

LOST BURGEES FOUND!

Two Squadron members have expressed concern regarding of the whereabouts of two burgees that were previously located on the walls of the Squadron Dining Room.

Lynda Walsh wonders where the Little Ship Club of London burgee had gone as she says it is historically significant. Located on the banks of the Thames between Southwark Bridge and Tower Bridge, The Little Ship Club was involved in the training of members of the Royal Naval Supplementary Volunteer Reserve Force. The close link with the RNSVR led to Little Ship Club members taking part in the World War 2 evacuation of Dunkirk, in which the military commandeered hundreds of private "little" ships to bring troops from



The Little Ship Yacht Club of London burgee

land to larger navy vessels that could not pull in close to shore. The club still includes what is possibly one of the original Dunkirk Little Ships, the Sheemaun. The club will celebrate its 90th anniversary on 28 October this year. It is not known who donated the burgee to the Squadron.



Lake Biwa Yacht Club burgee

Barry Allison was concerned about the burgee donated by his former boss, Keiichi Kisuma, Chairman of Mitsubishi Motors Australia Ltd in the 1990's. Keiichi came from a sailing background, and was a member of the Lake Biwa Yacht Club in Japan. Lake Biwa is the largest freshwater lake in Japan, located in Shiga Prefecture (west-central Honshu), northeast of the former capital city of Kyoto. The lake is most

likely named after the Japanese stringed instrument biwa, whose shape it resembles. It is popular with game fisherman, and for its beautiful surrounding scenery. Barry remembers that Keiichi always signed his name as 'Skipper K. Kisuma'. He owned a small 30 foot yacht and he loved to go to the Squadron when he was in Adelaide. He often entertained his Japanese associates at lunch at the Squadron. When leaving Adelaide Keiichi donated the burgee of his home sailing club to the Squadron.

Dave Borg, who together with his wife Lorraine, kindly re-hung all the burgees after the renovation, says they have not gone missing at all. Dave says that due to space restraints in the new Dining Room, many of the framed burgees needed to be relocated downstairs, including the two in question. "If Lynda and Barry take a stroll through the Dinghy Shed, they will notice that the burgees are both now hanging proudly in the south eastern corner."

MOST of Anaconda II thirteen crew gathered in Adelaide between March 4 and 6 this year, to celebrate enduring friendships. Being cooped up on a yacht with twelve other sailors for 78 days of non-stop sailing, from Sydney to Dover via Cape Horn presented many challenges. Freezing in the Roaring Forties, becalmed and frustrated on the Equator, and gear failure are a few of the obvious. Another, of course, is learning to live in harmony in cramped conditions during an arduous sea voyage.

Readers of a 'certain age' will no doubt remember Josko Grubic's epic journey of getting his 83ft ketch to the start line of the Financial Times sponsored Round the World Yacht Race 1975-76.

His determination to race the only Australian entrant in this non-stop London-Sydney-London race is legend. During the launch of Anaconda II the cradle arm snapped rendering Josko unconscious and with serious leg and head injuries, Anaconda II suffered only a minor mishap. Believing he could make the start of the Race Josko instructed his team from his hospital bed to get the yacht ready. However, the delay meant they did not have time to ship Anaconda II to London. They missed the start of the race leaving only four yachts racing to beat Patriarch, which sailed London to Sydney and back again via the two Capes in 69 days in 1869. According to Alec Beilby's official account of the Race To Beat the Clippers (Penguin Books 1976) there is a shadow of a doubt as to whether Patriarch was the holder of the record (p. 10). The Financial Times, together with a historian, agreed that for the purpose of the Race Patriarch was the holder of the record (p.11).

Anaconda II sailed from Adelaide to Sydney to join Great Britain II, CS & RB II (Italy), Kriter II (France), and The Great Escape (Netherlands) on the second leg of the Race Sydney to London via Cape Horn. When the gun fired on 21 December 1975 five yachts set out on this epic voyage, Anaconda II magnificent as she powered down Sydney Harbour towards the Heads. Next Stop, Dover.

Forty years later nine of the 13 crew gathered in Adelaide, to not only celebrate participating in the Race, but to also acknowledge what this experience had meant to them. Some had not seen each other in the intervening years, while others had kept in touch. The joy of walking into Windy Hill restaurant on the Friday night and seeing those not seen for decades, most with grey hair and lined faces, brought spontaneous hugs.

Doug Justins (Anaconda's doctor), 40 years ago a medical intern, now a retired consultant anaesthetist flew from his home in London. The joy of seeing his old crew again written across his face. Charles Wall-Smith

AROUND CAPE HORN

By Julia Steele



The crew of Anaconda II celebrate enduring friendships at the 40th anniversary of their participation in the Financial Times Round the World Yacht Race 1975-76.

(Chook) (member of RSAYS), in his eighties and maybe less effusive in his greetings than Doug, was still clearly thrilled to be sharing a beer with his old crew. Lou Davidson (Anaconda's navigator), nudging 80 flew down from Gympie, raised a number of beers to old times. Arthur Vandenbroek (member RSAYS) instantly recognisable with the same beard and enthusiasm for life. Craig Mitchell, responsible for keeping in touch over the years, was instrumental in organising the reunion and hosting a barbeque at his home. John Taylor (Base) nudging 60 was the youngest crew at just 19, he also did a good job over the years in keeping in touch. Hans Savimaki, another Queenslander flew down from Nambour to celebrate life aboard Anaconda II. Martin Carney (Chimpy), the unofficial photographer on board put together a film of the Race. Roger Scales was a surprise arrival on Saturday when he arrived from his home in Tasmania. No one had seen him in the intervening years.

By Saturday the group had settled into that camaraderie of forty years ago, as we all gathered at Craig and Sue Mitchell's home for a full day of eating and drinking under the grape vine. It is at this juncture that the gracious and generous support of wives and partners must be acknowledged. Many played an integral part, not only preparing and serving the food at the reunion (special thanks to Sue), but who also supported their men at the time of the Race. For those who were involved during the Race, the thrill of the reunion was no less exciting.

As the day moved on conversations started to shift from Race focused to life today. Careers, partners, children, grandchildren, and, of course, reflecting on those who are no longer

with us: Josko Grubic, Owen Trewartha (the watch master drowned at Airlie Beach, Australia). And saddened, that the two other crew were not present today, Nick Creech (Sydney, unwell) and Paul Howard (London, unable to locate).

By mid-afternoon Base asked for our attention. We thought he was going to make a little speech, but he wanted the crew to reflect on their experiences of being on Anaconda. They were allowed one anecdote each (were you serious Base?). The individual stories were entertaining, most about the foibles, failings, madness that was Josko, perhaps surviving this enduring character was the glue that bound Anaconda II crew together in the first place.

One of the highlights of the reunion was Martin's film. This is where, at the end of the day, we all relived the Race. The crew watching themselves on board freezing in the Roaring Forties, playing silly buggers as they crossed the Equator, preparing food, Doug sewing up Chook's finger. And the thrill of sailing up the Thames from Dover, under the Tower Bridge into St Katherine's Yacht Haven brought cheers.

The crew's shared experiences of forty years ago brought them together again for a mighty fine time, vowing to keep in touch as they hugged each other goodbye.

Julia Steele worked for The Financial Times. Based in Sydney, she was responsible for media liaison, public relations, and Race Organising Committee liaison for the Financial Times Round the World Yacht Race 1975-76.

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