

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.

Spring 2013





Commodore's Ramblings

I have been busy over the winter months wearing a PR hat contacting District Editors all over the UK trying to get articles on IYFR published with mixed results. Some editors have been very accommodating and have published my article whilst others have not responded at all to my request and one said that she would only publish the article providing it was relevant to her district! I must admit that I would like to have sent a suitable reply!

Of the District magazines that printed the article there has been a good response from Rotarians wishing to learn more about IYFR. The most successful bit of PR was to get an article printed in the November Newsletter email that is sent out to members that have signed up to receive it from Rotary International in GB&I. I am still in the process of following up on all the enquiries received and I am confident that we will recruit some new members.

Please do try to promote IYFR within Rotary. Let Rotarians know how enjoyable it is.

The IYFR stand will be on display very soon at the RIBI Conference in Harrogate where Vice Commodore Rodney and I will be promoting IYFR aided by Jeanne Davis and my husband Brian.

I am very pleased that the recent IYFR Grant Applications for projects in the UK submitted from the Clyde, Solent, Suffolk and Sussex Fleets have resulted in them being granted a large proportion of the amounts requested in fact the Clyde Fleet were very fortunate to have been allocated grants against two projects.

If there are any IYFR Grants available in the future it would be nice to see more fleets from the UK applying for them.

GB&I will have a good representation of IYFR members at the International Convention in Lisbon in June. We will also see the induction of the new International Commodore Sergio Santi who is a very likeable person and extremely enthusiastic about IYFR. He is also a member of the Flying Fellowship and will be attending our joint weekend with the Fellowship at St Ives, Cambs. March 2014

Last December I was fortunate enough to be invited to The Flying Fellowship Annual Lunch at the Royal Air Force Club in Piccadilly where I was given the opportunity to put forward our plans for the joint fellowship weekend. After the meal several people indicated that they would be joining us at St Ives although it was questioned as to why we are having the weekend inland! With this comment in mind I think it would be a good idea for fleets to invite Flying Fellowship members in their area to join in with

their various events during this coming season. If any fleets are interested in doing this I can put them in touch with the Chairman of the Flying Fellowship.

I have been sent a copy of Rotary Beacon which is the Flying Fellowship Magazine it is encouraging to see how alike our two fellowships are.

I am looking forward to meeting up with many of you throughout the coming season. Hopefully we will have better weather this year!

Yours in Iyforia,

Annette

Annual General Meeting, Kings Lynn, 15th to 17th March 2013

A total of 74 Iyforians with partners attended the AGM at the Knights Hill Hotel just outside Kings Lynn. This elegant hotel is a tasteful modern rework in traditional style of an old estate house and associated buildings and provided an excellent venue. The official weekend started with a private dinner on the Friday night and the AGM on the Saturday morning, followed by a coach tour of North Norfolk. The Queen's Sandringham residence was an obvious port of call (although we decided not to go in as she wasn't expecting us!). The whole area is full of picture-postcard villages, with ancient churches, village greens, duck ponds and traditional pubs. It is also extremely prosperous, being a favoured haunt of city gents looking for a quick weekend getaway from London and its trading floors.



In the afternoon, dividing into groups, guided walking tours were provided through historic Kings Lynn, originally a Hanseatic Port and one of the foremost medieval harbours in England. The Hanseatic League was a commercial and defensive confederation of merchant guilds and their market towns dominated trade along the northern coast of Europe from the Baltic to the North Sea. The Hanseatic cities had their own legal system and furnished their own armies for mutual protection, although the organization was not a city-state, nor can it be called a confederation of city-states as only a very small number of the towns within the league enjoyed the autonomy comparable to a free city, and Kings Lynn was not one of these.



During the 14th century, King's Lynn actually ranked as England's most important port. It was considered as important to England during the Middle Ages as Liverpool was during the Industrial Revolution. Originally called “Bishop’s Lynn” after its monastic origins, the name was changed by Henry VIII during the Reformation (the locals still refer to it as just “Lynn” to avoid any controversy). For example the left hand part of the carved inscription on the wooden doorway below was likewise excised back in 1537 to remove a similarly controversial religious reference.



AGM Business Summary

Highlights from the AGM include the proposed formation of a new Devon (or South West) Fleet with 10 members and successful IYFR Grant Applications from the Suffolk, Solent and Sussex Fleets with one each, and the Clyde Fleet with two charitable projects. There will be an inaugural meeting about the formation of the new Devon Fleet in Fowey on 4th May 2013, where one consideration will be the proposal for a South Devon Fleet with a North Devon Squadron due to the difficulty sailing between these two coasts.

Under statutory business, the audited accounts to 30th June 2012 were accepted, showing a loss of £1,086 for that period. The budget forecast for the current year also anticipated a loss of £688, but the meeting agreed to retain the current member subscription rate for the year commencing 1st July 2013 as cash reserves were still very healthy. A factor was that the International subscription was not being increased.



There was a lot of controversy concerning recent International rule changes and the travel expenses that could thus be claimed by International Bridge Officers. To prevent these running ahead of income, the meeting proposed that such claims be limited to \$6000 for the International Commodore, \$2500 for the International Vice-Commodore and \$1500 for the International Rear-Commodore. These proposals were to be tabled to Sergio Santi, the International Vice-Commodore for our area, if other rule changes already proposed by him and covering these and other issues were not approved by the International membership.

A key issue at International and GB&I was that the number of members and boats was falling due to an aging membership. Fleets were therefore encouraged to co-ordinate their programmes, particularly with adjacent fleets combining activities to achieve economies of scale and interest. Rotary as a whole has similar membership issues, but it is surprising how few Rotarians know of IYFR and the pleasures to be had. To address both issues, it was suggested Rotary clubs should target their local sailing organisations to gain new members for both.

Finally John Barnsley is making arrangements to stand down as Webmaster, with his duties being separated between two members each with design and maintenance or content control responsibilities. John was warmly thanked by all present for the tremendous job he has done for IYFR as Webmaster over many years.

The Big Debate for 2013: The Weather

After the awful weather of 2012, the big question at the AGM to be heard in aisles and the bars was, “What is the weather going to be like in 2013?” All agreed that 2012 was the worst sailing season on record! The consensus was that Global Warming seemed to be the main culprit with more energy in the atmospheric system.

It seems that this Global Warming has caused the Jet Stream to wander up and down by many hundreds of miles in latitude. Parts of the UK can therefore flip between being North and South of the Gulf Stream, with all of its local implications on weather. However it also seems to be more complicated than that, because rather than being a straight flow, the Jet Stream is allegedly meandering around much more than it used to. As result it also depends where you are along it. Therefore points at the same latitude can also experience radically different weather depending on where they are in longitude as this could leave them on different sides of the Gulf Stream as well.

And the conclusion from all of this science? That the British weather is the same lottery that it has always been! So far 2013 has not gotten off to an auspicious start.



The picture shows sailing off Dysart, another old medieval port on the East Coast of Scotland on a rare occasion in 2012. Dysart was apparently the home port of the ship that attempted to take Alan Balfour to America in Robert Louis Stevenson's novel 'Kidnapped'.

The Sea Cadets

Many people either haven't heard of the Sea Cadets or else don't understand what they are about. For example, most people think that they are part of the Royal Navy, but this is not the case. Unlike the Army Cadets and Air Training Corps, which are sponsored and funded by the Ministry of Defence, the Sea Cadets are actually run, governed and funded as a national charity, The Marine Society and Sea Cadets.

The most important thing about the Sea Cadets is that they intend to give boys and girls a head start in life. There are 14,000 Cadets aged between 10 and 18 in 400 units across the UK, where they are challenged by nautical adventure training to inspire them to grow in confidence and develop essential life skills. Nautical training and water-based adventure lies at the heart of what they do, offering great personal challenge and an opportunity to put navigation and seamanship skills to the test. This develops a real sense of purpose in their lives. They learn a variety of nautical skills, and can also get nationally recognised qualifications from bodies such as the Royal Yachting Association, St John's Ambulance and BTEC. In challenging environments they learn to work as a disciplined team, which grows their confidence. The nautical training is based on being afloat as much as possible.



The Sea Cadets started in 1856 following the Crimean War when sailors returning from that conflict founded the Naval Lads Brigade to help orphans created by the conflict and who had ended up on the back streets of sea ports. By 1889, as a charity, the Sea Cadets received Royal recognition when Queen Victoria presented her local Windsor unit with £10 for uniforms.

In 1919 the Admiralty officially recognised the 34 brigades and changed the name to the Navy League Sea Cadet Corps. A donation of £50,000 by Lord Nuffield (the founder of Morris Motors) enabled the Sea Cadets to expand; and by the outbreak of the Second World War there were 100 units in the UK supporting 10,000 cadets with training in seafaring skills. During the Second World War the Navy League undertook pre-Service training with many thousands going on to active service. In

1942, with King George VI as Admiral, the movement was renamed the Sea Cadet Corps.

Throughout that time, going back to 1856, the Sea Cadet units were created by local communities wanting to give young people instruction on a naval theme. Traditionally, old seafarers typically provided the training while local businessmen funded the unit building, a tradition that continues to this day.

Today the sharp end for the Sea Cadets is tall ship sailing in *TS Royalist*, the corps' flagship. She is one of seven offshore vessels and is the peak of what the Sea Cadet Corps can offer to Cadets : seven days unrivalled training at sea on a 29 metre square rigged brig (and the best of it is that the sea is no respecter of persons). This fosters self-confidence and self-reliance. As one Cadet put it, "Sailing on *Royalist* is an incredible experience and teaches you team work, perseverance and determination, it is an amazing challenge."



Built in 1971, *Royalist* has given some 30,000 young people the chance to experience life at sea, as do the other ships in the offshore fleet. *TS John Jerwood* is one of the powered vessels, and while not as exciting as *Royalist*, she offers excellent opportunities for familiarisation with the sea.

On a more local level most Sea Cadet units have sailing dinghies and pulling boats for training. The Corps has recently introduced a new class of specially designed pulling boats to replace the old naval whalers which were not exactly ideal for small boys and

girls. As always, the value of sea training in character building is that you are always up against the unpredictable elements.

The Queen is the patron of the Sea Cadet Corps and you will have seen the new Trinity pulling boats at the rather wet Diamond Jubilee River Pageant, when 55 of them in diamond formation led the Royal Barge, each carrying a flag of a Commonwealth country. Fortunately for the occasion they were fitted with outboard engines and the cadets were fitted with plastic Macintoshes!

All of these activities are all made possible by the time spent by volunteers, and there are 8,500 across the country, maybe as many as 10 or 20 volunteers with each unit.



As such each Unit is an independent charity in its own right, enabling it to raise funds to meet its running costs, and is governed by a Unit Management Committee. This provides support to the CO and assists in fundraising and builds links with the local community. Unit management is a good opportunity for people with business skills to become involved and there are many links with local Rotary clubs, as well as the Royal Navy which provides help in kind with training and uniforms.

International Area One Annual General Meeting

On 4th October 2012 six members of IYFR (GB&I) left Luton Airport for Istanbul to attend the Area One AGM. After being collected by local Turkish IYFORians we were taken on a scenic drive to our hotel in the centre of the city. IPC Bryan Skinner and Chris were taken to IPC Ferit Berin's house and entertained by Ferit and his wife, while Selda Gerson, the Regional Commodore for Turkey, showed GB&I Commodore Annette Lewis, Brian, Bob Burns and Ann some of the sights of the city. We visited the Spice Market for 'real' Turkish Delight and quality spices before going on to the Grand Bazaar where we could barter for souvenirs to take home.

Friday offered a choice of day tours. Three options included a city tour of Istanbul; or, a sail to the Princess Islands in the Sea of Marmara followed by a horse drawn trip

through the woods before relaxing in the sea or in the local shops; or, thirdly a sail on the Bosphorus followed by a tour of a royal palace.

Saturday morning was given to the AGM chaired by Selda Gerson with representatives from Turkey, Italy, Sweden Bulgaria and GB&I. IVC Sergio Santi highlighted that the membership of IYFR is falling and encouraged members to interest Rotarians of less than 40 years of age, and also to use younger Rotarians and Rotaractors as crew. He urged members to stimulate lukewarm IYFORians and to ensure that Fleet Commodores change every two years in order to introduce new ideas in fleets. He suggested that the IYFR website should be made more appealing and be used to a greater extent. He urged members to ensure that the database is maintained up to date and suggested that the General Rules of IYFR should be kept simple and translated into every language of the membership. He also felt that Fleet Commodores should be allowed to vote on behalf of their members.



The Regional Commodores then reported on their respective Regions. Sadly the common theme throughout was a decreasing membership. Commodore Annette reported on GB&I, with particular reference to the position of the Broads Fleet and the hope for a new Devon fleet. In Bulgaria there is a lack of enthusiasm amongst the members but they are looking at the possibility of forming a new fleet in Romania. In Sweden some of the smaller fleets are combining to form larger ones and so have more interesting meets. Turkey had 11 fleets only 4/5 years ago but now has only 6. Rotaractors are being encouraged to join but they feel IYFR is too old a group, so it has been suggested that they form a squadron or fleet of their own. The Levent Fleet is linking with youngsters in projects to clean the shoreline and similar, and in this way is trying to encourage them to join Rotaract.

IPC Bryan Skinner outlined the history of the IYFR Grants and the issue of the current loading of international regalia and the PCC, via the Ships Store, to raise money for grants was discussed. The meeting was not in favour of such a method of raising funds. Bryan also hoped that the Jubilee Sailing Trust Round the World cruise by the Tall Ship Lord Nelson would be linked with both IYFR and Rotary at destination ports.

After other fleet reports, IVC Sergio Santi concluded by suggesting that the next Area AGM should be in La Spézia, Italy, in October when the Tall Ships call there. Finally he thanked the Turkish members for arranging the AGM weekend this year.

After lunch everyone went to the Naval Museum for a talk on the history and design of the Sultan's Caïques, with a special tour of the museum which included a new building not yet open to the public. This contained many of these actual Caïques, all in beautiful condition. Large ones (up to 24 pairs of oars) were used for official trips and smaller ones (up to 7 pairs of oars) for private use, with each of these Caïques having a matching boat to transport the Sultan's harem!

The food and entertainment was excellent throughout. One evening we were even invited to a buffet at the flat of Sevinc Kuyas, the Istanbul FC, which had a balcony overlooking the Bosphorus. From here we were able to sit and enjoy the lights of the city and the various bridges over the water. On the final evening there was also a formal dinner at the main Yacht Club when more local IYFORians joined us.

These AGM weekends are brilliant fun and are recommended to all at GB&I.

Bob Burns

The Gemini Sailing Project

The Gemini Sailing Project was set up in 1986 to take adults with severe learning disabilities on sail training (www.gemini-sailing-project.blogspot.com). It is a non profit making organisation run totally on a voluntary basis. From the onset, the success of the Gemini Project has relied on the ongoing support of the Rona Sailing Project whose boats, like the Donald Searle overleaf, are chartered for the trips.

Four trips are organised each year: two in the spring and two in the autumn. The crews join the boat at the Universal Marina at 11.00 am on day one, and are back at the mooring ready to go home by 4.30 pm on day four.

The destination will vary on weather and tide, but a typical trip will go to Cowes and/or Yarmouth on the Isle of Wight, via Portsmouth Harbour, Gosport and Southampton Water. The aim is not to go far but to provide the experience of life on board a large boat and as many sailing experiences as possible within the time frame. It is an adventure rather than a holiday, with all crew being expected to join in with life on board and to help in the galley as well as on deck. Safety is of paramount

importance so life jackets and safety harnesses are worn regardless by everyone on deck so as not to differentiate on ability.



The trips sail with a crew ratio of one to one. The skipper and mate are both highly qualified yacht masters, and there are also two other competent sailors who know the boat and are associated with the Rona Sailing Project. The next key person is the 'advisor' who is someone with personal or professional experience of relating to people with learning disabilities, and who has also had previous experience of being a helper on Gemini. The role of the advisor is to make sure that the day to day needs of the crew are maintained, and to advise and support the other helpers when appropriate. Thus the remainder of the team is made up from people from all walks of life and

degrees of experience. The key thing is that all helpers work together drawing on each other's strengths and contributions to create a safe, exciting and thoroughly enjoyable trip for everyone.

(For a number of years John Barnsley's son has had the privilege of being a crew member on a Gemini Sailing Cruise. So as far as he knows, this is the only sail training organisation that will take people with learning difficulties.)

November Fellowship Weekend

The Fellowship week-end at the Brookfield Hotel in Emsworth near Portsmouth in November 2012 was a big success and another great time was had by all. Activities included visits to the Portsmouth Historic Dockyard and *HMS Victory*, with plenty of time to meet up, relax or to suit one self. On the Friday evening, dinner guests were entertained by the Naval Presentation Team. Likewise on the Saturday evening Lieutenant Commander Simon Pressdee spoke about his time on HMS Liverpool during the Libya blockade. The photograph shows Commodore Annette thanking the Royal Navy for their contribution to the proceedings.



Four Commodores Go To Greece

Last autumn the Sussex Fleet finally managed to organise a long talked about charter cruise in the Mediterranean. The party comprised their present Commodore, David Bevan-Thomas and his wife Mary; past commodore John Blake and his wife Marilyn; past commodore Nick Mason and his wife Sue; and past commodore Richard Coleman and his wife Harriet. This group set out at the end of September to the Sunsail Centre in Vounaki to cruise the Ionian Sea for two weeks. Being four couples, they decided that a large vessel was required and so they chartered a Sunsail-444 Catamaran. This had four separate double cabins each with ensuite heads and plenty of room for everyone to relax.



They arrived late in the evening on the first day and were somewhat taken aback by the size of the vessel. The words Gin Palace came to mind, but it certainly seemed comfortable. The next morning, after a rather confusing briefing, they set out North. The first stop was the town of Lefkas where they met up with some Dutch Rotarian friends of Richard and Harriet who had taken their boat to Greece.

The next day it was on to Paxos. This was the longest passage of about 30 miles. Not surprisingly, it was found that the men could do all the sailing and hard work whilst the ladies were at leisure sitting on deck reading or sunbathing. It also soon became obvious that even at this end of the season the harbours were full, especially with Flotillas, and with their huge boat they could rarely find a place on the quay. So mostly they anchored off in the harbour, which at least had the advantage of being lovely and quiet.



After four days at various ports on Paxos they headed south again and then decided to go back to Vounaki to complain to Sunsail about some issues on the boat. In particular electricity had become a problem as between the eight Iforians there were 8 mobile phones, 4 iPads, 3 Kindles and 2 computers. They were all desperate for somewhere to charge up all these toys, so who says oldies don't use technology!

They were also unhappy with the sails. When they told Sunsail that the Genoa was shot, the leech line was not right, a batten was missing from the main, and there was no clew outhall, Sunsail were genuinely surprised to find themselves dealing with real sailors! But in the end these niggles were fixed and they set off to the south this time.

Over the next ten days they visited a number of lovely island spots on Meganisi, Ithica and finally to Kefalonia. The weather was wonderful. Air and sea temperatures were both about 25 degrees centigrade and the sun shone. When it did rain it was in the middle of the night, which was very lucky for the time of year. Each day they found a little bay for lunch or a snack, and had nice warm swims around the boat in beautiful clear waters. They even tried some fishing from time to time, and John caught a particularly nice specimen which was believed to be a good size Bonito. Regardless of species, the fish made a very good starter for everyone at dinner. They did stop in Kefalonia for one day and hired cars to see around to those parts of the island where Sunsail didn't want them to take the boat.

All very beautiful, but the time went all too quickly and before they knew it the time had come had to head back to return the boat. It was a great experience. They got to

know each other much better, enjoyed lovely harbours and anchorages and learned a lot about Greek food. Other fleets should organise similar expeditions (the following photograph is of beautiful Fiskaradho harbour on Cephalonia).



Fenland Fleet Members in South Africa

There is good sailing to be had in South Africa! In late January 2013 Carol and John Cranston flew to Cape Town, where they stayed for several days before joining an escorted tour along the Garden Route to Port Elizabeth via Oudtshoorn, Knysna and Tsitsikamma. They stayed for two nights in Knysna at the Protea Hotel overlooking the harbour, and on one evening the president of the local Rotary club (Ina Thompson) and some other Rotarians met John and Carol for drinks in one of the many quayside cafes. After three nights in the Pumba game reserve they flew home via Johannesburg.

In its time the port of Knysna could provide shelter for up to 50 ships, and the region's abundant timber was exported from the bay as early as 1787. The estuary opens to the Indian Ocean after passing the two large headlands, which have become infamous amongst fishermen due to the numerous boats lost passing through their treacherous and unpredictable waters. Being a difficult port to enter between these two headlands, commonly known as "The Heads", a harbour pilot was employed early on. It was said that Lloyds will still not insure vessels passing through these waters. The port was

officially closed in 1954, but is still the home to many yachtsmen who moor in the marinas.



On the morning of 1st February Carol and John took a boat trip with other passengers across the Knysna River to the Featherbed Nature Reserve, where they landed before being taken to the top in trailers pulled by Land Rovers. Note that in order to protect the splendour of the natural beauty, access to this privately owned Nature Reserve is strictly controlled: numbers are limited, and visits are only permitted in the company of the Reserve's specialist guides. At the top there was the choice of walking down a path, steep at times with steps, or returning with the trailer (Carol's choice, whilst John walked down). The walk was most interesting with the bird life, different trees and flowers, and the lovely views across the headland and river. After the walk everyone had lunch in the restaurant before returning on the boat to Knysna.

Flag Etiquette

With all these trips to foreign parts, a number of members have been asking about protocol, especially with the new IYFR burgee design now available. Flag etiquette is merely based on precedent and convention, akin to good manners, but there can be penalties for serious breaches where national honour is touchy.

The ensign is the national flag of the vessel and is worn (not flown) at the after end, usually on a staff at the stern. A vessel is said to be wearing her national colours and the ceremony of hoisting the ensign is known as 'colours'. All privately owned UK vessels, whether fully registered or on the Small Ships Register are entitled to wear the British National Mercantile Ensign (i.e. the Red Ensign). The ensign is the traditional sign that a vessel is in commission: that is, fully manned, provisioned and ready for sea. In the case of private boats it is customary not to wear the ensign when the boat is moored, unless the owner is actually on board. In such cases, when the boat is in port, marina or moored, it is customary to hoist the ensign at 0800 (in summer) and lower it again at sunset or 2100. In passage at sea the ensign is worn day and night, the primary purpose being to signify that all is well (noting that an ensign hoisted upside down is a symbol of distress).

A Jack is rarely worn these days, but if worn should be at the bow on a Jack Staff. The Royal Navy use the Union Flag as a Jack, which is the origin of the popular but improper nickname of 'Union Jack'. Should another boat wish to wear a Jack, the correct flag is the Merchant Jack, which is a small Union Flag surrounded by a white border.

A burgee is a short three cornered flag bearing the device of the club or association to which the owner belongs. It should be flown from the main masthead to signify that allegiance. Similar square cut flags, called 'command flags' are flown by the officers

of that club, such as the club Commodore. Vice and Rear commodores usually follow naval precedent by showing a single or double round disk (ball) on their command flags.

Note that the command flag should not be flown if the flag officer is not on board or otherwise not attached to the boat. If, for example, a commodore goes ashore for a pint and leaves his flag flying, that is permissible because he is domiciled on the boat. If however he goes home and leaves a friend in charge of his boat, then his personal command flag should come down and be replaced by the club burgee. A command flag does not come down at sunset, but stays flying as long as the flag officer is “afloat and on duty”.

However a burgee can be flown as the owner sees fit. For example, some owners are members of more than one club and they may change these around as appropriate. Indeed it has become practice for owners to fly all their club burgees together, one above the other. However if this is done care must be taken to fly the actual burgee of the club or association under which one is operating at the top.

Note that for practical reasons of rigging it may not be possible to fly the burgee from the main masthead. In such cases another obvious location will suffice, noting that by some ancient tradition the starboard side of a ship is regarded as the senior side and this is where the dominant burgee should go, with any others to port.

Likewise any private flags the owner may wish to fly. These should be square and of distinctive design, usually signifying a special intention such as when the boat is under a racing command. Occasionally one may be required to dress a boat overall, but this cannot be done properly without a full set of International Code flags (that is, at least one of each).

Regarding courtesy flags, when a vessel is in the territorial waters of a foreign state it should fly the mercantile ensign of that state at the foremast head. As most boats do not have a foremast, a superior position must be found, and this is usually the starboard cross-trees for the superiority reason noted above. Note that two national flags should never ever be hoisted from the same halyard because this was only done on warships that had been captured (when the victorious nation flaunted its colours above the vanquished) and is considered very disrespectful.

Finally, please note that the European flag is not regarded as a national flag and should not be used as an ensign. It is a philosophical statement, and as such on a par with a burgee as a sign of affiliation.

This may all sound rather quaint with its origins in a bygone age, but that is how it is meant to be!

The PS Waverley

The *PS Waverley* is the last seagoing passenger carrying paddle steamer in the world and makes passenger excursions from various British ports. She regularly sails from Glasgow and other towns on the Firth of Clyde, the Thames, the South Coast of England and the Bristol Channel. In 2012 the East of Scotland Fleet took a scheduled excursion from Oban through to Coll and back again. For those that haven't had this unique experience, it is a definite must do (www.waverleyexcursions.co.uk) as she proceeds around the UK coast through the summer months.



Defined as “a vessel of pre-eminent national importance” the current ship was built in 1946 to replace an earlier vessel that was launched in 1899, served in the First World War as a minesweeper, and was sunk in 1940 while helping to evacuate troops from Dunkirk. She is powered by a now unique three-crank diagonal triple-expansion marine steam engine built by Rankin & Blackmore Engineers at the Eagle Foundry in Greenock, rated at 2,100 IHP to achieve a speed of 18 knots at 58 rpm. Passengers can watch this impressive engine from passageways on either side of the engine room.



Scottish Boat Show, Kip Marina, 12-14th October 2012.

Commodore Annette and Brian, Joan Quaille, Bob Burns and Ann, with help from Barclay and Fiona of the Clyde Fleet, crewed a Rotary stand that was kindly funded by Yachting Life at this prestigious event. Held every year, it attracts visitors not only from Scotland and the Islands, but also from farther reaches as a quick analysis of postcodes revealed. Visitors had travelled from the south coast of England, West and East Yorkshire, the West Midlands, Wales and Merseyside.



Alistair, the Editor of Yachting Life, delivered many boxes of the magazine together with Welcome Anchorages for the crew to give out during the show. Once the attention of a visitor was captured and two magazines taken, they were asked if they would like to enter a free competition for a collector's decanter of Pusser's Rum before Annette, Bob or Barclay would swing into action with information about Rotary and IYFR. The photo shows Annette drawing the winning entry for the rum.

Not only are boats of every size imaginable on sale, but all manner of chandlery and types of craft, with a theatre area giving cooking demonstrations and even a performance by the Military Wives Choir. A Pipe Band was in attendance all weekend dressed in full regalia and Tommy (the piper) was particularly magnificent. One stand that was especially busy was one that demonstrated a unique adjustable cockpit enclosure (if you would like to know more visit www.habitent.com).

The IYFR stand was situated next to the rear entrance/ exit next to the boat sales and directly in front of which were parked two Bentleys, one blue and the other silver (a

difficult choice as Joan had to explain to the persistent sales person). Since her father regrettably died as a loss to all who knew him, Joan has become a little rusty on the finer points of the Scots vocabulary.

At one point during the show there were so many visitors walking along the main pontoon that the water was lapping over the sides (the technical term for this is sinking). Fortunately there were no accidents and many boats were bought and sold. Fortunately none of the IYFR crew lost toes to frostbite as there was a heater right by the stand.

Winter Wanderings with the Humber Fleet

Braving deep snow in January, the Humber Fleet were joined by members of the now disbanded Broads Fleet and other guests at the Yorkshire Waterways Museum in Goole. The star attraction at the museum is a 'Tom Pudding' called *Weldale* that was restored by Chris Sherburn, one of the Fleet member's sons. Tom Puddings were the boats that carried coal from the mines through Goole Docks and onwards to Nottingham and the industrial West Riding of Yorkshire. The *Weldale* is now part of the Historic Ships Association, and last year also sailed the North Sea to the Thames to take part in the Jubilee Pageant along with the *James Stevens*14.

Many Fleets cease activity through the winter, but it's a great idea to maintain contact with events like this, especially with the good lunch provided by the museum. Gareth Rowland was leaving the next day for the World Ice Yachting Championship on the Great Lakes. Grant and Maggie Allan had just returned from Nevis where their son has a house (and a boat). Les and Glenis Dickenson had covered more distance in their Narrow Boat grand tour of England. Hugh and Lyn Williamson plan to boat on the River Lot in June and sail the Northern Croatian islands in September.

It's amazing what IYFR members get up to and important to stay in touch!

Travels of the IYFR 'Golden Hind' Trophy Plate

The provenance of the IYFR 'Golden Hind' plate has come to light since the last article. It was originally contributed by Rotarian John Halls to the Royal Burnham Yacht Club in 1962, initially for sale as a fund raiser. However as an alternative it was proposed to use it as a prize in a local annual regatta where fleets would race each other, not only from IYFR, but also from other clubs within the Thames Estuary. The first winner was a non-Iforian from Colchester Rotary Club, proving that even then many Rotarians had boats but were not members of IYFR.

Thereafter the trophy changed hands many times until it was won by a boat from the East Coast Fleet, at which point the competition was limited to IYFR fleets, there

being several in the area as well as nationally. However this proved difficult to organise due to the distances involved and the competition soon lapsed. Eventually it was decided to circulate the trophy instead, and this has happened ever since, albeit with some fleets retaining it for longer than others.



In November 2012 the East of Scotland Fleet passed the trophy to the Clyde Fleet at a Joint Laying-Up Supper at the mid way point of Kincardine-on-Forth. The chosen venue was the excellent Unicorn Inn, a 17th Century coaching Inn established 1639. The Unicorn Inn was the birthplace of the physicist Sir James Dewar who invented the vacuum flask and has been blessed by sailors ever since.



The next passage of the plate will therefore likely be from the Clyde to North Wales, so we await its news with interest.

Mark the Dates!

Horning Boat Show, Norfolk, Saturday 4th May 2013

Despite having only 1,100 inhabitants the village of Horning is staging a Boat Show with traditional, modern, luxury and affordable motor cruisers, yachts and launches, as well as inflatables and RIBs. Related exhibitors include marine insurance and finance providers, hire fleets, yacht brokers and car dealers. Among the many businesses appearing are the Norfolk Yacht Agency, Haines Marine, Wroxham Marine, Sheerline Cruisers, Russell Marine, and Hunter Fleet to name but a few. Some boats will be shown on the river and land exhibitors will be based on Swan Green, St. Benet's Green and the Recreation Ground and Village Hall. Horning Sailing Club will be participating with sailing lessons.

The BeWILDerwood children's tourist attraction is supporting the boat show with free parking so there is no entry fee or parking charge. If you want to come and say "Hello", Iforians Betty Woodcock and partner Tony will be in the Information Tent on the Village (St. Benet's) Green. They are the Show Shapers, so if you followed the Olympics you will know what a Show Shaper is!

Kid's Out, Chichester Harbour, Friday 10th May 2013

This year the Sussex Fleet hope to have over 40 boats with up to 150 children taking part in the charity event which is followed by dinner at the Chichester Yacht Club to thank all the boat owners who give up their time to take part. This year Helena Lucas, a gold medallist in last year's sailing Paralympics, is the evening speaker.

Fellowship Weekend, Sedgefield near Durham, 1st – 3rd November 2013

The Hardwick Hall Hotel is the excellent staging point for visits to the historic harbour of Hartlepool and HMS Trincomalee, not to mention the fun and the friendship. (<http://www.hartlepoolsmaritimeexperience.com/>).

Annual General Meeting, St Ives Cambridgeshire, 7th – 9th March 2014

Note that this is not the other St Ives in the South West of England!

Please remember to send all your news, photographs and stories in whatever form to the editor by mail or at andre@hawryliw.plus.com as this newsletter will only be as good as you make it.