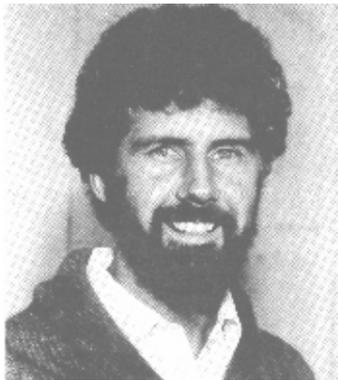


MARINE ART BY JIM WILLIAMSON

К 300-ЛЕТИЮ РОССИЙСКОГО ФЛОТА



Jim Williamson's marine art talent can be traced to his early days growing up in McKeesport, Pennsylvania. His love for the sea and ships began as he watched river vessels in industrial center.



Serving as an illustrator in the Air Force he was stationed in a variety of port cities on Cape Cod, Massachusetts, in Iceland and on Lake Superior, Michigan, which deepened his interest in ships and the sea and led to the establishment of his strong desire to paint marine subjects.

Formal art education began at Northern Michigan University at Marquette, Michigan. After visiting the coast of Oregon and Washington he became captivated by the beauty of Puget Sound, relocated in Bellingham, Washington, and received a Bachelor of Arts degree from Western Washington University.

Jim Williamson has realized his ambition of becoming a recognized artist and thrives on the idea that others can enjoy and learn from his work. He is a member of the American Society of Marine Artists.

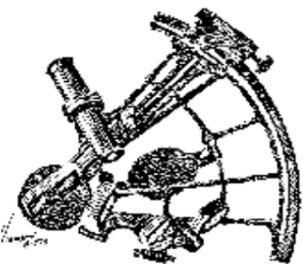
ORIGINALS

Original artwork can be commissioned by contacting the artists. You can request paintings and drawings of tall ships, working vessels, your fishing or pleasure boat in full color detailed realism. Oils, watercolors, pen and ink and mixed media can be ordered direct from the studio.

MARINE PRINTS

Add a nautical sparkle to your home or office walls with fine, full color lithographs of marine subjects by Jim Williamson. The original artwork has been faithfully reproduced; color lithography so true and precise that is not easy to tell the original from the reproduction without close examination.

Due to the romantic Fascination of tall ships or working boats and a sincere desire of many individuals to peer into our maritime past and presents, I am often proud to hear the words, "I never tire of looking at that artwork." We offer the finest full color lithographs and originals.



"No American ever stands very far from the sea. Back of every one of us there is a long ocean voyage. Except for full-blooded Indians, all of us came here by ship. No matter how far inland we may go or how long we may live there, we carry with us a racial memory of the wonder and peril of the empty sea - the feeling that all certitude has been left behind, and that what lies ahead is incredible wonder and the bright chance of a new world. Probably no single thing in the American consciousness lies deeper than this."

Bruce Catton American Heritage - vol.6 (1955) no.2
Lady Washington was the first American vessel to arrive on the pa-

in Macao, China. A brig or brigantine is a two-masted vessel, square rigged on both masts, but with the main sail set nearly in the plain of her keel.

The Lady Washington was sold in China in 1795. Her home port became Canton and she was employed in the Far East Trade. She seems to have disappeared from the maritime scene as inexplicably as she had entered upon it...more than a quarter century before. It was reported that she was lost...the details are conflicting. A statement of unknown origin, asserts that she was lost on the China coast with all hands. Another report, an affidavit, dated November 21, 1839, signed by Captain Ebenezer Door, declares that the brigantine Lady Washington was lost in the Strait of Malacca. No date is given.

Besides Lady Washington's distinguished service as a privateer during the Revolutionary War, the number of 'firsts' to her credit entitle her to a place on the honor roll of famous American ships.

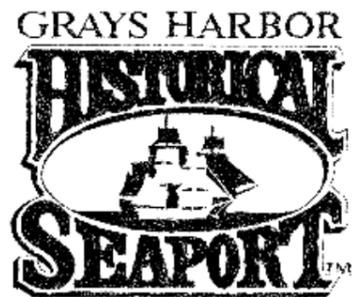
Our sea epic (1787-1794) starts in Boston, Massachusetts, then around Cape Horn to the northwest coast of the North American continent, then onto China via The Sandwich Islands,

16,1789) and Lady Washington sailed coastwise to make more fur collections. Eventually gathering a good quantity of skins, she made her first westward Pacific journey to China. After ten weeks in China, Columbia sailed through the South China sea and Strait of Sunda into the Indian Ocean, thence around the Cape of Good Hope towards the American coast, arriving in Boston just within three years; the first American vessel to circumnavigate the globe...under the command of Captain Gray (August 1790).

Preparations went forward for a second voyage to the northwest coast. Columbia sailed again, under the command of Captain Gray, in September 1790. The voyage from Boston to the northwest coast took nine months. The ship arrived in Clayoquot Sound in June 1791. While in the northwest Columbia was hauled out, refitted and secured supplies. Trading with the Indians began again. The ship wintered at Clayoquot Sound. (1791-1792) During that time Fort Defiance was erected and the sloop Adventure built and launched.

Captain Gray began to explore

tine. The tasks having been completed, the vessel sailed in company with the American schooner Grace for Japan to sell furs. The first time an American flag was seen in Japan. Captain Kendrick then returned to the northwest coast for a second visit.



Now, Lady Washington appears not as a sloop (single masted vessel) but as a brigantine (double masted vessel). Upon reaching the northwest coast Lady Washington visited The Queen Charlotte Islands, Nootka Sound, Clayoquot Sound and coves and inlets along the rugged coast. (June 1791)

Natives visiting Clayoquot Sound inform Captain Kendrick that Columbia, too, had returned to the coast, but was presently away on a cruise. It was upon this occasion, at Clayoquot Sound, that Captain Kendrick established his Fort Washington base. After eight weeks at Fort Washington, Kendrick sailed for China with a complete cargo of sea otter skins, arriving at Macao Roads in December 1791.

The Lady Washington was prepared for a second eastbound passage across the Pacific. She would be accompanied by a small vessel - her rig not reported - named Venger. After six months in harbor the brigantine was ready for sea - the two vessels sailed. The month was September 1792 and unfortunately a typhoon was encountered. The Venger was lost and Lady Washington almost met disaster.

In January 1794, H.M.S. Discovery, Captain George Vancouver, arrived in the Sandwich Islands from the northwest coast. Crew members of Lady Washington and Discovery exchanged information and stories of their expeditions.

On December 12, 1794, while lying at anchor in Honolulu, Lady Washington was joined by Jackel and Prince Lee Boo, which had just arrived in triumph from the inter-island war. At once salutes were exchanged. But, on board Jackel, a charge of round and grape had not been removed from one of the saluting guns. The shot hit Lady Washington with tragic effect, killing Captain Kendrick. Lady Washington returned to China.

After his discoveries, (Grays Harbor and The Columbia River), Captain Gray proceeded to northern waters. Columbia sailed coastwise into Alaskan waters, along with schooner Adventure. Fully loaded with furs the ship sailed for China and once again Captain Gray circumnavigated the globe...returning to Boston in July 1793

* This short history was researched from the books:

Captain Gray in the Pacific North-

LADY WASHINGTON



cific coast of America; first to enter a harbor in Alaska; first (in company with American schooner Grace) to show the American flag in Japan; and first under any flag to enter several small harbors on the northwest coast, including Tillamook Bay, Oregon.

The Lady Washington is said to have been of 90 tons burden, but from what authority, no one seems to know. Her official documents have not been found; nor is there any record of when or where she was built. If the Lady Washington's tonnage was 90, then her other measurements, according to the formula then in use, should be approximately: length 64'00"; breadth 20'06" depth 8'00".

Lady Washington first began her life as a sloop. A small vessel with one mast; the main sail was attached to a gaff above and a boom below. She carried the large spread of canvas of vessels of her class: a square topsail, course, mainsail, and three headsails.

Positive information concerning the Lady Washington's past history is lacking. A sloop answering her description and bearing the name Lady Washington is listed as a famous privateer during the early days of the American Revolution; from which we may conclude beyond a reasonable doubt that the trader and privateer were one and the same vessel.

Lady Washington was converted from a sloop (one mast) to a brigantine (two masts) in 1790-1791 while

and return via The Cape of Good Hope. A second voyage traced the same route. The two vessels involved - the ship Columbia and sloop (also brigantine) Lady Washington. There objective was to engage in sea otter fur trade, gather furs from the Indians on the northwest coast of North America, and sell them in Canton, China; then return home with tea and artifacts.

Lady Washington first appeared on the northwest coast as a sloop (a single masted vessel) under the command of Captain Robert Gray in September 1788. Captain Gray had sailed her from Boston, Massachusetts, leaving the port October 1, 1787 and arriving at Nootka Sound on Vancouver Island September 16, 1788. The journey taking two weeks short of one year. Ship Columbia arrived at Nootka Sound one week later. The two vessels sailed from Nootka Sound in July 1789, along the coast to Clayoquot Sound, where Captain Kendrick took command of Lady Washington and transferred Captain Gray to Columbia. Under Captain Kendrick's command Lady Washington continued to pursue her mission, trading sea otter skins along the northwest coast.

The American vessel Columbia departed from Nootka Sound (July

again in the spring of 1792. Sailing coastwise he discovers Grays Harbor and on May 11, 1792 a major discovery was made when he boldly sailed into Asuncion Entry Bar and



"Паллада" у берегов Америки, рис. Е. Димуры

enters The River Oregon. He names it The Columbia River.

Lady Washington made a successful passage to China. Captain Kendrick spent many months ashore, in Macao, negotiating for the sale of the cargo of skins and conversion of his sloop to a brig-

west by Francis E Cross and Charles M. Parkin Jr. Published by Maverick Publications 1987 and:

Early Maritime Artists of the Pacific Northwest Coast, 1741-1841 by John Frazier Henry published by: University of Washington Press 1984