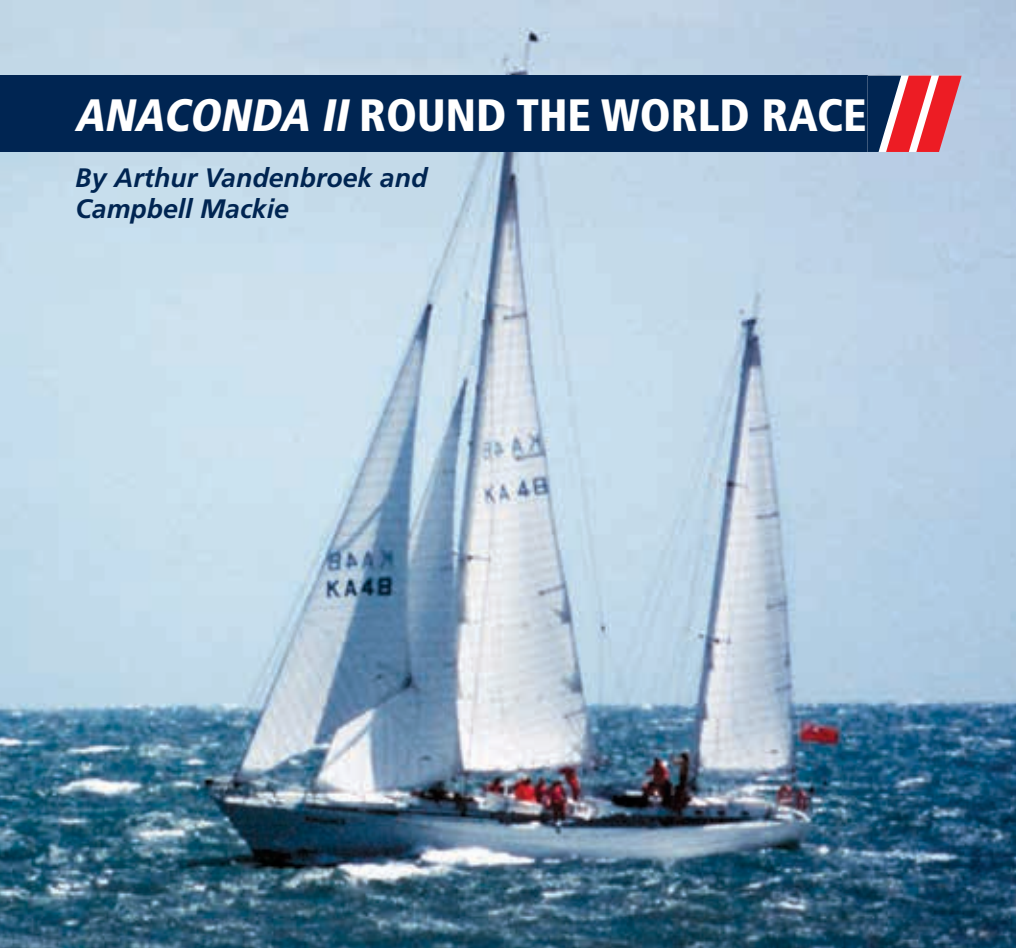


ANACONDA II ROUND THE WORLD RACE

By Arthur Vandenbroek and Campbell Mackie



The 1975 Financial Times Round the World Yacht Race and the crew of Anaconda II - Part 2

THIS is the second instalment of the story of the crew of *Anaconda II* 40 years on from their epic participation in the 1975 Financial Times Round the World Race. Julia Steele, who was the Financial Times race liaison officer, attended their 40-year anniversary celebration in Adelaide in March 2016. Her observations of these veterans are insightful and revealing. Here are some of her comments:

"The joy of recognition, warm hugs – it was like seeing family again. I felt taken back to those days of carefree youth and adventure. We shared something monumental and I imagine it will bind us for life. I loved observing the crew greeting each other, in huddles, sharing stories, jokes, anecdotes, roaring with laughter, then moving close together again for another little confidence."

And so to the stories of the other two watches from 1976.

The Cruising Watch

The watch master was **Owen Trewartha**. After the race he continued to sail on *Anaconda II* from St Katharine to South America, where he left her to join Gordon and Mary Cook on a 70 ft wooden schooner *Wavewalker*. Deep in the Southern Ocean on the voyage to Western Australia the boat almost sank. The tale of the feat of seamanship that ensued is chronicled in the March 2010 edition of *Yachting World* and in a book titled *Schooner to the Southern Oceans*.

On his return to Australia and the RSAYS, Owen sold his boat *Natani* and bought a Duncanson 37 called *Nova Vida* and with his new partner sailed to Airlie Beach in Queensland. Sadly he drowned there while body surfing, despite his partner's best efforts to revive him. Regrettably his plans to embark upon a round-the-world cruise were never to be realised.

Following completion of the race **Roger Scales** signed on as Bosun of the sailing ship *Marquese* – alias *Beagle* – for the BBC/Time Life production of *The Voyage of Charles Darwin*. The recreation of Darwin's voyage took him to many famous ports down the Atlantic, through the Straits of Magellan and into the Pacific, including the renowned Galapagos Islands.

On signing off from the *Beagle* in 1977 Roger was offered his first command – the 12 metre yacht *Stiarna* – which he took from Cancun in Mexico to Fort Lauderdale. He then secured the command of a 50 ft ketch for the sponsor of a long distance swimmer tackling a crossing from Bimini Island in the Bahamas to Florida. Signing off again, it was time to return to Australia where he organised the 'Wildlife Party with Tim Sutcliffe' to raise funds for the World Wildlife Fund. The project included hiring the Sole Brothers Circus and was a great success.

Leaving for Malta in 1979 Roger took command of the 27 metre staysail schooner *Nordleys* and set up a charter operation in the Mediterranean. *Nordleys* was sailed to Sardinia, Corsica, the Isle of Capri and other islands of the Aeolian Group in the Tyrrhenian Sea, before returning to her home port of Malta. Roger then sold the business but stayed on with the new Italian owner while the transaction was completed. After taking the new owner's traditional Turkish motorsailer back to the Isle of Salina in the Aeolian Group, Roger bought a farmhouse in Pollara, a tiny village of 50 souls living at the base of an extinct volcano. While working on its restoration he met and married the daughter of a wealthy Milanese industrialist who had a holiday house on the Island of Panarea. The marriage was celebrated at the Villa Reale in Milan – a former palace of Napoleon.

Returning to Australia in 1983 Roger took up residence on 80 acres at Mission Beach in Queensland where he built the 'Treehouse' and pioneered the backpacking market in far north Queensland. As a result he won a Queensland State award for excellence from the Australian Tourism Council. Thirty thousand backpackers later, he found his Alan Bond. (Ed: this refers to the deal made by Kerry Packer involving the sale of Channel 9 to Alan Bond for an inflated price, after which Packer commented, "You only get one Alan Bond in your lifetime".)

But the lure of sailing was ever present and when he found a beautiful single-masted gaff-rigged pearling lugger he couldn't resist. Built in 1933, the *Kai Lag* was the last one of her type and took four years to restore.

In 1991 it was time to depart Mission Beach and head for Portsea where he grew up, finally journeying on to Corryong in the Upper Murray region of Victoria. For Roger and his wife this was a veritable Shangri-La where they bought a restaurant and accommodation complex. During this time they developed an event called 'The Man from Snowy River Challenge'. This year, some 21 years after it was initiated, there were 20,000 people camped and enjoying the seven-day event calendar of equestrian pursuits, art and history.

The late 1990s found the Scales looking after an historic rural property called Humula Station, during which time Roger completed an MBA at Charles Sturt University in Wagga Wagga. In 2003 the NSW rural life finally gave way to a return to Portsea, where they regrouped before buying a beautiful 30 acre property in Tasmania, overlooking the D'Entrecasteaux Channel opposite Bruny Island. It was here that Roger met an old German Smokemaster who 'passed the baton' to him. So he converted a large apple cool store into a dedicated and now multi-

award-winning smokehouse, where they make what many say is the finest smoked salmon in the world.

Martin Carney grew up 'simply messing about in boats' on the Tamar River in Northern Tasmania. Things maritime have always been a strong theme in the family.

Martin's great grandfather was a champion sailor on Hobart's Derwent River in the early 1900s. One of his boats, *Bronzewing*, is still going strong at the Derwent Sailing Squadron, albeit with a lengthened bow section, new transom and, at one point, raised topsides! Sounds a bit like that story about the five-hundred-year-old axe!

His father was a ship's engineer, and as the family grew to five children he 'came ashore' as engineer on coastal ketches and harbour tugs (both steam and diesel) out of Launceston. In those days it was possible 'to go to work with Dad', and the smell of steam and lubricating oil and the pulsing rhythm of a heavy marine diesel are still strong in Martin's memory – diesel fumes in the lungs, but definitely an increasing concentration of salt in the veins!

In his teens he was a founding member of the Deviot Sailing Club on the Tamar River north of Launceston. Building the clubhouse was funded by a 'Youth Development' grant, so the youngsters had to be part of the building program and served as 'apprentices' to the senior members doing the building. That experience was to influence a later important life decision.

The family moved to South Australia in the mid-sixties, but after a couple of seasons at the Glenelg Sailing Club the salt in the veins was whispering 'blue water'. Around that time Martin heard that someone at the Yacht Squadron was looking for crew – this was the beginning of a nine-year association with Josko which included three Sydney to Hobart races commencing with *Adria* and culminating in the *Anaconda II* adventure.

Post *Anaconda II* he had a number of thoroughly enjoyable seasons with 'Chook' Wall-Smith and Col Fraser in Half Tonners but, in the early eighties with a property in the Adelaide Hills and a growing family (four children eventually) he too 'came ashore' and transitioned to part-time/occasional sailing. Encouraged by his early clubhouse building experience, he designed and built his own home, joined the school council and signed up to the local Country Fire Service brigade (as you do!).

Over the years Martin has experienced a variety of occupations, from Commonwealth Lighthouse Service administration to performing artist and musician, but mostly working in emergency management, with the highlight being seven years as manager of Disaster Recovery with Australian Red Cross.



Sailing in general, but particularly with Josko, taught him many things about himself and working with others which underpinned later life endeavours. There are many similarities between leading a crew on the fire ground, leading a team in a post cyclone disaster area, and blue water sailing. In each you are operating in an environment which can become hostile at a moment's notice – training, teamwork and personal resilience are critical to survival! Martin says, *"The learning opportunity Josko afforded to so many like myself, back then, was a rare thing – thanks, Josko."*

Before the *Anaconda II* adventure **Hans Savimaki** had spent a couple of years in Europe crewing on private yachts from Northern Europe to the Greek Islands. One of these was *Orejona*, a 115 ft new schooner which was a monster in those days.

He says that the trip to UK with Josko was quite an experience. *"We were heading into the unknown but with a great bunch of guys we got there more or less in one piece. It will be an experience that will never be forgotten for as many years as we have left."*

After arriving in the UK he worked in the North Sea on coastal freighters while awaiting the start of the second Whitbread race in which he sailed on *Kings Legend*, a Swan 65 sloop, finishing second to the first *Flyer*. This was the beginning of modern professional sailing and was a career Hans followed for the next 35 years, logging some 300,000 miles under sail alone. He spent some time on merchant vessels of many descriptions before full-time yacht racing and captaining private vessels became his life.

In recent years Hans has spent more time in Australia and is presently living in Noosa where he is involved in property

development on a fairly small scale. He still does a few deliveries with the legendary Chas from Tas.

The Chelsea Pensioners

The watchmaster of the Chelsea Pensioners was RSAYS identity '**Chook**' Wall-Smith whose story was presented to members in the September 2012 edition of SQ.

When the race was completed **Doug Justins** stayed in the UK and completed post-graduate training in anaesthesia, becoming a Consultant at St Thomas's Hospital in London where he remained until 2016. Amongst other things he became President of the British Pain Society, Vice-President of the Royal College of Anaesthetists and Founding Dean of the Faculty of Pain Medicine of the Royal College of Anaesthetists.

His love of sailing continues and he has competed in numerous RORC races (including the disastrous 1979 Fastnet). Other adventures include the Round Britain, Round Ireland and many other races, both inshore and offshore. All the first aid advice is based on the *Anaconda II* experience!

The other two members of this watch were **Paul Howard** and **Nick Creech**. Paul's whereabouts are unknown and regrettably Nick is unwell.

So this concludes the tale of pioneering endeavour and adventure that had its genesis at the Royal South Australian Yacht Squadron. It's a heritage of which we can all be proud.

