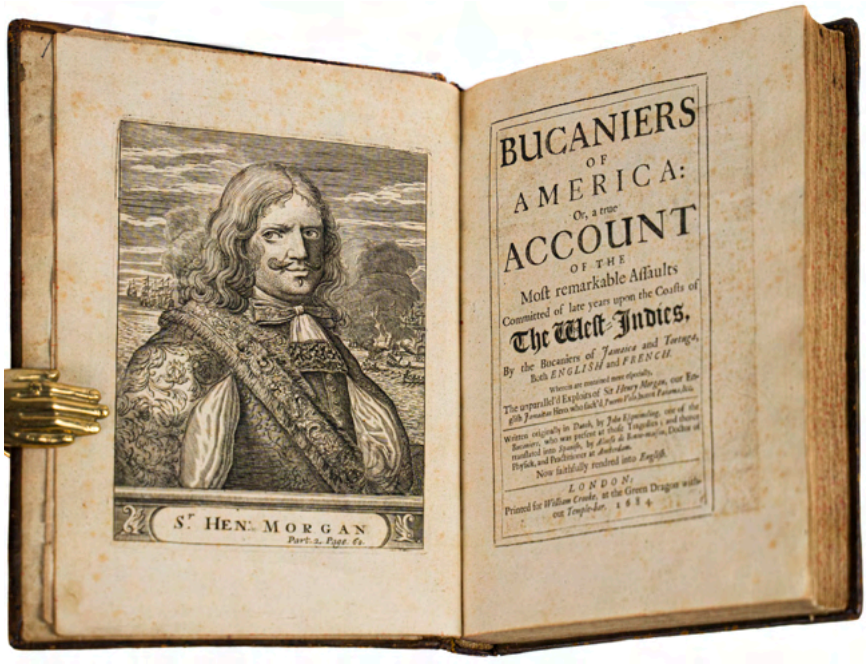
The Greatest Early Book On Buccaneering & Piracy

30. **EXQUEMELIN, ALEXANDRE OLIVIER; RINGROSE, BASIL**, Bucaniers of America: Or, a true Account of the Most Remarkable Assaults Committed of Late Years Upon the Coasts of The West Indies, by the Bucaniers of Jamaica and Tortuga, Both English and French... The Second Volume Containing The Dangerous Voyage and Bold Attempts of Captain Bartholomew Sharp, and others...

FIRST ENGLISH EDITION, [12], 115,[1], 51, [1], 124, [12]; [16], 212(215), [24], 4 parts bound in 2 vol., engraved portrait of Henry Morgan as frontispiece of volume one, 9 plates (3 folding) and three engraved texts illustrations in volume one, 17 engraved maps and plans (2 folding) in volume two after Bartholomew Sharp, numerous woodcut text illustrations, occasional light spotting, contemporary calf, morocco title-piece, spine gilt, boards ruled in gilt, marbled endpapers, 4to (240 x 185 mm), London, for William Crooke, 1684-1685

£18,500

The First English Edition of Exquemelin with the scarce fourth part by Basil Ringrose describing the Voyages of Captain Bartholomew Sharp. The primary contemporary source in English for the History of the English and French Buccaneers, or more politely "privateers" who harassed and attacked the Spanish colonies chiefly in the Caribbean during the seventeenth century. Exquemelin's account of the adventures, life, morals, looting, plundering, and taking prisoners for ransom or slavery of the pirates roaming the seas in the later part of the seventeenth century, together with a full description of the Caribbean where they mainly operated. Our prevailing image of the pirate is



based on the buccaneer, or filibuster, active in the West Indies in the later 17th century. The story of Alexandre Olivier Exquemelin is the earliest first-hand account on these pirates, written by just such a one of these reluctant desperadoes, from which all others seem to spring.

Alexandre Olivier Exquemelin (1646-1717), called Oexmelin by the French, was long considered to be a Dutchman, as the first edition of his seminal and now extremely rare book De Americaensche Zee-Roovers (The Buccaneers of America) published in Amsterdam 1678 was in Dutch. But Exquemelin was born in 1646, at the Northern French port of Honfleur, descending from Huguenot apothecaries. He started his eventful life as a chemist before spending several years with the pirates as a ship's surgeon. He took part in their daring exploits, like the expeditions of the notorious English buccaneer Henry Morgan, one of the most famous names in the annals of piracy (called John in the book), including his raid on Maracaibo in 1669, or a year later his attack on Panama. By 1674 Exquemelin had joined the Dutch Navy, serving with De Ruyter's fleet in the wars against the French. Following the Admiral's death in 1667 he returned to Amsterdam, was granted citizenship and gained his qualification as a ship surgeon in October 1679.

During his time in Amsterdam he offered his manuscript containing the description of his previous life to the publisher's Ten Hoorn, who translated it, adapted it to Dutch standards and printed it in 1678. The book became immediately so popular that editions were published everywhere. Hardly any book in any language became the parent of so many imitations and the source of so many legends and is still popular today. Jan ten Hoorn also published the works of Hendrik Smeeks (probably one of the sources of Daniel Defoe's Robinson Crusoe). Both publications were heavily edited by ten Hoorn, explaining the similarities of style, so that once is was believed that Exquemelin was a pseudonym of Smeets.The book quickly took on a life of its own, with numerous editions appearing throughout Europe in the following years, many of them fittingly 'pirated', including the



Second Edition of 1679, in German, published in Nuremberg under the title Die Americanischen See-Raüber. A Spanish Edition followed in 1681, titled Piratas de la America; this too was probably published in Amsterdam and not Germany as the title-page claims.

This the first English edition, aptly published by one William Crook, appeared in 1684 under the title Bucaniers of America: Or, a True Account of the Most Remarkable Assaults Committed of late Years upon the Coasts of The West-Indies.... with a heavy emphasis on the 'unparallel'd Exploits of Sir Henry Morgan, the English Jamaican Hero'. The book was a runaway bestseller and the second edition came out within three months.

Exquemelin set sail in 1681 aboard the 'San Jeroboam' bound for Jamaica. He set up as a surgeon on San Domingo in the Spanish West Indies and became tired of this, when in 1683 the Spanish tried to capture the slaver 'Martha en Maria' of Ostend, commanded by the notorious buccaneer Van Hoorn, Exquemelin once more took to sea as the surgeon of a flotilla of pirates, including Laurens de Graaf and the French filibuster Grammont. Making contact with the French Vice-Admiral Jean d'Estrès, he was granted the post of surgeon in the flagship; and returned to Brest with the Squadron after eighteen years' wanderings in 1684.

The author had throughout all these adventures kept his original manuscript that was published by the Paris printing house of Jacques le Febvre in a first French edition in 1686, titled Histoire des Avonturiers qui se sont signalez dans les Indes. It is marginally less rare than the Dutch one and being produced in two volumes it contains much additional material, especially botanical descriptions. Managing to return to France in 1687 to find his book a roaring success, he brought out a second edition, but the next sighting reveals him taking part in a French attack on Cartageña in Columbia in 1697. Accepted in his native land at last, Exquemelin spent his final years recording all his experiences since 1678, and these became the third French edition of his book, published in 1699 as Histoire des Avanturiers Flibustiers. His book remained a bestseller in France, growing to four volumes over new editions in the years 1744, 1774 and 1775 . These editions contain material not by Exquemelin, including:- (Vol. 3) Raveneau de Lussan's tales of his Pacific buccaneers, in which the Scot Alexander Selkirk who is generally regarded as the model for Defoe's Robinson Crusoe, and- (Vol. 4) The elusive Captain Johnson's book published in 1728 combined historic fact with such luminaries of pirate folklore as Captains Avery, Kidd and Tew, 'Black Sam' Bellamy, and the female filibusters Mary Read and Anne Bonny.
[Sabin 23478; Church 658 (first Dutch ed. of 1678), and 689 (Engl. ed. of 1684 and 1685); Hill 99-100 (English ed. of 1684 and 1685); Bibl. Diez 1044.]


FLORIDA
Novæ Hispaniæ
SINUS MEXICANUS
Bahama Islands
The Tropick of Cancer
Pars
Hispaniola
Jamaica
Barbados
Tobago
Grenada
MARE
Sharpis Radius
BRAZI-
Equinoctialis
I de los Cocos
I de los Galapagos
MAR
AMERICA
Meridio-
PERU
BRAZILIÆ
Tropick of Capricorn
CHI-
CAS
-nalis
CHILE
DEL
ZUR
Sharpis Radius
Sharpis Passage
MARE MAGALANI-
A DESCRIPTION of The South Sea & Coasts of AMERICA Containing ye whole Navigation and all those places at which Capt: SHARP and his Companions were in the years 1680 & 1681

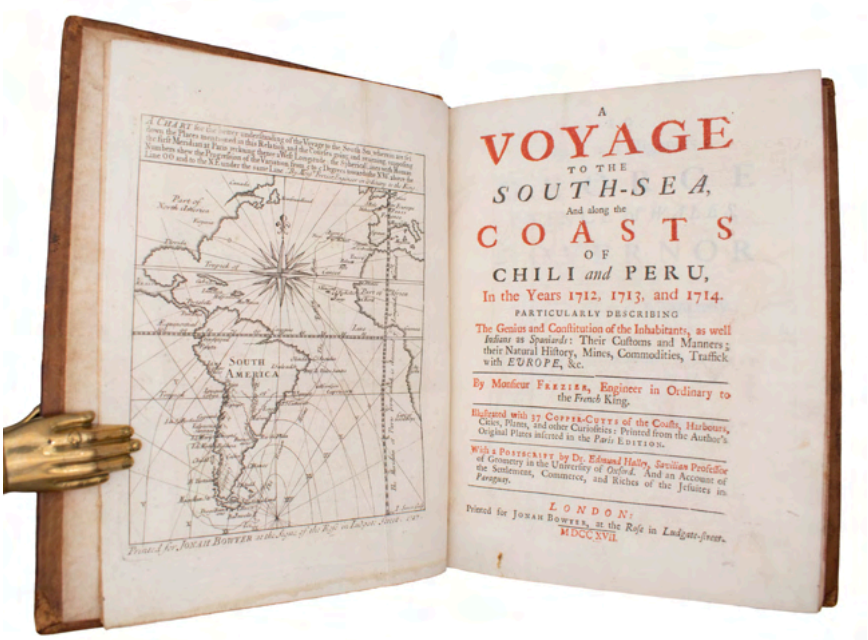
31. **FRÉZIER, AMEDEE FRANCOIS**, A Voyage to the South-Sea, and Along the Coasts of Chili and Peru, in the Years 1712, 1713, and 1714, particularly describing the genius and constitution of the inhabitants, as well Indians as Spaniards: their customs and manners; their natural history, mines, commodities, traffick with Europe, &c. ... With a postscript by Dr. Edmund Halley

First English Edition, title in red and black, 22 engraved maps (15 folding), 13 plates (1 folding) and 2 folding profiles, contemporary panelled calf gilt, old reback with elaborately gilt spine, red morocco label, 4to, (250 x 200mm), London: Printed for Jonah Bowyer, 1717. A fine crisp, unpressed copy.

£2,800

First English edition of this important Pacific voyage, after the original French of the previous year with important corrections by Edmund Halley.

This book is unusual in that, with the exception of the specially produced frontispiece/route map, all the maps and plates are printed from the same printing plates as were used for the engravings in the first edition (in French) which was published in Paris in 1716. According to Hill the present first edition in English "is preferred ... because it contains a postscript by Edmund Halley ... which corrects certain geographical errors made by Frézier." Other authorities agree: "This English edition is much sought after" (Borba de Moraes). "The relation of M. Frezier has always been highly esteemed from his character as an author of great truthfulness, as well as for the numerous exact maps with which it is illustrated" (Field). A "production of unrivaled interest and beauty" (Sabin). The author, "a French Royal military engineer, was under contract to sail to Spanish possessions



in South America to construct forts for defense against English and Dutch attacks. The French government also ordered him to chart the western coast of South America ... The first part of this book gives an interesting account of the voyage from France around Cape Horn ... The second part relates to the voyage along the coasts of Chile and Peru, describing the chief towns and cities. The observant Frézier brought back information of considerable geographical and scientific value. Much data is included about the native inhabitants ... Frézier introduced the ancestor of the modern strawberry to France from Chile." (Hill p.231) The maps depict South America or the location of anchorages and cities visited during the voyage. The plates illustrate the natives and their customs. *Borba de Moraes, p.329; Cox II, 627; European Americana 717/66; Field 568; Hill (2004) 654; Sabin 25924; Spence 482.*



A Classic Account Of 17th Century Mexico And The West Indies

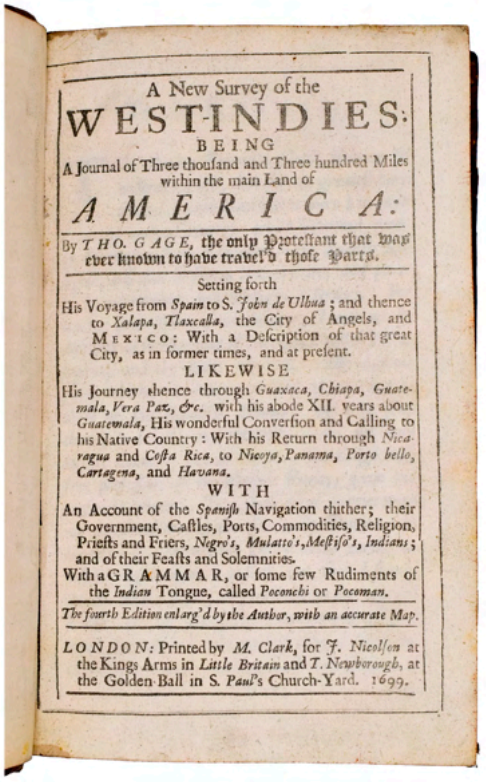
32. **GAGE, THOMAS**, A New Survey of the West-Indies: Being A Journal of Three thousand and Three hundred Miles within the Main Land of America

Fourth Edition, [8], 477, [19] p., sig.B4, B-Ii6, some pages misnumbered, copper engraved folding map, woodcut ornamental initials, contemporary polished calf, rebacked, later endpapers, 8vo, London, M. Clark, for J. Nicolson, 1699.

£2,500

In this work, Thomas Gage, a British Dominican friar, wrote a vivid account of conditions in Mexico and Guatemala during the 1620s and 1630s – the first authentic eyewitness description of South America by a non-Spaniard who had actually lived in the New World. He later became the chaplain to English forces stationed in Jamaica. Raised Catholic, he converted to Protestantism on his return to Europe.

Gage's book was an immediate success and became a bestseller. He gave his Protestant readers in



A New Survey of the
WEST-INDIES:
BEING
A Journal of Three thousand and Three hundred Miles within the main Land of
AMERICA:
By THO. GAGE, the only Protestant that was ever known to have travel'd those Parts.
Setting forth
His Voyage from *Spain* to S. *John de Ulhua*; and thence to *Xalapa*, *Tlaxcalla*, the City of Angels, and MEXICO: With a Description of that great City, as in former times, and at present.
LIKEWISE
His Journey thence through *Guaxaca*, *Chiapa*, *Guatemala*, *Vera Paz*, &c. with his abode XII. years about *Guatemala*, His wonderful Conversion and Calling to his Native Country: With his Return through *Nicaragua* and *Costa Rica*, to *Nicoya*, *Panama*, *Porto bello*, *Cartagena*, and *Havana*.
WITH
An Account of the *Spanish* Navigation thither; their Government, Castles, Ports, Commodities, Religion, Priests and Friers, *Negro's*, *Mulatto's*, *Mestisso's*, *Indians*; and of their Feasts and Solemnities.
With a GRAMMAR, or some few Rudiments of the *Indian* Tongue, called *Poconchi* or *Pocoman*.
The fourth Edition enlarg'd by the Author, with an accurate Map.
LONDON: Printed by *M. Clark*, for *J. Nicolson* at the Kings Arms in *Little Britain* and *T. Newborough*, at the Golden-Ball in S. *Paul's* Church-Yard. 1699.

England exactly what they wanted to read. The Black Legend, an anti-Spanish sentiment which for many decades systematically disparaged the character, reputation, and achievements of the Spanish people, was in full force. Gage described in detail how the Spanish oppressed the wretched Indians, while the Spaniards themselves were often portrayed as lazy, lecherous, degenerate, and deceitful.

Gage, expressing strong anti-papist sentiments, pointed out it was morally justifiable and the duty of the righteous English to drive the evil-living Spaniards out of the New World. "His account of the wealth and defenceless condition of the Spanish possessions in South America excited the cupidity of the English, and it is said that Gage himself laid before Cromwell the first regular plan for mastering the Spanish territories in the New World... He was appointed chaplain to the General Venables's expedition, which sailed under Venables and Penn for Hispaniola... The fleet failed at Hispaniola, but took Jamaica, where Gage died in 1656" (DNB).

First published in 1648 under the title *The English-American his Travail by Sea and Land*, this fourth edition is enlarged and includes a fine early map of the region by Francis Lamb, titled 'A New Mapp of the Empire of Mexico Describing the Continent to the Isthmus of Panama together with all the Islands in the North Sea'. It contains a title vignette showing the indigenous people at work with presumably Spanish colonists overseeing the work. The map focuses on Mexico and Central America, but also covers the Atlantic coast of Virginia, Carolina and Florida.
[Wing (2nd ed.), G115; ESTC:R17710; European Americana 699/84; Palau 46481n; Sabin 26301]



"No Such Piracy Or Murther Has Been Heard Of In India"

33. **GREEN, THOMAS**, The Case of Captain Thomas Green, Commander of the Ship Worcester and his Crew, Tried and Condemned for Pyracy & Murther, in the High Court of Admiralty of Scotland.

30[i.e. 32]pp., re-bound in matching calf-backed marbled boards, red morocco spine label, old red sprinkled edges, small 4to (205x150mm), London, James Nutt, 1705.

£2,800

A very scarce pamphlet collecting vital evidence in support of Thomas Green, an English sailor condemned in Scotland for piracy and murder on the Indian Ocean. Part of a far wider conflict over trade and independence amid ongoing union negotiations between England and Scotland. With testimony by a "black Indian" cook onboard the ship.

This work is a collection of documents relevant to the trial of Thomas Green and his crew for piracy and murder. Green had, at the age of 21, captained a charter voyage to India, with the mission of transporting spices and other valuable substances for Thomas Bowrey, a London-based merchant. The outbound voyage, on the merchant vessel *Worcester*, proceeded from England along the expected route: rounding the Horn of Africa and arriving on the Indian Malabar Coast in mid-November 1702. On the return voyage, the threat of enemy cruisers led the Worcester to travel, via Ireland, around the north of Scotland: finally putting in at Edinburgh in July 1704 to await convoy south to London.

In Edinburgh, the Worster and her crew appear to have been drawn into far deeper conflicts over the national trade amid the impending union of England and Scotland. The Worcester was opportunistically seized by Scottish merchant authorities in reprisal for the seizure in London of a merchant vessel registered to the Scottish Darien company. During the course of the Worcester's voyage, however, rumours had circulated that Green and his crew had been involved with pirates in the Indian Ocean. During their enforced sojourn in Edinburgh, more serious rumours began to emerge that Green and his crew had engaged in direct acts of piracy. These rumours – along with the unaccounted disappearance of another Darien Company vessel(TheSpeedy Return), en route to the East Indies – seem to have provided the necessary ingredients for the Scottish to develop the Worcester's impoundment as a political statement. In March 1705, Green and his crew were charged with plundering the Speedy Return and murdering its crew (ODNB).

The case quickly became one of the most popular and controversial of the age. A predominantly English crew charged with plundering a Scottish vessel, Unionists typically protested Green's innocence, while Nationalists typically charged his guilt. The evidence appears to have been based predominantly on suspicious statements made by Green's crew – in particular, the cook's mate's testimony that he had witnessed the Worcester engaged in battle with an English-speaking vessel. Largely on the strength of this evidence, Green and most of his crew were found guilty by an Admiralty jury in Edinburgh on the 16th of March, and condemned to be hanged on the sands of Leith. Although the Privy Council, at the order of Queen Anne herself, exercised its influence to postpone the execution, they ultimately declined to commute the sentence, and Green and two of his crew mates were subsequently hanged on the 11th of April 1705.

This work sequences and reproduces a number of documents relevant to the case. Witness affidavits,

THE

CASE

OF

Capt. Tho. Green,

Commander of the Ship *Worceſter*,

AND HIS

CREW,

Tried and Condemned for

Pyracy & Murther,

IN THE

High Court of Admiralty of *Scotland*.

LONDON: Printed, and are to be Sold by *John Nutt* near *Stationers-Hall*, 1705.

for both the prosecution and defence, make up the bulk of the volume, which also includes a report from the Edinburgh Gazette and several pieces of contemporary evidence, including certificates and dispatches on piracy from the East India company. The work's anonymous editor is firmly convinced of Green's innocence, stating "By the foregoing Affidavits, & and by the Testimony of several other Persons... it does plainly appear, that no such Piracy or Murther has been heard of in India, nor no such Ship or Men missing, as is pretended to be Piratically taken and Murthered" (p28).

This edition would appear to have been published in the days before Green's execution. Green has been "Tryed and Condemned", but there is no reference to his execution, as there surely would have been had the edition been published afterwards. The latest dated material is from the 7th of April, and we might tentatively fix a publication date for this edition between the 8th and 11th of April 1705. During these tense few days in early April, the English government considered whether to intervene further in the case, and Green's trial in the court of public opinion continued. In Edinburgh, it was reported that several members of the crew had confessed in exchange for pardons. In England, the East India Company produced certificates attesting that none of its ships had reported any charge, evidence or rumours of piracy against the Worcester, and further investigations suggested a quite different fate for the Speedy Return. This work collected and widely distributed the results of these investigations, and might be understood as a broader criticism of the Scottish merchants and the judiciary among the London public.

Daniel Defoe concerned himself extensively with the Worcester affair, and its implications for the ongoing Union negotiations – as James Kelly notes, in his History of the Union (1709), Defoe lists the 'Seizing the Ship the Worcester" as one of the six crises which had materially jeopardised these negotiations (Kelly 2000). Earlier, he had published two commentaries on the affair in The Review. Incidentally, John Nutt, the present volume's printer, had previously published works by Defoe, and would subsequently act as the first printer for the first incarnation of The Tatler.

Interestingly the collected affidavits include depositions by two Indian crew mates: Antonio Fernado (the aforementioned cook's mate) and Antonio Francisco (the captain's servant). Although filtered through an interpreter, these depositions nonetheless constitute important evidence of the experiences and contributions of people of colour in eighteenth-century Scotland, and in eighteenth-century maritime trade more generally.

In spite of its contemporary popularity, the trial has received extremely limited attention in the years since. Indeed, after Richard Temple\s New Light on the Mysterious Tragedy of the Worcester: 1704-1705 (1930), the next (and thus far, only) serious study is James Kelly's The Worcester Affair (2000).

ESTC records Boston Athenaeum, Folger, Lilly Library and Yale only in the USA. There are two settings of this work published in the same year, the other (published without imprint) is recorded at the Huntington and John Carter Brown Library. The last copy recorded on Rare Book Hub before the present was at Francis Edwards in 1962.

Provenance: Earls of Macclesfield, disbound from a larger pamphlet volume – with a reproduction of the armorial bookplate on the front pastedown.

One of the Classics of British Buccaneering Literature

34. **HACKE, WILLIAM**, A Collection of Original Voyages: Containing I. Capt. Cowley's Voyage Round the Globe. II. Captain Sharp's Journey over the Isthmus of Darien, and Expedition into the South Seas, Written by Himself. III. Capt. Wood's Voyage Thro' The Streights of Magellan. IV. Mr. Tobert's Account of their way of Living; Description off the Archipelago Islands, Taking of Scio, &c.

FIRST EDITION, [16],45,[1],1-16,33-100,53,[3]pp., engraved folding world map, 5 folding charts and plans, 1 plate of coastal profiles, contemporary tan calf, 8vo, London: Printed for James Knapton, 1699.

£8,500

Scarce first edition of this famous collection, one of the important works issued by the publisher Knapton to capitalise on the best-selling account of Dampier's first voyage to the South Seas.

The first three voyages recounted here all deal with English buccaneers in the Pacific, perhaps the most important being that of Cowley, who sailed for many months with Dampier in the early 1680s. Cowley's narrative is accompanied by a fine world map which marks his track across the Pacific to Guam, China and then through the Straits of Sunda and the Cape of Good Hope.The work was prepared by William Hacke, who was himself a buccaneer. Although he is now known chiefly for this compendium, he had made his living selling rutters, manuscript atlases copied from the "derroteros" plundered from Spanish vessels.



Hacke's collection brings together the accounts of four voyages which provide important source material, particularly for the history of the buccaneers. Although the voyages of the buccaneers were private enterprise expeditions, they were responsible for considerably extending geographical knowledge: Cowley sailed further south than had previously been done, and named some of the Galapagos Islands. Similarly, Sharpe provides perceptive observations on Panama and the west coast of South America and was the Captain responsible for carrying off a Spanish atlas in 1680, 'from which Hacke made several highly important manuscript atlases' (Hill). The two concluding voyages which make up the collection are those of Wood, who was with Sir John Narborough during his crucial navigation of the Magellan Straits and the straight-talking Roberts, press-ganged onto a corsair in the Levant.

The account of Dampier and of his cohort Cowley were fractionally different in the mapping of the Sebald de Weerts (now the Falklands).

Hacke claimed to have sailed with many of the buccaneers and pirates and, as a chart maker in Wapping he certainly must have known many of the British pirates. Indeed, it was from Sharpe that he was supplied with the captured Spanish Waggoner atlas from which he made several manuscript copies for presentation to those who could influence the fate of Sharpe, the returned pirate. Of the four narratives contained in this work, two are piratical accounts. The first, Sharpe's own account, here printed for the first time, describes his freebooting cruise in the Pacific, including the attempted sack of New Panama in 1680. There are five other accounts of this cruise (i.e. Wafer, Ringrose, Dick, Dampier, and Cox). The second piratical memoir contained in the above is that of Roberts' account of his adventures with the Greek pirates, his subsequent escape, and his final participation with the Venetian fleet at the battle of Scio.

The maps are by Herman Moll, and the world map shows California as an island. Moll collected a lot of new information for his atlases from Hacke, Dampier and other buccaneers. The three unnumbered pages at the end are ads for other books printed by Knapton, including works by Dampier and Wafer, works on commerce and trade, and Latin classics.
Hill 741; Sabin 29473; NMM 4:239; Wing H168



35. **HAKLUYT, RICHARD**, Collection of the Early Voyages, Travels, and Discoveries of the English Nation

5 vol., later half blue morocco gilt, large 4to (315 x 240 mm), London, G.Woodfall for R.H.Evans & others, 1809-12.

£2,500

"An accurate reprint of the best folio [edition of 1599-1600] with the addition of those voyages which were published in the first edition and omitted in the second. It likewise has a supplement containing all the voyages and travels printed by Hakluyt, or at his suggestion, which forms the latter part of the fourth, and the whole of the fifth volume" (Lowndes).

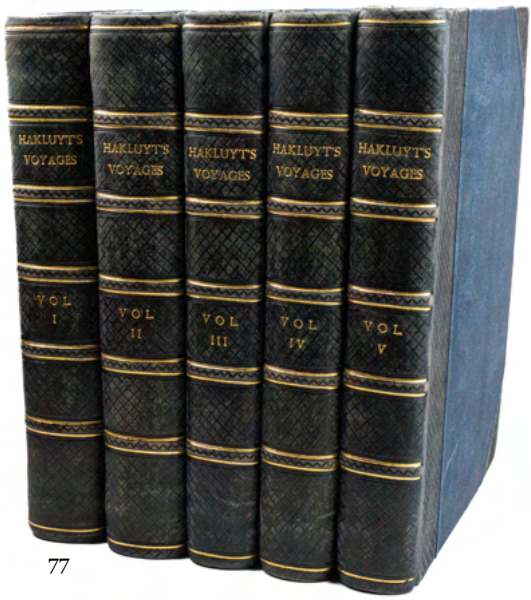
Richard Hakluyt (c.1552-1616) was, despite limited foreign travel, the leading European authority on overseas exploration in the late sixteenth and early seventeenth centuries. An influential exponent for the colonisation of North America, his geographical works fostered a growing sense of English maritime history.

In 1589 Hakluyt's most celebrated work The Principal Navigations, Voiages, Traffiques and Discoueries of the English Nation first appeared. Hakluyt dedicated it to Walsingham; an important patron who had licensed the work for publication.

A second edition published 1598-1600 expanded the work across three volumes and included naval actions, such as the defeat of the Spanish Armada.

With Walsingham's death in 1590 the second edition's first volume was instead dedicated to Lord Howard of Effingham, the naval commander who had successfully repelled the Spanish Armada. The dedication for the second and third volumes was reserved for Sir Robert Cecil, Secretary of State under Elizabeth I and James VI and I. Cecil had become a major supporter.

In 1809-12 his Principal Navigations was reprinted with additional material Hakluyt had collected about early voyages.
Hill p.132; Lowndes II p.972; Sabin 29599



Sailing Under The Jolly Roger—Eye Patches, Wooden Legs And Buried Treasure.

36. **JOHNSON, CAPTAIN CHARLES**, A General History of the Pyrates, from their first rise and Settlement in the Island of Providence, to the Present Time. With the remarkable Actions and Adventures of the two Female Pyrates Mary Read and Anne Bonny. ...

FIRST EDITION, 3 engraved plates including the famed portrait of Blackbeard and one of the dreaded female pirates, contemporary panelled calf, rebacked, 8vo (190 x 120 mm), London: Ch. Rivington, 1724.

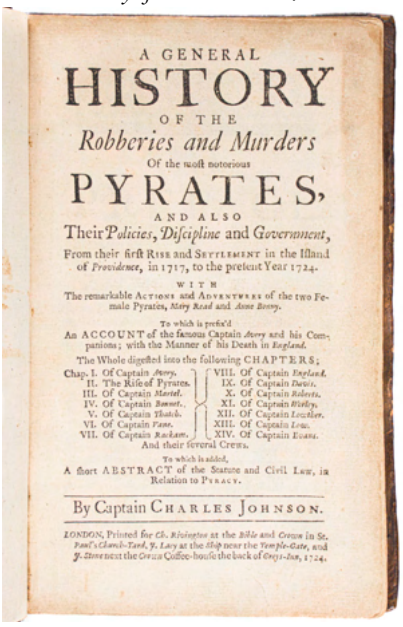
£20,000

While the second edition is obtainable, the first edition is impossible, with only one other copy appearing at auction.

A General History introduced many features which later became common in pirate literature, such as pirates with missing legs or eyes, the notion of pirates burying treasure, and the name of the pirate flag the Jolly Roger. The author specifically cites two pirates as having named their flag Jolly Roger (named after the first Pirate and his crew): Welsh pirate Bartholomew Roberts in June 1721 and English pirate Francis Spriggs in December 1723.

The book gives an almost mythical status to the more colourful characters, such as the infamous English pirates Blackbeard and Calico Jack and has influenced the pirate literature of Scottish novelists Robert Louis Stevenson and J. M. Barrie.

"This rare work embodies many items relating to the Colonial History of British America, nowhere else extant" (Sabin).
Sabin 36287


A GENERAL
HISTORY
OF THE
Robberies and Murders
Of the most notorious
PYRATES,
AND ALSO
Their *Policies*, *Discipline* and *Government*,
From their first Rise and Settlement in the Island of *Providence*, in 1717, to the present Year 1724.
WITH
The remarkable Actions and Adventures of the two Female Pyrates, *Mary Read* and *Anne Bonny*.
To which is prefix'd
An ACCOUNT of the famous Captain *Avery* and his Companions; with the Manner of his Death in *England*.
The Whole digested into the following CHAPTERS;
Chap. I. Of Captain *Avery*.
II. The Rise of Pyrates.
III. Of Captain *Martel*.
IV. Of Captain *Bonnet*.
V. Of Captain *Thatch*.
VI. Of Captain *Vane*.
VII. Of Captain *Rackam*.
VIII. Of Captain *England*.
IX. Of Captain *Davis*.
X. Of Captain *Roberts*.
XI. Of Captain *Worley*.
XII. Of Captain *Lowther*.
XIII. Of Captain *Low*.
XIV. Of Captain *Evans*.
And their several Crews.
To which is added,
A short ABSTRACT of the Statute and Civil Law, in Relation to Pyracy.
By Captain CHARLES JOHNSON.
LONDON, Printed for *Ch. Rivington* at the *Bible* and *Crown* in St. *Paul's Church-Yard*, *J. Lacy* at the *Ship* near the *Temple-Gate*, and *J. Stone* next the *Crown* Coffee-house the back of *Grays-Inn*, 1724.



The Only Complete Copy Since Auction Records Began

37. **JOHNSON, CAPTAIN CHARLES**, A General History of the Pyrates, from their first Rise and Settlement in the Island of Providence to the Present Time. With the Remarkable Actions and Adventures of the Two Female Pyrates, Mary Read and Anne Bonny contained in the following chapters, Capt. Avery, Capt. Martel, Capt. Bonnet, Capt. Davis, Capt. Roberts, Captains: Anstis, Worley, Lowther, Low, Evans, Phillips, Spriggs, Smith.
[Vol. 2] Captains:Mission, Bowen, Kidd, Tew, Halsey, White, Condent, Bellamy, Fly, Howard, Lewis, Cornelius, Williams, Burgess, North, and their several Crews, intermix'd with a Description of Magadoxa. To which is added a Short Abstract of the Statute Civil Law in Relation to Pyracy.

2 Vols., Fourth Edition of Vol. 1; FIRST EDITION of vol. 2, 1 [blank], 10 ff., 17-447, 1 [blank], 7. Ff., 413, 3.pp., 2 folding maps and 3 engraved plates, contemporary panelled calf, rebacked with gilt spines and contrasting Morocco labels in compartments, 8vo (200 x 130mm), London printed and sold by T.Woodward, 1726. A fine copy.

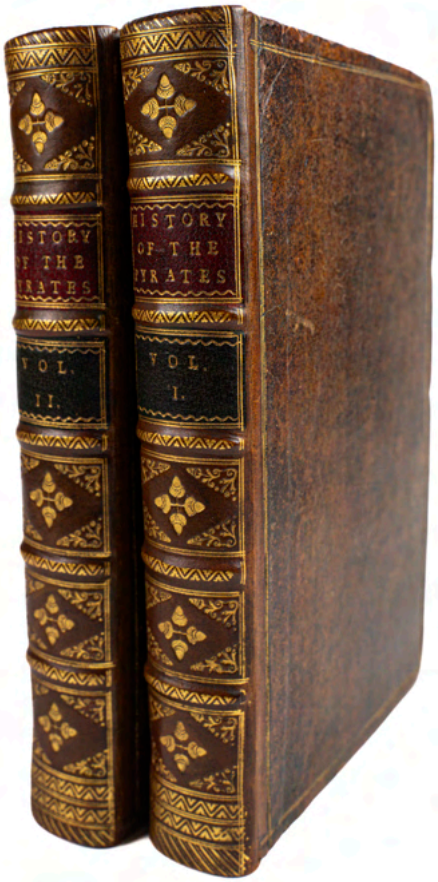
£7,500

The very rare first complete and enlarged edition, containing the lives of upwards of 30 pirates, including all the most famous characters and their crews up to that time including 3 engraved illustrations of Blackbeard (Edward Teach), Bartholomew Roberts, Ann Bonny and Mary Read.

A General History introduced many features which later became common in pirate literature, such as pirates with missing legs or eyes, the notion of pirates burying treasure, and the name of the pirate flag the Jolly Roger. The author specifically cites two pirates as having named their flag Jolly Roger (named after the first Pirate and his crew): Welsh pirate Bartholomew Roberts in June 1721, and English pirate Francis Spriggs in December 1723. The book gives an almost mythical status to the more colourful characters, such as the infamous English pirates Blackbeard and Calico Jack. It provides the standard account of the lives of many people still famous in the 21st century and has influenced pirate literature of Scottish novelists Robert Louis Stevenson and J. M. Barrie.

The book was released in two volumes. The first mostly deals with early 18th-century pirates, while Volume II records the exploits of their predecessors a few decades earlier. In the first volume, the author sticks fairly close to the available sources and is concerned mainly with the Pirates of the South Seas. The second volume covers the coasts of Africa, Asia and particularly Madagascar.

The book has been hugely influential in shaping popular notions of piracy.



A GENERAL

HISTORY

OF THE

PYRATES,

FROM

Their first Rise and Settlement in the Island of *Providence*, to the present Time.

With the remarkable Actions and Adventures of the two Female Pyrates

MARY READ and ANNE BONNY;

Contain'd in the following Chapters,

Introduction.
Chap. I. Of Capt. *Avery*.
II. Of Capt. *Martel*.
III. Of Capt. *Teach*.
IV. Of Capt. *Bonnet*.
V. Of Capt. *England*.
VI. Of Capt. *Vane*.
VII. Of Capt. *Rackam*.
VIII. Of Capt. *Davis*
IX. Of Capt. *Roberts*.
X. Of Capt. *Anstis*.
XI. Of Capt. *Worley*.
XII. Of Capt. *Lowther*.
XIII. Of Capt. *Low*.
XIV. Of Capt. *Evans*.
XV. Of Capt. *Phillips*.
XVI. Of Capt. *Spriggs*.
XVII. Of Capt. *Smith*.

And their several CREWS.

To which is added,

A short ABSRACT of the Statute and Civil Law, in Relation to Pyracy.

The Fourth EDITION.

VOL. I.

By Captain CHARLES JOHNSON.

LONDON:

Printed for, and Sold by T. WOODWARD, at the *Half-Moon*, over against St. *Dunstan's* Church, *Fleet-street*. 1726.



Famous Compilation, Uniting The Most Notorious Names In The Early Eighteenth-Century Underworld

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

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

£15,000

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

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

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

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



Jos. Nicholls Delin. J. Basire Sculp.

Captain Teach commonly call'd Black Beard.



A General

HISTORY

OF THE

LIVES and ADVENTURES

Of the Moſt Famous

Highwaymen, Murderers, Street-Robbers, &c.

To which is added

A Genuine Account of the *VOYAGES* and *PLUNDERS* of the moſt Notorious PYRATES.

Interſperſed with ſeveral diverting TALES, and pleaſant SONGS.

And Adorned with the Heads of the moſt Remarkable VILLAINS, Curiouſly Engraven on Copper.

By Capt. CHARLES JOHNSON.

—Lark Villains all ſalute to Fame,
Your Great Ones may reply the World in Shame.

GAUTH.

LONDON:

Printed for and Sold by J. Janeway, in Ivy-Lane; and by the Booksellers of London and Weſtminſter.

MDCCXXXII.





Capt. AVERY and his Crew taking one of the GREAT MOGUL'S Ship



Capt. BARTHOLOMEW ROBERTS.



T. Nicholls delin.

T. Bastre sculp.

Capt. EDWARD LOW.
in y^e Hurricane which he and all the Crew had Like to perish'd.

Excellent Provenance

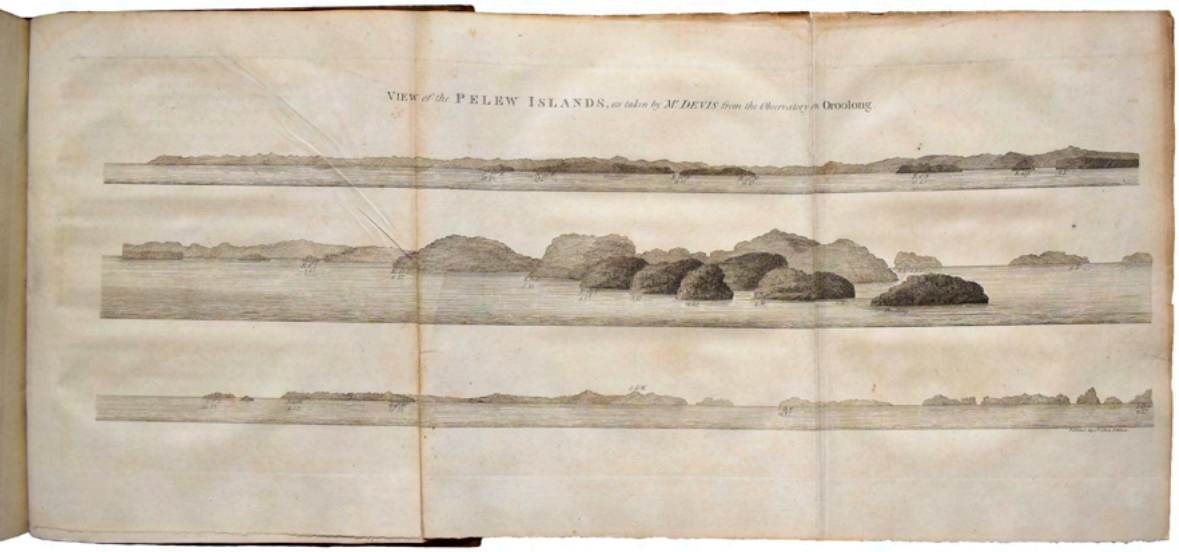
39. **KEATE, GEORGE,** An Account of the Pelew Islands, Situated in the Western Parts of the Pacific Ocean, Composed from the Journals and Communications of Captain Henry Wilson and some of his officers, who, in August 1783, were there Shipwrecked, in the Antelope.

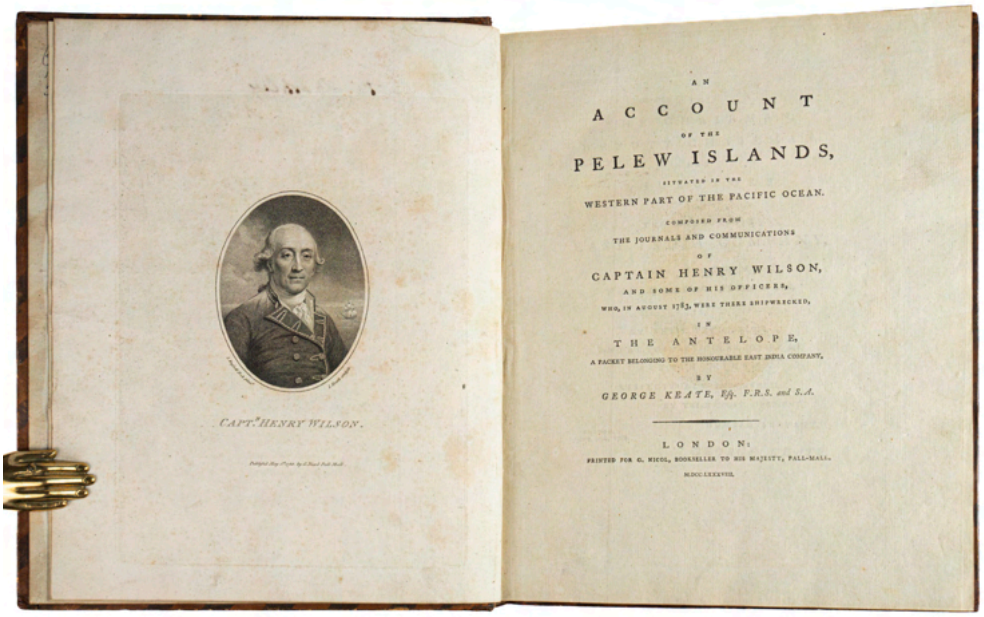
FIRST EDITION, engraved portrait frontispiece, 16 engraved plates, charts and maps (2 folding), errata leaf, contemporary tree calf, gilt coroneted crest of the Earl of Darnley on both covers, red morocco spine label, large 4to (300 x 270mm), London: Printed for G. Nicol, 1788, a fine large choice copy with an extraordinary provenance.

£3,000

"In 1783 the Antelope, commanded by Captain Henry Wilson, was wrecked on a reef near one of the Palau (Pelew) Islands, a previously unexplored group. The entire crew managed to get safely ashore, where they were well treated by the natives and eventually managed to build a small vessel from the wreck, in which they reached Macao. They took Prince Lee Boo, one of King Abba Thule's sons, with them to England, where he made a good impression... [but] he soon died of smallpox" (Hill). Keate wrote the account based on the journal and papers of Wilson and other officers.

'The context was the Fourth Anglo-Dutch War normal routes from China westwards for British shipping were hampered by the Dutch East Indies. The Antelope had been returning from Macau by the "Eastern Passage", a route designed to avoid the south-west monsoon, but had strayed too far in the easterly direction.





On the north coast of New Guinea Wilson anchored in the vicinity of the Schouten Islands. After some dialogue over two days with Papuan inhabitants who came out to the ship, in which Wilson used vocabulary collected by Thomas Forrest at Dory Harbour, Wilson felt the numbers he faced were threatening. He used small arms to deter them, and the crew of the Antelope was attacked, an encounter in which the artist Arthur William Devis was injured. The wreck on Ulong followed.

Although Spain had claimed the islands previously, Wilson's crew made the first sustained contact, which was friendly. One of the crew of the Antelope knew Malay, allowing contact to be made with the ibedul on Koror, whom Wilson treated as a local king, somewhat misapprehending his status which was more like an elected official. While his men spent three months rebuilding the ship, Wilson entered an effective alliance with the ibedul in conflicts with Melekeok and others. One of the Antelope's guns proved decisive, shipped in a boat and discharged with powder alone'. *DNB*

Provenance: "Capt. Barkley/Navy", contemporary inscription on verso of the frontispiece. This is most probably Captain Charles William Barkley (1759-1832) who, from 1786 to 1788 sailed the Indian Ocean in the Princess Frederica, then in the Halcyon to Kamchatka and Alaska, Hawaiian Islands and Cochin China before being captured by the French at Mauritius. Barkley's wife Frances (who was one of the first women to circumnavigate the globe) recorded in her journal that in May 1792 the Barkleys had landed at the New Carolina Islands in the Celebes, commenting that "they answer the description given by Captain Wilson of the Pelew Islands and the words given in his vocabulary of those Islands" (The Remarkable World of Frances Barkley, 1769-1845, 2003, edited by Beth Hill and Cathy Converse).
Library of the Earl of Darnley with his gilt crest on both covers.
Cox II, 302; Hill 907

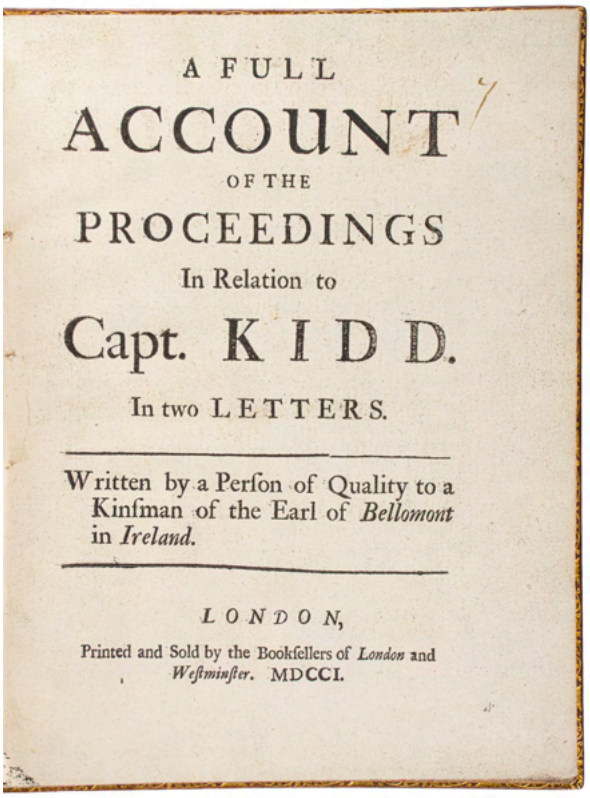
40. **KIDD, CAPTAIN WILLIAM**, A Full Account of the Proceedings, in relation to Capt. Kidd. In two letters. Written by a person of Quality to a Kinsman of the Earl of Bellomont in Ireland

FIRST EDITION, [8], 51 leaves, a fine later binding of mottled calf gilt, fitted case, 4to (205 x 160mm), London: Printed and sold by the Booksellers of London and Westminster, 1701.

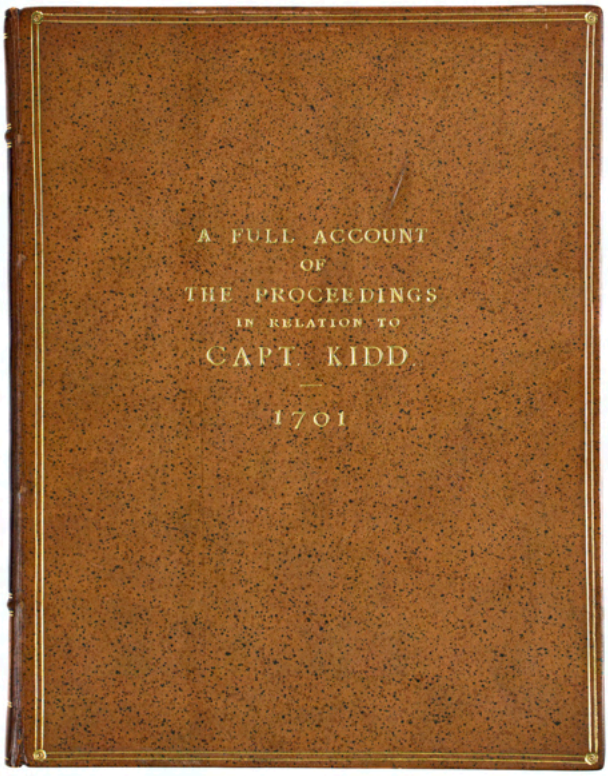
£6,750

Born in Scotland in 1645, William Kidd started out as a privateer, hired by a consortium of English aristocracy to attack foreign ships. When his crew insisted on attacking the Quadegh Merchant, a large Armenian ship laden with treasures on the Indian Ocean, Kidd found himself on the wrong side of the British government. He was hanged in London in 1701, as a warning to other pirates. Legend persists about Captain Kidd and the treasure some believe he buried in the Caribbean, and he remains one of history's most famous and fascinating pirates.

In 1695, Kidd returned to England to receive a royal commission as a privateer. There, he befriended Lord Bellomont, who had been selected to take over the governorship of New York. Under Bellomont's direction and financial backing, Kidd was hired to make his way toward the West Indies with a crew and attack French ships and pirate vessels. The confiscated loot would be divided between Kidd, his men and his backers. In May 1696, Kidd set sail on the 34-gun vessel Adventure Galley. Struggles soon enveloped the enterprise. A number of Kidd's men died of illness, and when Kidd found few French ships to attack, he faced mounting pressure from a weary and frustrated crew.


A FULL
ACCOUNT
OF THE
PROCEEDINGS
In Relation to
Capt. KIDD.
In two LETTERS.
Written by a Perſon of Quality to a Kinſman of the Earl of *Bellomont* in *Ireland*.
LONDON,
Printed and Sold by the Bookſellers of *London* and *Weſtminſter*. MDCCI.

In early 1697, Kidd steered his crew toward Madagascar, a stopping point for many pirates who made their living on the Indian Ocean. Small successes came in the form of attacks on various Indian ships. Then, in January 1698, Kidd's luck seemingly changed when he caught sight of the Quedagh Merchant rounding the tip of India. The Quedagh Merchant was no ordinary vessel. A 500-ton Armenian



ship, it carried goods—a treasure trove of gold, silk, spices, and other riches—that were owned in part by a minister at the court of the Indian Grand Moghul. The minister had powerful connections, and when news about Kidd's attack reached him he complained to the East India Company, the large and influential English trading firm. Coupled with many governments' shifting perceptions of piracy, Kidd was quickly cast as a wanted criminal.Having abandoned the rotting Adventure Galley for the Quedagh Merchant, Kidd set sail on his new ship for the Caribbean and eventually made his way to a smaller ship in Boston, where he was arrested and eventually shipped back to England.

On May 8, 1701, Kidd went on a trial. His crimes and previously close connections with the English elite and government officials caused a sensation. Kidd had expected Lord Bellomont and others to defend him, but he was to be disappointed with his backers, who refused to help him and were more concerned about their reputations.

Kidd was found guilty and hanged on May 23, 1701. To serve as a warning to other pirates, his body was hung in a cage and left to rot for all to see along the River Thames.

Provenance: Greenhill Collection.
Church 797, Howes M677, Sabin 37703

A Splendid Set

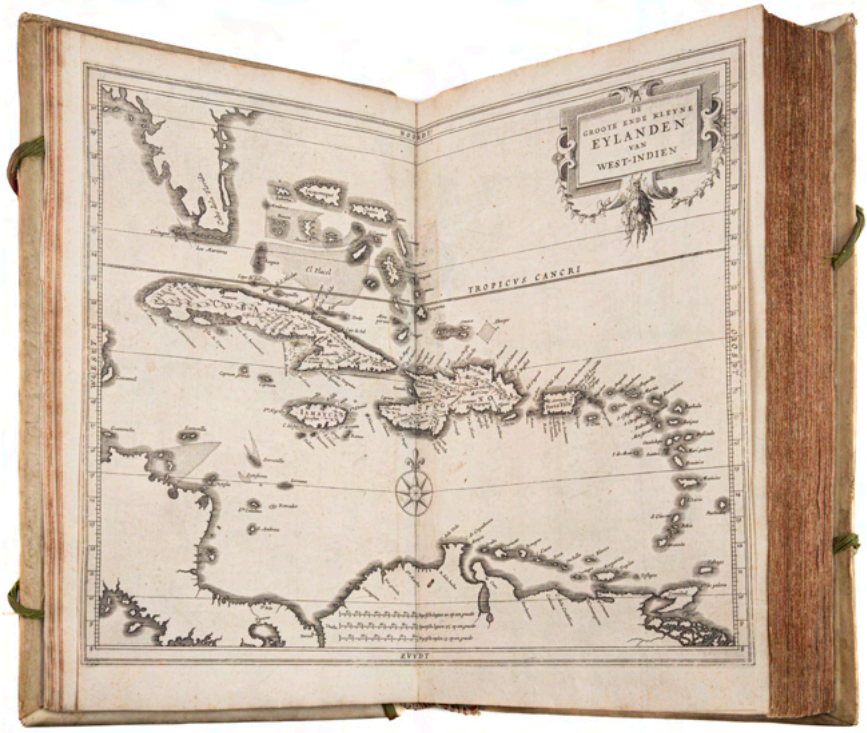
41. **LAET, JOHANNES DE**, Beschrijvinghe van West-Indien door Ionnes de Laet. Tweede druck.

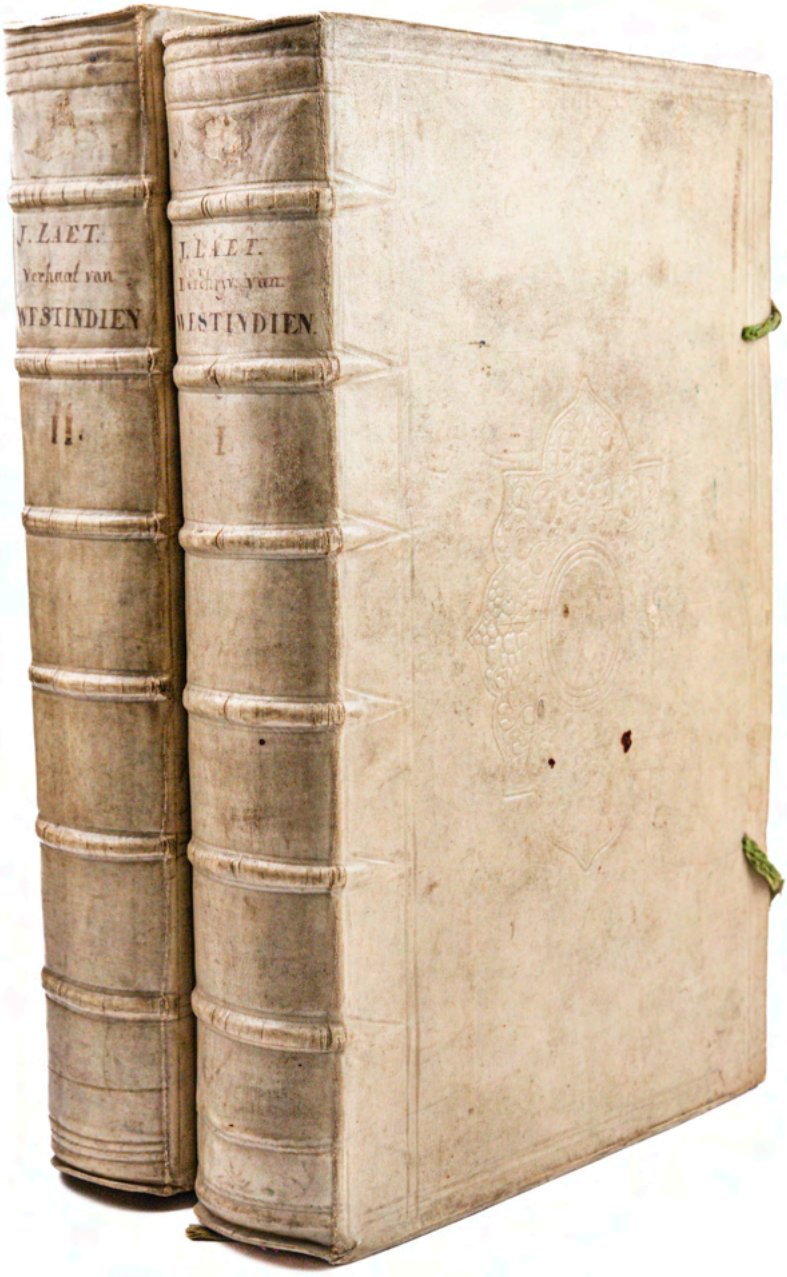
First Expanded Edition, half title present, engraved title, 14 double page engraved maps of colonialised land in North, Central and South America by Hessel Gerritsz [the first edition contained only ten maps); full contemporary Dutch Vellum over boards, ruled and tooled in blind. Uniformly bound with the work described below. Both books are numbered 1 & 2 on the Spines. Folio Leiden: Elzeviers, 1630.

£48,000

First published as "Nieuwe Wereldt ofte Beschrijvinghe van West-Indien" in Leiden in 1625. De Laet was a director of the Dutch West India Company, and so had access to the latest information, both from the company's personnel and from the archives. Although an important record - and perhaps the best seventeenth-century account - of the Americas, the real significance of the book is the suite of maps used to illustrate it, drawn by Hessel Gerritsz, official mapmaker to the Dutch West India Company and to the East India Company, chosen in preference to Willem Blaeu.

De Laet maintained the currency of subsequent editions by adding events as they occurred, making this the most complete edition, recording the sacking of Bahia, the conquest of Olinda, Itamaraca,




J. LAET.
Verhaal van
WESTINDIEN.
II.
J. LAET.
Verhaal van
WESTINDIEN.
I

Parahiba, and Rio Grande do Norte.

The work was used as an atlas during the second half of the seventeenth century and is recognized for the accuracy of its maps because Laet had access to the latest geographic data as a director of the Dutch West India Company. The maps in the first edition focussed on South America and the West Indies; with the Dutch settlement on Manhattan, de Laet added new maps of the Americas, maritime Canada, the eastern seaboard from New England to the Carolinas and of the south east. Each of the regional maps was a landmark in the mapping of that region, with huge influence on the work of the Blaeu and Hondius-Janssonius families, and subsequent mapmakers, but none more than the New England map, which is "of extreme importance" (Burden), being the first printed map to name Manhattan (as "Manbattes"), N. Amsterdam (New York), Noordt Rivier (Hudson River), Suydt Rivier (the Delaware) and to use the name "Massachusets" for the nascent English colony in New England.

De Laet was born in Antwerp but in 1585, the family, like thousands of Flemish protestants, fled to the northern Netherlands. In 1619 he was appointed a director of the Dutch West Indies Company, a position he held until his death.

Laet's work is one of the most important seventeenth-century New World histories. Laet had access not only to published sources but also to Company documents, private correspondence, and other materials. Laet systematically discusses early exploration and settlement of various European colonies in the Caribbean and North and South America and provides extensive notes on the natural history, anthropology, and languages of Native Americans.

The maps for the original edition of 1625 were made by Dutch cartographer Hessel Gerritsz



(1581-1632), former apprentice of Willem Blaeu, and Blaeu's predecessor as chief cartographer of the Dutch East India Company. The four maps added to the 1630 and subsequent editions were: America Sive Indiae Occidentalis; Nova Francia; Nova Anglia; and Florida et regiones vicinae. These four maps served as prototypes for the mapping of North America through the seventeenth century.

Alden & Landis 640/111; Borba de Moraes I:451; Johnston Cleveland 196; Sabin 38558; Williams 497

[WITH]

LAET, JOHANNES DE , Historie Ofte Iaerlijck Verhael Van de Verrichtinghen der Geoctroyeerde West-Indische Compagnie.

First and only edition, woodcut printer's device to title, title page printed in red and black, 13 double page maps and views of Dutch colonies in the Americas, bound in full contemporary Dutch Vellum over boards, tooled and ruled in blind, cloth ties renewed, slight worming trail to 5 first leaves. Uniform with the above work, folio Leiden: Bonaventuer ende Abraham Elsevier, 1644.

De Laet was the director of the Dutch West India Company, in addition to being a knowledgeable geographer in his own right. His history of the WIC has been described as one of finest descriptions of the Americas written and printed during the 17th century. The present work tells many stories of adventure carried out by the WIC in the first third of the 17th century, including a detailed account of Jan Janszoon van Hoorn's 1633 privateering expedition commissioned by WIC to steal silver from the Spanish, which resulted in the sacking of Campeche, Mexico and the burning of Trujillo, Honduras. This series of exploits by the Dutch were a great blow to the hitherto extant Spanish domination of the Caribbean. Also of note, two Maya pilots living under Spanish colonial rule are said to have willingly participated in the catastrophic sacking of Campeche in direct opposition to their Spanish occupiers.
Tiele 630; Willems 571; Asher 22; Sabin 38556; Alden & Landis II, p.444.



One Of The Main Islands Concerned With The Early Years Of Piracy And Buccaneering

42. **LIGON, RICHARD**, A True and Exact History of the Island of Barbados. Illustrated with a Mapp of the Island, as also the Principall Trees and Plants there, set forth in their due Proportions and Shapes, drawne out by their severall and respective Scales. Together with the Ingenio that makes the Sugar, with the Plots of the severall Houses, Roomes, and other places. That are used in the whole processe of Sugar-making...

FIRST EDITION, large folding engraved map, folding table, 9 engraved plates (3 folding), contemporary calf, folio, London, Printed for Humphrey Moseley, at the Prince's Armes, 1657. A very attractive copy of the scarce first edition.

£10,000

Richard Ligon's History of Barbados (1657) is one of the most important accounts of the Caribbean written in the seventeenth-century. Ligon visited the island during the early years of the "sugar revolution" when a boom in sugar growing led to the development of an extensive plantation economy that relied upon slave labour. His account describes the social structure and economy of Barbados during this pivotal period, and reveals his own values about politics, piracy, slavery and wealth.

This work has the earliest printed map exclusively of the island of Barbados. Ligon based his map on information given him by Captain John Swan, the island's leading surveyor of the time. The map depicts the island's outline fairly accurately, but makes it about a third longer than its correct length. It identifies 285 plantations by the owner's name. The majority of the plantations are along the south and west coasts. Four churches are shown and there are fortifications at Carlisle Bay protecting the island's principal town, Bridgetown. In the middle of the map is the notation, "the tenn Thousande Acres of Lande which Belongeth to the Merchants of London." This is a reference to the land leased by Lord Carlisle to a group of merchants after Charles I rescinded the original grant of the island to Sir William Courteen. Scattered throughout the interior, most of which was overgrown with primeval forest, are quaint vignettes of the island's inhabitants and wildlife. There are knights in full armour, indentured servants, and a scene of a plantation owner chasing runaway slaves. The animal life is also illustrated; cattle, sheep, asses, wild hogs and even camels. Besides the hogs, which had been introduced to the islands by the Portuguese in the 16th century, the other animals had been brought to the island by the English settlers, including the camels that were used as beasts of burden on the plantations. According to Ligon, "several planters imported these beasts and found them useful in Barbados, but did not know how to diet them."
Cox II, 204; Sabin, 41057; Wing, L2075.

A TRVE & EXACT

HISTORY

Of the Iſland of

BARBADOS.

Illuſtrated with a Mapp of the Iſland, as alſo the Principall Trees and Plants there, ſet forth in their due Proportions and Shapes, drawne out by their ſeverall and reſpective Scales.

Together with the Ingenio that makes the Sugar, with the Plots of the ſeverall Houſes, Roomes, and other places, that are uſed in the whole proceſſe of Sugar-making; viz. the Grinding-room, the Boyling-room, the Filling-room, the Curing-houſe, Still-houſe, and Furnaces; All cut in Copper.

By RICHARD LIGON Gent.

LONDON,
Printed for *Humphrey Moſeley*, at the *Prince's Armes* in St. *Paul's Church-yard*: 1657.





The Scarce First Edition

43. **LUSSAN, RAVENEAU DE**, Journal du voyage fait a la mer de sud, avec les flibustiers de l'Amerique en 1684 & années suivantes.

FIRST EDITION, [16], 448, [4], privilege and imprint leaves at end, contemporary mottled calf gilt, morocco labels, 12° (164 x 90mm), Paris: Jean-Baptiste Coignard, 1689.

£10,000

Raveneau de Lussan, French buccaneer belonged to a noble but impoverished family and embraced a military career at the age of fourteen. In 1679 he embarked for Santo Domingo in search of fortune, but was unsuccessful, and joined the English Buccaneers under Cornelius Laurent (q. v.), sailing from Petit-Goave, 22 November, 1684. He soon left Laurent at the head of a band of his own, and in 1685 pillaged the town of Realejo in Guatemala. In 1686 his band took part in the capture of Grenada, and, not finding the booty they expected, set fire to the city.

After this Lussan separated from the English pirates, but he joined them again for the purpose of attacking Guayaquil, which they took with much booty. Lussan and a part of his followers then sailed for Tehuantepec, which they captured, and went as far north as Acapulco. They returned to Mapala, a port north of Realejo, and deliberated on the route they should take to reach the Antilles. It was agreed to march to Nueva Segovia, a town situated on the Yarn or Cape river, which empties into the Atlantic. Of this expedition Voltaire said : "The retreat of the ten thousand will always be more celebrated, but is not to be compared to it."

Lussan formed four companies of seventy men each and made them swear to observe the severest discipline. On 2 January 1688, after praying together, and sinking their boats for fear they might fall into the power of the Spaniards, they began their march, and in ten days, during which they were almost constantly engaged in fighting superior numbers, they reached Nueva Segovia. One evening, in a defile surrounded by rocks of great height on which the Spaniards had entrenched themselves, the buccaneers sought hopelessly for a way of escape. Lussan proposed that, leaving eighty men to guard the sick, they should get in the rear of the mountains and then surprise the enemy. His advice was at first rejected but was adopted when their case became desperate. They found a path which led behind the mountains and favoured by a thick fog, they forced the entrenchments of the Spaniards and put them to flight. After this victory they chanted a Te Deum. They then descended the Yara on the wretched boats of the country and came in sight of Cape Gracias-a-Dios on 9 February.

Lussan embarked on an English lugger on 14 February and reached Santo Domingo on 6 April. He had marched nearly 1,000 miles, constantly harassed by the Spaniards, although the distance from the point where he started to that which he wished to reach was but 240 miles in a straight line.

This, his only book, was used by Daniel Defoe as a source for the adventures of Robinson Crusoe, according to Gilbert Chinard. Louis XIV supported the buccaneers, using them against the Spanish galleons. Eight years after the Journal was published, he enrolled them in the French navy for an expedition against Cartagena, allowing them a contractual share of a third of the booty. The King however proceeded to betray the buccaneers as soon as the expedition was completed.
Alden & Landis 689/152; Leclerc, Bibliotheca Americana, 487 ('Cette relation, qui est insérée toute entière dans le troisième volume de l'histoire des flibustiers, est la meilleure relation de toutes celles qui sont entrées dans cet ouvrage'); Howgego, Encyclopedia of Exploration to 1800 I, p. 654; Sabin 67983; Soultrait 17th century 276.

JOURNAL
DU VOYAGE
FAIT A LA MER DE SUD,
AVEC LES FLIBUSTIERS DE L'AMERIQUE en 1684. & années ſuivantes.

Par le Sieur RAVENEAU DE LUSSAN.



A PARIS,
Chez JEAN BAPTISTE COIGNARD,
Imprimeur ordinaire du Roy, ruë S. Jacques,
à la Bible d'or.

M. DC. LXXXIX.
Avec Privilege de Sa Majeſté.

44. **LUSSAN, RAVENEAU DE**, Journal Du Voyage Fait a la Mer du Sud, avec les Flibustiers de L'Amérique

First Edition, Second Printing, title with woodcut device, contemporary sprinkled calf, 12mo, Jean Baptiste Coignard, Paris, 1690.

First printed in Paris in 1689, with the same imprint. According to Brunet's listing of the 1689 and this 1690 edition "C'est cette [1690] edition que, jusqu'a preuvecontraire, nous considerons comme le premiere", the 1693 edition stating 'second edition' on the title.

£1,250

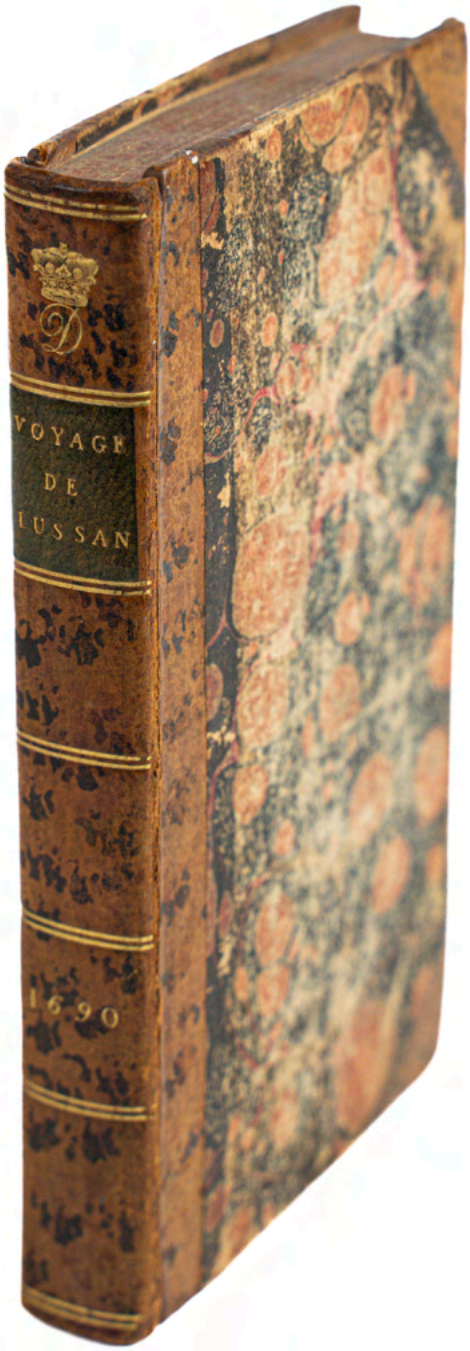
Account of the aristocratic author's two years buccaneering in the West Indies, and the Pacific coast between Guatemala and Chile, presenting both the romantic and bleak sides of the life of a pirate. His principles would not allow him to let his crew molest priests, nuns and churches, and after taking a Spanish town, they would all attend Mass before looting.

An adventurer of aristocratic descent, Raveneau de Lussan sailed at the age of 22 in 1679 from Dieppe to Santo Domingo. To pay off his debts, he joined a band of buccaneers and sailed for almost two years with them (from November 1684 to February 1686). The relation of his adventures is realistic and even brutal.

This, his only book, was used by Daniel Defoe as a source for the adventures of Robinson Crusoe, according to Gilbert Chinard.

The King, Louis XIV supported the buccaneers, using them against the Spanish galleons. Eight years after the Journal was published, he enrolled them in the French navy for an expedition against Cartagena, allowing them a contractual share of a third of the booty. The King however proceeded to betray the buccaneers as soon as the expedition was completed, and their power thereafter declined rapidly.

'A rare and charming book [...]. He details both the romantic and bleak sides of the buccaneering profession, interwoven with colourful descriptions of the natives of the region and a clear picture of the Spanish colonies on the Pacific' *(Hill).*
[Brynkinalt Library bookplate, Sabin 67984; Leclerc, 487. Hill, 1423.]


VOYAGE
DE
LUSSAN
1690

A Very Rare Pirated Edition Of Johnson's Work

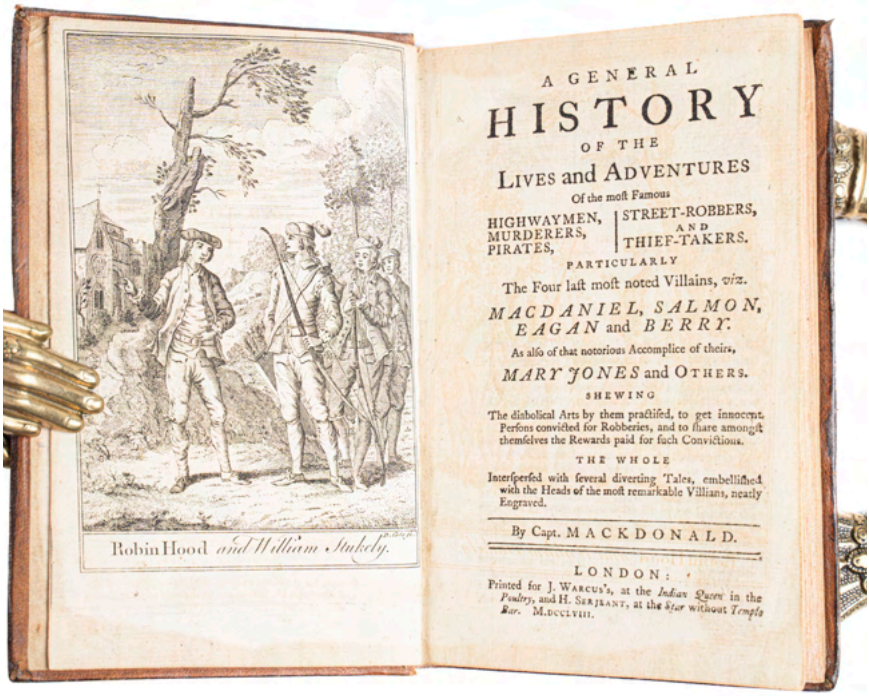
45. **MACKDONALD, CAPTAIN**, A General History of the Lives and Adventures of the most famous Highwaymen, Murderers, Pirates, Street-Robbers, and Thief-Takers. Particularly the four last most noted villains, viz. Macdaniel, Salmon, Eagan and Berry. As also of that notorious Accomplice of theirs, Mary Jones and Others. Shewing The diabolical Arts by them practised, to get innocent Persons convicted for Robberies, and to share amongst themselves the Rewards paid for such Convictious. The Whole Interspersed with several diverting Tales, embellished with the Heads of the most remarkable Villians, neatly Engraved. By Capt. Mackdonald.

Pirated Edition, (2), 336, 339-378, 389-418 pp. (Complete, but irregular pagination), engraved frontispiece, 11 engraved plates, contemporary tan calf gilt, red morocco label, 8vo (170x105 mm), London (printed for J. Warcus's, at the Indian Queen in the Poultry, and H. Serjeant, at the Star without Temple Bar) 1758. A fine copy.

£3,000

A very rare pirated edition of Johnson's work. Only this copy has appeared in auction since auction records began.

Chapter's include Pirates Captain Edward Teach (Blackbeard); Henry Morgan; Captain Edward Low (all with engraved plates) and Edward English.





Darwin/Beagle Voyage

46. **MASON, COMMODORE FRANCIS**, Manuscript Letter to Edward Harene of HMS Conway to Transfer to HMS Blonde where he is promoted to Lieutenant replacing Lieutenant William McCan discharged through illness. Whereby, Harene found himself involved in the rescue of HMS Challenger organised by Robert Fitzroy, Captain of the Beagle during Charles Darwin's Second Voyage.

Printed Heading 'By Francis Mason, Esq C.B.Commodore and Senior Officer of His Majesty's Ships and Vessels in the Pacific.

£2,500

A Fine Manuscript, Autograph Letter to Edward Harene, Signed with instructions by Mason.
'Lieutenant William McCan, Second Lieutenant of this Ship having been discharged to Sick Quarters on shore. You are hereby required and directed forthwith to take upon yourself the Charge and Command of Lieutenant on board His Majesty's Ship Blonde, and to Act in the Station on board her accordingly until further Order – Her Officers and Company subordinate to you being hereby required, and Commanded, to behave themselves jointly and severally to their respective employments, with all due Respect and obedience, unto you their said Lieutenant; and you are as strictly charged, to observe and execute, as well the General Printed Instructions, as what Orders and directions you may from time to time receive from me, or any other Your Superior Officer for His Majesty's Service. Hereof, nor you nor any of you may fail as you will answer to the Contrary at your peril. And for so doing his shall being your Authority Given under my hand on board HM Ship Blonde at Valparaiso this 20th day of June 1835.

On June 14th, 1835 the Beagle returned from Valparaiso, Chile.
Darwin being on his inland excursions, there Fitzroy discovered that HMS Challenger, missing since May 19th, had been wrecked in a storm south of Conception and the crew were stranded inland by the Leubu River. Fitzroy proposed taking HMS Blonde to rescue, and after disagreeing, Mason eventually consented.
On the day after this document was dispatched, Mason in HMS Blonde set off with Lt. Harene and Captain Fitzroy as Pilot. They anchored at the nearest port, Fitzroy, taking a party and provisions to camp. Meanwhile Mason hired a smaller boat, the Carmen that might navigate the river, but it overshot the camp, was dismantled in a storm and was eventually towed back to Valparaiso by HMS Blonde. Fitzroy navigated the Blonde into the river. but the weather conditions were so poor that the Challenger crew were not taken off the island until 5th July.

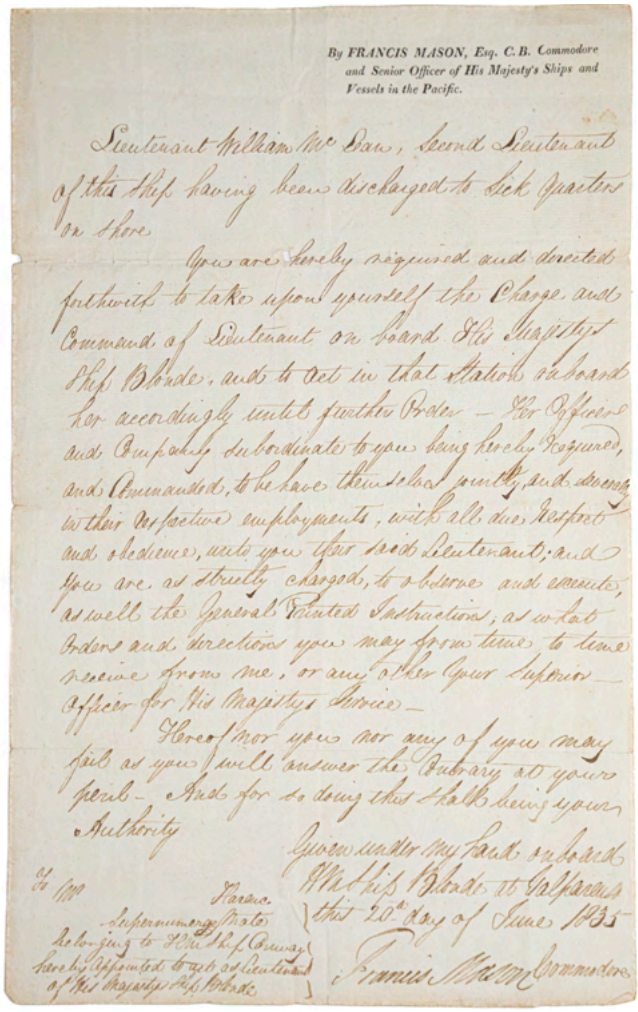
This from Darwin's Letters:
'Darwin's next letter brings out another side of FitzRoy's character. In this episode his rapid decision and rapid action were the means of saving his friend Captain Seymour and the crew of the wrecked Challenger from off the coast of Chile. FitzRoy had a desperate ride through many miles of hostile Araucanian Indian country to locate the camp of the wrecked crew, and after his return piloted the Blonde, a frigate under Commodore Mason, to the spot and carried through the rescue only just in time, for disease, starvation and menacing Indians were all threatening the safety of the encampment. We can read between the lines in FitzRoy's own account and get the impression of a splendid and almost ferocious determination to save his friend, all obstacles being hewn away.

Darwin's letter home tells of the stir the event caused.

‘ Lima, July, 1835.’

‘. . . When I reached the Port of Copiapò, I found the *Beagle* there but with Wickham as temporary Captain. Shortly after the *Beagle* got into Valparaiso, news arrived that H.M.S. *Challenger* was lost at Arauco, and that Captain Seymour and crew were badly off among the Indians. The old Commodore in the Blonde was very slack in his motions—in short afraid of getting on that lee-shore in the Winter; so Captain FitzRoy had to bully him, and at last offered to go as Pilot. We hear that they have succeeded in saving nearly all hands, but that the Captain and Commodore have had a tremendous quarrel; the former having hinted something about a Court Martial for his slowness. We suspect that such a taught-hand as the Captain is, has opened the eyes of everyone, fore and aft, in the *Blonde* to a surprising degree. We expect the *Blonde* will arrive here in a very few days, and all are very curious to hear the news; no change in state politicks ever caused in its circle more conversation than this wonderful quarrel between the Captain and the Commodore has with us.’

Charles Darwin.



By FRANCIS MASON, Esq. C.B. Commodore and Senior Officer of His Majesty's Ships and Vessels in the Pacific.

Lieutenant William Mc Dan, Second Lieutenant of this Ship having been discharged to Sick Quarters on Shore

You are hereby required and directed forthwith to take upon yourself the Charge and Command of Lieutenant on board His Majesty's Ship Blonde, and to act in that Station accordingly until further Order — Her Officers and Company subordinate to you being hereby required, and Commanded, to behave themselves quietly, and obedient to their respective employments, with all due Respect and obedience, unto you their said Lieutenant; and you are strictly charged, to observe and execute, as well the General Printed Instructions, as what Orders and Directions you may from time to time receive from me, or any other your Superior Officer for His Majesty's Service —

Hereof nor you nor any of you may fail as you will answer the Contrary at your perils — And for so doing this shall be your Authority

Given under my hand on board His Majesty's Ship Blonde at Valparaiso this 20th day of June 1835

Francis Mason Commodore

Arauco.

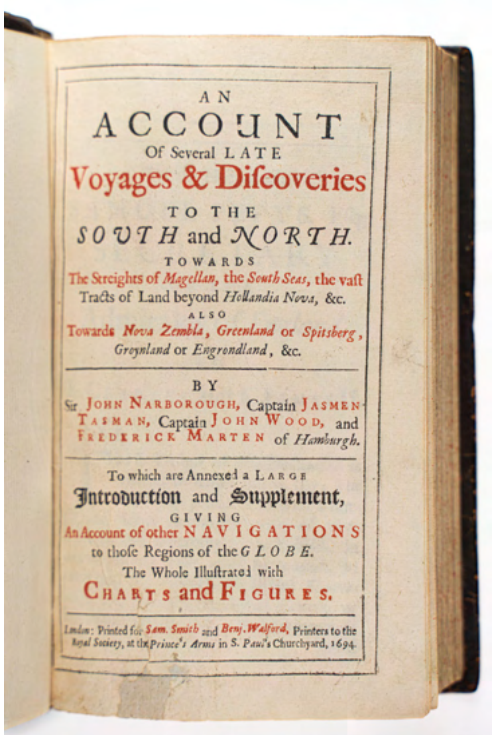
Supernumerary Mate belonging to H.M. Ship Conway hereby Appointed to act as Lieutenant of His Majesty's Ship Blonde.

47. **NARBOROUGH, SIR JOHN & OTHERS; T. ROBINSON [EDITOR]**, Account of Several Late Voyages and Discoveries to the South and North. Towards the Streights of Maggellen, the South Seas, the Vast Tracts of Land beyond Hollandia Nova, &c. also towards Nova Zembla, Greenland or Spitsberg, Groynland or Engrondland, &c. By Sir John Narborough, Captain Jasmen Tasman, Captain John Wood, and Frederick Marten of Hamburgh.To which ar annexed a large introduction and supplement, giving an account of other navigations to those regions of the globe.

FIRST EDITION, 18 engraved plates, 3 large folding maps, contemporary panelled calf, 8vo, London, 1694

£6,500

An important collection of voyages 'evidently designed to illustrate current knowledge of the two outstanding geographical mysteries, the northern sea passage to East Asia and the existence of the supposed Southern Continent. Publication was closely linked to the Royal Society, a keen exponent of the important contribution to science that mariners could make by keeping detailed journals of their voyages. A fellow of the Society, Sir Tanceed Robinson, is usually credited as editor and the book is dedicated by its publishers, the Royal Society's official printers to Samuel Pepys, who, in addition to his famous place in naval affairs, was a Fellow and President of the Society.
It was widely read, sometimes in dire circumstances, such as by the survivors of the Wager (one of Anson's support ships) who poured over a copy for navigational information when wrecked off the bleak coast of Patagonia.


AN
ACCOUNT
Of Several LATE
Voyages & Discoveries
TO THE
SOUTH and NORTH.
TOWARDS
The Streights of Magellan, the South Seas, the vast Tracts of Land beyond Hollandia Nova, &c.
ALSO
Towards Nova Zembla, Greenland or Spitsberg, Groynland or Engrondland, &c.
BY
Sir JOHN NARBOROUGH, Captain JASMEN TASMAN, Captain JOHN WOOD, and FREDERICK MARTEN of Hamburgh.
To which are Annexed a LARGE
Introduction and Supplement,
GIVING
An Account of other NAVIGATIONS to those Regions of the GLOBE.
The Whole Illustrated with
CHARTS and FIGURES.
London: Printed for Sam. Smith and Benj. Walford, Printers to the Royal Society, at the Prince's Arms in S. Paul's Churchyard, 1694.

The narratives of the two English voyages- Narborough and Wood's - are printed here for the first time. Narborough's expedition (1669-71) was the first English venture to the Pacific since that of Hawkins in 1593-94 and was the first such expedition to be officially sanctioned by the Admiralty. Instructed to make discoveries and to explore opportunities to breach the Spanish commercial monopoly over South America, Narborough was forced by increasing hostility to turn back, having reached Valdivia in Chili. His principal achievements were some careful observations of Patagonia and an excellent chart of the Straits of Magellan that remained standard for many years.

Wood's voyage was an attempt to find a north-east passage to Japan but was wrecked off Nova Zembla in 1676. The book's introduction concludes against the existence of such a passage and agrees with Wood that Spitzbergen and Novaya Zemlya formed part of a single landmass.

Martens's description of his voyage to Spitzbergen in 1671, which includes valuable information on whaling in northern waters. The interest in Tasman's great voyage to the south in 1642, when he discovered Van Diemen's Land (Tasmania) and New Zealand, presages the series of English attempts to locate the Southern Continent in the 18th century. The editor of the present volume follows the contemporary belief that such a continent enclosed the southern extremities of the Indian and Pacific oceans, and he suggests that the Dutch may have discovered more than they had published.
Cox II, 262; Hill 1475



48. **NARBOROUGH, JOHN SIR, & OTHERS.**, An Account of Several Late Voyages and Discoveries: I. Sir John Narborough's Voyage to the South Sea... II. Captain J. Tasman's Discoveries on the Coast of the South Terra Incognita. III. Captain J. Wood's Attempt to Discover a North-East Passage to China. IV. F. Marten's Observations made in Greenland, and other Northern Countries. To which are added, a Large Introduction and Supplement, containing short abstracts of other Voyages into those Parts, and Brief Descriptions of them. The Whole Illustrated with Exact Charts, and Curious Figures.

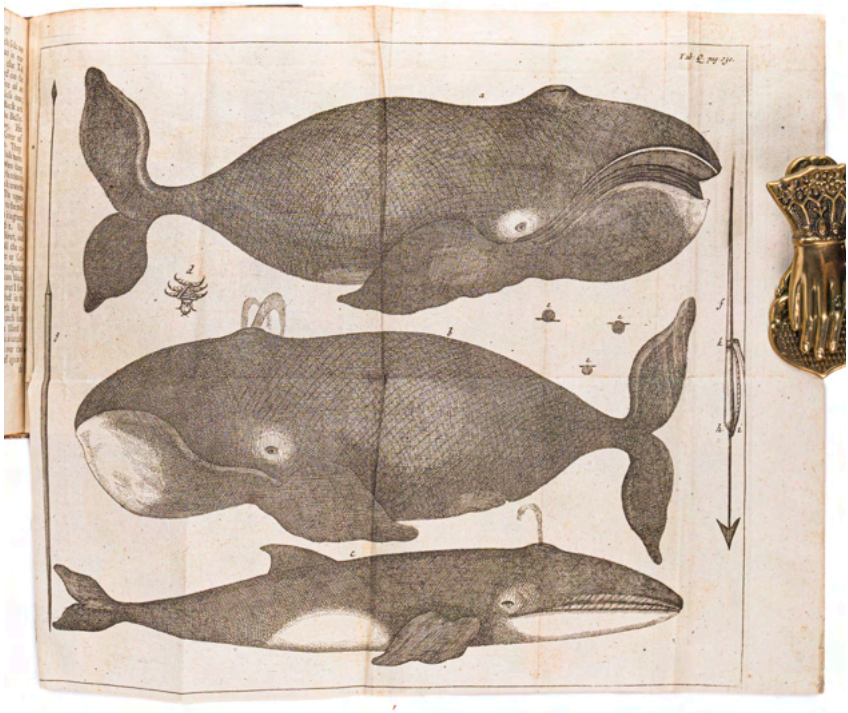
Second and Best Edition, 19 engraved plates of views and natural history images (many folding), folding "Chart of the western and southern oceans", folding chart of Terra del Fuego, folding pole map, contemporary panelled calf gilt, red Morocco label, hinges repaired, 8vo (200 x 135mm), London: Printed for D. Brown without Temple-Bar, J. Round in Exchange-Ally, W. Innys in St. Paul's Church-Yard, and T. Ward in the Temple-Lane, 1711.

£3,500

Second and best edition, with the additional chart of the Western and Southern oceans which did not appear in the earlier edition.

'The book is of greatest importance to an Australian collection, as it contains one of the earliest English accounts of Abel Janszoon Tasman's famous voyage of 1642 from Batavia, in which he discovered Tasmania and New Zealand and visited Tonga and Fiji' (Hill).

An English naval commander, (Rear-Admiral Sir) John Narborough (c.1640–1688) served with distinction in the Anglo-Dutch Wars and against the Barbary Coast pirates. After peace was declared with the Dutch, Narborough was given the command of an expedition to the South Seas departing England on 26 September 1669, before sailing through the Straits of Magellan and into the Pacific in October of the following year. His charts of the Straits of Magellan were a great improvement on those of previous navigators and were used by Bulkeley and Cummins following the wreck of the Wager.
Bookplate of Godfrey Bosville



A N

ACCOUNT

Of ſeveral LATE

Voyages and *Diſcoveries*:

I. Sir *John Narbrough*'s Voyage

TO THE

SOUTH-SEA

By the Command of King *Charles the Second*: And his Inſtructions for ſetling a *Commerce* in thoſe Parts. With a Deſcription of the Capes, Harbours, Rivers, Cuſtom of the Inhabitants, and Commodities in which they Trade.

II. Captain *J. Taſman*'s Diſcoveries on the Coaſt of the South *Terra Incognita*.

III. Captain *J. Wood*'s Attempt to Diſcover a North-Eaſt Paſſage to *CHINA*.

IV. *F. Marten*'s Obſervations made in *Greenland*, and other Northern Countries.

To which are Added, a LARGE

INTRODUCTION and SUPPLEMENT,

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The Whole Illuſtrated with Exact CHARTS, and Curious FIGURES.

LONDON, Printed for *D. Brown* without *Temple-Bar*, *J. Round* in *Exchange-Ally*, *W. Innys* in St. *Paul*'s Church-yard, and *T. Ward* in the *Temple-Lane*. 1711.

49. NEALE, SIR HARRY BURRARD, General Memo on Barbary Pirates in the Mediterranean

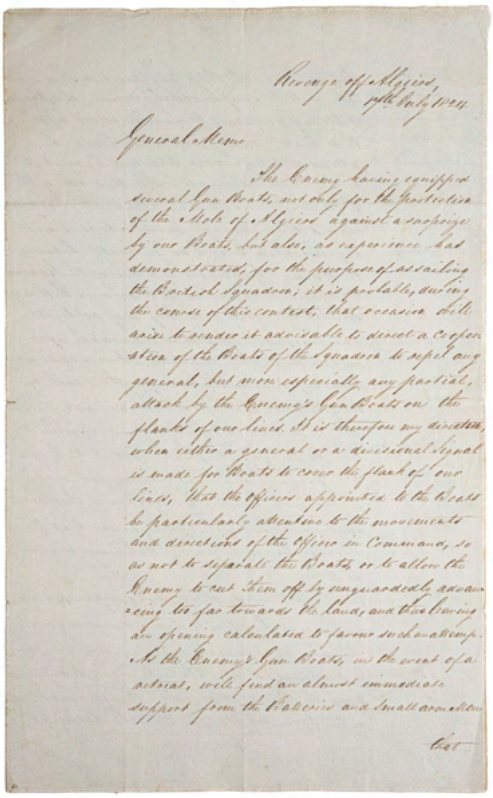
Manuscript letter, secretarial hand, signed by Sir Harry Burrard Neale, 3pp., mailing folds, folio, Revenge off Madeira, 17th July 1824

£750

An interesting and detailed letter on the battle strategies of the British Navy fighting Pirates from Algiers.

Sir Harry Burrard Neale was commander-in-chief in the Mediterranean, 1823-1826, a post which, by the rule then in force, carried with it a nomination as G.C.M.G. The Barbary Pirates were mainly Muslim pirates and privateers who operated from the Barbary States. The main purpose of their attacks was to capture slaves for the Barbary slave trade. Barbary pirates captured thousands of merchant ships and repeatedly raided coastal towns. The Barbary states had difficulty upholding the total prohibition of slave-raiding, with Algiers in particular continuing its slave-raiding despite it being outlawed.

In 1824 the last ruler of Algiers, Husayn Dey, expelled the British consul. In March 1824, A British fleet under Admiral Sir Harry Burrard Neale was sent to reinforce the treaty of 1816 with the Dey of Algiers. Arriving off the port of Algiers on 11 July, there was a short engagement with over thirty Algerian gunboats a few days later before withdrawing. Admiral Neale then returned two weeks later to be initially met with the fire of the Algerian batteries and shipping, but after threatening to bombard the town negotiations were undertaken and they brought a resolution to the disagreement.Algerian piracy did not entirely cease until France conquered the state in 1830.



Revenge off Algiers,
17th July 1824

General Memo

The Enemy having equipped several Gun Boats, not only for the Protection of the Mole of Algiers against a repetition by our Boats, but also, as experience has demonstrated, for the purpose of assailing the Blockading Squadron; it is probable, during the course of this contest, that occasions will arise to render it advisable to direct a co-operation of the Boats of the Squadron to repel any general, but more especially any partial, attack by the Enemy's Gun Boats on the flanks of our Lines. It is therefore my direction, when either a general or a divisional Signal is made for Boats to cover the flank of our Lines, that the Officers appointed to the Boats be particularly attentive to the movements and directions of the Officer in Command, so as not to separate the Boats, or to allow the Enemy to cut them off by unguardedly advancing too far towards the Land, and thus leaving an opening calculated to favour such an attempt. As the Enemy's Gun Boats, in the event of a retreat, will find an almost immediate support from the Batteries and small armed Boats

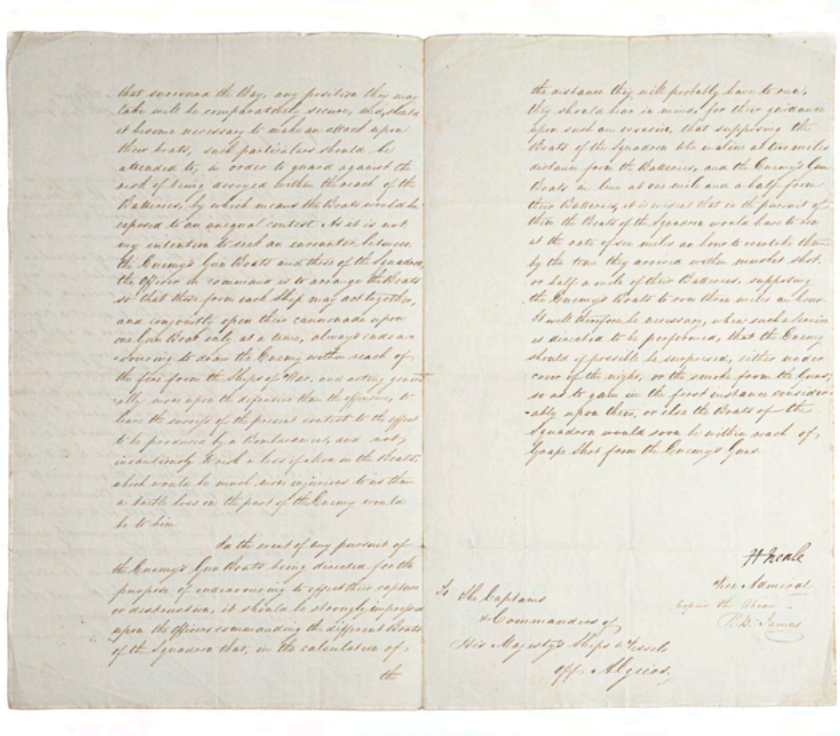
This General Memo was sent "To the Captains and Commanders of His Majesty's Ships and Vessels off Algiers". It is a lengthy direction with instructions of how to navigate between the pirates' gun boats and their batteries.

Neale orders special care when engaging the enemy ships "so as not to separate the Boats, or to allow the Enemy to cut them off by unguardedly advancing too far toward the land, and thus leaving an opening calculated to favour such an

attempt."

For attacking the pirates ships he orders them to "arrange the Boats so that those from each ship may act together, and conjointly open their cannonade upon one Gun Boat only at a time, always endeavouring to draw the Enemy within reach of the fire from the Ships of War, and acting generally more upon the defensive than the offensive."

He finally urges "that the Enemy should if possible be surprised, either under cover of the night, or the smoke from the Guns, so as to gain in the first instance considerably upon them, or else the Boats of the Squadron would soon be within reach of Grape Shot from the Enemy's Guns."



One Of The Rarest Books Of Its Class

50. **NODAL, BARTOLOME GARCIA DE & GONCALO NODAL,** Relacion del viajé par orden de Su. Magd. y Acverdo del Real Consejo de Indias... al descubrimiento del Estrecho nuevo de S. Vicente. y reconosimio. del de Magallanes.

FIRST EDITION, engraved title, woodcut text illustrations, engraved map from second edition bound in, 18th century calf gilt, rebacked, gilt device of a Lyre on upper and lower covers, 8vo (190 x 140 mm), Madrid: Fernando Correa de Montenegro, 1621.

£20,000

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

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

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

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

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

Additionally, the Straits were claimed as proprietary territory of the Dutch East India Company, which gave them a veritable monopoly over the passage and prevented non-company ships from passing through, even though the waters were seldom if ever patrolled. The new strait provided a

RELACION
DEL VIAGE,

QUE POR ORDEN DE SU MAGESTAD,
Y ACUERDO DE EL REAL CONSEJO
DE INDIAS,

HICIERON LOS CAPITANES
BARTHOLOME GARCIA DE NODAL,
y Gonzalo de Nodal, Hermanos, naturales
de Pontevedra,
AL DESCUBRIMIENTO
DEL ESTRECHO NUEVO DE SAN
Vicente, que hoy es nombrado de Maire, y
Reconocimiento del de Magallanes.

REIMPRESSO DE ORDEN
DEL Sr. D. JOACHIN MANUEL DE VILLENA
y Guadalfaxara, Marquès del Real Theſoro, Cavallero
del Orden de S. Juan, del Conſejo de S.M. Gefe de Eſqua-
dra de la Real Armada, y Preſidente de la Real
Audiencia, y Caſa de la Contratacion
á las Indias:
EN UTILIDAD DEL HOSPICIO DE LA SANTA
Charidad de la Ciudad de Cadiz.

LLEVA AñADIDO
LAS DERROTAS DE LA AMERICA OCCIDEN-
tal de unos Puertos á otros, que diò á luz el Theniente
de Navio de la Real Armada Don Manuél
de Echavelar.

CON LICENCIA EN MADRID:

Y Reimpreſſo en Cadiz *por Don Manuèl Eſpinoſa de los Monteros,*
Impreſſor de la Real Marina, Ca[illegible] de S. Franciſco.
Donde ſe hallarà.

1750
69

legal avenue for ships of all nations to enter the Pacific, a situation feared by the Spanish whose ports on the western side of South America, already proven vulnerable to sacking by the likes of Francis Drake, were again at risk.

The Nodal expedition was meant to provide the Spanish with vital geographic information about the crucial, yet little known, area around the Straits of Magellan. The brothers established the navigability of the passage and found the Diego Ramirez Islands, which remained the most southerly point visited by Europeans until Captain James Cook sailed in the area in 1775.
Alden & Landis 621/90; Borba de Moraes II:616; Church 386; Hill 1231; JCB (3) II:156; Palau 99485; Sabin 55394.



51. **PERNETTY, ANTOINE JOSEPH**, Histoire d'un voyage aux isles Malouines, fait en 1763 & 1764 ; avec des Observations sur le Détroit de Magellan, et sur les Patagons...

2 vol., Nouvelle Edition, Second Edition of Journal historique d'un Voyage, 18 engraved folding plates and maps, a fine copy in full contemporary mottled calf, gilt spines with contrasting labels, 8vo, Paris: Saillant & Nyon, 1770.

£950

A very fine copy in an attractive contemporary binding.

"At page 89, of Vol. II., the Abbe has made a division of his work, which he entitled 'Observations on the Straits of Magellan, and on the Patagonians.' This is the only part of the two volumes which entitles it to a place in our category of works on the aborigines and is very meagre in its details. A large folding plate gives its testimony to the great stature of the gigantic inhabitants of Patagonia. It was translated into English, and printed in London in 1771, under the title of 'Bougainville's Voyage.'" Field
Field 1200; Sabin 60996.



52. **[PRIVATEER JOURNAL - AMERICAN REVOLUTION]**, The Daily Journal, For the Year of Our Lord 1755...

Manuscript and type, 9pp. of printed text, followed by manuscript entries, contemporary worn sheepskin, 12mo, 1755 [manuscript entries from 1761-1784]

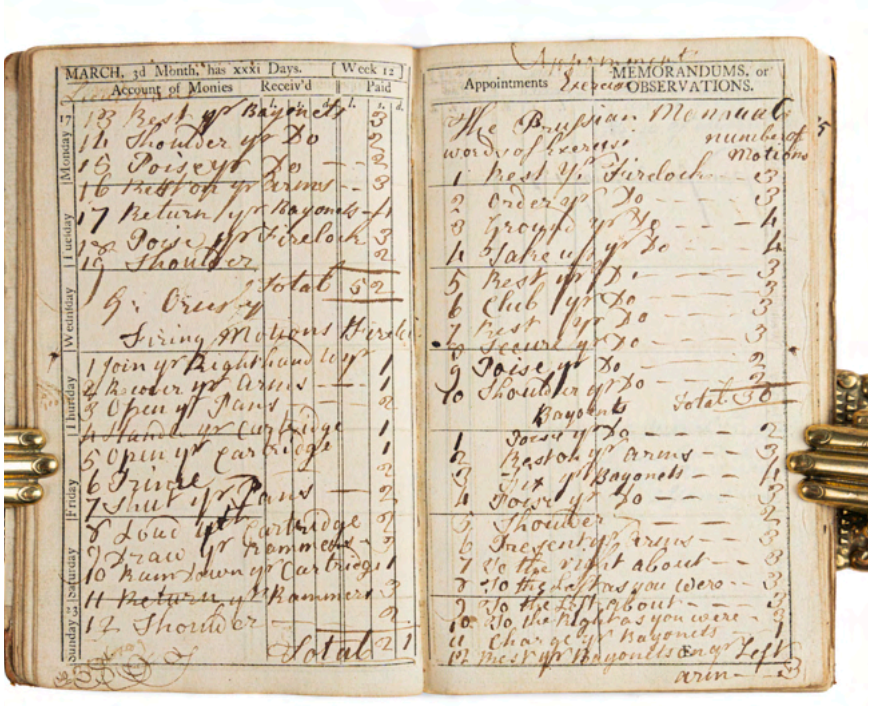
£3,500

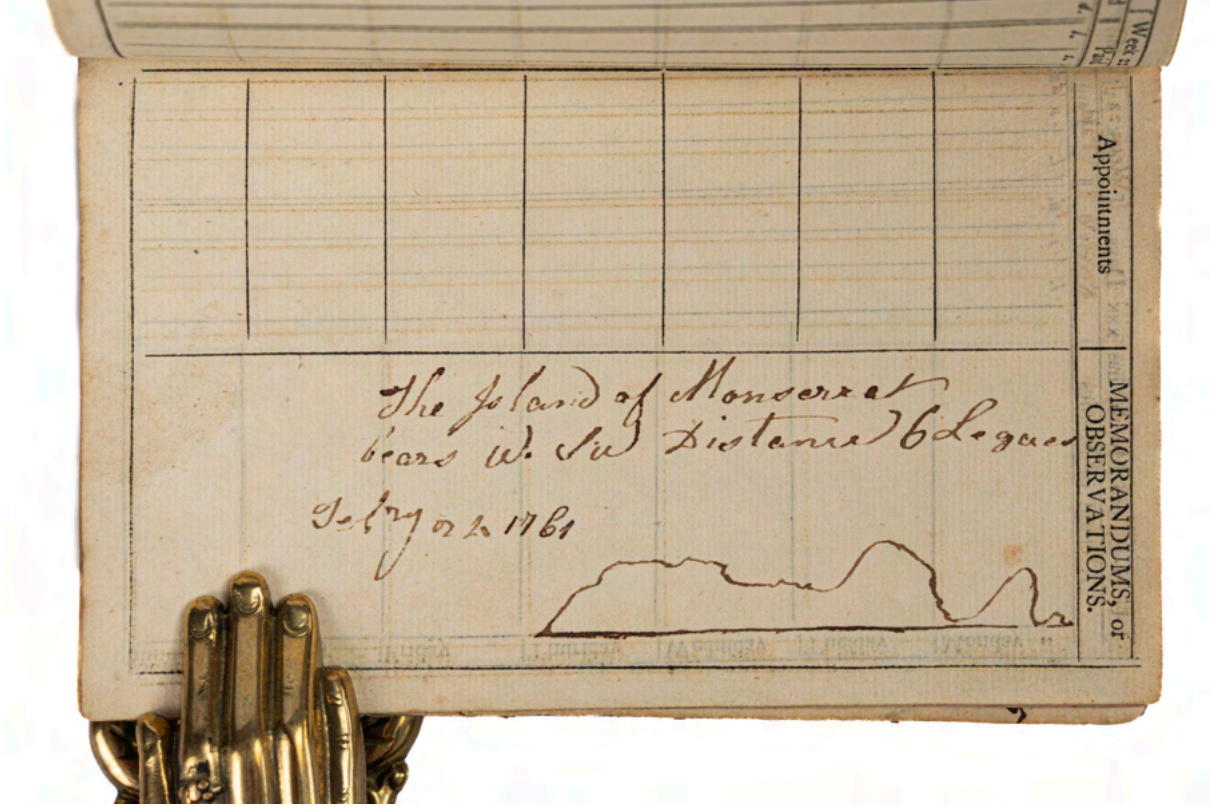
This common type of daily journal, containing printed sections with various types of "useful information", and a calendar year of blank spaces, was used by an anonymous privateer and sailor in the Jamaica Squadron during the American Revolution.

The author used this book for far longer than the single year it was intended, with the first entry dated 17th January 1761 and the final on 12th May 1784. Used more as a notebook to keep track of lists of money paid, "necessaries" (clothing) purchased, and other sporadic entries written out of sequence throughout.

The first voyage reads "Sailed from St. Helens the 17th of Jan-ry for Jamaica 1761." and is followed up several pages later with "Feb.ry 26 1761 Anchord in St. John's Road Antigua."

Evidence of the author's privateering begins to form with an entry in the middle of the book, "1760 July 12 On this day gave chace to the Valiant a French ship of war of 61 guns and a frigate of 36 guns calld the Amethyst bound from Martinico to Old France but it coming on hazy lost them in





the night." Further evidence comes in an entry toward the back of the Memoranda section, "Money recd for prizes taken by HM Ship Pelican..." A dozen French and Dutch prizes are listed, with the diarist's share coming to a total of 443 pounds. "HMS Pelican" was a 24-gun sixth-rate ship launched in 1777. She foundered in 1781.

This entry ties in with several entries referring to his business dealings with his prize agent, Mr. Madden, and an earlier entry, "1761... took the Saint Ann a French ship of war of 64 guns but being filled for the use of the merchants held only 44 mounted loaded with sugar indigo and tortoise shell + coffee from Port au Prince bound to old France." The "Sainte Anne" was captured in 1761 by "HMS Centurion" and "HMS Hampshire." Based on this information, it appears that this anonymous journal keeper was a sailor in the Jamaica squadron on the expedition against Havana.

Another substantive entry, on the April page but dated Nov. 18th, records "subsistence" money paid for "recruits." This is followed by recognition of Deseada, (probably La Desirade, an island off Guadeloupe), and Monserrat - both dated 1761. Later entries during the American Revolution place him under the command of a Captain Williams, who was responsible for doling out the author's "subsistence," and for whom he apparently managed "recruits." Thus, it appears that much of this journal is a record of a life at sea as a privateersman and as a sailor attached to the Jamaica Squadron.

More entries occur in the 1780s, and these document the end of his career. They concern personal finances such as payments to his brother and an aunt, purchases of timber, nails, and tiles, and other domestic expenses. On the 12th of May 1784, for example, he writes, "John Kain entered of the farm at Parish Close." It seems he swallowed the anchor in the 1780s, and made a life ashore.

A fascinating historical artefact. All entries are clean and (mostly) legible.

First Hand Accounts Of Encounters With Two Of The Most Successful Pirates Working During 'The Golden Age Of Piracy'

53. **[GOLDEN AGE OF PIRACY] - ROBERTS, JOHN BARTHOLOMEW AKA "BLACK BART" AND SEEGAR, EDWARD "ENGLAND"**, The Historical Register, Containing An Impartial Relation of Transactions, Foreign and Domestick. With a Chronoligical Diary of All the Remarkable Occurrenes, vix. Births, Marriages, Deaths, Removals, Promotions, &c. That happen'd in the Year... 1721

FIRST EDITION, occasional light foxing and toning, bookplate of George Harrison, contemporary panelled calf, rebacked, 8vo, London, H.M. and T. Norris, 1721

£3,500

A rare work containing the most detailed account of piracy known in any contemporary periodical (pp.246-256). The section begins with a report "...from the Governor of Bermudas, giving a melancholy Acount of the Havock and Depredations committed by the Pirates about the Leeward Islands...", with the number of pirates active in the Caribbean thought to be numbering close to 1500. Following this is an account from Captain Andrew Kingston, concerning the exploits of John Bartholomew Roberts(1682-1722), better known as 'Black Bart'. Kingston writes:

'I hope the ships bound from London to Jamaica, may escape the said Roberts, for he designs to keep that station, and destroy all ships that come to these Islands which may fall into his hands. They left me without any manner of clothing; and Roberts brought my brother (chief mate) to the gears, and whipt him within an inch of his life, by reason he had conceal'd two gold rings in his pocket. This is the dismal account I am to give of the voyage.'

The infamous Bartholomew Roberts is considered the most successful pirate during the 'Golden Age of Piracy', capturing over 400 vessels during three years of his career. He also created his own 'Pirate Code' and invented an early variant of the iconic skull and crossbones flag.

Following this account is a proclamation, requested by the Governor of Jamaica, for the suppression of piracy. A bounty is offered for two pirates in particular; Christopher Winter and Nicholas Brown. There is a correspondence between the Governor and the Alcaldes of Trinidad regarding the pirates being harboured there. "I find the Port of Trinidado a Receptacle to Villains of all Nations." The English demands were refused as the two pirates had been baptised in the Catholic faith.

Next is an extract of a letter from Captain Mackra, who lost his ship Cassandra on his way to the East Indies. Unfortunately for Mackra, the pirates who took his ship were under the command of the infamous Edward England. Edward England (1685-1721) began his career under Henry Jennings and Charles Vane. After they accepted the King's Pardon, England sailed for Africa, spawning the career of Bartholomew Roberts and many other pirates along the way. He sailed under a similar flag as "Black" Sam Bellamy. Like Bellamy, England was known for his kindness and compassion as a leader, unlike many other pirates of the time.

A scarce and important work with first hand accounts of encounters with two of the most successful pirates working during 'The Golden Age of Piracy'.



him within an Inch of his Life, by Reaſon he had ſe-
creal'd two Gold Rings in his Pocket. This is the Ge-
Account I am to give of this Voyage. Yours, &c.

J. Knight.

P. S. At this Place are ſeveral Pirates in Priſon, who
run away with Merchant-Ships Boats from Antegoa, w
were taken at *Santa Cruz*, an Iſland not inhabited b
thought they will not be hang'd, which makes a gr
many Pirates about theſe Iſlands.

Some Months before, Sir *Nicholas Lawes*, Governo
Jamaica, cauſ'd the following Proclamation to be pu
liſh'd.

By the King,

A PROCLAMATION.

WHEREAS ſeveral Treaſons, Piracies, and Fe-
lonies have been lately committed on the Se
Seas adjoining to our ſaid Iſland of *Jamaica* by the ſe
ſects of *Great Britain*, and particularly by *Nicholas Bro*
and *Chriſtopher Winter*, late of our ſaid Iſland, Mariner
to the great Damage of our Subjects inhabiting the ſa
and though we have uſed ſuch Methods as we think
moſt effectual for the taking and ſuppreſſing of the ſa
Traytors, Pirates, and Robbers, yet we having ſuch ab
of Villany in the utmoſt Abhorrence, and for the great
Encouragement of ſuch Perſons of our Subjects as ſha
be active in the apprehending the ſaid *Nicholas Brown* a
Chriſtopher Winter, ſo that they, or either of them may
brought to Juſtice, we have thought fit, by and with th
Advice of our Council of our ſaid Iſland, to iſſue this
Royal Proclamation; and do hereby promiſe, that if
any Perſon or Perſons ſhall diſcover or ſeize, or cauſe
procure to be diſcover'd or ſeiz'd, the ſaid *Nicholas Brow*
and *Chriſtopher Winter*, or either of them, ſo as they ma
be brought to Juſtice, ſuch Perſon or Perſons ſo makin
ſuch Diſcovery or Seizure, or cauſing or procuring ſu
Diſcovery or Seizure to be made, ſhall have and recei
the Rewards following, viz. for the ſaid *Nicholas Brow*
300*l.* of current Money of *Jamaica*, and for the ſa
Chriſtopher Winter 300*l.* like Money, which ſaid ſeve
Sums our Receiver-General for the Time being is hereb
directed and requir'd to pay accordingly. Given at
Iago de la Vega, October 21, 1720, *witneſs his Excellency*
Nicholas Lawes, Eſquire Captain General and Governor, &c.
in

Four Days after (*October* 25, 1720) Sir *Nicholas Lawes*
made the following Speech to the honourable Aſſembly of
Jamaica, viz.

Mr. Speaker, and Gentlemen of the Aſſembly,

I Had ſent for you ſooner after the late Prorogation of
your own begetting, but that I find by Experience,
you are all too wiſe for me to think of talking you into
any Thing that I would have you do, though never ſo
apparently your Intereſt and Duty ſo to do.

And I wiſh you were all ſo prudent and diſcreet, as not
to be talk'd out of what you ought to do, in Juſtice to
your Country, and Duty to his Majeſty; and that by falſe
Reaſoning and miſtaken Politicks.

I am at length convinc'd, that there are ſome who
would be glad to continue the old Breaches, or to ſee or
make Diviſions among us, and 'tis not to be wonder'd,
that thoſe who obſtinately refuſe to ſerve the King and
Country, will be active in doing Miſchief; but I would
have thoſe Gentlemen remember by what Tenure they
hold their Lands, and know under whoſe Influence and
Protection they enjoy, at leaſt, their Well-being; but
good Patriots, ſuch as I hope you will appear to be, know
how to govern themſelves on ſuch Occaſions, and *Wiſdom*
will be ever juſtify'd by her Children.

Gentlemen and Brother Planters, let it ſuffice that I
can ſay for myſelf, I have been known to your Fathers,
and am not unacquainted with moſt of you; and that my
Intereſt, with my Poſterity's, ſtands upon the ſame Foun-
dation with yours; and therefore I can have no Deſign or
View, otherwiſe than what I muſt be equally concern'd
with you in the Event.

I have done all Things in my Power to ſettle the pre-
ſent and future Peace and Proſperity of this Iſland, and
I wiſh you had all join'd with me in the ſame Meaſures.
I may be allow'd to ſay what your own Journals will
ſhew, to my Honour, that I have pointed out to you, Gen-
tlemen, many more Particulars for the publick Welfare,
ſecurity, and Advantage of the Country, than ever any
of my Predeceſſors did.

And now I challenge your whole Body to propoſe to,
or lay before me any Thing, that you in your Wiſdom
can deſire or deviſe, for your own Good, and the real In-
tereſt of this Iſland, conſiſtent with my Duty, and his
Majeſty's

One Of The Best Known English Buccaneering Narratives

54. **ROGERS, WOODES**, A Cruising Voyage Round the World: First to the South Seas, thence to the East-Indies, and Homewards by the Cape of Good Hope. Begun in 1708, and Finish'd in 1711..Containing a Journal of all the Remarkable Transactions.. An Account of Alexander Selkirk's living alone four years and four months on an island...

Second Edition, 5 engraved folding maps, including map of the world, contemporary panelled calf gilt, spine repaired, 8vo, London: Printed for A. Bell and B. Lintot, 1718.

£5,000

This work is an account of one of the most colourful and swashbuckling voyages written about the buccaneers.

Bristol was England's second largest port, thriving on the growing trade with the American colonies. William Dampier persuaded the merchant and sea captain Woodes Rogers to join him in a circumnavigation (Dampier's third) and to pursue the Spanish Treasure Galleons. The war of the Spanish Succession was still underway so Rogers and a prominent Bristol consortium of respected citizens were receptive to Dampier's plans to plunder from privateering in the Pacific against England's enemies, the French and the Spanish.

The consortium purchased two ships: the 320 tons, 30 guns *Duke* and the 260 tons, 26 guns *Duchess*. Dampier was to be the 'pilot for the South Seas'. They left Bristol on 2 August 1708 and struck out for the long haul to Brazil via Cape Horn, sighting the coast on 14 November. Re-provisioned they arrived in the Pacific and set course for the Juan Fernandez Islands where they found and rescued Alexander Selkirk, the source for Defoe's *Robinson Crusoe*.

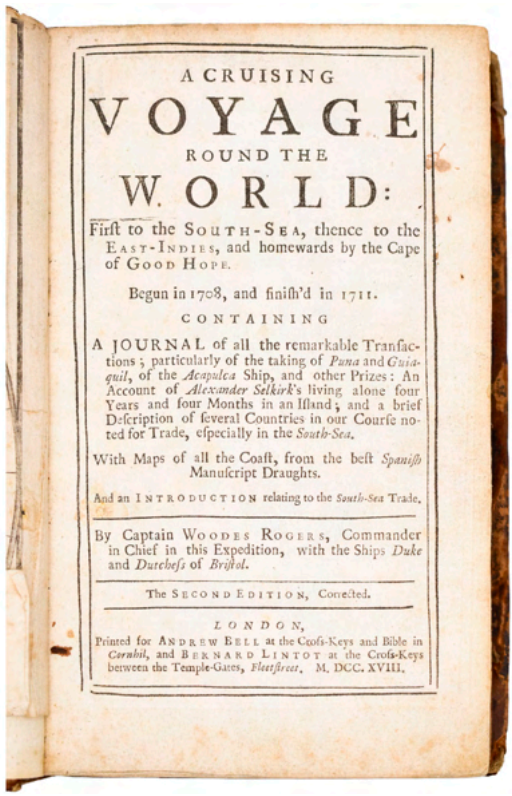


After illness, near mutiny and unrest from unruly crews, the privateers captured the large ship *Havre de Grace*, attacked and plundered the Spanish stronghold of Guayaquil in Ecuador. There was bitter arguments over the distribution of plunder but Rogers dealt severely with the ringleaders and kept the rest of the crew in check. Their greatest prize was the capture of the Manila Treasure Ship - the galleon Nuestra *Senora de la Encarnacion Disengano*. During this engagement Rogers was hit on the jaw by musket shot, and had to wait until they made the long voyage to Batavia to have it properly attended by a doctor.

On October 1711, the battered little squadron sailed up the Thames to an enthusiastic reception. They brought back nearly £150,000 from the Manila galleon, and even after legal fees, customs dues and payment to the East India Company there was still a fortune left.

Dampier had fulfilled his ambition of seizing a Spanish treasure ship, although he had difficulty acquiring his share of the spoils. Rogers went on to become Governor of the Bahamas and was instrumental in controlling piracy on the islands. He was also involved in the engagement and death of Edward Teach (Blackbeard).

An important narrative and one of the best known English buccaneering narratives.
Hill 1479; Howes R421; Cox I, 46; Sabin 72753; Cowan, p.194; Diana & Michael Preston. A Pirate of Exquisite Mind.



A CRUISING
VOYAGE
ROUND THE
WORLD:
First to the SOUTH-SEA, thence to the EAST-INDIES, and homewards by the Cape of GOOD HOPE.
Begun in 1708, and finish'd in 1711.
CONTAINING
A JOURNAL of all the remarkable Transactions; particularly of the taking of *Puna* and *Guiaquil*, of the *Acapulca* Ship, and other Prizes: An Account of *Alexander Selkirk*'s living alone four Years and four Months in an Island; and a brief Description of several Countries in our Course noted for Trade, especially in the *South-Sea*.
With Maps of all the Coast, from the best *Spanish* Manuscript Draughts.
And an INTRODUCTION relating to the *South-Sea* Trade.
By Captain WOODES ROGERS, Commander in Chief in this Expedition, with the Ships *Duke* and *Dutchess* of *Bristol*.
The SECOND EDITION, Corrected.
LONDON,
Printed for ANDREW BELL at the Cross-Keys and Bible in *Cornhil*, and BERNARD LINTOT at the Cross-Keys between the Temple-Gates, *Fleetstreet*. M. DCC. XVIII.



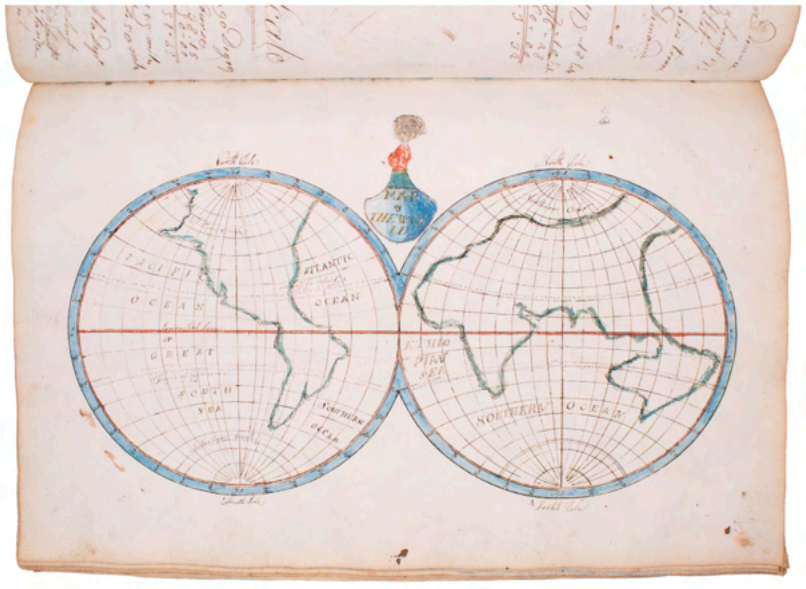
Privateer's Illustrated Navigational Manuscript And Log Book

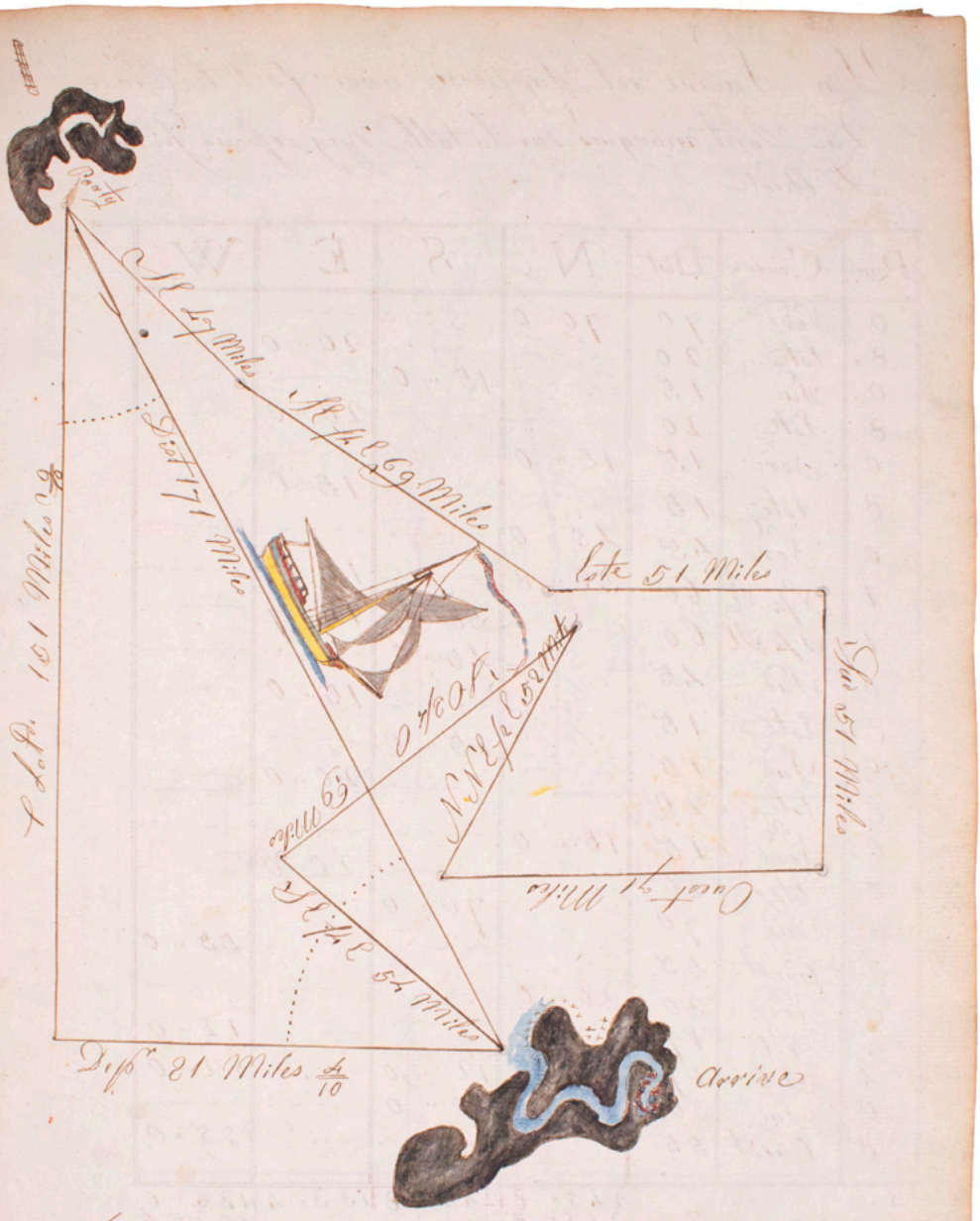
55. **ROUET, PHILLIPE & BERTRAM, THOMAS**, An Exceptional Illustrated Manuscript Log - "His Book Made at Jersey"

146 heavily illustrated manuscript pages in the hand of Rouet, 16 manuscript drawing in the hand of Bertram, 16 blank leaves, mostly written in French with some captions and titles in English, many full page watercolours of ships, many text illustrations and diagrams, including navigational instruments, a coloured world map, coloured vignettes, many pages of mathematical tables for navigation, trigonometry equations are often illustrated with small ships and islands, owner inscriptions to end papers for Phillipe Rouet dated Jersey 1788 and a few later entries in the hand of Thomas Bertram dated 1832, original vellum, folio (335 x 240mm), 1788-1832

£10,000

Most of the ships illustrated are English, with a few French and one American. The ships named align with the list of Privateers known to have been operating under Letters of Marque from Jersey at the time. The named ships include The Dragon of Jersey, Providence of Jersey, Dolphin, Clara, brig Harmony at anchor, Venus of Jersey, and Adelaide of Guernsey.





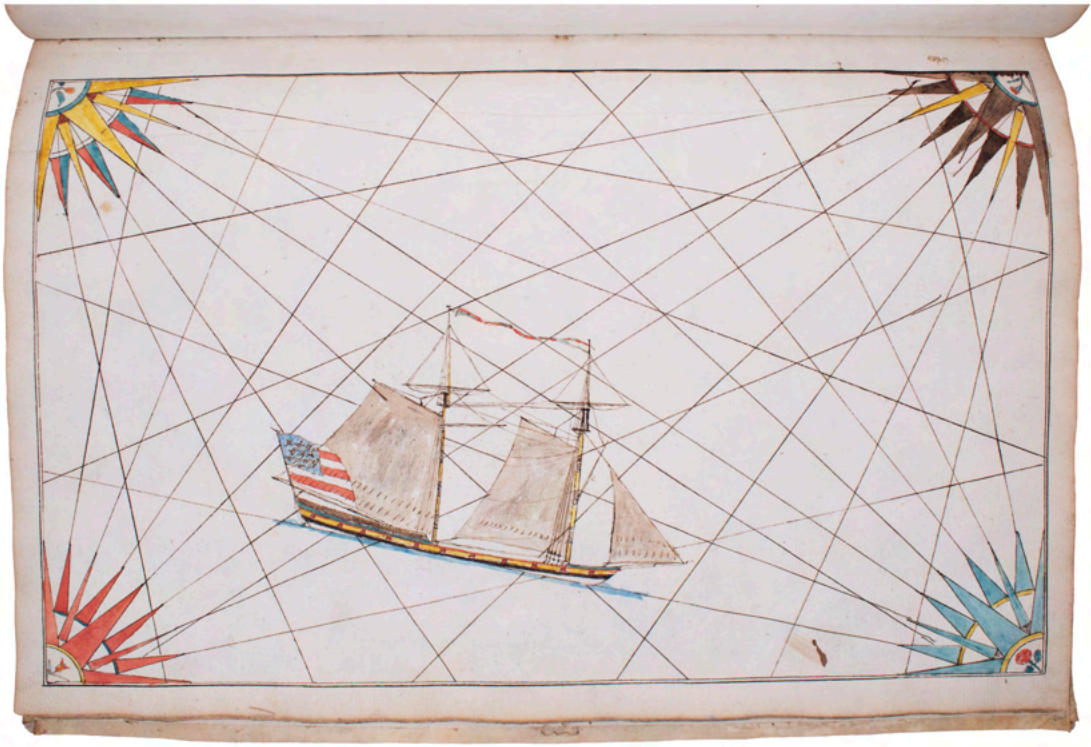
Je Repons Que Sa Veritable Cource est S S E ½ E ou Viron
Et Sa Lat Arrivée 25 D 46 Et Sa Distace 171 Miles



This elaborately illustrated navigational manuscript belonged to Phillipe Rouet (c.1764-1826). Rouet was likely a midshipman, training to become a lieutenant, on one of the Privateer ships. Rouet was around twenty-four years old when he wrote this manuscript, which would suggest several years of naval or privateer service before the navigation studies that gave rise to the production of this work.

Privateering, a form of piracy that was legalised in times of war as it disrupted enemy shipping and provided the authorities with a ready supply of intelligence of enemy activities. From 1689 a Letter of Marque was used to differentiate a legal Privateer from an illegal pirate. Once legalised, Jersey shipowners were quick to take up the chance, with the earliest Letter of Marque granted in 1692. The heyday of the Jersey privateers was in the eighteenth century, when Britain was at war for 48 years with various European maritime nations, 36 of them with the French. The strategic importance of Jersey made the island's privateers a major disruptive force to the French at the outbreak of each war. The French made numerous attempts to capture Jersey in 1748, 1756, 1758 and throughout the 1760s and 1770s. In 1781 French troops landed on Jersey, but storms had depleted their forces. However, they managed to go undetected by the guards and captured the Governor, Major Moses Corbet, in his bed. British troops were alerted and they were attacked, in the end taking over 600 French prisoners.

Provenance: "A Phillipe Rouet died in 1828 aged 64 with burial on 15th March 1828 in St Brelade. We believe Phillipe married Rachel Elizabeth le Cornu in St Helier on 26th September 1812. He would have been around 48 on his wedding day which suggests a long career at sea. Phillipe's burial record in 1828 does not state what he did for a living which indicates a career as a privateer." - John Underwood.





56. **SHELVOCKE, GEORGE**, A Voyage round the World by Way of the Great South Sea, Perform'd in the Years 1719, 20, 21, 22, in the Speedwell of London, of 24 Guns and 100 Men, (under His Majesty's Commission to cruize on the Spaniards in the late War with the Spanish Crown) till she was cast away on the Island of Juan Fernandes, in May 1720; and afterwards continu'd in the Recovery [sic], the Jesus Maria and Sacra Familia, &c.

FIRST EDITION, 4 engraved plates (2 folding), folding engraved map showing California as an island, contemporary blind-panelled calf, spine with gilt-lettered Morocco label, 8vo (193 x 120mm), London: Printed for J. Senex, W. & J. Innys, J. Osborn & T. Longman, 1726.

£5,000

FIRST EDITION of one of the most famous buccaneering voyages. This privately-funded privateering voyage sought to duplicate the success of Woodes Rogers' highly profitable voyage of 1708-1711.

Shelvocke commanded the *Speedwell* and John Clipperton commanded the *Success*. They were jointly involved in raids against Spanish shipping on the west coast of South America. Shelvocke parted from Clipperton to conduct his own raids in Peru and to sail up the coast to Cabo San Lucas where he remained for some months and wrote one of the earliest descriptions of the Indians of Baja California. He also was one of the first to suggest the possibility of finding gold in California.

Controversies surrounding the voyage began with his unjustified attack on a Portuguese Merchantman, which led to desertions and mutiny. It was while rounding Cape Horn that one of



his crew shot an albatross, described in this work and later read by William Wordsworth who relayed it to Coleridge. It became an inspiration for his *Rime of the Ancient Mariner*.

After a quick crossing of the Pacific to Guam and Canton where the Speedwell was sold, Shelvocke seems to have awarded himself more than double his share of the plunder. His return to England brought charges of piracy and embezzlement, and the publication of his account in 1726 brought charges of libel from his shipmate William Betagh who duly published his own account and rebuttal in 1728. However, Shelvocke went on to re- establish his reputation and died in 1742, age 67, a wealthy man due to his buccaneering.
Alden & Landis 726/192; Barrett 2261; Borba de Moraes II:796; Cowan I pp.211-212; Cowan II pp.581-582; Hill 1557; Howes S-383; Leighly California as an Island 159; Sabin 80158; Wagner Northwest Coast 530; Wagner Spanish Southwest 88.



Manuscript Pilot Of HMS Pallas

57. **SPRY, CAPTAIN THOMAS; CAPTAIN RICHARD KING**, Manuscript Pilot And Navigator's Log For Use Aboard Hms Pallas 1766 - 1782.

Folio (350 x 260mm), original full vellum,over 200 ll(400 pp) including blanks, a little worn, some worming throughout the volume, heaviest to the last third of the manuscript, this does not affect the text that is legible throughout, secured in a half vellum box, vellum label to upper cover.

£18,000

AT SEA - SAILING DIRECTIONS FOR ENTERING THE PORTS, HARBOURS AND BAYS FROM CADIZ IN SPAIN TO WEST FLORIDA, PORT ROYAL IN THE WEST INDIES AND THEN TO WEST AFRICA. THIS PILOT DESCRIBES NAVIGATING THE NUMEROUS PORTS AND HARBOURS VISITED BY THE PALLAS.

The Countries and Ports Visited are as follows. Erratic dating:

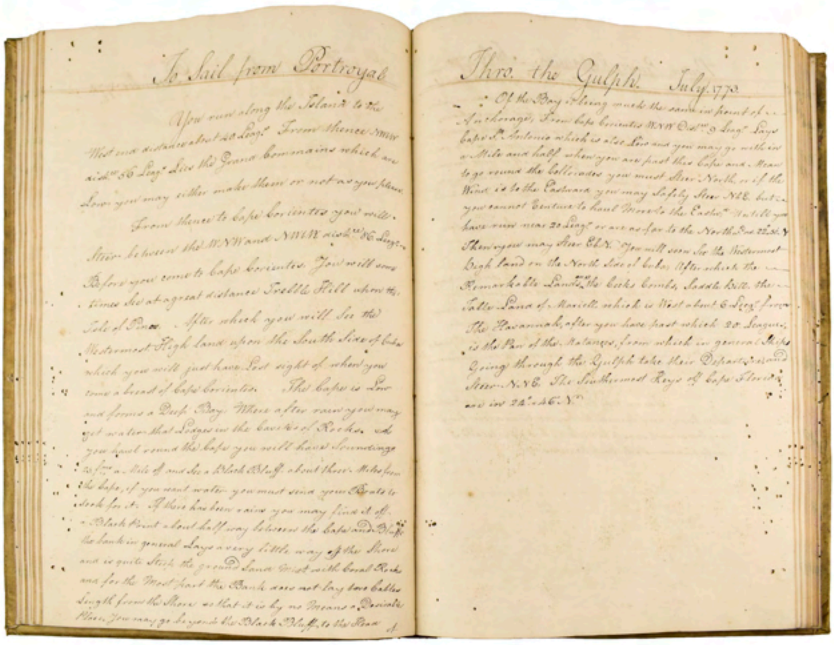
ALMEIRA BAY 1766-GUADALUPE 1766- ELBA 1766-MALAGA BAY 1767 – ALGIERS 1767 -MINORCA 1767- GENOA 1767- MARSEILLES- VILLA FRANCE 1768-CADIZ 1768 – GIBRALTER 1768- COSICA 1768- SARDINIA 1768- MAGDALEN ISLANDS GULF OF ST LAWRENCE 1769- NEWFOUNDLAND 1769 – PRINCE RUPERTS BAY 1770- PORT ANTONIO JAMAICA 1772- PORT ROYAL JAMAICA 1773- PORT ROYAL GULF 1770 – HISPANIOLA 1770-CUBA 1770-SPANISH MAIN 1772- TORTUGAS 1772- WEST FLORIDA 1773- PORT ROYAL 1782- ANTIGUA 1782-TENERIFFE 1775- GAMBIA 1775- SIRRA LEONE 1775- COAST OF AFRICA 1775

HORATIO NELSON was one of the crew in 1774.

HMS Pallas was one of the three 36-gun Venus-class fifth-rate frigates of the Royal Navy. She was launched in 1757 and initially served in Sir Edward Hawke's fleet blockading the coast of France where she fought at the Raid on Cherbourg and in the Battle of Bishops Court.

On May 3, 1776 Pallas began her second transatlantic crossing, arriving at Port Royal, Jamaica on June 21st without notable incident. She remained moored in Port Royal harbour until July 6th when she sailed with the frigate Maidstone, and 22 sail of merchant vessels bound north up the American coast but the convoy was forced to return to Port Royal. By July 10th, the fleet had grown to include Pallas, Maidstone, the West Florida packet, and 105 merchant vessels. Further delayed by a shortage of water, the convoy did not sail until late September.46 On October 1st Pallas liberated the Anne, an English vessel bound from Dominica to London that had been taken by an American privateer. On October 3rd Pallas and Maidstone chased off what appeared to be an American privateer and on October 12th the convoy entered St. Lawrence harbour, Newfoundland, and came to anchor. On October 29th they sailed with a convoy bound for England arriving at Spithead on November 17th without any notable incidents being recorded in the logbooks. However, other documents make it clear that the crossing was anything but uneventful. They were plagued by poor weather, hounded by American privateers and Captain Cornwallis complained bitterly of the poor discipline of the convoy. Only 44 of the merchantmen arrived in England in convoy with Pallas.

She later served for a number of years in the Mediterranean Sea before moving to serve off the coast



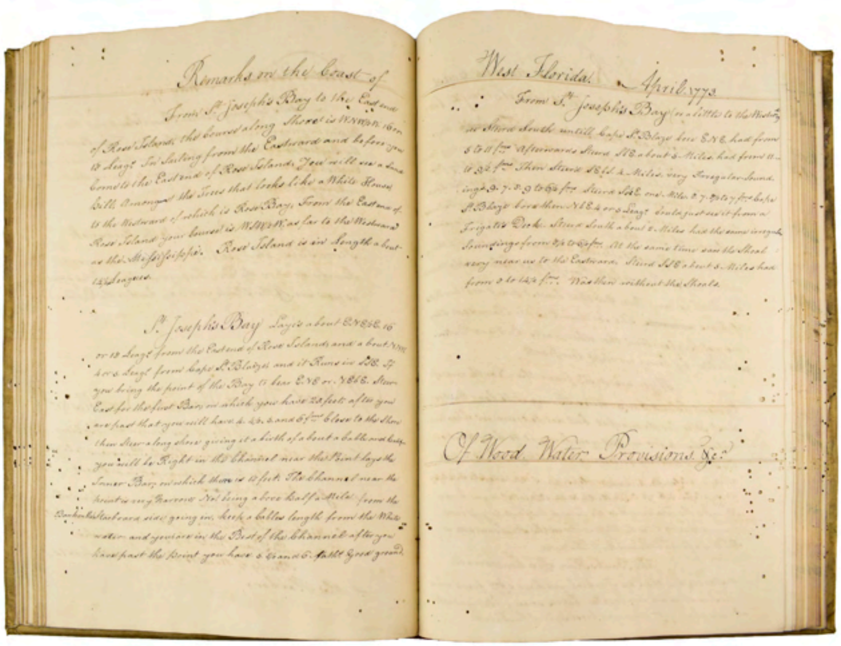
To Sail from Portroyal

You run along the Island to the West end distance about 40 Leag.s From thence NWW dist.ce 56 Leag.s See the Grand Comanains which are Low you may either make them or not as you please.

From thence to Cape Corientes you will Steer between the WNW and NWW dist.ce 56 Leag.s Before you come to Cape Corientes. You will some times See at a great distance Treble Hill when the Isle of Pines. After which you will See the Westermost High land upon the South Side of Cuba which you will just have Lost sight of when you come abreast of Cape Corientes. The Cape is Low and forms a Deep Bay. Where after rain you may get water that Lodges in the Cavities of Rocks. As you haul round the Cape you will have Soundings 20 f.ms a Mile of and See a Black Bluff about three Miles from the Cape, if you want water you must send your Boats to look for it. If there has been rain you may find it of a Black Point about half way between the Cape and Bluff the bank in general Lays a very little way of the Shore and is quite Steep the ground Sand Most with Coral Rocks and for the Most part the Bank does not lay two Cables Length from the Shore so that it is by no Means a Desirable Place. You may go beyond the Black Bluff to the Head of

Thro. the Gulph. July 1773.

Of the Bay it being much the same in point of Anchorage, From Cape Corientes WNW Dist.ce 9 Leag.s Lays Cape St. Antonio which is also Low and you may go within a Mile and half when you are past this Cape and Mean to go round the Colloradoes you must Steer North, or if the Wind is to the Eastward you may Safely Steer NbE but you cannot Venture to haul More to the Eastw.d untill you have run near 20 Leag.s or are as far to the North as 22.30 & Then you may Steer EbN. You will soon See the Westermost high land on the North Side of Cuba. After which the Remarkable Lands viz. the Cooks Combs, Saddle Hill, the Table Land of Mariell which is West about 6 Leag.s from The Havannah, after you have past which 20 Leagues is the Pan of the Matanzes, from which in general Ships Going through the Gulph take their Departure and Steer NNE. The Southermost Keys of Cape Florida are in 24°.46 N.



Remarks on the Coast of

From St. Joseph's Bay to the East end of Rose Island the Course along Shore is WNW½W 16 or 18 Leag.s In Sailing from the Eastward and before you come to the East end of Rose Island. You will see a Sand Hill Amongst the Trees that looks like a White House to the Westward of which is Rose Bay. From the East end of Rose Island your Course is WNW½W as far to the Westward as the Mississippi. Rose Island is in Length about 14½ Leagues.

St. Joseph's Bay Lays about ENE½E 16 or 18 Leag.s from the East end of Rose Island and about NNW 4 or 5 Leag.s from Cape St. Blaizes and it Runs in SSE. If you bring the point of the Bay to bear ENE or NbE Steer East for the first Bar, on which you have 20 feet after you are past that you will have 4. 4½. 5 and 6 f.ms Close to the Shore then Steer along shore giving it a birth of about a Cable and half you will be Right in the Channel near the Point lays the Inner Bar, on which there is 12 feet. The Channel near the point is very Narrow Not being above half a Mile from the Banks the Starboard side going in, keep a Cables length from the White water and you are in the Best of the Channel after you have past the Point you have 5 ¾ and 6 fath.s Good ground.

West Florida. April 1773.

From St. Joseph's Bay (or a little to the Westw.d of it) Steer'd South untill Cape St. Blaize bore ENE had from 5 to 11 f.ms Afterwards Steer'd SSE about 5 Miles had from 11 to 3½ f.ms Then Steer'd SEbS 4 Miles very Irregular Soundings 3. 7. 5. 9 to 6½ f.ms Steer'd SSE one Mile 8. 7. 9 to 7 f.ms Cape St. Blaize bore then NbE 4 or 5 Leag.s Could just see it from a Frigates Deck. Steer'd South about 2 Miles had the same irregular Soundings from 8½ to 6½ f.ms At the same time saw the Shoal very near us to the Eastward. Steer'd SSE about 5 Miles had from 8 to 14½ f.ms Was then without the Shoals.

Of Wood Water Provisions &c.

of Africa between 1774 and 1776 where she protected the isolated British colonies. In 1778 she joined the Newfoundland Station and participated in the attack on Saint Pierre and Miquelon.

On June 17, 1779, Pallas departed Spithead in company with Cameleon sloop escorting a convoy of 28 sail bound for Jamaica. They sailed south through the Bay of Biscay and along 130 the Portuguese coast calling at the island of Madeira on July 3rd and continuing on to Port Royal arriving on August 25th, arriving too late to participate in the Battle of Grenada on July 6th. For the next twenty-one months Pallas patrolled the Caribbean around Port Royal interdicting American and French ships in the region. During this period, either alone or in company with other Royal Navy warships, Pallas was involved in the taking of at least eight prizes, including an American ship. There is no suggestion in the logbooks that Pallas participated in the Battle of Martinique on April 17, 1780. It was probably during this extended period in warmer waters that the teredo infestation established itself in Pallas hull.

In 1783 she was beached on São Jorge Island after she was found to be heavily leaking; she was burned there on 24 February.

Portroyal Harbor

In Running down from the Jallaks towards Port Portroyal steer about NW&W or WNW Untill you make Plum Point then bring the Magazine of Fort Charles at Portroyal on the Highest part of Salt pan Hill and keep it South Untill you come near Gun Key that lies nearest to Portroyal, and haul close round it. untill you bring the outer point of Jallaks Still on the Middle of Gun Key and run with that mark till Portroyal Church is on the West Corner of the Fort, than haul to the Northward. But do not haul too near Portroyal for fear of the old Fork your mark to keep clear of it, is Rock fort just open to the Northward of a Tuft of Trees to the Northward of the Kings Wharf (or yard) When in the Harbor you may Anchor where you Please

The marks above are for the Middle Channel or between the two Knowles.

Before you come the length of the East most Middle and Plum Point you have Soundings on a bank from 10 to 8 fathoms from that you will Deepen your water to 18 or 20 fath: then you are between the Middle ground and Plum Point.

To Sail out thro' the South Channel.

To keep clear of the Western Middle, keep the Church on the West Corner of the Fort untill you open a Plum rock on Stalshire with the West end of Salt pan Still, or bring Jallaks point on Lime Key, then you may haul up SE or SSE for the Channel untill you bring the Church on the East Corner of the Fort and keep that mark Southward till you open Jallaks point of the Southermost Keys then you may haul up SbE or SSE as you are then clear

58. **WAFER, LIONEL**, A new Voyage and description of the Isthmus of America. Giving an account of the author's abode there, the form and make of the country, the coasts, hills, rivers, &c., woods, soil, weather, &c., trees, fruit, beasts, birds, fish, &c. The Indian inhabitants, their features, complexion, &c., their manners, customs, employments, marriages, feasts, hunting, computation, language, &c. With remarkable occurrences in the South-Sea and elsewhere.

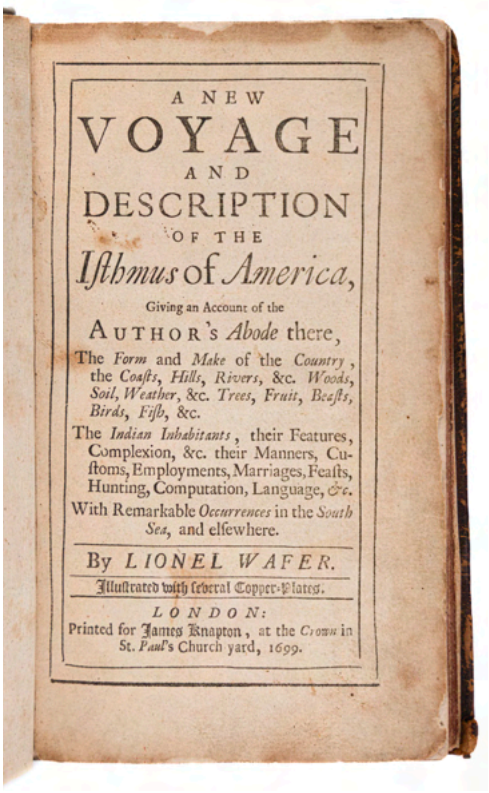
FIRST EDITION, [8]. 224. [16]pp., engraved folding map, 3 engraved folding plates, full polished contemporary calf gilt, London, Printed for James Knapton, 1699.

£3,500

Lionel Wafer (1640-1705) Welsh explorer, buccaneer and privateer.

A ship's surgeon, Wafer made several voyages to the South Seas and visited the Malay Archipelago in 1676. The following year he settled in Jamaica to practise his profession. In 1679, however, two noted buccaneers named Cook and Linen convinced him to become a surgeon for their fleet.

In 1680, Wafer met William Dampier at Cartagena and joined in a privateering venture under the leadership of Bartholomew Sharp. After a quarrel during an arduous overland journey, Wafer was marooned with four others in the Isthmus of Darien, where he stayed with the Cuna Indians. He spent his time gathering information about their culture, including their shamanism and a short vocabulary of their language. He also studied the natural history of the isthmus. The following year later, Wafer left the Indians, promising to return and marry the chief's sister and bring back dogs from England. He fooled the buccaneers at first as he was dressed as an Indian, wearing body-paint and ornamented with a nose-ring. It took them some time to recognise him. Wafer reunited with Dampier, and after privateering with him on the Spanish Main until 1688, he settled in Philadelphia.


A NEW
VOYAGE
AND
DESCRIPTION
OF THE
Isthmus of *America*,
Giving an Account of the
AUTHOR's *Abode* there,
The *Form* and *Make* of the *Country*, the *Coasts*, *Hills*, *Rivers*, &c. *Woods*, *Soil*, *Weather*, &c. *Trees*, *Fruit*, *Beasts*, *Birds*, *Fish*, &c.
The *Indian Inhabitants*, their Features, Complexion, &c. their Manners, Customs, Employments, Marriages, Feasts, Hunting, Computation, Language, *&c.*
With Remarkable *Occurrences* in the *South Sea*, and elsewhere.
By *LIONEL WAFER*.
Illustrated with several Copper-Plates.
LONDON:
Printed for James Knapton, at the *Crown* in St. *Paul's* Church yard, 1699.

By 1690 Wafer was back in England. In 1695 he published A New Voyage and Description of the Isthmus of America, describing his adventures. It was translated into French (1706), German (1759), and Swedish (1789).The Darien Company hired him as an adviser when it was planning its settlement on the Isthmus in 1698.
Sabin 100940; Hill 313-314; Wing W193; European Americana 699/223; Field 1617

Indians marching upon a Visit, or to Feast. P. 140.

his Lady.

Attendants.



Permission For the Trial and Execution of Pirates in the Americas

59. **WEST, RICHARD [ATTORNEY GENERAL]**, An Important Document Addressed to the Lords of the Admiralty and Governors of the American Plantations, Concerning The Confiscation of Pirate Goods and Establishing an Act that will allow Pirates to be Tried and Punished by Courts in the Colonies and Provinces.

Manuscript, 24 pages in a neat and flowing hand, signed "Richard West", June 1720.

£10,000

A Highly Important Document in The Attorney General's Hand allowing Pirates to be tried and executed on foreign lands, particularly the Americas.

The law required anyone accused of piracy to be brought to London and tried by the Admiralty Courts. This proved impractical, expensive and other than a few cases, i.e. Captain Quelch, the practice of appearing for trial in London was adhered to until this important document was produced, and the act was passed.

This document was created by Richard West to address the problems with earlier acts in the late 17th century that allowed pirates to escape prosecution due to various legal loopholes.

In 1684, most colonial trials came to a halt when the English government decided that the colonies did not have jurisdiction to try any piracy cases.

The 1536 statute obligated colonial officials to ship accused pirates and witnesses to England to attend trial. Since a great deal of piracy took place in and around England's distant colonies, the Offences at Sea Act left a serious impediment to effectively dealing with sea bandits. As a later law read: *'[I]t hath been found by Experience, that Persons committing Piracies, Robberies and Felonies on the Seas, in or near the East and West Indies, and in Places very remote, cannot be brought to condign Punishment without great Trouble and Charges in sending them into England to be tried within the Realm, as the said Statute directs, insomuch that many idle and profligate Persons have been thereby encouraged to turn Pirates, and betake themselves to that sort of wicked Life, trusting that they shall not, or at least cannot easily, be questioned for such their Piracies and Robberies, by reason of the great Trouble and Expense that will necessarily fall upon such as shall attempt to apprehend and prosecute them for the same*'. . . .Colonial governments were interested in prosecuting pirates. But not if they had to foot the bill. Consequently, when they captured pirates, they often just let them go. The problem that this criminal "catch and release" policy created intensified in the late seventeenth and early eighteenth centuries when a new wave of pirates took to the sea.

The creation of regular colonial courts with the authority to try pirates proved to be a tremendous boon to the government's assault on sea robbers. Parliament originally designed the 1700 Act to expire in only seven years. But owing to the great effect it had in permitting the more regular prosecution of pirates, Parliament renewed it several times following the War of the Spanish Succession and made the law permanent in 1720 (this document). The Act for the More Effectual Suppression of Piracy stuck two additional thorns in the side of pirates. First, it treated active pirate sympathisers as accessories to piracy and stipulated the same punishments for them—death and

To The Right Honorable The Lords Commissioners of Trade and Plantations . . .

My Lords . . .

In Obedience to your Lordships Commands I have perused and Considered two Memorials from the Lords of the Admiralty, annexed to Mr. Secretary Popples Letter, of 5th May last And as your Lordships Command me to be very explicit in my Answer, I hope your Lordships will forgive the Length of it . . .

By the 54th Article of His Majesty's Instructions to the Governors of the American Plantations, They are directed, "That in case any "Goods, Money, or other Estate, of Pirates, or privatee- "ly taken, shall be brought in, or found within the "Limits of their respective Governments, or taken "on board any Ships or Vessels, they do cause "the Same to be Seized and Secured untill

they

and Officers of the Admiralty, and also to restrain the Provincial Judges from interrupting the proceedings of their Courts — This Memorial from the Lords of the Admiralty was undoubtedly occasioned by the Letter of Mr Smith Advocate for the Court of Admiralty in New England, and the Representation of Mr Menzies Judge of Admiralty in the Massachusetts Bay, and upon perusal of them both, your Lordships will plainly See that the Foundation of this Dispute, is Nothing but the Desire which the Admiralty Judges have of extending their Jurisdiction — the West Indies — for the first Article of which Mr Menzies Complains, is not that Prohibitions have been directed to their Admiralty Courts, in Cases in which by Law they Ought not to have been Granted, but that any Prohibitions were granted at all, and Seems to Insinuate very plainly, that in case their Admiralty

There

there Should Exceed its Jurisdiction, the
Subject has no other Remedy than by Appeal
to the high Court of Admiralty at home — I shall
Crave Leave therefore of your Lordships to consider
this Question Concerning prohibitions, upon the
foot of those Instances which are alledged by the
above mentioned Gentlemen of the Oppressions
they lay Under from the Common Law Courts.
— But I shall first trouble your Lordships with
a few Words Concerning Prohibitions in General.

What the Common Law was allways
Jealous of the Incroachments of the Civil Law
is Certain, and wherever the Common Law
proceeds, this Jealousy must necessarily accom-
pany it — Prohibitions have been the remedy
Constantly applyed to prevent those Incroach-
ments, which have allways issued out of
the Superior Courts of the Common Law —
By the Laws of New England Confirmed by
the Crown, (and I mention New England
particularly, because the Disputes which have

hastened

property forfeiture—as for actual pirates.According to the Act: '*And whereas several evil-disposed Persons, in the Plantations and elsewhere, have contributed very much towards the Increase and Encouragement of Pirates .Be it enacted by the Authority aforesaid, That all and every Person and Persons whatsoever, who shall either on the Land, or upon the Seas, knowingly or wittingly set forth any Pirate, or aid and assist, or maintain, procure, command, counsel or devise any Person or Persons whatsoever, to do or commit any Piracies or Robberies upon the Seas . .[or shall] receive, entertain or conceal any such Pirate or Robber, or receive or take into his Custody any Ship, Vessel, Goods or Chattels, which have been by any such Pirate or Robber piratically and feloniously taken . .are hereby likewise declared . to be accessory to such Piracy and Robbery and shall and may be adjudged as the Principals of such Piracies and Robberies*' .

Provenance: Sir Thomas Phillips collection, ms 31912

In all Probability the fact as to New England is, that the people there do under a pretence of Law — attempt to disturb, and perhaps to Banish from that Province the Due Exercise of an Admiralty Jurisdiction derived more immediately from the Crown, than that of their own Courts, I am humbly of Opinion that the properest Remedy the Admiralty can Apply for, is that a Bill may be brought into parliament next Sessions for that purpose, by which the Manner of trying Piracies, and the Exercise of the Admiralty Jurisdictions for the future may be established And reduced to Certainty. all which is most humbly Submitted by

My Lords

Your Lordships

Most Obedient and

Most Humble Sert.

June 20th 1720

Signd Rich. West

Earliest Naming Of Australia

60. **WILSON, CAPTAIN JAMES**, A Missionary Voyage to the Southern Pacific Ocean, performed in the Years 1796, 1797, 1798, in the Ship Duff ... with a preliminary Discourse on the Geography and History of the South Sea Islands; and an Appendix, including Details never before published, of the natural and civil State of Otaheite.

FIRST EDITION, pp.[xii], c, 420, [xiv list of subscribers)], 7 engraved maps (of which are 6 folding) and 6 engraved plates, full contemporary tree calf gilt, gilt spine, morocco label, 4to, London, printed by T. Gillet for T. Chapman, 1799.

£1,500

This work is partly written from an unpublished manuscript by James Morrison, one of the Bounty Mutineers.

Morrison's manuscript is also the source of the detailed appendix on Tahiti. In fact, William Wilson and James Morrison can be said to be co-authors of this book. "*Wilson's book contained a map that actually used the words 'Greater Australia' - taking Captain Cook's map of the southern and eastern coasts of Van Diemens Land. This map would have influenced Matthew Flinders. Flinders is traditionally said to have been the first to use the term "Australia" in the context of a voyage: Duff's account appeared about fifteen years earlier. There is much Australian interest in the account of the voyage, including a mention of the escaped convicts from Botany Bay, and the flight of several missionaries from Tonga, where three were killed, to Sydney. Some of these missionaries settled in Sydney and founded families that would later become important in Australian history*". Dorothy Prescott

'The London Missionary Society was founded in 1795, mainly to send missions to Polynesia. The voyage of the Duff was undertaken for the purpose of establishing a mission in Tahiti, and a settlement of twenty-five persons was formed... Apart from the missionary interest of this account, the voyagers made many important discoveries of islands including Timoe, Mangareva, and Pakarua in the Tuamoto Archipelago; Ongea and Fulanga Islands; Vanua Mbalavu, and Satawal, Lamotrek, Elato, Ifalik, and Woleai atolls in the Western Carolines, before putting in at Macao.

A new group of islands, named the Duff Group, was discovered among the Santa Cruz Islands. On the outward voyage, the expedition visited Rio de Janeiro. The narrative is fresh, although sometimes naive, and provides a glimpse of everyday life on the islands that the mariner or naturalist didn't consider worth reporting." (Hill).

There are two issues of this work, with differing subscriber's lists, The authorship of the work is variously attributed depending on which bibliography is consulted. An 'Advertisement' in this copy states, 'the body of the journal is the composition of Mr. William Wilson, from the Captains' [James Wilson's] papers, his own, and the Missionaries reports'. The editor of the work was Thomas Haweis, of the London Missionary Society, and the long Preliminary Discourse was written by Samuel Greatheed, using the then unpublished account of James Morrison, one of the pardoned Bounty mutineers.
Borba de Moraes p943; Ferguson 301; Hill 1894; Kroepelien 528.

A

MISSIONARY VOYAGE

TO THE

SOUTHERN PACIFIC OCEAN,

PERFORMED IN THE YEARS 1796, 1797, 1798,

IN THE

SHIP DUFF,

COMMANDED BY

CAPTAIN JAMES WILSON.

COMPILED

FROM JOURNALS OF THE OFFICERS AND THE MISSIONARIES;

AND ILLUSTRATED WITH

Maps, Charts, and Views,

Drawn by Mr. William Wilson, and engraved by the most eminent Artists.

WITH

A PRELIMINARY DISCOURSE

ON THE

GEOGRAPHY AND HISTORY OF THE SOUTH SEA ISLANDS;

AND AN

APPENDIX,

INCLUDING DETAILS NEVER BEFORE PUBLISHED, OF

THE NATURAL AND CIVIL STATE OF OTAHEITE;

BY A COMMITTEE APPOINTED FOR THE PURPOSE

By the Directors of the Missionary Society.

PUBLISHED FOR THE BENEFIT OF THE SOCIETY.

LONDON:

PRINTED FOR T. CHAPMAN, NO. 151, FLEET-STREET,

BY T. GILLET, SALISBURY-SQUARE.

1799.

