



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 2016

Commodore's Report

By all accounts our last AGM week-end in Oswestry was much enjoyed: the food was the best we have had for a long time, and as usual I am very grateful to Jean and Peter Skinley for their excellent organisation. Having been GB&I Secretary myself for 6 years, I know what hard work is involved in ensuring that these events run smoothly!



Jeanne and I are well on target with our objective of visiting all the UK Fleets, and we hope that by the end of June we will have been successful. By the time you read this we will have also taken part in a joint Fellowship stand in the House of Friendship at the RIBI Conference in Bournemouth. This sharing has obviously saved a lot of expense

and we will see whether it was a successful decision or not.

Five couples, including ourselves, will be attending the joint meeting with International Flying Fellowship of Rotarians in Jersey over the week-end of the 17th/19th June. The IFFR have planned a very busy programme!

The next IYFR Area 1 Meeting will be held in Potsdam, outside Berlin, over the week-end of the 7th/9th October. GB&I have been well represented at these events in the past and we hope that the same will be true again.

All being well, our Bob Burns will take over as the International Commodore in Hamburg at the IYFR AGM which is concurrent with the Rotary International Convention being held there from the 1st to 5th June 2019. Thereafter, in his second year as Commodore, the RI Convention will be held in Honolulu from the 7th to 10th June 2020. I know these dates may seem a long way off, but time passes quickly, so please put these dates in your diaries. Hamburg in particular is very accessible from the UK, and I hope there will be good representation from GB&I. For reference the other RI Conventions in Atlanta (10th/14th June 2017), and Toronto (24th/27th June 2018).

I am very sorry that the International Bridge decided that there were to be no grants this year. However, I believe that the plan is to double the amount available next year, assuming the necessary funds are available. Therefore, if your Fleet has plans for which would benefit from a grant, then I would encourage you to get applications ready as soon as possible. The accounts for

2014/2015 have still to be published, so I am not actually aware of the funds likely to be available.

Finally, I look forward to seeing everyone at the GB&I Handover in June. I am very much enjoying my two years of office but I now look forward to handing over to Robin. I am very grateful to my Bridge for all their help and support during my two years, which have simply flown by!

Membership of Rotary Fellowships

Having shared a common Fellowship Stand at Bournemouth (not to mention joint events with IFFR), it is perhaps worth revisiting the RI Rules on the membership of Fellowships. The current (May 2015) policy (42.010.2) states:

A fellowship shall have a governing document (charter, constitution, bylaws or similar document) which must be consistent with RI policy. All governing documents, and amendments thereto, must be reviewed by the fellowships committee, if practicable, and approved by the general secretary. A fellowship shall be organized with at least three officers, one of whom shall be the chair (president or other administrative head) and serve as a non-voting member-at-large of the RI fellowships committee. The chair must be an active Rotarian. A fellowship's membership shall be open to all Rotarians, family members of Rotarians, program participants and alumni.

This is interpreted by RI as meaning that not only spouses of Rotarians and Rotaractors, but all family members of Rotarians, and anyone who has ever participated in a Rotary or Foundation Programme. They all become eligible for membership of a Fellowship. However, RI have also advised that the term “alumni” does not include past Rotarians, although I understand that they are considering whether to change their policy in this respect. In GB&I, we have for many years regarded past Rotarians as eligible for honorary membership.

It is a matter of interpretation, but I do not regard the last italicised sentence as requiring Fellowships to change their Rules to permit these additional categories of member to join. I will however check this interpretation again with RI. In the meantime, we can work on the basis that Fellowships are now free to widen their membership rules to include these categories if they wish. That is, all Rotarians, family members of Rotarians, program participants and alumni. I suggest that this is a matter which the new 2016/2018 Bridge may wish to consider further.

Rodney Davis, Commodore, IYFR in GB&I.

The IYFR Website

I have become aware that many GB&I members are not aware of the useful information that is available on the international www.iyfr.net web site. While it may not make compelling daily reading, it can be of great use in many circumstances, especially organising holidays, so this is a brief resume.

On the home page, which is open to everyone, the 'Menu' on the left offers a number of options. 'Our Newsletter' downloads the international newsletter 'Rotafloat', as opposed to this GB&I 'Rotafleet'. The international newsletter can be opened and read by all and contains news of IYFR members and events all around the World. While much of it may not be immediately relevant to everyone, it is good to see what is happening in the different Regions, the news being geographically separated into Areas 1, 2 & 3.

'Fellowship News' provides up to date information on forthcoming events in these different countries and areas, some of which may well appeal to our members here in GB & I. A number of other documents are also available from the left hand menu, such as 'General Rules', 'How to form a Fleet', etc.

However, the most useful items on the website are in the 'Members Only' section. On clicking on this tab in the 'Menu', you will be asked for a Username and Password. If you do not know them, they will be sent to you on request by e-mail, following the instructions, provided your e-mail address is registered with IYFR. If you have not registered your address, you will have to ask your Fleet Commodore to obtain your Username and Password for you. The 'Members Only' section offers you access to a database where you can find the contact details of every member in IYFR. This can be used to contact members wherever you intend to travel, in this country or anywhere else in the World, and so arrange to meet, and hopefully sail while you are there. This has been used very successfully by some of our GB&I members in the past. This database is actually the one from which our Pink Book is printed, but has the advantage of being continually updated.

The 'Regalia' section will also show you what items are available, although these can also be obtained from John Cranston (except the clothes, which in GB&I are obtained from Peter Ibbotson).

I urge you to have a look, and get back to me if you have any questions.

Bob Burns, Commodore, IYFR Area 1

Annual General Meeting, Oswestry, 12th March 2016

Little known to many due to their location away from most UK population centres, the Welsh Borders are a truly idyllic region, enhanced by the 19th Century technical marvel of the Shropshire Union Canal. Based in the excellent Lion Quays Hotel, itself a converted canal warehouse, participants in the AGM were ideally located to explore a wonderful and interesting area.



The nearby canal highlight is undoubtedly the Pontcysyllte Aqueduct in Llangollen, and the organised Saturday afternoon cruise was a vertiginous experience. Obviously back in 1805 somebody had intended to add a parapet on the West side, but had never gotten around to it: the fixing holes are there, but still no safety rail! Interestingly the tow path on the East side is designed to allow the displaced water to circulate around the boat and stop it acting like a piston in the main channel, so reducing water resistance. Thankfully there are railings on the towpath side to prevent a fall to the Dee valley 126 feet below. A feature of a canal aqueduct, in contrast with a road or railway viaduct, is that the vertical loading stresses are virtually constant: according to Archimedes' principle, the weight of a boat and its cargo on the bridge pushes an equal mass of water off the bridge. This undoubtedly simplified the design, but it was still a major challenge with the limited materials and tools available

at the time. A bus took everyone on the short journey to the canal side where a boat had been hired to go across the aqueduct and back. Afterwards there was a Welsh Cream Tea and time for the more intrepid to explore the environs.



Over the AGM weekend there plenty of opportunities to explore other local sights. Oswestry itself is an attractive market town. Nearby Chirk is home to



another impressive canal aqueduct and a canal tunnel which at 460 yards is long enough to be challenging to walk through, but not too long to be absolutely pitch dark. The Chirk Aqueduct is adjacent to a larger railway viaduct, and the two complement each other as they span the Ceiriog Valley. Although not as famous as Pontcysyllte, the Chirk Aqueduct is still impressive at 70 feet high and 710 feet long.

Popular amongst the members attending the AGM was Chirk Castle, one of Edward the First's ring of castles built to subdue the Welsh. Originally planned to be similar to Beaumaris on Anglesey, the hill top construction hit

geological problems and the design had to be curtailed. However it remains imposing with a mix of medieval and later periods, being unusual in that the owners updated the building to convert it from a fortification into a home, rather than taking the cheaper and more usual option of abandoning the castle and building a new 'modern' house to meet their changing domestic needs. It could not have been easy to insert picture windows into 15 foot (or more) thick stone walls!



More adventurous members roamed as far as Shrewsbury (an attractive town with lots of half-timbered buildings preserving its medieval character on a bend in the River Severn) and Ironbridge Gorge (literally the birthplace of the industrial revolution with an impressive outdoor museum).



In Memoria: John Negus

The AGM was saddened to hear of the passing of John Negus. A shipwright to trade, he worked for seven dredging companies over 47 years and was twice chairman of the Dredging Trade Federation. An avid sailor and stalwart member of IYFR's Suffolk Fleet, his first boat was a modified punt dingy using black out curtains for rigging and a "You May telephone From Here" sign as a dagger board. This was the first of many boat upgrades and restorations. For the last seven years John was enthusiastically involved with the 'Woolverstone Project', and nothing gave him more pleasure than to help young and old alike to learn to sail, always giving others encouragement. IYFR gave him the opportunity to sail in San Francisco, Hawaii, Turkey, Greece and Italy and he always returned with a story. John served the Suffolk Fleet with distinction being it's Secretary for many years.



In Memoria: Robert Jones

Robert Jones sadly lost his fight against cancer in January. A dentist by profession, he was a keen Rotarian and a member of the International Caravanning Fellowship of Rotarians, as well as IYFR. He also held a private pilot's licence and owned a share in Piper Arrow aircraft. As a yachtsman Robert was the first Commodore for the North Wales Fleet of the International Yachting Fellowship of Rotarians. He had been a keen sailor for over 30 years starting with a motor boat and very quickly moving on to yachting. He loved cruising the North Wales coast in his third yacht, "Rhiannon" and was always keen to take other Rotarians along with him to share in his enthusiasm. Robert was also a member of the Magic Circle and regularly performed at Rotary and other events. At the last Bournemouth RIBI conference Robert won the "Rotary's Got Talent" contest performing on stage in front of the whole conference.



Joint Scottish Fitting Out Event

One of the strengths of IYFR is the opportunity it provides to sail in areas other than one's own. Building on this idea the two Scottish IYFR fleets



joined in a combined fitting out event near Falkirk, midway between their two regions. In addition to an excellent dinner and an overnight hotel stay, events took in a trip on the Falkirk Wheel and visit to the 'Kelpies', the world's largest equine sculptures. Both events were waterways themed, with the



Falkirk Wheel being a modern solution to the age old problem of changing levels on a canal, whilst the Kelpies honour the horses which once pulled the canal boats. If you visit the Kelpies, they are most impressive at night, and make sure you go inside them to appreciate the true scale of the structures.

Kalisana: The Story of ‘My Boat’

I have always loved sailing. I was about 12 years old when my father bought me my first boat, an International Firefly dinghy. Progressing through the dinghy ranks I went on to own an International 5-0-5 (No 4), a wooden hull, originally owned and sailed by Paul Elvstrom. As a Sea Cadet, I learned to sail and race 27ft Whalers, 32ft Cutters and 14ft Bosun dinghies.

The first day boat I owned was a Cornish Coble; a 16ft 6in yawl. I trailed this boat all over from Devon to Scotland, and had wonderful sailing in her. But by then my thoughts were turning to sailing cruisers and I was lucky to find ‘*Mucky Duck*’, a 27ft Halcyon with a mooring on the River Dart at Dartmouth. She was a great boat and we had loads of fun, but my family kept increasing in number and we quickly out-grew her. It is sad parting with any boat but I had to find something larger.

As a member of the RNSA I receive their quarterly magazine and noticed that *H.M.S Sultan*, the Royal Navy’s Engineering Establishment in Gosport, were selling their Establishment Yacht, ‘*Kalisana*’. She was moored in “Hornet”, the JSSTA sailing centre in Gosport so I decided to take a look. It was love at first sight: not only was she large enough to accommodate my growing family, but the price was right too!



In 1979, skippered by Cmdr. Don Watson, RN, and with a Royal Navy crew, including three from the Royal Australian Navy, she entered that now infamous ‘79 Fastnet Race. With 60 Knot westerly winds, she had rounded Fastnet Rock at 16:40 hrs on 15th August and for some time during the race

she was feared lost, until sighted later the next day by the Coast Guard off Lands’ End. She arrived in Plymouth 137hrs 34min 52sec after the start at Cowes and, on corrected time, she finished 4th in her class. A remarkable achievement in those disastrous conditions! Of the 303 starters, only 86 finished: there were 194 retirements and 24 abandonments, five of which were "lost believed sunk". How could I not fall in love with this boat?

Over the years I have replaced the engine (never buy an engine from an Engineering School!); refitted the interior woodwork in cherry; had the hull Gel-Shielded and the topsides painted; had teak gratings and benches fitted,



and, of course, new sails and covers. A furling Genoa has replaced the four deck sweepers and the “Storm Spinnaker” has been taken off and is now stored somewhere in my loft (there are still three other spinnakers on board should I ever feel fit enough to use them). I have obviously replaced the radio equipment and added GPS along with other electronic gadgets.



To my wife's dismay we do not have a heater or hot water (unless it comes from a kettle!), or even a fridge (there is one on board at the moment but it is not yet fitted). The Navy had installed a cool box (up forward and below the waterline) which kept frozen food cold for a week but I

removed this during a refit and never got around to replacing it.

'Kalisana' has a long, encapsulated keel and is quite a heavy displacement at 9.44 tonnes, but she can still show a modern Sigma 38 a clean pair of heels with wind over tide in the Solent. She won't steer when going astern but will turn on a sixpence when you need it. Her low freeboard makes it easy for an



old man to climb aboard, although her bunks seem to be getting harder. *'Kalisana'* like her owner is growing old, but I know she will outlast me and

hopefully give years of pleasure to my family. She is after all part of the family, and I am still in love with her.

Wherever I go ex-servicemen recognise ‘*Kalisana*’ and come up to tell me they remember sailing in her 40 or so years ago, and I still receive requests for information about her from others, including recently Mike Calder, one of the Australians who was in the ‘79 Fastnet race.

Recently, in its March edition, the German sailing magazine “Segeln” describes the *Ohlson 38* as the “timeless-elegant sloop which is reckoned as one of the most beautiful yachts of the 20th century“.

I for one would not disagree with that description!

*Peter Ibbotson
Rear Commodore, IYFR*

Thames Fleet at RIBI Bournemouth

At the RIBI Conference in Bournemouth (1-3 April 2016) IYFR combined with other fellowships to promote Rotary Fellowships in general. The picture shows from the left, David Cross, Peter Skinley, Jeanne Davis, Jean Skinley and Rodney Davis, on this stand. Bob Burns, Ann Lockhart, John and Beryl Barnsley were also there, but were not around when this photo was taken.



The RIBI conference was held in the Bournemouth International Centre (BIC) and some of the attendees were interested in IYFR, and so their details were duly taken.

Organising Fleet Musters

One of the problems in organising a Fleet event is that circumstances always conspire against you. The date that seemed fine when you picked it in January doesn't actually work when it comes around in July. Weather is an obvious culprit when afloat, the more so the further north that you happen to live. However there is something called the "Principle of Selective Gravity", or bread always falls jam side down, that always causes problems. Thus given a month free of any conflicting events, once you pick a date for one, all the other events that month conspire to fall on the same date. Some people call it "Sod's Law": you know how it works. For example, a power device protected by a fast blowing fuse will always protect the fuse by blowing first!



The Clyde Fleet have found that it seems to work best if you leave event planning to the last minute. By all means have a rough idea of what you want to do and when, but by having some options and leaving the decision to the last minute you can have a better chance on the weather, as well as who can actually make it on the day. Having a Fleet programme defined in advance might seem like a good idea, but spontaneity seems to work better!

On the ROPES

‘Ropes’ is the provisional title of the Rotary Porth Eirias Sailing programme, which was initiated by the North Wales Fleet of IYFR with their time and initial funding of £250. The idea was to provide life skills development through sail training to disadvantaged youth. Whilst Colwyn Bay is perceived as a holiday area, there are significant pockets of poverty and low employment. The programme was intended to build aspirations, teamwork, communication and other life competences to enhance the prospects of underprivileged young people.

This initial idea has grown considerably. Additional financial contributions were made from the Rotary Clubs of Conwy Valley and Bangor, and the scheme is now ‘hosted’ by the Rotary Club of Colwyn Bay, where sailing actually takes place from the Porth Eirias centre. Together more than £1,100



has been raised through these organisations and personal donations. Further finance was then received from Gwynt Y Mor (£3,000) and the Welsh Assembly Government/RWE (£2,000). Partner organisations now include the main partner of Colwyn Watersports, who saw the benefit of this scheme from the beginning, together with Cartrefi Conwy, North Wales Police, Fifth Wheel Co., Conwy Sport, Porth Eirias Management, RYA Cymru, Boys and Girls Clubs Wales, Conwy Youth Service, Llandrillo College, Backstage Youth Club and TAPE.

As a result the scheme presented three days of sailing over the period of the 28th, 29th and 30th of May for 45 young people on each day: a grand total of 135 places. There was also a training day on 8th May for the volunteers to become familiar with sailing operations, safety and safeguarding.

In addition to the sailing scheme, the partnership was very successful in launching a further initiative (without any additional cost to itself) for a beach sport ‘festival’ on the same weekend. A great example of synergy and the benefit of community funding. This attracted the national sport governing bodies for hockey, athletics, cricket, rugby, cycling, netball, gymnastics, tennis, golf, volleyball and badminton: eleven in total! All these were demonstrated and Conwy Sport also purchased beach volleyball equipment to be used on the sands as a continuing attraction. Copa Colwyn is poised to take over from Rio!

What started as a small local activity has grown to become a major initiative, the aim of which remains to develop our youth with experiences and knowledge they would not otherwise have.

Sailability

It is always amazing to see how much pleasure severely disabled people get from being on the water. It is challenging without requiring excessive movement or special physical abilities.

The Access range of dinghies provide an entry level for many RYA Sailability Groups. Combined with the Access wheelchair user transfer pontoon/hoist, their simplicity, easy handling and comparatively low price makes it possible for many smaller clubs and outdoor centres to provide local sailing opportunities for those in their community who have disabilities. There is even a special Rotary livery of a white hull, dark blue deck and yellow sails to match the international Rotary colours. It is something you may wish to consider with your club.

As one cerebral palsy sufferer said, “On land I totally depend on other people, but in a boat away from the jetty I become my own man. I have control of what I want to do and where I want to go. I’d like you to know how much being free, feeling capable and self-reliant means to me”. Another uses his tongue and mouth to control his sailing dinghy.

Stevenson Engineers

Despite the advent of GPS and modern navigational aids, lighthouses remain a source of confidence, reassurance and warning. For over 150 years the Stevenson family designed and built most of Scotland's lighthouses, although the grandson (Robert Louis) is perhaps best remembered as an author. Indeed it is his visits to remote lighthouses with his family that inspired his books *Kidnapped* and *Treasure Island*. As he said, *"There is scarce a deep sea light from the Isle of Man to North Berwick, but one of my blood designed it. The Bell Rock stands monument for my grandfather; the Skerry Vhor for my uncle Alan; and when the lights come out along the shores of Scotland, I am proud to think that they burn more brightly for the genius of my father."*

The first ten "modern" Scottish lighthouses were in fact built by Thomas Smith between 1787 and 1794 (Kinnaird Head, Mull of Kintyre, North Ronaldsay, Tay Lights, Eileen Glas, Pladda, Leith Pier, Port Patrick Little Cumbrae and the Pentland Skerries). Robert Stevenson was the Superintendent for Erection on the latter two, and obviously learnt his trade as the two men then collaborated on building Cloch (1797), Inchkeith (1804) and Start Point (1806). There might also have been a bit of favouritism as Smith was in fact Stevenson's stepfather, his own father, Alan, having died in 1774, and his mother had then remarried to Thomas Smith.

When Smith retired in 1808, Robert Stevenson became Sole Engineer for the Northern Lighthouse Board. During his term of office, which lasted to 1842,



he erected at least 15 major lighthouses, including the infamous Bell Rock off Arbroath (photo). His fame was not just confined to lighthouses as among other things he was responsible for the design of London and Regent Roads in Edinburgh, the Hutcheson Bridge in Glasgow, numerous railway lines, and much else. Many lighthouses in the UK and its colonies were fitted with apparatus prepared under his supervision. He was

also an inventor of intermittent and flashing lights as a guide to navigation, for which he received a gold medal from the King of the Netherlands.

Robert Stevenson sired a whole family of lighthouse builders before he died in 1850. Alan Stevenson built 13 lighthouses between 1843 and 1853, including the notorious Skerryvore, plus the more prosaic main light (photo) on the Isle of May. David Stevenson built 29 lighthouses between 1854 and 1880, all but 3 in collaboration with his brother Thomas. Thomas also built another 3 lighthouses on his own. Thereafter another David (a grandson, called David A. to avoid confusion) built 3 more lighthouses with Thomas, before designing another 91 with Charles Stevenson between 1890 and 1938.



Robert Louis Stevenson did not follow in the same family trade, in part due to his poor health, and in part due to an inherited income from his mother, a Balfour, who possessed lands and revenue in her own right. This wealth gave him independent means although he spent a lot of time at the family's engineering works, most notably during long summer vacations. These experiences, and the knowledge he gained, appear in his books, like *Treasure Island* which was based on some of the characters that he met at these works. However his detailed knowledge of the seaways of the North come across most strongly in *Kidnapped*. In one part the hero (David Balfour) is marooned on an island, which has since been identified as *Erraid* from the great detail he provided. Stevenson's father, Thomas was involved in the construction of the nearby lighthouses, and the stones for one were actually quarried on the island. *Erraid* is one of the driest and sunniest places on the western seaboard of Scotland, and is surrounded by numerous small islets and a tidal causeway which, once discovered, allows the hero to reach the mainland. Likewise many of the book's characters are based on people that he met whilst visiting lighthouses, whilst the underlying Jacobite plot is based on local stories that would have still been current at the time, such as the real life murder of Colin Campbell. This Stevenson attributes to Alan Breck Stewart, but at the time the actual perpetrator was still the subject of much local controversy.

Starting to Sail

We are all lucky enough to have been introduced to boats, usually at a young age, which is why we read this newsletter.

My story must be similar for most of us. I was lucky enough to start by going on a trip from school when I was about 12 years old, and have never looked back. Our schoolmaster and also our scout master were skippers on a cruise organised by a vicar who wanted to encourage young boys to go sailing. We sailed in four berth boats with five of us. The lucky one slept on the floor in the main cabin! In fact he did not actually sleep on the floor as he was given a mattress. We were sailing in April and he was lucky because when the blankets fell off the two bunks they fell on him and kept him warm!

We sailed from Horning in a fleet of five or six boats, depending upon the number of boys. The main boats were sailing boats with no engine, but there was one sailing boat with an auxiliary engine. This was able to get to the



shops in an emergency when one of the other boats run out of food or water or other supplies.

I do not remember much of the holiday apart from an incident when I had the mop and was liberally dousing another boat at very close quarters.

Unfortunately we got too

close and the crew on the other boat grabbed the mop head: the boats parted and, as I was not going to let go of our mop, I fell in! However I was quickly picked up and I don't think any lasting harm was done.

Now Hunter Boats, whose craft were built in the 1930's, are offering a similar one week course, and it has been suggested that parents and grandparents might like to send their children on it. When I went I remember it cost £7, but it now costs slightly more. For details e-mail info@huntersyard.com.

Following my start long ago I now still try to go sailing at least once every year on these classic boats.

Christopher Bishop

Hail and Farewell Tour

Rodney Davis is handing over the command of the IYFR Bridge at the Ufford Park Hotel in Woodbridge, Suffolk between 24th and 26th June 2016. Before that he valiantly visited all of Fleets in GB&I. For example, in October he visited the Humber Fleet on board *Peggy May*, to traverse the series of 10 locks at Foxton, near Market Harborough. *Peggy May* is a purpose built narrow boat, originally designed by a very skilled engineer for his own pleasure and use. Amongst other facilities she has a charming covered rear deck, ideal for entertaining and sitting out in the evening to watch the wildlife.



Sixteen members took lunch together at ‘The Foxton’ an excellent canal-side pub. Les Dickinson, *Peggy May*’s owner, organised a talk from one of the canal volunteers about the workings and history of the locks, whilst there is also a very interesting museum, ‘The Boilerhouse’, to be seen. Some of the fleet had travelled from the extremes of Yorkshire and Lincolnshire, and overnight accommodation was organised in the “Three Swans”, a delightful old coaching inn at Market Harborough (highly recommended). The Fleet were especially pleased to see John and Pat May at the event: now 87 years of age, John was the founder commodore of the Humber Fleet.

On the 6th May Rodney and Jeanne set sail from Kip Marina on *Caranna* with Bob Burns and Ann bound across the River Clyde for Port Bannatyne on the



Isle of Bute. The sun was shining and there was talk of shorts and T-shirts! Heretic, with Gib and Jennifer Fitzgibbon and Chris and Pip Siddle on board, arrived just before *Caranna* and helped with the lines. Shortly afterwards

Sonas Mor arrived with Tom Williamson, Colin, Lorna and Alan Naismith; so fellowship could begin at 6.00 pm on *Caranna*. The Fleet was joined by prospective members Gordon and Elaine Garman, plus Ron. The fellowship was well underway when *Arabella* arrived with Mac and Julie Ayres plus Fiona Taylor on board. Jeanne and Rodney then went on a safari supper with starter on *Sonas Mor*, mains on *Heretic* and dessert on *Arabella*. Then all went on board *Sonas Mor* for cheese and biscuits, nightcaps and birthday cake (as it was Commodore Ann's birthday).

The next day dawned dry but very windy. A quick skippers' discussion led to Plan C: that is, stay put and visit Mount Stuart (the country pile of the Marquis of Bute). They had just had a newly discovered original Shakespeare Folio authenticated, and it was on show (the house itself is a very well worth visit if you are on Bute). Thereafter, on Saturday night, 15 members and guests sat down for dinner in the Victoria Hotel, Rothesay, which has good food and a magnificent view over the harbour.

The sail back to Kip on the Sunday was quite 'lively', but everyone got home safely and nobody drowned. Thereafter it was off to the East of Scotland Fleet for Jean and Rodney's final visit on their "Farewell Tour. In Fife they had a BBQ in brilliant Scottish Spring weather, followed by hosted visits to a number of local attractions like the Fisheries Museum in Anstruther and the Royal Navy's aircraft carriers being assembled in Rosyth.



Mark the Dates

- On **22nd September 2016** the Rotary Club of Cowes is hosting its annual Sail-Over Lunch in aid of the Ellen MacArthur Cancer Trust. This is national organisation that takes young people between the ages of 8-24 sailing to help them regain confidence, on their way to recovery from cancer, leukaemia and other serious illness, through the opportunity to take part in the fantastic experience of sailing. Up to 150 people can be accommodated so Partners, Guests and Non-Rotarians are very welcome (and if you come by boat, berthing can be arranged in the RYS Haven). Contact jhamar@btinternet.com for more details.
- The International Area 1 Meeting takes place in Potsdam, outside Berlin, between **7th and 9th October**. Potsdam has been beautifully restored and can be compared to the Whitehall of Germany, with many palaces and beautiful places of interest, built up over many centuries. Accommodation will be in the four star Kongresshotel, which is a very modern building situated on the side of Lake Templinar in the delightful Perschheide Forest. Please contact Bob Burns for more details (robertburns20@live.com).
- The next Executive Meeting is **4th to 6th November** at the Langstone Hotel on Hayling Island, Portsmouth. See www.langstone.co.uk for the hotel details. A full programme of events is currently being developed for the Saturday, including an after dinner speaker.
- The next Annual General Meeting is planned for the weekend of **24th to 26th March 2017** in the English Midlands, at a venue still to be confirmed. Jean Skinley (jandpskinley@btinternet.com) will issue details as soon as these are confirmed.
- Don't forget that a wide selection of IYFR monogrammed garments are available from Logosew (www.logosew.co.uk). Articles include polo and pilot shirts, sweatshirts, rugby shirts, and of course sweaters. Prices include left breast embroidery of the IYFR logo, whilst fleet, member or boat names can also be added for £2.40 each.

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.