

CARL LOCHER

1851–1915

## 81. *The Frigate Jylland off the Coast of Madeira, 1877*

(*Fregatten Jylland ud for Madeiras kyst*)

Oil on canvas, 34<sup>2</sup>/<sub>3</sub> x 49<sup>1</sup>/<sub>2</sub> in. (88 x 126 cm)

Signed and dated lower right: Carl Locher 77

PROVENANCE: Arne Bruun Rasmussen, Auction 453, 1983, lot 120, ill. p. 41.

LITERATURE ON THE HISTORY OF THE FRIGATE JYLLAND: Frits Hammer Kjølens, *Fregatten fortæller*, Copenhagen 1962; Bent Kure, *Historien om fregatten Jylland*, Copenhagen 1995; Finn Askgaard (ed.), *Fregatten Jylland, fra Orlogsværft til Museumsdok*, Næstved 1996.

The Danish man-of-war *Jylland*, this picture's motif, is seen at a distance, viewed obliquely from the front, all sails set, in the green, foam-topped rollers off Madeira. The artist catches the atmosphere of a beautiful daybreak in which the red morning light tinges the rocky shore and the great sails. The sinking moon is reflected in the water.

In 1875 Carl Locher took part in the frigate *Jylland*'s summer cruise to Madeira, which took him also to northern France, London, Antwerp, and Hamburg. He used this time to make a thorough study of the large ship and often used it as his motif. For instance, in 1877 he exhibited *Quiet Evening on the North Sea, the Frigate Jylland Alongside Fishing Vessels*. In 1881 he signed a painting of the *Jylland* in a strong breeze in the Atlantic, which he exhibited in 1884. Many years later, in a large-scale painting from 1898, he included the frigate in compositions in no way related to actual events, as was the general practice among marine artists. He also painted it moored in Copenhagen with a house in the background, which serves as a frame of reference to show the vessel's enormous proportions.

The *Jylland*, built during the years 1860–1862, was the last frigate in the Danish navy to be built in the traditional manner, constructed of oak and full-rigged, although it also had a steam-driven auxiliary motor. The funnel can be seen behind the sails in Locher's picture. The *Jylland* has the classic man-of-war high stern and long, straight sheers<sup>1</sup> and is notable for its white-painted gun deck with black gun ports. During the Second Schleswig War of 1864 the *Jylland*, armed with forty-four cannons, took part in the Battle of Heligoland in which it was badly damaged, with many of its crew killed or injured. In 1874, it was rebuilt as the royal yacht but was occasionally used as a drill ship. The *Jylland* was in service until 1887. Stripped in 1892, it was decommissioned in 1908 and sold for salvage but was immediately bought by a group of private individuals with a view to preservation. Funds were collected on several occasions, but several attempts at restoration failed; the frigate was hogged<sup>2</sup> and was in danger of being abandoned. After a long struggle, the *Jylland* was turned over to a private foundation. A plan was devised for using modern techniques to preserve the ship; the work, which demanded a good deal of reconstruction, was begun in 1984. The frigate was placed in an exhibition dock at Ebeltoft in Jutland and opened as a museum in 1994, as one of the few 19th-century men-of-war to be preserved. The crucial support for the undertaking came from the A.P. Møller og Hustru Chastine Mc-Kinney Møller Foundation. E. F.

<sup>1</sup>The fore-and-aft curvature from bow to stern of a ship's deck as shown in side elevation.

<sup>2</sup>A term meaning that the keel of the ship is broken, usually causing the end of the life of the vessel.