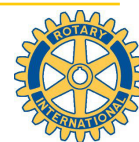




# ROTA FLEET NEWS



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 2012**

## *Inside*

Voyage Round the Scottish  
Isles  
page 2

GB and I Bridge  
Welcome to New Members  
A Plan for St. Andrews  
Harbour  
page 3

The Commodore's Report  
East of Scotland Fleet Visit  
Suffolk Fleet Report  
page 4

Fleets in the News  
East Coast Fleet Report  
Sussex Fleet  
Commodore's Visit  
page 5

From your own  
Correspondent  
Rivertime Trust (Thames  
Fleet)  
In Memory of Paul Quaile  
pages 6 and 7

Around the Fleets in  
Pictures  
page 8

## **First IYFR Charity Grant** **Cheque presented by FENLAND fleet**



On 19th April 2012 members of the IYFR Fenland Fleet with their commodore John Cranston were very pleased to be able to present Commander Ivan Palmer of the St John Ambulance a cheque for £1,900 to assist with the running of the new care boat "Ladybird". This boat is used to give river trips to disadvantaged children, the disabled and the terminally ill. She was purpose built for St John Ambulance by narrow boat specialist Fox Narrow boats in March, Cambridgeshire. Ladybird is Cambridgeshire's first care ambulance boat and is crewed entirely by volunteers from St John Ambulance. She features wheelchair access, a heated cabin, kitchen area, disabled toilet and a large open foredeck for fine weather cruising. She can carry a total of 20 passengers, with up to six being wheelchair bound and is powered by an M92B diesel engine.

Eleven members of the Fenland Fleet together with Councillor Jeff Dutton, Chairman of Huntingdon District Council, and his wife Claire were invited to board "Ladybird" at Hartford Marina, Nr Huntingdon, for a short cruise on the River Ouse so that they could see for themselves all the facilities that the boat has to offer. St John Commander Ivan Palmer welcomed everyone on board and introduced the crew under the command of Captain Tony Hindsley. Despite the cold, damp day everyone had a very enjoyable time watching the countryside go by whilst keeping warm and chatting to the crew and learning more about the services the boat has to offer. Ladybird cruised from Hartford Marina passing the picturesque Church on the river bank at Hartford, on through Huntingdon and then turning at a wide point of the river just before the ancient bridge, which used to be the only route between Huntingdon and Godmanchester, and then returning to the marina.

IYFR had monies available for boating related charities and Commodore John Cranston was successful in his bid for a grant to assist with the running of the St John Ambulance new care boat.

## “A Voyage Round 14 Scottish Islands on the Clipper Odyssey”



*Every night when I watch the weather forecast on TV I'm amazed by the number of small islands around the UK especially round Scotland. 9 months ago I had the pleasure of visiting a number of them in the company of a party of visiting Canadian naturalists.*

### Day 1 Glasgow to Oban

A scenic trip by way of Glencoe and Loch Linnhe to Oban to pick up the Clipper Odyssey, our comfortable home for the next 10 days. Oban was the busy ferry port as always, with the new Finlaggan ferry and the Hebridean Princess occupying adjoining berths. A real sense of gateway to the Outer Isles!

### Day 2 Islay and Jura

Firstly, an introduction to Zodiacs. It seemed a long time since we had been on a rubber boat in a choppy sea. The main thing was to enter them correctly with life jacket and complete wet weather outfit and find a rope or something to hang on to as you sped across the bay. On the landing the secret was to hang on to the shore crew (by the wrist) and step on to dry land – usually a small pier or landing stage. (sometimes, just a beach)

The first landing on Islay was actually a ferry port- Port Askaig- with ferries going to Jura nearby and also a MacBrayne boat back to Oban. A coach – actually a school bus with 70 pretty narrow seats – took us the several miles to Loch Finlaggan, an island in a freshwater loch with the ruins of an ancestral hall that had once been the main seat of the McDonalds, Lords of the Isles. In the afternoon it was a landing at Craigmore on Jura with a short walk round the town followed by a visit to the Isle of Jura whisky distillery and a tasting of 5 malt whiskies with generous measures. I had to buy a bottle of the second most peaty, although when I'll ever get round to drinking it, heaven knows.

That first busy day rounded off with a ceilidh in the village hall – a first for the rusty Scottish country dancing steps for many years!

### Day 3 Iona, Staffa and Lunga

Start with a weather enforced change of plan. Instead of getting into the Zodiacs and going into Fingal's Cave in a howling gale we had a sail past Lunga and made our first landing on Iona (by which time the weather had cleared) A short walk up to the Abbey for a tour round led by the Nat. Trust guide and a visit to John Smith's grave in the grounds. (unfortunately, not in a great state of upkeep) But the highlight undoubtedly was our first sighting (and photo) of a real live corncrake of which the island seemed to have plenty (we actually saw 3 in a couple of hours in the morning.)

In the afternoon we had our Zodiac trip to Fingal's Cave on Staffa. Very impressive with basalt columns for walls and we could sail the boats right into the back of the cave.

### Day 4 Mingulay and Barra

Mingulay hasn't had any population since 1929. Presumably, why people want to go back there according to the Boat Song. It did have sheep on it however and an enormous collection of seabirds. We managed to see these very close up with our Zodiacs and the weather remained kind despite an increased swell on the ocean. (the west side of the island – southernmost of the Outer Hebrides has no land beyond till the coast of

America) On Barra in the afternoon it was a quick tour of Castlebay with a lovely Catholic church, followed by a tour of Kisimul, the castle home of the McNeils on a small island in the bay.

Evening there was an opportunity to go ashore to have a sing-song in a local hostelry but we demurred and had an early night instead!

### Day 5 St Kilda, Boreray and the outlying Stacs

Up early on the bridge with the captain of the Clipper Odyssey to see the approach to the St Kilda archipelago. And it was well worth the early rise, as the captain sailed his boat close to the island of Boreray, the two adjoining Stacs and the biggest colony of gannets in the British Isles. We anchored after breakfast off the village on St Kilda on a perfect spring day – no rain and continuous sunshine for our entire visit – how could we be so lucky with the Scottish weather? A visit to the museum and the National Trust shop for the history and a wander round the empty Victorian cottages and the ruins of the Black houses of an earlier time. Plenty of birds - nesting Fulmars on the stone cleits and plenty of guillemots and puffins on the water in the bay. All in all a really memorable day on an island rarely visited and even more rarely accessible.

### Day 6 Orkney

It's a Scottish Sunday and we all set off for a walking tour of Kirkwall – all being almost 100 people - surprising how much traffic on the streets on a Sunday morning. They must all be going off to church and that's where we go – morning service in St. Magnus Cathedral after a visit to the grave of John Rae, the 19th century Arctic explorer who is buried in the churchyard behind. A surprisingly Episcopalian-like service and then off by coach round the main island to a succession of pre-historic sites. Never knew that the Orkneys had all those really ancient monuments- the Ring of Brodber, Maeshowe, Skara Brae-which even pre-date the Norse invasions c.800AD. Finish off with a visit to John Rae's birthplace and a view over Scapa Flow with all its 20th Century naval history.

In the evening, we are joined by several bands of local musicians for a ceilidh but before the end, the long day catches up with us and it's off to bed to the sound of our resident piper playing the Black Isle on his bagpipes on the pier.

### Day 7 Shetland: Foula and Papa Stour

The weather has turned very wet and windy – just the day to be out on the ocean in an open Zodiac. Papa Stour is a small island with some amazing sea caves underneath- they do give some shelter from the rain. Bird life abundant and the caves are full of nesting shags and Guillemots But a relief at getting back on ship and hauling up the Zodiacs.

The afternoon and it's Foula an island so open to bad weather that the ferry boat has to be craned up out of the water when in harbour. We have a Bird Warden as guide and the Fulmars are again nesting, with both Great Skua (called Bonxies on Shetland) and Arctic Skua widely evident. But the island is covered with gardens of Kale to winter feed their sheep and again we have some local musicians on board to round off the day.

### Day 8 Shetland: Mousa and Fair Isle

Mousa has a giant Broch, origin and use unknown (even by our travelling historian Professor Ted!) It also has an amazing selection of wildlife including seals of which we counted over 10 basking on a seabound inlet. A great selection of new birds- redshank, eider duck, wren, dunlin a performing snipe plus the ubiquitous Great Skua and Fulmar.

No inhabitants as far as we could see but a nature reserve to protect nesting birds.

In the afternoon, a visit to Fair Isle and a large National Trust observatory whose wardens we borrowed as guides. We did see the Fair Isle knitware and had tea and scones in the community hall and visited the museum ( a fair hike across the island) But the highlight above all on the voyage, was the closeup of the myriad puffins on their nest sites- an unusual opportunity to get really close to the birdlife.

In the evening the local musicians came on board and we had





St Kilda Island

our final ceilidh of the cruise. Well worth a return visit PS spouse bought a hat in the Fair Isle pattern- retail therapy on Scotland's most remote island!

## GB & I BRIDGE OFFICERS 2012—2013

Commodore	Annette Lewis
Vice Commodore	Rodney Davis
Rear Commodore	Robin Sudlow
Immediate	
Past Commodore	Bob Burns

### BRIDGE STAFF

HON. SECRETARY	George BLAKE
HON. TREASURER	John CRANSTON
EXTENSION OFFICER	Rodney DAVIS
WEB & DATABASE MANAGER	John BARNESLEY
EDITOR, <i>Rotafleet News</i>	Andre HAWRYLIW
PUBLIC RELATIONS OFFICER	TBC

## Plans Floated for Historic St Andrews Harbour

Proposals have been unveiled for the development of mediaeval St Andrews harbour

St Andrews harbour is enjoyed by the locals but little use is made of the harbour as an entrance to St Andrews. St Andrews Harbour Trust has proposed that there be a development including tourist and leisure uses and improvements to the existing harbour. The harbour development would have some high quality lighting for the navigation of vessels in and out of the port during the hours of darkness and poor visibility.

Floating pontoons with water and power facilities are proposed for the inner harbour where secure berths would be available for seafaring visitors to the town. New slipway facilities to offer storm shelter for local fishing boats. All subject to planning permission of course.

These plans all look and sound exciting not only for the townspeople but for visitors too. Of course we all know that when plans are discussed it can take some time to come to fruition. The hope is that, in these days of financial constraints, what is proposed for this historic town does take place as it will enhance the area, increase visitor numbers, and encourage more people to water borne activities.

**Dennis Hopper**



St Andrews Harbour

## Welcome to New Members

The GB & I Bridge welcomes the following new members (since 1<sup>st</sup> July '11) and hopes to meet them, either on the water or especially, at our regular Fellowship weekends.

Mark Doyle	204	GB& I Fleet (Dublin)
Pamela O'loughlin	209	GB& I Fleet (Dublin)
K A Braithwaite	409	Humber Fleet
M. Bridger	560	Solent Fleet
C. Edmond	562	Solent Fleet

## Commodore's Report

As I reported in the last edition of 'Rotafleet News', Ann and I have thoroughly enjoyed ourselves visiting a number of different fleets around the country during the summer. However, September saw us on our travels again; when we went down to visit the Sussex Fleet on the Solent. Richard and Harriet Coleman met us at Itchenor and entertained us royally on their delightful Southerly yacht, 'Go For It'. The weather forecast was not good to say the least, so instead of our planned sail to Portsmouth, we sailed around Chichester Harbour in a most relaxed and enjoyable manner. The next day we were welcomed by the Sussex Fleet at Portsmouth for a great day sailing around the Isle of Wight on the paddle steamer 'Waverley', a ship we know well from the Clyde, but the scenery was all new to us and we actually finally got to see Cowes and the famous Needles. We rounded off a perfect day, in excellent company, with a meal in the old part of town. Our final day let us see even more of the area, courtesy of David and Mary Bevan-Thomas, who again provided excellent hospitality for us, before we headed north east to the Fens.

We joined the Fenland Fleet at Ely for a week sailing on the rivers Ouse and Cam. Annette and Brian Lewis went way beyond the call of duty and spent the whole week with Ann and myself aboard. It was a most enjoyable week, which enabled us to see another part of the country, and try a different form of sailing, for us, but more importantly to get to know the Fenland Fleet better. Those members, who were unable to be with us for the whole week, joined us at various venues and participated whenever they could. The week flew past, a sign of how enjoyable it was.

We rounded off 2011 in December, when we attended the Area 1 AGM in Geneva, along with Annette and Brian Lewis and Bryan and Chris Skinner. IC Clint Collier was also present, along with IVC Sergio Santi, who chaired the meeting. There was again some discussion about standardisation of uniforms and some talk about burgees and how we in GB&I differ from other parts of the World. I think they have finally got the message. The future methods of

### Commodore Bob gets some advice



funding grants were also discussed and reports of Fleet activities were requested for Rotafloat'. Just a little language difficulty with the Italians this time, and with 15 different languages in Area 1, I'm just glad that the agreed working language is English!

We started 2012 as we had ended 2011, when in January we visited the Thames Fleet, and were lucky enough to be able to join them in their planning meeting. They seem to have an exciting programme lined up for the year ahead and have some good cruises to look forward to. We had a very pleasant lunch and thoroughly enjoyed our time with the fleet. We were well looked after, during our visit, by Peter and Jean Skinley, who also kindly showed us some of the local area, including Richmond Park, a first for us.

In April, we are heading south to Bournemouth for the RIBI Conference, where there is room for us and our display in the House of Friendship. We have a number of volunteers to help man the stand, so we hope for some new members. On the way home from Bournemouth, we are hoping to visit the East Coast Fleet.

The end of May sees us off on our last really big trip, when Ann and I are going to the RI Convention and Post Convention Cruise in Thailand. However, we are still hoping to visit one or two more fleets in GB & I, time permitting. Life will never be the same again!

## East of Scotland Fleet Report :Visit to the Isle of May



The photograph (front to back) features fleet members Lorraine Hopper, Jane Hawryliw, Dennis Hopper, Moira and Phil Higginson, and Joyce and Ian Cowie.

Lying some five miles off the coast of Fife, the Isle of May is a National Nature Reserve for sea birds. It was the scene of an infamous recognition error during the First World War when several British ships were tragically run down by their own side. Not recommended for landing with one's own boat due to treacherous cliffs and currents, members of the East of Scotland Fleet went across on a special charter service from Anstruther. The island features Scotland's oldest lighthouse (built 1635) and the control station for a top secret Second World War anti-submarine defence which kept all U-Boats out of the Forth for the duration of that war. This old lighthouse could burn several tons of coal on a windy night and the surrounding area is strewn with much ancient ash. The three keepers certainly deserved their pay, having to haul the coal across the island and then up the tower to a brazier at the top. A man-made reservoir in the centre of the 110 acre island collects rain and provides fresh water. Two more modern (automatic) lighthouses (one built by Robert Louis Stephenson's father) are still in use today, although the fog horns and their complex associated compressors, reservoirs and piping have

been rendered obsolete by GPS. Their mournful wail used to be a feature of the Forth on foggy nights up until 1989.

The island's name apparently translates to "Island of Gulls" in Old Norse, and there are tens of thousands of these at various times of the year as they migrate through. Puffins, Black-legged Kittiwakes, Razorbills, Guillemots, Shags, Terns and Eider Duck can be seen in abundance.

Andre Hawryliw

## Suffolk Fleet Report

Suffolk fleet report that they haven't lost any members but with increased age of membership, they have lost boats, and particularly sailing boats. In early March they held a quiz night at the Walton and Frinton Yacht club. Some 20 members attended and took part in the quiz set by Secretary Chris Bridgewater. They had the pleasure of welcoming the incoming IYFR Commodore Annette Lewis and husband Brian, who were inspecting their boat ZIG ZAG at Woodbridge.

A few of us hope to visit the East Coast Fleet at Burnham on Crouch by road to join their Launch Lunch in mid-April. Our future fleet programme includes visits to other rivers locally, Raft ups, Barbeques - and possibly a race or so.

The Rotary club of Harwich and Dovercourt has an Annual Sea Festival on 22nd July and the few sailors amongst us will arrange a Day regatta on this very busy day. Well worth a visit.

John Negus



## East Coast Fleet Report

East Coast Fleet like I am sure many other Fleets has suffered over the last few years with a fall in membership and older members getting rid of their boats or doing their boating in warmer climes.

Our then Commodore Robin had been in office for 4 years without the support of a Vice or Rear Commodore. The East Coast Fleet is one of the very oldest fleets in IYFR having been started by Sylva Carter – his son Peter is still a member of our Fleet.

The grim facts galvanized us all into action. How could we let the Fleet go so letting down all those who had formed us and supported us during these years?

It was crunch time and we decided firstly that we wanted the Fleet to continue but maybe in a slightly different form. A Bridge was immediately elected from “Volunteers”, and both the new Vice and Rear Commodores volunteered to organize one water based event. The Commodore volunteered to organize a couple of “Pot Luck Suppers” one being the laying up supper. We felt a change of format might encourage newer members to join and continue the fellowship we all so enjoy.

Well I am delighted to say that this past year has seen

handover take place after the performance in a restaurant at the Globe Theatre in London, where our now Past Commodore arrived by water bus. We have enjoyed a weekend of fellowship in Bradwell Marina which included a Raft Up at Osea Island. As is so often the case the weather could have been kinder, but the fun and fellowship was not dampened.

A fishing competition proved to be most enjoyable followed by a BBQ of the catch. I use the term loosely but we did have a winner who is organizing a similar event for this year. There is a cup to be won (presented by our Rear Commodore Bob who organized the event) it is to be known as “Bob’s Pot”.

Our laying up supper was a Pot Luck Lunch at the Commodore’s home. This was very well attended, and the following programme for 2012 was proposed:

**15th April, 2012** AGM and Launch Lunch at Burnham Sailing Club

**28/29th July 2012** Weekend Raft up at Osea Island with our own “mini Olympics”

**8th Sept. 2012** Competition for “Bob’s Pot”

**Christine Molyneux**

## Sussex Fleet Report Commodore’s Visit



The Needles

Commodore Bob and Ann arrived at Itchenor Marina as Richard and Harriet Coleman were waiting for the Water Taxi, so all could now all board ‘Go For It’ together. However, the forecast was dire for the weekend, so it was to be Plan B. Nobody wanted to be out in a force 7-8 with waves up to 8 metres. Richard suggested a sail round Chichester Harbour on Friday, moor in Chichester Marina for Friday and Saturday nights, and drive round to Portsmouth for the sail on the Waverley on Saturday. It was a brilliant call.

Friday was a gorgeous day – blue sky, sunny with a bit of wind for sailing. Go For It left Itchenor and sailed up to Bosham before turning round and sailing down to East Head for lunch in the cockpit. What a lovely anchorage. Then she short tacked up the east side of Hayling Island and down to the entrance to Chichester Harbour. The motor had to be engaged to take us up to Chichester Marina. On the way we had to drop Harriet off at Itchenor to collect our shore transport. We motored on up to Chichester Marina and Commodore Bob could not believe how shallow the entrance channel to the marina was. Thank goodness ‘Go For It’ is a Southerly with a lifting keel. Once safely tied up we went ashore to investigate the new shower block. What luxury! Just what we needed before dinner at the

Ship Inn in Itchenor.

After breakfast on Saturday morning, it was off for Portsmouth by car. As arrival was a little early, there was time to explore a little of the Dockyard, seeing the ‘Warrior’ and the ‘Victory’. What magnificent ships. All the joining members had their tickets so nothing to stop all boarding the ‘Waverley’. Once on board, memories of Ann’s youth came flooding back. The last time she had sailed on the ‘Waverley’, she was a regular Clyde steamer, she remembered sails ‘Doon the water’ on Sundays.

Commodore Bob and Ann were excited at the prospect of circumnavigating the Isle of Wight. Neither had sailed in these waters before but had heard many stories of sailing round the island. The Needles were magnificent as the sun came out to shine on them just as we were passing. Harriet provided an excellent commentary, describing all her favourite anchorages. It made it all come alive for as well as making it a real sailor’s journey. She also supplied gourmet baguettes for lunch.

Truly a fleet visit to remember – fabulous hosts, wonderful scenery and true fellowship.



Richard & Harriet



# From Your Own

## Commodores Handover 2012

Just one final reminder that Commodore Bob's two year tour of duty comes to an end at the end of this Rotary Year and we look forward to the seals of office to be passed over to Annette.

Time for you to get the date in your diary (or plan a summer holiday on the Wirral or North Wales)

**When:** Friday 6th July to Sunday 8th July 2012.

**Where:** The Holiday Inn, Ellesmere Port, Cheshire.

My correspondent in the Wirral tells me that the Holiday Inn hotel is adjacent to the National Waterways Museum, all rooms having waterside views.

Individual invitations have been sent out. Please book your place promptly

## Hatches and Matches

IYFR is not well-known for the number of weddings and births among its ranks (more common among the grandchildren nowadays) and you might scour the pages of Rotafleet News long and hard before you find a marriage notice.

But that was yesterday, and today I am pleased to record the marriage of one very well known to our readers. Betty Woodcock with her late husband Victor were founders of the Broads Fleet in 1984 and went on to do sterling service as Secretary and Treasurer of the GB&I Fleet in the early nineties only retiring after 10 years in post. Victor sadly passed away in 1999.

But last year Betty became Mrs. Tony Moore at an age when marriage is rarely on the cards, and I was pleased to see the new Mrs. Moore and her husband at Towcester last month.

Congratulations Betty and Tony, - from all our readers!

## Burgees – the latest news

For some time now there have been complaints on the quality of the burgees currently supplied. Following consultations with the manufacturers a far superior product has been produced at a very small cost increase.

To order the new burgee contact the GB&I treasurer, John Cranston

## Change to IYFR Clothing

IYFR embroidered clothing has so far been available from two sources. Ocean World has produced garments with the GB & I logo (which contains a ship's wheel in place of a Rotary wheel) and the Ships Store (via the [www.iyfr.net](http://www.iyfr.net) website) has sold garments with the IYFR logo, containing the Rotary wheel.

**Logosew**, based in this country, will now produce garments with the Rotary wheel in the burgee, eliminating the need to go overseas for such regalia. They are a company licensed to embroider the Rotary logo, with 10% of all sales going to Rotary Foundation. They have an extensive catalogue of clothing, which they will embroider with our logo, or, if required, they will embroider the logo on clothing which we purchase independently and send to them.

The catalogue may be viewed and orders placed via their website:- [www.logosew.co.uk](http://www.logosew.co.uk)

The logo cannot currently be viewed on the website, but if they are contacted they are familiar with it. Fleet names, boat names, members' names etc. can be added below the logo for an additional £2 per line.

Commodore Bob will discuss with them at the RIBI Conference how to produce a set of simple instructions to view the catalogue and place an order and he will then post them on our GB & I website.

## In Memory of Paul Quaile

The whole of IYFR, GB & I was rocked by the news of the sudden death of our Vice Commodore Paul Quaile, just before Christmas. Paul was to take over as Commodore at Ellesmere Port in July and we were all looking forward to having him at the helm.

Paul had been involved in sailing from an early age, sailing many types of dinghies over the years, and becoming an RYA dinghy sailing instructor, before owning his own 26ft yacht, Cyanara, which he kept at Kippfordon the Solway.

He had also been similarly heavily involved in the Scouts, receiving high awards in recognition of his achievements and it was in the Scouts that he met Joan. They had just celebrated their 40th wedding anniversary, shortly before his untimely death.

Paul, a Chartered Accountant by

profession went on to join Rotary, in which he also became very involved and was awarded a Paul Harris Fellowship. He combined his love of sailing with that of Rotary and joined IYFR, becoming a member of the previous North Wales Fleet, and subsequently the GB Fleet, when they disbanded. He soon put his professional skills to use, when he acted as Auditor for GB & I for a number of years, before joining us on the Bridge as Rear Commodore. He took on extension and was instrumental in the formation of the new North Wales Fleet. He also had ideas for further new fleets in the Liverpool area.

He was a man of integrity, who had much to contribute and whose advice could always be relied on. He will be sorely missed by us all. Our thoughts are very much with Joan and her family.

**Bob Burns**

## The Rivertime Trust



The Rivertime Trust boat now starting its 5th year on the river Thames. Based at Henley, it has covered the river between Windsor and Eynsham taking over 6000 disabled and disadvantaged children and adults giving immense pleasure. Supported by Rotary and many others it is operated by a head skipper and 43 volunteer skippers and crew. All are fully trained and the skippers have to have the Helmsman certificate. The boat is 43feet long with a 12foot beam has a lift for access for wheelchairs and disabled toilet, takes 12 passengers including carers. The trips cost £150 per trip for 2 hours morning or afternoon. Last year there were 200 bookings. This year there are over 100 bookings already. The photo shows some skippers and crew on a training day.

**Michael Pooley**



# Correspondent

## Edinburgh Diary

It was not too cold in Edinburgh for our Autumn meeting. Edinburgh has a reputation for biting cold east winds blowing off the Forth (Your editor once bought two overcoats in one day on a visit to the city, such was the ferocity of the gale along George Street) On the deck of the Britannia during our visit the cold wind returned. On reflection a sad occasion as we had coffee with Paul and Joan Quaile on the deck restaurant, which was to be the last time I saw Paul (See Commodore Bob's tribute opposite)

Several facts about life on the Britannia amazed our visitors. How could an entire marine band sleep in a room about the same size as a normal living room? How could the queen sleep in such a small bed? I asked about the portrait of Nelson outside the Queen's bedroom. A print, I was informed by the guide. Surely not, I replied. I got an e-mail 2 days later to say I was correct it was an original. The Queen getting her pictures from the Athena shop? The overall impression was of a ship of the Royal Navy and not the sort of mega yacht favoured by Russian oligarchs.

Talking of the Royal Navy and Nelson I hear a rumour that the next IYforian weekend may be held close to Nelson's flagship, HMS Victory. Watch this space!

## That Plate Again

It was agreed at the Fellowship meeting in Edinburgh, that the IYFR Plate would be handed over from one fleet to another, according to a rota to be drawn up by the Commodore.

Fleets may challenge one another to some form of competition, on or off the water, although the plate must be passed on to the next fleet and not necessarily held by the winner. Alternatively, fleets may just agree to have a social meeting such as a dinner, at which the plate is handed over. These get-togethers to pass on the plate may occur as frequently as fleets wish, with the one condition, that no fleet may hold on to the plate for more than 12 months without passing it on to the next fleet in the rota.

At the meeting in Edinburgh, the plate was held by the Fenland Fleet, but it has now been passed on to the Humber Fleet.

The rota for future handover is:-

Humber Fleet	Sussex Fleet
Medway Fleet	East of Scotland Fleet
Thames Fleet	Clyde Fleet
East Coast Fleet	North Wales Fleet
Suffolk Fleet	Poole Fleet
Broads Fleet	Solent Fleet
Fenland Fleet	



Hopefully the passing on of the plate will produce more fellowship between the fleets.

## Adieu and Farewell



This is my last Rotafleet News. I have occupied the editor's chair for four years (and four years before that as District editor) so I am passing the helm, not to mention the green eyeshade and strong red pen, to Andre Hawryliw.

I've enjoyed my time in this chair and meeting so many of you at IYFR meetings and conferences.

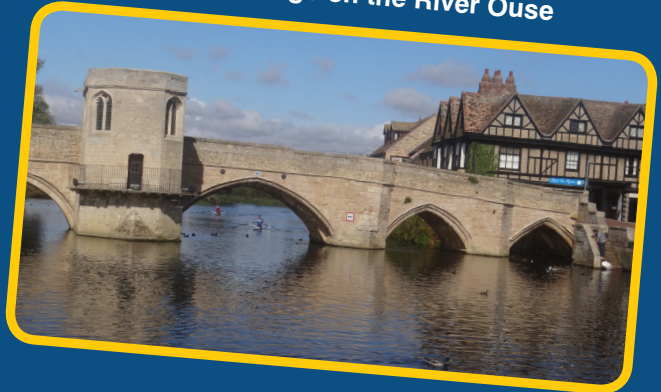
Andre can be contacted at [andre@hawryliw.plus.com](mailto:andre@hawryliw.plus.com)

# Around the Fleets in Pictures

Fenland Fleet with Commodore



St Ives Bridge on the River Ouse



Bob's Room at Towcester Conference



East Coast Fleet afloat



Thames Fleet handover

