

MARITIME *Gallery*



TWENTY TWENTY SIX

MARITIME

Gallery

THE ARTISTS

ROY CROSS

Roy Cross's interest in marine art began when he accompanied his father on walks around the London docks, sketching the boats he had seen on his way home. At the age of 15, he began working for a Thameside shipping office. There, he saw Thames barges and the last of the sailing coasters, and it was during the 1930s that his lasting love for the sea and ships was born. After training at the St. Martin's School of Art, Roy Cross's artistic career became established as an illustrator in numerous fields, including journals and books. During the Second World War, he illustrated air force maintenance books and pilots' manuals, as well as publications such as Aeroplane and Aviation Week. His detailed drawing of the Gloster Meteor, Britain's first service jet fighter, took him eight weeks to complete, measured a yard in length, and was acknowledged as a masterpiece of this specialised branch of technical illustration. Additionally, he exhibited his work at the Society of Aviation Artists, of which he is also a member.

After the war, Roy Cross produced illustrations for the tops of Airfix model boxes, which are remembered by generations of children today. However, as an illustrator, he felt restricted by the limiting factors of commercial art and longed for greater freedom of expression. He therefore decided to focus primarily on marine painting, and he was immediately successful. Elected a Member of the Royal Society of Marine Artists in 1977, his art covers subjects ranging from clipper ships to Mississippi steamboats, warships to commercial steam vessels, and Royal Yachts to America's Cup contenders. The combination of thorough research, the practical application of this knowledge, and his love of the subject has paid off, as Roy Cross is considered by many to be the most accurate painter of historical marine vessels of all time.

MONTAGUE DAWSON

Montague Dawson's renown rested principally on his skill in depicting the great clipper ships in the 'days of sail' in the late 19th century. Collectors of his early paintings included Queen Elizabeth II and American Presidents of the time, including Dwight Eisenhower and Lyndon Johnson. Montague Dawson himself declared: "My painting gives me a tremendous sense of exhilaration, almost as if I am there on the ship itself. ... You have to get life into a marine painting to make a ship move through the water, be lifted by the waves. There are a great number of paintings of ships which are not marine paintings at all, simply paintings of ships. ... People want a ship as a point of focus and interest. But I only look on the ship as part of the whole composition. I like to get a broad sky effect as well. I am after atmosphere in the elements."

"Of all ships, the clipper thrills me the most. There is terrific romance in a sail. No yacht or any other boat has the beauty of a sailing ship bowling along in a spanking breeze - the hum and thrill of the sails." The clipper ships thrived in the half century from 1840. Built originally for the profitable tea trade from China, clippers were tall, elegant and much faster than contemporary merchant ships. They were long and thin, with sharp bows, rigged masts and billowing sails. Originally created for trade, the glamour of the new ships caught the attention of the public and soon the ships were racing each other across the world's oceans in an attempt to set faster and faster times for their shipping routes, in what was becoming a smaller and smaller world.

STEVEN DEWS

Described by Sotheby's of London as "the best, there's nobody else to touch him", Steven Dews is a man at the peak of his profession.

Born in Yorkshire in 1949, Steven Dews's meteoric rise to success from distinctly unpromising beginnings should be an inspiration to all young artists; he failed his Art 'A' Level and then walked out of a Fine Arts Degree course after only a few weeks because of his disillusionment with the teaching methods, yet his work has now placed him at the pinnacle of the marine art world.

Steven Dews's love affair with art and the sea began at the age of 5, when he had a picture of a ship displayed on the wall at St John's Infant School. He inherited his passion for ships and the sea from his grandfather, who was an Assistant Harbour Master in Hull.

Steven Dews built up an astonishing portfolio for his first exhibition in 1976 and, on the exhibition's first night, virtually his entire collection was sold. The following year he held an exhibition in San Francisco which also sold out to great critical acclaim and, since then, he has continued exhibiting regularly at leading galleries in London and throughout the world. He is now commissioned for several years in advance.

Today, Steven is enjoying the opportunity to sail his beloved yacht, 'Wolfhound' in many different parts of the World, and he is only producing two or three new paintings each year. The retail prices for a large painting now exceed US\$400,000. His ability, attention to detail and the way he captures the sea means that he is one of the greatest marine artists of all time.

WILLEM JOHAN HOENDERVANGER

As an artist whose main motif is the sea, you won't be surprised to read that Willem's studio is located in Vlissingen, The Netherlands. Situated at the crossroads of the Western Scheldt delta and the North Sea, what inspires him is always nearby. The world's largest ships pass Vlissingen on their way to one of the largest European ports. After completing high school Willem faced a major choice: listen to the call of the sea and become a sailor or pursue a career as an artist. The latter won the battle over the sea, so back in 2005 he graduated St. Joost School of Art & Design in Breda. However, the lure of the sea was never far away. As a maritime artist he has the privilege of merging his love for ships with his fascination for visual art. Many major shipping companies have asked Willem to capture their fleet. These companies include Vroon, Port of Rotterdam, Van Oord, Seafox, Shipyard De Hoop, Fairplay Towage, ACL (Atlantic Container Line), Damen Schelde Naval and Waterfront Shipping. Willem's portfolio contains several types of ships, from classic Ocean Liners to state-of-the-art offshore ships. Not only does he do work for large shipping companies, he also creates original maritime artwork for everybody. Many people, including retired seamen, ask him to create a visual memory of their beloved ship.

ROBERT G. LLOYD

Born in 1968 and brought up on Merseyside, Robert has been influenced by ships and the sea from an early age. He used to stand on the banks of the River Mersey watching the ships entering and leaving the Port of Liverpool at high tide. After leaving school, Robert enrolled to become an officer cadet for Blue Star Line, but his careers teacher told him there was "no future in the Merchant Navy" so he went to art college instead. After five years of study he entered the world of marketing and publicity but retained his interest in ships and the sea. He often completed paintings for exhibitions and the occasional commission and gradually, as his reputation spread, he decided to paint full-time and has never looked back. Robert has now gained a worldwide reputation for producing visually stunning and technically accurate paintings based on a wide variety of maritime subjects, from supertankers to superyachts both modern and historical. His paintings adorn boardrooms, museums, private and Royal collections in 38 countries and he is acknowledged as one of the leading maritime artists of our time.



W.J. HOENDERVANGER

JANUARY 2026

S	M	T	W	T	F	S	WK
				1	2	3	1
4	5	6	7	8	9	10	2
11	12	13	14	15	16	17	3
18	19	20	21	22	23	24	4
25	26	27	28	29	30	31	5

1st: Bank Holiday (UK)
2nd: Bank Holiday (Scotland)

ALLAN &
BERTRAM

DECEMBER 2025

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	49
7	8	9	10	11	12	13	50
14	15	16	17	18	19	20	51
21	22	23	24	25	26	27	52
28	29	30	31				1

FEBRUARY 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	6
8	9	10	11	12	13	14	7
15	16	17	18	19	20	21	8
22	23	24	25	26	27	28	9

Belgian Express by Willem Johan Hoendervanger

The container ship Belgian Express, formerly known as Belgi, approaches port in the Netherlands, home of her owners, shipping company Vroon. Built in 2010 by Kouan Shipbuilding in Tiazhou Jiangsu, China, she sailed under the Gibraltar flag until November 2021, when her name was changed to Songa Leopard and her flag changed to that of Liberia. With a length of 180 metres and beam of 28 metres, her summer deadweight is 25,774 tons with a draught of 8.8 metres. Vroon owns and manages a diverse fleet of around 65 deep sea and offshore vessels, providing transportation and support vessels and crew across the world from its bases in the Netherlands, the Philippines and Scotland.



FEBRUARY 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	6
8	9	10	11	12	13	14	7
15	16	17	18	19	20	21	8
22	23	24	25	26	27	28	9

ALLAN &
BERTRAM

JANUARY 2026

S	M	T	W	T	F	S	WK
				1	2	3	1
4	5	6	7	8	9	10	2
11	12	13	14	15	16	17	3
18	19	20	21	22	23	24	4
25	26	27	28	29	30	31	5

MARCH 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	10
8	9	10	11	12	13	14	11
15	16	17	18	19	20	21	12
22	23	24	25	26	27	28	13
29	30	31					14

Queen Mary Arrival, View through Dockside Crane by *Harley Crossley*
Cunard liner Queen Mary is depicted arriving at her home port of Southampton. She embarked on her maiden voyage in May 1935, setting a new benchmark for style and luxury in transatlantic travel. Her grand fixtures and fittings included a ballroom, a squash court, two swimming pools, two cocktail bars and five dining areas and lounges. On her sixth round-trip between Southampton and New York, in August 1935, the Queen Mary won the Blue Riband for the fastest North Atlantic crossing. Her final peacetime voyage departed Southampton on 30 August 1939, just four days before war was declared between Britain and Germany. During the Second World War she carried more than 810,000 military personnel and eventually retired from service as a seagoing liner in 1967. Since then, the Queen Mary has been permanently moored in Long Beach, Carolina, transformed over time into a museum, a hotel and tourist attraction.



MARCH 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	10
8	9	10	11	12	13	14	11
15	16	17	18	19	20	21	12
22	23	24	25	26	27	28	13
29	30	31					14

17th: Bank Holiday (N. Ireland)

ALLAN &
BERTRAM

FEBRUARY 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	6
8	9	10	11	12	13	14	7
15	16	17	18	19	20	21	8
22	23	24	25	26	27	28	9

APRIL 2026

S	M	T	W	T	F	S	WK
			1	2	3	4	14
5	6	7	8	9	10	11	15
12	13	14	15	16	17	18	16
19	20	21	22	23	24	25	17
26	27	28	29	30			18

The 'Golden West' by Roy Cross

The Golden West cuts through the waves as she departs port, leaving other vessels, including a steamer, in her wake. The 19th-century 'extreme clipper' ships were designed with speed as the priority over cargo capacity; the Golden West was built in 1852 by Paul Curtis, in Boston, and started life as part of the San Francisco fleet of Glidden & William. The Boston Daily Atlas reported in November 1852 that "Of her materials and the style of her construction, it is not necessary to say much, for she is as good as she is unquestionably beautiful." Her cargo was commonly guano, valued as a fertiliser, as well as rice and the transport of low-wage labourers from China and Japan. Her speed meant that the Golden West was active on the trade routes between California, New York, the Asia-Pacific and Australia throughout the 1850s and 1860s until being sold to British buyers in 1863, who made Liverpool her home port.



APRIL 2026

S	M	T	W	T	F	S	WK
			1	2	3	4	14
5	6	7	8	9	10	11	15
12	13	14	15	16	17	18	16
19	20	21	22	23	24	25	17
26	27	28	29	30			18

3rd: Bank Holiday (UK)
6th: Bank Holiday (UK not Scotland)

ALLAN &
BERTRAM

MARCH 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	10
8	9	10	11	12	13	14	11
15	16	17	18	19	20	21	12
22	23	24	25	26	27	28	13
29	30	31					14

MAY 2026

S	M	T	W	T	F	S	WK
31					1	2	18
3	4	5	6	7	8	9	19
10	11	12	13	14	15	16	20
17	18	19	20	21	22	23	21
24	25	26	27	28	29	30	22

Costa Atlantica by Robert G Lloyd

The cruise ship Costa Atlantica is pictured moored on the beautiful Nærøfjord near Flam, Norway. Built in 2000 at the Kvaerner Masa-Yards Helsinki New Shipyard, Finland, for Carnival Corporation & plc, she originally served Costa Cruises' routes in the Caribbean, Europe and the east coast of the US and Canada. The Spirit-class cruise ship had capacity for 2,114 passengers and with a length of 292.5 metres, she was one of the first to offer hundreds of cabins with private balconies. She was sold to CSSC Carnival Cruise Shipping in 2019 but never entered service and was resold in 2023, to Margaritaville at Sea, then entirely refitted and renamed as Margaritaville at Sea Islander before entering service in June 2024. All 1,100 staterooms were refurbished, as well as the ship's atrium, lido deck and restaurants, at the Harland & Wolff shipyard in Belfast. She started her new programme of Florida and Mexico cruises in June 2024.



MAY 2026

S	M	T	W	T	F	S	WK
31					1	2	18
3	4	5	6	7	8	9	19
10	11	12	13	14	15	16	20
17	18	19	20	21	22	23	21
24	25	26	27	28	29	30	22

4th: Bank Holiday (UK)
25th: Bank Holiday (UK)

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BERTRAM

APRIL 2026

S	M	T	W	T	F	S	WK
			1	2	3	4	14
5	6	7	8	9	10	11	15
12	13	14	15	16	17	18	16
19	20	21	22	23	24	25	17
26	27	28	29	30			18

JUNE 2026

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	23
7	8	9	10	11	12	13	24
14	15	16	17	18	19	20	25
21	22	23	24	25	26	27	26
28	29	30					27

OPDR Lisboa by Willem Johan Hoendervanger

Container ship OPDR Lisboa is depicted at Vlissingen, the Netherlands, where the estuary of the Westerschelde meets the North Sea. OPDR Lisboa was built by Fujian Mawei Shipbuilding Ltd in China in 2007 as OPDR Sankt Petersburg but was quickly renamed. She has a summer deadweight of 8,168 tons, a length of 129.6 metres and a beam of 20.8 metres. The German company OPDR (Oldenburg-Portugiesische Dampfschiffs-Rhederei) was founded in 1882 but was merged with MacAndrews in 2017, meaning the OPDR shipping name disappeared after 135 years of trading and the ship lost its distinctive yellow livery. In January 2020 she was sold to a Russian shipping company and renamed Kapitan Byankin.



JUNE 2026

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	23
7	8	9	10	11	12	13	24
14	15	16	17	18	19	20	25
21	22	23	24	25	26	27	26
28	29	30					27

ALLAN &
BERTRAM

MAY 2026

S	M	T	W	T	F	S	WK
31					1	2	18
3	4	5	6	7	8	9	19
10	11	12	13	14	15	16	20
17	18	19	20	21	22	23	21
24	25	26	27	28	29	30	22

JULY 2026

S	M	T	W	T	F	S	WK
			1	2	3	4	27
5	6	7	8	9	10	11	28
12	13	14	15	16	17	18	29
19	20	21	22	23	24	25	30
26	27	28	29	30	31		31

Velsheda Shows Her Paces *by Steven Dews*

The J-class yacht Velsheda is pictured in full sail, mid-race. Designed by Charles Ernest Nicholson, she was built in 1933 by Camper and Nicholson at Gosport, Hampshire, for businessman W L Stephenson, then Chairman of Woolworths in the UK. Before the Second World War she won numerous races and competed with other legendary yachts such as Britannia, Endeavour and Shamrock V. Her distinctive metal hull measured nearly 39 metres in length with a 6.5 metre beam. Although the Velsheda survived the bombing of Camper and Nicholson's Gosport yard during the war, she was not refitted for racing and languished for years on a mud bank before being rescued in 1983. However, lack of funds meant it was 1995 before another new owner rebuilt her. Restored to her former racing glory, Velsheda was relaunched in September 1997 on the Solent.



JULY 2026

S	M	T	W	T	F	S	WK
			1	2	3	4	27
5	6	7	8	9	10	11	28
12	13	14	15	16	17	18	29
19	20	21	22	23	24	25	30
26	27	28	29	30	31		31

13th: Bank Holiday (N. Ireland)

ALLAN &
BERTRAM

JUNE 2026

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	23
7	8	9	10	11	12	13	24
14	15	16	17	18	19	20	25
21	22	23	24	25	26	27	26
28	29	30					27

AUGUST 26

S	M	T	W	T	F	S	WK
30	31					1	31
2	3	4	5	6	7	8	32
9	10	11	12	13	14	15	33
16	17	18	19	20	21	22	34
23	24	25	26	27	28	29	35

MV Pilion by Robert G Lloyd

Bulk carrier Pilion is shown at Port Allen, Baton Rouge, Louisiana, USA, carrying a full load of grain. Built in 2010 by Tsuneishi Heavy Industries in Balamban, Philippines, the Pilion has a deadweight tonnage of 58,081 tons and measures 190 metres in length with a beam of 32.26 metres. She also has four IHI 30-metric tonne SWL (safe working load) cranes and four electrohydraulic grabs. Owned and managed by Helikon Shipping Enterprises, UK, she is one of a large series of 'standard design' geared bulk carriers built by the Japanese Tsuneishi Group at various owned shipyards in the Asia-Pacific.



AUGUST 2026

S	M	T	W	T	F	S	WK
30	31					1	31
2	3	4	5	6	7	8	32
9	10	11	12	13	14	15	33
16	17	18	19	20	21	22	34
23	24	25	26	27	28	29	35

3rd: Bank Holiday (Scotland)
31st: Bank Holiday (UK not Scotland)

ALLAN &
BERTRAM

JULY 2026

S	M	T	W	T	F	S	WK
			1	2	3	4	27
5	6	7	8	9	10	11	28
12	13	14	15	16	17	18	29
19	20	21	22	23	24	25	30
26	27	28	29	30	31		31

SEPTEMBER 2026

S	M	T	W	T	F	S	WK
			1	2	3	4	36
6	7	8	9	10	11	12	37
13	14	15	16	17	18	19	38
20	21	22	23	24	25	26	39
27	28	29	30				40

SS Tairea by Robert G Lloyd

Passenger ship SS Tairea is depicted at Calcutta (now Kolkata), India, circa 1927. She was built for the British India Steam Navigation Company by the Barclay Curle Shipyard in Glasgow, in 1924, destined for the company's Calcutta-Japan Apcar Line service. In 1937 she was transferred to the Bombay-Durban service, before being converted into a hospital ship in 1940 at the British India workshop in Bombay. Fitted with 506 beds and a crew of 120 medical staff the SS Tairea was dispatched to Kismayu, Somaliland. After serving in wartime medical missions, including at Alexandria, Madagascar, Smyrna (now Izmir) and during the invasion of Sicily in 1943, at the end of the war she was involved in the repatriation of prisoners of war from Hong Kong to India. She eventually resumed passenger service and in 1949 went back to her original Calcutta-Japan route. The SS Tairea's distinguished life ended in 1952 when she was sold for scrap and broken up at Blyth, England.



Steven Dewes

SEPTEMBER 2026

S	M	T	W	T	F	S	WK
		1	2	3	4	5	36
6	7	8	9	10	11	12	37
13	14	15	16	17	18	19	38
20	21	22	23	24	25	26	39
27	28	29	30				40

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BERTRAM

AUGUST 2026

S	M	T	W	T	F	S	WK
30	31					1	31
2	3	4	5	6	7	8	32
9	10	11	12	13	14	15	33
16	17	18	19	20	21	22	34
23	24	25	26	27	28	29	35

OCTOBER 2026

S	M	T	W	T	F	S	WK
				1	2	3	40
4	5	6	7	8	9	10	41
11	12	13	14	15	16	17	42
18	19	20	21	22	23	24	43
25	26	27	28	29	30	31	44

Sea Witch by Steven Dewes

In this painting, titled 'Overhauling Sails Before the Heat of the Sun', the 19th-century clipper Sea Witch is depicted in Hong Kong harbour in 1849. Designed by naval architects John W. Griffiths for the China trading firm Howland & Aspinwall, Sea Witch was launched in Manhattan in 1846. Her cargo typically consisted of high-value goods such as porcelain and tea, transported at speed from China to the USA. She was heavily sparred and built with special tail masts for a vessel of her size: 58.5 metres long with a 13.1 metre boom. Briefly, she was the tallest ship afloat, due to her 42.6 metre main mast, which carried five tiers of sails. In 1847 Sea Witch made a record-breaking run from Hong Kong to New York in just 77 days, and in 1849, she broke her own record, making the same sailing in 74 days. Remarkably, this record held for 154 years until the trimaran Great American II undertook the route in just over 72 days.



OCTOBER 2026

S	M	T	W	T	F	S	WK
				1	2	3	40
4	5	6	7	8	9	10	41
11	12	13	14	15	16	17	42
18	19	20	21	22	23	24	43
25	26	27	28	29	30	31	44

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SEPTEMBER 2026

S	M	T	W	T	F	S	WK
		1	2	3	4	5	36
6	7	8	9	10	11	12	37
13	14	15	16	17	18	19	38
20	21	22	23	24	25	26	39
27	28	29	30				40

NOVEMBER 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	45
8	9	10	11	12	13	14	46
15	16	17	18	19	20	21	47
22	23	24	25	26	27	28	48
29	30						49

Monterey by Willem Johan Hoendervanger
Pacific Far East Line (PFEL) passenger liner Monterey is depicted moored at San Francisco, California, USA. Originally built in Massachusetts in 1952 as Mariner class cargo ship Free State Mariner, the vessel was completely rebuilt by Willamette Steel in Portland, Oregon in 1956 to carry up to 365 passengers as part of Matson's Line South Seas service, plus routes along the US West Coast and to Hawaii. Transferred to PFEL in 1972, she gained her distinctive blue funnel and California 'golden bear' livery, continuing her cruise service until 1976. In the 1980s Monterey was sold to Aloha Pacific Cruises and underwent a refit in 1988 that extended her passenger capacity to 661. After the company went bankrupt, she was sold to Star Lauro, later MSC Cruises, who maintained her beautifully into her final years of service. Monterey ended her days in 2006 at the Alang ship-breaking yard in India.



NOVEMBER 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	45
8	9	10	11	12	13	14	46
15	16	17	18	19	20	21	47
22	23	24	25	26	27	28	48
29	30						49

30th: Bank Holiday (Scotland)

ALLAN &
BERTRAM

OCTOBER 2026

S	M	T	W	T	F	S	WK
				1	2	3	40
4	5	6	7	8	9	10	41
11	12	13	14	15	16	17	42
18	19	20	21	22	23	24	43
25	26	27	28	29	30	31	44

DECEMBER 2026

S	M	T	W	T	F	S	WK
		1	2	3	4	5	49
6	7	8	9	10	11	12	50
13	14	15	16	17	18	19	51
20	21	22	23	24	25	26	52
27	28	29	30	31			53

Chou Shan by Robert G Lloyd

Bulk carrier Chou Shan is pictured departing the port of Newcastle, New South Wales, Australia. Built in 2005 by the China State Shipbuilding Corporation in Kaohsiung, Taiwan, and owned by Sincere Navigation of Taiwan, the ship is mainly used in the transportation of iron ore and coal from Australia to mainland China and Taiwan. She has a deadweight tonnage of 175,569 tons, a length of 289 metres and a beam of 45 metres, with a draught of 15.5 metres. In March 2013 the Chou Shan was involved in a collision with container vessel CMA CGM Florida in the East China Sea, resulting in serious damage to both ships and a spill of an estimated 610 tons of heavy fuel oil from the CMA CGM Florida.



DECEMBER 2026

S	M	T	W	T	F	S	WK
		1	2	3	4	5	49
6	7	8	9	10	11	12	50
13	14	15	16	17	18	19	51
20	21	22	23	24	25	26	52
27	28	29	30	31			53

25th: Bank Holiday (UK)
28th: Bank Holiday (UK)
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BERTRAM

NOVEMBER 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	45
8	9	10	11	12	13	14	46
15	16	17	18	19	20	21	47
22	23	24	25	26	27	28	48
29	30						49

JANUARY 2027

S	M	T	W	T	F	S	WK
31					1	2	53
3	4	5	6	7	8	9	1
10	11	12	13	14	15	16	2
17	18	19	20	21	22	23	3
24	25	26	27	28	29	30	4

Morning Light by Montague Dawson

A 19th-century clipper ship is depicted under sail in the early light of a new day. Clippers such as this arguably ruled the seas during the period in terms of speed, serving the profitable tea trade from China from the 1840s and for the rest of the century. Faster than contemporary merchant ships and known for their sleek, streamlined hulls, rigged masts and numerous billowing sails, they were designed to transport valuable cargo across the world's trade routes. These ships captured the public's imagination with their ever-faster times on prized shipping routes, often racing each other across the oceans to bring their goods to market before competitors, while simultaneously securing the reputations of their captains and the ships' owners.