

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/Summer 2014

Commodore's Ramblings



Over the past year I have concentrated on raising the profile of IYFR by getting as many articles as possible published in District News Magazines. The latest was in my own District 1070 and comprised a short article and a few pictures from the La Spezia Area One AGM. Some District Editors have been most accommodating, whilst others have said that they don't have space available. Sad to say some editors have also completely ignored my requests!

Of course another way of getting the IYFR message across has been by getting our display stand on view at District and National Conferences. Incidentally we do have space booked at the RIBI Conference in Birmingham during April and we do need volunteers to help on the stand and to get the message across about the enjoyment that we get from IYFR. An article published in the Rotary International Newsletter that is sent out monthly by email has also helped to raise awareness of IYFR.

In December Rodney Davis and I attended the Flying Fellowship Christmas lunch at the RAF Club in London. It was a pleasure that some of the Flying Fellowship members also attended our AGM at St Ives in March and I hope that we can build on this relationship in the future. Their membership numbers are not as large as ours, but their fellowship aims are exactly the same.

As you know the Broads Fleet sadly disbanded in 2012. Part of the problem was the large geographical area covered by the fleet. Over the past year I have been researching the possibility of setting up two Broads Fleets, one in the North and one in the South to overcome this problem. However I soon realised that this would be a very large undertaking. So instead I decided on what seemed to be the more sensible approach of forming a Broads Squadron and build from that. You will note that there is an entry for this Broads Squadron in the new Pink Book that you should have received. We already have a volunteer Captain for the squadron, Patrick Hardiman. It is now my intention to promote it to all Norfolk Rotary Clubs, and also to arrange an IYFR information meeting, possibly over a Sunday Lunch assisted by existing IYFR members. Patrick is very enthusiastic and with our support I am confident that we will achieve our goal of forming respective North Broads and South Broads Fleets. In the meantime the Broads Squadron will come under the umbrella of the Fenland Fleet.

Meanwhile it has been most rewarding to oversee the Charter of a new fleet in the South West, with Chris Witt as their Commodore. It was a concern to me seeing all the dreadful storms in Cornwall that maybe some of our new members had been affected, but on checking with Chris he has not received any reports of damage. Hopefully none of you have been adversely affected by a truly awful winter of storms.

One of our core members had a horrific accident last year, suffering severe burns after becoming entangled with a garden bonfire. I am pleased to say that Mavis Yates is

making steady recovery and although still not able to drive she intends to be with us again in Oxford for the hand over weekend.

Finally the March AGM was the last meeting that I will be chairing as your GB&I Commodore. I would therefore like to propose a sincere vote of thanks to all the other members of the Bridge. Over my tenure they have all been very supportive despite varied personal problems and have fulfilled their various duties in a very professional manner. I could not have done this job without them.

Annette Lewis

Promotional Materials

The best way to promote IYFR is for members to do so at all events that they are involved in. That means not just at Rotary events, but especially at marinas and other boating occasions not related to Rotary. There are probably more opportunities with this approach, plus the double merit of acquiring both a new Rotarian and a new member for our fleets.

Fortunately there seems to be an encouraging increase in demand for the use of the IYFR display screen and the pull-up banners for publicity purposes at District Conferences and so on. The responsibility for storing (and keeping track of) these items rests with the GB&I Vice-Commodore, currently Rodney Davis (and from the 1st July, Robin Sudlow). It would assist them if you could give as much notice as possible if you require any of these items so that moving them from one location to another can be planned as efficiently as possible and we can avoid expensive courier charges.



Robert Jones and Anne Tyrrell man the IYFR stand at the NW District Conference in Llandudno (4 – 6 October 2013)

Notes from the Annual General Meeting

On 8th March 2014 fifty-one members and their partners met at the Dolphin Hotel in St Ives, Cambridgeshire, for the GB&I Annual General Meeting. They were joined by



seven Flying Rotarians and partners, plus the International Commodore Sergio Santi and his wife Laura, who came in their capacity as members of both fellowships. Total weekend attendance was therefore some 107 persons, not counting additional guests at the Saturday night dinner.

Situated on the banks of the Great Ouse, many of the fields surrounding the hotel were still flooded and muddy, as were parts of the car park. Not surprisingly given the severe winter weather, storm damage was a dominant topic of conversation. Fortunately it seems that all members seem to have escaped relatively unscathed. The weather over the weekend itself could not have been better, and the hotel was beautifully situated next to the river and the historic medieval bridge and chapel.



Topics discussed at the AGM included raising the profile of IYFR within Rotary and also to the general boating fraternity, the formation of the Broads Squadron under the

auspices of the Fenland Fleet, and the prior allocation of available grant monies to the Philippines Tragedy because seafarers and fishermen were directly affected, and local



IYFR fleets were ideally placed to allocate funds directly to the point of need without the losses and intermediaries which can accompany charitable donations.

Last Rotary year the fellowship ended with a surplus on that year of £374 versus a projected loss of £1,597. This year ending 30th June looks like producing a surplus of around £180 versus a projected loss of £1,287, dependent on final costs for Rotafleet and the 'Pink Book' recently posted to members. It was noted that postage is a significant cost, with the 'Pink Book' being on the margins of the next postal band



(literally one extra page would have pushed it over!). With a Current Account Balance of £7,657 and a Deposit Account Balance of £2,828 at the end of January, it was agreed to keep the annual subscription at £15 per member.

The highlight of the meeting was the address by the International Commodore, who reported that despite some doomsayers the International Fellowship was in good health with seven new fleets recently chartered, including five in Area One (one each in Croatia and Bulgaria, and three in Africa). As a result the next Area One AGM will be in Varna, Bulgaria, in September (exact dates still to be confirmed). It was noted that the United States was the area with the significant decrease in membership, and



that it now constituted a decreasing part of the whole fellowship. Sergio also explained why all the grant money had been allocated to the Philippines, due to the scale of the tragedy and the significant direct impact that IYFR could achieve.

Finally the members were reminded of the Handover Meeting at the end of June, with advance warning of an Executive Meeting in Cardiff in November. It was suggested that a Male Voice Choir might be most appropriate rather than the usual after dinner speaker!



Cambridge and St Ives



St Ives was chosen for the AGM because of its proximity to a significant proportion of the membership and the number of interesting locations in the area, notably Cambridge. St Ives is also the birthplace of Oliver Cromwell. However the thing that surprised most people was the excellence of the local public transport system, which is probably forced by the extreme congestion and car unfriendliness of Cambridge and its surrounding, mainly medieval, village centres.

The jewel in the crown is undoubtedly the Busway System (www.thebusway.info/). This is based on an old dismantled railway line which was a victim of the Beeching Axe back in the 1960s (big mistake!). The

track bed has been covered with a concrete trough which allows regular buses to travel automatically under computer control, whilst the buses leave the track in villages and towns to behave as normal buses. This seems to be the best of all worlds, preserving



the flexibility of a bus in built-up areas, whilst bypassing congestion and speeding transport in between like a train or tramway. Residents of Edinburgh might consider it a more sensible and cost-effective system than their own (soon to be functional?)

tram. Traps at the ends of the concrete troughs prevent local car drivers from being seduced by the concept. In town the concrete is just flat (no trough) with the bus following an inductive cable buried underneath, so no problem rails for cyclists.



The organised schedule for the weekend included visits to the American Military Cemetery and the Imperial War Museum at Duxford, the latter being mainly concerned with aircraft, both military and civilian (hence the Flying Fellowship).



The American Cemetery was surprisingly interesting, with some significant cultural differences to the British War Graves that many people are familiar with.

Duxford is a must-do for anyone interested in aviation, with last surviving TSR-2 airframe and a Concorde prototype, not to mention a host of other well-known aircraft.



Anyone who spent their childhood building 'Airfix' models will instantly recognise many of the displays, some of which are still in flying order.

Laying Up Over Winter

Winter is a time when many fleets have their own AGMs because members are less likely to be out on the water. Many fleets also start the season with dinner or lunch for Fitting-out, and equally finish the season with a Laying-up social event. The picture



shows members of the North Wales Fleet at their Laying-up Lunch at Bodysgallen Hall. What is your fleet doing to mark the start and end of your sailing season?

Five Rotarians Sail the Northern Croatian Islands

Five Rotarians (Lyn Williamson, Colin Davis, John Crowder, Patrick and Anne Tyrrell), Lyn's husband Hugh, and two of their friends joined the yacht 'Dalmacija' at Sakusan in Northern Croatia. This boat was a 49' Bavaria owned by D-Marine and is based in a huge marina containing hundreds of other yachts, the majority for charter. Together with six other yachts, the 'Dalmacija' formed a small flotilla crewed by the "Little Ships Club". All seven crews had great fun with two fleet dinners on land, two pontoon parties, one dinner aboard, and lots of fun exploring ashore. The flotilla was organised by a retired bag-pipe playing British Ambassador who played his pipes to announce the dinners and the pontoon parties, much to the amusement of the local population and the crews from other yachts.

Sakusan is 7km (20 minutes from the airport) south of Zadar, a famous old Roman and Venetian port which is the main town along Central Dalmatia. Arriving on Saturday, our Rotarians met up with the rest of their fleet at the Restaurant Laguna,

before sailing to Zapuntel on the Sunday afternoon. Zapuntel is on Otok Molat (which means the Island of Honey) and is a beautiful unspoilt village surrounded by stunning wooded slopes. Patrick went for a swim and our skipper found a great little tavern serving the most wonderful fish and then we finished off all the taverna's ice cream for the season.

On Monday we sailed onwards to the island of Rab which King Edward VIII and Mrs Wallis Simpson once visited. Monday evening to Wednesday morning were spent in Rab town, a jewel of a medieval walled town with its four famous spires which are landmarks visible from the sea. Fortunately it also boasts a modern marina with excellent facilities, providing the best of both worlds and it was in Rab that we had the first of our pontoon parties and an excellent rally dinner at a local hotel overlooking the marina. The wine came from vines grown by the hotel's owner and was of excellent quality.

The return journey commenced on the Wednesday by way of the uninhabited island of Maun, and then to Luka Olib – an anchorage chosen because it was sheltered from north-easterlies, which wasn't much help when we were hit by a north-westerly squall! An overnight stay on Thursday at the village of Bozova on Dugi Otok (Long Island) allowed exploration of the German WWII motor torpedo S-Boat facilities and tunnels.

On Friday it was back to Sukosan for our Rotarians, although some other lucky members of the Little Ships Club sailed on to Sibenik Gorge in the following week.

A charter like this is a beautifully elegant way for IYFR members from the UK to enjoy Adriatic and other distant water sailing with the minimum of expense and hassle. You can have all of the fun with none of complexities of ownership: just walk on the boat at the beginning and off at the end, with plenty of low cost airlines to get you there and back.

There are no pictures to go with this article because one of the Rotarians produced an excellent video of the whole trip which can be viewed at <http://youtu.be/K4qtQ1Nv4ek>

Southerly-110 “Go For It” Goes for the Med

We had been to Ireland, Holland, Normandy, Brittany and down France's West Coast as far as Ile D'Oleron, so we fancied some warmer weather and it was so it was an easy choice and long held ambition to head for the Mediterranean this year. We bought a Bimini and a longer anchor chain and set off in mid May.

The weather wasn't great to start with but at least the winds were generally behind us or on the beam. With our new feathering prop and a clean bottom we went like the clappers! Firstly, from Lymington to Guernsey; and then on to Trebeurden and L'Aber Wrac'h and Benodet (quite a long hop for us, going through the Chenal du Four and

round the Pointe du Raz in one day). We had to stop for a few days in each of these places apart from Trebeurden to wait for stormy weather to pass. Then the weather improved a bit, but was still cold, as we carried on downwind to Ile de Groix, Port Haliguen (where we met friends on another Southerly on its way back to the Solent from the Mediterranean through the French canals), Pornichet, Ile d'Yeu, Sables D'Olonne, La Rochelle and Royan, spending a couple of days at each.

This was decision time. Should we go through the canals or around Spain and Portugal? The idea of taking the mast down to go through the canals was daunting.



But it had taken us three weeks to get this far and the prospect of getting to the Med this year receded if we went the long way around the coast. After encouraging exchanges of emails with our Southerly friends we decided to go through the canals. The pilot books said that this could be done in two weeks but we planned to take three. We headed to Pauillac to have the mast taken down. We were a bit surprised by the amount of floating timber we had to avoid, including some fairly large branches, no doubt brought down by all the recent bad weather.

The harbourmaster at Pauillac did a great job of taking the mast down. We had to take off the sails

(easy), loosen off the bottle screws (quite hard work) and disconnect the electrics (scary: lots of photos and labels!) and when the mast was laid down next to the shower block we had to remove the spreaders and wrap all the rigging up with gaffer tape. The harbourmaster stored the mast overnight on the roof of the shower block and was there early the following morning to take it down again when the shippers arrived to take the mast to Agde.

From Pauillac up the Gironde and then the Garonne River, through Bordeaux to the beginning of the Canal de Garonne was a two day trip. It was odd to motor along with no mast and no wind speed indicator. If we needed the VHF it would have had to be the hand held. We still had to avoid lots of timber in the river. We timed our trip to coincide with what we expected to be the flood tide but once we were beyond Bordeaux the water coming downstream proved stronger than the inbound tide for at least two hours out of the six. The river was very picturesque and a highlight was seeing a deer swimming across the river.

The first two locks were manned, but from there on the locks were automatic until we



reached the Canal du Midi. We had a lesson in how to work them from the harbour master at Castets, the first stop on the canal. As you approach each lock there is a wire with a piece of hosepipe hanging down. As you pass the pipe you grab and twist it and that makes an electric connection to the lock to tell it that you want to enter. It then sends out the necessary light signals to tell you to wait or to enter the lock. One person has to get off the boat, either before the lock or up the ladder inside the lock, secure the lines and then push a button to start the lock operation. It then all happens automatically. The locks generally have a rise of about 2.5 metres. When the upstream lock gate opens the

person on the lock gets back on the boat (which has risen up to so stepping back on board is easy), you slip the lines and away you go.

We generally managed about six to eight locks a day. The locks were generally about two miles apart, sometimes much less and occasionally much longer. The automatic

locks don't work until 09:00, and being French they stop from 12:30 to 13:30, stopping again at 19:00. So twenty miles a day was about the best we could expect.

The canals were lined with trees, mainly plane trees and very attractive. Unfortunately the Americans in World War Two brought with them wooden ammunition boxes infected with a fungus which has taken a long time to develop but which has now killed many of these trees and seriously weakened the others. There was a "tornado" when we were about 10 locks from Toulouse and a large number of trees and branches fell into the canal. This meant that the canal was closed for about a week whilst it was all cleared.

Eventually the canal reopened and we were able to press on to Toulouse and the start of the Canal du Midi. We were still going uphill but about 10 locks after Toulouse we reached the watershed and it was downhill from there. It was much easier to operate the locks going downhill. The crew could get off the boat in the lock and tie up, press the button to operate the lock and then simply step back on board, slipping the lines when the downstream gates opened.

We ate well on board most of the time but stopped at all the restaurants with one or more Michelin rosettes. Provisioning was not easy. The canals go through very rural France (having been built to move agricultural products, long before the industrial revolution). We came across villages that didn't even have a boulangerie.

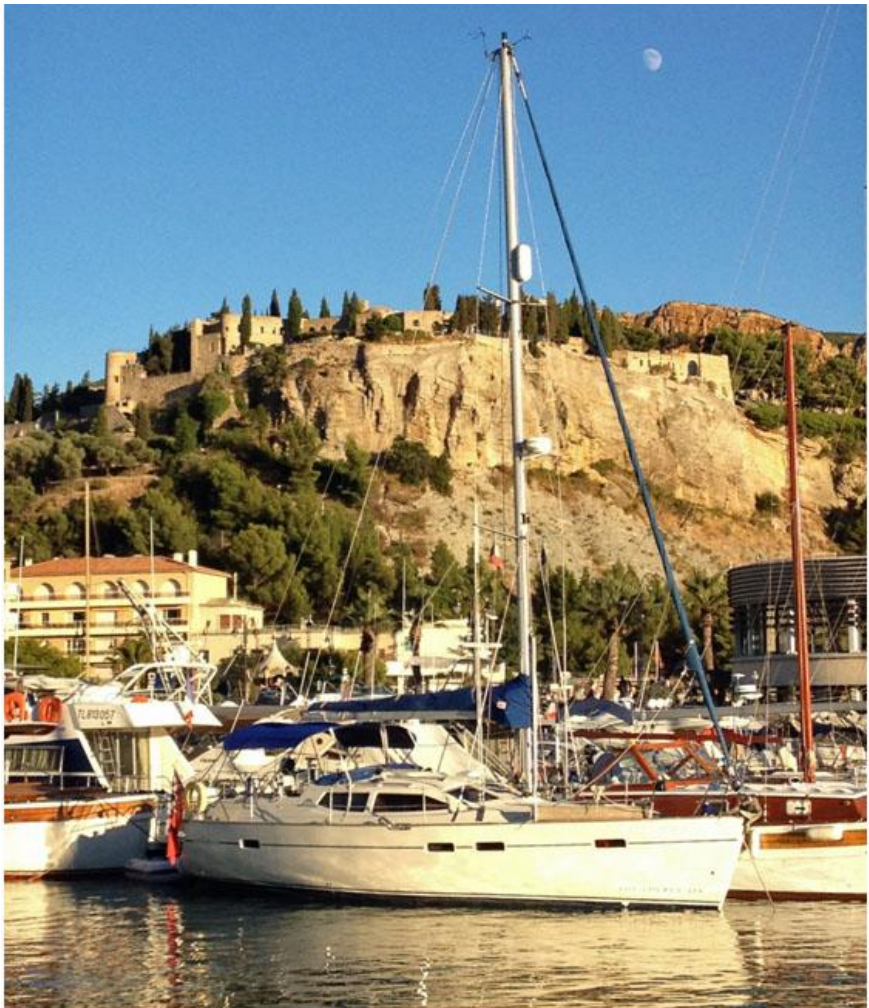
The big towns we went through were Toulouse and Carcassonne. We were very pleasantly surprised by Toulouse, which had a very well run, secure marina. Carcassonne has the superbly restored citadel, but the moorings along the canal bank had no security and we suffered from the attention of a group of drunken and drugged young people who sat themselves down on the canal bank next to the boat and made threatening noises, occasionally jumping up onto the toe rail and down again. The following morning the unused part of our mooring line had been cut and our horseshoe lifebuoy had lost its light. It could have been much worse.

On the downhill stretch of the Canal du Midi several of the locks had more than one chamber. At Beziers the lock had 6 chambers. This meant that there was a queue to get into the lock and there were commercial boats that were given priority. But apart from a slight delay there we found really very little traffic and few delays. We heard that it gets much busier during school holidays.

We reached Agde at the beginning of July and had the mast lifted back on board. Re-rigging and rewiring was not difficult. The weather was great. It was really good to have a mast again and to be able to sail. We found ourselves a berth in Cap D'Agde marina for six weeks at a very reasonable price and after a few days in the sun we flew back by Ryanair to London. We wanted to avoid the congestion and the heat of the

peak summer season. We returned to the boat at the beginning of September and set off eastwards.

At first there was little wind, so we were motoring. We didn't seem to be going at our usual speed. On the second day we noticed steam coming out of the exhaust. We shut off the engine and sailed in two knots of wind into the nearest port. Part of the problem was that our beautiful new feathering prop was heavily encrusted. Fortunately we found a local diver who went under the boat for about 20 minutes and cleared the creatures off the prop, the bow thruster and the log. We also had an engineer check the engine and he identified twigs (!) in the water intake, which had stopped weed from getting as far as the strainer.



We had some fairly strong winds along the coast, firstly the Tramontane, then the Mistral. Fortunately we were going downwind and we went at a good speed with two reefs. One day the forecast force 6 turned into a gale and we decided to take shelter in Toulon. This meant turning into the wind. We found a sheltered spot to take the sails down and motored back into the wind, by then on the nose and blowing at 38 knots. The boat behaved very well but with that amount of wind we could only manage about 4 knots at about 3000 rpm in some comparatively flat water inside the harbour.

We wanted to leave the boat somewhere safe for the winter so we started contacting marinas along the coast as far as Nice to see if they had space, either afloat or ashore. We found that we should have started this process much earlier. Eventually we found a yard in Toulon harbour which could lift us out and keep the boat ashore. We had booked flights back to London from Nice two weeks later so we explored the delightful small harbours and anchorages nearby, including Cassis, Bandol, the Calanques and Ile de Porquerolles and then rented a car for a few days to tour around the inland villages of Tourtour and Vence before flying from home from Nice.

We were glad that we elected to go through the canals. We like being in warm water where we can stop at lunchtime, drop the anchor and go for a swim before settling down to Mediterranean food under our bimini. We like the sun (which continues to shine despite strong Mistral winds). We like the pretty harbours and anchorages. We are really looking forward to going back next year to explore Corsica, Northern Sardinia, the Italian coast and possibly getting as far as the Ionian by the end of the season. We wonder if Solent sailing will have a sufficient attraction to persuade us to return.

Richard Coleman

Keeping a Boat in the Mediterranean

Why keep a boat on the Mediterranean? The weather is good, the waters are warm, and there is plenty to explore. Unlike UK waters, ones' friends/relatives are attracted to come along so crew is not an issue. However retirement or flexible work patterns are essentials for cruising the Med. We chose a boat with a powerful build and a 'sit and view' deck saloon (Regina af Vindo 43).

We are not 'liveaboards'. The boat has been successively left over winter in La Rochelle, Lagos, Peloponnese, Marmaris, Athens, Crete and Port Napoleon (twice). I am not sure that the Black Sea is worth the effort because of the expense of getting through Istanbul customs. West Med marinas are often expensive, especially in the high season, and anchoring is the norm. This needs a modern anchor or one at least twice the size of the supplied classic anchor, assisted on occasion by a riding sail against the backstay (very effective and a godsend). A generator is a big help in limiting ourselves to just one marina visit per week.

In the Eastern Med the local harbours are inexpensive. We prefer berthing bow-on for easier pushing in and for privacy. This does require a stern anchor that is easily deployed. A bow ladder and agile guests are also preferred!

Boat upkeep can be a painful experience. A specialist engineer once cost €800 to fail to repair the generator, and in Greece withholding payment is not a good idea because of the port police. That said although the main engine must always be in first class



order, you can live without most other things in the Med. For example, provided that you can fully charge the batteries at least once a month (AGM batteries are worth the extra cost) a generator is not essential. The engine is important because the wind is frequently unsuitable when making a passage. Motoring is the norm and sailing is a leisure activity.

Chandlery in the Med is expensive and usually quotation based. Even the Internet can be expensive because of flight and courier restrictions, especially on antifouling compounds and fuel additives. Diesel bacteria are a problem in the Med and the water separator bowl needs to be checked regularly, especially at the start of the season. Otherwise it costs about €500 to clean out the tank, so use the best additive you can find (product comparisons can be found on the Internet). Never settle for the one in the local Chandlery, and ideally take

a few years supply along with your boat (the chemicals are only commercially portable across national borders). Removing inspection plates and associated pipe work will ultimately expose small obscure leaks in the fuel system, often created whilst eliminating fuel contamination. Two minutes to fix, but six weeks to find!

We brought our boat back to the UK in 2013. Eight years seemed enough, but not being part of the Mediterranean culture is a loss. The Med involves being on-board in April, May, June, September and October. July and August are too hot, and finding somewhere to leave the boat during this summer break is expensive or subject to risks. Our final spin in the Med was to and from Port Napoleon via Sardinia, Corsica, Elba, Pisa, Genoa, and the Riviera. We broke the journey ashore at Pisa on the Arno, in part to see the sights, and in part to hire a diver to clear the prop growth!

As a postscript, since being back in the UK with this winter's weather, our feelings are a little mixed. We will have to see. At the moment we've taken a winter berth afloat in Suffolk (thank goodness!) and will probably wander down the Channel towards some warmth. Interestingly the job of carer has started to rear its head in 2014 (something to be kept in mind). The Med calls earlier rather than later and our timing has been fortunate.

Michael Fleming

Visiting the River Lot

Last summer Hugh and Lyn Williamson with two chums chartered a Clipper cabin cruiser for eight days from 'Le Boat' based at Douelle on the River Lot. They got there by motoring down from Yorkshire with stops in Kent and the Limousin.

Cahors is the main town of the Quercy region on the Lot, and is famous for its market, Secret Gardens and fine medieval Valentre Bridge. Our passage took us between Luzech and St Cirq Lapopie, and we learnt quickly to try and team up with another boat when entering the locks. These are hand operated and many hands make light work! Wide valleys, steep gorges, dramatic limestone cliffs and hilltop villages dictate and unhurried journey with ancient castles, medieval towns and historic chateaux. So much to see and do, not to mention boating, swimming, canoeing and fishing.



For example, Chateau de Cayx is the French home of the Danish Royal family, and the Queen's Consort's Private Secretary runs the estate. A charming man, he gave us a guided tour of the gardens, cellars and vineyards (we returned to the boat with some of the regions famous Malbec wines).

St Cirq Lapopie is the most beautiful of the 'Plus Beaux Villages' with spectacular views of the river, but a mountaineering climb up to reach it and a slalom back to the

boat. The prehistoric cave paintings at Pech Merle were excellent, particularly because you see the 25,000 year old originals, unlike their more famous cousins in Lascaux.

The gourmet meals were a highlight, especially at La Balandre in Cahors, Marco's in Lamagdelaine, and the Truite Doree at Vers. BBQs ashore were equally noteworthy, washed down with plenty of Malbec.



As an alternative to taking your own boat, 'Le Boat' are really on the ball and offer excellent holidays in France, Germany, Holland, Belgium and the United Kingdom (08456-198372 for brochure).

Port Napoleon to the Orwell

After eight years in the Mediterranean we decided to bring our boat back to the UK. We could have come back via the Atlantic Coast, reversing our original run south, but that was an unnecessary repeat experience with unhelpful winds. Canal was then the preferred option, not least because it would be a completely new experience. However the maximum safe draft limit is 1.80 metres and fortunately a visiting Regina owner informed us that our actual draft was 1.95 metres.

Overland then became the route of choice, not least because it should be well defined with no unexpected events or costs, and would be quicker, gaining a sailing season in the UK. Research showed that the lowest cost solution was to use a British transporter on its return trip, but only as far as Northern France. This is because VAT is payable in the UK, meaning it is £3,000 to Northern France, and £4,500 plus VAT to the Thames Estuary. The Cherbourg Peninsula was the least expensive destination taking

three days by road from the South of France. We organised the St Malo marina as our final road destination.

Lift-out, de-masting and placement took 30 minutes each at Port Napoleon. This is a very professional and expertly run yard with substantial cradles laying up one to two thousand boats per year. Dropping the mast was straight forward although care was required with the cable ends. We stripped everything from the mast (spreaders,



shrouds, radome, topmast, etc), but this was probably unnecessary: and wrong with hindsight as we need only have removed the spreaders as there was plenty of storage space under the hull on the transporter. The least disturbance the easier it is when it comes to reassembly! We did however strip the boat deck of all items, especially the guard rails, and protected the cockpit/pulpit with foam pipe lagging. Protection was always paramount; especially anything that might rub (e.g. foils, shrouds, etc). We used cheap carpet!

To give the best price the transporter company needs maximum flexibility with dates and times, and fortunately the yard understood this and was very accommodating. An escort vehicle arrived with the transporter to make up the convoy. We had negotiated a 50% payment up front with the remainder on arrival. The yacht insurance and that provided by the transporter need to be adequate so be prepared to enhance the cover.

After strapping down the boat in the transporter, the convoy out on to the roadside for the night before an early Saturday morning departure to fit traffic restrictions which vary from area to area. Halting on Saturday afternoon for the Sunday, the convoy resumed again on the Monday and arrived in St Malo early Tuesday. This is when our troubles started.



Firstly our convoy was unable to access the Marina because some overhead apartments were 12cm too low. Fortunately the driver found an alternative 400 tonne lift in the commercial port, and we dropped the mast off at an adjacent harbour

As soon as *Cadenza* was in the water I jumped aboard to open the engine sea cock, only to find that the bilges were flooded. Presumably the repeated acceleration/deceleration of the transporter had forced fuel out of the tank and engine systems. We should have realised beforehand and run the fuel down, but I normally top this up for the winter to prevent condensation in an otherwise partly empty tank. Finding a small corner near the shore, it was an unpleasant job of opening up all the bilges and floorboards, pumping out and cleaning up.

Transporting the items to the boat by bicycle, we re-attached the shrouds, radome, spreaders, lights, etc. Otherwise there was no transit damage apart from the VHF aerial. Eventually we moved out into the adjacent harbour and the 15t crane that already had our mast alongside. The only puzzling thing was that the re-stepped mast

was central at deck level but 2cm forward of its original position at keel level, but we left this for another day.

From St Malo we sailed for St Helier on Guernsey. On the scrubbing posts we reversed the bow thruster props which had been fitted the wrong way around the



previous winter. Leaving St Helier through overfalls, the mast started shaking heavily at deck level and the butyl chocks jumped out. We returned, tightened the back stay and used all the deck winches to force the mast back and forward to secure the aging butyl chocks. Eventually we made Alderney, and the next morning we crossed the Channel to Poole.

Lost relatives started to appear as we progressed from Poole to Beaulieu, Gosport, Brighton, Dover, Chatham, Limehouse, St Katherine's, Burnham-on-Crouch and Titchmarsh. After eight years of not needing it, I have now had the diesel heater fixed!

Michael Fleming

Past Memories: The Origins of IYFR

Whilst the future of IYFR is very important, there cannot be a future without a past and that past began with John Barratt. However it really became a reality with a man called Silva Carter. He ran IYFR from his business office with all expenses incurred paid for by him. Following on from him, was Wilf Taylor with the same system. Members of the East Coast, the first fleet to be formed, realised that this arrangement could not continue, and this is where I came into the picture.

My late husband, Victor Woodcock, was a member of the East Coast Fleet in 1967. In those days the Yachting Fellowship took a room at the London Boat Show, named, (what else!) the "House of Fellowship", where people could pop in for coffee and biscuits. The London area Rotary Clubs were invited to cover sessions, and Victor and I did just that. Silva was a remarkable character. He chatted up all the passing Rotarians, talked boating with his ploy of, "Have you got a boat, even if it is a dinghy?"

Give me £5 and you are a member of the Yachting Fellowship". The House of Fellowship carried on for many years and the AGM at that time was held at the Eccleston Hotel in London.

The raison d'être was always to form new Fleets. Following the East Coast in 1967, there was a gap till 1978 when the Solent was formed and it really got going: 1979 Thames; 1980 Clyde; 1982 Medway. Silva had tried hard to get the Broads chartered, and a meeting was eventually convened at Bury St. Edmunds in February 1984 which Victor and I and Geoffrey Pearce attended. Geoffrey was able to offer the Norfolk Broads Yacht Club for a venue and became Commodore! Victor was an Accountant so became Treasurer, and Silva handed me a notebook and said "Betty you can be Secretary". And so the Broads Fleet was formed, though sadly, no longer with us.

Much to my surprise (after four years with Broads) at the 1988 national AGM I was elected to be the first female secretary of GB. How chuffed I was! At the same time Victor became Treasurer and two years later Geoffrey Pearce became Commodore. Victor and I remained in Office until 1998 when we retired. During our period in Office the AGM and Executive Meetings were held in various parts of the country, originally just for the bridge members of the Fleets and their spouses. Later, the meetings were opened to any member of any Fleet, increased in popularity and snowballed to the excellent experience recently had at St. Ives.



When I started in 1988 the Pink Book was put together on my typewriter (also named by me as I thought pink would stand out) and sent to our local printer. This replaced a very expensive ring binder which already cost 50p to send out by post back in the 80's! We also organised pullovers in many colours, ladies brooches, cap and blazer badges, only to be reprimanded by Rotary in America for inadvertently defacing their Rotary Wheel.

I am delighted to see another lady has now been elected Secretary. I had a thoroughly interesting and enjoyable time in the job working with five Commodores: alas now only two remain with us. Just in case you notice that my name does not appear with Mike Gillam (on page 6), I am still here and hope I will be for the duration of this Pink Book, especially as I will be celebrating my 90th Birthday on 31st August 2014.

Betty Woodcock

PS The "Golden Hind" Fleet Trophy Plate made in 1962 and dating in IYFR from these times is currently with the Clyde Fleet and is due to be transferred to the North Wales Fleet when a suitable date can be agreed. The aim is to gradually rotate it around all the fleets of IYFR in GB&I.

!!! MARK THE DATES !!!

HORNING BOAT SHOW

3rd May 2014

Following its great success last year, this Norfolk event is being repeated this year and all are welcome to attend for a great day out.

OXFORD HANDOVER WEEKEND

27th to 29th June 2014

Rodney Davis takes over as Commodore from Annette Lewis at this event in the Four Pillars Oxford Thames Hotel. After Friday dinner at the hotel, highlights include an open top bus tour of Oxford on the Saturday morning, followed by a boat trip on the Thames through Ifley Lock back to the hotel in the afternoon. The handover itself will be at a private dinner on the Saturday evening. This really is a marvellous base for exploring the Heart of England at a cost of £380 per couple for the official programme of events.

EXECUTIVE WEEKEND

31st October to 1st November 2014

This regular annual event will be held at the New Country House Hotel in Cardiff, South Wales. More details will follow, but meanwhile mark the date!

Please remember to record all your sailing adventures and IYFR events, both with photographs and in writing, and share them with all your friends in IYFR through this newsletter. Your fellow IYFoRians want to know what you have been doing, both individually and collectively.

Many Thanks to all those who contributed to this newsletter!

With a new sailing season just starting, please remember to send all your news, photographs and stories as they happen and in whatever form to the editor

andre@hawryliw.plus.com .

This newsletter will only be as good as you make it.