

OBITUARIES & APPRECIATIONS

Daniel (Dan) W Walker

Daniel Woodruff Walker was born in 1927. A member of Exeter Class of 1945, he captained the undefeated wrestling team in his last two years. With World War Two still continuing he joined the United States Marine Corps, serving in China, before attending Yale to graduate in 1950 with a degree in engineering. As a Lieutenant during the Korean War he was an outstanding Rifle Platoon Leader, decorated with the Bronze Star and Purple Heart.

Dan then embarked on an extraordinary two-decade career as Chief Diver and International Operations Manager of the pioneering and successful International Underwater Contractors Corporation. His important innovations were preceded by such licences as Mixed Gas Bell Divers in 1976, Lloyds Certified NTD Diver in 1977, UK Diving Supervisor and Life Support Technician in 1978 and UK Explosive Technician's Licence in 1978.

A distinguished yachtsman, he joined the Ocean Cruising Club in 1962 following a 3500 mile voyage from Newport, RI to Marstrand, Sweden aboard the 56ft *Circe* made seven years previously. He was also a member of the Royal Ocean Racing Club and the New



Dan Walker, a young man who loved boats and the sea

Dan aboard his salvage vessel, Samuel Baxter



York Yacht Club. During his sailing career he participated in a number of ocean races and passages, including sailing *Mokoia* in the Trans-Ocean Race and *Circe* in one of his five Fastnet Races. He also sailed several Bermuda Races.

Late in life he bought *Samuel Baxter*, a salvage ship which resembled a cargo vessel, which he sailed home from the UK and moored for years in front of his house. It was an anomaly among neighbouring yachts until he donated it to an appropriate charity. At the time of his death last year he owned a 40ft trawler-yacht named *Mustang*.

He never retired, volunteering with a number of different charitable organisations well into his 80s, including making over thirty trips to Honduras aiding altruistic doctors who provided emergency medical care in a remote area. A life well spent.

Ann-Marie Walker and Bill Strickland



Fran Flutter

Frances Ann Storm Clark was born on 5th October 1948, the elder daughter of adventurous parents. Peter and Patchen Storm Clark were both aviators, Peter an airline pilot who participated in the Berlin airlift, and Patchen a wartime Air Transport Auxiliary delivery pilot, after time as an ambulance driver. They decided to live aboard a sailing boat, firstly *Charmian*, a 14 ton Hillyard, then *Nina*. In 1950 they planned to emigrate to Australia, but caught by an autumn storm in Biscay, they were forced

Fran with her parents and younger sister in 1958, after returning from their Atlantic circuit aboard Tally Ho





Fran at the OCC Annual Dinner in 2013

back. Their crew proved useless, and I believe Fran was washed out of the cockpit by one wave before being washed back by the next! Their next yacht, *Tally Ho*, the winner of 1927 Fastnet Race, needed work, but this completed they lived aboard at Birdham Pool, Chichester before moving to the Hamble and Moody's Boatyard. During this time Fran was selected to represent the UK in the Optimist Worlds in Denmark.

The family's Atlantic circuit in *Tally Ho* in 1957–58, recalled by Fran in *Flying Fish* 2014/1, was among the pioneers of extended family cruising. They were fêted wherever they landed, with two small blonde

girls a universal passport, and at sea Fran stood her watch. Back on the Hamble, Fran's father returned to flying until he was grounded by ill health. *Tally Ho* was sold and they bought a house on the Thames and a Contessa 26 – the largest boat that could be moored at the bottom of their garden. Fran, now studying chemistry at University College, London joined her parents on yearly cruises on the East Coast and to Holland.

Following our marriage Fran and I decided to buy a boat and live aboard at Moody's. We suffered a major setback when our 37ft gaff ketch *Kirsty* was wrecked in Cowes in 1976, Fran suffering major leg injuries. Boat repairs were duly effected, while the National Health Service rebuilt Fran's legs! To prove boat and crew we left in 1979 to repeat her Atlantic circuit of 22 years earlier, and both joined the OCC shortly afterwards. After returning to the UK we relocated to Falmouth, from which we had extended summer cruises to Norway, Scotland, north Spain and the west coast of Ireland, together with classic boat festivals in Brittany.

In the early 1990s Fran purchased *Prodigal*, a 35ft cutter designed for an OSTAR and a superb singlehander's boat. She lived aboard, gained confidence in the boat, and prepared for a long voyage – what was to become a four-year circumnavigation, including two years in the Pacific. She coped with some major incidents, nursing *Prodigal* to Australia with a failed forestay, and a knockdown near the Azores when nearly home. On her return she was awarded the Barton Cup, the OCC's premier award, having previously received the Rose Medal for an earlier part of the voyage.

The cruising had been hard on *Prodigal* and she needed TLC, so Fran set about refitting her to the highest standard, first in Falmouth and then at Totnes. There she met David Tyler, and after a shakedown sail in *Tryste* to Orkney, Sweden and Denmark, returning via Orkney, they became a strong sailing partnership. In 2005 they again headed north to circumnavigate Iceland, visiting the Azores on their way home. The

next year they coast-hopped to Madeira and the Canaries before crossing to Brazil, re-crossing to Cape Town. There was a slight change of plan in 2007, so instead of heading east they re-crossed the Atlantic to the West Indies before transiting the Panama Canal and enjoying the Pacific. They wintered in British Columbia before another Pacific cruise which ended in New Zealand, and spent 2010 cruising to Brisbane and Sydney.

In autumn 2010 Fran returned to Falmouth and a late-diagnosed ovarian cancer, a bad hand to be dealt. She played it very courageously, and while in remission bought, refitted and lived aboard her last boat, *Sundowner*. She bravely rejected a fourth round of chemo, and continued to live in Falmouth. She was much heartened when her family's old yacht *Tally Ho* was acquired by Leo Goolden – there is a real prospect of the yacht sailing again after attempts in the past have proved unsuccessful.

Inevitably the last couple of weeks were difficult, but she never failed to smile with her carers and nurses. She finally came off watch early in the morning of 17th August. Her funeral was attended by over 100 friends and family and she will be greatly missed by her friends all over the world.

Peter Flutter

An additional tribute: Note: With Fran's death I lost not only a good friend but a meticulous *Flying Fish* proof-reader and occasional book reviewer. She had an encyclopaedic knowledge of yachts and cruising and it was never necessary to double-check what she said – I knew it would be correct.

Anne Hammick, Editor



Richard Yates

Richard Nicholas Yates was born on 22nd March 1942 in Randolph Crescent, Edinburgh. His early years were spent farming in southwest Scotland, until 1979 when he sold his farms and moved to Jersey where he discovered his great passion in life – sailing. He became an instructor for Jersey Cruising School, and in a short time became an instructor of the instructors, teaching numerous people the essence of what he loved, which was cruising. In his words it was 'the art of seeing and doing things at a slow pace and enjoying them'.

*Richard in Los
Roques archipelago,
Venezuela*



Richard in his chair on the after deck in La Rance, Brittany

He bought his first boat, a Sovereign 34, in the early 1980s, and as a family we spent most of our summers cruising in Brittany and the Channel Islands, leaving us with some of the happiest childhood memories we could have wished for. He continued life in the sailing world but on land, setting up Hardy and Le Quesne where he and James Hardy built up and sold a successful yacht insurance and registration business.

He joined the OCC in 1988 following a passage from Jersey to Gibraltar aboard the 49ft *Nortide*, and for a number of years was OCC Port Officer for Jersey. As a child I often remember him saying, “there’s an OCC boat in, we need to go and see them as they’re always good people,” and since then the OCC burgee has always held a special place in my heart. In 1990 he bought a Hallberg Rassy 352. He crossed the Atlantic in her four times in five years, cruising Venezuela, Aruba, Bonair and Cuba. Further cruising from Miami to Maine ensued before returning home.

His final boat was a Hallberg Rassy 44 called *Beaucastel* – named after one of his favourite wines – in which he cruised the Caribbean for a couple of seasons before returning home to prepare for a cruise through the Mediterranean. The first leg of the voyage took her to Turkey, where he based her in Göcek with the aim of sailing her back to Jersey over the following five years. Suffice to say that, following his motto of sailing at a slow pace and enjoying it, she stayed in the area for eight years. During this time he had his grandchildren to stay numerous times, and fondly regaled us with stories of watching them learn to row and being rescued whilst under his supervision! Over those years my parents made a number of Turkish friends who, together with local sailors, attended his funeral after he succumbed to a short battle with cancer in April this year.

He crossed the Atlantic eight times and cruised hundreds of thousands of miles, but when asked in hospital what his greatest pleasures in life had been he answered unequivocally: ‘There have been two – firstly sailing across the Atlantic with both my children on separate occasions, and secondly, sailing into New York with my wife’. He will be sorely missed, but he transmitted his love of sailing to his family and friends and this is something they will continue to enjoy and always remember him for.

Michael Yates



Lester Smith

Lester's life can be summarised in a few words – a lifelong passion for boats, the sea and sailing. As a small boy he started sailing dinghies at Stratford-upon-Avon where his family stayed during the war with grandparents, winning many cups in Merlin Rockets at the Avon Sailing Club. After passing his final exams as a Chartered Surveyor and Auctioneer, and while waiting to be called up for National Service, he hitched his 14ft Merlin Rocket to his 1936 Morris 8 two-seater tourer (which had cost him £35) and drove to Devon to work for the summer for keep only as a sailing instructor with The Island Cruising Club in Salcombe.

After six months training, and commissioned in the Royal Engineers, he was posted to Cyprus, where for two years he captained the RE and Army sailing teams in Cyprus, sailing 12ft Fireflies. After returning, he moved to Exmouth where he started his own estate agency. He transferred to 12ft Nationals and Enterprise dinghies, and won many trophies at the Exe Sailing Club. A few years later he bought his first cruising boat, a 28ft Waterbug called *Frangipani*, followed later by having a cruising boat – which he named *Lucifer's Daughter* – built to Lloyds 100A1.

After a long period when business and family commitments took precedence, and during which he and his first wife Judy divorced, he started windsurfing with his two boys. When his business was taken over by the Bristol and West Building Society in the late 1980s he found it extremely difficult to work for a corporate company, and as he and I had met by then he decided to retire aged 51. He qualified as an Ocean Yachtmaster and we bought a new 35ft Hallberg Rassy which we called *Tatsu* and based in Dartmouth.



This is when we began serious cruising, which continued for the next 25 years and 60,000 miles or so. After exploring the Atlantic coasts of France and Spain we spent 14 months completing the Atlantic circuit, visiting the Canaries,

Tatsu, Lester and Heidi's Hallberg Rassy 35, in the Mediterranean

the Caribbean Islands, Bermuda and the Azores. The 2800 mile passage from Gran Canaria to St Lucia became the qualifying passage for both of us when we joined the OCC on our return. The following year we circumnavigated England from Dartmouth via the Caledonian canal, Norway, Denmark, Germany and Holland. We once sailed to the Azores just to attend a lunch!

For 12 years Lester also owned a Falmouth Sunbeam, a 26ft, 3/4 decked vintage wooden sloop built in 1924, which he raced in a keen fleet of identical boats in Falmouth. For three years he was Class Captain. This restricted cruising time, so in 2001 we sailed via Gibraltar to the South of France and kept *Tatsu* in Le Lavandou, mainly cruising to Corsica and the Italian islands and mainland. In 2011 we decided to sail to Croatia via the Aeolian islands and for three seasons based *Tatsu* in Dubrovnik. Winters were mostly spent skiing in Switzerland, joining my family.

Due to the unexpected discovery of age-related macular degeneration in Lester's eyes, *Tatsu* made her last passage with us in 2015, from Dubrovnik via the Straits of Messina, along the Italian coast and islands to Rome and via Elba and Corsica to Cannes. Not being able to live without a boat, the compromise was a small motor boat in which we explored the Cornish and Devon coast in detail, combining it with walking the coast path.

There does not seem to have been a wasted day in Lester's life – racing, sailing, being on the water, living next to the water – just what he loved.

Heidi Smith



Robert (Bob) E Drew

Robert E. Drew passed away unexpectedly at home on 5th September aged 84, due to complications from congestive heart failure. Despite declining health for several years, he had remained active in boating aboard *Shamrock*, a Jarvis Newman 36, mostly in Maine and points east.

Born in 1933, the son of Charles G Drew and Kathleen Lee Drew, Bob was predeceased by his first wife Carolyn and his eldest son Robert Jr. He married Mindy Gunther, also an Ocean Cruising Club member, in 1977 and is survived by three children, nine grandchildren, and three great grandchildren.



Bob grew up in Aruba and Venezuela where his father managed several oil refineries. His love of the water began in Aruba, messing about in various small boats with his father, several of which they built. He graduated from Tufts University in 1955 and was an active member of the Tufts sailing



Bob in his wheelhouse

team. One of his favourite summer jobs while at college was running the launch at the Larchmont Yacht Club, where he learned to make landings with speed and finesse. His skill at manoeuvring our larger boats in tight spaces often made me nervous, but was always done to perfection.

After serving as an officer in the US Navy Bob founded AL Spar Inc, an aluminium mast manufacturer which supplied spars and rigging to many major yacht builders. Later, purchasing a small sports accessory company, he became a licensee for all the major professional sports leagues. After selling that business he embarked on his favourite career, that of marine surveyor. He became a Certified and Accredited NAMS and SAMS surveyor, and truly loved surveying boats and helping prospective buyers learn about their new vessels. During his twenty years in the profession he consulted with buyers and owners of thousands of vessels.

In later years, if Bob wasn't surveying a boat he was building one. He was an accomplished woodworker and boat builder. In recent years he built two canoes, two kayaks and a lapstrake (clinker) dinghy in his small workshop. If something was needed around the house or on his many boats, Bob could and would build it. These included furniture and household items too numerous to detail, and every room in the house contains at least one thing built by him. In addition to being a fine woodworker, Bob could do and fix almost anything on a boat. Whether it was a diesel engine, problems with the running rigging, sails, bilge pump, mast or boom he could solve the problem. He could also cook up a fine meal in any sea conditions.

For many years Bob was an active racer, and had the trophies to prove it. Later, on friends' boats, he competed in five Newport Bermuda Races, several Halifax Races and all of the major races in and around Long Island Sound.

Bob and I owned six boats, the largest being *Knight Hawk*, a 53ft cutter in which we cruised for 25 years. In her we sailed three times to Newfoundland, to Labrador,

Bermuda, the Caribbean and Puerto Rico – Bob’s qualifying passage for the OCC, which he joined in 1997. Then in 2004 we sailed transatlantic to Ireland via the Azores, and spent five summers cruising in Ireland, Scotland, Norway and north of the Arctic Circle. Trips to Maine and up and down the Intracoastal Waterway were common in our own boats as well as those owned by family and friends. Bob built half models of all our boats, most to different scales just to be creative.

In addition to being a member of the Ocean Cruising Club, Bob was a Past Commodore of both the Cruising Club of America and the Sachem’s Head Yacht Club, and was a member of the New York Yacht Club, the Irish Cruising Club and the Royal Cruising Club.

Mindy Gunther

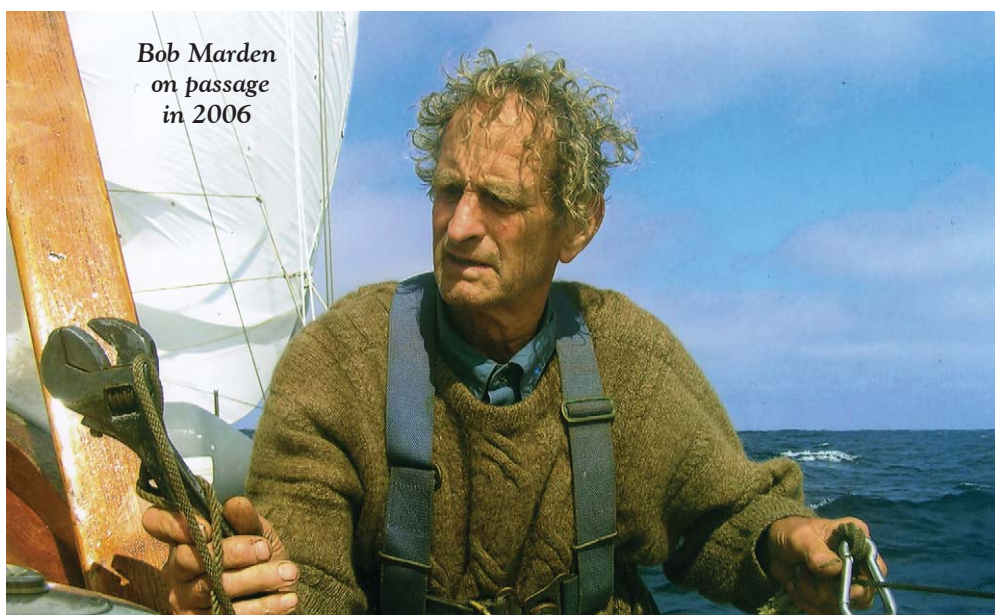


William (Bill) Marden

William Gordon Rutherford Marden, who died on 26th May 2018 just a few days before his 96th birthday, was one of the Club’s oldest members.

Bill was born on 1st June 1922 in New York City, but his mother came from New Zealand and when she died in 1932 Bill and his two brothers were sent to New Zealand to live with their grandmother on a sheep station. He learned how to shoot, ride and herd and shear sheep and attended a tough private boarding school.

When he was 18 years old, and shortly before the US joined the World War Two allies following the attack on Pearl Harbour, Bill arrived in California on a cargo ship and hitchhiked across the US to study physics at Harvard during the summer session. During the War Bill served in the US Navy, mainly on a minesweeper in the Pacific near the Philippines. He earned the rank of 1st Lieutenant and it was during this time that he learned how to sail and how to navigate using a sextant.



Following the War he returned to Harvard to graduate in 1948 with a Bachelor of Science degree in animal husbandry, and three years later received his Master's degree from Cambridge University. While in England Bill met Anne Marie Dumont, whom he married in 1952. They settled in Texas where Bill worked as reproductive physiologist, inventing the electronic ejaculator for bulls which he manufactured himself and patented in 1957. Over the following decades he set up breeding labs in Argentina and Panama, balancing a summer spent sailing with running the 'Marden Bull Motel' during the rest of the year.

During the summer of 1967 the entire family sailed from Palacios, on Texas's Gulf Coast to Bar Harbor, Maine aboard *Pipe Dream*, and the following year he, his eldest daughter Bea, then aged eleven, and three others circumnavigated Newfoundland aboard her. Bill and Bea then hitchhiked from Nova Scotia to Massachusetts, from where Bill, who owned and flew his own plane, flew them both back to Texas. He believed that life was meant to be lived through travelling, meeting new people and telling stories. During the 1970s Bill gave presentations every year to the Texas A&M Sailing Club. He was a frequent contributor to *Flying Fish*, either describing passages aboard his 52ft cutter, *Fancy Free*, or voicing thought-provoking opinions, sometimes at variance with current thinking but always backed by his long experience.

Bill joined the OCC in 2000, citing a 1780 mile passage from St Helena to Recife, Brazil made aboard *Fancy Free* 19 years previously, the year after the boat was built for him in Taiwan. He received the 2008 Rambler Medal for his 4000 mile, singlehanded voyage from the Azores to Barbados via the Cape Verde Islands at the age of 85 (see *Once Was Enough*, *Flying Fish* 2008/1). This was followed seven years later by the Endurance Award, for his dogged determination to get back afloat aboard his own yacht, by then a Hans Christian 38 named *Seawind*, which he had transported from California back to his Texas ranch (see *An Unusual Voyage*, *Flying Fish* 2013/2). He liked to sail in as simple a manner as possible, with no self-steering, a minimum of sail, no bottled water, no soft drinks, no beer, no pills and no bread (fresh pancakes were the substitute).



Bob after arriving singlehanded Cartagena, Colombia in June 2009

Bill was known for his wild, unkempt appearance – he certainly looked like a sailor. He was said to be about as subtle as a thunderstorm, and cared deeply about his interests. He was passionate about flying planes, reading books, and telling stories. He was especially interested in his ancestry, and loved to travel the world and meet new people. He is survived by Anne, his wife of almost 66 years, their three children, fifteen grandchildren and five great-grandchildren.



Janet Gayler

Janet Elizabeth Gayler was born on 24th June 1944. After leaving school at 17 she worked in an office for three years before going to teacher training college in Ormskirk, where she trained to be a teacher/social worker. She then spent ten years in secondary education, teaching history, English and social studies and becoming Year Head for five years in a seven-stream entry comprehensive school. Her interest in social work led her to move to the education department in Barnet as Head of the Hospital and Home Tuition Service, where she ran two centres for children who were out of school, either as school refusers or having been excluded. During this time she was seconded for a year to help organise the new system of Statements for children with special needs.

In 1988 she left Barnet and moved to Bexley, where she was Head of the School Support Service, having a staff of 14, many of them part-timers or returners. She always tried to see the best in the pupils and was enthusiastic in trying out new ideas and encouraging her staff to

*Janet aboard our
brand new Victoria
34, Simoon 3, in 1997*



fulfil their potential. She and her staff trained in teaching dyslexic children, and this became a passion with her. More than twenty years later she and a handful of her loyal staff met every few months for lunch to reminisce and enjoy being 'Janet's girls'.

Janet was never sporty and avoided gym and games at school, and her interest in sailing began much later on a dinghy sailing course at Bisham Abbey, where she spent much of the time capsizing! Undeterred, she then went on to Salcombe for a week's sailing with the Island Cruising Club, crossing the Channel to France aboard a 50ft yacht called *Lucretia* which was advertised as having a bath, though it turned out to be the repository for wet weather gear!

On her return Janet was told about the Cruising Association, which she joined in 1980. Over time she became involved in several committees, eventually becoming a Vice President and Chairman of Council. She went on many sailing holidays in England, France and Ireland, and was even cook to a honeymoon couple in Yugoslavia for two weeks. Then in 1993 she flew to the Azores to join a 40ft yacht called *Samuel Johnson*, and many years later the 1553 mile passage back to Cork became her qualifying voyage for the OCC, which she joined in 2006. It was a slow trip, but gave her valuable experience when she later crossed the Atlantic with me and Julian Harrap in *Simoon III*.

Janet and I met in 1997 when I was looking for crew, and it soon became clear that we enjoyed sailing together. Over 8½ years we completed a circumnavigation of the British Isles, covering 8500 miles and visiting 260 different ports, marinas and anchorages.

In December 2007, with myself as skipper, Julian Harrap as first mate and Janet as cook/crew, we crossed the 2750 miles from Puerto Mogán, Gran Canaria to Bridgetown, Barbados. It took 28 days, and we were at sea for Christmas and New Year. On Christmas Day we enjoyed confit canard and Christmas pud with custard laced with brandy, but had to eat out of soup bowls as the weather chose to be quite windy. Earlier on we had been becalmed twice, drifting in the sunshine, and on one occasion covered only 36 miles in 24 hours with a favourable 1 knot current. We had two seasons in the Caribbean – in 2008 covering 678 miles including visits to 15 different islands and stops at 32 anchorages and marinas, and in 2009 spending time in the Virgin Islands, British, American and Spanish. We spent three weeks anchored in Culebra in the Spanish Virgin Islands, but



*Walking near Port St Mary on the
Isle of Man in May 2004*

still covered 397 miles and visited 25 different places. In all we covered some 20,000 miles in *Simoon III*, and visited 406 different anchorages harbours and marinas.

In retirement we planned to sail for at least three months every year. After the first season in the Caribbean I decided that we needed a larger, more comfortable boat and commissioned *Simoon IV*, a 43ft Hallberg Rassy from Ellös in Sweden, complete with electric winches, a bow-thruster and a washing machine. We collected her in August 2009 with the intention of returning to the Caribbean, but instead fell in love with the Baltic. After time in England having a generator fitted, we returned to the Baltic and spent the summer of 2010 cruising through the towns of Europe, visiting Bruges, Ghent, Brussels, Antwerp and Copenhagen, before wintering in Augustenborg. Subsequently we sailed extensively in Denmark and Sweden, and visited Poland, Germany, Estonia and Latvia, attending Cruising Association and International Council of Cruising Yachts rallies and sharing magical moments with sailors from England, Germany and Sweden. In all we sailed around 7500 miles with *Simoon IV*, visiting 193 different places, and from February 2013 until December 2016 served the OCC as Roving Rear Commodores for the Baltic.



Sailing Simoon 4, a Hallberg Rassy 43, on the west coast of Sweden in July 2013

Janet was a superb hostess, and we were always on the lookout for boats flying the OCC, CA or ICCY burgees so we could invite the crews over for drinks on board *Simoon*. We kept a visitors book which all guests had to sign – it now contains more than 500 names.

Janet was diagnosed with cancer in October 2016. She faced several operations and sessions of chemotherapy with the utmost bravery and determination, but very sadly lost her battle and died in September 2018. She is greatly missed.

Simon Fraser