

The official Newsletter of the International Yachting Fellowship of Rotarians  
in Great Britain and Ireland



# Rotafleet News



The International Fellowship of Rotarians is a group of Rotarians dedicated to the promotion of yachting and other boating activities as an opportunity for friendship and service. This fellowship operates in accordance with Rotary International Policy but is not an agency nor controlled by Rotary International.

## Autumn 2012

It is all change on the UK&I Bridge with a new set of officers to guide us through the next two eventful years. The first and most obvious change is in the format of this newsletter which has been reduced in size □ but not in content! □ to provide a better match to the new Post Office charging bands. As some of you will know, postage is now charged on the basis of size as well as weight with A4 being considerably more expensive than this A5 size. In this age of austerity GB&I is playing its part! Hopefully you will like this new format, and indeed might find the smaller size more manageable but no less readable.

Your new UK&I bridge officers were nominated at Whittlebury Hall on 8<sup>th</sup> March and held their first bridge meeting at Ellesmere Port on Sunday 8<sup>th</sup> July 2012. They are:

Commodore:	Annette Lewis <a href="mailto:Annette-lewis@ntlworld.com">Annette-lewis@ntlworld.com</a>
Immediate Past Commodore:	Bob Burns <a href="mailto:Robert.burns1@tesco.net">Robert.burns1@tesco.net</a>
Vice-Commodore:	Rodney Davis <a href="mailto:randjdavis@btinternet.com">randjdavis@btinternet.com</a>
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### **Commodore's Editorial**

My term of office started on an unfortunate note with the disbanding of the Broads Fleet due to the lack of a Rotarian willing to assume the role of Commodore. There has been a suggestion that we form North Broads and South Broads fleets to alleviate some of the logistical problems experienced by the original fleet. Meanwhile some members have transferred to other fleets and I would like to thank all the past officers for running what had been a very successful fleet. I will keep

you updated on the progress of the two fleet suggestion.

Otherwise my first few months have concentrated on promoting IYFR and what non-members are missing. For example my husband Brian and I manned an IYFR stand at my own District Conference in Telford with quite a bit of interest shown. The IYFR stand was also displayed at the Scottish Boat Show in Glasgow by Bob Burns, Ann, Joan Quaile, Brian and I promoting not only IYFR but Rotary itself. An article has also been published in my own District News magazine, and four other Rotary Districts have agreed to publish the same article in their local magazines. I submitted an article to RIBI for inclusion their monthly email newsletter which is sent out to over 30,000 Rotarians and the response so far from that is very encouraging. I would like to congratulate Bob Burns on the excellent article on IYFR he published in the latest edition of 'Rotary Today'.

I am determined to let Rotarians know what a good time we have in IYFR and hopefully it will persuade more of them to join us. Interestingly Brian and I attended the Rotary Sail over lunch in Cowes at the Royal Yacht Squadron where I was very surprised to learn that not a single member of Cowes Rotary Club owns a boat!

We have also attended the Area One IYFR AGM in Istanbul in company with Bryan and Chris Skinner, Bob Burns and Ann Lockhart. It was a super weekend but absolutely exhausting. Despite that I would thoroughly recommend members to attend these meetings as the fellowship is superb. Our next Fellowship and AGM weekend will be held 15/16/17th March 2013 at Kings Lynn.

For the 2014 AGM weekend we have something very different I am delighted to be able to tell you that this will be a joint fellowship weekend with the Flying Fellowship to be held at the Dolphin Hotel situated on the banks of the river Great Ouse at St Ives in Cambridgeshire. March 6/7/8<sup>th</sup>. The Fellowship members will be arriving in their planes and using a local farmers' field for landings. Full details will be sent out in due course.

Finally I would like to offer my best wishes for the coming festive season. Happy Christmas and a Prosperous New Year and fingers crossed for better weather for boating in 2013.

*Annette Lewis*

### **Fellowship Weekend, Whittlebury Hall, 8<sup>th</sup> March 2012**

With many narrow boat members in IYFR, Whittlebury Hall was chosen for the Spring Fellowship Weekend because of its proximity to the National Canal Museum.



Normally catering for visitors to the nearby Silverstone racing circuit, the Grand Union Canal provided a tranquil alternative to the racing cars being revved up and prepared in the background to this large splendid country hotel. Although of traditional appearance it is only a few years old and featured the full range of modern



facilities from Aromatherapy to Zen, although the various bars also got a lot of attention from the membership! The weekend started with an informal dinner on the



Friday night, followed by a canal cruise to the famous Blisworth Tunnel and a formal celebration dinner on the Saturday. At 3,076 yards (2,813m) Blisworth Tunnel is the third-longest navigable canal tunnel (143 feet or 43 meters deep) in the UK canal network and a major link between London and the Midlands. After an earlier tunnel collapsed the present structure opened in 1805 and was functional up to the 1980s by which time the brick built roof had sagged to the point that it was dangerous and no longer navigable. Major relining with concrete rings enabled it to reopen in 1984, and

this reconstruction was also used to test future components for the channel tunnel built later that decade. As you can see a great time was had by all!







### **Immediate Past Commodore's Report**

At the RIBI Conference in Bournemouth we had a recruitment stand and raffled a radio-controlled sailing boat left by the late Andrew Mitchell and raised £211 for the Jubilee Sailing Trust. Returning via the East Coast to present John Negus of the Suffolk Fleet with the Holt Leisure Parks Limited 40<sup>th</sup> Anniversary Commemorative Bottle of Malt Whisky for all his work over the years in organizing Thames Barge sailing for the disabled on the River Orwell, this also gave me the

opportunity to present that radio-controlled sailing boat to the surprised winner of the raffle, Christine Molyneux, Commodore of the East Coast Fleet.

May saw us at the RI Convention in Bangkok where IYFR member numbers were down again, although those present did still enjoy themselves. The IYFR functions were supposed to begin with a poolside 'Meeting and Greeting' evening, but this had to be moved indoors to a hotel room due to wet weather (them too!) Later in the week the IYFR-AGM started at 8am, which required us to leave our hotel around 6.30am. Not surprisingly the AGM was not well attended by members! The big surprise was that the proposed rule changes were all carried: apparently a future 'Rotafloat' will carry a breakdown summary of the voting, at least in terms of Regions if not by Fleets. The Treasurer's Report simply stated that 'We are solvent' and whilst overall income and expenditure figures were given no budget was proposed for the coming year. In the evening we all had a very enjoyable dinner at the Blue Elephant Restaurant in Bangkok.

We also took our turn on the IYFR stand in the House of Friendship during the course of the convention and immediately following we were transported by coach to a river retreat for the Post Convention Cruise. Here we stayed on restored rice barges which had been converted into houseboats. The retreat is owned by a princess in the Thai Royal Family who is married to a Rotarian. He acted as our host throughout our stay and looked after us very well, paying great attention to detail. We sampled local food and entertainment and visited local markets, which were all very enjoyable and gave us a great experience, although they could not be described as a cruise.

On our return we headed south to join the Sussex Fleet for their "Kids Out on the Water" Day. We thoroughly enjoyed the whole experience and I was delighted to be able to present a second commemorative bottle of malt whisky to John Blake for all his work over the years in organizing this event.

Then it was on to the GB&I Hand-over Event at Ellsmere Port. Once again I should like to record my sincere thanks to all the members of my Bridge who supported me so well during my two years in office.

*Bob Burns  
Clyde Fleet*

### **Hand Over Weekend, Ellsmere Port, 6<sup>th</sup> July 2012**

Continuing the narrow boat theme, but this time where the canal system meets the sea, the Bridge Handover Dinner was held at Ellsmere Port on the River Mersey. The main excursion was to the Anderton Lift, although some ladies might claim it was a visit to a nearby shopping mall! Originally built in 1875, the Anderton Lift is a masterpiece of Victorian engineering using two counterbalanced caissons to transfer boats the 50



vertical feet between the Weaver Navigation and the Trent and Mersey Canal. Closed due to corrosion in 1983 (Cheshire salt was its principal cargo), it reopened in 2002



using modern materials to overcome these problems. The Falkirk Wheel is an alternative modern solution to the same technical problem, and both work on minimal input of energy (about 5KW). Both include fascinating visitor centres describing the different technical challenges and how they were overcome at different times.



The weather was surprisingly good for 2012 and a brilliant day out was followed by a superb dinner with a speaker from the Waterways Museum adjacent to the hotel.



At the handover Bob thanked everyone that had assisted him through his period of office and he recounted his visits to the various fleets and the resounding friendship he had been shown. Whilst welcoming her new Bridge on board, Annette developed the theme of IYFR membership frequently preached by Bob: with a generally aging Rotarian population, the membership of IYFR is reducing as members either give up their boats or retire to warmer climes. Perhaps a new entry route is to attract members to IYFR and then get them to join Rotary, rather than trying to get existing Rotarians with boats to join IYFR. Certainly the fun to be had with boats in IYFR is second to none, opening global as well as local opportunities for friendship.

## The Queen's Diamond Jubilee River Pageant

The Diamond Jubilee was the principal event of 2012 and Alan Thomas of the Suffolk Fleet was very privileged to take part in the Queen's Jubilee River Pageant aboard the historical lifeboat '*James Stevens*14'. The journey started at 2100 on Thursday evening, departing Walton for a night passage to the West India Dock, a rather daunting night passage in an open boat in this year's terrible weather.



"We set off heading for Medusa, turning into the Wallet, crossing the Gunfleet Sands using the Wallet Spitway, Swin Spitway and Whitaker, turning down the Middle Deep, passing West Swin to Starboard onto SW Barrow, then crossing the estuary to the Mid Swatch, passing Sea Reach No2 to Port, before turning up the Thames, following the buoys along the South bank. We made turns for 7 knots pushing a foul tide down the coast before picking up the flood for the passage up the river. The sea was smooth with a N/NE force 3/4 following us, so we made good time. Once we were well into the river, out came the stove and bacon butties with tea all round. We arrived at the Greenwich Yacht Club pontoon at 0730, ready for a very welcome break, and especially the use of their facilities.

"We had to sit at Greenwich (which luckily we had booked ahead) until 1030 before setting off for our locking into the West India Dock at 1130. That was some sight, with 60 historical boats of all sizes and shapes waiting in a cone to enter the sea lock. Difficult to believe how we all got in, but we did, before rafting up with the other historical lifeboats to undergo scrutiny and then be issued our numbers and buoy allocations. This and getting the boat tidy and sorted took most of the rest of the day: dropping the masts and loading stores (beer etc); having more security checks, and finally being issued with our pass bands.





*Locking into the West India Dock, Friday Morning*



*Narrow boats (55 of them!) all exiting from the lock at the same time*



*Tony brought this Liverpool class lifeboat around from Bristol single handed, except for the dog which kept a sharp lookout and is warning him about us!*



### ***Barnabas***

“An old friend of mine, a dipping lugsail mackerel driver from St Ives, now based in Falmouth. I learnt to handle a large dipping lug on her, at the time only sail and oar powered and 60ft long. Now cheating with an engine, a galley and a loo(!), she was originally built for Barnabas Thomas, hence the name.

“Picking up our mooring had a certain drama about it until we were clear which one we were supposed to be on. We were moored two abreast fore and aft, with another two boats on the same buoy ahead and astern of us, so six boats sharing two buoys. Luckily the boat alongside us was another historic lifeboat with a very welcome toilet! We were now moored in our pageant position and ready to go the next day.



***No stamina these youngsters of today!!***

“Having picked up the mooring and squared away by 1330, we waited with growing impatience for the water taxi. It turned out that only one was operating, serving several hundred boats, with thousands of people all wanting to get ashore. Worse, it could only handle twelve at a time! Anyway, I eventually got ashore at 1700 and headed for my hotel and a kip, before meeting up with Gill and my son Martyn for dinner in Covent Garden.

“Next morning dawned grey and drizzly, and by a stroke of brilliant naval planning we, in an open boat without facilities or shelter, were scheduled to be boarded first in the rain. Better equipped boats were boarding up to four hours later! So out we went at 0730, sitting around until 1330 and waiting for the big off, whilst being interviewed by passing news teams and having our final security checks. Before being issued with our pageant flag we were advised that if this was not clearly displayed all the way down stream, together with our position numbers, we would be taken out (not sure what that meant, but it sounded ominous!)

“We were in H-Group (historic vessels) and were directed off our moorings in order by H Commander, who instructed us to stay in formation and maintain 4 knots. By now the rain was making an unwelcome appearance!



*Waiting for the off, looking upstream*



*The oar propelled fleet passing through – only another 10 mile to go!*



“So off we went. It is impossible to describe the sights and sounds of a million people manning the river bank, cheering and clapping. A thousand boats generally obeying the rule to keep the sound signals down and maintaining strict VHF control on their assigned channel. Moving together down river it was fortunate that the Thames barrier had been raised, reducing the river flow to 1 knot. At first we had trouble with the boat we were following: its speed was inconsistent, and with a passenger vessel following which kept pushing up onto us. However we soon spoke to the other lifeboats and broke away a bit to form formation of our own. Our river instructions told us which bridge arch to pass under and with whom, so we followed the North bank of the river.



*People everywhere!*

“By now the rain was serious, so we snuggled down into our oilskins and took it like men. We did have a freelance photographer on board whose waterproof clothing was more fashionable but rather less suited to the conditions!



*Somewhere near Tower Bridge, by now rather wet*

“The Queen was amazing, standing through the whole event regardless of the weather. She even had a special wave for us as we passed (the lack of clarity is due to the rain!)



### *A wave for James Stephens14*

“We then had to stooge around for a couple of hours before our locking-in time at West India Dock. We tried to get to our pre-arranged waiting berth on the Greenwich Yacht Club to drop off the now very wet and miserable photographer, but could not get close through the swarm of small boats. When the time came to enter the lock it was controlled mayhem, with lots of tired crews all jostling for a space in what became an incredibly full lock of boats. Again the lifeboats stayed together and made a formidable group heading for their in the lock, with the over fifty other boats. By now the wind was causing some problems, with several other boats pinned against the wharf wall just under the Gun pub! We got in by 2000, making fast on the outside of the lifeboat raft. A quick tidy up and then off to get dry with a pint and something to eat before bed. All in all a fantastic and memorable day!

“On the Monday we mustered at 0900 for a 1030 locking out. The harbour master wasn’t pleased to see us in the lock as the tide in the river was foul going south and only boats heading upstream were supposed to be in. But we had a cunning plan so we snuggled into the middle of the lock and couldn’t be got out again easily! Eventually he threw up his hands and called across that it was our decision. He didn’t know that we had a rather large diesel engine throbbing away, so out we went hidden amongst 50 narrow boats. Turning away from them to head downstream and hugging the South bank as close as we dared to avoid the worst of the tide, we made a comfortable 6 knots at 1500rpm heading downstream. The weather forecast was not brilliant, so in the event we had slight seas with the same NE force 4 now on the bow, keeping close

inshore until the tide became favourable. A bit too close at one point when the bottom could be sensed, resulting in a sharp turn to Starboard, where the tide picked us up and we made nearly 8 knots back up the coast still turning 1500 rpm. By the time we reached the Spitway through the Gunfleet sands we were at LWS, and again we sensed the bottom over the sandbar (that is, heavy steering and a following wake) before turning back up the Wallet.

“Off Frinton we had a rendezvous with a plane which took some photos and filmed us, before passing close to Walton Pier where we waved to some of the families waiting to meet us coming home. Eventually they greeted us back on our Walton pontoon at 2100 with a very welcome bowl of hot soup”.

Altogether a fantastic five days in an open boat. 185 nautical miles at an average speed of 6.2 knots and burning 225 litres of diesel. Where to next – perhaps the Calais Classic Boat Fest? It’s a pity the BBC treated the pageant more like a cookery programme and paid little attention to the boats. Imagine the stories that could have been told! For example, the little Dunkerque boat with a veteran on board who was saved by that particular boat, or the James Stephens which saved hundreds of lives during her career (96 in one go alone!).

### **150<sup>th</sup> Anniversary of HMS Worcester (1862-1968)**

#### **The Thames Nautical Training College, Greenhithe, Kent**

Another celebration this year was the 150<sup>th</sup> anniversary of the training college HMS Worcester which included SV ‘Cutty Sark’ and Ingress Abbey at Greenhithe in its facilities. Captain Hugh Williamson and his wife Lyn (Humber Fleet Commodore) recall the events around midsummer, 21<sup>st</sup> June 2012:

“How harsh and spartan it was in those days, but the boys (cadets) left the ship as men to follow careers in shipping, maritime affairs and the law. The three day event in Portsmouth gathered some 600 Old Worcester Cadets and their partners, including many Rotarians, from all over the world. It was a glorious and emotional experience for the cadets known by their year of departure, Hugh Williamson being a 49er! The ‘Worcester’ ensign was flown from both Portsmouth Cathedral and Gunwharf Quay, where 25 yachts of the ‘Old Worcester Yacht Club’ were moored.

“Events started on the Wednesday with a reception at the Royal Maritime Club where college memorabilia had been brought from its usual display in the Nelson Room at Chatham Dockyard. Expertly arranged trophies, photographs, books, reports, uniforms and copies of the college’s ‘Dog Watch’ magazine brought back the memories. Even

the cadets' dressing gowns in navy blue with white piping and an embroidered "W" on the chest!

"In the afternoon there was a cruise around the RN Dockyard, the large party being divided across three ships. After inspecting 'Ark Royal' and other RN ships the parties were piped ashore by the British Legion Victory Band and the Portsmouth Sea Cadets, who continued to entertain with medley of nautical music. As dusk approached there was an eerie lament on the bagpipes as Capt James Cole played 'Highland Cathedral', and then the Worcester ensign came down to the sound of the Last Post and the National Anthem. Many an ancient mariner was moved to tears.

"Thursday started with tours of the 'Victory' and the 'Warrior', followed by lunch in 'Boathouse-7' where people were seated according to their year of departure so that old shipmates could be found. In the evening there was a formal dinner in the Guildhall attended by Princess Anne who really did show her excellent sense of humour and pleasure in the occasion.

"Friday was a service of celebration in Portsmouth Cathedral and to remember the 'Old Worcesters'. The whole city must have heard the hymns, delivered with such gusto by the aging cadets. Events ended with a farewell lunch at The Royal Navy and Royal Albert Yacht Club. So many old friends not seen for 50 or 60 years! Every one left with a wonderful feeling of having been so lucky to have had the training of a "Worcester Boy".

### **Zeeland Cruise, Summer 2012**

Four Rotarians (Lyn & Hugh Williamson and Patrick & Anne Tyrell) plus three of their chums took the North Sea Ferry from Hull to Zebrugge, where they chartered the 42' "Mazurka" to explore the tiny ancient walled towns of Zeeland.

"It was a pure delight! Each town or village is so full of history and character, each with its own yacht club which made us so welcome with a safe berthing, and plenty of lovely spots to eat and explore ashore.

"After familiarising ourselves with the "Mazurka" in Zebrugge, we took the coastal tram to Ostende for dinner at the Royal North Sea Yacht Club, where we were quite at home having visited the previous year during the Four Nations SB3 event. The next morning we left Zebrugge in good time to proceed by sea to Flushing on the the River Scheldt, and then onwards by canal, waterway and lake to Middlesburg. This is the ancient capital of Zeeland with lots of medieval history and 16<sup>th</sup> Century buildings, not to mention an excellent yacht club with plenty of dining choices.



“Then it was on the Verre which was the prettiest and most charming of all the stops. Interestingly this had many trading links with Scotland and is known for its 17<sup>th</sup> and 18<sup>th</sup> Century Scots houses, and many ancient Scottish families which presumably accounts for the Saltire flag seen flying at several locations. There was an excellent yacht club and many good restaurants in the town. By coincidence the next day was one of three traditional market days held through the year, and it was amazing to see people of all ages in their traditional dress which reflects their occupation from dairy maid to rope-maker and all trades in between. If you ever go to Verre make sure you schedule one of these market days, they are a feast for the eye.

“Goes followed with another warm welcome. This has such a small harbour that we only just managed to work our way in. Then it was on to Zierikzee on the East Scheldt before making our way back across several large lakes and a few locks to Verre, Middlesburg and Zeebrugge. Back in Zeebrugge we found it was the Dutch/Belgian Navy Day and their entire fleets were in port, where the whole town had turned out to greet them (and us!).

“The sailing passages across sea and fresh water were excellent and highly recommended. All this just a short ferry crossing from the UK!

### **More IYFR Links to the Low Countries**

The East Coast fleet has had a long association with the South Netherlands fleet with visits being made across the North Sea. This year we were kindly invited to join them for the handover and installation of their new Commodore. The Dutch Fleet changes its Officers during the Whitsun holiday which to confuse things is one week later than the U.K.



***Feeding the Five Thousand!***

In the past, the fleet had sailed over, but this year, because of time commitments and the red diesel problem in Belgium, we were unable to do so. A quick trip on Eurotunnel allowed us to make the best of the fine weather to drive up instead.

Past Commodore Robin and Rosemary were able to navigate to Neumansdorpe the home of Dick and Jenny Veldhoen where we met up with the Dutch fleet and guests, with, surprisingly, very little disagreement on the course to take or diversions to see the scenic route! Dick had provided moorings for members of the fleet and a wide variety of boats were present having travelled from all parts of the Netherlands. We missed the afternoon's sail but did arrive in time to take part in the barbecue which, on a very pleasant summer's day next to the water, passed the time in a very agreeable manner and gave us a chance to catch up with old acquaintances, although for Jenny and Dick it must have been like feeding the five thousand!

The next day we all arose, bright? and early, for a communal breakfast, which was supervised by Dick and Jenny's two German shepherds, following which we took to the water for a treasure hunt combined with a quiz (in Dutch!).

The object of the exercise was to find places from the clues given and to collect rubber ducks from the locations, sadly the weather deteriorated which meant that the expedition had to be cut short.



### ***On the Search for Ducks!***

On our return to Dick and Jenny we met up with more old friends including past international Commodore Arnold Verkade and his wife who had many memories to share. The Commodore of the North Netherlands fleet came along to give his support for the handover.



*Watch out for that Ferry!*



*Past International Commodore Arnold*



*Commodores Old and New*



*The New Commodore is Installed*



### ***The East Coast fleet's last trip to the Netherlands***

We all then descended onto the local Skipper Husse which provided an atmospheric venue for a very lively handover to the incoming Commodore. We again were able to meet up with lots of old friends who asked after and asked to be remembered to their many friends in the UK. Sadly, we had to return to the UK the following morning but were glad that the connections between our fleets still seem strong.

*Robin Sudlow*

### **Whiskey Presentations for Rotary Services Rendered**

In 2009, Holt Leisure Parks Ltd (Kip, Craobh and Fairlie Marinas) commissioned the bottling of a special Speyside single malt in presentation bottles to commemorate their 40<sup>th</sup> anniversary. These were then given to commodores of yacht clubs to use as they wished.

The Commodore of the International Yachting Fellowship of Rotarians in Great Britain and Ireland (IYFR, GB & I), Bob Burns, chose to present his to the Rotarian member, who, in his opinion, had made a special contribution to helping disadvantaged children experience the pleasure of taking to the water. The motto of Rotary International is 'Service Above Self', and so he thought that this would be an appropriate use of the special whisky.



Two members qualified and Bob was unable to distinguish between them. However, Jim Berry, of Craobh Marina, kindly came to the rescue and arranged for a second bottle to be made available to him.

The first bottle was presented to John Negus of the Suffolk Fleet of IYFR, who for 20 years has been arranging trips from Ipswich, on the River Orwell. Every second year,



he hires a Thames sailing barge for two days and each day children with physical and learning difficulties are driven from their various special schools to the marina at Ipswich. There they board the barge and are taken for a sail down the River Orwell, past Harwich and Lowestoft, and back to Ipswich. They are allowed to participate, helping hoist sails and even taking the

helm, all under the watchful eye of the skipper, who provides the barge for minimum cost. Rotarians from a variety of neighbouring Rotary clubs assist on board, while their partners help with lunch etc. Donations are sought from local stores, in the form of food, while local Rotary Clubs help with financial donations. The day is rounded off with fish and chips, followed by apple pie and custard, which are delivered to the boat. The joy on the children's faces throughout the day renders words unnecessary to express thanks to John for all he has contributed to these children over the years.

Bob presented the second bottle to John Blake of the Sussex Fleet, who again for over



20 years has been organising an annual day sail for disadvantaged children, in small boats, as part of the national Rotary 'Kids Out' day. Each year he heads a team who bring together over 40 boat owners, with their boats, to take the children and carers for a sail in Chichester Harbour. They leave from different marinas, but all sail to East Head, where they

anchor for a packed lunch, now kindly provided by the local council. While the boats

are at anchor, if available, the lifeboat visits the boats and the lifeboatmen speak to the children. The Coastguard helicopter also flies overhead for the kids. The boats then return to their respective marinas, for the children to be driven back to their special schools. Each year around 150 children enjoy an experience which they, otherwise, would never have had. Again the pleasure on the children's faces tells all.

Both John Negus and John Blake have started and maintained, with the help of others, traditions which over the years have brought untold happiness and joy to many children, who often have very little to be happy about in life. They are both truly worthy of recognition in this small way. Many thanks are also due to Jim Berry and the management team of Holts Leisure Parks Ltd for making it possible.



*Hoisting Sail on "Hydrogen"*

### **Fleet Travels with the "Golden Hind" Plate**

Within IYFR there exists a trophy plate whose provenance is uncertain but whose purpose is to promote fellowship between the fleets. Judging by the inscription on its base it has been in existence for a long time, and it was recently agreed to circulate it amongst fleets by geographical rotation. As the summer found it with the Humber Fleet, the next port of call was the East of Scotland. The two commodores agreed to sponsor a hand over weekend in Alnwick, roughly midway between the two locations, and although a number of members from both fleets have sailed into Almouth before, uncertainty with this year's weather dictated more prosaic forms of transport.



The plate is a substantial item, some 14” in diameter with its reinforced case and stand. The ‘White Swan’ hotel was the ideal venue for a handover in 2012: the



restaurant is the First Class Salon from the ‘Olympic’, salvaged when the only surviving, sister to the ill-fated ‘Titanic’ was scrapped in Newcastle! All the carvings and décor are identical, and have even been used for a TV series on the famous disaster. Suffice it to say the weekend was a great success for the two fleets, with many visits to the excellent local attractions by day, and good food and

friendship in the evenings. The plate’s next port of call on its grand tour of IYFR-GB&I will be the Clyde Fleet.



**Webmaster Vacancy**  
**IYFR GBI Bridge is looking for a new Webmaster!**

Would you or someone you know like to take on this very interesting assignment to replace our Webmaster John Barnsley who is retiring from the GBI Bridge by July 2014 . We need someone with a little bit of artistic flair who can enhance the public side of our website and make it more attractive to visitors.

You could volunteer if you have some basic IT skills and are

- ⤴ familiar with a “QUERTY” keyboard
- ⤴ able to send & receive e-mails
- ⤴ comfortable using a web browser to browse the internet

To take on the role of Webmaster you would need

- ⤴ A home computer (any type or operating system)
- ⤴ A printer (for convenience)
- ⤴ An ordinary Broadband connection
- ⤴ A little bit of spare-time and an interest in computing

The GBI website is located on a well equipped public service provider. All the computer software used is free – there are plenty of well documented packages available to play with - World Press, Drupal etc. all commonly used by clubs and associations around the world.

It is desirable but not essential that the person who takes on this role should be a Rotarian. The handover period can be as long as you feel necessary, as John is always happy to give on line technical support.

Why not give John a call via e-mail at [iyfrgbi@gmail.com](mailto:iyfrgbi@gmail.com) for a more detailed discussion.

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**Mark the Date!**

AGM & Fellowship Weekend 15th-17th.March 2013 at Kings Lynn

Outline details of all future Fellowship Weekends may be obtained from the Secretary,

Tel: 01493-369332; Email: [george@georgeblake.plus.com](mailto:george@georgeblake.plus.com)