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ROTAFLOAT

Official newsletter for the International Yachting Fellowship of Rotarians

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From the Commodore

First of all it is my pleasure to recognize and express my gratefulness to all former International, Regional and Fleet Commodores and their bridge staff for what they have done for IYFR and pledge to enhance the values of our great fellowship.

In my first letter, I declare my goals, our priorities and our policy to pursuit as mentioned below;

- 1- To ensure full satisfaction of our members in every respect and let Rotary Mariners to enjoy our International Yachting Fellowship.
- 2- Membership growth of 12% y.o.y basis.
- 3- To let our members obtain very interesting information and benefits in return of the annual dues of USD 10.-
- 4- To submit more International boating events such as rallies etc at very attractive conditions.
- 5- To further develop the use of cyber facilities for communication, ROSTER, ROTAFLOAT, regalia supplies and make available a clear, transparent accounting at our web page www.iyfr.org
- 6- To hand over to our successors a sound balance sheet and a treasure full of gold!

Now I will inform you about the new features of our term. In order to avail yourselves of being a member of our great fellowship, you ought to know following:

Roster

Our Roster officer Mustafa Yalkin carried out a survey amongst fleets with the help of the Regional Commodores to assess the wishes and preferences of our members. A summary of this survey results are given in a different column by Mustafa Yalkin. From the result of the survey it is understood that the majority of our members want to access the Roster on the Web. However, Mustafa will continue to edit, publish and mail the Roster in the traditional way too, for the members who prefer a hard copy. In addition to hard copies, in cooperation with Web Master Cihan Anamur, Mustafa will continue to have the Roster available on our web site, as started by IC Ken Winter and his staff. Needless to say the less hard copies the more savings in the budget of our fellowship will be accounted.

Rotafloat

The above mentioned survey was also about Rotafloat. Therefore the policy to be followed for Roster also applies to Rotafloat. Mustafa is responsible also for Rotafloat which will in principle appear on our web site, again as started by Commodore Ken Winter and his staff. However if required



by some members Mustafa will be at the disposal of such members to mail it in the traditional way, in hard copies.

Regalia

We will try to promote regalia items with new additions like beach towels etc. perhaps further improve the quality of existing items, keeping price level as low as possible whilst observing contribution of regalia sales into the budget of our fellowship. Here again I must express our thanks to Ken and his staff, namely Julie Simpson from New Zealand and Paul Hunter from USA.

I am a lucky successor. Our IC Ken Winter and his staff achieved IYFR goals in their office term and implemented so many good missions. The space allocated to me for this letter will be too small to mention all of them. However, amongst others they have succeeded

- to develop IYFR WEB site,
- to make Roster available via cyber net in PDF version
- to achieve Rotafloat via cyber net in PDF version

My wife Koray Biren and I are privileged and honored to have the opportunity to serve you as IC for the term 2003-2005. As International Commodore, obviously I have to put my heart and service at the disposal of all the fleets around the world. Your support, and more importantly your friendship are great gifts that we sincerely appreciate and value. We want and need your continued help and support.

We have great hopes and dreams that we want to share with each of you. Through our International Fellowship, we will continue to take part in our contributions for the world peace and understanding a dream to come true.

Ferit BIREN
IC 2003 - 2005

We dedicate the first issue of Rotafloat, the official newsletter of our fellowship to all past International Commodores, starting from John Barret who hoisted up the first IYFR pennant on his boat in GB&I, in 1947. Here is the chronological list of all Past International Commodores:

John G. Barret (1947 - Founder), A.Leslie Mower (G.B. 1952 - 53), Leonard C. Horsnell (G.B.1953 - 54), Jack A. Hope (G.B. 1954- 55), Alfred Bellamy (G.B. 1955 - 56), A.Norman Cooke (G.B. 1956 - 58), Robert Stuart (U.S.A. 1958 - 59), Denis W. Dalby (G.B. 1959 - 60), Chas. Ed. Dearnley (U.S.A. 1960 - 61), Courtney G. Beckett (G.B. 1961 - 62), Shermann Bushnell (U.S.A. 1962 - 63), Leo P. Keating (Australia 1963 - 65), Carl R. Miller (U.S.A 1965 - 67), Charles E. Neale (G.B. 1967 - 69), Donald Lowness (Brazil, 1969 - 72), Richard Willis (Australia, 1972 - 74), Earl Brannock (U.S.A. 1974 - 76), Carl Beck (U.S.A. 1976 - 77), Al Natkin (U.S.A. 1977 - 79), Bill N.Thomas M.D. (U.S.A. 1979 - 81) Bert Collins (Australia 1981 - 83), Dr. Ken Warr (S. Africa 1983 - 85), Martin Lockney (U.S.A. 1985 - 87), Les Vasconcellos M.D. (U.S.A. 1987 - 89), George E. Kent (Canada 1989 - 91), Andrew Mitchell (G.B. 1991 - 1993), Jack C.L.Keyzer (Canada 1993 - 95), Frank E. McDonald (Australia 1995 - 97) Arnold Verkade (The Nether. 1997 - 99), Joe Phillips (U.S.A Hawaii 1999 - 2001), Ken Winter (New Zealand 2001 - 2003).

Minutes of the IYFR Annual General Meeting

June 3, 2003

Welcome:

The AGM luncheon commenced at 12:30 pm followed by the official business meeting at 2pm. International Commodore Ken Winter welcomed the 172 Rotary Mariners in attendance and introduced guest speaker Past RI President Cliff Dochterman.

Guest Speaker:

President Cliff Dochterman spoke to our members about Rotary International's recognition that fellowships are the key to the success of Rotary membership retention and growth. He stressed that fellowships are an essential part of Rotary, Rotarians in fellowships make better Rotarians, Rotary is strengthened by fellowship and that service follows fellowship. When you have a project in Rotary you call on your friends-made through fellowship. President Dochterman extended his congratulations to incoming International Commodore Ferit Biren and invited everyone to Chicago to celebrate the Centennial of Rotary. He also told us about plans for a "Fellowship Parade" during the Chicago convention in 2005.

Apologies:

Apologies and greetings were received from: Bob Stewart, Chicago Illinois; PIC Arnold Verkade, The Netherlands; PICs George Kent and Jack Keyzer, Victoria Canada; Julie Simpson (IYFR staff secretary), John Mills (IYFR Editor) and Roy Budgen (IYFR Assistant Editor), Auckland New Zealand; and Roger McGonegal, Newport Beach California. The apologies were accepted.

Announcements:

Pat Galligan, Brisbane Australia announced that there would be a RI Fellowship meeting the following day at 2pm and that Cliff Dochterman and other RI Directors would be speaking further about the Centennial 2005 fellowship activities, the RI convention in Osaka in 2004 and the expansion of Rotary Fellowships.

Reports of International Officers:

Area 1-Europe, Middle East and Africa - by IVC Ferit Biren:

IVC Ferit Biren reported that Area 1 includes 57 fleets in 8 regions; GB&I, The Netherlands, Sweden, Germany, Europe North, Italy, Turkey and South Africa. He stated that since our great fellowship started in

"Dockside" Restaurant - Brisbane, Australia

Great Britain in 1947, when John Barrett hoisted up the IYFR flag for the first time, he wished to invite Regional Commodore Brian Skinner, to report on the fleets in GB&I.

Brian Skinner reported that GB&I consists of 14 fleets with 401 members, an increase in membership by over 50 in one year. There were Regional meetings held in October and March with over 60 members attending each event. All of the fleets had full programs with a variety of tasks undertaken. The highlight of the year was the visit to the U.K. by IC Ken and Bente Winter, during which time they were able to meet with members of 7 fleets. The Sussex Fleet held their annual Kids' Day Out, entertaining 171 children. The Suffolk fleet hosted disabled people on a Thames barge and several fleets have invited another fleet to join them for weekend cruises. Most fleets have one activity per month.

Ferit Biren reported that Northern European fleets planned activities included a cruise to St. Petersburg on the occasion of the city's 300th anniversary hosted by the Russian Naval Club; a cruise of the Turkish and Greek coasts; and work on the 2006 Post Convention Cruise on yachts of Rotary Mariners along the west coast of Sweden or on a cruise vessel in the Baltic Sea. The South Africa Regional Commodore is working to have the West Cape fleet re-floated. The fleets of Turkey welcomed IC Ken and Bente Winter during their traditional pass in review, a tribute to District Governors and an excellent way to show them our fellowship.

Area 2 - The Americas - by IRC Bill Robinson

The focus of Bill's message was "Why IYFR". Bill stated that it is easy to remember why we are active in our individual fleets. Our objectives are the same as Rotary - Service, International goodwill and understanding. Fellowship makes us better, more effective Rotarians. Spousal involvement in fellowships encourages participation in club and district activities. Bill agreed with Cliff Dochterman that fellowships are the key to the success of Rotary membership retention and growth. If we believe our fellowship is beneficial for our clubs and

fleets, then it should be shared with the Rotary world.

We need to focus on Fleet promotion and maintenance, and interclub and inter-district activities that will not only strengthen our fellowship, but will strengthen Rotary.

Rather than present fleet reports which are available through Rotafloat, Bill drew from those reports to highlight some of the problems and opportunities we have in the year ahead. IYFR has the same problem of retaining and increasing members as Rotary International. For example, Seattle #4 had to bring in 70 new members this past year just to break even because of attrition and aging membership. As for fleets in the Americas, we found that out of 26 fleets only 14 are active, 3 are questionable, and 9 are inactive. There is much we can do to reverse this trend. The International Bridge can not do it alone, and must rely on Regional Commodores and Fleet Commodores from healthy fleets to encourage existing fleets and develop new fleets. By way of example, the Seattle Mariners fleet is 54 years old, holds 8-10 events a year and could be quite content without broader involvement in IYFR. Yet that would hardly meet the Four Way Test, and certainly would not meet RI objectives of growing Rotary and international understanding. So, the Seattle fleet is assisting with developing four new fleets in the US Pacific Northwest.

We need to make the fellowship more known and should take advantage of District Conferences, President Elect Training Seminars and Leadership Assemblies to publicize IYFR. We need to think globally and work to establish fleets in countries where none exist. In the Former Soviet Union we are working with 4 clubs in the Lake Baikal region of Russia to create a new fleet and a kayaks for disabled kids project. We have found interest from Vladivostok, St. Petersburg and Ukrainian Rotarians to start fleets.

We need to be known not just for our fellowship social activities, but for the service aspect of our fellowship. Bill encouraged fleets to write articles for publication in our Rotafloat newsletter regarding their service activities. Bill congratulated those fleets involved with sailing programs and

other activities for the disabled, for those fleets who are involved with waterways cleanup, helping with fund raising for polio eradication, and providing cruises for underprivileged children.

Bill also stressed the importance of networking. This was brought home recently, when because of IYFR networking communications, Argentina RC is supporting and encouraging the development of a fleet in Brazil.

We need to use our fleets and activities to raise awareness of Rotary, such as in Opening Day Boat Parades. The permanent website at www.iyfr.org will be of immense help with fleet communications and IYFR promotion.

In closing Bill stated that the attendance at this AGM is encouraging, and if each member goes home and spreads the word about the Rotary Mariners, our fellowship will be strengthened and will grow.

Area 3 - Asia/Australia/Pacific - by IC Ken Winter

IC Ken Winter stated that being International Commodore is like being a District Governor with only one district - the world. Bente and I have traveled extensively and the hospitality has been wonderful. We have visited Canada, the US, England, Holland, Turkey and Japan and have been in touch with nearly 3000 members of a tremendous fellowship organization.

Treasurer's Report:

Marda Phillips reported on behalf of Russell Toplis (IYFR Treasurer) who could not attend.

Marda stated that the IYFR fiscal year is not over, so we have an interim cash flow report. The final report for the 2 year period 2001-2003 will be published in the Fall Rotafloat. Through the end of May we had approx \$30,000, but have not paid for Rotafloat and regalia. Fleet dues collected to date for the 2 year term are about \$50,000, or \$25,000 per year at \$10/member, which equates to 2500 members. We are down in membership, and need to consider how to conserve resources. We have been mailing Rotafloats to 3000 members, even though some have not paid. We would have a shortfall if this is kept up. It costs \$8,000-\$10,000 for printing and postage of the Roster; so, this year in order to be financially responsible, we will post membership on the website in order to stay within current revenue.

Amendments to the IYFR General Rules:

PIC Joe Phillips led the discussion regarding two amendments to the General Rules. The General Rules specify that a minimum



IRC Max Cribbb, PIC Ken Winter, IVC Bill Robinson and IC Ferit Biren.

of \$2,000 be passed on to the next administration. Joe stated that times have changed and now IYFR can not produce half of a Rotafloat for \$2,000, the actual cost being closer to \$5,000. An International Commodore would have to go into his own pocket to print the Rotafloat unless sufficient funds are received from the previous International Commodore. An incoming Commodore must have sufficient funds available when he/she takes office in order to print and mail a September Rotafloat, maintain the website and communications, purchase regalia and send out dues notices. Therefore, it has been moved and seconded that IYFR General rules, Section V. D. 2 c. be amended to require that on change of command, the minimum amount passed on to the next administration be US \$10,000 from the current US \$2,000. The question was called for and the amendment was unanimously passed.

Joe Phillips then stated that the present rule regarding travel reimbursement states that "the International Commodore is responsible for all travel expenses when visiting fleets and is expected to attend all RI conventions." The rule reimburses the IC up to \$3,000, providing that the \$10,000 in the preceding amendment is met. In order to continue to attract good people to the bridge it is necessary for IYFR to reimburse required travel costs, and therefore the amount should be increased to \$10,000. Therefore,



Ferit Biren & Ken Winter

it has been moved and seconded that the IYFR General Rules, Section V. D. 2. d. should be amended to increase the amount of reimbursable travel expenses up to US \$10,000, provided that the minimum under Section V. D. 2 c. are met. The question was called for and approved.

Joe Phillips reported that Bill Robinson would be working on streamlining the Rules and would be posting revisions and amendments in a forthcoming Rotafloat.

Installation of officers:

PIC Joe Phillips, assisted by Past International Commodores Bert Collins, Frank McDonald and Andrew Mitchell, helped with the installation of the following IYFR officers: IC Ferit Biren, Istanbul Turkey; IVC Bill Robinson, Seattle Washington and IRC Max Cribb, Queensland Australia.

Joe Phillips then recognized the "unsung heroes" of the yachting fellowship, Bente Winter, Koray Biren, Katia Robinson and Merna Cribb for their support of our fellowship.

Ken and Bente Winter were recognized and thanked for all of their efforts during the past two years at the helm of IYFR.

Newly appointed International Commodore Ferit Biren summarized his staff's plans for the permanent website, with online roster, past issues of Rotafloat, regalia and IYFR brochures. He reported on the recent survey indicating that the membership was split almost in half regarding whether or not the Rotafloat and Roster should be printed and mailed or simply posted on the website. He concluded by presenting his initial budget for 7/1/03-6/30/04.

The 2003 AGM was adjourned at 3:20pm, after which members attended a reception aboard Ken and Bente Winter's "Pacific Mermaid", docked adjacent to the Dockside Restaurant.

The Australian Post Convention Cruise,

2003



In the wake of the convention and as an IYFR tradition, a group of lucky IYFR members under the leadership of Ken & Bente Winter have enjoyed the post convention cruise 2003.

On June 5, the group departed Brisbane airport for Hamilton Island. We were all booked in to Coral Reef hotel in Airly Beach. In the evening a dinner was organized as a BBQ party on lawns of the tropical garden which was attended also by Commodore Ian of Whitsundays Fleet and Rtn. Eric Bottle, operator of the tour from the same fleet.

Following day June 6 at 07:10, we departed by bus to Shute Harbour ferry terminal on the way to Great Barrier Reef on board a 120 ft. catamaran. At the reef, divers of all sorts, watching sea life at Coral reef in a glass chamber and in a submerged boat were amongst the highlights of attractions.

In the evening, we were taken to a real Aussie evening where we discovered the secret talents of Mariner Bill and his lovely first mate Katia. Otto of Vancouver and Commodore Ken Winter were very successful in the fun competition playing "waka boards."

June 7 was a relaxing day till 10 am check out time. Until 2:15 pm we had the chance

to visit the 2nd Airlie Rotary Boat Show assisted by Whitsunday IYFR fleet. We had the opportunity and pleasure of meeting Whitsunday fleet members at the entrance to boat show. They were on duty and very involved. They stamped ink on our hands as a souvenir.

I want to congratulate once again this fleet for their initiative and proactive venture in organizing such a boat show with different worthy dimensions, in addition to fund raising, in which our group took part by buying visitors tickets. At 2:15 pm, a local public bus transferred us to Shute harbour. We embarked a ferry to get to Hamilton Island and checked in at the Reef View Hotel.

June 8, June 9 were free days. We spent the time chatting amongst ourselves, walking around the Island, swimming at the pools and most of the group riding a buggy, like a large lunapark. Some also participated in a sunset cruise in the beautiful and famous Whitsunday Islands. I had the opportunity to talk with Masami Nishikawa and his charming wife Mutsuko about various issues of importance related to OSAKA Convention such as; AGM luncheon, group accommodation, booth decoration, Pre and Post Convention trips and cruise, IYFR cocktail as an affiliated official event of the Convention.

Ken and Bente brought us together at a farewell dinner in a nice restaurant as usual. At the evening, Ken delivered a speech and handed over his Commodore burgee to me. We raised glasses and toasted for Ken and lovely Bente for their leadership.

On June 10, Tuesday we made our way to Hamilton Island airport, to fly back to Brisbane for individual flights to different destinations for home. So a post convention cruise to remember was over. Lots of pictures were shot. You see only one of them.

This successful post convention cruise was organized and checked carefully a year ago by Bente and Ken for all small details. From the very beginning till the end of the tour Bente and Ken kept an eye on us and felt themselves responsible as wonderful leaders. Thank you Bente and Ken, on behalf of Post Convention Cruise participants, which were:

Ken & Bente Winter
Ferit Biren
William & Katia Robinson
Evert & Tine Van der Stroom
Dorm & Sandy Anderson
John & Ellen Billingham
Clint & Bev Collier
Paul & Donna Davis
Thomas & Virginia Dent
Gunther & Jane Diersbock
Richard Hughes
David & Jeanne Kelly
Jerry Madakbas
Masami & Mutsuko Nishikawa
Veikko Puputti
John & Lucy Riddell
Otto Rieve
Mark & Carole Rogers
Helga Schwarz
Geoff & Mollie Shaw
Theo Van der Auwera

IC Ferit BIREN



Welcome Reception for IC Ferit Biren



IC Ferit BİREN, Hitay GÜNER - Governor of District 2420, IRRC Türker KARAMIZRAK

On his return to Turkey the newly elected IC Ferit Biren was cheerfully greeted by the Commodore of the Turkish Fleets RC Turker Karamızrak at a reception held at the Yacht Club of the Atakoy Marina in Istanbul. The past and present Governors of Districts 2420, 2430, 2440 and their spouses as well as Commodores and Rotary Mariners and their Mates of all the 15 Turkish Fleets were invited to this gathering held on Saturday June 21, 2003. The Reception was arranged by the Commodore of the Marmara Fleet (Governor elect of District 2420) Sedat Altunay and his fleet members.

IC Ferit Biren attended with his lovely wife Koray as the honour guest. A shield of appreciation was presented to IC Ferit Biren by RC Turker Karamızrak and also by Istanbul Fleet Commodore Nadir Doyuran.

It was a lovely evening for all, where Ferit Biren narrated his ventures in Australia and the Post Convention Cruise. Every one enjoyed the evening and the wonderful fellowship.

The annual gathering of the Rotary Mariners to salute the Past and Present District Governors and the parade of the IYFR boats took place on Sunday June 22, 2003 in front of the Atakoy Marina in Istanbul.

The IYFR boats took start from the Marina at 10:30 following a group picture of the participating Rotary Mariners and their Mates.

IC Ferit Biren, his lovely mate Koray Biren, 2420. District Governor Hitay Güner and 2440. Past District Governor Fahrettin Macit and his lovely wife Sema Macit, Turkish Fleet Commodore RC Turker Karamızrak and his mate Oya and RC elect Nadir Doyuran were all on the Rotayat (the yacht co-owned by the Rotary Mariners) while the participating IYFR's paraded in their boats and saluted the incoming and outgoing Governors, as well as IC Ferit Biren and sounded their whistles.

Following the parade a luncheon was held at the Yacht Club of the Atakoy Marina. During the luncheon RC Turker Kara-mızrak, Commodore of Turkish Fleets, recruited the Governors to become members at large of IYFR, and decorated them with their pins. He also presented the traditional gifts of a cushion to the outgoing Governor wishing a good rest, and a symbolic compass to the Incoming governor to help him find his directions. He also presented IC Ferit Biren with a 5 star IYFR cap wishing him success in his International Job as head of IYFR.

At the end of the meeting RC Turker Karamızrak, Commodore of Turkish fleets, thanked all the fleet Commodores and Commodores serving in his Bridge and presented them with a shield of appreciation. Then he passed his duties on to the New Turkish Fleets Commodore Nadir Doyuran (the present Istanbul Fleet Commodore) and transferred his stars.

Nadir Doyuran in a short speech took over his duties, thanked RC Turker Karamızrak and presented him with a shield of appreciation.

The meeting was adjourned in a pleasant atmosphere wishing success to the new appointees.

Türker KARAMIZRAK
IRRC (Admin)
2003 - 2005



Turkish Rotary Mariners with IC Ferit BİREN

Suggested Amendments to the IYFR General Rules

The current IYFR Rules, dated June 3, 2003, may be viewed or downloaded from the IYFR website at www.iyfr.org. In order to streamline and make the rules more succinct, and to reflect the move to electronic communications and website availability of Roster and Rotafloat we propose the following amendments to the IYFR Rules dated June 3, 2003.

1) Section II. Object and Purpose - Revise as follows: Goals and Objectives

Rotary Mariners combine an acceptance of the principles of Rotary with a love of boats and the sea, rivers and inland waters, and use the shared interest of yachting and seamanship as an opportunity to encourage and foster the objectives of Rotary. Mariner objectives are:

- (a) To advance international understanding, goodwill and peace through a world fellowship of business and professional persons united in the ideals of service.
- (b) To promote Rotary fellowship through cruising, yachting, racing, sailing, kayaking and other activities involving boats and boating.
- (c) To promote high standards of seamanship and abide by recognized yachting customs and etiquette on the water.
- (d) To support Rotary service projects and opportunities, on and off the water.

2) Section V.D.2.b - Duties of International Commodore

Delete the word "personally" to clarify that the IC is not personally liable for shortfalls in collection of dues or expenses of the organization.

3) Section V.D.5.f. - International Rear Commodore (Admin)

Delete this section. The Roster and Rotafloat are now available on the website.

4) Section V.D.6. b., c. and d.-International Rear Commodore (Roster)

The Roster and Rotafloat are available on the IYFR website. Consolidate and amend V.D.6. b., c. and d to read:

- V.D.6.b: The IRC (Roster) shall be responsible along with the IC, IRC (Admin) and the IRC (PR) for maintaining a membership roster, approved by the Executive Committee, on the website with capacity for daily editing and searches, ensure enrollment of all members onto the roster and publish a new member list in the "Rotafloat."
V.D.6.e: Change to read V.D.6.c

5) Section V.D.7.b - International Rear Commodore (Public Relations)

Change to read: The IRC (PR) shall be responsible, along with the IC, for the preparation and publication of IC newsletters and "Rotafloat."

6) Section V.D.8. - Regional Commodores (RCs)

Add Section V.D.8.c. - The RC (or designated member per fleet) shall be responsible for maintaining and updating IYFR Website roster information for members in the RC's region.

7) Section V.G. - International Officer's Pennants and Identification

Clarification of the use of the terms Burgee and Pennant: IYFR **burgees** are small swallow-tailed flags and **pennants** are long, tapering triangular shaped flags. With this clarification, the word **burgees** will be substituted for the word **pennants** throughout Rule V.G.

8) Section VIII. B., C., D. and E. - Organization of Fleets

Section VIII. B. - Election of Fleet Officers: For clarification purposes; 1) insert on **July 1** after "Each year, prior to the start of the Rotary International year **on July 1**, fleets should hold an **AGM.**" and 2) change the word **biannually** (in the second sentence) to **biennially**.

Section VIII. C. - International and Fleet Membership: Replace "**calendar year**" with "**Rotary year**" in order to avoid confusion with fleet officer elections and to facilitate timely submission of roster information and dues collection.

Section VIII. D. - International Roster and Dues:

Revise the requested roster membership information to include the following items:

Family Name; First Name; 1st Mate's Name; Home Address: including Street Numbers/PO Box, City, State/Province, Postal Code and Country; Home, Business and Fax telephone numbers, including area code; Email Address; Fleet Name; Rotary Club; Boat Name; and Member Status.

Member Status abbreviations include: IM (Independent Member); FM (Fleet Member); FC (Fleet Commodore); FVC (Fleet Vice Commodore); FRC (Fleet Rear Commodore); FS (Fleet Secretary); FT (Fleet Treasurer); FCpt (Fleet Captain); RC (Regional Commodore); IC (International Commodore) IVC (International Vice Commodore) IRC (International Rear Commodore); PIC (Past International Commodore)

Section VIII. E. - Fleet Burgees and Pennants:

Based on the definition of burgee and pennant as described in 7) above:

Section VIII.E. 1 - Change the fifth sentence to read: The IRC (Administration) will normally stock IYFR fleet member pennants and IYFR fleet officer burgees.

Change the sixth sentence to read: Each country or fleet is allowed to produce their own pennant providing that: "they are in the form of a triangle, and the Rotary Wheel is at least half the hoist, 55cm (22") in length and 30cm (12") on hoist."

Section VIII, E. 2 - Change to read: Officer burgees are stocked by the IRC (Admin)

9) "Members At Large":

Change the term "Members At Large" to "Independent Members" in sections:

IV.C. - Membership; V.D.2.c - International Commodore; V.D.5.d - International Rear Commodore (Admin); and IX.B - IYFR Members.

e-Roster & e-Rotafloat:

Just as the waves of the sea cause constant changes in the shoreline and the mainland, technology also shapes and changes almost all aspects of our lives. In today's computer era, most printed publications have been carried on to the electronic platform and are just a couple clicks away from our finger-tips. The same wave has touched our IYFR Roster and our Rotafloat, changing them to "e-Roster" and "e-Rotafloat".

Now, you can access both publications through IYFR web-site from anywhere in the world, obtain most current information about our members and our activities, also make printed copies, if you wish. This new application will bring substantial savings both in time & money, avoid delays and/or returned mailings and help us to keep member information in the most current form. We are very enthusiastic and determined about serving the IYFR community in the best way possible. In this endeavor, your support and contribution will be our most valuable asset. Please send any news and photographs about your fleet activities, or your comments you wish to share with fellow Rotary Mariners to mustafayalkin@lebibyalkin.com.tr and help us to strengthen our fellowship ties further.

The IYFR Survey:

In order to assess the general opinion and inclination about the publication format of our Roster and our Rotafloat bulletin, we have conducted a brief survey. The responses we received

represented a total of 1434 members, from the areas of the USA North/West, Belgium, Netherlands South/West, South Africa, Europe North, Pacific/Hawaii and Turkey.

The general result of the survey reflected following:

- 65 % of the members expressed that it would be sufficient to publish both the Rotafloat and the Roster on the IYFR Web site only.
- 29 % said that a certain number of hard copies would also be requested. The necessary quantity for the hard copies would be for Rotafloat 19 % - and for the Roster 10 % of the member number.
- 58 % stated that the hard copies should be downloaded and printed by fleet secretaries (or by members themselves), as needed.
- 75 % agreed that the updating of the online Roster should be done by fleet secretaries.
- 61 % preferred that the member details in the Roster remained in the same format as before.

The above results have been evaluated by the International Bridge and have paved the way to the more efficient and cost-effective publication of our Roster and the Rotafloat by means of our new website at www.iyfr.org. I hereby would like to thank each one of our fellow members, who spared their valuable time to answer our survey and express my gratitude to our dear Regional Commodores for their kind help and support.

Mustafa YALKIN

Dear Regional Commodores,

We would like to know about you! Please send us a brief outline of your personal details, with your birthday, occupation, contact details and a photograph. In the next issues of Rotafloat we will reserve a space for our Regional Commodores and introduce them to our members. Please send your mails to mustafayalkin@lebibyalkin.com.tr



Congratulations to Joe & Marda Philips

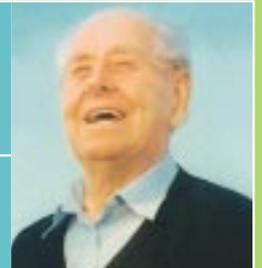


*who have celebrated their 40th Wedding Anniversary on August 2, 2003.
Many happy returns,
Joe and Marda!*

Osaka & Chicago Conventions, Booths, AGM and Post Convention Cruises

Commodore Kozo Kajino was unable to attend our AGM to tell us the Post Convention proposal of Japanese IYFR to take place in the wake of the Osaka Convention. However, he sent the initial outline of their proposal to me. Briefly, they propose a post Convention cruise of three days to visit Kiyoto and Kobe from Osaka. Cost estimate is about USD 1.000,-. Definite cost and detailed program will be firm in August. I will visit Japanese fleets between 21st and 26th August 2003 to check the IYFR activities in the course of Osaka Convention.

IC Ferit BİREN



Bob Dole,

a dedicated Rotarian and IYFR member from Great Britain, has celebrated his 90th Birthday on 26th June 2003. We congratulate him once more and wish him many more years in full health and happiness!

Report of Visit of International Commodore



I, Chris Bishop and his wife Jane, went to Heathrow airport to meet the International Commodore Ferit Biren at the start of his 4 day official visit to GB & I.

That evening, after settling into my home in Hertford, we welcomed 22 members and wives of IYFR main bridge and of the Fenland Fleet. Language was no barrier as Ferit's English was impeccable, helped with supper and plenty of wine.

Saturday dawned early and after breakfast we had a 3-hour journey to Norfolk to an area of rivers and lakes known as the Broads, where many of our yachtsmen learn to sail. We embarked on my cruiser for a 2-hour trip to South Walsham, where 10 boats of the Broads Fleet were moored for their annual BBQ. A superb evening was had by all, with the weather adding to the glorious view from our member's garden, overlooking the Broad. There were 56 members and wives at the event and Ferit addressed us all, thanking Peter and Judy Barfield for their hospitality. He pointed out that this visit to GB & I was the first in his present office, deliberately so, as the Yachting Fellowship was founded in Britain in 1947. Ferit was presented with a picture of the Broads as a memento of the event.

We spent a short night on the boat, and in the morning set off to join the Suffolk Fleet at Walton on the Naze, near Harwich. We were met at Titchmarsh Marina by Richard Woodman, Commodore of the Suffolk Fleet, and taken on his boat "Andromeda" to join 4 other boats on "Secret Water" in the backwaters of Walton on the Naze.

We all rafted up and had great fellowship fun, having a delicious lunch and drinks, and some people even having a swim, before returning with Richard to the shore.

Monday was another busy day, and we left home early to meet Les Wilkinson, Commodore of the Thames Fleet, and the National Secretary Michael Pooley. We traveled on Michael's boat down the River Thames to Henley. We passed through 3 locks, and were joined by their District Governor Ian Black. What a beautiful trip we had, with drinks and snacks all the way too. We were met at the Henley Rowing Museum, by 4 more couples and a narrow boat, for a happy hour meeting Thames style, and then lunch at the Museum. The Fleet presented Ferit with a

book about the Thames. Before we left Henley, we went on a short trip down river to see where the famous Henley Rowing regatta takes place, and then sadly returned to our car in order to deliver our World Commodore to catch his plane home.

All who met Ferit agreed how lucky we were to have a visit so early in his term of office. It was a very rewarding and enjoyable trip for us all and we thank Ferit for his gifts too. We presented him with books about the Broads and Wherries, and a copy of Arthur Ransome's Coot Club.

Thank you Mr. Commodore for your company.

Bryan Skinner
Commodore GB & Ireland



My love of boats

John NEGUS - Suffolk FLEET

From the age of two I lived in a pub that had a garden running down to a small beach on the River Medway. From the beach we could get on to the adjoining wharf. Here sailing barges and fishing boats moored, the wharf was not operational in the commercial sense. However, there was a boat builder, his boats were of a local type called punts. The punts were flat bottomed but with a rocker to the bottom, they were only built of pine and galvanised nails. I remember my Father bought one for my sister, who was eight years older than me, for the sum of three pounds ten shillings, complete with oars and rowlocks. I soon learned to row this and as the family was very busy running the pub, I was left alone to do things that today would be unthinkable. But I became competent to row around the bay and to moor the boat up, paint it and generally look after it.

In 1939, when the war came, all boats had to be removed from the water. An order was issued for the larger yachts and motor cruisers to be demobilised and in many cases taken upriver to beyond the tidal locks. One of the pub's customers had an eightfoot punt built locally and he decided that it was not worth him doing this so he told my father that I could have it. I was eight years old at this time. Since I couldn't use it the boat was placed into a shed and remained there until about 1943. By this time the regulations were not so strictly enforced and I began to row again round about locally on the Medway. Shortly after this I had help and we fitted a centreboard and a spritsail like a barge. The sails were made from the blackout curtains from the pub and the spars were the poles on which they had hung. This little boat I called 'Unity' after one of the trading barges I admired.

When I was about twelve the Government opened up a department called the Small Craft Disposal Department to sell, by tender, all damaged and redundant Naval craft.

I had collected £17 in war certificates by this time and, as my parents had both died, I persuaded my Grandmother to allow me to cash them to buy a 16ft trawler boat. This was only about two years old but had a big hole in the topsides. I paid £10 for the boat and with scrounging and scraping it was sailing within a month repaired and rigged with some gaff rigged sails. I managed to build a deck over the bows and all the cleats, rudder etc. were made. As we were not that skilled we were advised to fit a large plank of wood vertically under her exiting keel to ensure that she didn't make leeway. We called her "**Kittiwake**".

In 1946 I started work and I became a Shipwright apprentice in Chatham Dockyard. When I became more skilful we seemed to alter "**Kittiwake**" every winter, eventually fitting her with a small cabin, a proper centreboard and a Bermuda rig. I had this boat until about 1949. We sailed her from the Medway Cruising Club which had not been active during the war years. At the age of 14 I became the youngest full member. The most ambitious voyage we made in this boat was from the Medway to Pinmill on the River Onwell. We had no outboard and no Heads. We had two buckets, a white one for washing and washing up and a brown one. Shortly after sailing we lost the brown one overboard! I had "**Kittiwake**" for about six years and learned most of my future sailing skills from her.

I was told of an ex Airborne lifeboat at the Disposal Place. These boats were designed by Uffa Fox to be capable of being carried under the belly of bombers and were fully fitted to have all survival equipment necessary to be dropped by parachute to crashed aircraft out at sea. They were wonderfully constructed of mahogany with two skins of three sixteenth thickness mahogany on ribs that were half inch by

three eighths only two inches apart. They were an extension of Uffa's wonderful international 14s. We made decks over very light framing and covered them with Masonite, this made the whole thing a very light boat. However, I ran out of money and the mast, rigging and sails were all scrounged and were not very good.

We decided to have her ready to sail at Easter and, because requiring suitable tides, we actually launched her on a Thursday afternoon. Temptation proved too much and, as it was a splendid sunny day, a fresh breeze, three boys and a pretty girl, we went for a sail. What a sail! In no time at all we were down the river and came up to "**Sirdar**" one of the fastest of London and Rochester's barges and a regular winner of the barge races. Tacking round behind her we chased her up towards Upnor. When we got to the Top of the Island off Gillingham "**Sirdar**" gybed and her great mainsail crashed over. As we were abreast of her we also gybed but were not ready for it and over we went. The new mast stuck in the mud and snapped. Being a nonswimmer and with no lifejacket on, I was clinging on to the very smooth bottom. With magnificent seamanship the mate of the barge pulled his dingy up, jumped in and came and picked us up, leaving "**Sirdar**" to sail up to where she could turn round and the Skipper sailed her back single handed to pick up his mate and boat.

This disaster set me back for about a month. But "**Scandal**", as she was now called, was fitted with a steel plate fin keel bolted through the centre box. Later, because I had a job, I could afford some new sails made locally by a dockyard sail maker and I found a suitable new hollow mast. Eventually "**Scandal 2**" became probably the fastest sailing boat on the river. We raced on equal terms with a six metre and an ex six metre called "**Thalassa**". Being 23 ft. long we were not allowed to sail with dinghies but with the cruisers. We were given a huge handicap but often finished first even if later we were finally placed lower. In Burnham week we won

five races out of seven as it blew harder each day. The first prizes were ten pounds and as an apprentice my wage was about five pounds a week so we had a great time at Burnham. We had the enormous pleasure of planing past the Great Uffa Fox, who was sailing a Six metre he had designed, his look of complete astonishment as we went past was never to be forgotten. His Six was, I believe, called "Nona" and was heeling right over having just rounded a buoy to port. We came down the river and rounded the same buoy to starboard, we rode his quarter wave for the whole length of the River Roach.

As my five year apprenticeship was now complete I was called upon to do National Service as a Shipwright in the Royal Navy and so I sold "Scandal". This was the only period of my life that I never owned a boat. I completed my National service in 1953 and set about earning a living, first as a Shipwright again and later as a draughtsman. It was during this period that I again found another airborne lifeboat. She was very scruffy and badly treated but I bought her for thirtyfive pounds. Still with no money, I scrounged, made and improvised and people were very generous with old fittings and bits and pieces. She was not a patch on "Scandal" but still a lovely sailing boat. It was in this boat that I took Sheila sailing and it wasn't too bad because we married shortly after.

After a couple of years we decided that we would build a 14ft. GP fourteen dinghy from a kit. The intention was to trail it around and enjoy sailing in other rivers. However on completion we decided to join the Medway Yacht Club as we were now living on that side of the Medway. Visiting one day I bumped into an old friend there and he told me that he too had a GP and raced each weekend. Four years later we raced "Little Soul" (my wife's choice) and, apart from trailing to championships and open meetings, we never trailed her. We had good success at club level and I really got the 'bug'. Sheila was getting a little fed up with the wet and bruising weekends and so I looked for something a little more demanding. Someone loaned me a Flying Fifteen. I really loved this performance and at the end of the season bought her. We had moderate success with this boat but I wanted a wooden one. "Jackdaw" came on the market, she was built by Uffa Fox and

looked beautiful. The deal was that if the owner could sail her until June I could buy her for a really good price. Well "Freckles" beat "Jackdaw" in every race and my crew was not happy with our prospects. Once we got possession of 'Jackdaw' it took only a little time to find out what she liked and eventually she became extremely competitive. We took her to Hayling Island National Champion-ships in very heavy winds. After the first two races we were the leaders and if the wind had only stayed hard, but we were 7th overall. I kept "Jackdaw" for four years and then my daughter appeared and it was time to grow up.

A very good friend thought it would be a good idea if we shared a small cruiser. We bought a 25ft. T24 which was a composite design by Guy Thompson. We called her "Sheba" as Sheila and Barbara thought that was the right thing to do. She was a fine boat and many holidays were shared and quite a few club trophies came our way. Inevitably I had to change my job and was required to move North and sold my share to my partner.

Later I again changed companies and found myself living in Hanvich. Surrounded by some of the best sailing waters in the country it wasn't long before a Squib, "Lively Lass" took my eye. She was ideal to explore this new area with a small child and for two years we had great fun. Various improvements to my circumstances meant that we were able to buy "Lakka" a 25 ft Seamaster 815. She was a delight and really ideal for us, we enjoyed her very much.

But, again, fortunes improved and we decided to buy a new boat. We chose a Benetau First 28 we called "Formidable". This boat was quite fast and we raced her for some six years in the Local Haven series. This was a great format with up to seventy handicapped boats racing offshore. We had several single figure results with only a second being our most rewarding. It was during this ownership that I had a mild heart problem that resulted in bypass surgery. This must also have affected my brain because I sold "Formidable" and bought "Whisperer". She was a 1964 Admiral's Cup boat, beautifully built by Tucker Brown at Burnham. I spent two years and quite a lot of money in bringing her up to modern standard. She was probably the best boat I have ever sailed. An absolute

joy to sail to windward in a blow but now completely outclassed downwind. We had many fast passages across to Belgium and Ostend. Eleven hours from Ostend to Pye End was one I remember well. But, eventually, common sense ruled and "Whisperer" went too and a Bavaria 32 named "Blue Moves" came on the scene. It didn't take long for the 1 to be added. But just to show that stupidity is not reserved for the young I found a derelict 18 ft keelboat lying on the marshes at West Mersea and over a period of two years brought her back to life. As a gaff rigged threequarter decked boat she was lovely and again with a friend I owned her for four years. My wife named her "Butterfly" as she was seen to emerge from a wreck to a little gem.

But now, finally, I decided that I will enjoy sailing with whoever will want an old Shipwright, but I will always love BOATS. ■

*WARR, Dr. Kenneth,
a true Rotarian and
outstanding yachtsman
both nationally and
internationally, passed to
higher service after
a lengthy illness. Past
International Commodore
of I.Y.F.R. and a local
Commodore of the S.A.
Fleet during the 1980's,
he will be respectfully
remembered by the
International Bridge
and IYFORIANS
worldwide privileged to
have
known him.*

*Rotary yachting
condolences to Molly,
Douglas and Cheryl.*

From the Web Master



Dear Fleet Members,

We have now an Online Roster on the Internet, ready to be used by every one of us. The new system is not a Web Site but it is a "Distributed Management System" for Regional Commodores, Fleet Commodores and International Bridge. It is your system. It is the system for every lyforian on the sea and land. It does have neither a national identity nor a fixed management point. It is your local system to manage your roster, to communicate with your members. We consider the Regional Commodores as the key persons, or contact persons in our organization, and they have a very important role for their regions and for the International Bridge. First of everything, we must emphasize that the Regional Commodore has his/her own Regional Commodore's Username and Password which makes him/her able to add, delete or modify member's data. All the Regional Commodores; please use your Username and Password to log in to the system, and

manage it accordingly. You will be organizing your region while mending the Online Roster, which we put in front of you to fix and develop. The second important step for the Regional Commodores is to create or change an lyforian Username and Password for the members of their fleets and distribute this lyforian Username and Password to his fellow mariners. With the lyforian Username and Password, fleet members may log in to the system find or reach the others.

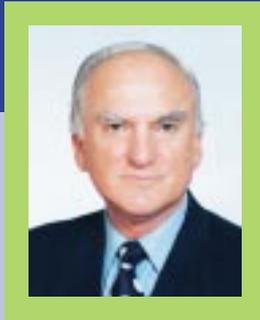
I think that a six months' period is quite long for everyone to get used to the system and use it in every occasion. During this "transition" period, we, the International Bridge will help you in every step and aspect. Then you will be on your own to manage your fleets and your region. We hope that your "Distributed Management System" will make every face smiling and will contribute to the friendships. The Site is more or less self-explanatory. We have two sections, the first one is the public section of the web pages that can be seen by every individual on the Internet, and

the second section is for our community and called as "Members Only Pages". You must have the lyforian Username and Password to log in. Once you are logged in, you may view the Online Roster in different ways. This is the heart of the system and it is Regional Commodores' task to maintain it by making necessary changes in their respective regions.

Rotafloats, downloadable materials like IYFR brochures, news and regalia lies beneath the "Members Only Pages". There are some more interesting features in this section and these pages will be developed further by time. www.iyfr.org has been designed and developed in a straightforward fashion in mind and do not honor the animations and colorful images which are not directly related to our intention. We hope that our initiative will be appreciated and approved by our fleets and members.

Cihan ANAMUR
Webmaster

2003 - 2005 International Bridge



International Commodore
Ferit Biren
Istanbul, Turkey

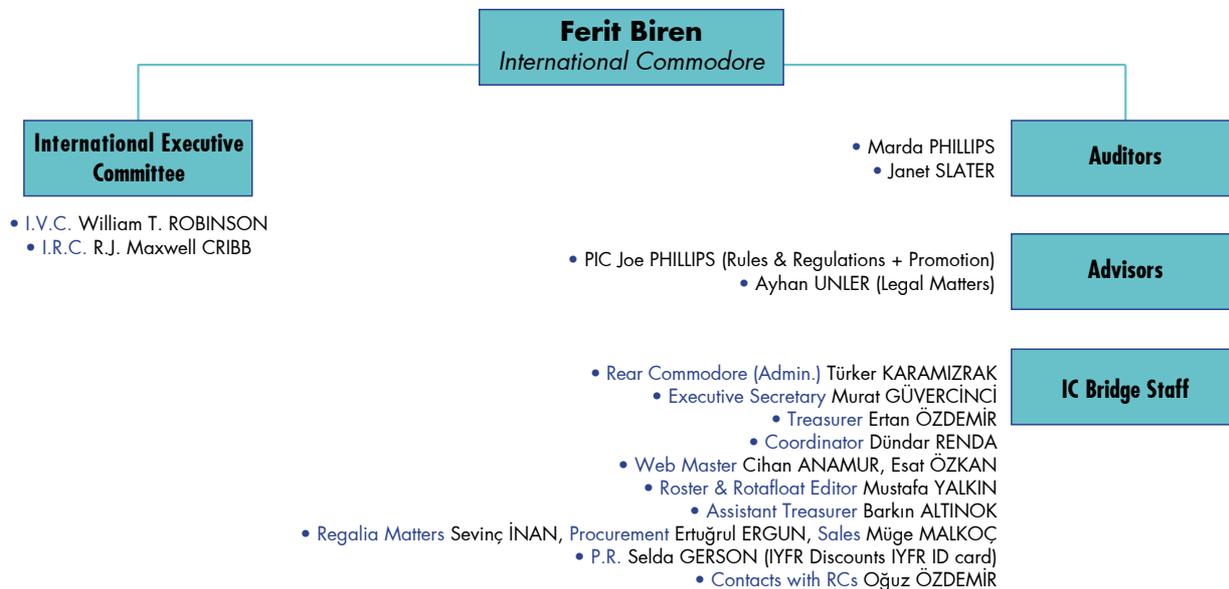


International Vice Commodore
Bill Robinson
Seattle, Washington USA



International Rear Commodore
Max Cribb
Wynnum, Queensland Australia

The International Bridge Organization Chart



IYFR Regalia

1	Member Burgee (12"x18")	\$ 19.00
2	Fleet Commodore Burgee (3 balls)	\$ 35.00
3	Vice Commodore Burgee (2 balls)	\$ 35.00
4	Rear Commodore Burgee (1 ball)	\$ 35.00
5	Fleet Officers Insignia (stars, etc - by request)	
6	Blue Burgee Lapel Pins	\$ 5.00
7	IYFR Gold 'wheel' Pin/Pendant	\$ 5.00
8	IYFR Gold Bullion embroidered blazer emblem (clip on)	\$ 35.00
9	IYFR Screenprinted blazer emblem (sew on)	\$ 10.00
10	White Epaulette Shirt (Mens& Ladies -M,L,XL,XXL)	\$ 40.00
11	T-Shirt/white embroidered (M,L,XL,XXL)	\$ 15.00
12	IYFR Emblem Cap (navy)	\$ 15.00
13	IYFR Emblem Cap (gold leaves on bill)	\$ 20.00
14	IYFR Window Decal	\$ 1.00
15	IYFR Tie (navy/blue diagonal stripe/burgee weave)	\$ 19.00



For further information, please consult our website at www.iyfr.org