



# ISSUE 4

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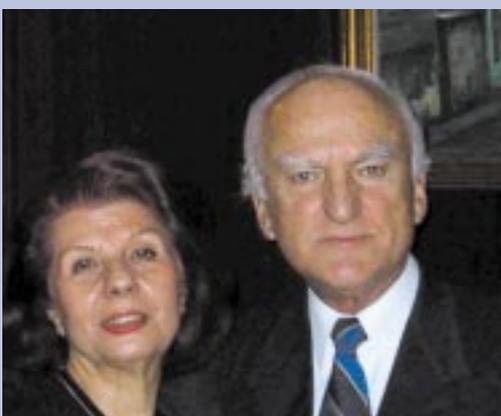
### June 2004



# ROTAFLOAT

Official newsletter for the International Yachting Fellowship of Rotarians

## GREETINGS FROM THE COMMODORE



Dear Fellow Rotarians, Dear International Bridge Commodores, Regional Commodores, Fleet Commodores, Fleet members, last but not least charming chief and unique mates.

This is a special issue of Rotafloat. We are in the mid-way between two way points.

Two-way points are the change over times between commodores.

Therefore next year this time you will receive a very special issue of newsletter of our fellowship, namely ROTAFLOAT.

End of June a Rotary year ends and a new Rotary term commences on 1st of July.

Changeovers are the most sentimental events of the year where satisfactions and pleasure of past ones meets the enthusiasm of incoming ones.

Change, change, change is the mysterious principle behind Rotary's successful and viable story which is being written again and again, indeed.

There is an analogy between organism and organization. This is the fact of change. The change in organism is inevitable as a result of a heavenly drive.

Change in organization, of course is not an objective but a must for the successful continuation and existence. Quest is another expression of change.

After a philosophical prologue, I want to refer to what Paul Harris said:

"This is a changing world; we must be prepared to change with it. The story of Rotary will have to be rewritten again and again. Rotary needs a department for constructive criticism. Something comparable to the research departments of great business. If Rotary is to realize its proper destiny, it must be evolutionary at all times, revolutionary on occasions" (Message to 1930 RI Convention, Chicago, Illinois, USA)

As an integral part of Rotary organizations, fellowships shall change in the direction of Rotary policies and vision. I am happy to see that we are keeping pace with the new "Code of Policy" of RI.

However, we must adapt our General Rules and Regulations accordingly.

Therefore, drafts of amendments have been prepared by IVC Bill Robinson and PIC Joe Phillips who is my advisor in such matters.

After discussing these drafts in the Executive Board during Osaka Convention, we will produce a tentative amendment to General Rules and Regulations as a synthesis of available works.

This will be submitted to the AGM for voting. Osaka Convention will be an unforgettable great convention in the history of Rotary, at least for IYFR.

One of the highlights of the Convention will be fantastic events prepared by Japan Main Bridge and four Japanese Fleets.

The first time in IYFR history, we will have two booths. You will enjoy IYFR show in the river. Japanese IYFRians will provide river transportation to the Convention Center. We will witness an unprecedented participation of Japanese IYFRians.

This will be the fourteenth Convention I've attended so far. I remember contribution of local IYFRians to the Conventions. In some of them it was satisfactory, in some of them it was very poor or not at all.

In Osaka Convention we will see the enthusiasm and constructive solidarity of Japan Main Bridge and four Japanese fleets.

IYFR is the flagship of R.I. fellowships. This fact will be visible and proven once again, thanks to the efforts of Japan Main Bridge, under the leadership of Regional Commodore Hiraoka.

Our editor M. Yalkin and his team have spent tremendous efforts in making June 2004 issue of Rotafloat ready for the Osaka Convention.

I trust we will all enjoy a great Convention in Osaka.

See you in Osaka.

Enjoy power of being international,

Enjoy International Yachting Culture and exchange of experiences,

Enjoy being afloat,

Enjoy sharing fun on the surface of any piece of water,

Enjoy IYFR,

Ahoy Osaka.

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IC Ferit BİREN

# INTERNATIONAL COMMODORE'S TRAVEL LOG

## "Down Under" Kiwis and Aussies IYFR fleets

### Yachting, sailing paradise New Zealand and Australia



Ferit Biren with Bridge Officers of NSW Fleet.

#### 28 January 2004, Wednesday

After leaving Ataturk International Airport at 19:10 from Istanbul we arrived in Dubai airport the next day at local time 01:15.

#### 29 January, Thursday

After transferring to a larger plane in Dubai, we headed towards Perth at local time 02:35.

After flying "non stop" for ten and a half hours we landed in the city of Perth in the western part of Australia.

If it is not some kind of paranoid syndrome; I felt like all the Australians were watching me from the point we boarded the plane from Dubai. I don't know if they do the same to all Turks. Australian officials examined my Turkish passport for fifteen minutes.

On reaching Perth the "immigration" and "passport control" officials kept sending me to each other back and forth. Someone pulled me into questioning. He took a photocopy of my passport and complained that my passport was old and its cover was coming off and sent me off to someone else.

This official asked what I had in my suitcases and sent me to the red customs exit, I got out. Then they sent my luggage through the conveyor belt, I picked them up from baggage claim and I left.

For Turks getting a visa for Australia is very difficult and feels like torture.

My secretary and driver who are exceptionally experienced in visa bureaucracy were praying that I don't ever have to go to Australia again.

Upon my exit from the plane at the hall where incoming passengers are met, the "Western Australia Regional Commodore" and the PDG Reg Willis, FC Gerry Faulkner and also PDG Jerry were there to meet me. They took me to my hotel Emerald Hotel with Reg's Jaguar. Emerald Hotel's owner is also an IYFR member.

At 18:55 we were at the hotel and at 19:30 Reg took us to his house for dinner. He had a beautiful house on the riverbank. His wife Joyce had prepared a spectacular dinner table on the porch. We had fried "Red Snapper" with salad, strawberry ice cream and coffee.

Later I noticed that Australians and New Zealanders dine very modestly compared to their superb houses, furniture, household comforts, yachts, cars and luxuries. Dinner in the evening is simple and consists usually of a single serving. Perth isn't a city by the sea coast but it is located on the banks of a river. The connection with the sea is provided through a port named Fremantle to the West.

#### 30 January 2004, Friday

At 9:00 in the morning Reg picked us up. We went to Gerry's house to pick him up. We went to Fremantle port 15 miles to the West.

Although it's summer in the Southern Hemisphere, people don't swim in the river passing through Perth. But the sea looks blue.

In Fremantle, "Western Australia" IYFR fleet accountant Robert Linton met us. We toured the port all together. Here there are buildings left from the first convicts brought to Australia from England. The buildings in which the convicts stayed, were typical 18th century English colonial structures still preserving their beauty.

Australia is a country with about 150 years of history, the economical power they have reached in the past 150 years is amazing. The government accounts for and asks responsibility for every "cent" of the people. This must have something to do with this amazing economical development.

In Fremantle we toured the Maritime Museum. Having won the America's Cup 21 years ago (26th race), since the s/y "Australia II" was built in this port, it was brought from Sydney and is on display in this museum. Touring all the Maritime museums in the places I visit, I start to ponder about the only sea museum in Istanbul, the way it is crammed in a tight location, not receiving any help, and I feel upset.

We had lunch in a restaurant with an excellent view of the sea near the Maritime Museum. We had a lobster without big claws that we call rock lobster which the Australians and New Zealanders called "crayfish" and they love to eat crayfish. The sea is densely populated with crayfish and the human population is not dense, therefore abundant amounts of crayfish are served at restaurants and are part of the menu at their tables, included in many dishes. They are cooked with all kinds of sophisticated methods from the simple such as boiling, all the way to grilling on an open fire and are never missing from their dinner tables. In this restaurant, which is also huge, we ate a huge barbecued crayfish. The owner of the restaurant came to our table towards the middle of our lunch and asked us if we enjoyed our lunch. From his type and character I sensed the owner to be of Greek origin. Robert who knew the man introduced him to me.

After lunch we toured the port and the town. Fremantle is especially popular with its container terminal. With a variety of vessels in the port, container ships are the most common. Australia has an abundance of natural resources which they mostly export. With the 19th century colonial buildings still intact in Fremantle, the streets are filled with exquisite cafes and restaurants.

That night we returned to Perth. After visiting special places like Royal George Street in Perth, they dropped me off at my hotel. After taking a shower I started getting prepared for the cocktail party to my honor at the "Perth Royal Yacht Club". With a stunning entrance and sea artifacts in every corner, it was a very exquisite place containing everything concerning yachting and where there were about the challenging environment of the world of sailing. The "Western Australia" group West Australian fleet members, Perth Rotary Club members, the Western Australia Regional Governor were there with their wives at the party. PIC Tony Smith, PFC James Lloyd, John Thornton, PFC Michael Grandison are the ones I remember meeting.

I went to the party, taking with me a box of Haci Bekir Turkish Delight sweets given to me by Dogan Sahin and his company director Retired Colonel, Mr. Ilyas. They took cases and cases of the Turkish Delights and the posters, and then they opened up the boxes of sweets and ate with great delight. This way name of the famous Haci Bekir Turkish Delights and other sugar confectionary has reached all the way to the "Perth Royal Yacht Club".

Meanwhile, I was asked if they could introduce me to another Turk living there. When I replied that I would like to with pleasure, I was introduced to Mr. Demir Bukey. Demir Bukey does shows on TV concerning automobiles and gives advice to drivers. His wife is Australian and a very wonderful person, speaking great Turkish. West Australian IYFR members don't like the name "Rotary Mariners" proposed by American IYFR members and prefer to be known as IYFR members. IYFR meetings are held once a month and are very crowded.

Despite their fleet's unitary model they are aware of the importance and value of being international. There is great respect for Commodores and especially towards International Commodores.

They take great pleasure in IYFR. Many Rotarians did not want to leave the Rotary Club because of IYFR. The International Rotary has thus noticed this and now is assigning great value to "fellowships". "IYFR is FUN and is the GLUE of Rotary" they say.

Among "Western Australia" IYFR fleet members, there are retired Australian naval officers who are yachtsmen. They told me that in the city of Albany there were parks and streets named Ataturk and Gallipoli and that they could take me there to see them if I wanted.

Two and a half hours to go and the same to come back, and a day to tour the city, this time we don't have that kind of time. We have to come back later to the West and South of Australia. After leaving the party Greg and Joyce took me to their homes offering cake and coffee.

## 31 January 2004 Saturday

Today is Reg's birthday,

At 9:30 Gerry, his wife Merylene, Gale Bukey picked me up from my hotel and we went to "West Australia" IYFR fleet counter Robert from "West Perth Yacht Club". We boarded his 40 feet motor yacht "Beach House" capable of 25 knots and headed towards "Rattnets" island.

The strong wind gusts at Beaufort 6-7 and with a bearing of S, SW blowing from the Indian Ocean, we constantly took powerful waves from the portside bow quarter of the boat and reached the island 10 nautical miles away. We anchored in a lagoon with two fathoms of water. The time was 11:30...

Before we got here the waves at open sea were relatively large compared to the yacht. As much as the yacht being a sea going vessel, Robert also proved to be an experienced skipper.

The island's shape is like an aircraft carrier. In the 18th century seamen from the Netherlands came to the island and thought the small kangaroo's were a large kind of rat. So they named the island "Rattnes Island".

They came to the yacht prepared for lunch. There were big oval plates with shrimp and salmon, crayfish and clams. We ate our food accompanied with Australia's Riesling wine with great pleasure. After drinking our coffee at 14:00 hours, we drew our anchor. On the way back, the wind increased its strength to Beaufort 7. The storm was lifting the waves towards the starboard quarter this time on the return trip. Robert's yacht was swaying in the waves like a submarine with head and bow bobbing up and down. This was almost like a corkscrew motion. Robert again proved to be an exceptional skipper and took us back to port at a speed of 18 knots. Despite this speed we reached the entrance of the river going to Fremantle port at 16:00 hours. This meant that our actual speed on a straight line over the earth's global plane was 10 knots.

We cruised from Fremantle to Perth again through the river and we returned to Perth at 16:00 hours. Demir's wife Gales Bukey and Gerry took me to the King's Park, which is quite popular in this area. There are monuments and cemeteries of soldiers who fell at Gallipoli.

They dropped me off at the hotel at 16:30, to pick me back up in the evening for a dinner on the town.

It was a good coincidence that today was Reg's birthday.

"Board Walk Restaurant" is a very elegant restaurant that smells of yachting, among many restaurants located at the many marinas, large and small, interspersed in this region.

I would like to mention a very interesting car park here.

They have built a five-story parking lot with steel construction. They place your vehicle on a steel pallet and place it into a stall at a level where there is space. Your car stays here until you return with your yacht.

Following a delicious "clam chowder" at dinner, we ate all types of seafood, shellfish and other exquisite fish accompanied by tasty Australian wines. Chowder is a delightful, textured soup obtained by cooking clams and other seafood in shells, or fish and vegetables. Also onions, potatoes and spices are added. It is an Anglo-Saxon soup, it is not available everywhere.

Following a dinner we had with great joy and conversation, each wife of the three couples gave me a gift each for the memory of my visit. Looking at these presents I can reminisce of the friendship of the Aussies and what great hosts they were. I am waiting for a chance to host them here in Turkey.

Naturally, I had taken valuable presents to them from Turkey. The presents I gave them had cost me a bundle but it was worth it.

Another memoir is that when I was abroad five years ago, before I knew PDG Reg and his wife Joyce, they had called me from Istanbul and said that they wish to visit Gallipoli, I called my secretary and allocated my car and driver to them. They never forgot that gesture.

That was the first thing that Reg mentioned when they met me at the airport at Perth.

## 01 February 2004, Sunday

Australians are athletic people who are active in yachting, bicycle, running, walking, jogging, cricket, etc. Their sports habits nationally have become a way of life for them.

As a person who wakes up early in the mornings, when I look outside, I see hundreds of men and women exercising on land and in the water.

I took my walk and shower, and started to wait for "Regional Commodore" Reg



Luncheon with NSW Fleet aboard "South Steyne", Darling Harbour, Sydney.

and Field Fleet Accountant Robert, who were kind enough to want to drive me to the airport even though it is Sunday. They came just on time with Robert's magnificent car. I was ready for them with my bags in the lobby.

They carried my suitcases at the airport and kindly escorted me all the way to the passport check.

Everything could be easy at Australia but you have to know the rules on safety very well.

I got my boarding pass and my carry-on luggage beeped at the metal detector. There was a little nail clipper in my toiletry bag where I kept my toothbrush and shaving kit. I could not board the plane with the nail clipper. I had to put my carry-on luggage into baggage check-in to be placed into the cargo hold of the plane.

I could not leave my nail scissors there because I needed them. So I went out and went through check-in one more time.

I went through the passport and security control and started to run towards the gate where I would board the plane.

It was unbelievable but someone said, "Sorry, this is a random check", and stopped me. He was courteous enough to say that this was not applied specifically to me and checked me with his hand metal detector. He examined some chemical bands.

I could not understand what this meant. I had no time to ask. My paranoia crisis that they were watching me was renewed. After all, I am Turkish!!

Perth and Sydney... Two towns in Australia. There is a 3 hours time difference between them.

We took off from Perth at 11:05, we landed at Sydney 18:00 local time. The flight time was actually only 4 hours.

At the Sydney domestic arrivals, Regional Commodore John Milne and his wife Merrill, FRCA Robert Eaglesham, New South Wales Fleet Commodore Harry Dege and his wife Velma had come to meet me, although it was Sunday.

We discussed their preparations for me in Sydney and the schedule for a while, they then picked up my luggage from the carousel and loaded them in John's car. I said goodbye to others. We got into John and Merrill's car since they would be my hosts in Sydney.

Their house is in a superb condominium complex on the shores of Sydney port. It consists of five buildings situated on a paradise-like garden ornate with great brilliant green plants, flowers and trees. The distance to shore is about 100 meters. A marina of around 100 boats makes the site ultra deluxe.

Milne's motor yacht is moored in this marina. Right in front of their house. Their garage is quiet neat. They possess 3 cars, 2 of which are brand new Mercedes, latest models.

Their flat is an equipped and practical kitchen integrated with a huge living room. You can see the ocean from the kitchen counter view, overlooking the hall. They gave me a room containing a computer with an Internet connection. A double bed, private shower, tub and WC completes the comforts.

I showered and dressed for dinner. We had a candle light supper cooked by Merrill on the terrace, accompanied by white wine from Australia.

The supper consisted of only one dish. There was cheese grated on it. To Turks, only a one-course meal could sound strange, but we ate it in a very enjoyable environment. The view was nice. The table was prepared with care; the conversation is sweet and interesting. I was very satisfied.



Presentation from PIC Frank McDonald.

After dinner, I presented them the gifts I brought from Turkey. A carpet that was small but of high quality for their home, a silver mirror for Merrill and a barometer, thermometer and hygrometer for John's boat. The Milne's go to bed early. Just for me. We retired to our bedrooms at 22:00 local time.

## 02 February 2004, Monday

When we woke up, I found the Milne's reading a book husband and wife in the living hall. I got up early, but they were even earlier. I took a bath and dressed and the breakfast table was ready on the terrace.

They eat cereal and muesli just like we do with milk. They also consume jam, butter, cheese and fruit compote. They drink tea and coffee.

John is in the insurance business. Merrill used to work with him. She no longer does. They possess a large insurance brokerage firm. John has heart disease and was operated on earlier.

Their program for me is a tour on their yacht. We boarded it at 10:00 from the marina in front. The inside of the port of Sydney is very scenic. There is greenery, nice marinas, and cute buildings on both banks. Other boats joined us and we are cruising as a fleet.

It is winter in the northern hemisphere, but summer in "down under". It is sunny but you cannot tell. All of a sudden a downpour rains.

We moored at a quiet bay on one of the buoys and some boats came alongside. Here also, I offered the Haci Bekir candies sent by IYFR member Dogan Sahin. Everyone was interested and examined the boxes.

Here there are quite a few immigrants coming from Middle Eastern countries. They may have manufactured Turkish Sweets, but those who did not come to the Rotary Conventions probably didn't taste the Haci Bekir Turkish Delight.

We ate our dinner here at the yachts and had a friendly conversation and we enjoyed the company.

The Past Regional Commodore Colin Dodds and wife Natalie are good sailors and elegant people in this New South Wales and Hunter region. They invited me to their home for drinks in the evening.

They are quite organized as far as dining on their boats. They bring everything in their ice coolers and food and drinks in their picnic baskets. The wines in Australia are as good as their beers.

A weather front came in with a rain squall. They are used to gusty winds and rain. Some went into their cabins. Some remained in the cockpits and enjoyed the rough weather.

According to the program, we went back to the Milne marina and went up to their house.

Colin Dodds lives in the same condo complex as the Milne's. Colin's yacht is in the same marina.

At 17:50 we went to the house of PRC Colin Dodds for a supper initiated with cocktails. Hunter fleet former commodore Dick and Jean Gilford were also invited. Dick and Jean don't live in Sydney. They came a long way just to meet me. Colin Dodds is also a very cultured and rich person. His wife Athalie is also very elegant. We spoke about culture, art and history among other interesting topics. They are also quite happy. We laughed quite a lot.

The Australians, as do the New Zealanders, have a habit coming from the British and Americans. When someone invites them to dinner, those invited cook at their own home and take some dishes they prepared at their own homes. They call it "potluck". Thus, the host only has to cook one meal. As for drinks, everyone grabs a bottle and comes. They call this BYO – Bring Your Own.

Here Merrill cooked only one course, we had also taken a bottle of white wine. We also have this habit. Since they go to bed early, we went back home at 22:00. There were only two blocks in between.

## 03 February 2004, Tuesday

I woke up at 07:00. I checked my e-mail box after shaving, showering, etc. I answered certain messages. When I got up, John and Merrill were reading their books in their comfortable seats as usual.

At 08:00 we had a wonderful breakfast overlooking the marina at their terrace, consisting of muesli, non-fat milk, apple juice, cheese, whole wheat bread, jam, tea and coffee. Then we left the house to board the yachts from the marina in front.

At 11:00, this time we boarded the yacht of Colin Dodds this time. Colin's yacht looks like a "Grand Banks" type.

All fleet commodores, regional and past commodores of all the New South Wales and Hunter fleets had worn white shirts, shorts, long white socks and white shoes. Their wives had worn white outfits. This elegant yachting look impressed me. We should also dress this way. It brings a yachting-chic to the boat. It is magnificent to tour the Sydney harbor, it is more interesting and beautiful than our Bosphorus. We went under the "Harbor Bridge". We arrived at Darling Harbor, past the Sydney Opera. We landed at Cockley Harbor Wharf. There were industrial buildings and warehouses here ten years ago. They were torn down and replaced with hotels, cafés, bars, restaurants, entertainment sites. There is a great esplanade. Although it is a work day, many young and old people are walking around, eating and drinking.

At 11:00 we landed and arrived at the restaurant ship called S/S South Steyne after a 5 minute walk. This ship is a small port passenger transport vessel built in Scotland in 1938. It is now moored here and operated as a restaurant.

Wives and members of both fleets were quite crowded and elegant. Former PIC UK. Frank MacDonald and his wife Edith even came. Don White was there, his wife Aillen wasn't present. Don had come to Turkey previously and I had taken him to Gallipoli. Like WARC Reg Wills and Joyce at Perth.

I ate fish and did not drink until my speech was over. I drank coffee. They said welcome to me and raised a toast. First John and then NSWF commodore Harry took the floor and welcomed me. Then FS Robert Eagleshorn invited me to the podium. I think I made a very nice speech. I could tell that they liked it from the way they came next to me one by one.

Here is how I started my speech:

"In Turkey after one IYFR event on the way back home, my wife Koray told me: 'Darling, your addresses are getting longer and longer. Maybe you picked up a disease whilst you were District Governor'.

Therefore for my address today, I decided to write a short text in order to try controlling the length of my speech. While I was performing a rehearsal at home, after understanding my intention, Merrill said: 'Come on Ferit, you are trying to measure the strength of our lyforians' nerves. You must be very brief with your address, our people fall asleep soon. Now I hope at least it won't last one hour.'..."

After my speech, when their congratulations were finished, they made me sing and we took photos together. We left the ship and went back to our yachts and took off for our respective marinas.

At night John and Merrill took me to a superb seafood restaurant that I liked very much. With the enjoyment of the Australian white wines, we ate our dinners with an unbelievable air of friendship and went home.

## 04 February 2004, Wednesday

I got up at 07:00, after shaving-showering-breakfasting, I checked my mail in the computer. After saying farewell and thank you to Merrill, we left with John's Mercedes 430 for the airport at 08:40 AM.

At 10:10 AM I thanked John and bid adieu at the airport.

At 11:35 I took off from Sydney to Auckland, New Zealand with flight number QF 43 / 33B.



# News From World Fleets

## A letter from IRC Max Cribb, about his visit to the Fleets in Western Australia

**Ahoy IYFoRians - Mariners all,  
and those all important  
1st Mates...**

*"Plenty of Glue"*

What a great trip visiting the Fleets in Western Australia, Port Lincoln, Gippsland, NSW, Hunter and Mid North Coast NSW! What fellowship. After the 5 day cross-country trip through Goondiwindi, Warren, Broken Hill, Port Augusta, Ceduna, Balladonia, and the sights of Kalgoorlie, it all began in Perth, Western Australia on Friday 5th March with the Interfleet visit of 6 IYFoRians from Queensland and about 20 from NSW.

Our mates Commodore Gerry Faulkner and his 1st mate Marilyn home hosted us in Perth, renewing our great friendship which began as Governors together in 2000-2001. The celebrations began in style with a Welcoming Cocktail Party in the America's Cup Lounge of Royal Perth Yacht Club. Saturday brought cruising down the Swan River to Fremantle with a beautiful seafood lunch at Fisherman's Wharf before returning to watch the Club yacht racing. Lots of laughs, good food and wine were had at home hosting for the Saturday evening dinner with Commodore Harry Dege and Velma joining us... On Sunday morning the men braved the cruisers for their overnight stay on boats at Rottneest Island, while the 1st mates took the fast ferry across for the day. Drinks and nibbles served by the lovely young Christine as the sun went down at the 'Big Gun' was a highlight of the memorable fellowship event. A visit to the new Maritime Museum at Fremantle featuring the victorious "Australia 11" and the "Parry Endeavour" (the boat that took lone sailor Jon Sanders around the world 3 times!) concluded an absolutely magical weekend.

On the way to Margaret River, we passed through the Brookland Valley and Vasse Felix (the oldest in Margaret River) Wineries, followed the next day with a visit to Leeuwin Estate and special luncheon and tasting at the Voyager Winery. Hic! There's something about good wines, good food and boaties that mix very favourably with excellent results. Some beautiful wines were tasted and many bought.

On the way to Albany, we visited the Tall Trees in the Valley of the Giants -- Tree Top Walk. What an exhilarating experience and what beautiful old trees. Unfortunately, we had to leave our mates in Albany and make our way East, while the rest of the crew visited the old Whaling Station, Albany Forts, and southern beaches before returning to Perth.

Thank you Commodore Gerry and Marilyn, Regional Commodore Reg and Joyce Willis and all IYFoRians and 1st mates of the WA Fleet for a first class visit. The "Eastern Staters" really appreciated the wonderful camaraderie and hospitality.

After Esperance and Norseman, we traveled the Nullarbor again, amazed at the cliffs of the Great Australian Bight, the long straight roads, treeless plains and would you believe- the only rain for the entire trip!

We arrived at Port Lincoln in time for a very special welcome BBQ put on by the Fleet members, all of whom are members of the Rotary Club of Port Lincoln. Home Hosted by Commodore Chris Stone and Christine, we learned the secret art of cooking abalone and baking a succulent schnapper. It didn't last long! What a meal!

Too windy to go boating, Mike and Cynthia Leech took us 4 Wheel Driving the next day -- a first for us. Giant sand hills, brilliant water, and a delightful picnic lunch with a glass of wine on a high bluff overlooking the Southern Ocean. Bliss! That evening, we joined the Rotary Club for a "Father, Son & Daughter Night" to hear Jon Johansen speak about his first solo flight to the South Pole in his home built aircraft. What an adventurer and great inspiration to all those who heard him speak -- especially the young ones.

Next morning, we bid a farewell to Port Lincoln and headed for the Barossa, stopping in Whyalla to have lunch with our mates Glen and Beverley Eden, also DG from 2000-2001 and their son, currently President of his Rotary Club.

After a brief overnight visit to DGE Cathy and John Roth in Geelong, we traveled the Great Ocean Road to Queenscliff, to board the car ferry to Sorrento on the Mornington Peninsular to stay with Merna's sister and brother-in-law, Judith and Ken -- lovely family time at their property and much needed R & R!

We met with Bill and Barbara Chapman for dinner to discuss the formation of a proposed new Fleet in Melbourne. District Governor Jenny Coburn and Roger also attended and gave an enthusiastic seal of approval to its formation which should be chartered in early June. Our sincere thanks go to Regional Commodore Bob Dack and particularly Bill Chapman for their great efforts leading up to the creation of a new Fleet,

drawing on Mariners from both Port Philip Bay and Western Port, a much broader field than was the case with the previous Victorian Fleet.

Soon we headed for the Gippsland Fleet and our hosts Regional Commodore Bob Dack and Betty in the scenic town of Metung overlooking the Gippsland Lakes. Here, we met a large number of IYFoRians at the Rotary Club of Mitchell River. Next day, aboard Don Hannington's "Gum nut", a Hereschoff 28, we sailed with the Dacks to Ocean Grainge for lunch with Tom and Phillipa de Voil and friends, after a short walk to 90 mile beach – a beautiful sight. After dinner at the Metung Hotel on the water, fellowship continued at Dack's with coffee and many ports – which Bob and I agreed was a great recipe for a good night's sleep!

Most of the Australia we had traveled through so far, had been very, very dry, very brown and desperately in need of rain. The countryside after the Victorian border dramatically turned green! Lush pasture, running streams, fat black cows and white sheep! So different!

After staying overnight in Nowra, we were hosted by our good friends Past IRC Clif Felton and Edith in Oatley overlooking the Georges River, and then by Past IRC Colin Dodds and Athalie at Rozelle, overlooking Balmain Cove, where we caught up with Past Commodore Bruce Ruston and Jackie – all from the NSW Fleet.

A luncheon cruise on the vast Lake Macquarie to meet with members of the Hunter Fleet was great! Commodore Phillip Kesterton and PC Dick Gilford and Jenny led the happy crew. Here we were hosted by PC Toby Glass and Pat in New Lambton, together with 9670 DG Cheryl Bentley-Howard and Peter. We toured the new Newcastle Cruising Yacht Club facilities with enthusiastic entrepreneur PC Tom Michilis, dined on beautiful seafood at "Rocksalt Restaurant", and next day PC David and Lyn Thorpe took us exploring the Hunter Valley wine country and the famous Roche Gardens.

On to Taree to meet with a few mates from the Mid North Coast NSW Fleet – PC Ken Patterson and Margaret our hosts, Harold and Barbara Rowe, and Barry and Jenny Perkins. It was good to see them all again, even if all too briefly. The Queensland and NSW Fleets have participated in several very happy exchanges,

We arrived home on the 1st April, having covered over 14,000 kilometers. The car performed extremely well, and had no trouble handling the long distances. Serviced in Port Lincoln, she drank approximately 1400 litres of fuel, ranging from 87.5 cents per litre when we left Brisbane, to \$1.35 at the little outpost of Cocklebiddy on the Nullarbor. What memories we have created! Perfect weather; clear blue skies; sparkling blue waters of the Great Southern Ocean, Tasman Sea, and Pacific Ocean; the windy Indian Ocean; the cliffs of the Bight and 12 Apostles; the longest,

straightest, most excellent roads; the treeless Nullarbor; the dry inland and sand of WA; enormous wheat farms in South Australia; Flinders Ranges; dry salt bush plains; schools of salmon; giant sand hills; the Super Pit Gold mine in Kalgoorlie; the huge mines and Miner's Memorial at Broken Hill; King George whiting, crayfish schnapper and oysters; wineries and vineyards.

We found common needs running through most Fleets. – The need to gain younger members – the need for more members with boats – the need for more on-water activities – the need to 'ring around' for functions – the need for the fellowship to become better known, and known for fun and fellowship, by promotion through Rotary District Committees and Conferences.

Had the WA Fleet not initiated the Interfleet visit from NSW and Queensland, this great tour would not have begun. Already, we have had requests for visits from Port Lincoln in September '04 and WA in May 2005. We believe Interfleet visits greatly enhance enjoyment and friendship, not only intrastate and interstate, but nationally and internationally. We would also encourage IYFoRians to make contact when traveling overseas with our counterparts in other countries. Access to the Fleets of the world can be found on the web page [www.iyfr.org](http://www.iyfr.org) The User name is Bounty, and the password is Mutiny (both case sensitive). Don't forget, if you have anything interesting in your Fleet, submit an article, preferably with photos to your Regional Commodore, or direct to Mustafa Yalkin in charge of Rotafloat at [mustafayalkin@lebibyalkin.com.tr](mailto:mustafayalkin@lebibyalkin.com.tr) (with copy to me. [maxcribb@hotmail.com](mailto:maxcribb@hotmail.com) please).

Every Fleet encountered on the trip abounded in fun, fellowship and friendship, which made our Australian tour a very happy 5 weeks. We treasure the warm hospitality shown to us, and will remember it all with great appreciation and fondness. Thank you all so much. We look forward to being able to reciprocate and show you our beautiful Moreton Bay.

Past RI President Frank Devlyn said, during his term of office 2000-2001, "Fellowships are the glue that holds Rotary together".

**Let's get stuck in!**

Cheers and  
happy sailing



Max & Merna

# New Fleet Chartered in U.S. Pacific Northwest



Far left: RC Pacific Northwest Dave Kelly  
Center seated: PIC Jack Keyzer and PIC George Kent  
Center standing between two PICs: Cascade Fleet Commodore Brody Kunz  
Far right: IVC Bill Robinson

March 19th 2004, the Seattle Rotary Mariners sponsored the chartering of the new Cascade Fleet serving District 5030 in King County, Washington State, USA. Joining in the celebration were IYFR members representing fleets from Vancouver and Victoria, British Columbia, Puget Sound (Tacoma, Washington) and Seattle. Commodore Brody Kunz of the newly formed Cascade fleet and his bridge were delighted with the support and generosity of long term members. Participating in the chartering at the Seattle Yacht Club were IYFR International Vice Commodore Bill Robinson, Past International Commodores George Kent and Jack Keyzer, Regional Commodore Dave Kelly, Fleet Commodores Paul McTaggart of Seattle, Dan Kelly of Vancouver Island, Fred Battie of Puget Sound and Vancouver Fleet Vice Commodore Otto Rieve.

The new fleet chartered with 50 members representing 17 clubs. Commodore Brody Kunz believes the only thing more exciting than chartering with 50 members were the people who joined the ranks. New IYFR members include three past District Governors, District 5030 Governor John Gardiner, District 5030 Governor Nominee Sally Gray, two assistant District Governors, 5 club presidents and an Admiral in the US Naval Reserve. This boating season promises to be great for the new fleet with rendezvous scheduled in May, June, August and October.

When asked about the success of the chartering, Commodore Brody Kunz said communication and planning was the key. Inspiration for the new fleet began back in May 2003, when International Vice Commodore Bill Robinson stepped aboard to meet Brody Kunz over a glass of wine on a beautiful

spring day in Victoria BC during a boating rendezvous organized by the Seattle Rotary Mariners at the District 5030 conference. Even though Bill missed visiting with Past Rotary International President Frank Devlin, who visited Bill's boat while he was meeting with Brody, the time was well spent spreading the word of IYFR.

After deciding in November 2003 to charter a new fleet, planning became important. The charter date was set for March 19th 2004, and Brody visited clubs to promote the greatest fellowship in Rotary. In order to have something to promote, rendezvous were scheduled well in advance, and articles were sent to the District and selected clubs for publication in newsletters. The first land rendezvous/orientation meeting was held over a halibut potluck dinner in February of 2004. By the end of that month, the fleet was organized under IYFR Rules, and a bridge was selected. Charter night was scheduled for March 19th 2004, but charter membership designation was left open for anyone joining through the District conference in May 2004. At the District conference the Cascade Fleet promoted IYFR with an open invitation to a Mariner reception. With nearly 40 attendees and great support from District leadership, the new fleet doubled in size in one weekend. The Cascade fleet continues to work toward district wide recognition and representation from all clubs. Fellowship is best when shared with others who share the love of boating and values of Rotary.

Congratulations from the International Bridge for a job well done!



Left to Right: RC Pacific Northwest Dave Kelly,  
Cascade Fleet Commodore Brody Kunz, IVC Bill Robinson.

# Netherland's SW-Fleet : Spring Meeting, Raamsdonksveer,

March 13, 2004

(From "ROTAVLOOT e-zine" -  
The electronic version of ROTAVLOOT)



From left to right:  
Henk van den Berg,  
the new secretary;  
Gerard van den  
Herel, fleet  
commodore;  
Joost de Beer IPC.

Just a few participants, enjoying fellowship.  
Always good for a lot of fun: the Commodore's pennant.

Approximately 35 participants (+ 2 boat dogs) enjoyed fellowship and an extremely interesting lecture about meteorology by Ted Jansen ([www.tedjansen.nl](http://www.tedjansen.nl)). I'm sure that all participants have now a better understanding regarding the weather phenomena important for all sailors. It was an excellent idea from Lies Stuurman to hire this lecturer! - During the 'official' part of the meeting, new officers have been elected; Gerard van den Herel has been appointed as the new Fleet Commodore, and Henk van den Berg as the new Secretary. Arend Oort (Treasurer) remains in function.

## Introducing our Regional Commodores



Francesco Clemente & his First Mate Barbara

Francesco - Franco - Clemente was born in 1955, lives in Naples, Italy, is married to Barbara, a British lady, and they have two girls of 13 and 8. Franco is a registered civil engineer and an architect, and runs his own engineering firm, planning and inspecting civil and industrial works in Italy and throughout the world.

Franco has been a sailor since he was 13, racing for his Club, the Circolo Canottieri Napoli, on Flying Junior, 4,70 and IOR. Lately he has been racing on Meteors.

Franco was the founder Secretary of his Club, Naples Castel dell'Ovo in 1991, and the founder Commodore of his IYFR Fleet, Naples - Italy South West, in 1997.

As Rotarian, Franco has been President of his Club in 1998/99, and President of many District Committees (Cultural Heritage, Group Study Exchange, Polio Plus, etc.).

Franco met the first Rotary Mariner friends in 1997 at the Glasgow Convention, and since then has been in love with the IYFR; he organized in 1999 the Yachting World Meeting "Terra delle Sirene" in Sorrento, attended by the former IC Joe Phillips with the wife Marda.

# Champagne time for Cheyenne



Steve Fossett (second from right) and crew - new Round the World Speed Record holders - photo Sue Pelling

It was an historic and emotional occasion, as Steve Fossett's 125ft maxi catamaran appeared in silhouette like a ghost on the horizon under the bright, moonlit sky into Plymouth Harbour. Fossett and his 11-man crew had finally arrived home after 58 days 9 hours 32 mins 45 secs at sea and were greeted by 100s of well wishers who'd braved the biting cold westerly breeze to witness the completion of one of the world's greatest sailing achievements.

Weathered and tired they may have been, but nothing was going to stop Fossett's determined crew make the most of their heroes welcome. Tears and laughter spread like a virus as the

crew stepped ashore to the shower of Champagne. All the hard work, pain and emotion encountered over the last eight weeks had finally paid off and they were there to enjoy the party they'd been dreaming of for weeks. Talking to [yachtingworld.com](http://yachtingworld.com) about this historic occasion Fossett said: "Crossing the line today was a tremendous experience and very emotional because we'd worked so hard and the crew, even though many of them had sailed round the world before, were also extremely excited. This was a very well executed round the world sailing programme and every member of the crew performed at the top level and made a major contribution. I think it's partly the satisfaction of each crew member doing a good job that made us so happy about this."

As the crew, on a natural adrenalin high, continued to party into the night on the shore side at Mountbatten Marina it was hard to imagine that just 24 hours ago they were sitting in a no wind zone just 300 miles from the finish. A lot happened since then. Chatting to Mike Beasley it seems that it wasn't just lack of wind that was cause of concern. Commenting as he stepped ashore Beasley said: "The worst moment believe it or not was about half an hour from the finish today. I can't believe we went half way round the world and the most anxious moment was just coming up to the finish. The sea state with wind against tide was horrendous and it was pretty breezy, we had to put a reef in. The best moment was about 30 seconds after that when we crossed the line!"

When the party was over, the entire crew headed for a local hotel to enjoy their first proper night's sleep since the start of the challenge on 7 February. Meanwhile Fossett is already starting to lay down plans for his next challenge - flying his glider into the stratosphere. "Then," said Fossett, "I think we'll go for the 24-hour world speed record and see how we get on with that."



Moments after arriving on shore - photo Sue Pelling

## Congratulations to team Cheyenne

Steve Fossett (skipper) USA

Adrienne Cahalan (navigator) AUS

David Scully (watch captain) USA

Brian Thompson (watch captain) GB

Jacques Vincent (watch captain) FRA

Guillermo Altadill ESP

Mike Beasley NZL

Fraser Brown NZL

Mark Featherstone GB

Damian Foxall IRE

Nick Leggatt ZA

Justin Slattery IRE

Paul Van Dyke USA

Yachting World, 6 April 2004

# FROM THE WEB-MASTER

## Dear Rotary Mariners,

As a team and yachtsmen, we have achieved some of our goals in this year, starting July 2003. This term's new attempt was the web pages that we use in many occasions. The purpose of the pages that we have on the Internet is to connect the lyforians or the Rotary Mariners, in every remote part of our Globe to bring closer. If you have ever checked the pages with the lyforian Username and Password, you would have come to a friend miles away from your port. We thought that there would be a "Twilight Zone" from July to November for the novice users of the system, but we have realized that the zone is much larger than we have thought and planned. However, we, all together, achieved tremendous advancement regarding the transferring our fellowship to the 21st Century's tools and techniques. I hope this achievement is permanent and done once for all.

We have many regions and fleets that have a perfectly updated data on the Internet for every one's use. I thank the Regional Commodores for their endless efforts and stubborn trials to learn the system and its uses. They have all succeeded and now they are in comfort in their respective Regions for the next six or so months. They only need some new members' data to be uploaded whenever necessary, and some members with the changes of addresses for their work on our Online Roster. I should stress that our Online Roster is our Official Roster. We all should try to stuff the necessary data and should use it as a primary source of data. All the regions and fleets are free to create their own Regional Rosters and member lists, but this fact should be known well that the International Bridges and the Fellowship will depend on the data on our Online Roster. We have previously mentioned that the system belongs to all lyforians and should be treated accordingly. Our Treasurer will ask dues to be paid according to the data in the Online Roster.

The site is not intended as to be printed, but a special page for the printed material does exist. This page contains past and present issues of Rotafloats, Rosters, Rules and other related booklets and brochures in the popular format of



Adobe Acrobat (PDF). The members who do not have the tool to read or print the material posted in the Adobe Acrobat format, could easily reach and download the Free Acrobat Reader by using the link at the page. We expect the commodores or their designated people to upload the necessary member data to the system, and send articles to the International Bridge for processing. The International Bridge will give them their final shapes and post the material to the related pages of the site. That is why the user would not be furnished with the tools for printing the site's individual pages.

The very hot and popular subject is to have an online payment system for dues and regalia collections. This is being investigated by us and by our friends in the USA, but in every respect it is a very expensive method of collecting dues and regalia payments since dues are small amount of money and regalia sales are very far away from a satisfying level. However, I should mention that an internationally used site must have a tool like a merchant account for collections.

[www.iyfr.org](http://www.iyfr.org) has been planned as a mutual communication channel for the lyforians or the Rotary Mariners, and its primary purpose is to keep the Online Roster and related data handy; to keep the past issues and current issue of Rotafloat as well on the internet for downloading or just online viewing, and some other fellowship related data like the "Rules" in their respective pages, in mind. It is not a site of fancy graphics, pictures, tools and techniques. However, we try to add more useful pages and tools to the site whenever necessary or convenient. I think we achieved what we

originally aimed at the beginning. The opening page with pictures of sea and boating was the result of this basic thinking and approach, but it brought the first visitor's attention to our fellowship.

The introduction of the web pages brought some new points we must consider and find some solutions, or at least, to change our approaches for the administration of the Iyfr. The first and the most significant of those is the need for a clock-working solid structure of the fellowship, regarding the countries, regions, fleets, and members. This work is being carried out by the related parties. This effort towards making the fellowship functional will definitely bring some more members in.

Our transition from the paper world to the cyber world was quite a difficult task to complete. I believe it will take some more time until we see all the members on our web pages. Every transition has its problems and reluctances and every web site has its childhood problems and bugs. We have tried to fix the bugs and inconveniences during this time. I believe that there will always be an effort to make the site a better one.

There will be a Roster Editor's Guide for the editors from all over the World. During these months we were able to collect

the reactions and contributions to make the [www.iyfr.org](http://www.iyfr.org) better within the limits we set at the beginning. I believe that we should put some more fields of information like the "occupation", "Rotary classification" etc. to foster the friendship and understanding between the Rotary Mariners (Iyforians) on the floating carriers on the water regardless how salty it is.

I, as the webmaster, should especially thank to IVC Bill Robinson and his charming lady Katia Robinson, who never gave up e-mailing, typing and trying hard for our web site. She never approached to our work from a negative-minded point. I may point out that her enthusiasm and Robinsons' positive manner made this site running. I also thank to our IC Ferit Biren and my friends in our International Bridge for their support to my thoughts and suggestions. I got very supportive and constructive letters from all over the Rotary Mariner's World which gave us the necessary thrust for the work we try to do. I thank you, all the members for your nice and kind mails. I believe that our work throughout this year of 2003-2004 showed a perfect example of international friendship, understanding and harmony, which the Rotary is all about.

Cihan Anamur

## Is Maintaining a Modern Vessel Any Less Challenging?

While advocates of older boats are amused by the notion that maintaining a modern fiberglass yacht requires any actual work, owners of those up-to-date vessels beg to differ, and argue that in reality, the upkeep on today's boats involves just as much elbow grease as it always did. Those boaters who opt for older vessels point out such demanding projects as checking and replacing soft planks, scraping and caulking, and battling the kind of rust that accumulates only on steel fuel tanks. Modern boat owners, on the other hand, suggest that the low-maintenance pitch of sales promoters has duped most boaters into believing that constant preening such as waxing every 6 months, reapplying not-so-stay-put bottom paint, and replacing faulty fuses and other electronics is as easy on the eyes as it is on the arms.



Source: Yachting, 11/00

# IYFR Regalia



- |    |  |          |
|----|--|----------|
| 1  | Blue Burgee Lapel Pins   | \$ 5.00  |
| 2  | Fleet Officers Insignia<br>(Pair of Epauletes with stars,<br>etc - by request) | \$ 20.00 |
| 3  | Burgees<br>Fleet Commodore Burgee<br>(3 balls)                                 | \$ 35.00 |
|    | Vice Commodore Burgee<br>(2 balls)   | \$ 35.00 |
|    | Rear Commodore Burgee<br>(1 ball)  | \$ 35.00 |
| 4  | Member Burgee<br>(12"x18")   | \$ 19.00 |
| 5  | IYFR Tie (navy/blue<br>diagonal stripe/burgee)                                 | \$ 25.00 |
| 6  | IYFR Ladies Crosstie   | \$ 7.00  |
| 7  | White Epaulette Shirt<br>(S, M, L, XL, XXL)                                    | \$ 40.00 |
| 8  | T-Shirt/white embroidered<br>(S, M, L, XL, XXL)                                | \$ 15.00 |
| 9  | IYFR Emblem Cap<br>(gold leaves on bill)                                       | \$ 20.00 |
| 10 | Captains casket white top,<br>blue visor                                       | \$ 12.00 |
| 11 | IYFR Emblem Cap (navy)   | \$ 15.00 |
| 12 | IYFR Window Decal  | \$ 1.00  |
| 13 | IYFR Screenprinted<br>blazer emblem (sew on)                                   | \$ 10.00 |



(Shipping charges excluded)  
For further information, please consult our website at [www.iyfr.org](http://www.iyfr.org)



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