



ROTAFLEET NEWS



The International Yachting Fellowship of Rotarians is a group of Rotarians dedicated to promoting yachting as an opportunity for fellowship and service. This Fellowship operates in accordance with Rotary International policy, but is not an agency of, or controlled by Rotary International.

Spring 2011

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Memorable Year for IYFR Fleets Come Together for Joint Cruises

Royal Gourock Yacht Club



The summer of 2010 held many memories for IYFR members in UK.

We enjoyed a fantastic handover weekend on the Firth of Clyde. Starting off with a whisky tasting session by the river as we experienced the most amazing sunset over the hills of the Cowal peninsula. Saturday dawned not so bright but the bonny banks of Loch Lomond, looming out of the mist, were a welcome sight on our short cruise. By evening we were back at the Chartroom at Kip Marina where we had entertained all our overseas guests at last year's PCC, for Mike's last official function and the start of Bob's year. (Pictures on the back page.)

Thames Fleet's summer cruise at the end of July down river from Cookham to Kingston was memorable in different ways. It was the first time the Thames boaters had been joined in force by members of another fleet – Fenland Fleet under their Commodore Annette Lewis. And it was by far the best attended of any cruise in recent years - 29 boaters on 13 craft. No doubt due to the popularity of the Commodore. Word has it that these inter-fleet cruises are going to continue this year.

Finally it was off to that great boating centre on the Medway for our autumn get-together. Some of us had been to Chatham in days gone by cruising in those ships with the grey funnels. But for some it was our first sight of a naval base of great tradition - even Nelson himself joined his first ship there. Nigel Snell made us think of warm seas and billowing sails with his tales of tall ships in the Caribbean.

Altogether a memorable year for Rotary boaters, But now, as another sailing year beckons, we get ready with the paint and brushes and, filled up with red diesel - or just renewed vim, we look forward to a busy 2011.

Cruising with the Pirates

It started like a normal cruise. We boarded the ship in the Eastern Mediterranean, sailed down through the Suez Canal, stopped off at several Egyptian resorts and ended the first part of our cruise in the Red Sea port of Djibouti. Several hundred passengers mainly English were aboard a British cruise ship for a pre-Christmas trip around the Arabian coast. We had already been to Luxor and Aquaba and a side trip to Petra.

But after Djibouti, as we set off past Aden towards our next port of call in Oman things changed. Firstly, all the passengers were summoned for an "Anti-Pirate Drill" This consisted of evacuating one's cabin, locking the door, and sitting on one's life jacket in the corridor outside. Meanwhile the ship took on a multiple defence aspect. Coils of razor wire were strung around most of the ship just above sea level. Powerful hoses were positioned at each corner. The ship trailed various wooden planks in its wake to prevent boarding from the rear. We had entered that part of the Arabian Gulf between the Yemeni coast and northern Somalia, where Somali pirates have attacked and captured numerous vessels over the last three years.

As we entered the so-called transit corridor (a narrow strip of sea- lanes between 45degrees East and 53degrees East where ships travel in convoy) anti-piracy measures were increased. The ship posted 24hr watch both front and rear. And during the night the ship travelled in complete darkness. (lovely for evening stargazing on the top deck) Being a keen birdwatcher I joined a few other passengers on the deck early each morning with coffee and binoculars. The captain asked us to keep a particular lookout for small boats or skiffs with long ladders protruding from the bow speeding towards our ship. "There are no window-cleaners in this part of the Arabian Gulf " was his wry comment.

At the end of the second day we made it to our next port in Oman. We didn't see any pirates but two ships were attacked in the area during our transit, we were later informed.

Since our return the papers have carried a story of another cruise ship being chased by pirates off the East African coast. Piracy has become big business and a continuing threat to mariners in various shipping lanes throughout the world.

My aim is not to frighten anyone from cruising off the east coast of Africa. It is just to show that the cruise operators have the problem in hand and as was seen in the latest incident, a cruise ship can easily outrun a pirate skiff.

When we got to our final destination, our flight home was delayed for 5 days – snow on the runways at London Airport. So modern pirates are not the only hazard for today's cruisers!

ISB Dec 2010

(If you would like to keep track of the latest on maritime piracy, the NATO site at Northwood, which monitors daily pirate activity, has a news section

www.manw.nato.int Ed.)



GB & I Handover 2010

The Clyde provided the venue for the Handover of 'Commodore of the International Yachting Fellowship of Rotarians, Great Britain and Ireland', from Michael Pooley, Thames Fleet to Bob Burns, Clyde Fleet, the first GB & I Commodore from Scotland. The exceptionally dry months of May and June unfortunately gave way to a wet July in time for the Handover weekend of 9-11th July.

Friday saw people arriving, from all parts of Great Britain, in time for a whisky tasting at Royal Gourock Yacht Club in the evening, to warm their spirits. Helen Barbour from Diageo gave everyone five different exclusive whiskies to try, with the most expensive costing £300 per bottle. I suspect that may be the only time such whiskies will be appreciated by many of those present. This was followed by a hot and cold buffet, enjoyed by all. The torrential rain had by now given way to a glorious sunset, showing the Clyde at its best.

Saturday provided a change of venue, as everyone was transported after breakfast to Loch Lomond for a one hour cruise. The weather was at least dry, although the hills were lost in clouds and mist. Lunch was in a local pub before a short trip to Lomond Shores to allow everyone an hour to explore the shops or visit the Maid of the Loch, a paddle steamer currently being restored to provide trips on the loch.

The evening sadly brought torrential rain, but a piper still welcomed everyone to the Chartroom at Kip Marina, where the proceedings began with rum cocktails, appropriately named, Dark and Stormy. Michael Pooley presented gifts to all his Bridge, who had served him so well during his two years as Commodore, before handing over the chain of office to Bob Burns. Bob then presented Mike with a cartoon painting, of Mike and Jackie on their boat, as a token of appreciation from the various fleets for all his hard work. The dinner followed, with the Chartroom staff providing their usual high quality service. After the meal, David Naylor gave an enthralling illustrated talk on his experiences in the Royal Navy, skipping a Nicholson 55 to provide adventure training for members of the armed forces.

The evening was enjoyed by all, with nine fleets being represented from around Great Britain and gave the new Commodore a flying start. Thanks to all who had contributed were expressed by the new Secretary, also from Scotland, Murray Grubb.



It was just unfortunate that the wet and windy weather prevented any visitors from sailing on the Clyde on the Sunday. However, Bob is hoping the sun will shine on the rest of his two years in office.

GB & I BRIDGE OFFICERS 2010 – 2012

Commodore	Bob Burns
Vice Commodore	Paul Quaile
Rear Commodore	Annette Lewis
Immediate	
Past Commodore	Michael Pooley

BRIDGE STAFF

HON. SECRETARY
Murray GRUBB

HON. TREASURER
John CRANSTON

EXTENSION OFFICER
Annette LEWIS

WEB & DATABASE MANAGER
John BARNESLEY

EDITOR, *Rotafleet News*
Ian BLACK

PUBLIC RELATIONS OFFICER
Paul QUAILE

Welcome to New Members

The GB & I Bridge welcomes the following new members (since 1st July '10) and hopes to meet them, either on the water or especially, at our regular Fellowship weekends.

The next one of these will be from 11 to 13 March at the Quay Hotel, Deganwy, Conwy, North Wales

Mike Riddell (Gylfa)	101	Broads Fleet
David Prichard (Helene)	102	Broads Fleet
John Laverty (Elizabeth)	162	Clyde Fleet
Fiona Taylor	177	Clyde Fleet
Colin Siddle	174	Clyde Fleet
David Naylor (Noreen)	161	Clyde Fleet
Lesley Gumbrell	311	Fenland Fleet
Margaret Bailey	312	Fenland Fleet
Carol Teachey (Herb)	306	Fenland Fleet
Eric Joyce	309	Fenland Fleet
Tim Tucker (Joan)	310	Fenland Fleet
Stewart Hunter	372	GB Fleet
Ann Tregenza	381	GB Fleet/N.Wales
Lawrence Muffett (Sheila)	367	GB Fleet
Robert Barton (Joan)	405	Humber Fleet
Janet Green	406	Humber Fleet
Andrew Makin (Rosemary)	408	Humber Fleet
Meg Ryves (Ian)	588	Solent Fleet
Chris Smith (Valerie)	587	Solent Fleet
Grant McKenzie (Angela)	759	Thames Fleet
Bob Maskall (Kate)	936	North Wales Fleet
Sydney Bowen (Joan)	937	North Wales Fleet
Jean Baker (Peter)	938	North Wales Fleet
Paul Kenyon (Pauline)	939	North Wales Fleet
Julian Grocott (Judith)	940	North Wales Fleet

The Incoming Commodore's Report

I should like to thank all those who supported me at the Handover weekend in July and made it such a memorable occasion for me and also those who have given me so many good wishes for my time in office as Commodore of IYFR, GB & I.

The prospect of being Commodore of GB & I for the next two years really excites me. I am looking forward very much to visiting all the fleets and getting to know you all much better.

It is my aim that, during my term of office, we reverse the current trend of falling membership. It is difficult to convince Rotarians of the value of joining IYFR, but it is my impression that once they become members they seldom resign, until age takes its sad toll. We somehow have to communicate better with our Rotary colleagues and persuade them to give us a try.

I also hope, that through my travels, I will be able to gather ideas for events, which I can share with fleets. Although our main pursuit is simply that of having fun together, as the name 'Fellowship' suggests, I am keen that we also remember our Rotary roots and look for ways of service, which can be included



in fleet programmes. This is becoming increasingly difficult with ever tightening health and safety regulations, but I think it will be good if we can come up with some new ideas, however simple.

I am eagerly anticipating serving you as Commodore and having great fun over the next two years.

Bob Burns GB & I Commodore

First Meeting of Mediterranean and Black Sea Fleets

Sergio Santi, International Rear Commodore and Area 1 Commodore, organised the first meeting of the Mediterranean and Black Sea Fleets in October 2010, in Genoa, North Italy. An invitation was extended to GB & I and Commodore Bob Burns and Ann and IPC Bryan Skinner and Chris and Geoff and Mollie Shaw attended. Over 100 members and partners were present, from 9 countries, including International Commodore Terry Stretton and Meryl.

The Friday evening, everyone met up for a pizza, before getting down to the more serious business on the Saturday morning, when the programme began with the national anthems of all countries present. Welcome and greetings were then offered by Sergio, by the Italian NW Fleet Commodore, by the District Governor of District 2030, by a Rear Admiral of the Italian Navy and by IC Terry. All 10 Regional and Fleet Commodores present then gave short reports on their respective fleets. There was also a report from the Captain of the tall ship STS Nave Italia and one from a Naval Commander of the Spanish Navy on his two years in command of the Santa Maria, a replica of Christopher Columbus' ship, retracing his sail to America

The meeting took place in the Maritime Museum and, after a buffet lunch, tours of the museum and a

submarine in the harbour outside were arranged for all present.

The evening moved to the splendid setting of the Italian Yacht Club, where a first class meal was enjoyed by all.

Sunday was more relaxed, with a fine spread for a buffet lunch aboard the STS Nave Italia, which had just arrived for a crew changeover, and which gave an enjoyable informal end to the weekend before everyone departed to go their various ways.

The overall verdict was an excellent weekend and a very successful meeting of the fleets, which is, hopefully, likely to be repeated again this year and extended to cover the whole of Area 1.



Thames Fleet Cruise 25–31 July 2010

This year's Thames Fleet Cruise starting at Cookham on Sunday 25th July. The first boats arrived on Friday 23rd to secure a few mooring places. Saturday, more of the fleet arrived and by Sunday afternoon we had thirteen boats moored at Cookham. After the Commodore's welcome, the Vice Commodore informed us all of his plans for the cruise.

Monday we set sail for Runnymede for moorings outside the old Citroen factory. Unfortunately, the moorings were rather crowded but with a bit of rafting-up we all got in.

It was a bit damp for happy hour and so later we all ate around the boats.

Tuesday we set sail for Kings Lawn Sunbury, some boats stopping off at Staines to replenish stores. We were lucky with the moorings at Sunbury, most boats alongside, although the river was down by about nine inches, so the larger boats touched the bottom.

Wednesday, before we set sail for Kingston we visited the walled garden and went into the millennium museum. A reserved mooring this time at the London River YC so we could take our time. Happy hour on the Queen's Promenade caused a bit of a stir among the passers-by. Some crews went out to dinner while others ate around the boats. We all ended up in L R Y C clubhouse for drinks.

Thursday we set sail for Datchet and our reserved moorings at Kris Cruisers. Long slog today - some 20 miles. Kris Cruisers staff did a good job mooring us all in a small space at the end of their yard. John Mears did such a good job of mooring stern on; it won him the salver for good seamanship. The Vice Commodore organized a very good quiz to test our power of observation on the journey up stream from Kingston. The winner was presented with the rose bowl after the very good dinner at the Manor Hotel. The crew of *Wild Holly*, David and Maggie Cross, were the most observant and are the proud possessors of the bowl for the year.

Friday we set sail for the Eton boat moorings up stream of Boveney. We were lucky again, managing to get all the boats in although we had to raft out.

Saturday we set sail for Cookham and our last day of the cruise. The Vice Commodore aboard *Merry Mallard* and Stewart aboard *Pertama Fe* were away early, but as it was raining heavily at the time, the rest of us waited a while. Quite a short journey today, again Stewart and the Vice had done a good job of holding moorings for us. Happy hour we said thanks to the Vice for his hard work, although it wasn't quite finished yet. He had to get us all aboard one of our boats to take us up to Bourne End Marina to dine at the On-the-Thames restaurant. Although we had reserved an evening mooring at the marina, it was such a fine warm evening the place was heaving with boats. We ended up rafting out on one of their boats. The restaurant food was very good, the service excellent.

Considering the number of boats this year, and it was in peak holiday time we did very well with moorings. I'm sure we all enjoyed the cruise; the weather was kind to us. The Vice Commodore put a lot of early mornings in with Stewart of the Fens fleet to get to the next mooring place to secure moorings for us. Well done.

Nigel Fentiman, Thames Fleet Commodore



Thames Fleet Locked Up

News from Slovenia

The IYFR fleet in SLOVENIA will not sink! We have successfully finished a very useful practical course on

"ISAF Approved Offshore Personal Survival Training". With 18 participants we trained one third of our members with their spouses – all at a very reasonable price. In the two half days we covered: the theory of Aspects of Safety

(equipment on board, safety instructions, routines on the way, heavy weather preparation, safety on board), Storm Sails, Damage and Solutions, Personal Safety, Heavy Weather, Man overboard, Salvage, Medical First Aid, Search and Rescue, Weather, Life raft, Life jacket, Communication for Heli, Fire fighting, Sea survival, Communications. On Saturday afternoon we had practical exercises with fire fighting and pyrotechnics (orange smoke pot, hand flares, parachute flares). The Sunday morning was spent in a swimming pool using life jackets and life rafts where we practised swimming and rescuing

with rafts, dressed in full heavy weather dress. We heard many interesting real-life experiences, watched interesting documentaries, and got "hands on" experience of using safety equipment. All participants received the ISAF certificate in Offshore Sailing valid for 5 years. Our instructor was Christian Kargl from Vienna,

an experienced sailor, participant of Minitransats and one of the rare ISAF licensed instructors out of England. Any car driver has to pass many practical hours of driving training before being allowed to pass the exam and receiving a driving licence. To get the skipper's licence, just the theory is required and tested. We have much expensive life safety equipment on our boats, but have never used it. If it comes to a critical situation, would we react properly? I do recommend such a course to everybody helming a boat and sailing as a responsible person with a crew. Best regards from Slovenia,
Marko Murn, Fleet Commodore

PS Photos are online at www.minitransat.gallery.forge.at where you can see some of our practical exercises.

North Wales Fleet Chartered

For the first time in 13 years (the East of Scotland Fleet was formed in 1997) a new Fleet has been chartered in Great Britain and Ireland. On the 26th June, Regional Commodore Michael Pooley formally chartered the new North Wales Fleet at a ceremony in Bangor. The new Fleet Commodore is Robert Jones and the Secretary is Sue Beal.

About 40 people, including the GB&I Vice Commodore, Bob Burns, Rear Commodore, Annette Lewis, and Hon. Secretary, Rodney Davis, joined members of the new Fleet for dinner

in Bangor, where the invocation was led by Immediate Past International Commodore, Bryan Skinner.

In his charter address, Commodore Michael remarked that the formation of the new Fleet had been in large part due to the efforts of Sue's husband, David, who sadly had passed away at the end of the Thames Fleet Summer Cruise last year. Michael also thanked Extension Officer Paul Quaile for all his hard work in making the new Fleet a reality. He wished them good sailing and expressed the hope that members would join the Fellowship week-ends which are held twice each year for all members of GB&I.

Rodney Davis



From Your Own

Tribute to Chris Buckingham

I am honoured to be asked to say a few words on behalf of the Suffolk Fleet about one of our founder members. We are relative youngsters amongst the fellowship of international sailing Rotarians, but since the chartering of the Fleet in April 1989, Chris has been the heart and soul of our activities. He was our Honorary Secretary for the major part of our history and his involvement helped to create the strong bonds of our dynamic sailing group. He was very competitive in our local races and I know that several of you have crewed for him on some of these occasions.

Chris always took an active part in our sailing activities. He kept his lovely boat *C.J.B* moored in the Suffolk yacht harbour in company with other Fleet members and from there he and Barrie would explore the beautiful Walton Backwaters, made famous by Arthur Ransome's wonderful stories. He could often be found, moored in a sheltered creek with a book in one hand, a glass of wine in the other - and the lovely Barrie for company.

However, he was quite willing to be drawn into some of our more ambitious ventures. Beginning with trips to the Stour, Deben, Ore and Alde, our sights and his were raised to sailing to Belgium and Holland and taking part with 25 others in a Flotilla sailing experience around the Greek islands. This was idyllic and very free and easy. I regret that I don't have one

or two of the more revealing photos to show you! It was on this trip that Chris skippered our yacht into harbour. We had to go stern first to the quay. In order to keep straight and taut, we were asked to throw out the bow anchor first. So, we tied our rubber tender to the bow as Chris began the manoeuvre. John Negus was in charge of the anchor and Chris gave the order to release it. We successfully docked stern first and we proceeded to haul in the anchor to secure ourselves. It didn't seem to be holding however and we soon discovered why as we found the anchor bobbing along inside the rubber dinghy. Chris's peals of infectious laughter at the mishap had us all in fits!

The Suffolk Fleet is rightly proud of our traditional 'Sailing for the Disabled' days. Begun back in 1989, we chartered the *Brightlingsea* to take 50 disabled and their carers with Rotary supporters, on a tour of the rivers and out to sea. They were fed and refreshed by local Rotary clubs. In what is now a biennial event aboard the beautiful sailing barges *Thistle* and *Hydrogen*, you would always find Chris at the forefront, ensuring things were done properly and efficiently.

I mentioned that Chris was generous with his time, but he also had a tremendous generosity of spirit. He was a friend and mentor to all of us in the Suffolk Fleet. His enthusiasm and zest for life will be sadly missed and members of the Fleet are here today to express our love, respect and gratitude to Chris Buckingham - a very special man.

Martyn Page, Suffolk Fleet

Mea Culpa : The Empty Chair....

No, you didn't miss the Autumn Rotafleet News! There wasn't one.

The editor was *Absent from his Desk* when the edition should have been produced. Now employment (I can't call it work!) is not something I've been engaged in for a number of years now. But when the offer came - and it was of a maritime nature and on the high seas, - how could one refuse?

Being a member of the crew, and not a passenger on a cruise ship, is certainly different. And after three cruises and several lectures I'm beginning to understand my subject. But, I'm not going to disclose the names of my employers - they don't like last minute cancellations!

And besides, I'm now back at my desk!

Those Brass Monkeys - the latest news

I'm sorry to be a party pooper but, attractive though your story was, it doesn't seem to fit the facts.

The coefficient of expansion of iron is 10 parts per million per degree Celsius, and that of yellow brass is 18.9 ppm per degree C. The difference is 6.9 ppm per deg C.

Assuming that the maximum temperature difference is from

sunshine in the tropics (50 degrees) to winter in the arctic (-40 degrees) then the maximum expansion is 6.9 x 90 ppm. A square layout of 16 cannon balls gives a maximum distance of three times the diameter between the contact point of the end balls. For six inch cannon balls this means that the maximum displacement of the end balls is 18 x 6.9 x 90 millionths of an inch, or 11.2 thousandths of an inch. This is well within the normal manufacturing tolerance for iron cannon balls. In other words temperature change could not have caused the pile to become unstable.

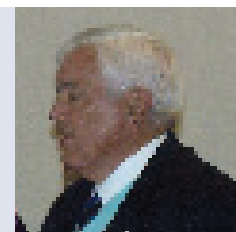
Keith Kilburn, Solent Fleet

Mike Lakey: All the Way Round

The item on Mike's Round Britain sail in last edition caused a deal of interest. Unfortunately, Mike did not make it to the Clyde in time for the Commodore's Handover, having got delayed in southern Ireland. But he is back on dry land looking fit and tanned after 103 days at sea and Melody is safely moored in Essex. I have had the pleasure of hearing Mike's account of his voyage a couple of times at Rotary meetings. His account of single-handed days and two-handed nights sailing of Melody had his audience enthralled - and his pictures are marvellous.

Stop Press: Paul Quaile tells me he has booked Mike to speak to us on the subject of his trip on the Saturday night of our North Wales weekend in early March!

Correspondent



Past Editors 1

It's not often that one gets the chance to meet up with past incumbents of the editor's chair. So it was a particular pleasure to meet up with Ian and Norma Hornsby who edited the Rotafleet News immediately before me. Ian was aboard one of the visiting Fenland fleet of boats on last year's Thames cruise, so it was doubly pleasurable to invite him on the Merry Mallard for a day's sailing on an iron hull.

The accompanying picture shows the two Ians discussing the right way to wield a red pen – or just how to enter the next lock?



Past Editors 2

It is not the normal policy of Rotary or Rotafleet publications to print eulogies or epitaphs. However when I heard from the Secretary of the Suffolk fleet that one of their founder members had passed away and that it was Chris Buckingham, I had no problem with printing Martyn Page's moving tribute to Chris (see opposite)

Chris was editor of the Rotafleet News for a number of years, long before I joined IYFR and I still have several of the copies he edited in my files.

Grand Union or M1?

Thanks to a number of our members who sent me the adjoining picture of Prince Albert of Monaco's new yacht. I think the thing which frightened me most was that it was sitting on a multi-wheeled flatbed trailer. It would be bad enough meeting it on a river or waterway but getting behind it on the M1?

Now that would be a nightmare.

Picture Post Revived?

It is the lot of editors everywhere never to have enough copy from their correspondents or subscribers." Too busy with boating – no time for e-mailing," is the normal response.

However many thanks to those of you who sent me pictures- you will see this edition has a definite pictorial flavour. It is

LOOKING FORWARD TO: (Dates for your Diary)

IYFR GB & I Weekend

11th – 13th March, 2011: Quay Hotel, Deganwy, Conwy

RIBI Conference

15th – 17th April, 2011: Dublin, Eire

102nd Rotary International Convention

22nd – 25th May, 2011: New Orleans, U.S.A.

International AGM & Dinner

24th May, 2011: Southern Yacht Club, New Orleans

Post Convention Cruise

26th – 30th May, 2011: New Orleans — Cozumel, Mexico (Carnival Triumph)

Thames Fleet Summer Cruise

12th – 19th June, 2011:

Fenland Fleet Summer Cruise

16th – 23rd September, 2011 :

IYFR GB & I AGM and Weekend

4th – 5th November, 2011: Edinburgh

103rd Rotary International Convention

20th – 23rd May, 2012: Bangkok, Thailand



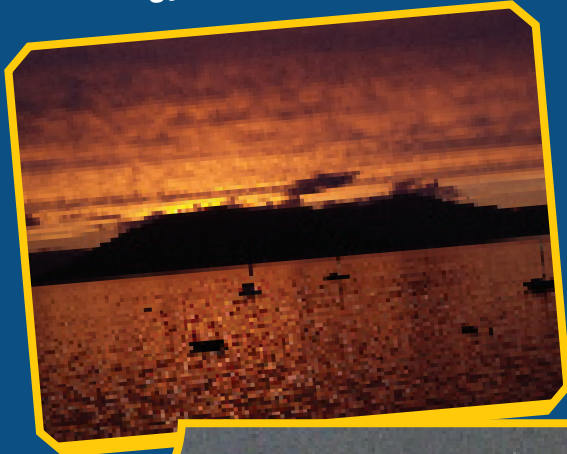
said that a good picture is worth a thousand words. Perhaps not a thousand but with an apt caption or an accompanying paragraph I can keep this publication interesting to IYFORian boaters.

So keep sending me interesting pictures as well as fleet activities.

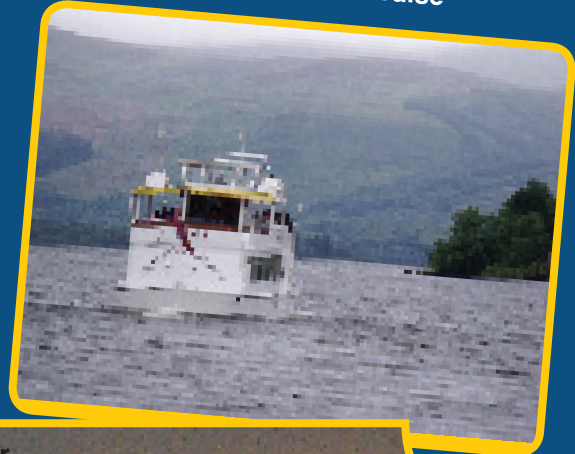
Copy date for the next edition is Sept 15th, 2011

The Handover In Pictures

Sunset with Boats



Loch Lomond Cruise



Handover



New Solway Fleet prepare for boating



Commodore Bob prayers for good health