

## OBITUARIES & APPRECIATIONS

### Colin Mudie

Founder Member Colin Mudie, world-famous sailor, balloonist, author and naval architect, died in March at the age of 93. His vessels ranged from leather-skinned re-creations of ancient craft to some of the world's best-known Tall Ships, via racing powerboats and even a Chinese junk.

Born in Edinburgh in 1926, Colin studied engineering at Southampton University before serving his design apprenticeship at The British Power Boat Company in Southampton. He worked for yacht designers Laurent Giles and Partners in Lymington – where he doubtless met OCC Founder Humphrey Barton – and in Cowes under Uffa Fox, before setting up his own design firm, first in London and then, from 1968, from the family home overlooking the Lymington River.

A lifetime adventurer, in 1952 he and Patrick Ellam sailed the 19ft *Sopranino* transatlantic without radio or engine. According to Colin's son Max: 'Neither thought

it was exceptional, but they were feted by the Americans and, when dad and Patrick were reunited with the boat nine years ago, the spirit was still there and they would doubtless have done it again given half a chance'. *Sopranino*, now restored, has a permanent home in the Classic Boat Museum in Cowes, Isle of Wight. The 2550 mile passage from Las Palmas to Barbados aboard *Sopranino* was to become his qualifying voyage when the OCC was formed in 1954, and such was his reputation even then that he was immediately elected Rear Commodore of the fledgling club, a position he held until 1956.

Then in 1958 Colin, his wife Rosemary, Bushy Eiloart and Bushy's son Tim attempted to cross the Atlantic again, but

**Colin's application to join the OCC, dated January 1954**

Joined 27.1.54

OCEAN CRUISING CLUB

APPLICATION FOR MEMBERSHIP

To: The Secretary,  
Ocean Cruising Club,

I hereby apply for membership of the Ocean Cruising Club:

Names and particulars in block letters please.

(Name of Candidate) *Colin Mudie*

Address *Lynton, Devon*

Profession or Occupation *Retired*

Other Yacht Clubs (if any) *RCC*

I am proposed and seconded by the following members:-

Signature of Proposer

Signature of Secunder

(NOTE: A proposer and secunder are not essential if the applicant is in all other respects eligible for membership)

QUALIFICATION CERTIFICATE

I hereby declare that in *1952* (year) I was the *Crew* aboard the *Sopranino* (type and rig) *31ft/600sq ft* (name) having an approximate overall length of *20* feet during the voyage from *Las Palmas* to *Barbados* *2550 miles* and that no call was made at any intermediate port. I have also made the following long voyages:-

	Date	Vessel	Port of Departure	Port of Arrival	Distance (approx)
1	<i>1952</i>	<i>Sopranino</i>	<i>Barbados</i>	<i>Cowes</i>	<i>2500</i>
2					
3					
4					
5					
6					

Furthermore I agree to abide by the Rules and Regulations of the Club.

Dated *27.1.54* Signed *Colin Mudie*

**Colin Mudie (right) with Patrick Ellam aboard Sopranino in 1951 ...**  
**Photo Colin Mudie Archive**

this time in the hydrogen balloon *Small World*. 94 hours and some 1200 miles out from Tenerife the balloon ditched into the ocean, and the remaining 1500 miles were sailed in the lateen-rigged gondola which Colin had designed with just such a possibility in mind. They reached Barbados two weeks later having averaged around 100 miles per day – faster than some yachts! Both these exploits are recounted in detail in *THE FIRST 50 YEARS*, available in hard-copy or on the OCC website at <https://oceancruisingclub.org/Publications>.

Over the following decade Colin carved a niche in offshore powerboat racing with the 12m *News of the World*, which he also drove. He designed motor cruisers and powerboats for Hardy Marine and Shetland Boats – modest vessels with distinctive blue hulls and rope fenders which, generations on, are still much treasured and admired. Then from 1971 he began to design the Tall Ships for which he will probably be best remembered, starting in 1971 with the STS *Royalist*, a 23m sail training brig for the British Sea Cadet Corps which won the Lloyd's Award for best design and construction that year. She was followed in 1986 by STS *Lord Nelson*, a 43m barque for the Jubilee Sailing Trust, designed to enable both

disabled and able-bodied crew members to take an active part in sail training offshore. Winner of a British Design

**... and reunited in Falmouth in 2011. Photo Max Mudie**





**Colin in 2010 with a model of  
Small World. Photo Max Mudie**

Council Award in 1993, she made regular voyages to the Canary Islands for winter sailing and completed a circumnavigation between 2012 and 2014.

In 1987 Colin was commissioned to design STS *Young Endeavour*, a 35m brigantine funded by the British government as a gift to Australia to celebrate the country's bicentenary in 1988. She was followed by her sistership KLD *Tunas Samudera*, operated by the Malaysian Navy, and the 43m INS *Tarangini*, a sistership to STS *Lord Nelson*, built for the Indian Navy by Goa Shipyard. A third *Lord Nelson* sistership, INS *Sudarshini*, again built by Goa Shipyard for the Indian Navy, was launched in 2011. At the other end of the scale, at least for size, was the TS *Bob Allen*, a 9m steel brig launched in 2004 and the world's smallest operational Tall Ship.

In addition to the Tall Ships for which he became famous, Colin also designed historic re-creations, most notably a succession of expedition boats for Irish explorer Tim Severin. First, in 1975, was the *Brendan*, a leather reproduction of a 6th century Irish *curragh* used to re-create the transatlantic voyage of St Brendan. In 1980 she was followed by *Sohar*, a 20m reproduction of a medieval Arab dhow, in which Tim followed the route of the ancient seafarer Sindbad from Oman to China, and *Argo*, a 16.5m Greek galley which in 1984 retraced the voyage of Jason and the Argonauts and, in 1985, the journeys of Ulysses returning from the Trojan War.

**Colin at the helm in 2007.  
Photo Max Mudie**





Further exotic vessels followed. The 12m *Aileach* (1991), a 16th century Highland war galley or *birlinn*; *Hsu Fu* (1993), an 18m ocean-going bamboo sailing raft for a 5500 mile 'China Voyage' across the Pacific; the *Matthew* (1995), a 19.5m re-creation which in 1997 retraced John Cabot's historic voyage from Bristol to Newfoundland 500 years previously; and the *Dunbrody* (1997) a 53.6m wooden barque built in New Ross, Ireland, a reconstruction of an 1845 emigrant ship. Most recent was the *Jockey Club Huan*, a 34.5m sail training junk for the Adventure Trust of Hong Kong, built in China and launched in 2006. His physical legacy as one of the world's foremost naval architects will endure for many years.

Again quoting Max: 'Dad was probably the last person to design ships with pen, ink and a curved piece of plastic. On a new project he would sketch over ideas with the client for a preliminary design and then turn something from an artistic 3D sketch into science and technology. He was really good at coming out with details and his draughtsmanship and illustration was amazing – so good he could have made a living just from that'.

Colin won many design awards over his long career, and was appointed a Royal Designer for Industry in 1995 – a real testament to his skills and contribution to international design. He was also a fellow of the Royal Institute of Naval Architects, of the Royal Institute of Navigation and of the Royal Society of Arts. A distinguished author, Colin's books included *Sailing Ships*, *Motor Boats and Boating*, *Power Boats*, *Sopranino* (with Patrick Ellam) and, with his wife Rosemary, *The Story of the Sailing Ship*, *Power Yachts* and *The Sailing Ship*.

Colin was heavily involved with the Royal National Lifeboat Institution, at a local level as Lymington RNLI's deputy launching authority and at a national level looking after the charity's considerable finances. He is survived by Rosemary, his wife of more than 65 years, son Max who is a renowned Tall Ships photographer, daughter-in-law Lucy and grandson Miles.

Max Mudie and others



## Richard Kelton

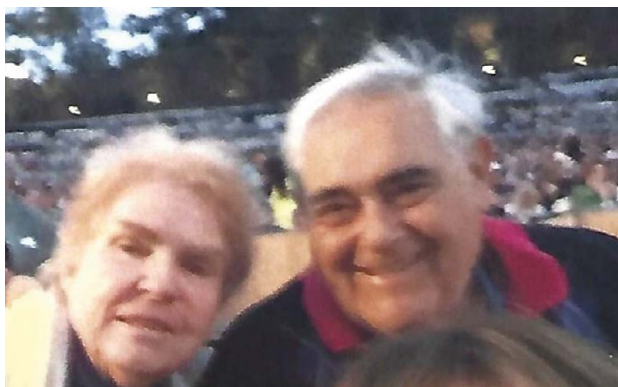
Born on 17th December 1929, Richard Kelton crossed the bar on 6th March 2019 after a rich life of adventure and learning. His qualifying passage in 1977 was as skipper of his beloved John Alden expedition ketch *Enchantress*, a Wellington 47, from Hawaii to the Marshall Islands. He joined the OCC in 1983 and, after a brief hiatus in the early 1990s, remained a member until his death.

A man who built his own excellence, he was educated at Stanford and Yale, where he was elected to Phi Beta Kappa. While working in his family's construction business he helped build new communities in burgeoning post-World War Two California. That was where, in the early 1980s, he met Mary Nichols after she posted a notice on a yacht club bulletin board offering to crew on long or short voyages. Both widowed, they shared a love of sailing and spent 35 eventful years together until Richard's death. While Mary's interest was founded in a 'Bristol-based' upbringing of 'fixing up skiffs', Richard started out in small boats, including a Santana and a Lido 14. He

### *Mary and Richard*

excelled at local and long-distance racing, taking part in one Fastnet Race as navigator and earning many trophies. Having crossed the Pacific to Micronesia, New Zealand and Australia, he became interested in aboriginal paintings, purchasing many. When he was at home in Marina Del Rey,

California, Richard was an active member of the California Yacht Club, giving lectures and often taking part in the club's Wednesday night races.



*Enchantress in the Marquesas*

in music, archaeology – in particular that of the Mediterranean – and anything associated with the China trade. He was an avid collector of artefacts and paintings, and gathered many from the South Pacific during his travels with *Enchantress*. His aboriginal art collection became one of the largest of its kind in the United States, such that works from his huge, eclectic collection were loaned to museums for exhibition throughout the US and Europe.

Mary describes Richard as vibrant and powerful, 'like a tornado, a juggernaut', who 'sailed everywhere except the Indian Ocean and the China Sea'. He was also a modest man who disliked being photographed and had no interest in pursuing fame. A private, careful person, he was patient, kind and helpful to others. In addition to inspiring others to explore the world by sea, he leaves the enduring and wonderful

After the two met, Mary joined *Enchantress* in Colon, Panama and together they sailed across the South Pacific to the Marquesas, the Tuamotus and Papeete. Along the way, in addition to their regular crew, they hosted marine scientists on their passages to explore and study the maritime world. They later undertook several extended cruises in *Enchantress* in the South Pacific, during which Richard collected a variety of local arts and crafts while visiting remote communities in the Marquesas and elsewhere.

Richard was interested

legacy of a lifetime dedicated to research, education and the sharing of many of the world's unique cultures and artistic traditions.

Mary Nichols and Zdenka Griswold



### David Blackburn

David's entire life was centred around boats – building, improving, sailing and racing them. As a youngster, sailing with his parents out of Leigh on Sea, he caught the bug and would sail any dinghy he could beg, borrow or re-build. He had many girl friends and rumour has it that he chose his crew according to size and the forecast weather conditions! Hornets and 18ft Essex One Designs were the craft of choice, and he and his friend Trevor sailed an EOD to Calais and back with no radio or engine.

David worked as a quantity surveyor in London and fell in love with Jenny in 1965, the same year that he crewed aboard *Zulu* in the Fastnet Race and appeared in a documentary called *The Ocean Racers* wearing little more than his pants! He and Jenny married the following year and soon had sons Mark and Tim, at the same time renovating their house in Fordham. Two young boys were not quite enough so he acquired *Pelican*, a Deben 4 Tonner, which he spent a year re-caulking before she could be launched. *Pelican* was followed by *Atahualpa* and then by *Gladimaris*, an 1895 West Country Pilot Cutter.

Finding *Gladimaris* too big and heavy, David purchased a Twister called *Hoodwink* – yet another renovation project, this time in the garden of their 400-year-old house in Bentley. David and Jenny separated in 1978 and David went on to marry Romy, with whom he had a daughter named Jo. *Hoodwink* was replaced by *Corncockle*, an Ohlson 35 and David became a flag officer at Pin Mill Sailing Club. He raced locally, taking holidays in the West Country and Channel Islands.

In 1981 David was made redundant and decided to make sailing his life. He joined the Ocean Youth Club and became skipper of *Duet*, a 72ft gaff yawl, built in 1912 and still without winches. *Duet* was beautiful to look at but a real challenge to manoeuvre in confined spaces.

In addition to crossing the English Channel many times to a tight schedule, he took her to the Baltic and back in a Tall Ships Race from Frederickshaven to Liverpool.

*David with  
his son Tim*





### *David and friend in 2019*

After three years with the OYC David concentrated on yacht deliveries. He then became skipper of *Anatina*, a 54ft ketch belonging to Christopher Courtauld. He sailed her to Mallorca with his then-girlfriend Caroline and purchased *Nellie Mathilde* with the intention of chartering in Greece. This proved somewhat difficult, he and Caroline separated, and David returned to Mallorca. While working for a friend during the week he started to renovate a stone cottage in the mountains. When this was thwarted by complex legalities he and son Tim sailed



### *David in Sweden*



*Nellie* back to the UK and lived aboard in Fox's yard at Ipswich. During a delivery trip from the Azores to Bermuda – his qualifying passage for the OCC – he sustained major injuries to his left hand while in Bermuda and, after receiving hospital treatment, was repatriated to the UK to continue surgery. It was five operations later, back in Leigh on Sea with his father, that David and Julia were introduced.

Julia had a longing to go long-distance sailing and was close to retirement from her job in Dubai. David charmed his way into her life and a happy relationship ensued. They pooled resources, bought *Whanake*, a 42ft wooden cutter built in New Zealand and, after a shake down (up) cruise around Scotland and a winter refit in Blyth, Northumberland, sailed her to the Canaries and thence to the Caribbean. Some adventurous years ensued and, thanks

to the OCC, many friends were made. Particularly memorable events include navigating to the north of Hurricane *Olga* because sailing to the south was impossible, dodging rocks in thick fog in Nova Scotia, and navigating across a harbour guided by the sound of a dog barking.

Back in Rosas, Spain in 2010, David and Julia became joint Port Officers and built their new house. *Whanake* was replaced by *Daq Attack*, a Peterson 44 bought in

Hilton Head, South Carolina and another few years exploring the East Coast of the USA and the Caribbean followed, after which she was sailed back to Spain and then Brittany. During this time David served on the OCC's General Committee and was also a Roving Rear Commodore.

Finally it was time to downsize – *Daq Attack* was sold the day after picking up a buoy at Pin Mill and replaced by *Amarylla*, a Hallberg-Rassy 352. *Amarylla* took David and Julia to Holland for two summers and then on to Denmark. In summer 2019 David and his sons took her to Sweden, returning to Denmark via the Göta Canal, but by this time it was evident that his health was failing. He fought the inevitable with every bit of strength he had, but finally left us in January this year shortly after his 80th birthday. RIP David, you were larger than life!

Julia Aspin

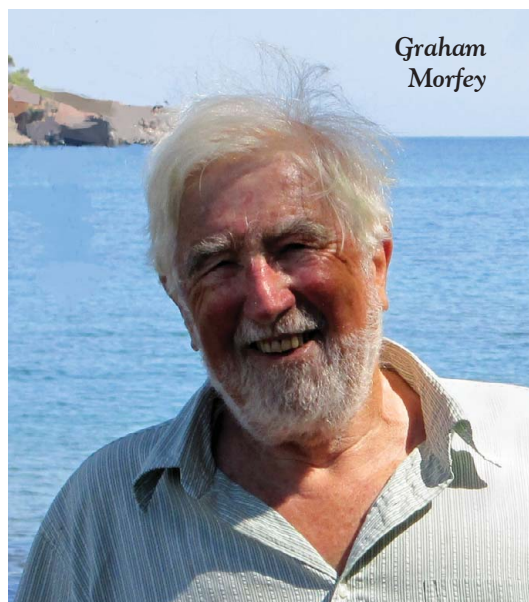


### Graham Morfey

Graham Morfey died peacefully at home on 2nd December aged 82. He was first and foremost a family man and married Margaret in 1959 after qualifying as a Chartered Accountant. Four children followed in quick succession – their Diamond Wedding celebration in the summer of 2019 was a wonderful family affair at which their children, grandchildren and partners made a great fuss of them.

Quite apart from sailing, regular walking and camping trips to the Western Highlands of Scotland with children and grandchildren, and latterly skiing, gave the family a great taste for outdoor sport. Their sailing started in a self-built Mirror dinghy in which Graham took the family sailing in the Isles of Scilly. Next came *Quinta*, a Hurley 20, completed from a kit. She took them on their first family cruise from the Thames to Chichester and, in 1970 and pre-GPS, their first Channel crossing. The expanding family required a bigger boat, however, and *Blue Dolphin of Wight*, a Santander 30, was purchased.

Graham was elected a member of the Royal Cruising Club in 1978 and was also an active member of the Cruising Association. In 1980 *Blue Dolphin* was superseded by *Aliki*, a Swan 37, and after cruises in Brittany and Spain she departed in 1986 for the Mediterranean. The passage to Gibraltar, his OCC qualifying voyage, was made in strong contrary winds and only mutinous talk below persuaded Graham, in the cockpit, to heave-to. He joined the Ocean Cruising Club nine years later and, although he undoubtedly gave his primary allegiance to the RCC, he felt a great camaraderie with fellow members of the OCC, as with many long distance cruisers.





*Flight of Time*, a Bowman 45 built for Graham by Rival Bowman Yachts, was launched in 1995 and the following year he and Margaret left for the Caribbean via the Canaries and Cape Verdes, crewed by Meryll Huxtable. From 1997 to 1999 they cruised Maine, Nova Scotia and Newfoundland, before returning to Trinidad to prepare for the Pacific and island hopping to New Zealand. During the passage from the Galapagos to the Marquesas they rescued the crew from a sinking Italian yacht. 2002 took them to the Cook Islands, Wallis Island and Fiji, and the following year they explored the Vanuatu Archipelago.

By August 2004 it was time for the homeward passage. *Flight of Time* sailed from Opuia to Darwin, and then via Indonesia and Singapore to Thailand and the Red Sea. At Asmara in Eritrea Graham learnt of the sudden death of his daughter Tanya and flew home, leaving Meryll to look after the boat. The final passage up the Red Sea was tiresome in the usual strong headwinds and contrary current.

For four years he and Margaret cruised in Greece and Turkey with grandchildren and their friends, particularly Tanya's family, until *Flight of Time* finally returned to the UK in 2010. By this time Meryll, their long-term and stalwart crew, was seriously ill, but she joined them for a gentle cruise in Brittany and the final trip to Plymouth, dying a few months later. *Flight of Time* was sold in 2015 after several years of gentle cruising out of Plymouth with family and friends.

Graham was a keen glider pilot and owned his own glider. Twenty-five years after a heart attack in 1993, his heart began to cause further problems and this rather more sedate activity was a welcome distraction. Without a yacht he was bereft, however, and in 2017 they bought *Isobel*, a 30ft Dutch motor sailer, which they sailed in the Solent and North Brittany. Last year it became clear that his heart was finally going to let him down, despite continuing medical skill and his indefatigable spirit. However his brain was crystal clear and it remained a real pleasure to visit him in his final months while he was lovingly cared for at home by Margaret and the family.

John Lytle

*Flight of Time in the Caribbean in 1997*



**Graham and  
Margaret  
with Octavia  
in August  
2017**

When asked the history of their lovely rowing skiff, Margaret replied: 'We have lived in Whitchurch on Thames, about 30 miles south of Oxford,



since 1965. In 1976 we heard that Salter's Boatyard in Oxford were breaking up their hire fleet of wooden skiffs in order to replace them with fibreglass craft, so we immediately drove over there and rescued one, a beautiful 24ft double rowing skiff built in 1931 and in need of repair. Our 16-year-old son Alistair and a school friend rowed her down to Whitchurch over a weekend, bailing all the way. We repaired her as well as we could, and for more skilled restoration towed her to Richmond boathouse where Mark Edwards (who built *Gloriana* for the Queen's Jubilee) finished the repair. She came back home for us to varnish and titivate. All the hire fleet were named after rivers and her name was *Tweed*, but we decided to re-name her *Octavia*.

Over the following years we took to the water for picnics and trips up and down the river. In July we would row her down to Henley to watch the regatta, tying up to the booms which line the regatta course. All our children were rowers, and we taught our grandchildren too, although the 9ft oars take some handling. The photo shows us at the slipway beside Whitchurch Bridge on one of our last expeditions.'



**John Power**

John was born in March 1931 and spent his childhood on the borders of Hampshire and Surrey. Even at an early age sailing dominated his life and holidays were spent near Veryan in Cornwall where the family kept an open 14ft lugsail dinghy. As John's eldest son I will refer to him from hereon as Dad, as he was such a huge influence on my life.

Aside from sailing, music played a huge part in Dad's life and in 1940 he was inspired to learn the cello which he continued to play until his death. He never believed he could play professionally, but he enjoyed playing with local orchestras during the winter months.

After leaving Eton in 1949 he joined the Navy to do National Service, and while crossing the Bay of Biscay on passage to Gibraltar the following year aboard HMS



*John and Caroline aboard  
Kataree in 1994 on her return  
from her Atlantic circuit*

*Vanguard* experienced winds of 100 knots. During the passage they stood by a French merchant ship whose cargo had shifted. Later he served in HMS *Mermaid*, which worked with HMS *Magpie* then under the command of HRH Prince Philip, Duke of Edinburgh.

In 1951 he joined the family business of Thomas Wethered and Sons, well-known beer brewers. Having completed his apprenticeship, Dad decided to branch out and joined Henty and Constables, a brewery in Chichester, where he met the managing director's daughter, Caroline Henty. They sailed together in a small engineless gaff cutter called *Storm*, which

Dad had bought for £500. In the summer of 1953 Caroline was hit in the eye by the staysail clew while picking up a mooring. On the way to hospital Dad proposed to her, to which her immediate reply was, "you can't marry someone with one eye". The eye recovered and they married in December 1953. It was a remarkable partnership which lasted until my mother died in 2012. My sister Sarah was born in 1955, Frances in 1957 and me in 1959, followed by my brother Richard in 1963. In 1956 Dad had sold *Storm* and had a South Coast One Design built by Wilf Souter of Cowes. She was called *Myfanwy* and was raced with some success, but after Frances's birth Dad and Mum realised that racing and babies did not mix.

In 1958 Dad was due to join Strong and Co of Romsey who had taken over Wethereds and my parents bought a plot of land on the Beaulieu River, but this did not work out as planned and Dad joined Whitbreads in 1959. That year he was able to pursue his other love, flying, learning to fly a Tiger Moth at White Waltham near Maidenhead. He was working in London, and as there was no chance of living on the Beaulieu River he sold the land for a considerable profit, which he spent on a new boat. An order was placed for a 35ft Buchanan-designed Saxon Sloop to be built by Priors at Burnham on Crouch during the winter of 1960–1961. *Pennyroyal* was launched in March of that year and remained part of the family until 1981. We cruised in her all over the Baltic, Brittany, Spain, Ireland and Scotland – as a family we knew of no other holiday. Looking back I remember the pitifully small and unreliable petrol engine which only ran when it felt like it. There was a four-person liferaft for six of us, the only electronics was a vintage Brookes and Gatehouse Homer Heron radio direction



finder (remember them!) and there was no VHF. It was all very casual but the boat was Dad's garden shed, a place he could retreat to to escape the pressures of business.

Life at Whitbreads was becoming stressful and a casual meeting with Peter Guinness, whose family ran the firm Guinness Mahon, offered a change which Dad readily accepted. The job was running their subsidiary group, Wogau-Brameast, who were east-west traders. His role was to provide a link between the bank and the brilliant but rather unpredictable traders who ran the business. Peter was Chairman and Dad was Executive Vice-Chairman, travelling frequently to countries behind the Iron Curtain. He had vivid memories of what Moscow was like during that time.

In the early 1970s Dad changed tack again and, with help from the Guinness Mahon Pension Fund, started a successful property business specialising in commercial and industrial developments. By 1980 he felt he had worked hard enough to justify a winter off and we sailed *Pennyroyal* to the West Indies. This was in the days before GPS and sadly she was wrecked on a coral reef in the Bahamas. It was nobody's fault, but even so Dad never forgave himself. She was replaced by *Kataree*, a classic Arthur Robb-designed 43ft yawl built in 1959, and the following winter Dad achieved his ambition of a successful cruise to the West Indies and US East Coast and back. Looking after such a beautiful yacht was time-consuming, although Dad loved all of it, so in 1984 he and Mum moved nearer the boat, buying a house on the waterfront in Cowes. Alexandra House had its own pontoon mooring at the bottom of the garden, allowing *Kataree* to be kept in the manner to which she had become accustomed.

By 1993 Dad again had itchy feet and prepared *Kataree* for another Atlantic cruise, catching up with friends in the West Indies and USA. He chose to cite the 3050 mile return passage from Edgartown, Massachusetts to Cowes when applying to join the OCC in 1996. A year later he was off again, the main reason this time being to join the OCC Maine Rally in Penobscot Bay, and *Kataree* was laid up in Maine before



*John aboard his  
steam launch  
Kariat in 2009,  
with grandsons  
Oliver and  
William in the  
background*

returning in the summer of 1998. By this time Mum had decided that cruising was no longer what she wanted to do and that she never intended to sail again. Dad did a short cruise without her in the summer of 1999, but he missed her sorely and Mum's health deteriorated, so he decided to sell *Kataree*, a wrench after six Atlantic crossings and numerous cruises to the Baltic and Spain.

In 2003 he was lucky enough to acquire *Kariat*, a 35ft steam launch built in 1897 which still ran on her original engine. In her he enjoyed cruising little-known places on the Solent, but Mum's health took up a lot of his time and in 2011 he suffered a stroke. With his customary determination he recovered, but life was never to be the same again as his balance was severely impaired, and further investigation revealed that he had a benign brain tumour. This was successfully operated on and once again Dad bounced back. Mum died in 2012 and Dad continued living alone. He liked nothing more than having his family and grandchildren round him, and though failing sight prevented him from playing his cello extensively he still enjoyed it as much as he could. The last few years of his life were not happy ones. In 2018 he had a fall which broke his hip, and another in 2019 which broke his pelvis. He did not readily accept the fact that he would never walk again without crutches and became ill with pneumonia. He died peacefully surrounded by his family on 4th February 2020.

Dad was a stickler for accuracy and set himself extremely high standards. He was a loyal member of the Ocean Cruising Club as well as of the Royal Cruising Club and the Royal Yacht Squadron. He was a dedicated proof-reader of *Flying Fish* and carried out everything he did meticulously. His adventurous spirit was an inspiration to me and my siblings and we carry a kaleidoscope of memories. Throughout Cowes, the cruising fraternity and the musical scene he will be sorely missed. I consider myself extremely fortunate to have had him as my Dad.

Matt Power

As Matt mentions, his father was a *Flying Fish* proof-reader for more than a decade, bringing a sharp eye, impeccable grammar and spelling and a wealth of technical knowledge to the task. I particularly enjoyed his asides, always relevant and frequently very witty, and was extremely sorry when failing sight eventually caused him to stand down.

Anne Hammick, Editor



### **Martin Lamport**

Martin, a retired diplomat, started sailing in a 14ft gaff-rigged dinghy in Vouliagmeni Bay during his father's posting to Athens. It was 1963 and he was ten years old. He and his father enjoyed it so much that the next posting, on the Ivory Coast, saw another dinghy purchased. But the best part of 30 more years passed before Martin had the time to go on a sailing course, after which he took four friends on a flotilla holiday in Turkey. The holiday was a great success and Martin married one of the crew, Cate Maxwell.

Cate already had links with the OCC as her family knew the late Noël Marshall extremely well. He was a beloved 'extra uncle' and keen sailor, who later won the OCC's Rose Medal for 1997 and the Vasey Vase for 2008, together with

***Sadko, previously owned by the  
late Noël Marshall***

recognition from other clubs. To assist Noël gain confidence as a skipper, OCC member Ann Fraser kindly lent him her Contessa 32, *Gollywobbler*. Noël, Martin, Cate and an aunt had an enjoyable cruise to the Isles of Scilly, across to Brittany and back home via Guernsey, after which Noël bought his first yacht, a 38ft Hallberg Rassy which he named *Sadko*. In 1994 Noël left England to circumnavigate, a voyage which took 3½ years and covered 42,000 miles. Martin joined him

to sail from Jamaica to Belize, where Martin was Acting High Commissioner. Noël struggled to get crew at that point, so Cate volunteered to sail to Panama but kept her promise and got back to Belize just in time to greet the new High Commissioner.

Following his return, Noël had a 42ft aluminium yacht with cutter-rig designed for him by Michael Pocock, which he also named *Sadko*. In 2003 Martin and Cate who, with their three daughters Anna, Clare and Helen, were then posted to Peru, joined Noël for a very friendly OCC rally in Nova Scotia. After Peru the Lamports returned to Herefordshire, but meanwhile Noël was planning a trip to Antarctica and Cate and Martin signed up as crew. They joined Noël in Ushuaia and had an amazing 40-day cruise reaching Detaile Island and landing on Elephant Island\*. Soon after the trip Noël was very sadly diagnosed with bowel cancer, and died in 2009. Sailing friends of Noël moved *Sadko*

to Uruguay and Martin and Cate decided to take her on, initially with a third owner.

\* See *A Month in the Antarctic, Flying Fish* 2008/1

***Martin aboard  
Sadko in the  
Crinan Canal***







*Martin and Cate's final sail together in January this year*

In 2012 Martin decided to bring *Sadko* back to the UK and sailed from Tortola to the Azores under the mentorship of

John Franklin. This meant that the following year Cate and their daughters were able to join the OCC rally around the archipelago. After the rally Martin sailed *Sadko* back to Milford Haven, from where family and friends enjoyed trips out to Skomer Island to see the incredible numbers of puffins during mating season, explored the Daugleddau estuary and made a few trips to Ireland. Martin and Cate also enjoyed sailing with friends on their boats in Scotland, Suffolk and across to Holland. In 2017 they had a very successful holiday cruising the east coast of Ireland, north to the Sound of Jura and across the Mull of Kintyre via the Crinan Canal. *Sadko* seemed to enjoy her time as a canal boat!

Last summer, after extensive work on *Sadko*'s steering system, Martin and Cate, with friends and family, sailed to Falmouth for the OCC rally, a memorable passage with lots of dolphins. *Sadko* then returned to Gosport and has since been sold to a German engineer. He has moved her to Keil and intends to prepare her for a long trip.

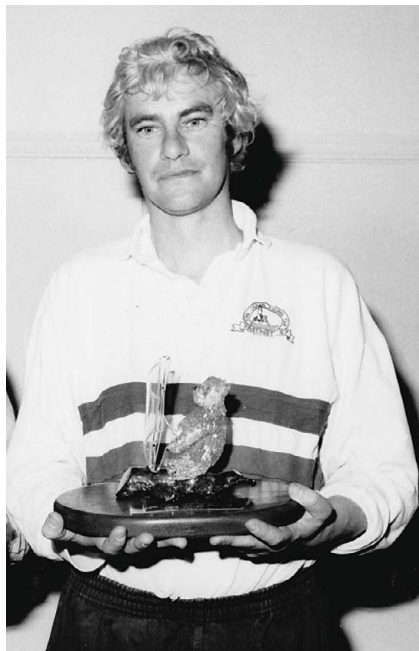
Sadly Martin died of a neuroendocrine cancer in February 2020. His family think of him in his element at the helm of *Sadko*, with friends aboard and the sails set. He flew the OCC burgee with real pride.

Cate Lamport



### **Peter Mills**

'I have had a good life – I have sailed the Southern Ocean' were the only lines of his life story that Peter managed to write following the diagnosis of an aggressive brain tumour, but this was enough to sum him up. Peter was at his happiest when he was on a boat, either sailing or moored up and just watching the world go by. He was born in Worthing, West Sussex and after a few years in London as a small child returned with his family to Worthing and to the sea. It was here that he discovered his love of sailing, as a member of Worthing Sea Cadets and Worthing Yacht Club, where he was an active club racer. His first boat was a Graduate dinghy, but he quickly progressed to



***A young Peter Mills after winning a Lymington Town Sailing Club trophy***

Solos which he raced locally and on the open meeting circuit, trailing them up and down the country behind a Mini van.

Peter put more effort into his sailing than into his academic studies and, leaving school with very few formal qualifications, enlisted in the Royal Navy aged 17. This was an ideal career choice as, in addition to becoming skilled as a radio operator and then an electrician specialising in radar, it gave him access to the Joint Services yachts. It was in 1971, whilst delivering *Sea Wraith III* from Portsmouth to the Mediterranean, that Peter did his OCC qualification miles, although it was more than 40 years before he actually joined. The 1971 passage was significant for another reason as, coming off watch following a spinnaker gybe, he found that the spinnaker had

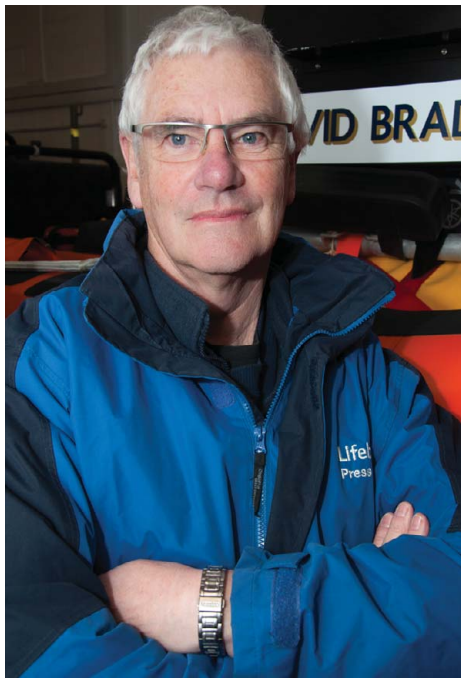
taken out one of his front teeth! This did not deter him, however, and he went on to sail the Windfall\* yachts *Merlin* and *Marabu*.

In 1972 he was part of the trials crew of HMSTY *Adventure*, the Royal Navy entry for the first Whitbread Round the World Race, which was when he 'sailed the Southern

\* The term used for yachts which had been built in Germany in the 1930s to provide training for the country's armed services and were taken by the British Government as reparations following the Second World War. They were allocated to the navies, armies and air forces of Great Britain and the Commonwealth, who promptly dubbed them 'Windfalls'. Most are still sailing in private ownership.



***Peter at the helm***



*Peter Mills while Press Officer  
for the Lymington Lifeboat*

Ocean'. The Whitbread Race remained very close to Peter's heart, and in 1985–6 he was a liaison officer for the *Fazer of Finland* campaign and a duty officer for the Royal Navy Sailing Association, the sponsoring club, throughout the race. He project managed his own campaign for the 1989–90 race but sadly had to withdraw due to insufficient funding. It did, however, enable him to donate his race number '2' to his hero Sir Peter Blake, who went on to win all of the legs of the race.

A period 'standing by' two Type 21 Frigates which were in build in Southampton enabled Peter to spend more time at the Joint Services Sailing Centre, where he was a sometime boat keeper. In addition to sailing service yachts, Peter crewed for others whenever his service

career allowed, taking part in both RORC and JOG campaigns. On his discharge from the Navy in 1978 Peter joined Plessey Defence Systems in Christchurch, Dorset, continuing his interest in the defence industry. 1979 saw his participation in the ill-fated Fastnet Race and, although all of the crew and the yacht they were sailing were successfully recovered the incident does not appear in his sailing records! Throughout the 1980s Peter remained active in RORC and JOG racing, including in his own Half Tonner, *Fenella*. In the early 1990s Peter moved to Lymington and *Fenella* was replaced by *Quest*, a Sonata. *Quest* was, I think, Peter's favourite boat, pretty to look at and a joy to sail, and Peter and his regular crew were successful in many local races.

I met Peter in 1992 whilst we were in Alderney on separate boats following a Lymington Town Sailing Club race. We married in 1994, and Peter always said he married me because I was the better navigator. *Quest* was exchanged for a Dehler 34 to give us more comfort whilst cruising, but she could be a handful short-handed and finding regular racing crew was difficult so we retired from racing and eventually exchanged her for our Rival 36 *Mowzer*. At first our plans were to update *Mowzer* and sail long distances, but we found that we preferred fair-weather sailing and enjoyed coast hopping around the south coast of England and France. Sadly we only had three years of retirement to enjoy this, but they were happy years.

Peter believed passionately in supporting yachting and making it safe and accessible. He was a long-term member of the Lymington Town SC, serving as Rear Commodore Sailing for six years, of the Royal Naval Sailing Association, serving as their Harbour Liaison Officer for Lymington, and of the Royal Lymington Yacht Club. He was Press Officer for the Lymington Lifeboat and completed two terms as a Lymington Harbour Commissioner. He was a great sailing companion, safe, reliable and fun. We did have a good life.

Karen Brett