

“Have Palette - Will Travel”

A Collection of International Artist Ivy Theresa Attwell.



Ivy Theresa Attwell (1898-1985) was an international artist, traveller, and chronicler of the twentieth century. Great-niece of Mabel Lucie Attwell, Ivy was both the chairman of Devon Art Society and a member of Torquay Library and Art Committee, and spent many of her winter months as a fare paying passenger on various cargo shipping routes around the world, well into her late-70s, when obtaining travel insurance would have been difficult. Shunning the comfort of cruise ships and passenger liners, Ivy travelled off the beaten track into remote working ports, local towns and villages, and several active war zones.

From these unusual outposts, she observes the local customs, dress, wildlife, civil unrest and military input with an artist's eye, making sporadic political inferences, while recording the scene in front of her in excellent detail. With first-hand accounts that include terrorist activity on the Rejang River in 1972 where: "confrontation is still an active word", and naval activity relating to the Vietnam War in the South China Seas, in late 1975 the reopening of the Suez Canal (following its 8-year closure caused by the Third Arab-Israeli War) and its attendant difficulties are sketched and documented in detail from aboard the Boleslaw Krzywousty. Ivy's detailed commentaries on some of the fundamental aspects of the mid-twentieth century are unique, running alongside her near obsessive need to record every bird, flora and fauna. Her written sketches, or sketch notes, vividly describe the scenes in front of her and served as reference points for fuller works. Throughout her daily diaries, notes for future lectures appear at various times, as do her thoughts on the other passengers, the captain and crew, and even the red wine and port concoction she drinks with Swedish and Polish sailors aboard the M. S. California. Scholl!



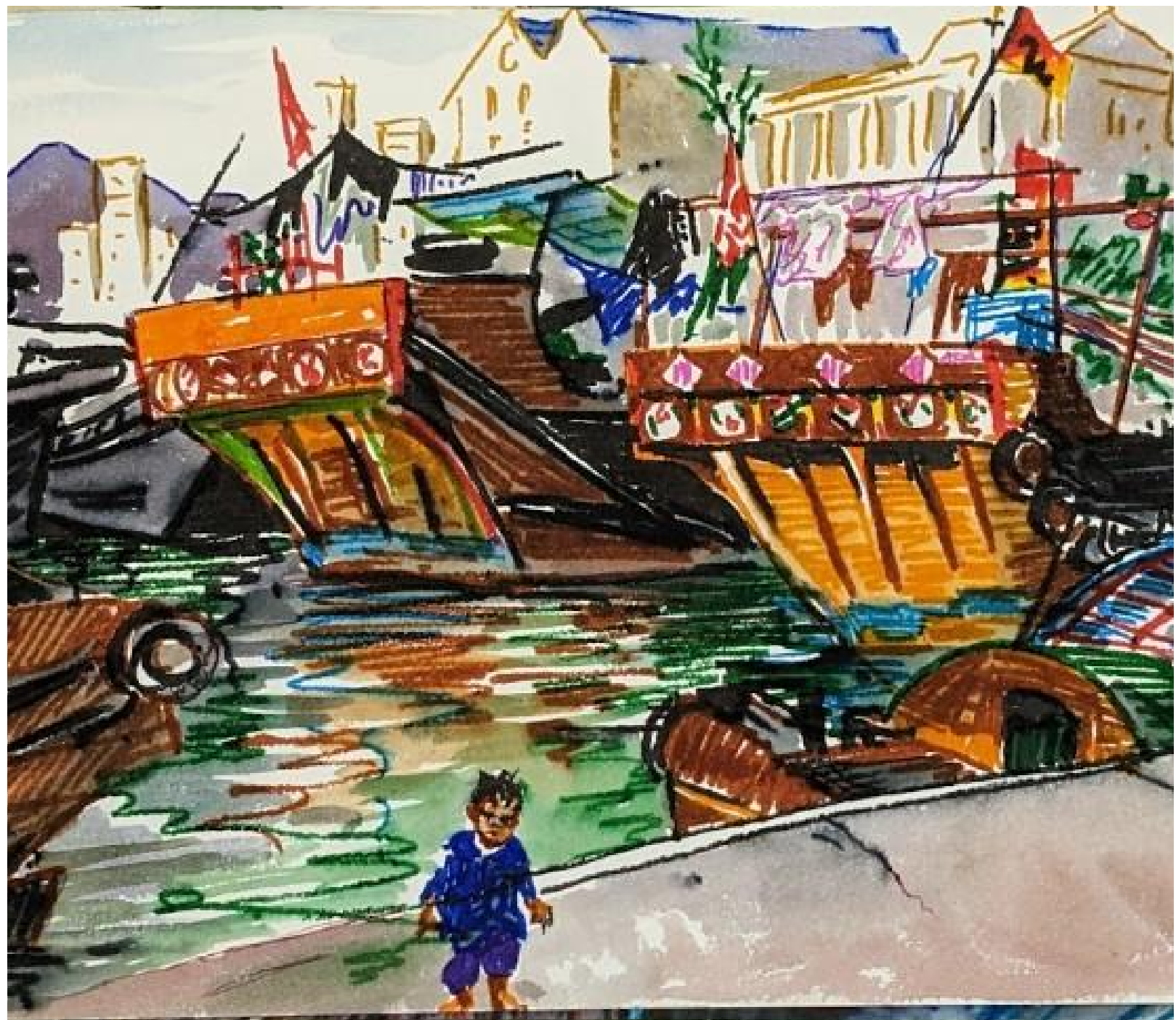
The main heft of the collection comprises: 10 substantial travel journals, each dedicated to one voyage, totalling approximately 237,500 words, and 2 earlier less structured travel notebooks totalling approximately 17,000 words. With 18 sketchbooks, containing 756 sketches, including 412 full page scenes and 110 2-page panoramas. The rest being 124 pages of multiple studies of people, wildlife and movement, and 110 rough sketches. At least 11 of the sketchbooks tie up with the journals. While the majority of the rest can be placed in some sort of context. For instance a good, working sketchbook with Attwell's "shore-pass" from Lattakia Port to the front, shows her to be on the refrigerated cargo ship "Rapallo"(1959-1986), with the country identified as the United Arab Republic, placing the sketchbook between 1959 & 1971. It includes scenes from various port locations in the region, and many emotively titled subjects such as: "ARAB REFUGEE - BEYROUTH".



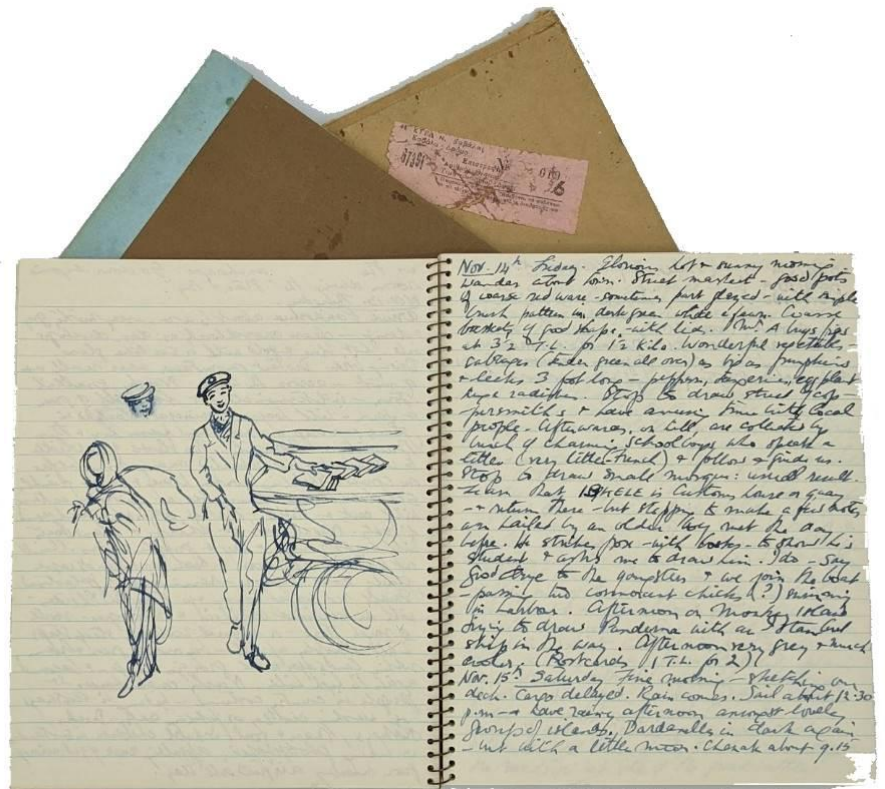
There are 14 further sketchbooks and notebooks, from the 1920s to the 1970s. These include a small pocket book from the 1950s, full of rough jottings of snatches of overheard conversations, numerous rough pencil sketches, 9 watercolours and some pen & ink drawings. Also, an 'RSPB Bird Note and Sketch Book' from the 1970s labelled "INFO" and containing 38 pages of notes and pen and watercolour studies of birds seen on her travels. The rest of the

books contain approximately 80 fairly significant sketches and pages of figure studies, with perhaps a further 100 pages of very quick rough work, often annotated. Also, 9 loose larger watercolours, some mounted.

£22,000

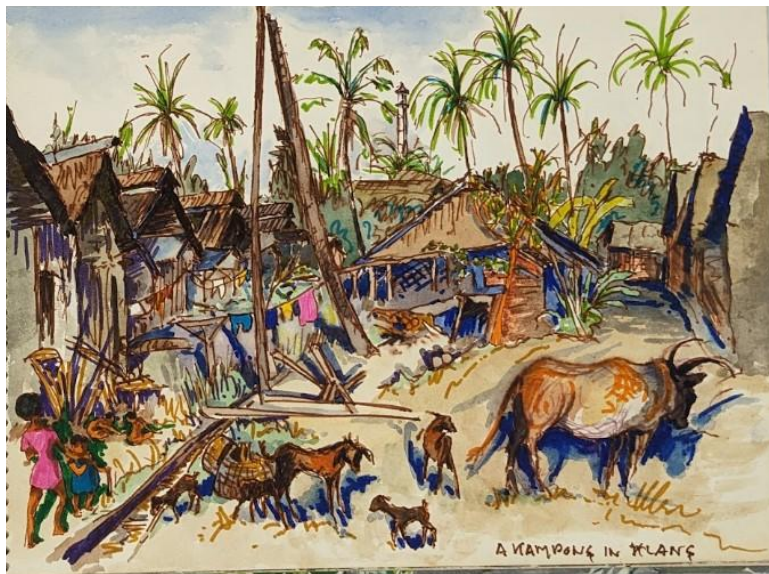


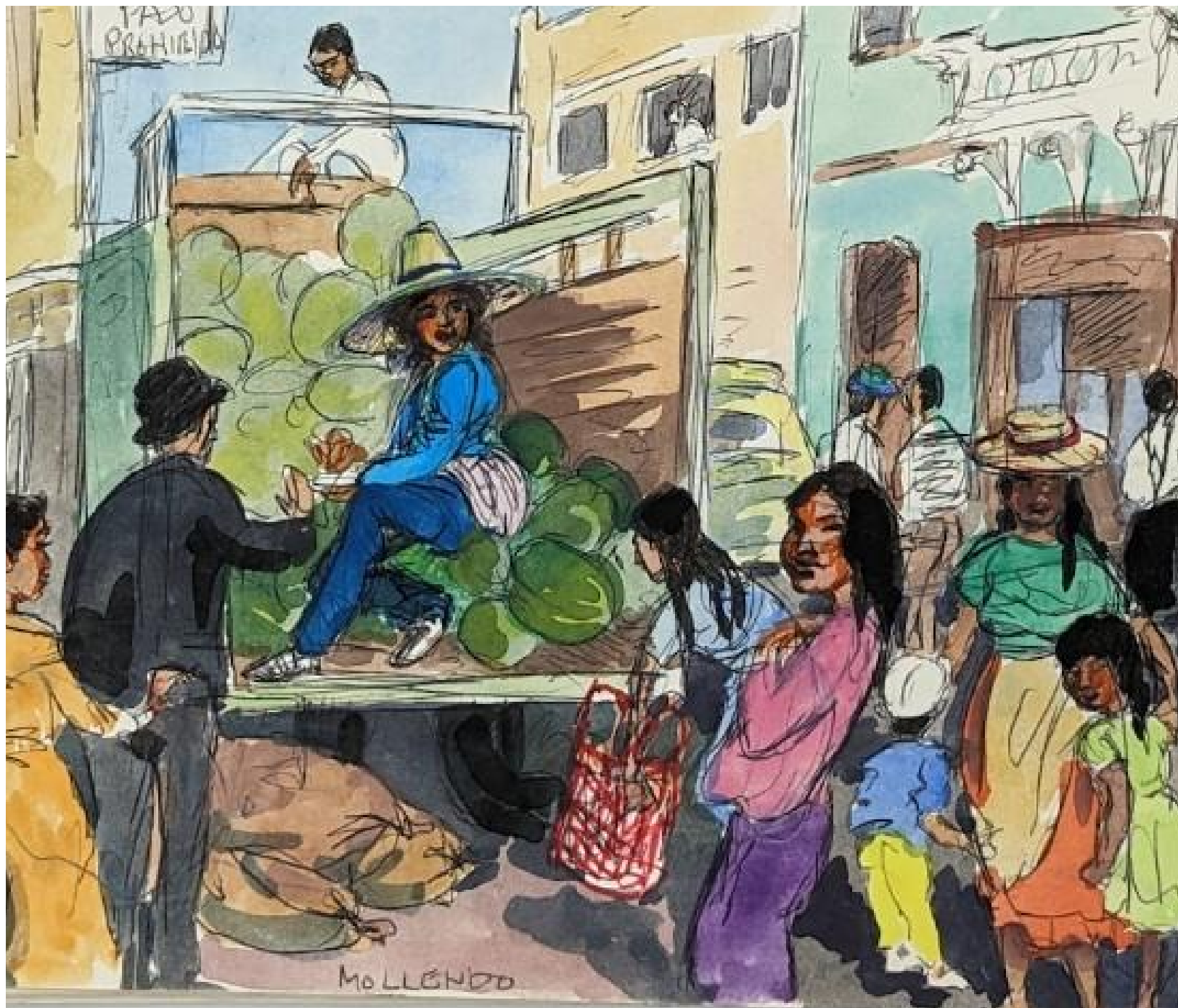
Adding further interest is some correspondence, 34 letters, all from fellow travellers and/or artists, ranging from the 1930s until 1980s. Plus some partial correspondence and a small quantity of assorted ephemera, extracts and other intriguing miscellaneous material. 18 of the letters are from different correspondents. But there are 7 long, handwritten letters from a young man named Malcolm (“a part-time postman”) from the 1960s and 1970s, who Ivy seems to have been mentoring/encouraging, both artistically and in providing travel tips, as well as advice on lecturing. And 9 long letters from a Doug (Douglas William Brahe (1905-1999), who sometimes travels with her, dating from 1969-1980s, giving long accounts of his own travels, mainly in Asia. This latter group possibly constitutes a complete correspondence, with the first letter from mid-1969 striking a self-deprecating tone while paying tribute to Ivy’s skill as both artist and narrator: “For sometime, I have thought of replying to your letter. Yet on each occasion I felt unable to give such thorough details as you require. If only I could use words as you use the brush, it would be easy. I suppose my outlook has been conditioned by accounts, in which you balance to the penny. So I only see black and white, no ability to express varying colours.”. Ivy favoured travelling alone, but made friends aboard ship and in port, and these letters provide insight into a worldwide network of like-minded spirits in the mid-twentieth century.





The degree of intention represented by this body of work cannot be overstressed, Ivy was no amateur and, from the late-1950s until the end of her life in the 1980s, she was giving talks based upon her travels and art, with the journals serving as an aide-mémoire to prepare the lectures, and the sketchbooks being passed around the audiences. Ivy also produced large, standalone paintings, which were exhibited. But some of the sketchbooks represent an aim and an end in themselves, harking back to an earlier pre-photography era of travel-recording. In the 1980s she inspired the creation of a short television documentary titled: “Have Palette - Will Travel”, and her influence extended beyond her lifetime, with the Attwell Trophy for exceptional travel feats still being awarded well into the 1990s.





MOLLENDO



UCHUMAYO



Some quotes from the journals:

Aboard the “City of Brooklyn” in late 1966, at Little Aden at the height of the Aden Emergency, Ivy notes:

““Do not go ashore. Only 3 go - for a couple of hours - with friends. Report that the situation has deteriorated sharply during past 12 months. That it is unsafe for a “white” to drive down back streets”

And at the docks at Aden she is in lyrical vein, describing the scene describing sellers invading the boat:

“no longer picturesque as all their goods are stacked tight in cardboard boxes. Soon the deck is littered with binoculars, cameras, recorders, “flip-flops” etc. etc. - with men wanting to sell or buy currency notes, with men arguing with each other, with men who want me to “make the picture”, with men wanting to sell - sell - sell - with men near to fighting & with men actually getting on with the job of fuel, water & cargo. Wonderful types”.



Later, in January 1967, having witnessed the fringes of the Vietnam War, near Masinloc:

“Tales come in of “rough housing”. Members of our crew were stoned & hit with bottles on the track from crossroads to ship & the senior customs officer was beaten up. [...] Police got his attackers but others seem to be dismissed as Pranks”

On the cargo ship “Rio De Janeiro” in late 1971 and 1972 travelling around South American ports, in Chile she is unsympathetic to the communist cause, noting:

“we went down to a shore which had been private but had been confiscated by the new government for the use of the “workers” - who were messing it up with debris”.



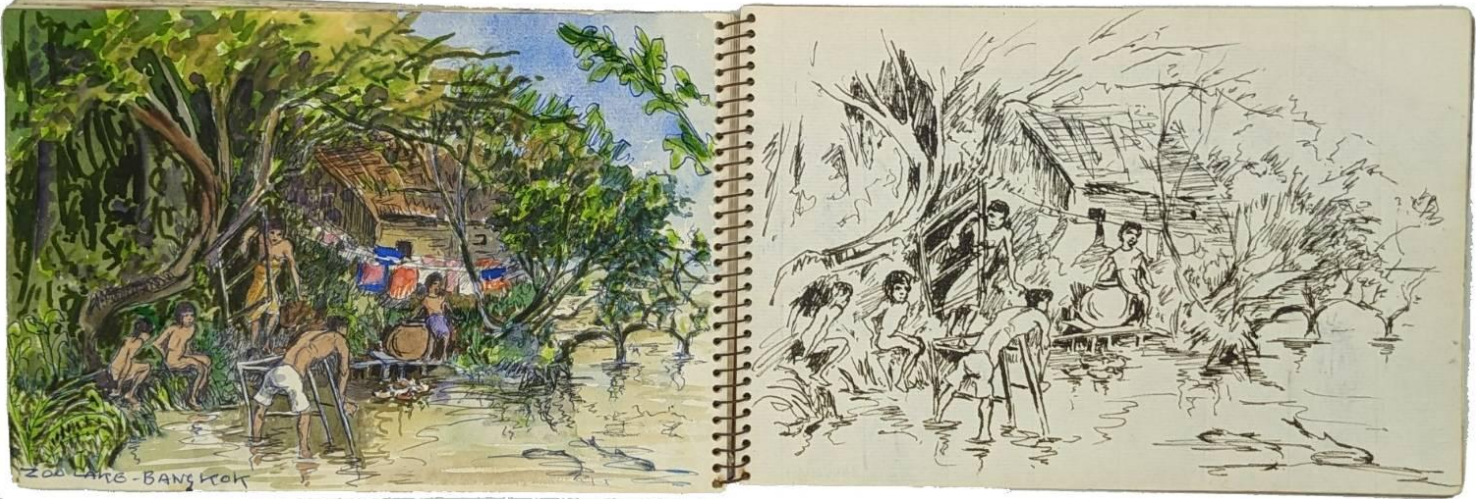
and:

“So to the Antofagasta hotel for lunch to find it closed - decorated with notices written in coloured chalks on lots of papers - & 2 armed police on the door (or soldiers?) - the “workers” have taken over. Nowhere else appealed to us in the least for food or drink so we made our way back to the ship”

At Port Buenaventura, Columbia, she describes difficulties repelling pirate attacks, with repeated attempts to forcibly board the ship in port:

“The most unpleasant & inexplicable incident involved a launch which brought “Robinson Crusoe” back. The boatman followed him up - demanding more money - & with them came a small coloured boy. Why the child was so determined to stay aboard is not explained - but after the gangway guards had entirely chased the black boatmen

off the ship the child clung to the ropes & refused to go & Curly Top had to remove him - one hand at a time as he clutched at every hand hold all the way down. The launch looked like going off without him until they say that the gangway guards were absolutely resolute in calling them back & at the last Curly had to stand on the platform & haul the boy down the last few steps & practically fight him into the launch. Could be he wanted to “run away to sea” - I just don’t know but he was desperately determined.”

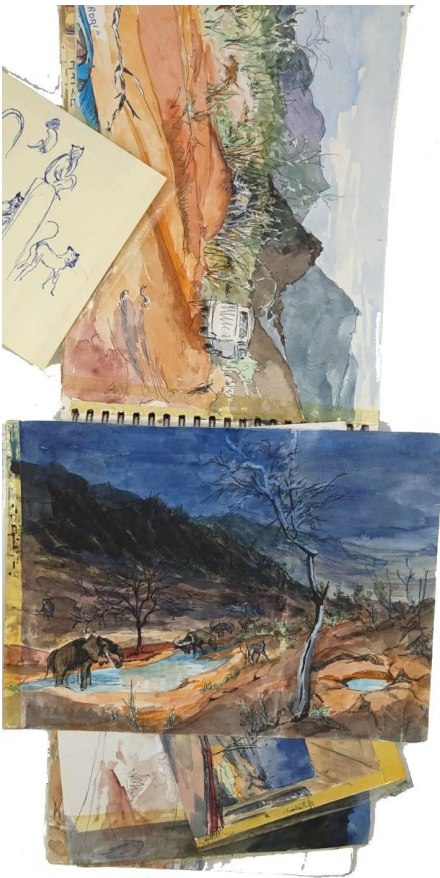


In late 1972 aboard Clyde Built cargo liner the “Bengloe”, there are approximately 20 detailed pages of a long stay at Bangkok, and life aboard ship in port. Upon arrival: “boats full of girls - out for the seaman’s custom. Many DO manage to get aboard. They are suggested to be full of V.D. - but apparently find custom.”

And noting the living conditions for the inhabitants: “Twice we passed dead dogs or pigs floating in this water they will drink and cook with”

Later on the same voyage in the Rejang River, Ivy writes of the continuing trouble following the “Confrontation”:

“the American teacher & he & his wife had been most hospitable to our party & had even driven them round the little settlement. (later- the Ship invited them down next day to dine & spend the night but the messenger couldn’t find them), Next day he learnt that terrorists - teenage voters - had attacked a house in the town that night & people were hurt”

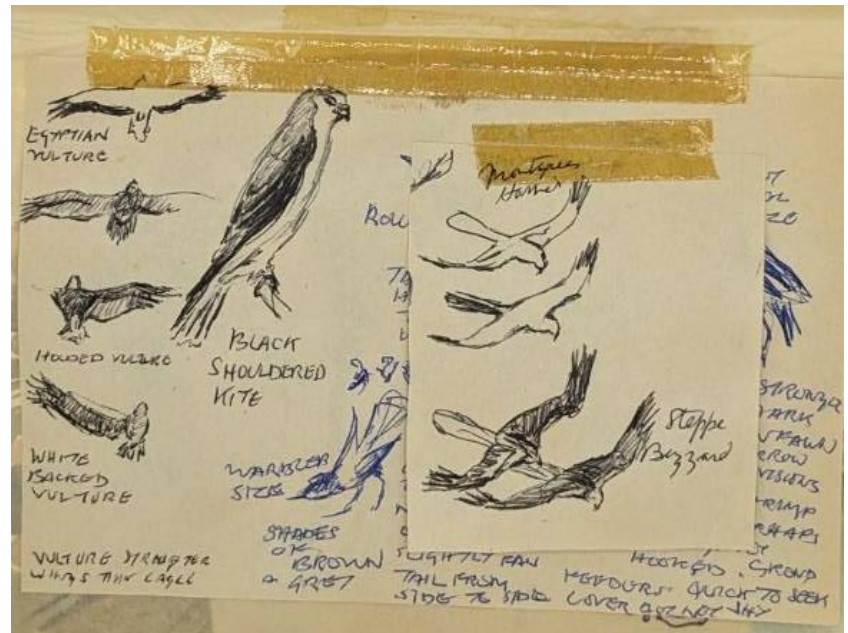


At Labuan she describes the practical hazards of being an artist abroad:

“Here I settle in quiet & shade - to try to catch the scene & have - luckily - almost finished when the house dogs discover me & create hell with barks & growls. These dogs are all of a kind - a sort of mongrel box terrier to look at - tawny & white. There’s only one way to deal with the situation & NOT be attacked, I think, & that is not even to look at them - but to stay quite still & calmly carry on sketching. This puzzles them. They don’t know what to do next - though they continue to curse. [...] I’ll admit I was a fool to forget the chance of guard dogs which Singapore should have told me is customary.”

In early 1974 on board the general cargo ship “Wyspianski” Ivy describes tensions in Venezuela, where strikes are causing delays. In the countryside near La Guaira her passion for all thing ornithological leads her to brave an encounter with bemused military personnel:

“very surprised indeed to be held up at its gate by a military guard with a sub-machine gun & with two other young soldiers in uniform - & surprised AND displeased to find one of them had to accompany me all the way. However he was a pleasant friendly boy & when he understood that what I wanted was to watch birds he helped me to find them - although not, himself, enough interested in them even to have a word for “bird””



F 19	ANTHOOR	F 23	AKABA	T 2	MOMBASA
S 20	ANTHOOR	S 24	AKABA	N 3	MOMBASA
S 21	ANYWERP	S 25	AKABA	Th 4	MOMBASA
M 22	ANTWOOP	M 26	AKABA	F 5	MOMBASA
T 23	ANTWORP SAIL 2:30	T 27	AKABA	S 6	MOMBASA
W 24	AT SEA	W 28	AKABA	Su 7	MOMBASA SAIL
Th 25	XMAS THE DAY	Th 29	AKABA	M 8	DAR ES SALEM
F 26	AT SEA	F 30	AKABA	T 9	DAR ES SALEM
S 27	AT SEA	S 31	AKABA	W 10	DAR ES SALEM
Su 28	AT SEA	Su 1	FEBAKABA SAIL	Th 11	DAR ES SALEM
M 29	AT SEA	N 2	AT SEA	F 12	DAR ES SALEM
T 30	AT SEA	T 3	AT ANCHOR	Su 14	DAR ES SALEM
W 31	AT SEA	W 4	AT ANCHOR	M 15	DAR ES SALEM
Th 1	JAN ANCHORED OFF PORT SAID	Th 6	AT ANCHOR	T 16	TANGA
F 2	CANAL	F 6	PORT SUDAN	W 17	TANGA (NIGHT SAIL)
S 3	QUEEN AKABA, AKABA	S 7	PORT SUDAN	Th 18	MOMBASA
Su 4	AKABA	Su 8	PORT SUDAN SAIL	F 19	MOMBASA
M 5	AKABA	M 9	AT SEA - ASSAB	S 20	MOMBASA
T 6	AKABA	T 10	ANCHORED, ASSAB	Su 21	MOMBASA
W 7	AKABA	W 11	ASSAB	M 22	MOMBASA
Th 8	AKABA	Th 12	ASSAB SAIL	T 23	MOMBASA
F 9	AKABA	F 13	AT SEA	W 24	MOMBASA (D)
S 10	AKABA	S 14	AT SEA	Th 25	AT SEA
Su 11	AKABA	Su 15	AT SEA	F 26	AT SEA
M 12	AKABA	M 16	AT SEA - ANCHOR	S 27	AT SEA
T 13	AKABA	T 17	DAR ES SALEM	Su 28	AT SEA
W 14	AKABA	W 18	DAR ES SALEM	M 29	AT SEA
Th 15	AKABA	Th 19	DAR ES SALEM	T 30	AT SEA
F 16	AKABA	F 21	DAR ES SALEM	W 31	PORT SUDAN anchor
S 17	AKABA	S 21	DAR ES SALEM SAIL	Th 1	ANCHOR
Su 18	AKABA	Su 22	MOMBASA	F 2	AT SEA (POST SUDAN)
M 19	AKABA	M 23	MOMBASA	S 3	PORT SUDAN anchor
T 20	AKABA	T 24	MOMBASA	Su 4	PORT SUDAN anchor
W 21	AKABA	W 25	MOMBASA	M 5	PORT SUDAN
Th 22	AKABA	Th 26	MOMBASA - ANCHOR	T 6	PORT SUDAN
		F 27	MOMBASA	W 7	PORT SUDAN
		S 28	MOMBASA	Th 8	PORT SUDAN SAIL
		Su 29	MOMBASA		
		M 1	MARBABA		

"BOLESŁAW KRZYWOUSTY" 1975

Dinner in Antwerp - on Tuesday, Dec 16th after slight protestation of
 Brussels MIDI where air Zed Airways persuaded me to change
 for Antwerp. after 15 minute protestation search - almost all
 hope down steps - only everybody with roll mallet - I decided
 to go on to BRUSSELS ROAD as usual - I slipped on the stairs
 then a car road made my connection with a few minutes to go
 Luckily there is a break of about 35 minutes then arrived Antwerp
 7:25 - found the hotel Florida by Franks Aviation. It is almost
 lost - it had little Des lights and its pointing was well known
 to us but he had never been in the restaurant. There was a street
 when I found my room up on the 3rd floor - the last flight
 rather late going up the interior of a hall house - but as it was
 the station I went on the Meerd seems to go on all night I
 decided NOT to move down when a first floor became vacant
 next day. I had a huge double room - with shower - in
 single occupant at 4.350 F a night - inclusion of continental
 breakfast, taxes & service - a price very satisfactory. They had quite
 a lot of Des Sports in atmosphere (the latter until the latter the
 elderly, but not with large clientele of large sized persons) for
 a substitute in that it is very much a family concern with
 modern & compulsory fitness in the bedrooms - & the evenness
 has many books & a daughter a wife & aunts in reception &
 kitchen. The young couple (Doris & wife) mainly in reception
 both like Bonny & Clyde - but "Bonny" is very kind with 2
 adaptable babies. The staff of waiters are friendly first - fine
 workers & done & arrived with small children in hand (they do
 appear somewhere in the rear - NO TIPS IN RESTAURANT. Good
 food, all good & does a dinner than last year but even DO feel
 you get from money's worth. "DAG HOTEL" - consists of soup.
 I mean drink, very - sweet & apple - choice of 4 - 1/2 - 1/2 - 1/2
 in price per about 199 F to 230. The piano stands 81.516 £ 1.
 a pot of tea or 23 F. a glass of tea 17. A price worth
 a price to collect me on the 18th but when I call they tell me
 19th - so have spent 17th collect baggage at station - see away -
 visit Bord - & 2 days - on the 18th I took my job to the 20th
 as usual. This time beginning with the 1st of 1975. Really im-
 pression. The place was empty & the work combination of training
 seems with pretty time. Our great silver beanie is the
 PORTS

In January 1976 on board refrigerated cargo ship Boleslaw Krzywousty, they are delayed for nearly a month due to the problems at Port Aqaba following the re-opening of the Suez Canal. She vividly describes the long days aboard ship, and the stresses of the situation: "Urgent need for fresh water drove Captain ashore to make personal representations & he found he was only just in time. EVERYBODY wants water." They have to put back to sea and cruise around waiting for an anchorage: "Captain has pressed for discharge with barges instead - for this we must wait for an anchorage nearer shore".

On Jan 19th she paints a panorama from the ship, then:

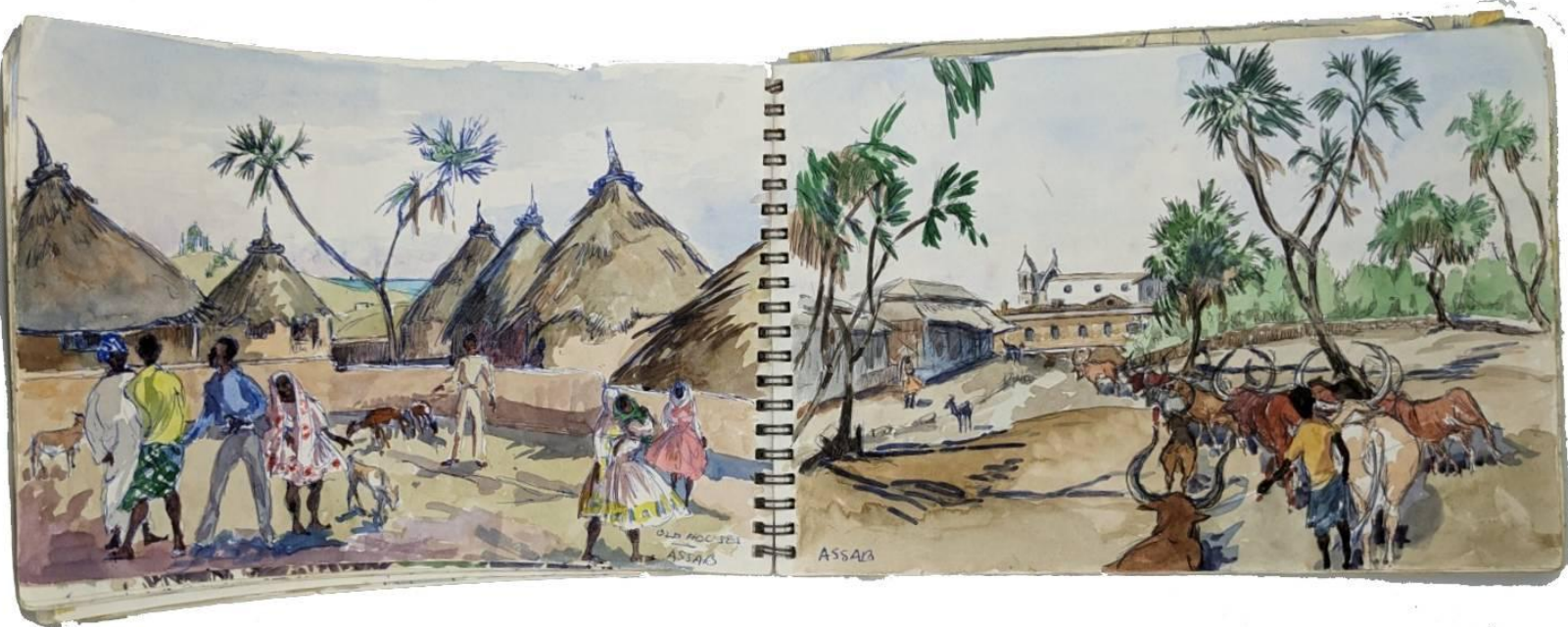
“we are on the move - Captain having found our position insecure. His move was at once questioned by phone by the Harbour Master who seems a bit autocratic. Apparently one Captain phoned him with a wild appeal last night “are we prisoners or something? No one answers us? And no boats come?””

Later in the trip there is a long, detailed description of a safari taken from Mombasa. This journal pairs with several sketchbooks, showing the Suez Canal, and also the Safari.





CANAL STATION - LITTLE BITTER LAKE (TACHARD LAKE - CROCODILE LAKE)



Don't know what time to expect dinner tonight, to be cooked will have EXPECTED we'd be at sea. The explanation is that construction of Giddah's still parties (5 months wait for boats) but they fear delay even for others & it was decided to "TOP UP" here instead - a day's wait here being something to be counted against the possibility of a much longer stay off Giddah. So we put in for our boat. I didn't even know it was here - because it was between the railway tracks & the water - but it's quite close to my window. Here I could actually see some of the large mounds. The white wrapped roofs were making them unusual connections & the negroes showed me that they were working UNDER the pier & underneath are in business. We could see the rail train for Nairobi going up the hill beyond the upper emergency road. Mr. Meany says the wharfs show buildings are for a container port & the air wharf up by Snake building is for air transport only. Don't know what time we actually left the pier but we were out clear of the harbor entrance by about 10:15 - the lights of hotels & night clubs very sparkling & very very tense & empty plan of P.O. port area.

Thursday March 25. Beautiful day - not too hot. The ship has a Big Wash down. After tea I "spray" a wooden green Captain has made for a motor from - that had lost its own. Water color isn't very suitable - but it looks quite well at the moment.

SOMALI DRIVER



LEAVING DALDA - CANAL ZONE

- White-crowned "cock" - yellow feet
black bill.
- AMERICAN GOLDENPATE.
blackish streaks
WHITE CHECKSPOT
- BLUE WINGED TEAL
- OLD SQUAW
Dusky bill long tail
brown greenish white head
fine blackish throat
- CYGEN AND RUST HEAD
GREEN WINGED TEAL
- Red-tail - rather like Canada loon
but smaller, less black side
- Small - pink feet & bill
slight black wingtips.
- 16 species Gallinules known - all but several grey persons, pink bill
in tropical regions of clear feet
- AMERICAN WHOLE PART
- BLU - BLACK FOOTED
AND LAYSAN may wander on for
Blew from
pink feet & bill
white head
- Blackish & white in occasionally seen off
Pacific coast of U.S.
- Whitely swan
- Blackish black footed. Siberian "goose".
- LEISON SCAP.
black head & front
grey middle
black tail
- Ring NECKED
all black above
white below
- SCAP
white below &
- large
- BARON'S GOLDENPATE
pinkish, the Scaup Chase
OR - LARADOR DUCAT

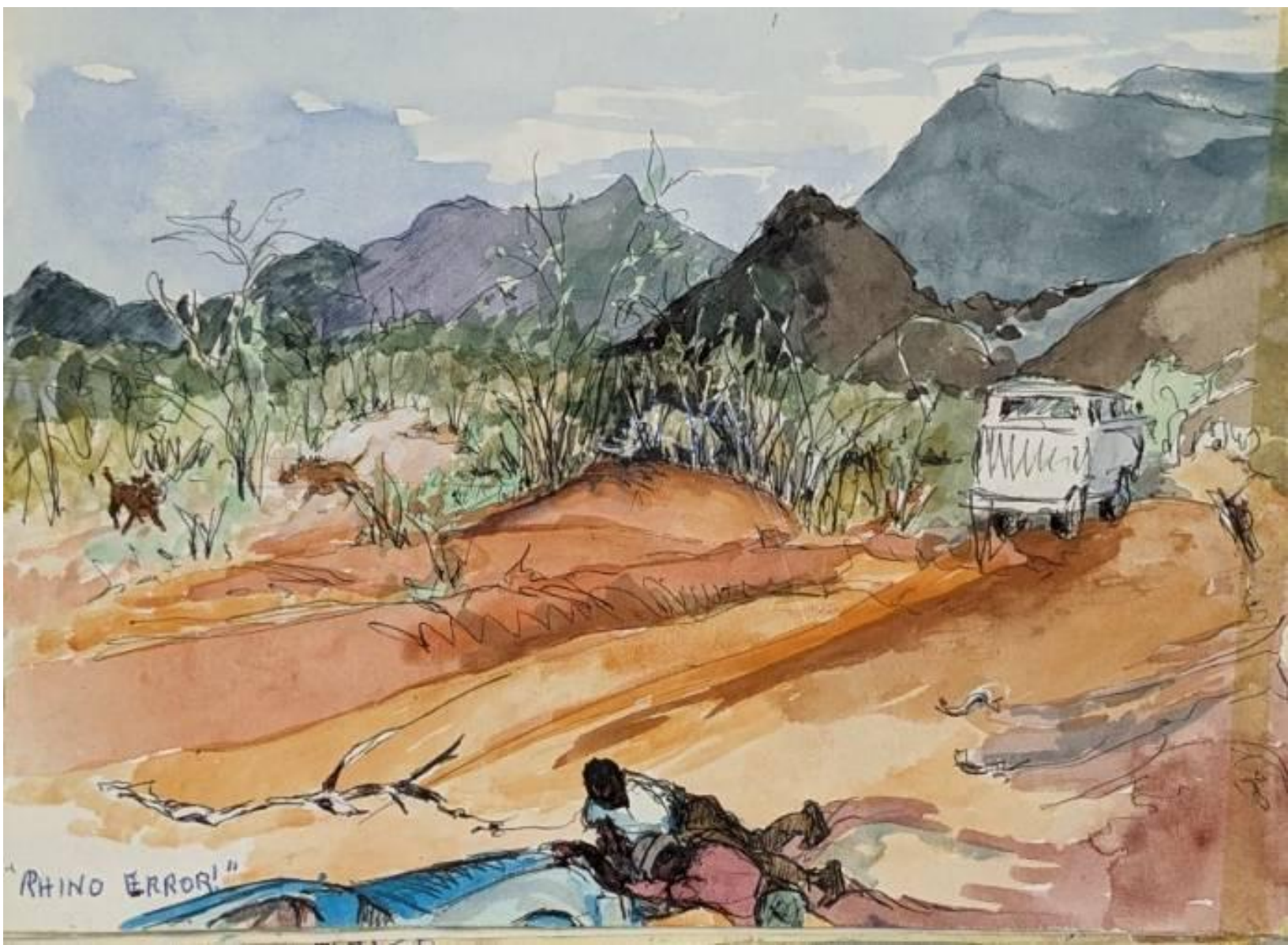
1908. Sighting with
CAMPBELL - species of the lake.



APIA MARKET

APIA MARKET





"RHINO ERROR!"



TAYLOR ST. FISHERMAN'S WHARF

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