

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

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# 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.

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Autumn/Winter 2014

## **Commodores' Handover Weekend**

The summer saw the handover of the Bridge from Annette Lewis to Rodney Davis on the Thames at Oxford: Rodney Davis is your new GB&I Commodore for the next two years. The photograph shows Annette passing over the chain of office.



A great weekend was had by all who attended the handover event, starting with an informal dinner and get together on the Friday night. One of the great things about IYFR is how it brings together 'aquatic' enthusiasts of all persuasions: a mixture of river, lake, canal and sea-going sailors spread across the whole country from the Clyde to the Solent. The thing they all have in common is a passion for boats and having fun and a good time. Oxford certainly lived up to the latter with an excellent hotel scenically situated on the banks of the Thames. Saturday included open topped guided bus tours of Oxford, taking in all the sights and going places that are out of bounds for

cars. The only problem with the morning was rain, so that the top of the bus looked more like an open cockpit in a storm where the crew had forgotten their waterproofs!



However the sun shines on the righteous and the weather improved considerably in the afternoon so that members could make maximum use of free time to explore Oxford



as they wished on foot. The scenic return journey to the hotel was fittingly by boat along the Thames from a quay in the town centre to the hotel's own landing stage. There was even the chance to heckle another local member in their boat as the main party sailed past.



An excellent dinner on the Saturday night heralded the official start of Commodore Rodney's term of office, and allowed Annette to sail off and join that august group of past commodores of GB&I.



A very entertaining after dinner speaker concluded the formal events, delegates departing on the Sunday, sometimes direct for home, but more often to visit other friends and relations on the way back



## **New Commodore's First Report**

First of all, congratulations to Bob Burns on being elected as the International Rear Commodore, effective from 1st July 2015. Assuming the normal progression, he will become International Commodore in July 2019. Jeanne and I are planning to attend the IYFR AGM in Sao Paulo next year so we should be there to see Bob take office.

Jeanne and I have started our visits to the Fleets – in August, we visited the South West Fleet when we were able to watch (sailing on Chris Witt's boat) the start of the Tall Ships Race from Falmouth to Greenwich; and in October when we joined the Poole Fleet Laying-up Lunch. We look forward to receiving invitations from the other Fleets in due course.

We were part of the GB&I contingent which attended the Area One Meeting in Varna, Bulgaria, in September – There were twelve in all from GB&I, two from Romania, and one each from Turkey, Israel and Italy. The event was very well organised by the Varna Fleet and it would have been nice to see more members from other parts of Area One (which is Europe, the Middle East and Africa). Bob is hoping that next year's meeting might take place in Spain so that maybe more might be able to attend. We were pleased to see Victoria Parashkevanova, a Rotaract member of the Varna Fleet who helped organise the Area 1 Meeting, at the Thames Fleet laying-up lunch recently. She is in her third year studying Business Management at my old College; King's College, London University.

As I Mentioned at the Handover meeting in Oxford, the International Flying Fellowship (IFFR) is planning a joint meeting in June, 2016 in Jersey. I understand that hotels are not taking bookings as yet, but I have asked if the event could be held early in June if possible so that it does not clash with my handover to Robin.

We are planning to have a stand in the House of Friendship at the RIBI Conference in Belfast from the 10th to 12th April 2015. This may be the chance to put the "I" back into GB&I. If anyone is planning to attend the Conference, can they please let me know?

We look forward to seeing a good number of you at our next Fellowship meeting in March 2015. The big opportunity in IYFR is to meet other like-minded people from other fleets and parts of the country.

Finally, a plea which I know you will hear again – membership in GB&I is continuing to fall so can you all please do what you can to recruit new members.

*Rtn Rodney Davis  
Silver Waters, 20 Preston Crowmarsh  
Wallingford, OX10 6SL*





This was taken at on the IYFR Stand at the Rotary Northwest Conference in October 2014, and shows Anne Tyrrell (Secretary North Wales Fleet) and Patrick (Commodore North Wales Fleet) with the Mayor of Scarborough, Councillor Pat Marsburg. IYFR shared the House of Friendship with RNLI and RYA Sailability. As Scarborough has a seafaring tradition, the Mayor was interested to learn about IYFR activities and fellowship. It is this type of activity that promotes IYFR and encourages new members. Promotional materials are available from Rodney Davis.

### **The Philippines Disaster**

It is now just over year since the worst typhoon recorded over land struck the Philippines, and it is important to remember IYFR played its part in the relief efforts. We donated substantially from GB&I. Perhaps the greatest impact of the typhoon was the destruction of small boats that are the only source of livelihood for many living in the coastal areas. Through its connections with sailors and boat owners in these areas, IYFR was able to channel aid to the points of greatest immediate need. This enabled local fishermen to replace their boats and gear in quick time, restoring their livelihoods and enabling them to support their families.

In recognition for our contribution, GB&I were presented with the following certificate of thanks, and a model of a typical small Philippines fishing boat, traditionally known as a Sakayan.



**SAKAYAN**, in Bisayan Dialect, is a traditional fishing boat with bamboo outriggers used by local fishermen in Central Visayas since the old times. Originally used with paddles but has evolved and some were fitted with small two stroke pump engines that they are now commonly known as pump boats. They come in great variety of shapes and colors in utilized in several Philippine Islands

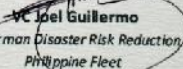
Thousands of these boats have been destroyed in the aftermath of Super typhoon Yolanda or Haiyan that put the hapless fishermen out of their livelihood.

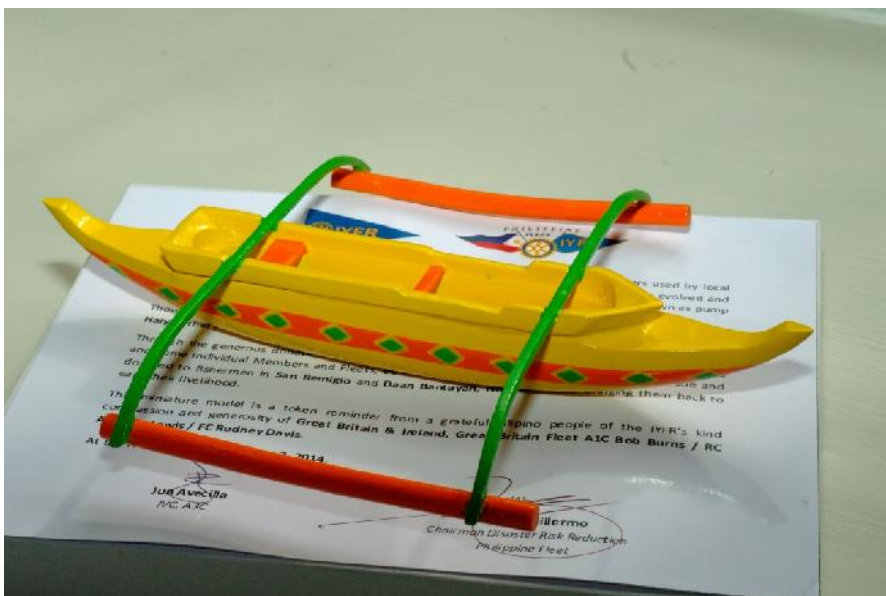
Through the generous donations of the **INTERNATIONAL YACHTING FELLOWSHIP OF ROTARIANS** and some individual Members and Fleets, 60 of these fishing boats have been specially made and donated to fishermen in San Remigio and Daan Bantayan, Northern Cebu bringing them back to earn their livelihood.

This miniature model is a token reminder from a grateful Filipino people of the IYFR's kind compassion and generosity of Great Britain & Ireland, Great Britain Fleet A1C Bob Burns / RC Annette Lewis / FC Rodney Davis.

At the IYFR AGM, Sydney June 3, 2014.

  
Jun Avevilla  
MC, A3C

  
VC Joel Guillermo  
Chairman Disaster Risk Reduction,  
Philippine Fleet





## Charity Work At Home

IYFR has also been active closer to home. Thanks to a generous grant from the IYFR special charity fund for sailing related projects, the Solent Fleet has been able to support the purchase of a Pico dinghy for the Island Youth Water Activities Centre (IYWAC) on the Isle of Wight. The contributions from IYFR were matched by the Cowes Youth and Community Centre.

IYWAC trains young people within the RYA scheme in all water based activities from kayaking to sailing cruisers and even up to instructor level. Cowes is the epicentre of sailing for the Fleet and IYFR members regularly see the youngsters from IYWAC as they make their way up and down the Medina River.

The picture shows the then Commodore of the IYFR Solent Fleet, John Robinson of New Forest Rotary Club, presenting the cheque to some of the members of the Centre who have trained as instructors and are now training other young people.



Likewise at the other end of the country, the Clyde Fleet supported the purchase of an Access-303 wide dinghy at Clyde Muirshiel Regional Park, specifically for those with special needs. This type of craft enables someone with a disability to sit side by side with an instructor, whilst Castle Semple Loch is a great place to learn sailing. Once the basics have been mastered, these sailors can move on to single seat access sport dinghies or Challenger Trimarans, and ultimately end up in an Olympic Class 2.4 if they get the racing bug. Locally, the “Challengers” are a group of disabled sailors who sail on the sea out of Rhu, a marina north-west of Glasgow, using multi-hulls rather than dinghies for stability and ease of access.

The following picture shows the initial presentation of the dinghy, and later there was an opportunity for additional publicity when the Princess Royal, also a keen sailor, visited Clyde Muirshiel Country Park where she acknowledged the support of IYFR.



At the end of the day, it's all about getting people out on the water having fun who might otherwise not have the chance. This is the Pico dinghy from the Island Youth Water Activities Centre (IYWAC) on the Isle of Wight.



Of course fund raising is a challenge for all Rotarians, and perhaps the most extreme example in recent time was the sponsored swim by Tom Clark of the Clyde Fleet from Millport to Largs (about 3km, not including wind and tide, and the need to avoid being run down by the ferry!). He did use a wet suit, but autumn is not the time to swim in the sea in Scotland, especially in a chop. The swim took 1 hour 50 minutes and it was very cold, but he did raise £2,250.





The RNLI is an obvious beneficiary for IYFR, and through members' Rotary Clubs IYFR frequently raises money. The following photo shows Anne Tyrell with Tom Ridyard (Chairman of the RNLI Bolton Branch) and fellow members of the North Wales Fleet (John & PJ Royle and Michael & Dianne Harrison) presenting a cheque.



### The “Gourmet” Cruise

With the onset of winter it is nice to remember those special events of the previous season on the water. Back on Sunday 13<sup>th</sup> July seven boats of the Thames Fleet assembled at Cookham Moorings for the start of their summer cruise. Chairs and tables were set out on the “lawn” alongside the boats with pots of tea, cakes and other goodies. We settled down to a most enjoyable afternoon before progressing onto “Happy Hour”, and then adjourning to the Ferry Inn for dinner. We were joined by the crews of *Tarragon*, *Gold Eagle*, *Heloise* and a now boat-less crew by road.

On Monday morning we were all up bright but late, ready for the eight mile and three locks cruise up-stream to the RAF water sports centre at Danesfield, where the ‘Brylcream Boys’ gave us a free run of their club: showers, loos, posh gas BBQ, and of course an inexpensive bar. *Ratty’s Return* and the road party joined us there. A nice warm evening was spent on the balcony overlooking our boats and the river.

On Tuesday eight boats cruised on up-stream the twelve miles and four locks to Sonning, where the Upper Thames Motor Yacht Club hosted us. On the way we passed Hambleden, where river scenes from *Inspector Morse* and *The Midsummer*

Murders are filmed, and then Henley of rowing fame. We made good use of the club's facilities, although there were no showers and we had to use our on board facilities (but we could refill our water tank from the club's hoses). Afternoon "tea on the lawn" was followed by another "Happy Hour", whilst dinner was booked in a private room at the Great House in Sonning, where we were again joined by the road party. It was only a short walk to the hotel from the club, and back, which was perhaps as well.



Wednesday dawned bright and sunny with thirteen miles and four locks to Goring. *Tin Lizzie* left us here, with something called 'work' to do. Boats are not allowed to discharge their loos into the river, so we had a "Bloo" job to do (a "Bloo job" is something the girls don't do). *Lizzie-B* had been outbound for six days from her mooring at Shepperton, so the holding tank was getting full. The marina near the yacht club gives us a discount, so in company of the other fleet boats we stopped off to do the necessary. We also needed to top up our booze locker and get some fresh food from the much frequented Tesco at Caversham.

On leaving Mapledurham Lock there is a llama farm on the starboard side, which is a bit unusual. Two or three years ago when moored for the night on the fields on the port side we had a king fisher perch on our pulpit and later saw two hares running across the field.

Two boats stopped at Goring (one for an Indian meal, the other to give the dogs a run), leaving five boats to go through Goring Lock and moor up at the Swan Hotel for dinner and the night. There was no official "Happy Hour" (not allowed in front of the

hotel), but we did get together for afternoon tea and a few “drinkies” on board, before going ashore for dinner where we were again joined by the road party

Thursday was again a nice weather day with seven miles and only two locks to Shillingford Bridge. Passing through Wallingford where a new set of moorings have been built, we noted they were pretty full. After leaving Benson Lock, the *Rodders* left to go to her moorings on their garden (where the luxury of a home shower was too good to miss). They later joined us at the Shillingford Hotel, along with some members of the “By Road” party. Before going to dinner there was another “Happy Hour” on *Wild Holly* and *Our World*. Apart from a small party of Inner Wheel ladies, we were the only people in the hotel restaurant.

On Friday we went on to Beale Park: eleven miles and three locks, but downhill. *Lizbie* stopped off at Goring to get steak for the evening BBQ. The moorings at Beale Park were not very busy and so we were able to moor altogether. The usual preliminaries of tea on the ‘lawn’ and “Happy Hour” were followed by BBQs (note plural).

That evening we had a quiz, as is traditional. However the name of the game is not to win because the prize is a silver rose bowl, which you need to polish! There were twenty questions of a nautical flavour. However the question master told us the answer to one by mistake, so there were actually nineteen. I thought I had been clever by putting wrong answers to five questions, leaving me with fourteen correct. My heart sank when it got to, “Who has fifteen right?” Luckily for me the crew of *Pentonia* miscounted and thought they had fifteen correct.

Saturday dawned wet, the rain having started about 2300hrs and continuing all night. We planned to finish the cruise with dinner at Henley, about seventeen miles and six locks away. The first lock was Whitchurch where fortunately the rain stopped. On this final day the *Rodders* returned to their home upstream: *Our World* and *Ratty’s Return* went into their Marina at Reading; *Lizbie* and *Pentonia* sailed on to the Upper Thames Club for the night; leaving two boats to go in to Henley. We then all met up again at the Villa Marina in Henley at 18.30 hrs for the farewell dinner, some travelling by car and some still by boat.

*Nigel Fentiman – Thames Fleet*

## **The Largest Steam Engine in the World**

While we were away this year cruising on our boat in Holland, we visited the museum at De Cruquius, which has the largest steam engine in the world. The engine was built in Cornwall as a great feat of Victorian engineering, and was commissioned in 1846 to pump the Haarlemmer Lake dry and reclaim the land.

This was necessary because for centuries peat was produced in the low-lying area between Amsterdam, Haarlem and Leiden. Large ponds were formed and these grew



through storms to create the Haarlemmer Lake, the largest inland water in the Netherlands. Known locally as "Waterwolf", the lake continued to expand swallowing villages, and ultimately even threatening Amsterdam itself.



Many plans were drawn up to drain the Haarlemmer Lake from the seventeenth century onwards, the main objections being that Leiden would lose its fishing rights, and Haarlem would lose the shipping business that passed through Haarlem to the old Zuiderzee. Furthermore, it would need 180 traditional windmills to cope with the water volume, never mind generating the lift required to reach the 16ft deep Haarlemmer Lake.

However by the beginning of the 19th century the use of steam engines in England had developed to such an extent that steam drainage could be tried on this huge scale. In 1840 work started on the 63k long canal that was needed to take the water away from the pumps. By 1849, after pumping for three years and three months, 800 million cubic metres of water had been removed leaving 44,000 acres of fertile but muddy loam. Thousands of workers were then employed to create canals and roads so that the first farmers could settle in the area. All this cost around five million euros, an enormous amount of money back in those days.

Two of the pumping stations were later modernised, but De Cruquius remained untouched as it was kept as a backup until 1912, before final closure in 1933 when

electrically powered pumps were introduced to the scheme. Instead plans to keep De Cruquius as a technical museum were realised and this unique pumping station escaped demolition and remains impressive to this day.



The huge Cornish engine with its 3.66 metre diameter steam cylinder (a world record) moves 8 balance arms, each one of which lifts a pump on the outside of the engine room. With each stroke of the steam engine these eight pumps lift 64,000 litres of water up approximately 5 metres to the encircling canal where it runs off. Although it is now operated by electricity for demonstration purposes, it is still an incredible sight: the huge pump buckets and the massive amount of water that it can lift in one go.

The hydraulic engineering in Holland is absolutely amazing and the building of dykes and dams continues to this day.

With 26% of its land mass below sea level, there are 1000km of sea dykes and 250km of dunes around the Netherlands. For example Schiphol Airport is 15ft below sea level and was built on land recovered from the Haarlemmer Lake. Meanwhile 6000 km of canals, rivers and other navigable waters provide excellent sailing and superb opportunities like De Cruquius for exploration.

*Maureen and David Smith – Suffolk Fleet*

### **Banwens' 2014 Cruise: Barcelona to the Mount Etna**

*Banwen* was prepared for our latest trip and was in fine form. She had been in the boatyard in February for a scrub and antifoul and it was all systems go for an early April departure. The itinerary was to initially sail from El Masnou to Menorca, and after an uneventful twenty six hour crossing we arrived in Mahon on the 10<sup>th</sup> April. The wind had been light and enabled us to test most of our systems: *Banwen* is a Beneteau Oceanis 42CC and is cutter rigged. A recurring difficulty is in unfurling the



mainsail and the problem is associated with a 'stretched' mainsail, both the one that we have carried since 2002, and the original sail that came with the new Banwen. However carrying two headsails and a cruising chute was more of an annoyance than a real problem.

We relaxed in Mahon for a few days, reacquainted ourselves with the local gin, and enjoyed a very

calm and sheltered marina in what Nelson described as the finest natural harbour in the World. We departed Mahon on the 13<sup>th</sup> April and arrived safely in Bonifacio at the



southern tip of Corsica forty nine hours later. The trip was fairly slow, wind on the nose F4 all the way to the Bonifacio straits, and as we changed course to transit the straits, the wind veered, increased in intensity and came on the nose again. The iron sail had been thoroughly tested!

Bonifacio is a very special place: complete shelter, excellent facilities, excellent shopping and French cuisine, whilst the marina facilities offer stern or bow to mooring in the normal Mediterranean style. We dragged ourselves away from Bonifacio and sailed through the Madalenas Islands, pushing our eyeballing skills to the limit and



placing too much trust on plotter and paper charts. We spent time on the anchor, and although the sun was shining, the Corsican Mountains were still snow covered and there was a distinct chill in the air. However it was glorious sailing and weather.

The eastern coast of Sardinia passed by all too quickly. Invariably we ran before a light wind blowing south and we made overnight stops in the delightful marinas of Olbia and Cagliari: we had arrived in Italy and were intent on enjoying the difference. We crossed from Cagliari to Palermo under engine in not far off storm conditions, where we stayed for another two nights visiting the sights and enjoying an excellent meal in Palermo City. Having arrived in Sicily we felt that the cruise had really started, and so we meandered from Palermo along the northern coastline visiting the Aeolian Islands. There is an issue with the Aeolians in that the pilot books indicate many safe anchorages, but the local advice suggests you look for underwater hot springs and anchor accordingly. If you can get it right (and in April the anchorages were empty so you had plenty of choice), then you can swim off the boat straight into warm water! Magic!



The final destination for this trip was Marina del Etna, and enroute we had a short overnight diversion to the mainland. The marina is located just outside Catania and on the foothills of the active volcano. The marina is excellent with efficient and courteous staff and an excellent local market: in April/May try the cherries, but do not buy the cheapest. The weather was sunny and quite warm when we left *Banwen* on the 6<sup>th</sup> May, our plans already made to return and continue our exploration.

Anybody interested in more information please contact me – address as in the Pink Book

*Alan and Barbara Morgan - North Wales Fleet*

## Suffolk Fleet's Safari Supper

The Suffolk Fleet Safari Supper this year was held at Ipswich Haven Marina on the sunny evening of 13<sup>th</sup> September when eight boats sailed and motored to Ipswich



Haven Marina. There the harbourmaster very kindly found berths close together for us. Late in the afternoon the “James Stevens”, the world’s oldest motorised lifeboat, provided a marvellous sight as she left the marina.

Twenty one members took part and we started at

1800 with a superb punch and canapés provided by Martin Page on his new boat *In D Red*. We then dispersed to *Tamissa*, *Lollipop*, *Mistress* and *Samphire* for our main course of cold roast beef, ham, new potatoes and salad followed by fruit pie, custard and cream. A few bottles of wine later we met up again on *Mascot* for cheese, biscuits, port and coffee. The fellowship went on late into the night.

A late breakfast was followed by locking out of Ipswich Haven Marina into the River Orwell. Most boats motored down the River Orwell and a



wind aft of the beam of 20 to 25 knots made for an interesting run home across Dovercourt Bay. All arrived back safely, although Rear Commodore Alan Thomas with his new boat *Bright Star* only had to sail to Woolverstone.

All this for the princely sum of £10/each! A very enjoyable fleet weekend!

*Tony Burrows – Suffolk Fleet*

## Solent Fleet Lymington Rally

The Solent Fleet of IYFR held their second rally of the year in Lymington over the weekend of 16<sup>th</sup> May. Blessed by the hottest day of the year thus far and just enough breeze for a good sail, seven crews arrived by water at the Dan Bran Pontoon, supplemented by other fleet members to make it a very lively party of over 30 people.



Icebreakers, wine and nibbles were enjoyed on the pontoon before transferring to the Lymington Town Sailing Club where we were welcomed both as Rotarians and as sailors, before tucking into dinner.



One of the most attractive aspects of IYFR was demonstrated by the huge range of vessels in our group, ranging from a couple of small single engine motor boats right through to a Manx gaff cutter yacht dating from the early 1900s. This is a remarkable 38 feet long, or 50 feet if you include the bowsprit.

*Stuart Wineberg – Solent Fleet*



## **Area One meeting in Varna**



Area meetings are a relatively new concept and there are three 'areas' in IYFR: Area One comprising Europe, the Middle East and Africa; Area Two being the Americas; and Area Three being Asia, Australia and South and the Western Pacific. No Area is exactly small so there is plenty of scope for possible venues! Recent previous meetings have been held in Geneva, Istanbul and La Spezia.

The latest venue was in Varna in Bulgaria, a place that many will not have heard of before. Thus a party of 12 GB&I members made its way to Varna for the week-end of the 4th to 7th September, and all enjoyed an excellent time. This included much good food, a sailing trip on the Black Sea, and visits to Archaeological and Naval Museums. The event was very



well organised by the Regional Commodore, Lachezar Bratoev, and the Varna Fleet. As has happened before, the GB&I contingent were the largest overseas group there, but we met up with other members from Romania, Italy, Turkey and Israel.

There is no news as yet of next year's event (possibly Spain), but based on past experience, it will be well worth attending!

## **Post Area One Cruise**

Following on from the Area One Meeting in Varna, eight members of GB&I chartered a boat from LZ Yachts for two days sailing on the Black Sea, a first for everyone. Bob Burns and Ann (Clyde Fleet), Annette and Brian (Fenland Fleet), David and Maureen (Suffolk Fleet), and Robin and Rosemary (East Coast Fleet) set sail on Sunday 7<sup>th</sup>

September on a Bavaria 50 Vision yacht, ably accompanied by skipper Todar (known as Toto to his friends, namely us).



Regional Commodore Lachezar Bratoev had planned the trip to make the most of the time we had available and, once we loaded the supplies, we set off for Balchik which is the Hollywood of Bulgaria due to the large illuminated sign on the hill overlooking the bay. It was a cracking sail enjoyed by all. Toto proved himself to be a very able and competent skipper despite being only 18 years old: lots of energy, enthusiasm and muscle, which was just what we needed. After tying up in the marina (now I know why we need a bow thruster!), we headed to a local restaurant for dinner.

Next morning it was up and off to the Mussel Farm at Dalboka for lunch. However, a small problem with the main sheet taxed the brains of the men as no appropriate tools were to be found on board. It was eventually solved with the aid of two forks! What ingenious sailors we have in GB&I! We anchored off the Mussel Farm and were ferried ashore in the work boat, which was an experience in itself. The menu was varied but heavily reliant on mussels, as expected. However, as it



was a Monday, supplies of shrimps, crabs, clams and various Black Sea fish were limited or non-existent. Starters of mussels with coconut or breaded mussels cooked on a spit were excellent and different. Main courses comprised mussel lasagne plus

red mullet and mussels with wine sauce. All were enjoyed, but not always as expected (e.g. the red mullet was more like white bait but red and the mussels in white wine had been taken out of their shell). However, when offered mussels with apple filling as dessert, all declined as it was definitely one mussel too far!



Back on board, we set off for Golden Sands Resort Marina. It was an easy sail with a following wind. We decided to eat on board that night, to use up the supplies after the substantial lunch. Also we could not take all that wine home with us! A good evening ensued with Toto joining us for fellowship.

As there were only three cabins on board, excluding the main cabin, we had required extra sleeping accommodation ashore both nights. However, Lachezar had arranged an apartment in Balchik and a house in Golden Sands and he also arranged for us to be met at each marina and transported as required.

Next morning it was up early to return to Varna to repack for our onward travels. We motored back as what wind there was had changed direction and we did not have time to tack back and forth. Bob and I were flying to Turkey, Robin and Rosemary were flying home, but Annette, Maureen, Brian and David had an extra two days booked in Varna to relax and enjoy.

It was sad to say goodbye to Toto. I think each couple could have taken him back to help sail their boat. On returning to the marina, we were pleasantly surprised to find that Lachezar had made his driver available to transport us back to the hotel to be reunited with our luggage, check in, etc.

It was a great experience and one we would all thoroughly recommend to anyone thinking of attending the next Area 1 meeting.

*Ann Lockhart –Clyde Fleet*

### **Solent Fleet Rally 13<sup>th</sup>/14<sup>th</sup> August 2014**

Not even the tail end of Hurricane Bertha could damp the enthusiasm of the Solent fleet as 10 vessels turned out for their Summer Rally to Yarmouth and Beaulieu. A combination of wind with tide made the usual Solent chop a mere shadow of its usual



self, even in a steady 20 knot breeze that was measured with a 47 knot gust by Commodore Nick Lockyer as his yacht *TriRiba* left Portsmouth Harbour.



The usual pontoon party was enjoyed before dinner, although it was noted that the end of the pontoon seemed to be underwater: either too many people or some dieting needed! All were welcomed in fine style at the Royal Solent Yacht Club with an excellent barbeque and a live reggae singer. Despite the Caribbean influence most opted to eat inside and avoid the showers.

The next day saw a quick flit over to Gins, the outpost of the Royal Southampton Yacht Club on the Beaulieu River. A very smooth trip although the berthing master was a little dismayed to see a convoy all arriving at more or less the same time whilst a vicious running tide that made the whole process very interesting.. Some dramatic storm fronts came through after all were moored up, but fortunately passed through before dinner when a very fine rainbow crowned the event.

It was a real pleasure to see so many boats and guests on one of the largest GB&I rallies for some time.

*Stuart Wineberg – Solent Fleet*

### **Annual General Meeting, 13<sup>th</sup> to 15<sup>th</sup> March 2015**

The next AGM will be held at Barnsdale Hall Hotel, near Oakham in Rutland. Details of this venue can be found at <http://www.barnsdalehotel.co.uk/>

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