



# ISSUE 6

## VOLUME 62

### December 2004



# ROTAFLOAT

Official newsletter for the International Yachting Fellowship of Rotarians

The International Yachting Fellowship of Rotarians is a group of Rotarians dedicated to promoting yachting as an opportunity for fellowship and service. This fellowship operates in accordance with Rotary International policy, but is not an agency of, or controlled by, Rotary International.



## FACTS AND FIGURES ABOUT INTERNATIONAL GRAND ARMADA OF ROTARY

Since July 1, 2004 when I started my duty as World Commodore, I've visited IYFR fleets (Rotary mariners) located in GB&I, Japan, Australia, New Zealand, Europe North, Sweden, Finland, Germany, The Netherlands, USA, Canada and Italy respectively.

In other words, I had the privilege and pleasure of visiting and meeting fellow Rotarians located in 3 areas, 13 regions and 51 fleets.

I am contemplating to visit before 1st June 2005, Belux and South Africa, Texas and South America regions and fleets.

In the period from 1st July 2003 until 1st December 2004 following new fleets received their charters;

- 1- Delta fleet in Argentina
- 2- Cascade fleet in USA
- 3- Göcek fleet in Turkey
- 4- Central Italy/ Roma fleet in Italy

Below mentioned provisional fleets will get their charters before 1st June 2005.

- 1- Mudanya fleet - Turkey
- 2- Bourgaz fleet - Bulgaria
- 3- Victoria fleet - Australia

I must also mention following fleets to come up and appear above the horizon before 1st June 2005.

- South Germany fleet, Germany
- Swiss fleet, Switzerland
- Sorrento fleet, Italy
- Sicily fleet, Italy

As a policy accepted at the International Bridge, we will try inductions of IMs into existing fleets or to create new special fleets for IMs "Independent Members", (Members at Large) only, aiming less costly administration and ease in collecting AMD. Otherwise, IMs (Independent Members) cost us too much. Commodore George Futas Chief of Staff of Bill Robinson's team is achieving great success in this direction. Thank you George.

Thanks to our WEB site, emphasis placed on fellowships by R.I., articles about IYFR in the "Rotarian" magazine, new RI Code of Policy for Fellowships and particularly electronic facilities, we are receiving hundreds of membership applications from Rotarians interested in our fellowship.

Again thanks to the help of Internet communication we know our position with much precision, may be within 0,1 % tolerance.

I don't like to compare my term with our almost 60 years successful past that is full of achievements. I am

much obliged to all Past International Commodores for the glorious heritage I have inherited from them. We must be thankful for their fabulous efforts.

If we have more precision in fixing our position regarding membership, fleets and regions that is simply because of the opportunities of today's technology. No doubt that next term will be significantly better.

For our members all over the world and to all readers of our Rotafloat at the pages of Web site that are not exclusive only for members, I submit herein after the result of my recent survey to check and update figures related to our organization. Anybody in doubt should not hesitate to contact with me.

I must herewith express my thanks to Area Commodores Bill Robinson, Max Cribb and Regional Commodores for their contributions and cooperation in compiling these figures.

### AREA - I

Region	Fleets	Members
Belux	1	47
Europe North	7	291
Germany	4	110
Great Britain & Ireland	14	345
Italy	2	84 + 1 (IM)
Netherlands	3	189
South Africa	1	8
Turkey	12	271

Regions		8
Fleets		44
Members		1350

### AREA - II

Regions		11
Fleets		18
Members		503
Total members incl. IM		556

### AREA - III

Regions		7
Fleets		1
Members		549
		+ Victoria: 20 provisional

**TOTAL:** Regions : 26  
Fleets : 79  
Members : 2451

IC Ferit BIREN

## The inside story

- International Commodore's Travel Log **2-5**
- Tall Ships and Sail Training **6-7**
- IYFR Post Convention Cruise **8-9**
- Introducing Our Regional Commodores **10**
- From The International Bridge **10**
- From Our Fleets Around The World **11-12**
- The Chalcedonian Approach **14-15**
- IYFR Regalia **16**

*We wish our fellow Mariners Happy Holidays and a New Year full of health, fun and success...*



# INTERNATIONAL COMMODORE'S TRAVEL LOG

## IC Ferit Biren visits Sweden and Aaland



IC Ferit Biren and Rotary Mariners of Skaw Fleet at the welcoming party.



IC Ferit Biren and RC Arne Magnusson with first mate Margareta at the welcoming party.

Via Copenhagen IC Ferit Biren arrived to Gothenburg Thursday 12 August and Regional Commodore Arne Magnusson and his first mate Margareta arranged a welcoming dinner in their house together with 17 Rotary Mariners with wives. In the sunny evening among others FC Tom Sellberg of Skaw Fleet with his wife Marianne and also past FC Gunnar Jardelöw with his wife Gunilla and past FC Hans Holländer with his wife Gunilla had joined.

Friday morning the Rotary Mariners in three boats sailed in brisk winds from harbours south of Gothenburg towards north and the sailing metropolis Marstrand. We had the Gothenburg harbour at the entrance of Göta River on starboard and after five hours of sailing through the rocky archipelago we reached the very old town of Marstrand. The town was established in the 1200's by the Norwegian king Haaakon Haakonsson. Later Marstrand fell under Danish rule and became Swedish after a peace agreement with the Danes in 1658.

The history of Marstrand is intimately connected with the rich fishing period of the Swedish west coast. During the boom periods for herring fishing the town has flourished, and when the herring has disappeared, it has fallen into poverty. In a boom period in 1247 Marstrand got permission from the pope in Rome to continue work even on Sundays or other holy days if necessary for the herring processing.

When Marstrand became Swedish it was very poor because the herrings had disappeared and fires which destroyed the town during the 1600's. In the middle of the 1700's the herrings once more returned bringing prosperity and towards the end of the century the population had trebled. In 1775 Marstrand was given the "Porto Franco Institution" which means the status of an autonomous free port. However in 1808 the herring once more disappeared and took the town's prosperity with it.

Marstrand was now however on the way to a new golden age as a seaside resort. Public baths were built and in 1886 a social club called Socityshuset was established. Marstrand was already a royal bathing resort and its fame became great when King Oscar II regularly spent a summer month in Marstrand on the royal vessel The Drott.

Today Marstrand is a small wooden town with buildings which have been added during the 18th, 19th, and 20th centuries. The quay of Marstrand was built in the 1790's and was at that time Europe's longest single quay 1200 m long. When landing at Marstrand's quay during the summer months one is met by a lively market place and crowds of people.

Additional Rotary mariners joined for lunch at Grand Hotel overlooking the entrance of the harbour. Below lies the Paradise Park



IC Ferit Biren and FM Marianne of Ekenstam sailing towards Marstrand.

with its music pavilions where a variety of musical entertainment can be enjoyed during the summer. During the herring periods, a herring processing plant was situated here causing such a terrible smell that the place was given the ironical name of Paradise Park. At the quayside below lies the Royal stairway, which has been well used during the many royal visits to Marstrand. Now many sailing boats passed on their way from the competitions.

After a tour through the old town of Marstrand we set sails again toward Tjörnekalv a small island five miles north. We passed Åstol a small island crowded with fishermen's houses. FC Tom Sellberg and first mate Marianne have their summer house at Tjörnekalv and they had prepared a cray fish party in their boat house. After a delicious and lively party among Rotary Mariners IC Ferit Biren was the guest of Gunnar Jardelöw in his summer house at Skärhamn for the night. Saturday noon Ferit Biren went by train from Gothenburg to Stockholm to visit North Baltic, Aaland and Finland fleets.

In Stockholm North Baltic Commodore Anders Kägström escorted IC Ferit Biren on a Helsinki Ferry to Mariehamn in Aaland and after a good nights sleep Ferit met representatives from Aaland, Finland and North Baltic fleets in a meeting with the topic of IYFR matters. In the meeting participated the three commodores, Aaland Fleet with Robert von Phahler, Finland Fleet with Lorenz Michael and Anders Kägström. Many past commodores were also there.

After a visit to Sjöfartsmuseet we had lunch at Sjökvarteret, we visited the barkship Pommern and had a very interesting look around on the ship. In the evening Finland fleet arranged a cocktail party aboard Pertti Myllinens new HR43 where his wife

Arja was an excellent hostess. From Perttis yacht we went to ÅSS club restaurant for an excellent dinner hosted by Robert von Phahler and his wife Katarina and with a fine view of the Nordic sunset.

Early next morning IC Ferit Biren was escorted by four members of North Baltic Fleet on the ferry to Kapellskär where past RC Roland Hagberg met and by car they went to Stockholm and a visit to the Wasamuseum. Lunch was arranged at Pampas Marina where Ferit Biren met a number of North Baltic Fleet officers. After a short visit at Drottningholm Palace and Garden he went by train back to Gothenburg and later left for Germany.

**Arne Magnuson**  
RC Europe North



IC Ferit Biren, Marianne, wife of FC Tom Sellberg and Gisela wife of VFC Anders Andrén at the cray fish party in FC Tom Sellbergs boat house.

# IC Ferit Biren visiting PIC Arnold Verkade

On September 2, the IC Ferit Biren and several officers and past officers from "The Netherlands Fleet" have been invited by PIC Arnold Verkade. See the pictures!

Dieter Stok, Cmdr. Neth. NE-Fleet and IC Ferit Biren



From left to right: Mattie Stok, Chiel Marien (editor 'Rotavloot') and Tine van der Stroom



From left to right: Koosje Verkade, Tine van der Stroom, PIC Arnold Verkade.



## IC Ferit Biren's visit to Vancouver



On Saturday October 3, we picked up Ferit at the Tsawwassen BC Ferries Terminal and gave him a quick tour of downtown Vancouver and Stanley Park. After that we prepared for and went to the Wine Festival Under The Stars as sponsored by the Vancouver Rotaract Club, the proceeds of which go to support two international schools. It is always good to see the enthusiasm of youth.

The next day Sunday we had a drop-in breakfast at my house to which any IYFR members were welcome and we did host Dave and Jeanne Kelly. After some fellowship we held the AGM and IC Ferit inducted the new Vancouver Bridge of which I am the honoured Commodore.

Then we met some other members at a local restaurant for lunch before going to Coal Harbour to board a paddlewheeler to cruise Burrard inlet. It was a sunny day and not hot so that we were able to enjoy being on deck or inside to listen to the friendly and informative crew. Cameras at the ready! It was too soon over and, after we returned to the dock, there were sad goodbyes.

I expect that the next time that I will see IC Ferit will be at the 2005 Chicago Convention to which I will travel via BMW 1200KLT via Route 66. But that is another story.

Keep your mast up and I'll try to keep the rubber on the road.

**Otto Rieve, Commodore**  
IYFR Vancouver Fleet

# The Captainsregatta, on 04-09-2004



The captainsregatta is an annual event.

The formula is a well tried one, and strong as iron: sailing in small open boats with no sprayhood, no soft pillows, not even banks to sit on, crews composed by organisers just before start. As boats may not be completely equivalent, they will be changed after the first heat: who is finishing first in the first heat will have the last arriving boat for the second heat etcetera. With such a formula you need sporting and flexible participants. But at the same time it is a warrant for pleasure and fellowship.

The location, the traject, are different each year. This year it was Grouw in Friesland with its network of lakes and small waterways. The organisers had good appointments with the weathergods. The sun was there, and a light breeze was blowing. The first traject would bring us across a small lake into a small canal, ending at a charming establishment, about three quarters of a circle to go, enough to meet the wind from all directions. The second traject would be the same, in the opposite direction.

The number of participants was high. Certainly the regatta's fame attracted new people that intuitively felt that this event would offer you the real IYFR euforia. History learned that this lyforia even develops when weathercircumstances are bad, so what would happen with weather like this? You could feel this sentiment before the start, when participants were meeting on the pontoons of the "Tea-House", refreshing themselves with coffee, after their long travels from all parts of the country: this was going to be a good day!

Then Piet and Cor inform us about who will be in which boat. Many

crewmembers already know each other, as they were regularly in the race; others found each other while looking for their boat, that was supposed to be among the row of well moored "Valk"-yachts, but where for goodness sake do you find the name of them? People try to find, are busy bungling to hoist sails, and soon after they are afloat, not aware of the narrow berth they give to others on their way to the start.

Start is a tense procedure, complete with ten- and five minutes signal, crowding at the startline, more and less routined maneuvers, and then, with the little bit of wind there is, there is the forward movement, each seeking for the most favourable position. Yes, there really is combat. You can see all tricks of racing. But when the wind completely disappears in the lee of trees and bushes, and we are all floating next to each other, some can not resist the temptation of pulling oneself forward by another boat, be it one of the competitors or a passing motorboat. Blame and scorn sound across the water, but humor is setting the tone, and it turns out not to work, because soon we see those who catch the bits of wind there are, do proceed better and leave the strugglers behind.

Is quality of the sailers the only determinant for victory? Is it by coincidence that the boat that was second to arrive in the first heat, won the second with other crew, and that number seven in the first heat arrived last in the second with another crew? Nobody knows. The organizing committee uses an unknown formula and gets a righteous outcome. The trophy and the other prizes were handed to three crews under great approval of all, united around the well provided supper tables. The booby prize went to the skipper that waited to tack until he reached the absolute lee of a tree, remaining silent and abandoned behind his rivals.

This Captainsregatta obtained a very special mark by the presence of Ferit Biren, International Commodore of IYFR, member of the Turkish Fleet, who was fullheartedly participating, and who gave the final meal some more solemn moments, when he handed his personal banner to the Commodore of the Dutch Fleet.

We are all looking forward to the next Captainsregatta, and you can be sure that IYForians from all over the world are welcome!

**Michiel H. Marien**



# TALL SHIPS AND SAIL TRAINING



Dear Commodores, Dear Yachting Rotarians,  
Dear Rotarians around the world,

One of the most important issues of  
Rotary International is YOUTH.

Youth is our future.

Sail Training is a fantastic way of training the young people and letting them gain spirit of team work, solidarity, world understanding, self reliance, environment, pureness, self esteem, pride and responsibility. It was my privilege meeting Mrs. Nancy Richardson, Chair of Sail Training & Education Committee in the course of my visit to New Port Beach IYFR fleet in Los Angeles.

As International Yachting Fellowship of Rotarians we have an outstanding opportunity serving YOUTH of the world. Without adding anything further I kindly request you to read the letters below.

I must express our gratitude to Mrs. Nancy Richardson, Commodore Larry LeDoux and Commodore Clint Collier for giving us this chance of service to youth.

Fair winds, Fair Play, Full Sails, Full Service.

**International Commodore  
Ferit Biren**

## ROTARIANS MAKE WAVES WITH TALL SHIPS AND SAIL TRAINING!

Dear Rotary Fellowships Committee, Chairs and Officers,

What is a 'Tall Ship'? In his poem "Sea Fever," John Masfield asks for 'a tall ship and a star to steer her by' meaning a large sailing vessel with masts and rigging that tower into the sky. Dual meanings have evolved...one invoking the 'lofty' purpose of sail training programs, the other defining the physical size and rig classifications for races. The term has been adopted by the sail training movement (and registered ® by the American Sail Training Association) to describe the vessels and their programs that take part in sail training races, crew exchanges and port visits.

What is sail training? More than learning to sail, it's sailing to learn. Sailing a tall ship requires teamwork and cooperation and rewards qualities of courage and caution, seeing and solving problems, respect and responsibility, leadership and learning. The idea of building better sailors to be skilled and safe; better shipmates to be cooperative and caring; better stewards to be responsive and responsible makes sense under sail and ashore. All transfer

readily from the immediacy of shipboard living to the reality of critical needs in today's communities, very much in keeping with Rotary goals of fellowship and service.

Rotarians have been connecting with sail training and tall ships through the American Sail Training Association in a variety of ways for years. ASTA organizes Tall Ships Challenge® events and serves over 270 member vessels and their sailing adventure educational programs around the world. ASTA is a founding member of Sail Training International, along with 20 other member nations. The IYFR Rotary Mariners Centennial Project will launch a legacy! Sail training scholarships for youth open opportunities for all to contribute and benefit. Rotary Mariners might also become more involved in these exciting local possibilities!

- Supporting Tall Ship Challenge® events
- Working with Port Organizers as leader/ partner/ sponsoring team members, acting as ship liaisons to local business services,

- hosting Captains dinners, planning and coordinating crew/trainee hospitality, parties and tours of local attractions
- Volunteering as ASTA Ambassadors, helping visiting ships and crews with welcoming the public, with deck tours and shipboard activities
  - International Exchange
  - Provide scholarships for students to sail ships worldwide, for high school and university-level academic semesters or short voyages

- Link local youth with visiting ships and international programs
- Work through 'twin clubs' in port-to-port and ship-to-ship crew exchanges

**American Sail Training Association, P.O. Box 1459,  
Newport, RI 02840**  
**Phone: 401-846-1775 [www.sailtraining.org](http://www.sailtraining.org)**  
**Contact: Nancy H. Richardson,  
Commodore--[nancy@sailtraining.org](mailto:nancy@sailtraining.org)**

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## INTERNATIONAL YACHTING FELLOWSHIP OF ROTARIANS SAN FRANCISCO FLEET

### Proposal for an IYFR Centennial Celebration Project

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Rotary has a long and honored tradition of supporting youth training and character development, one of which all Rotarians are justifiably proud. As Rotarians prepare to enter our second century of service it is appropriate and fitting that the largest fellowship in Rotary, the Yachting Fellowship, develop a program to commemorate this milestone and to launch a lasting legacy through youth sailing tall ships.

We believe that our Fellowship needs such a high-visibility youth service project similar to the Scouting Fellowship plan to offer scholarships to send Scouts from around the world to the 100th Scouting Jamboree. We propose a Tall Ship sailing scholarship program to benefit our youth and bring credit upon both Rotary and our Fellowship to honor our 100th anniversary and beyond.

Tall ship sailing is unique among the very few programs that offer such a challenge, provide such character development and develop such interests, relating to the real world through the sea. Just the very name and image of these magnificent vessels invokes the memory of global maritime and sailing heritage. Sail training programs have been shown time and again to develop character, promote teamwork and improve the youth's view of his or her "self worth" all through the challenges present in managing and sailing a tall ship.

Such a scholarship program would seem to be a natural for this fellowship; we are, after all, Rotary's "Fleet". We believe that the best opportunity for success with such a program lies in pairing our resources with those of the American Sail Training Association. This group, along with the 20 member nations of Sail Training

International, coordinates the efforts and programs of hundreds of tall ships throughout the world that offer sail training opportunities.

Additionally, ASTA annually sponsors the Tall ships Challenge®, alternating between the Atlantic Coast, the Great Lakes, and the Pacific Coast of the United States.

Therefore, we, the San Francisco Fleet, are proposing that the combined Fleets of the Americas develop a scholarship program in coordination with ASTA. Specifically we would propose that each fleet commit to funding a minimum of \$2,000US to such a fund, raising those monies through both fundraisers and support from the Fellowship's member's clubs. The availability of such scholarships, which we propose naming the "Rotary Mariners Centennial Scholarship" would be also be promoted by ASTA through their pre-existing network and together we would develop a system for receiving applications and initial screening of applicants for special sail training opportunities. Based upon ASTA's recommendations, a board of IYFR fleet officers would then have responsibility for naming the final recipients.

Further, it is recommended that these combined fleets begin immediately to raise these funds and/or commit to them in order to establish this grant program prior to the Centennial Rotary conference scheduled to start on June 19, 2005 so that this program can be formally launched at that event in Chicago.

A centennial celebration is truly a once in a lifetime occurrence. This opportunity to do further good in the world while promoting the avocation we love and follow through our Fellowship should not be missed. ■

# IYFR POST CONVENTION CRUISE

## Rotary 100th Anniversary

June 23 and 24, 2005

Chicago, Illinois

### CELEBRATE THE FABULOUS CHICAGO WATERFRONT

Come join us for two days of fellowship following the RI Convention in a celebration of the fabulous waterfront and downtown of one of America's best cities. The downtown area, the miracle mile, Navy Pier, the Shedd Aquarium and other wonderful features of Chicago will be featured during our two day post convention cruise.

The cruise will feature **seven events** over the two day period, plus other options, with both cruising and delectable dinners included. Here is the schedule:

#### Thursday, June 23

9:00 to 10:30: Meet for breakfast and fellowship at the **Chicago Athletic Association**. This is where Rotary 1 was founded and has met for 100 years. It is in the middle of the miracle mile for shopping and sight seeing.

The rest of the morning and early afternoon is open for your pleasure. Options include the nearby Adler Planetarium (with the possibility of a special program on celestial navigation), world class museums, or time to enjoy the nearby shops and restaurants.

3:00 to 5:30: Board the **tall ship Windy** for a leisurely cruise and fellowship on Lake Michigan to view the Chicago Skyline from the Lake.

6:00 to .....: After a short walk across Navy Pier from the Windy, we will have an elegant dinner at the **Riva Restaurant**, one of Chicago's finest. After dinner, we can take in all the sights and attractions on Navy Pier.

#### Friday, June 24

8:00 to 9:30: Meet again for breakfast and fellowship at the **Chicago Athletic Association**.

10:00 to 11:30: After breakfast, we will walk about four blocks and join the Chicago Architecture Foundation river cruise on the



**Chicago's First Lady.** This highly acclaimed tour takes us through the Chicago River showing off historic and architecturally significant sites.

2:00 to 4:00: After lunch on your own, we will meet at **The Shedd Aquarium** for a guided tour of the world's best aquarium.

6:00 to 9:00: To cap our Chicago experience, we will meet at the famous **Harry Caray's** restaurant for dinner. Harry Caray was a long time baseball announcer for the Chicago Cubs baseball team, and his restaurant is one of the top attractions in Chicago. Dinner at **Harry Caray's** will give us the opportunity to learn and see much of the history of America's baseball heritage. The finale dinner, as with previous PCC's, has always been a special fellowship event before IYFR members from all over the world set out for home.

Cost is \$320 USD per person.

Make your reservation as soon as possible (write names clearly please) and mail your check (in \$US) to:

**IYFR - International Yachting Fellowship of Rotarians**

**C/o Robert Smith, Treasurer 2005-2007**

**PO Box 966**

**Black Diamond, WA 98010 USA** or,

for Credit Card payments:

Send an email to Bob Smith at: [rgscpa@comcast.net](mailto:rgscpa@comcast.net) stating names and how many reservations.

We will send you an email invoice via PayPal and you can make the payment on line with Visa, MasterCard, debit cards, and other cards accepted by PayPal.

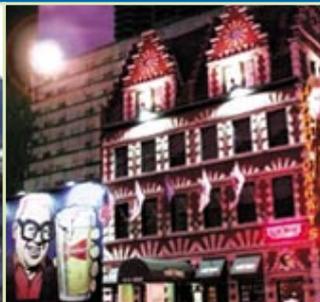
IYFR will confirm your reservation upon receipt of funds.



Tall Ship Windy



Riva Restaurant



Harry Caray's Restaurant



The Shedd Aquarium



## Notice of Meeting

The Annual General Meeting and Luncheon for the International Yachting Fellowship of Rotarians will take place on Tuesday 21st June 2005. Fellowship will begin at noon, with luncheon and meeting to follow.

Join us to hear the 2003-2004 year in review, witness the Change of Command from International Commodore Ferit Biren to International Vice Commodore Bill Robinson and meet the new International Rear Commodore.

Details of the venue will be furnished in the next Rotafloat and on line at [www.iyfr.org](http://www.iyfr.org) Tickets will be available at the House of Friendship booth.

# International Race Week, organized by Marmaris International Yacht Club between 30 October - 5 November 2004



Iyforians Sevinç Kuyuş from the Golden Horn Fleet and Sinan Soley from the Istanbul Fleet with fellow crew members

During early November each year Marmaris hosts the "Race Week" which is organized by the Marmaris International Yacht Club. Yachtsmen from all over the world test their skills and enjoy Marmaris hospitality for a week of hard sailing and fun. The Marmaris International Yacht Club was founded in 1992 by the yachtsmen

and women of Marmaris. Prior to the formation of the club, these people would hold various amateur races between themselves but once the club was set up, they saw an opportunity to create an official get-together and organized the first Marmaris Race Week.

The MIYC has about 80 members today and each year during the Marmaris Race Week, hosts around 120 yachts and 1000 racers from all over the world. This year, the 15<sup>th</sup> of the Race Week was held between October 30<sup>th</sup> - November 5<sup>th</sup> and 90 yachts with over 700 racers participated in the event. Among those participants were Turkish Iyforians Sevinç Kuyuş, Golden Horn Fleet Commodore and Sinan Soley, Istanbul Fleet Commodore, who raced in the same yacht. The Marmaris Fleet Commodore Cem Selik served as a member of the Organization Committee and Past Regional Commodore Cahit Üren was named as the President of the Board of Referees. The racing event consisted of two offshore races and three inshore triangle races. The team with Commodore Sevinç Kuyuş and Commodore Sinan Soley came 1<sup>st</sup> at one race, 3<sup>rd</sup> at two races and has also been awarded the 3<sup>rd</sup> trophy in the Overall category.

At the end of each racing day, there were energetic celebrations. At those parties, the racers had the opportunity to spend their left over energies until early morning hours. And the Costume Ball, which crowned the final event was simply spectacular.

# INTRODUCING OUR REGIONAL COMMODORES

## Hans-Georg Führer Commodore for Germany (2004 - 2006)

- Born : 04. January 1951 in Walsrode, Lüneburger Heide  
between Hamburg and Hanover
- Married with : Eva Führer
- Two daughters : Julia, born 03.10.1978  
studied medicine  
Ira, born 11.05.1982  
studied managerial economics
- My job : vice chairman of the board of a savings bank in Germany
- Hobbies : sailing since 1989  
Rotarian since 1992  
Founder of the German Fleet NordOst at the year 1998  
Commodore of the Fleet in the years 2000 and 2001
- Domicile : D-17373 Ueckermünde, Germany is a little town near the  
Stettiner Haff, ca. 20 nautical miles away from the Baltic Sea.  
We can start from Swinemünde/Poland to great sailing - Törns  
for example to Bornholm/Denmark there are 60 nautical miles



## FROM THE INTERNATIONAL BRIDGE



Back row: Mustafa Yalkın, Sevinç Kuyaş, Cihan Anamur, Dündar Renda, Oğuz Özdemir,  
Türker Karamızrak, Ertan Özdemir, Front: Koray Biren, Ferit Biren, Oya Karamızrak.

Local staff officers of International Commodore meet regularly, at least once a month, to ensure that our fellowship is sailing on a steady course, and to improve relations and friendship among Rotarians interested in yachting.

During these meetings we discuss the progress made in our individual activities with our International Commodore Ferit Biren. We try our best to increase the number of lyforians and encourage the formation of new fleets all over the world. Our aim is to make

From left to right: Oğuz Özdemir, Ertan Özdemir, Dündar Renda, Ferit Biren,  
Türker Karamızrak, Cihan Anamur, Sevinç Kuyaş, Mustafa Yalkın.

Yachting fellowship more interesting and enjoyable , and to get more Rotarians to join us. As you know, success depends on each of you fellow Mariners and individual Fleet Commodores all over the world. Here you see us together , posing and saluting you at the end of one of our meetings. On that particular day, our mates joined us for a buffet dinner at the terrace of Seven Seas building and hosted by Commodore Ferit Biren and his mate Koray. We ended up having drinks as sailors usually do.

We take great pride in what we are doing and have lots of fun.

### **Türker KARAMIZRAK**

Rear Commodore in the Staff,  
Responsible for Administration



# FROM OUR FLEETS AROUND THE WORLD

## A REPORT BY RC FRANCESCO CLEMENTE ON THE SITUATION OF THE FLEETS OF THE ITALIAN REGION

First a little bit of history. As far as my knowledge, Italy used to be organized in one Fleet covering the whole nation, under the Regional Commodore Enzo Favelli from Florence, who was then acting also as a Fleet Commodore.

In 1997 Giovanni Lazzara and I attended our "Magna Grecia Fellowship" booth in the "Fellowship Hall" at the Glasgow's World Convention. In that occasion I met various friends of the neighbour IYFR booth, and I was proposed to launch a Fleet in Naples. Arnold Verkade put me in touch with Fabio Favelli, son of the former Enzo. We Neapolitan made clear that we wanted to be an independent Fleet. As a matter of fact, in the 1996-97 IYFR Roster there was no Italian Fleet, and Fabio Favelli was both listed as Italian Regional Commodore and as a member at large of the CEEMA Region.

Fabio assisted us in the task, and gave us the charter, with the final name of "Naples – South West Fleet" and myself as a Commodore. Fabio told me that a new Fleet had also contemporarily started in Sicily; I got in touch with its Commodore, Silvio Musumeci, and we had long telephone conversations. Finally, in the winter of 1998, we both took part to the World Meeting and Championship of the Rotarian Skyers Fellowship in Madonna di Campiglio (we're both very keen skiers, too), we met there, and we become very good friends, meeting again every year.

In 1999-2001 the IYFR International Roster used to include for the Italian Region the following Fleets:

1. Calabrian Fleet, Commodore Ezio Lo Schiavo, 3 members
2. Middle Adriatic Fleet, Commodore Paolo Andreani, 2 members
3. Malta Fleet: Commodore Alfred Mangion, 2 members
4. Middle Italy Fleet, Commodore Fabio Favelli, 12 members
5. Italy North East Fleet, Commodore Mario Vassena, 6 members
6. Italy North West Fleet, Commodore Raffaele Canger, 18 members
7. Sardegna Fleet, Commodore Raffaele Lorrai, 4 members
8. Sicily Fleet: Commodore Silvio Musumeci, 16 members
9. Brindisi Fleet: Commodore Agostino Antico, 1 member (the Commodore)
10. Naples - Italy South West Fleet: Commodore Francesco Clemente, 48 members.

In the year 1999 we Neapolitan organized in Sorrento a IYFR World Meeting: it was quite successful, and Joe and Marda Phillips joined us; after having seen Fabio Favelli in Florence and Silvio Musumeci in Palermo, Joe asked me to be Regional

Commodore for Italy: I accepted only for the South of Italy but, eventually, I ended taking care of the whole area.

Consequently, I got in touch with all the Italian Commodores listed in the 1999–2001 IYFR Roster, except for the Maltese one. I kept in touch with them for three years, sending my annual reports first to Joe Phillips and then to Ferit Biren. These reports were all saying that only the Naples' and Sicily's Fleet were actually meeting and having an activity.

Presently, the new Rome – Central Italy Fleet has 35 members, and in Naples we are 49; then there is an Iyforian at large in Puglia, Gustavo D'Ambrosio, that probably I'm going to include in Naples Fleet. In Salerno they are still convinced that a new Fleet will be soon launched, but I want to take part at the least to a couple of their meetings before informing officially the International Board of their activities: at the end of the day, they've been speaking about this new Fleet for the last two years, and they never really started it! There are also good expectations for a small Fleet in the area between Rome and Naples.

As far as the rest of Italy, I've spoken to Nuccio D'Andrea, the Commodore of Sicily Fleet, and they are re-organizing themselves, and probably will re-start as a Milazzo Fleet - a town near Palermo. In other words, he told me that they do not exist at the moment, and they are not going to pay any due.

As a matter of fact, I think that having a big town at the centre of the area of the Fleet is the best guarantee for the success of the association: you are sure that you have at the least a core of Iyforians that will always meet, possibly with other friends from the neighbourhood. That's why I insist on putting the name of a town before the geographical indication of the Fleet (as in our case, Naples - Italy South West).

Coming back to the present IYFR situation in Italy, apart from the

ones quoted above, all the other former Italian Fleets do not exist anymore. To me, the only Fleet that could restart is a very large one including all the North of Italy, with the centre in Milan or Genoa. I have some perspective; we'll see. In the near future, this large Fleet, if successful, could then be divided like ours.

Anyway, let's close this report: with reference to the map shown, looking back to the former division of Italy in areas, and taking in account the future possible new Fleets, I propose the following division of Italy in IYFR Fleet areas.

November 2004

**Franco Clemente**  
Italy Regional Commodore



# New IYFR Rome - Central Italy Fleet Chartered

The Chartering Ceremony of the new Rome - Central Italy Fleet was held on 19 November 2004. The picture on the right shows IC Ferit Biren, with Regional Commodore Francesco Clemente (in the middle) and Fleet Commodore Corrado Perrone (right), taken during the Ceremony.

Corrado Perrone, the Commodore of the new IYFR Rome – Central Italy Fleet, was born in Rome in 1955, and is married to Carla. They have a son, Jacopo, of 16, and a daughter, Alessandra, of 18, both founder members of the Roma Appia Antica-Palatino Interact Club; Jacopo is going to be Secretary of the Interact District in the next year.



FC Corrado Perrone with his First Mate Carla.

Corrado is a building contractor, chairman of four companies engaged in both public and private works. Corrado joined the - Lavinium Rotary Club in the year 2000 - Pomezia is located in the suburbia of Rome - and in 2001-2002 served as a Counsellor in his Club. In the years 2002-2004 was Treasurer of the Club, and has been awarded the Rotary Foundation District Service Award and is a Paul Harris Fellow. He has been member of the GSE and Rotary Foundation District Committee, and is currently President of the new Rome Campidoglio Rotary Club, to be chartered in a short time.

# Charter Ceremony of the Göcek Fleet of Turkey



IC Ferit Biren with Göcek Fleet Commodore Reşit Çınarlı (left) and Turkish Fleets' Commodore Sakıp Tüzünelp (right)



Commodore Sakıp Tüzünelp, congratulating Göcek Fleet Commodore Reşit Çınarlı



Members of the Göcek Fleet at the Charter Ceremony



Göcek IYFR Fleet's Charter Ceremony was held at the North Shield Pub in the Göcek Marina, on September 18, 2004. International Commodore Ferit Biren attended the ceremony and presented the Fleet Charter to Reşit Çınarlı, the Commodore of the Göcek Fleet.

IYFR Turkish Fleets Commodore Sakıp Tüzünelp, Past Term Commodore Atilla Malkoç had also attended the dinner together with neighbour IYFR Commodores, Rotary Clubs' presidents, members and their spouses.

# THE INTERNATIONAL YACHTING FELLOWSHIP OF ROTARIANS BALANCE SHEET

For The Period From 1 July 2003 to 24 November 2004

\* € parity used: \$1 = € 1,1763 as of 10.10.2003 \*\* All items have been translated by using historical exchange rates

TABLE 1

ASSETS		Amount
Cash in Hand	Petty Cash Account (Australia & Turkey)	24,64 USD
Cheques Received	Regalia Cheque from Michael Fisher GRNW	105,00 USD
<b>Bank Accounts</b>		
	IYFR International Account HSBC Kiziltoprak \$	16.830,69 USD
	IYFR HSBC Kiziltoprak US\$ Deposit account	30.094,59 USD
	IYFR International Account HSBC Kiziltoprak €	1.293,75 EUR
	IYFR International Account HSBC Kiziltoprak TRL	301.784.636 TRL
	IYFR Wells Fargo Bank Account in USA	10.865,53 USD
	IYFR International Account \$ in Zurich	270,00 USD
Cheques Given		- USD
<b>Total Cash and Bank Accounts in \$</b>		<b>59.915,10 USD</b>
<b>Receivables</b>		
Fleet & IM Dues	Fleet & IM Dues 2004-05	23.134,00 USD
	Fleet & IM Dues 2003-04	4.070,00 USD
Regalia Receivables	Other Receivables (sales from Turkey)	153,83 USD
Sponsor Income		- USD
<b>Total Receivables</b>		<b>27.357,83 USD</b>
<b>Inventory</b>		
Regalia Inventory in Turkey		3.117,50 USD
Regalia Inventory in Australia & US		527,00 USD
Regalia Inventory in Japan		3.494,50 USD
Coming Regalia Inventory in US		4.371,00 USD
<b>Total Inventory</b>		<b>11.510,00 USD</b>
<b>TOTAL ASSETS</b>		<b>98.782,92 USD</b>
<b>LIABILITIES</b>		
Liabilities		- USD
<b>Total Liabilities</b>		<b>- USD</b>
<b>ASSETS, ABOVE LIABILITIES</b>		<b>98.782,92 USD</b>

Please note USD 11.550,00 Overdues (not collected dues in previous years 2001-02, 2002-03)  
Regalia inventories is recorded at their **estimated** costprices

<b>TOTAL ASSETS</b>		<b>98.782,92 USD</b>
<b>UNPAID DUES</b>	unpaid dues from 2003-2004	<b>4.070,00 USD</b>
	unpaid dues from 2004-2005	<b>23.134,00 USD</b>
<b>TOTAL ASSETS AS OF 24.11.2004 (Cash + Cheques + Regalia Inv.)</b>		<b>71.578,92 USD</b>

## THE INTERNATIONAL YACHTING FELLOWSHIP OF ROTARIANS INCOME & FUNDS / EXPENDITURE SUMMARY

TABLE 2

For The Period From  
1 July 2003 to 24.11.2004

	INCOME & FUNDS / EXPENDITURES 01/07/03 - 24/11/04				
	IN TRL	IN EURO (1)	converted to USD (2)	IN USD	TOTAL (USD)
<b>I. FUNDS (BEGINNING BALANCE)</b>					<b>31.781,67</b>
Transferred from Ex IC			-	31.000,00	<b>31.000,00</b>
Bank account closing balances transferred			-	781,67	<b>781,67</b>
<b>II. INCOME</b>					<b>50.416,44</b>
Donation	-	-	-	-	-
Dues - 2001/2002	-	-	-	10,00	<b>10,00</b>
Dues - 2002/2003	-	-	-	2.080,00	<b>2.080,00</b>
Dues - 2003/2004	-	-	-	23.150,00	<b>23.150,00</b>
Dues - 2004/2005	-	-	-	4.516,00	<b>4.516,00</b>
Sponsor Income	-	-	-	-	-
Interest Income	-	-	-	111,59	<b>111,59</b>
Regalia Sales	-	-	-	20.548,85	<b>20.548,85</b>
Regalia Sales in Turkey (1)	-	-	-	14.010,85	<b>14.010,85</b>
Regalia Sales in USA	-	-	-	2.130,00	<b>2.130,00</b>
Regalia Sales in Australia	-	-	-	414,00	<b>414,00</b>
Regalia Sales in Japan	-	-	-	3.994,00	<b>3.994,00</b>
<b>III. TOTAL INCOME &amp; FUNDS (I+II)</b>	-	-	-	82.198,11	<b>82.198,11</b>
<b>EXPENDITURES</b>					
Bank / Transfer Charges	235.000.000,00	15,25	215,42	351,51	<b>582,18</b>
Rotafloat and other postage			2.319,11	-	<b>2.319,11</b>
Gifts	94.400.000		64,00	-	<b>64,00</b>
Web Design	-	-	-	1.500,00	<b>1.500,00</b>
Regalia Purchases of Turkey	12.234.600.000		8.531,52		<b>8.531,52</b>
Regalia Sales Expenses (3)			2.242,11		<b>2.242,11</b>
Roster	-	-	-	-	-
Rotafloat - Printing	4.221.240.000		3.021,10		<b>3.021,10</b>
Other Printings (Postcards/Tickets/Receipts)	1.247.000.000,00		854,77		<b>854,77</b>
<b>IV. TOTAL EXPENDITURES</b>	<b>18.032.240.000,00</b>	<b>15,25</b>	<b>17.248,03</b>	<b>1.851,51</b>	<b>19.114,79</b>
<b>V. NET INCOME &amp; FUNDS OVER EXPENSES (III-IV)</b>					<b>63.083,32</b>

(1) € parity used: \$1 = € 1,1763 as of 10.10.2003

(2) All items have been translated by using historical exchange rates

(3) Regalia Sales Expenses include: Postage, custom duty etc.

**Note:**

US\$ 10,000 IC's Travel Allowance + US\$ 17 interest has been paid by IC Ferit Biren on March 26, 2004

(1) Regalia collections from Japan (USD 9.958) included

# The Chalcedonian Approach

G'Days to everyone as Erwin Spook and our Australian fellows used to say. Now, a very different and exotic subject is in front of your eyes. This story relates to a very long journey which ended at the entrance point of Clashing Rocks as the Argonauts called it while they were on their expedition for the Golden Fleece.

The Clashing Rocks is the name of one of the Turkish Straits to Black Sea from Marmara Sea at the beginning of time. Perception of having a very bizarre geological environment around the ancient people and having a narrow strait with high rising rock shores, created myths and strange names: The Clashing Rocks pushed and pulled by the Titans. We still have those titans' push and pull wrath game as wild and furious earthquakes.



Distant view of the Chalcedon Port. The large building is the Haydarpaşa Train Station. Behind the Station, on the top of the hill, the Consul of Chalcedon had been assembled.

## Land of Myths

Anatolia is the land of myths and mythology. At those days, everything had a story which traveled through the time and reached to our days. Rowing endlessly on the high-rising seas of Aegean and the Marble Sea (Marmara Sea), exhausted the Argonauts on their way to destination into a land now called as Georgia.

When the Megarans made the same journey to the Clashing Rocks, which is called "Bosphorus" today, where George W. Bush addressed a few scholars and the youths of Modern Turkey after the Nato Summit, they have seen the land and suitable ground to settle down. One of them established at the European side, and the other at the Asian side. The Asian side city is called as Chalcedon and it was an important cradle for the Christian Belief along with the other side, Istanbul. As a native Chalcedonian and born at the heart of this ancient town, I feel happiness and am proud of where I was born even though I seem nationally and religiously different from the people of my own town. However, I should mention that the Turks were only one million when they immigrated to this wonderful peninsula, while the locals were four millions as Greeks, Armenians and others. Anatolia has been a real hot melting pot for the races and cultures for centuries. This happiness is a well established custom amongst the Turkish people who reside on a land full of ancient civilizations and religions which makes them a very good and may be the only bridge between the civilizations.

## City of the Blinds

Chalcedon was a city hidden from the sea by a hilltop and that's why it was called as the City of the Blinds for not looking over the magnificent view of Marmara Sea and the Bosphorus. The city established by Megarans who were the people of ancient Greece around 685 B.C. It was captured by the Persian general Otanes after the expedition of Darius against the Scythians. Allied alternately with Athens and Sparta, it became eventually a part of Bithynia, and in 74 B. C. passed over to the Romans, who lost it temporarily to Mithradates of Pontus. The Christian belief dominated Anatolia as early as 300 A.D. although the Roman Empire at the East resisted fiercely to this new religious development but finally gave up. Constantin the Great became a Christian while accepting this new religion as a country-wide belief. The city of Byzantium was called Constantinople (City of Constantin) since then. In the imperial period it was a free city, but was dismantled by Valens (364-78).

Entrance to the Old Harbour of Byzantium.





The stones from the walls of Chalcedon were carried to the other side of the sea,

into the Golden Horn,

and used to build the famous aqueduct of Emperor Valens. Byzantium, today's Istanbul, still owes its wallstones to us... The Persians held it from 616 to 626. Chalcedon was the birthplace of the philosopher Xenocrates, a disciple of Plato, and of the sculptor Beotes. The virgin St. Euphemia and her companions suffered martyrdom there, probably under Galerius (305-11). It is in her magnificent church that the Fourth General Council against Eutyches known as the Council of Chalcedon (451) was held. This church was situated on the top of the hill at Haydarpaşa (Haider Pasha).

### Remembering thousands of years

In the sailing season, we sail towards the Clashing Rocks or just to the entrance of the port, frequently and I can not hold myself back from changing the decoration and removing all modern and different architectural elements from my vision to reach the view of the old town of Chalcedon and the sister city of Byzantium which is not difficult for any sailor on the unchanging waters of this very historic environment. The tale of two cities is not so brief that I can address in here. There are many more stories created around the Clashing Rocks to be told. Suddenly, one can be wakened up by a huge oil carrier which is a part of the floating pipeline from the Black Sea towards the Western markets, displaying a tremendous risk and treat to these old sisters. One could be forced to change his attention from remembering thousands of years to the disaster of Exxon Valdez.

### Blue Chalcedony

Many of us like the stone called as Blue Chalcedony. The name comes from the town which was the major exporting port of the stone even though the stones were excavated from the territories around the Middle Anatolia, namely in the vicinity of Eskişehir. This semi precious stone exists in many places on the planet but in Chalcedon the color is different and darker, deep blue. Because of this appearance it is easily distinguished from the others and that's why it is specially called as Turkish Blue Chalcedony.

### Final words

Unfortunately, there are not many remnants passed through these difficult and extremely long years, centuries and millenniums but one still can find a few section of walls or the warm heart which is transferred from the first settlers to the later comers and the spirit of Chalcedon in every bright morning. After all, we share one more thing: the same historical background, spiritually or physically.

**Cihan Anamur**  
Web Master



Cihan  
Anamur

*Webmaster of IYFR, was born in the city of Chalcedon and completed schools in Ankara and Istanbul, Turkey. After the first year of his college, he was accepted to Chelsea College, University of London but never followed the courses offered, instead turned back to Istanbul to finish his studies at the Istanbul Technical University. After his graduation as an Electronics and Telecommunications Engineer, he joined to Raytheon International Data Systems, Norwood, Mass., USA, and then moved to Fort Washington, Penn., USA for his new assignment as a Digital Design Engineer at Aydin Monitor Systems, (now L3 Communications). He finally returned to Turkey because of military service and stayed in the country since then. He owns IT businesses.*

*His interests include travelling by car (Blaine, WA to San Diego, CA and Niagara Falls to Keywest, FL), computing, photography, ancient Greek archeology and definitely Yachting. He is a licenced Yachtman and owns a 21' Nordic boat. He is currently on the board of the Istanbul Sailing Club as the editor of club's "The Log Book" newsletter. Of course he is a Rotarian for 17 years.*

# IYFR Regalia



- |    |   |          |
|----|---|----------|
| 1  | Blue Pennant Lapel Pins   | \$ 5.00  |
| 2  | Fleet Officers Insignia<br>(Pair of Epaulets 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 Pennant<br>(12"x18")   | \$ 19.00 |
| 5  | IYFR Tie (navy/blue<br>diagonal stripe/pennant)                               | \$ 25.00 |
| 6  | IYFR Ladies Crosstie  | \$ 7.00  |
| 7  | White Epaulette Shirt<br>(S, M, L, XL, XXL)                                   | \$ 40.00 |
| 8  | a) T-Shirt/white embroidered<br>(S, M, L, XL, XXL)                            | \$ 15.00 |
| 8  | b) Polo-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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