

OBITUARIES & APPRECIATIONS

Erling Lagerholm

Erling Lagerholm died in Carmel, California on 16 February at the age of 93. He joined the OCC in 1967, so had been a member for almost 50 years.

Although long resident on the west coast, Erling was born in Massachusetts to Swedish parents who had emigrated to the US 12 years previously. He studied Civil Engineering at Worcester Polytechnic Institute and later did graduate studies at New York University and Harvard University. He served in the US Navy from 1944 until 1946, reaching the rank of Lieutenant in Civil Engineer Corps. After leaving the military he joined the Standard Oil Development Co (now Exxon Research & Engineering Co) in New Jersey, where his duties included inspecting and testing refinery equipment, and in 1952 moved on to join the American Appraisal Co, working in their offices in New York, Milwaukee, Cleveland, Cincinnati and Boston.

A career change in 1959 saw Erling move into the real estate sector, when he joined Cabot, Cabot & Forbes Co of Boston, which specialised in industrial, commercial, and hotel ventures. In time he became Vice President of the company, and also of its then subsidiary, the Ritz-Carlton Hotel Co, introducing the lion logo which is still in use. He retired in 1982.

In 1979 he married Emilie Welles, a fellow resident of Cambridge, Massachusetts, and in 1988 they relocated to Carmel, California, where his parents had also lived following their retirement. He never lost his love of sport, including tennis, skiing, sailing, hiking and mountain trekking. The latter included climbing the 65 highest peaks in New England, and hiking the Chilkoot Trail in Alaska and British Columbia, the Milford Track in New Zealand, and the Inca Trail in Peru. He also climbed one of the three great pyramids in Egypt and Mt Kilimanjaro in Tanzania. In 1958 he joined the crew of the 58ft yacht *Drumbeat* to sail from Bermuda to Cowes, which later became his qualifying passage for the OCC. Throughout his life Erling was also a great traveller by more conventional means, claiming to have visited nearly 100 countries on every continent other than Antarctica, and celebrated his 86th birthday with a tandem skydive from 18,000 feet in California.

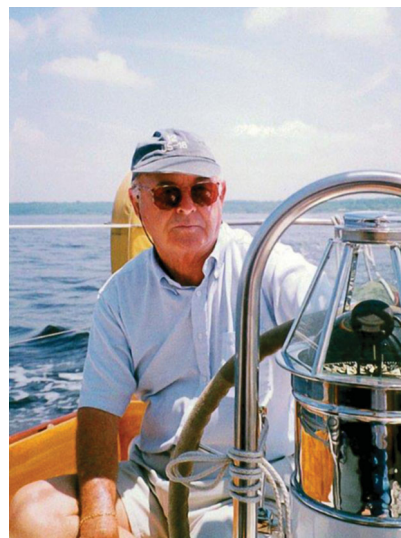
Erling became active in community affairs, and was a member of many clubs and associations in addition to the Ocean Cruising Club. He was known for his fine sense of humour, and always had a witty remark or colourful vignette related to the subject under discussion. He is much missed by his former wife Emilie Welles, his sister Sylvia Vaughn, and his three nieces and four former step-children spread over seven US states.



James (Jim) Wetherald

James Taylor Wetherald died in Rhode Island on 2 August after a long battle with Parkinson's disease. He was 86. Born in Cannes, France, Jim grew up in Marblehead,

Massachusetts where yachting and the sea became a lifelong passion. At the age of 18 he signed on as crew aboard the 70ft schooner *Taniquil*, sailing from New England through the Panama Canal and down the west coast of South America where he climbed over the Andes to view the head waters of the Amazon. On his return in 1949, the 1116 mile passage from Miami, Florida to City Island, New York was later to become his qualifying passage for the OCC. Back on the East Coast he crewed aboard several well-known yachts, including the L Francis Herreshoff ketch *Ticonderoga*.



Jim served in the US Coast Guard during the Korean War, spending much of his tour on weather patrol in the North Atlantic south of Greenland and in the Davis Strait. Following his discharge he settled in Marblehead, where he married Justine and they raised their family. He spent his entire professional life in the marine industry, working for such notable companies as Westerbeke Diesel, the Hinckley Company, Atlass and Triton Insurance.

In 1974 Jim and Justine sold the family house and moved aboard their 40ft Nevins yawl *Batia*. Jim would spend the next 38 years living aboard three more boats – *Wish Stream*, and his two *Star Streams*, becoming a fixture in Newport Harbor in his later years. In addition to the Ocean Cruising Club, which he joined in 1968, he was also a member of the Cruising Club of America. He is survived by two children – James T Wetherald III and Lisa W Robinson, both resident in Rhode Island, two sisters and four grandchildren.

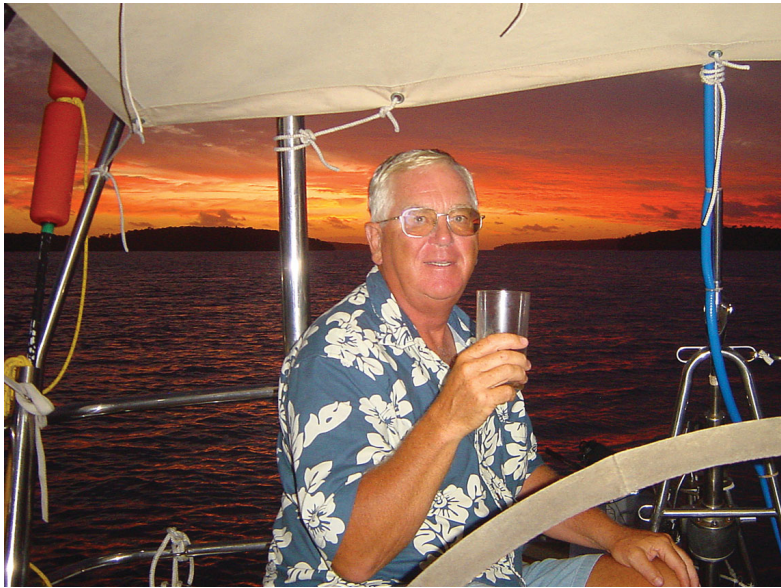
James T Wetherald III



Dr Stuart Ingram

Stuart died on 19 May from head injuries sustained in an accidental fall. He was born in Leigh-on-Sea, Essex on 21 October 1943, and after secondary education started medical training at St Thomas's Hospital, London. He qualified in 1967 and embarked on a career in anaesthetics.

His yacht cruising career started with *Troubadour*, a Nicholson 32 acquired in 1964 while still a student, and with a group of medical student friends she was subjected to some interesting adventures while skipper and crew were gaining experience which until that time had been confined to sailing dinghies. In 1971 Stuart invited me to take a career break and sail with him in *Troubadour* from Dartmouth to the Eastern Caribbean and back. At a time when the modern navigation systems which we now enjoy were not available, celestial navigation was the only option. Having taught ourselves the rudiments in a south-facing anchorage in Portugal, we considered ourselves equipped to find Barbados without too much trouble.



In Arrecife, Lanzarote we met Hum and Mary Barton, who told us about the OCC. We were duly signed up by them in English Harbour, Antigua, where we joined them aboard *Rose Rambler* for Christmas 1971. Annabelle flew out for some of the time in the

Caribbean, and Stuart and she were married shortly after our return. Stuart generously sold a half-share in *Troubadour* to me at considerably below her value, and thus started a partnership which continued for 25 years. The four boys which our wives provided were crew from conception, and during family holidays *Troubadour* and her successor, a Moody 40, cruised extensively in the UK, Scandinavia, English Channel, Bay of Biscay and the Mediterranean from France to Turkey.

Meanwhile Stuart pursued a successful career in anaesthetics and was appointed consultant anaesthetist to University College Hospital and the National Hospital for Neurology and Neurosurgery on London's Queen Square. He was a very sought-



after anaesthetist and a gifted teacher of trainees to whom he gave generously of his time. He was appointed Lead Regional Educational Advisor for the Royal College of Anaesthetists, the Coordinator of NCEPOD (the National Confidential Enquiry into Perioperative Death, which was the forerunner of modern audit of medical practice), a member of NICE (the National Institute for Clinical Excellence), Chairman of the Examination Board for the Fellowship and Vice-President of the Royal College of Anaesthetists. He published extensively on neuroanaesthetic topics, edited two textbooks, and contributed to several others. His main and very significant contribution to medical practice lay in the reports he co-authored on the findings of successive NCEPOD investigations.

Following intensive treatment for throat cancer, Stuart took early retirement in 2002 and in the third *Troubadour*, designed for them by Past Commodore the late Mike Pocock, he and Annabelle completed a nine year circumnavigation. He had already encouraged her to sail *Troubadour* with an all-lady crew to the Caribbean in 2000. Theirs was a leisurely and well organised circumnavigation, spending much time in New Zealand and Australia. Having narrowly avoided a storm on the final approach to New Zealand he and Annabelle, with the help of a fellow OCC member, beat back out into the storm to the aid of a yacht which was drifting with shredded sails and no fuel, and in difficult conditions transferred fuel to the casualty. They also towed another yacht with a sick engine for 300 miles in Indonesia. They very sensibly shipped *Troubadour* from the Maldives to Turkey, thus avoiding the then rampant Somali piracy. One of his family aphorisms: 'He who fights and runs away, lives to fight another day', was very much in their minds.

Stuart excelled at practical tasks and would happily re-wire a house or rebuild a chimney, but vigorous conversation was probably his principal talent. He had a subversive streak which, coupled with a very ready wit, made him a marvellous raconteur – he loved company, gossip and a verbal contest.

His fatal accident occurred as he was climbing aboard *Troubadour* in darkness and bad weather, shortly after returning to Turkey where she had been laid up ashore. He is survived by Annabelle, sons Peter and Alistair and four grandchildren, all keen sailors.

Dr John Lytle



Richard 'Jud' Henderson

Jud Henderson slipped his mooring pennant for his final voyage on 18 February at the age of 91. He is survived by Sally, his wife of 69 years, daughter Sarah Cramer, son Rip Henderson and two grandchildren. Jud is not a common nickname for someone named Richard, but everyone called him Jud or Juddy. According to his daughter Sarah, 'when he was born, he looked as sober as a judge, which morphed into Jud' – the rest is history.

Juddy was an author, a sailor and a jazz pianist, and he excelled at them all. His first book, *First Sail for Skipper*, was published in 1960 and introduced the basics of sailing on a small day sailer. It describes a typical day on the Chesapeake Bay with the 'how to' of proper sailing techniques and seamanship including dealing with a thunderstorm, and is still in print today.

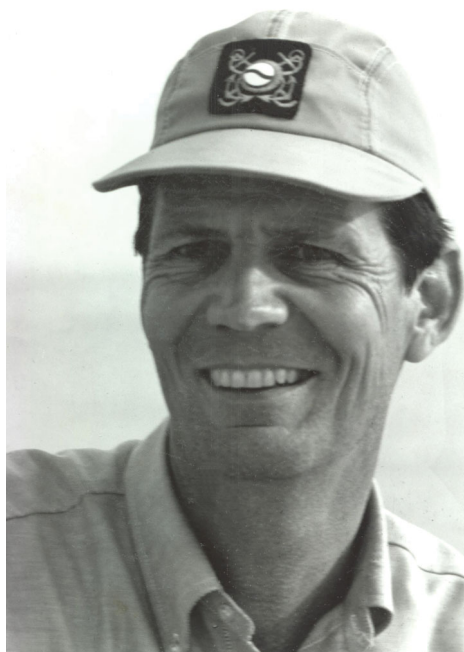
Not everyone is lucky enough to combine their passion with their occupation the way Juddy was able to. Born in Baltimore, Maryland he spent his early years in the Green Spring Valley before the family moved permanently to Gibson Island in 1937, where he and Sally raised their family (Sally was headmistress of the local elementary school). In 2003 he and Sally moved to Bay Ridge in Annapolis.

Juddy had a quiet manner – whether walking the docks at the boatyard or at the pin end of the starting line just as the gun was going off, he never raised his voice. He was soft spoken and very focused. Back when many skippers smoked cigarettes as a ‘wind seeker’ Juddy used his other senses to read the wind and the waves. I sailed with Juddy on numerous Gibson Island Regattas, and life aboard *Kelpie* was consistently calm. In light airs you walked softly and

spoke in whispers, and in heavy weather the only noise was the wind and the waves, as Juddy never raised his voice. The Henderson family had a series of yachts named *Kelpie*, the first an Olson 35 yawl imported from Sweden in the late 1950s. Several other Olsen 35s moored at Gibson Island made this a very competitive class – a one design before its time!

Jud’s nephew Tim Zouck was a regular crewmember on *Kelpie* back in the 1970s and ‘80s, and fondly remembers that Juddy was very receptive to feedback and input from the crew. Always calm and collected in every situation, Juddy ‘made you feel like part of the team, not just some winch monkey grinding away’. Juddy had a great sense of humour and loved to tell jokes, some clean and others less so, but *Kelpie* was always a fun boat to sail on. He was ‘old school’ with strong seamanship skills, but also very competitive and won numerous trophies. Tim’s reflection was, ‘it was always fun to sail with Juddy on *Kelpie*, with good friends, good food and lots of cold beer’.

Later boats included a Cal 2-30 and Juddy’s last boat, an Olsen 38, in which he and Sally, together with their adult children Sarah and Rippy, crossed the Atlantic in 1975. From this journey Jud wrote *East to the Azores*, recounting the 21-day crossing. They sailed in company with a couple in a Whitby 42, reaching Horta within two days of each other having experienced a storm so severe that Sally remembers it vividly to this day. *Kelpie* rode out the worst of it lying a-hull, after Juddy lashed down the helm, closed the companionway hatch and they all retreated below. Rippy had the utmost confidence in his father’s sailing skills and judgement, stating that he was a wonderful father and the ‘bedrock of the family’. Clearly a crossing like this was a bonding experience for them all.



In addition to writing 22 nautical books over his lifetime, Juddy was a self-taught jazz pianist who could make magic with any piano he played – and a Friday evening Happy Hour with Juddy on the keyboard was a delight for Gibson Island Club members. He also liked to paint, and was a member of the Baltimore Watercolor Society.

In addition to being a member of the Ocean Cruising Club (elected 1976), the Cruising Club of America, the Gibson Island Yacht Squadron and the Slocum Society, Jud served on the Seaworthiness Technical Committee of the American Boat and Yacht Council – his way of giving back to the sailing which meant so much to him.

Will Passano



Thomas Walker

Thomas Sheafe Walker died from cancer on 30 April. He was born in Boston on 23 August 1932, and his family lived in Chestnut Hill, Massachusetts and summered in Duxbury. He attended the Shady Hill School in Cambridge, where his favourite class was shop*, which led to his lifelong passion for tinkering and building. He went on to Phillips Exeter Academy and Yale University School of Engineering, in the class of 1954. In 1960 he married Anne Eiseman and they settled in Manchester, MA.

Tom's first and life-long love was the sea and he liked nothing more than 'messaging about in boats'. Summers in Duxbury were spent sailing small boats, but in 1958 he bought *Reva*, a 1928 Tahiti Ketch, and for thirteen summers he and his family sailed (slowly) to Maine.

In 1976 the Manchester Yacht Club was invited to participate in the 150th Anniversary celebrations of the Royal Western Yacht Club of England. This was the opportunity Tom had been waiting for, and he decided to take part. With his son Nat and three other friends he sailed across the 'pond' to Plymouth, England aboard *Shearwater*, a 41ft sloop, where his wife and daughters joined him. After the festivities they continued to France, Spain, Portugal, Madeira and the Canary Islands, then back across the ocean

* An American term for a class in which practical skills such as carpentry or engineering are taught



to the Caribbean and eventually home, the 2800 mile passage from Gomera to Grenada becoming his OCC qualifying voyage. It was a year he had dreamed of, and a year in which he made many life-long friends.

In the years that followed Tom sailed with friends in many parts of the world, including Newfoundland and Nova Scotia, Mexico's Sea of Cortez, Puget and Desolation Sounds in Canada, Turkey, Croatia and New Zealand. He was a member of the Manchester Yacht Club for 50 years, serving as Commodore in 1984/5. He was also involved in founding the Manchester Sailing Association, which teaches sailing to local children.

In addition to the Manchester Yacht Club and the Ocean Cruising Club he was a member of the Cruising Club of America and the Royal Cruising Club and an honorary member of the Clyde Cruising Club. In retirement he went to the 'dark side' and bought a motorboat.

Tom is survived by his wife of 55 years, three children and six grandchildren. He is also survived by his sister Sally Walker Thomson and his brother Tim Walker.

Anne Walker



William G Winterer

William George Winterer, former owner of the historic Griswold Inn in Essex, Connecticut, devout Roman Catholic, fierce defender of free enterprise and personal liberty, raconteur and philanthropist, died peacefully at his home in Boca Grande, Florida on 19 February. He was 81 and had been in failing health for several months.

Bill was born on 7 July 1934 in St Louis, Missouri, the son of a doctor. He graduated from the University of Florida and later earned an MBA from the Harvard Business School. After University of Florida graduation, he became a United States Coast Guard officer and was initially stationed in San Juan, Puerto Rico on the buoy tender *Sagebrush*, and then in New London, Connecticut where he was a navigator of the barque *Eagle* and ran the mess hall at the Coast Guard Academy.

After business school he moved to Phoenix, Arizona and then New York City, where he was an investment banker for Goodbody & Company and later CEO of Florida Capital Corporation. In 1972 he purchased the venerable Griswold Inn and began a second successful 25-year career as a restaurateur and inn keeper. Bill's larger-than-life personality thrived in this setting – he was the ultimate host and entertainer, always putting others at ease, offering a smile and handshake, and regaling audiences with stories for hours on end.

Bill and his wife Victoria contributed to the communities in which they lived. He was a Life Trustee and Founding President of the Connecticut River Museum in Essex, and on the board of advisors of the Goodspeed Opera House, the USS *Constitution* Museum, the National Maritime Historical Society, the Ivoryton Playhouse Foundation and United Bank & Trust Company. He sat on the Connecticut Historical Commission as well as the Boca Grande Historic District Commission, and in 1996 was recognised as Connecticut Distinguished Citizen of the Year.

Bill was an avid yachtsman, who crewed in seven Bermuda races as navigator/cook.

He owned, among others, two noteworthy cruising yachts, a 44ft John Alden-designed ketch named *Axia*, and a 50ft motor yacht named *Victoria*. The Winterers sailed the entire New England coast over the years and cruised the *Victoria* to and from the Gulf Coast of Florida. He joined the Ocean Cruising Club in 1984 following a passage from St Thomas, USVI to Oyster Bay, New York aboard the 48ft *Puffin*.

He was on the selection committee of the America's Cup Hall of Fame and was an inveterate club man. In addition to the OCC he belonged to the New York Yacht Club, four other East Coast yacht clubs, and the Imperial Poona Yacht Club. He also belonged to a number of shore-based clubs.

Bill is survived by his wife of nearly fifty years, the former Victoria Mather Thompson, and sons William Jr, Andrew, Britton and Mark, as well as two sisters and five grandchildren.



Brian Builder, Port Officer Barcelona

Brian passed away peacefully, early in the morning of the 8 June at the age of 71. I only got to know him after he arrived at Marina Port Vell, Barcelona about 12 years ago with his yacht *Magic Wednesday*. After many years in Mallorca he had relocated to the mainland to assist Ocean Cruising Ltd market Island Packet yachts and to run the business generally.

Brian Builder (right) enjoys a glass of wine with fellow OCC members



Brian moved to Spain from the UK as a teenager, and started a sailing school on the Costa Brava, on a beach near Blanes in Catalunya. From there he moved to Mallorca, and established a sailing school, yacht brokerage and shipyard in Puerto Pollensa, where he was appointed Commodore of the Pollensa Yacht Club. Brian added a private pilot's licence to his skills and flew extensively in Europe.

Brian joined the Ocean Cruising Club in 1999, citing a passage from Malaga on the Mediterranean coast of Spain to Nassau in the Bahamas as his qualifying voyage, though he could have offered several others, including the 2750 passage from Gran Canaria to Grenada in his own *Magic Wednesday of Lymington* 20 years later.

Soon after moving to Barcelona Brian attended several of the OCC parties organised by Julia Aspin and David Blackburn, then Port Officers for Rosas. They remember him as being very good company and most generous with his donations to the wine store, and for making a point of telling a different sailing story each time. In 2007 he became Port Officer Barcelona and much enjoyed his duties, giving advice and general assistance to passing members and even inviting them to an occasional barbecue on his large rooftop terrace.

After running Ocean Cruising for several years Brian semi-retired, spending part of his time sailing as well as playing golf regularly. He later met Rosa, whom he married on the beach in Barcelona, a really enjoyable event. They moved to Dos Rios, a small town north of Barcelona, where they opened a dogs' hotel and animal refuge centre, which kept them fairly busy, and then to the Barcelona suburb of San Cugat.

Brian's wife Rosa survives him, as do relatives in the UK.

Tim O'Donovan



John Ridsdel

John was born in the UK, where he began sailing in his father's 47ft sloop, but his family moved to Canada when he was still quite young. He was educated at Upper Canada College, returning to Britain to gain a Masters Degree in Political Sociology at the London School of Economics. Following an early career as a journalist in Calgary he joined a major Canadian oil company, and for the next 25 years worked on projects in some of the more remote and unstable parts of the world – Pakistan, Burma (now Myanmar), South Asia and the Middle East. His last posting was as Manager of a Philippine subsidiary of a major Canadian mining company.



In 2009 John sailed his 47ft Jeanneau Sun Kiss *Danny II* from Europe via the Suez Canal, to Singapore, Borneo and Brunei and then to the Philippines. In August 2015 *Danny II* was berthed in the Holiday Oceanview Marina on Samal Island just north of Davao City, which is considered to be one of the safest cities in the Philippines. John was there to participate in a rally through Indonesia and New Guinea departing 1 September, but an illness prevented him from leaving with the rest of the fleet. On 21 September 2015 he was caught up in a kidnapping, together with three other people from the marina. They were taken 600km to a remote island and held there for ransom, but on 25 April 2016 John was killed. He was 68.

An old friend remembers John as 'a brilliant, compassionate man with a talent for friendship. He loved life and lived it to the fullest with his family and friends at the centre. He was a passionate sailor, and particularly loved sailing with his two daughters'.



Francis Williams

Francis Montague Williams was born in Exmouth, UK on 26 April 1942, and lived most of his life there. Both his parents were very keen and experienced sailors in National 12 and International 14 dinghies, and Francis was soon introduced to the natural playground of the River Exe. He learnt his sailing in International Cadets at the Exe Sailing Club, and participated in many local and national events with considerable success. Summer holidays were spent cruising in *Mermaid*, his father's 42ft motor cruiser.



He was educated at St Peter's School, Lympstone and then at Kelly College in Tavistock before reading Civil Engineering at Trinity College, Dublin. He inevitably became a strong part of the university sailing team, and even crossed the Atlantic by liner to race in the USA. After graduation he worked for John Laing & Co in London (meanwhile sailing in National 12 dinghies with home-made sails), before returning to Exmouth in 1969 to join and then take control of the family building firm of Francis Williams Ltd, which had been started by his grandfather.

In the late 1960s he started sailing in the Merlin Rocket class, crewed by Derek Sheffer, and won the National Championship in *Nyaminyami* in 1971. He went on to win the Endeavour Trophy (the Champion of Champions of dinghy sailors) in

Enterprise dinghies the same year, and the Inland Merlin Rocket Championship in 1973. After that he spent three years campaigning Tornado catamarans (then an Olympic class), coming third in the European Championship, and was a reserve skipper for the 1976 Olympics.

In 1970 he married Karen Lyne and in due course Aran, Mark, Ian and Sian made their appearance. In 1975 he bought a Contessa 32, also called *Nyaminyami*, in which he and Karen cruised the coasts of the UK and France with their family for many years, and competed in regattas such as Cork Week and Cowes Week, usually with a family crew and some success. He sailed in the 1979 Fastnet Race aboard an OOD 34, *Charioteer*, which was rolled. Francis, on the helm at the time, ended up outside the lifelines but still attached by his harness. They abandoned the yacht in favour of a French langoustine fishing boat – a wise decision as she was never found.

In 2001 he bought *Nyaminyami II*, a Swan 44, which he and Karen cruised for a season in the Baltic before sailing her to the UK and continuing their cruising. They crossed the Atlantic in the ARC 2004 with Roger North and me as crew, achieving a creditable first in class on the water and on handicap and sixth overall, and this passage became Francis' qualifier for the Ocean Cruising Club. He already belonged to the Royal Cruising Club, and had been Commodore of the Exe Sailing Club in 1998/9 – in the early 1970s Francis Williams Ltd had rebuilt the clubhouse after the old building slid into Exmouth Dock.

Sadly their plans to cruise further afield were scuppered when Karen was diagnosed with multiple myeloma, but they did manage several seasons in the Caribbean and up the East Coast of the United States before sailing back to Europe in the ARC Europe in 2009 with their son Mark and nephew Carl Vining. After Karen sadly passed away in 2011, Francis later enjoyed great happiness with Jane Robertson who shared his passion for sailing and owns her own yacht, *Indulgence*, a Nicholson 35. They again crossed the Atlantic in *Nyaminyami II* in the 2013 ARC, coming second in class and ninth overall, but again their hopes of further cruising were curtailed by illness.

Francis married Jane in February this year and they managed a good Summer cruise to Ireland on *Indulgence*, including sailing past the Fastnet Rock. He passed away in hospital on 19 September 2016, only a few days after attending the 70th anniversary dinner of the Merlin Rocket Association.

Throughout his life Francis maintained a fiercely competitive spirit, whether skiing, in the squash court, on the golf course, or most especially when sailing – even when cruising with his family – a skill and passion that has been passed on to his children.

Jonathan Lyne

