

MARINE PAINTING

Images of Sail, Sea and Shore

JAMES TAYLOR

IN ASSOCIATION WITH THE
NATIONAL MARITIME MUSEUM
GREENWICH

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charts, scientific and navigational instruments, arms and armour are also displayed. 'Art Maritim' is a regular part of the annual International Boat Exhibition (Hanseboot) in Hamburg.

The 'Forum of German Marine Artists' (*Forum der Deutschen Marinemaler*) was established in 1991, spearheaded by Peter Hagenah (b.1928) who shared a general concern about the future of marine art in Germany. He encouraged the artists exhibiting at the 'Art Maritim' exhibition to form a group on the lines of the RSMA. It aims to revive and promote classical marine painting, to encourage living artists to paint marine subjects, and to foster international contacts. The Forum currently has fifteen members and holds an annual exhibition of the group's work on board the ship *Rickmer Rickmers*, which is also a meeting place for artists and a venue for workshops.

Members include: Rudolf Ressel (b.1921), who paints detailed portraits of modern merchant vessels; Peter Hagenah and Uwe Lutgen (b.1944) who specialise in the realistic representation of modern and historic sailing ships; Alwin Grohn (b.1928) who paints ship portraits; Gerhard Geidel (b.1925) who paints historical scenes; Jochen Sachse who tackles a broader range of subjects in a realistic photographic style. Fred Muller (b.1933) and Karl-Heinz Schrader (b.1925) paint coastal and beach scenes, as well as harbour subjects. Hans-Peter Jurgens' Impressionist-style paintings are known internationally. Kurt Schmischke is an illustrator.

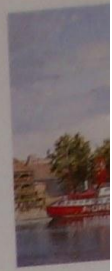
Modern marine painting offers a broad range of subjects including super tankers, oil rigs and supply vessels, light-ships, container ships and port scenes. But most artists have avoided them. Oil and shipping companies generally commission professional photographers and videomakers to record their activities and marine artists specialising in these subjects are rare. For the majority of modern collectors portraits of sailing ships are more appealing than super ships, although these floating giants are not wholly lacking in aesthetic appeal.

Stuart Beck (b.1903) paints super-tankers and oil rigs. He also paints naval vessels, square-riggers, river craft and motor yachts. From 1941 to 1946 he served in the special branch of the Royal Naval Volunteer Reserve, and afterwards became a painter and illustrator of marine and aeronautical subjects. His autobiography 'A Dash of Salt' was published in 1993.

The American artist Rick Klepfer (b.1948) is almost alone in his passion for painting portraits of commercial shipping. He is self-taught with the express purpose of painting ships. Most galleries in America regard modern commercial ships as 'industrial art' and are wary of it. He therefore works almost exclusively for ship owners and agents, although photography has robbed him of many potential commissions. His paintings are testimony to the fact that there is beauty in the lines of modern shipping. Klepfer believes that 'the working vessel has evolved from a somewhat graceful and well-crafted form into a highly specialised, mass-produced tool - but so much the better; the overwhelming physical presence of such a massive artifact, whose whole being is built to a single purpose, is a magnificent thing.'

Grenville Cottingham (b.1943) painted a whole range of subjects, including deck scenes of supertankers. Geoff Hunt (b.1948) has tackled marine subjects for oil companies, notably the oil support vessel *Balblair*. He is a freelance artist and designer. In 1979-1980 he and his family sold their house and cruised their yacht *Kipper* to the Mediterranean. Since returning he has devoted himself to marine painting and illustration.

Terence Storey (b.1923) contrasts a light-ship of fairly recent construction with an older type of craft - a spritsail barge, in his painting of *St. Katharine's Dock, London*. These cargo



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