

10 Giugno – ANNIVERSARIO DELLA MARINA MILITARE

“Patria e Onore”

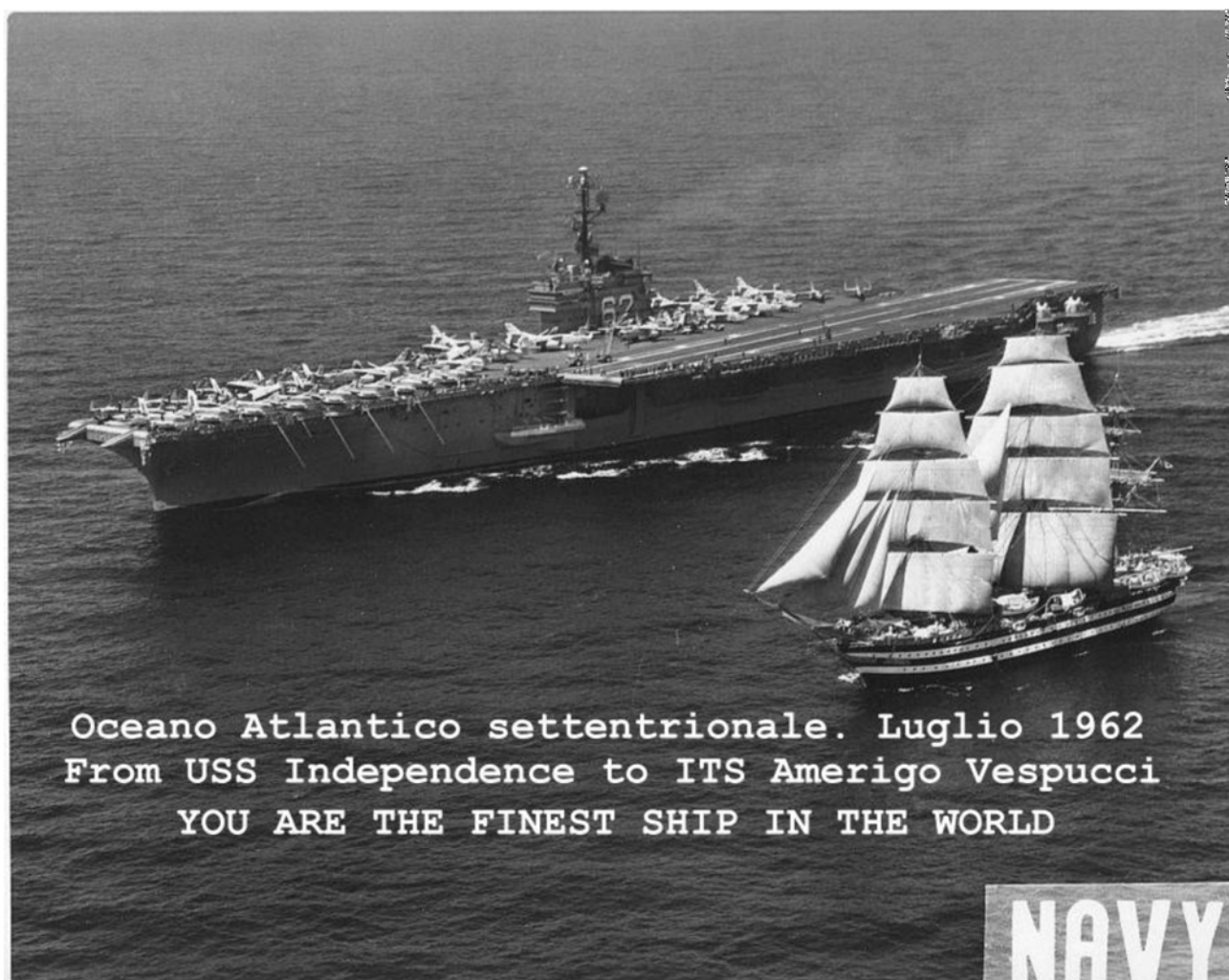
Luglio 1962: Nave Vespucci in Atlantico con a bordo gli Allievi dell'Accademia di Livorno per l'annuale crociera estiva. Incrocia la portaerei americana “Independence” e questa – come consuetudine nelle Marine militari – chiede al Vespucci, con segnali Morse della lampada Aldis, di identificarsi.

Naturalmente gli americani sapevano benissimo con chi avevano a che fare, ma la tradizione marinaresca impone anche questo.

La risposta dei nostri: “Nave Amerigo Vespucci - Italian Navy” e dall'Independence quello che ormai è passato negli annali delle marine mondiali:

“Siete la più bella Nave del mondo!!!”

A bordo allora un giovane Allievo di Prima Classe che ricorda ancora oggi con emozione l'incontro. E' un nostro grande rotariano, Sergio Santi, che poi col grado di Capitano di Vascello ebbe l'onore di comandare nel 1988 l'Amerigo Vespucci.



ITALY NORTH WEST FLEET

CONRAD COLMAN

NEW ZEALANDER SKIPPER AND HONORARY MEMBER OF NEW WEST IYFR FLEET

Extraordinary Seamanship



Few men realize that their life, the very essence of their character, their capabilities and their audacities, are only the expression of their belief in the safety of their surroundings.

Joseph Conrad

On February 1st, 2016 at the prestigious location of Palazzo Bocconi in Milan, Italy, Milan RC South West, in collaboration with the NW IFYR Fleet has organized an evening in honor of the great New Zealander sailor Conrad Colman. In front of a large group of Rotarians and Iforians Milan, Torino and Chiavari, Luigi Norsa, "International Webmaster - Regional Commodore for Italy" and Michele Darò "Commodore pro tempore Italy NW Float" welcomed in the ranks of IYFR this extraordinary athlete and



sailor who is preparing to participate in the Vendée Globe, whose departure is scheduled for November 6th, 2016.

The evening was the opportunity to appoint Conrad honorary Member in our Fleet, he will be ambassador of IYFR values and our Burgee will agitate on spreaders of Galileo around the World in the next Vendée Globe.

Conrad Colman was born in New Zealand, Auckland, in 1983 by kiwi mother and American father. Currently he is living in Lorient, France.

The name of Conrad was inspired to his parents by the English writer Joseph Conrad, remembered for novels such as Heart of Darkness and Lord Jim, based on his experiences as a sailor who faced deep themes of nature.

At 3 weeks Conrad was embarked on "Blown away", the sailboat of his Parents at sea in the Pacific Ocean, on which he traveled for several months before returning in Auckland.

His father unfortunately died shortly after for an accident occurred while working on his boat.

Conrad grew up in New Zealand with his mother and grandparents. At age 15 he moved to the US to attend a high school on the East Coast, after which he enrolled at the University of Colorado to study economics and political sciences.



Because at that time it was not possible to sail, Conrad started bike riding, becoming a professional cyclist seeds during the University and founding a small company manufacturing titanium bicycles.

After graduating in 2007, he decided to participate in the race around the world in the Vendée Globe solo and went to the Isle of Whight in England to achieve his ocean's masters and to experience.

He becomes sailing instructor before approaching the world of sailing solo, moving to Britain to participate in the Mini Transat, the crossing of the Atlantic about 6.50 meters boats.

Then the participation Route du Rhum, an offshore race handed transatlantic race which connects the port of Saint Malo - Pointe à Pitre on the island of Guadeloupe, in the French Antilles.

In 2012 he won the Global Ocean Race and 2015 he completed the Barcelona World Race.



With 360 miles covered in 24 hours sailing, is the world record holder category for 40 feet.



He currently lives in Lorient in Brittany, the sail kingdom, and he has been preparing to participate in the Vendée Globe in the last six years.

When Conrad Colman is not racing, he loves to go kayaking, cycling, running, exercising in triathlon, cooking, reading and writing.

Conrad's love for the sea is his challenge and passion which are combined with reason and strong discipline.

His skills are combined with strategy and tactics and long time preparation which require knowledge, concentration, organization, intuition, self-confidence, determination and resilience, physical and mental strength.

All this makes him an extraordinary person can realize dreams to the limit as this regatta, which does not leave any room for improvisation.

With a presentation of slides and two short films, we could admire Conrad's world of sailing, on solo regattas and on his plans to participate to the Vendée Globe, the most extreme sailing competition in the world.





Following is a summary of the concerns:

Sailing is a good way to bring people together and it promotes values that are shared with Rotarians worldwide: a multidisciplinary approach, pursuit of excellence, team work and community.

Main motivation

- Love for challenges: pushing the limits of both of the boat and the skipper
- Passion for solo sailing and the different skills it requires: need to be a good sailor, mechanic, meteorologist, and athlete and sponsor ambassador
- Desire to relentlessly pursue your ambition
-

Races preparation period

People often think that sailors spend most of their time on the water and have lots of fun. However most of the year is spent on land training, preparing for races and doing events with sponsors.

What Conrad really does

- Project manager and business leader. In order to succeed on the water Conrad needs to utilize the same skills that Rotarians do in their business lives.
- Set objectives: Design a program of activities to reach the key markets for my sponsor and implement the business plan to succeed in the races.
- Choose your team: a solo sailor needs a team to prepare the boat as it is made of thousands of specialized pieces. There are technical specialists for electronics, carbonfibre preparation, sails, performance and logistics and finally communication and sponsorship coordination.
- Communicate: The value of the project rests on how well the skipper communicates around the races and during the race to maintain the interest of the fans and sponsor employees and guests.
- Anticipate & manage the risks: The skipper must understand every system on the boat and implement maintenance schedules to ensure performance and reliability.

High level sport

- Physical preparation: The Vendée Globe is the longest sporting even in the world, so it's important to be in great shape to ensure high performance after months at sea and to avoid injury. Sails weigh up to 90kg and they need to be moved frequently so flexibility and balance are important in addition to strength and fitness.
- Mental preparation: when racing solo, you have to face fear, stress and sleep deprivation so it is important to prepare mentally. There are 3 elements to my mental preparation:
- Dedication: Racing the Vendée Globe will be the culmination of a 10 year program for which Conrad made big sacrifices so he is not ready to give it up for anything!
- Training: Endurance athletes have a motto: Train hard, race easy. Conrad prepares himself putting himself in difficult and stressful scenarios so that he knows he can overcome any challenge he will find in the race.
- Visualization: Conrad thinks about positive experiences to help himself go through the hard ones
- Sleeping onboard is a key element to manage as Conrad must sleep to recover his energy but also stay awake and alert to keep the boat safe and fast. Conrad during the race sleeps around 5 hours per day, divided in 20 minutes naps so that he can wake up to check that the weather hasn't changed, there are no visible obstacles and all is ok on board.

Challenge

The Vendée Globe is a race around the world, solo, without stops that leaves from the French town Les Sables d'Olonne. Like Jules Verne's famous book, we race around the world in 80 days, making for a three month spectacle that attracts millions of fans around the world.

Key figures

- The race attracts 2 million fans to the race village before the start
- TV coverage on 65 channels in 190 countries (NBC SPORTS CNN EURONEWS)
- 30 million viewed videos on the Internet
- 9,3 million visitors on the internet
- 78'000 Facebook fans
- 490 000 participated in the Virtual Regatta (a computer game based on the race)
- 19 000 twitter followers

The racing yacht Galileo

- 60 feet (18.28 meters) racing monohull. Raced solo around the world
- Top speed: 30 knots or 50 kmh. 450 miles/ 720 km in 24 hours
- Weight: as 9 Fiat Punto cars
Sales: 620 square meters or 2.5 tennis courts
- Mast: 29 meters, the same as the ceiling in the Galleria Vittorio Emanuele



Sailing as a marketing tool

A sailing racing program can be an effective method to communicate with the general public about a new product or feature of your company. Millions of fans actively interact with the skippers and their sponsors at race starts or during the race online.

- Alternatively, the racing yacht can be used as a hospitality platform for corporate entertainment for guests and employees. These are unforgettable moments as we are able to sail underneath the Manhattan skyline in New York or in downtown London on the Thames River. In comparison with tennis or Formula 1, you can sail on the same race yacht that races around the world, making better memories and a stronger connection with the sponsor.



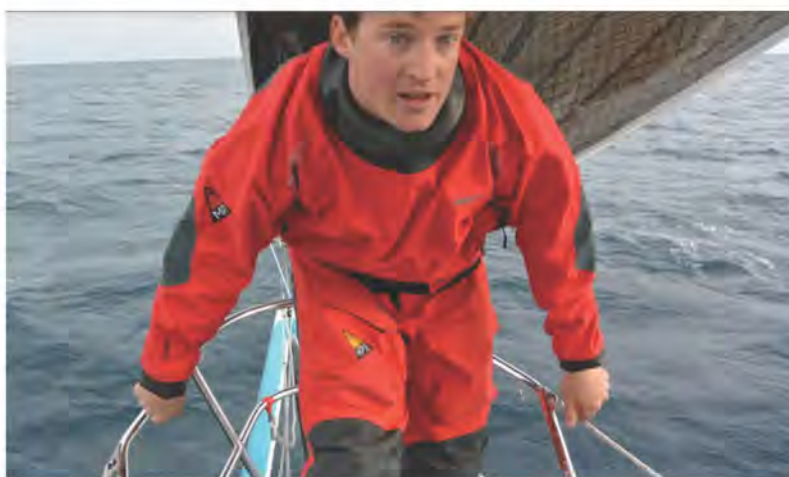
- Currently looking for new sponsors to accompany Conrad in this new adventure. Please contact Conrad if you have questions or want me to prepare a customized proposal for how my sailing project could fulfill your PR, HR or communications needs.

Conrad Colman has been appointed by Commodore Norsca as honorary member of IYFR and will carry IYFR colors proudly during his regatta through the world. The IYFRs of all the world have now the opportunity to stay in touch and

support this extraordinary sail and testimonial of IYFR values.

After re launching Galileo, the schedule is intense: 1500 miles solo qualifier for Conrad (last step to be officially qualified for the Vendée Globe) followed by a crewed delivery to Newport and then New-York City to participate in a solo Transatlantic Race leaving May 29th for France and more precisely Les Sables d'Olonnes.

There are many surprises regarding the race so stay tuned on social networks.





Seahorse race calendar
In association with

MUSTO dubarry
of Ireland

HARKEN
McLube

Seahorse sailor of the month competition April



WINNER

CONRAD COLMAN (NZL)

'Mad as a bag of ferrets but a great guy and a top sailor' – Hamish Macdonald; 'He's seaworthy enough to win this thing!' – Kathryn Walker; 'Saving a life and winning the race' – Pascaline Hirsch; 'Good deeds deserve grand recognition' – Helen Littlewood; 'The quickness of mind plus courage to make vital decisions' – Kristin Arthur; 'Extraordinary seamanship' – Jaime Darder; 'Clear and calm under maximum stress... a magnificent example' – Clare Smillie. *Seahorse* Sailor of the Month comes to you with Musto, Harken McLube and Dubarry. Please contact us at *Seahorse* for your prizes

MAY NOMINEES

ANDREW CAPE (AUS)

He was there at the chart table when *Tokio* led out the Solent after calling the perfect sailing angle at the start of his first Whitbread in 1993 and he was 'still' there when *Telefónica* took her third consecutive leg win in the current Volvo Ocean Race in China. In between he has fitted in five more circumnavigations, both crewed and shorthanded, usually with a decent result, as well as two America's Cups!



HAP FAUTH (USA)

It's easy to forget that sailing – in spite of all the noise around media and shore-based fans – continues to be one of the world's great participation sports. And at its heart are tens of thousands of passionate enthusiasts... like Hap Fauth. Impatient for the launch of his latest *Bella Mente*, Fauth chartered a TP52 for Key West and got stuck in, steering with a tiller for the first time in years. And he did good. Here's one for the enthusiasts who are this sport

MUSTO

Evolution GORE-TEX® Soft Shell Jacket. Highly breathable & 100% waterproof. Available in men's & women's styles



HARKEN/TEAM McLUBE

Harken® Sport's watertight Squall bag with welded seams comes race-ready with Team McLube® Sailkote® dry lubricant and shirt



DUBARRY

Crosshaven from Dubarry – a new high-performance sailing boot featuring integrated gaiter and GORE-TEX® Duratherm insulation for extra warmth



go to www.seahorsemagazine.com to register your vote for next month's winner

Luigi NORSA



International Webmaster
Regional Commodore for Italy

Editing & Layout

Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



ITALY

NORTHERN ADRIATIC FLEET



International Yachting Fellowship of Rotarians Northern Adriatic Fleet

The joint meeting of the Adriatic and Joanian Fleets held in Budva has been an exceptional occasion to make new acquaintances and friends, and to know in a special and appreciable way a location of exceptional beauty.

I would like here to briefly summarize the contribution provided by the Northern Adriatic Fleet, during the formal presentation, and particularly in an informal way during the pleasant hours spent together with the friends belonging to the Fellowship.

During the last year, the Northern Adriatic Fleet concentrated its efforts for providing services to disabled people.

One service was directed to the Rotary Camp, which is realized jointly by The RC Muggia, together with the RC Koper (Slovenia), with the support of the RC Trieste, since 7 years.

The Camp is hosted by the Red Cross facilities localized in Ankaran, on the Slovenian side of the old border Slovenia – Italy. It receives thirty handicapped youngsters, with handicaps of various severity, together with their families, for one week.

Our service has been to provide for two days a boating excursion from the Camp place to Izola, a delightful small Istrian town. The boat employed is a trawler, used as the Race Committee boat during the regattas organized by the Adriaco Yacht Club in Trieste. The Club kindly provided the boat, which had as Skipper Flavio Genzo, member of RC Trieste (hopefully becoming a IYFR Mariner). For 2016, also the Società Triestina della Vela will provide its Race Committee boat, and the intention is to provide for three days more occasions for enjoining motor boating to the participants to the Camp. Moreover, an experiment is planned to test the feasibility to have the disabled youngster to run a centerboard boat, with a specialized instructor together with the small disabled crew, thanks to the Fairplay Association having expertise on similar activities. Fairplay Association runs successfully a special project, bringing blind people to sail on Laser (single handed small centerboard boat). The Fellowship, and the RC Trieste are providing services to Fairplay, led by Druso Nordio, supporting also financially its unique expertise and activity. As a further service, the Northern Adriatic Fleet acted to promote the activity of disabled sailors, in an international perspective, in particular focusing on the Round the Island Race (Cowes, Island of Wight) and the Barcolana Race in Trieste.

The two yacht races that are believed to have the largest entry worldwide are the J.P. Morgan Asset Management Round the Island Race organized by the Island Sailing Club in Cowes (GBR) and the Barcolana Race in Trieste (ITA). Both races feature international entries. Four years ago the Fleet of Alto Adriatico of the International Yachting Fellowship of Rotarians (IYFR) presented a trophy to the Società Velica di Barcola e Grignano, the club organizing Barcolana in Trieste, to be awarded to the first yacht classified with (at least) one disabled sailor and a Rotarian on board. The aims of the International Disable Exchange (IDE) project are two-fold. The first aim is to have a similar IYFR Trophy for the J.P. Morgan Asset Management Round the Island Race. The second, is to have a IDE Trophy, to be awarded after the Barcolana Race which takes place annually on the second Sunday in October, to the crew with the best combined score which participated to both events.

The main objective is to encourage crews comprising disabled sailors and Rotarians to participate in both the J.P. Morgan Asset Management Round the Island Race and the Barcolana Trieste Race and to provide the occasion to experience both events in an international perspective of friendship and sportsmanship.

The authorities which patronize the event include the International Yachting Fellowship of Rotarians (IYFR), the Italian Sailing Federation (FIV- Federazione Italiana Vela) together with the Italian Paralympic Committee, Panathlon International, Rotary Clubs in Italy (Trieste) and the UK (Cowes) and RYA Sailability (UK).

The extraordinary work in favor of the IDE Project of Robert Milner from RC Cowes, and the openness of the Island Sailing Club and of Sonia Mayes in including the project in the Notice of Race of the RTI Event, has to be gratefully appreciated. Similarly appreciated is the openness of Società Velica di Barcola e Grignano in having included the IYFR Trophy in the Notice of Race of the Barcolana event.

Finally, I would like to make a few general comments.

The Northern Adriatic Fleet is facing difficulties in increasing its membership, with little or no interest in being involved into the life of the Fellowship, although the initiatives and services are openly appreciated when brought to the attention of Clubs, members and other sailing clubs and their members.

In Northern Adriatic sailing is popular and largely practiced, and this probably leads to a reluctance of Rotarian sailors to be involved in something adding up to they already existing engagements.

Our experience in organizing IYFR events is negative, becoming more negative in the recent times, particularly when boats have to move to a location far from their usual mooring place. It is less problematic to make regattas with people keeping their boats in the same marina or club, but also this approach is negatively affected by the excess of events which is a problem also for the clubs. I have difficulties in identifying possible solutions to these problems.

One proposal of general interest could be to concentrate on the existing Rotarian Regattas, such as those in Slovenia, Croatia and Italy, encouraging the exchange of people instead of boats. Boat owners in one location might have as guests Rotarians which would in return host them in the local event.

A final proposal could be to have in more large events, a Trophy similar to that instituted by the High Adriatic Fleet in Trieste and Cowes, in the perspective that also this might help in promoting the exchange of sailors, including disabled ones, in a frame of international friendship.

Tullio Giraldi
Incoming Commodore



Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

POLAND GIZYCKO FLEET



**Sailing from Cape Town to Puerto Rico in Grand Canarias
5400 nautical miles in 57 days**



Four people on a 47 foot boat sailing 5400 nautical miles together for 57 days on the Ocean. Long sailing from Cape Town in South Africa to Puerto Rico on Grand Canarias with only one stop on the way at St Helena Island. This is my first time on the Ocean, a shortened story of the first of such cruise in my life.



Prologue

In the late autumn 2015, a friend of mine, Capt. Tom Cichocki, phoned me with a question. 'Would you like to help me bring my boat back to Europe? The boat is now in Cape Town. A year ago he gave me this same proposal, so there was no way to answer a second time a non decisive "No" but answer with Yes. At the first time Capt. Tom Cichocki had tried to make a solo trip around the World on a sailing boat, was on a 43 foot Dephia (from the polish shipyard Delphia – the largest Polish sailing yacht producer). Near Port Elisabeth, after a collision with a block of wood, he had technical problems, and stopped there. After repairs, he finished his trip around the world. In 2014 Capt. Tom Cichocki had started a second time solo non-stop sail around the World in a 47 foot Dephia. Again, near South Africa, during a strong storm, his mast was damaged and again he had to call into Port Elisabeth. He decided to come back to Porto, in Europe. In September 2015 he tried for a third time. Near South Africa again he suffered an accident – the destruction of the helm hydraulic pump. After a long and difficult rescue, his boat was towed to Cape Town. It was 400 nM of towing on the Ocean. Not easy.

After coming back by airplane to Poland, Tom Cichocki phoned me. Tom was our guest speaker at the Gizycko Fleet Annual Meeting. He presented to us the book which he had written during his first trip around the world. He was known in the Polish Sailing Society.

Cape Town

The first days of January 2016 were spent in Cape Town at the Royal Cape Yacht Club, which is over 100 years old. It is an amazing and nice place, full of fantastic people. In the Tavern of the Yacht Club, three Rotary Clubs meet. I visited two of them, RC Table Bay and RC Signal Hill. I met there Paul Mare – President of Royal Cape Town Yacht Club. I encouraged him to re-establish the IYFR Fleet in Cape Town. In addition, I spoke about IYFR at the RC Table Bay.



During visit at Rotary Club Signal Hill in Cape Town
From left – Paul Mare – President of Royal Cape Yacht Club receiving
from Piotr Pajdowski the flag of Gizycko Fleet

Repairs to the boat were carried out by the legendary Manuel Mendes - Boat builder, and also Technical Manager of **Team Shosholoza** - a yacht racing team representing [Royal Cape Yacht Club](#) of [Cape Town, South Africa](#), competing in the [2007 America's Cup](#). Incidentally, I saw this team in 2007 during the heat in Malmo. But the first time I met him in Cape Town was in his small office in his boatyard where big fantastic photos of his boat 'Shosholoza' still hang. Manuel repaired our boat and helped us with the preparation for our jumping off to Europe. He is a fantastic person and I recommend that every sailor visiting Cape Town by boat should use his service.



Trip to Saint Helena Island

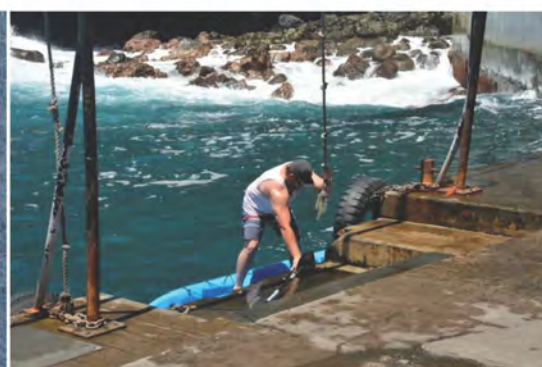


After 2 weeks on the South Atlantic we reached St Helena. Only 4200 inhabitants live there. The only connection with civilization – the Royal Mail Ship 'St Helena' – it delivers the goods and tourists from Cape Town every 20 days. Jamestown, the Capital of St Helena is not very different from the pictures which are seen in the movie "3.10 pm to Yuma". We were unable to see what the other places were like. There is no marina, but only moorings. The Airport is under construction and its official opening is not until 21 May. There is no ATM cash machine and almost no credit cards are accepted. However, the people were very polite and friendly. After a short visit to the Island and to places of interest in connection with Napoleon we returned to our boat.

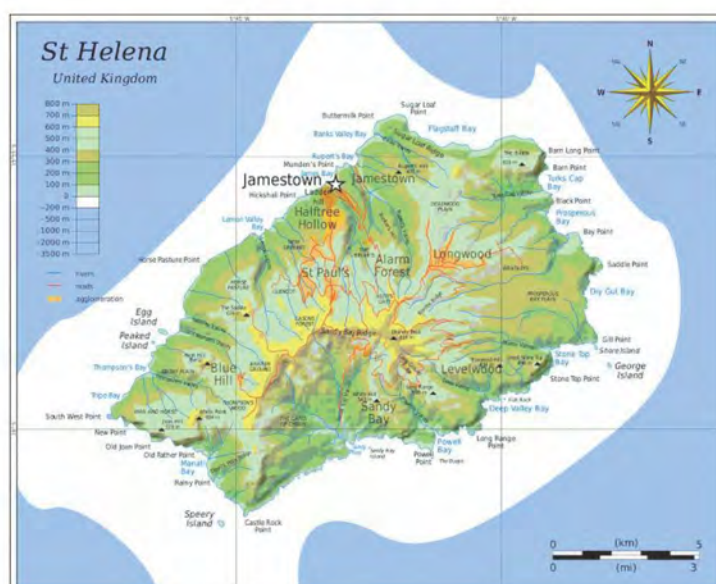




Our boat in St Helena Island
Boats and Ships can stay only in the bay



St. Helena does not have any Marina
main entrance to the Jamestown

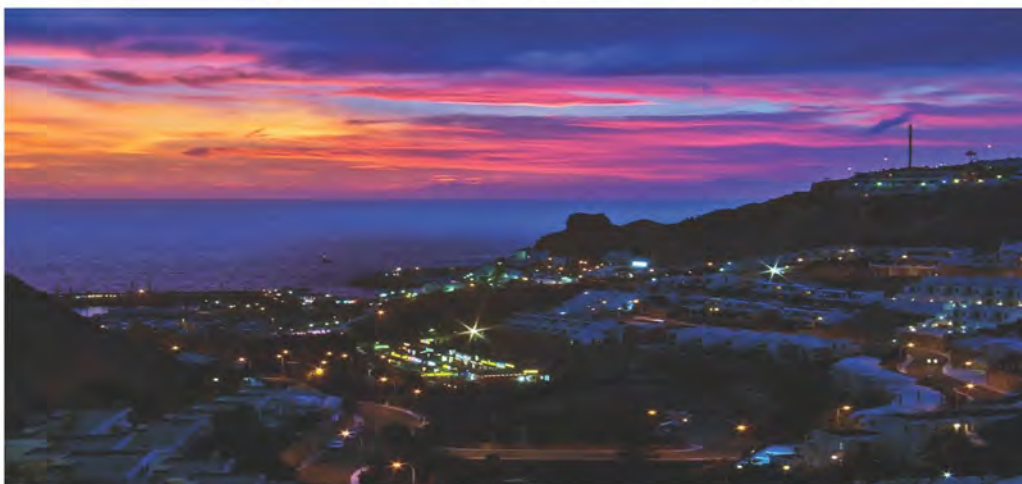
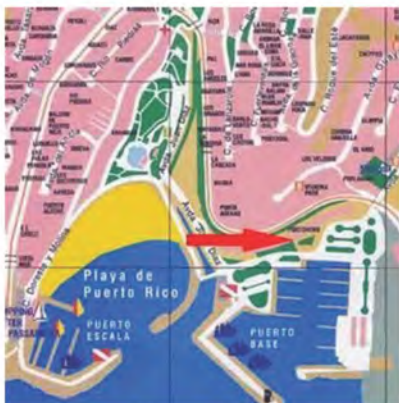


Trip Equator

From St Helena to Puerto Rico was over 40 days sailing. Especially for us the Equator moved to the North. One whole week we were looking for wind near the African coast. From the Equator our goal was Capo Verde. However, we didn't visit this Island. Only from the right side we saw the volcano, which had grown up out of the Ocean. From Cape Town we were sailing with the wind, but after the Equator we were sailing against it, at strength of up to 40 knots. Due to a lack of time, we sailed under full sails, which were an interesting experience! During the trip I wrote a couple of articles for the Polish sailor's magazine "Wiatr" www.magazynwiatr.pl, and took a lot of photos. After this experience, we have new projects with my Capt. Tom – participation in Regattas ending in Sidney – Hobart Races.



In Puerto Rico at Grand Canaries



Piotr Pajdowski
Gizycko Fleet Poland



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Editing & Layout

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Rotafloat Newsletter Editor / IC Special Assistant

POLAND

Training Sailing Centre for Rotarians

Slawa lake



In March 2015, the Rotary International Training Centre (RITC) Slawa, Slawa lake. Located in Western Poland 100 Km. from Wroclaw was officially opened by:

- RC Wroclaw-Panorama Rotary International District 2230 Poland, Belarus, Ukraine;
- RC Berlin Brücke der Einheit Rotary International District 1940 Germany.

The Centre operates in cooperation with:

- International Sailing Schools Association (ISSA)
- International Yachting Fellowship of Polish Rotarians (IYFR).



The patronage of the centre was taken by:

- Sergio Santini (IPIC IYFR 2013-2015);
- Jesus (Jun) Avecilla (IC IYFR 2015-2017);
- Robert Burns (IRC & A 1 Commodore IYFR - 2015-2017).
- Cezary Sadrakuła (Mayor of Slawa City).



The objective of the initiative is to develop and support any social activities related to yachting on international level.

The centre will:

- Provide sail training to both kids and adults;
- Run youth exchange programs
- Organize yachting events;
- Develop pro-social activities in the local area.

The center will follow the standards of the International Sailing Schools Association (ISSA)

The ISSA was founded by organizations from France, Great Britain, Italy, Poland and Spain in London in 1968. In course of years, the Association grew to cover most countries in Europe and to be present on almost all continents.

The goals of the ISSA are to:

- Promote yachting;
- Develop and implement high standards in sail and power yachting training;
- Provide ideas and programs for international exchange between countries and organizations worldwide;
- Represent private and public sailing schools on international level;

The ISSA offers:

- Training and certification system for sail and power yachting - that is recognized worldwide;
- Instructor training for advanced yachtsmen and women;
- Assistance to establish a sailing school;
- Help to arrange local sailing events with international participation;

The ISSA members offer training in nearly 3.500 schools operating worldwide (Africa, Asia, Australia, Europe, North and South Americas).

The ISSA offers accreditation for sailing schools. Schools accredited by ISSA are allowed to issue ISSA licenses upon successful completion of ISSA training.

The ISSA runs instructor training in a number of places worldwide. The training covers complete process including:

- Leveling up of the sailing skills;
- Teaching methodology skills;
- A lot of practical exercises;
- Practical knowledge how to set up a school.

The ISSA is cooperating and also willing to start new co operations with companies, organizations and associations operating in the yachting and yachting-related industries, like:

- Yacht producers;
- Yachting equipment suppliers;
- Insurance companies;
- Local and regional tourist and sport promoting organizations;
- General and technical schools (at all levels);

The Organization is willing to start cooperation with any individual or organization that will help to promote yachting.

ISSA's website

www.issa-schools.org



Tomasz Lipski
Training Sailing Centre for Rotarians

Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

SOUTH AMERICA AGM

6-10 April 2016

BUENOS AIRES ARGENTINA

The countries present in the AGM were Argentina, Chile, Uruguay and Ecuador. IC Jun opened the working day by screening his video message of greetings and best wishes for success, which was applauded by all members of the gathered fleets.



From left to right Mariner Claudia Felip, Captain Alejandra Malinarich, IVC Guillermo Arteta, RC Angie Mesistrano, FC Eduardo D'Alessio, FC Walter Eaglehurst, mariner Esteban Carcavallo.

FIRST SOUTH AMERICA ANNUAL GENERAL MEETING

The first AGM of South America has been a success gathering 45 members of our Fellowship. There is a phrase that was mentioned and that synthesizes the spirit prevailing in the days that we share. "We arrived being Rotarians and we said goodbye remain friends."

And so it was. Empathy quickly flourished. How not say goodbye being friends? We are Rotarians, we share the same philosophy of life and, even more, we share our love for the sea and water sports, the right spirit and mindful of the rules of mutual respect and the desire to serve our communities.

Remembering the pleasant days together, we see all the photos of our smiling friends, fun with happy glances on their faces. We have toured the beautiful city of Buenos Aires, animatedly shared Meet and Greet, fun lunches and walks, the inevitable and traditional coffee of Buenos Aires, a day of sailing by the magnificent Delta and a working day where reigned camaraderie, good humor, energy summed the Commodores who presented the work of their fleets flawless videos and even a symbolic exchange of burgee in unison that symbolizes the union of the fleets of our region.

We have exposed our community services which by no doubt are excellent, been structured and carried out with the greatest feature seafood responsibility. WE have exchanged ideas and different views of

working together. Our nautical fellowship allows us to reach our communities to where our Rotary clubs cannot. We serve in different places and enjoyed it.

It has been so great enthusiasm to repeat this encounter between lyforians friends, that we have received the proposal to do so every six months simulating a pre AGM. But we will repeat once a year as indicated by the regulations. We ask the Commodores to offer their cities and fleets for the next South America AGM. They were several. We are happy that we had to go to make a draw to define who will be our next hosts.

A special thanks to the Commodore of Rio de la Plata Fleet, Eduardo D'Alessio, who has welcomed us with their hospitality and affection feature.

The meeting there arose the idea of forming a group Whatsapp South America. It has been excellent. We are all reported daily sharing our fellowship, travel, concerns, comments, photos, etc. This possibility further strengthens our camaraderie.

If I were to draw a conclusion, I would say that our region is strengthened, we feel the internationality of our fellowship, new friends were made and they were strong ties even more with the passage of time.

In short: POSITIVE and desires of all to repeat soon.



From left to right

FC Nelson Scleidorovich, mariners Osvaldo Setuain and MArtin Irigoyen, behind mariners Fernando Kahn, Roberto Batista, MAría del Carmen Gotta and others.



From left to right

FC Walter Eaglehurst, FC Eduardo D'Alessio, FC Miguel Angel Prieto, FC Nelson scleidorovich





From left to right
 Mariner Pamela Pedraza, Captain Loreto Alvarez, mariners Lorena Lagos Claudia Felip and Lya Peñafiel, RC Angie Mesistrano, Captain Alejandra Malinarich, mariner Sandra Gomez, FC Walter Eaglehurst.



PRIMER ANNUAL GENERAL MEETING DE SUD AMÉRICA

El primer AGM de Sud América ha sido un éxito. Hay una frase que se mencionó y que sintetiza el espíritu reinante en los días que compartimos. "Llegamos siendo rotarios y nos despedimos siendo amigos".

Y así fue. Rápidamente la empatía floreció. ¿Cómo no despedirnos siendo amigos? Somos rotarios, compartimos una misma filosofía de vida y, más aún, compartimos nuestro amor por el mar y los deportes náuticos, el espíritu correcto y atento de las reglas del respeto mutuo y el deseo de servir a nuestras comunidades.

Haciendo un repaso por los gratos días compartidos, vemos en todas las fotos los semblantes sonrientes, divertidos, felices. Hemos recorrido la bellísima ciudad de Buenos Aires, compartido animadamente Meet and Greet, divertidos almuerzos y paseos, el infaltable y tradicional café de Buenos Aires, un día de navegación por el magnífico Delta y una jornada de trabajo donde reinó la camaradería, el buen humor, la energía sumada de los Comodoros que expusieron el trabajo de sus flotas con impecables videos y hasta un simbólico intercambio de banderines al unísono que simboliza la unión de las flotas de nuestra región.

Los trabajos de servicio a la comunidad expuestos son excelentes. Han sido estructurados y llevados a cabo con la mayor responsabilidad característica marinera. Se han intercambiado ideas de trabajos en conjunto. Nuestra agrupación náutica nos permite llegar en nuestras comunidades hasta donde nuestros clubes rotarios no pueden. Servimos en diferentes espacios y lo disfrutamos.

Ha sido tan grande el entusiasmo por repetir este encuentro entre amigos IYForians que hasta recibimos propuesta de hacerlo cada seis meses simulando un pre AGM. Pero lo repetiremos una vez al año como indica el reglamento. Pedimos a los Comodoros que ofrecieran sus ciudades y flotas para el próximo SA AGM. Fueron varios, estamos felices de que tuvimos que ir a sorteo para definir quiénes serán nuestros próximos anfitriones.

Un agradecimiento especial para el Comodoro de la Flota Rio de la Plata, Eduardo D'Alessio, que nos ha recibido con su característica hospitalidad y afecto.

Del encuentro surgió la idea de formar un grupo de whatsapp de Sud América. Ha resultado excelente. Estamos todos comunicados a diario compartiendo nuestra agrupación, viajes, inquietudes, comentarios, fotos, etc. Esta posibilidad fortalece aún más nuestra camaradería.

Si tuviera que extraer una conclusión, diría que nuestra región se fortaleció, que se sintió la internacionalidad de nuestra fellowship, que se hicieron nuevos amigos y que quedaron fuertes lazos que se irán estrechando aún más con el tiempo.

En síntesis: POSITIVO y con deseos de todos de repetirlo a la brevedad.





Angelica Mesistrano
RC South America

**Compliments for the AGM organization
and for the wonderful Iylorian spirit of friendship**

Editing & Layout

Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



IYFR MEETING **DURING ROTARY INTERNATIONAL CONVENTION** **28 May-2 June 2016** **SEOUL-KOREA**

Outstanding Participation of IYFR Fellowship at Seoul Korea Rotary Convention 2016



Our International Yachting Fellowship of Rotarians is the largest and oldest of Rotary Fellowship which had a big impact during the great convention of Rotary Seoul 2016. Our Fellowship had an impressive presence with two booths adjacent to one another in the exhibition area.

In this exhibition IYFR was represented by our International Bridge headed by International Commodore Jun Avecilla, Vice Commodore Guillermo Arteta and Rear Commodore Robert Burns.

The incoming new generations of IYFR were also present, through the successful Sea Scouts project of our group, whose goal is the formation of a healthy youth, cultivating the values through nautical education, which is executed by Chile Puerto Varas Fleet.

On the Seoul occasion, three young Sea Scouts : Antonio Montalbetti, William Eaglehurst, students Germania College of Puerto Varas, and Alonso Paniate student of San Javier School of Puerto Montt, accompanied by their instructor, Walter Eaglehurst Commodore of the Chilean Fleet IYFR, had traveled more than 30 hours from Chile to South Korea. Our young Sea Scouts which had been received with paid interest by the visitors, being surprised with these young people when they explained about the program they had gone through for two years. Enthusiasm and pride which had involved the Sea Scouts training as a with added values through training and seafaring traditions had left on the visitors a big impression.

We are proud of our young generation which had brought to Seoul their studies efforts, their honor and infinite care for environmental protection, integrity and love for Chile and respected families.

Many visitors to the Convention from all over the world, showed great interest in the Sea Scouts, as each day queuing to take a pictures, after each honors sailor whistle ceremony, which were held every 20 minutes at the fair.

As a grand finale on last night convention, a dinner cruise, aboard the ship "TRITANIA" , along the Han River , our International Commodore Jun, had presented an award for the outstanding participation of the Sea Scouts during the convention.

Let me end by informing that Punta del Este Fleet of Uruguay and Argentina Delta Fleet, have in their plans to replicate this successful program in their respective countries. Our international Commodore had expressed due to the fantastic presence of our Sea Scouts in Seoul to join him for next year convention in Atlanta and gain their credits for outstanding activity among youngsters and future IYFR young generation.



Gran presencia de IYFR en la convención Korea Seúl 2016

Nuestra IYFR la mayor y la más antigua de las agrupaciones de Rotary tuvo una destacada participación en la magnífica convención de Rotary Seúl 2016 con dos stands uno contiguo al otro

En esta muestra estuvo presente toda la historia y tradición de nuestra querida Fellowship, representada por el puente internacional en pleno: El Comodoro Internacional Jun Avecilla, Nuestro Vice Comodoro Guillermo Arteta y El Contra Comodoro Robert Burns.

La renovadora presencia de las nuevas generaciones estuvo presente también, a través del exitoso proyecto Sea Scouts de nuestra agrupación, cuyo objetivo es la formación de una juventud sana, que cultive los valores a través de la educación náutica, el cuál es ejecutado por la Flota Chile Puerto Varas.

En esta oportunidad, tres Jóvenes Scouts Marinos : Antonio Montalbetti, William Eaglehurst, alumnos del Colegio Germania de Puerto Varas , y Alonso Paniate alumno del Colegio San Javier de Puerto Montt, acompañados de su instructor ,el Comodoro de la Flota Chilena IYFR, Walter Eaglehurst, viajaron más de 30 horas desde Chile a Korea del Sur, para estar presentes y mostrar el trabajo que llevan realizando desde hace dos años, donde comenzaron con un grupo de 20 niños entre 8 y 17 años y al día de hoy lo conforman 60 niños en tres distintas ciudades.

Los visitantes ,se sorprendían con estos jóvenes scouts, cuando les explicaban en qué consiste el programa del que con entusiasmo y orgullo participan y los valores que se les inculca a través de la formación y tradiciones marineras, como el compañerismo, el esfuerzo, el servicio a los demás, el honor, la integridad, el cuidado y protección del medio ambiente marino, y el amor a la patria y la familia.

Muchos de los visitantes de la Convención provenientes de todos los rincones del mundo, mostraron sumo interés en los Scouts Marinos, dado que cada día hacían cola para sacarse una foto, después de cada ceremonia de honores de pito mariner, que se realizaban cada 20 minutos en la feria.

Como broche de oro la última noche de la convención ,se realizó una cena crucero por el río Han abordando del hermoso barco "Tritania", ,donde el Comodoro Internacional Jun ,hizo entrega de un premio por la destacada participación de los Sea Scouts en la convención, Las Flotas de Punta del Este Uruguay y la Flota Delta de Argentina, tienen dentro de sus planes replicar este exitoso programa en sus respectivos países. El próximo año en la convención de Atlanta, nuestro Comodoro internacional manifestó interés en que más Sea Scouts puedan participar de esta gran experiencia.

*Walter Eaglehurst U.
Commodore
IYFR Chile Puerto Varas Fleet*



Viva to **IYFR Chile Puerto Varas Fleet** & to our Sea Scouts Los mejores deseos para **IYFR Chile Puerto Varas Fleet**



Editing & Layout

Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



CANADA

Vancouver Island Fleet

Hands across the Border

August 19-21

Seattle Mariners

USA

We have many of the 2016 Rendez-Vous "Hands across the Border" activities planned already, and still working out some of the details, but here are some things to start spreading and getting excited about:

This year's **IYFR "Hands Across the Border" Rendez-Vous** will take place in beautiful Victoria, BC right downtown in the Inner Harbor, docked in front of the world famous Empress Hotel and the picturesque BC Legislature, on **August 19-21 which is the 3rd Saturday in August!**

You can arrive by land (albeit with ferries), sea, and air (float plane right to the docks)! Each boater must register their own slip by calling Greater Victoria Port Authority at 250-383-8326 and mention "IYFR group", then email me to let me know you're in (along with boat name, length, etc) so I can keep track.

Friday evening arrival and happy hour starts at 5pm, and optional city walking tours and pub lists available within blocks of your yacht!

Only two blocks from the Inner Harbor is the **historic Canadian Pacific Lawn Bowling Club**, where all-white dress is still used, and will go along nicely with our formal IYFR uniforms! Surrounded by a lush rose garden, white picket fence, and neighboring wave shaped building "The Aria", we will start by having the president of the club, myself, giving basic instruction on lawn bowling, followed by a few games in teams of 2 or 3. Remember to bring your **deck shoes, flip flops, or bare feet** to bowl on the green (absolutely flat soles only).



When the sun gets low in the sky, we'll head inside to the tune of Cap'n Charlie, a lively and comical musician with a nautical theme, who will be providing our pre- and post-dinner entertainment.

For dinner we'll be **roasting an animal with all the offals**, and we're hot on the trail of a slow moving animal, which hopefully doesn't get too much faster before August! Contenders so far include lama, lamb, wild boar, ostrich (this one might get away) but we **need to know how who's coming** so we can start feeding it the right amount, and we all get enough to eat on Aug 20th!

We'll be dining in **formal mess dinner style**, with the tables set out in fingers, and an **after dinner port will be passed along** in decanters!

Sunday morning you can poke your heads out to your front row seats of the **Harbor Ferry ballet** which happens at 10am, with 5 little boats doing choreographed "dancing" to music!

Much more to come, and batten down the hatches for the emails on their way!

Ernie Urdal, Commodore
IYFR Vancouver Island Fleet

CHILE

CAPE HORN

The most dangerous ship passage in the world



Cape Horn discovered to be an island in 1624 is a steep headland that rises 424 meters (1391 feet) above the water, entirely treeless, although quite lush owing frequent precipitations.



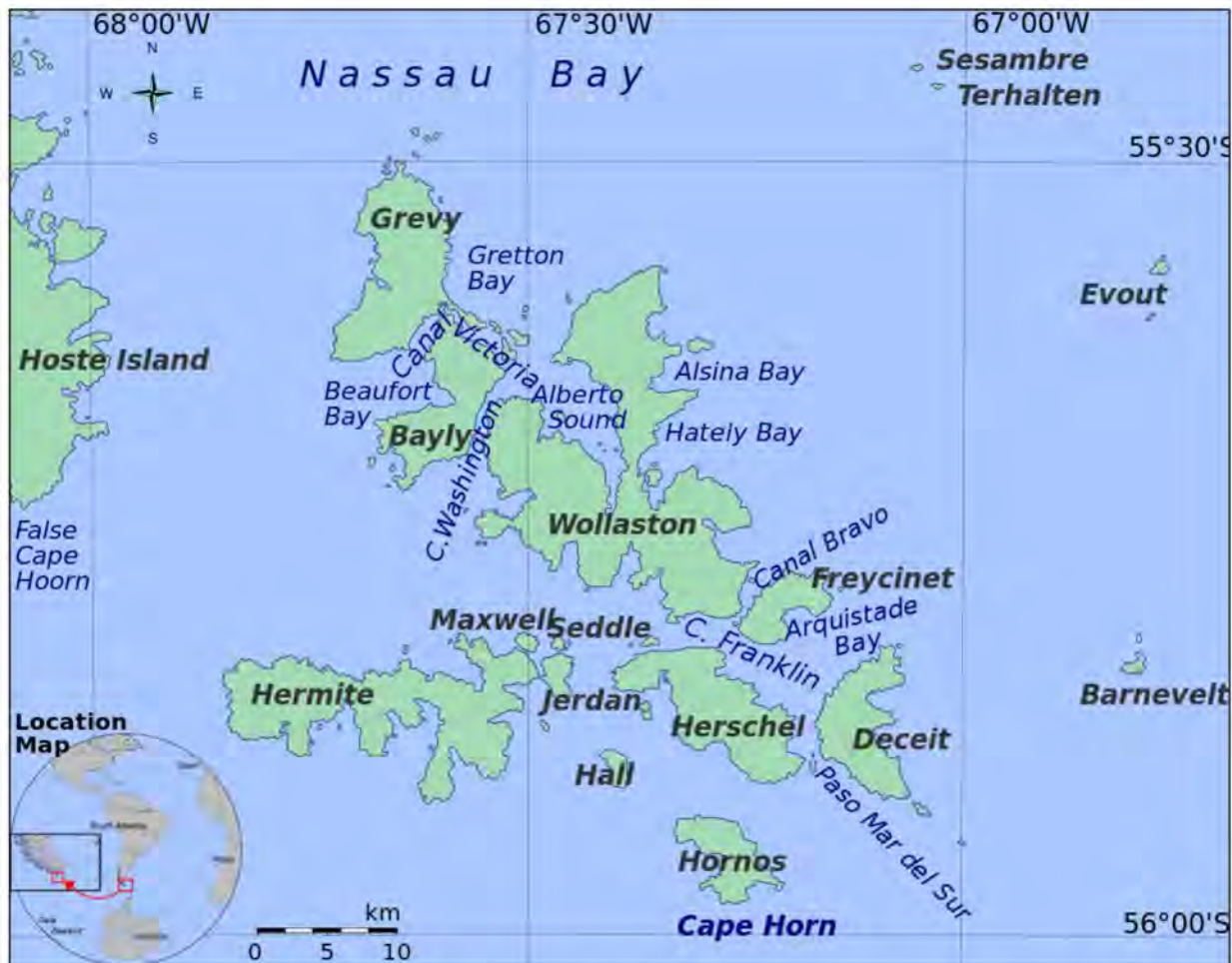
For decades it was a major milestone on the clipper route, by which sailing ships carried trade around the world. The waters around Cape Horn are particularly hazardous, owing to strong winds, large waves, strong currents and Icebergs; these dangers have made it notorious as a sailors' graveyard.



The cape lies within Chilean territorial waters and Cape Horn is part of the Commune of Cabo de Hornos, whose capital is the town Puerto Williams - "Port Williams", located in Navarino Island facing the **Beagle Channel**. The city is the capital of the Chilean Antarctic Province, one of four provinces located in the Magellan and Chilean Antarctica Region, and administers the communes of Chilean Antarctic Territory and Cabo de Hornos. It has a population of 2,874, including both naval personnel and civilians. Puerto Williams claims the title of world's southernmost city.

The area is part of the Magellan's y la Antártica Chilean Region of Chile. Puerto Toro, a few miles south of Puerto Williams, is the closest settlement to the cape.

Puerto Toro is the southernmost permanently inhabited community on the globe, and some 3,900 km (2425 miles) off the South Pole. It is the only such community on Earth that is situated below the 55th parallel south. Puerto Toro is inhabited by 36 people according to INE's 2002 census, including fishermen and their families. According to the classification of the seas of the International Hydrographic Organization is the only Chilean locality (and port) with coasts and waters belonging to the Atlantic Ocean, defining as the limit the meridian of Cape Horn (67°16' W) from Tierra del Fuego to the Antarctic continent.



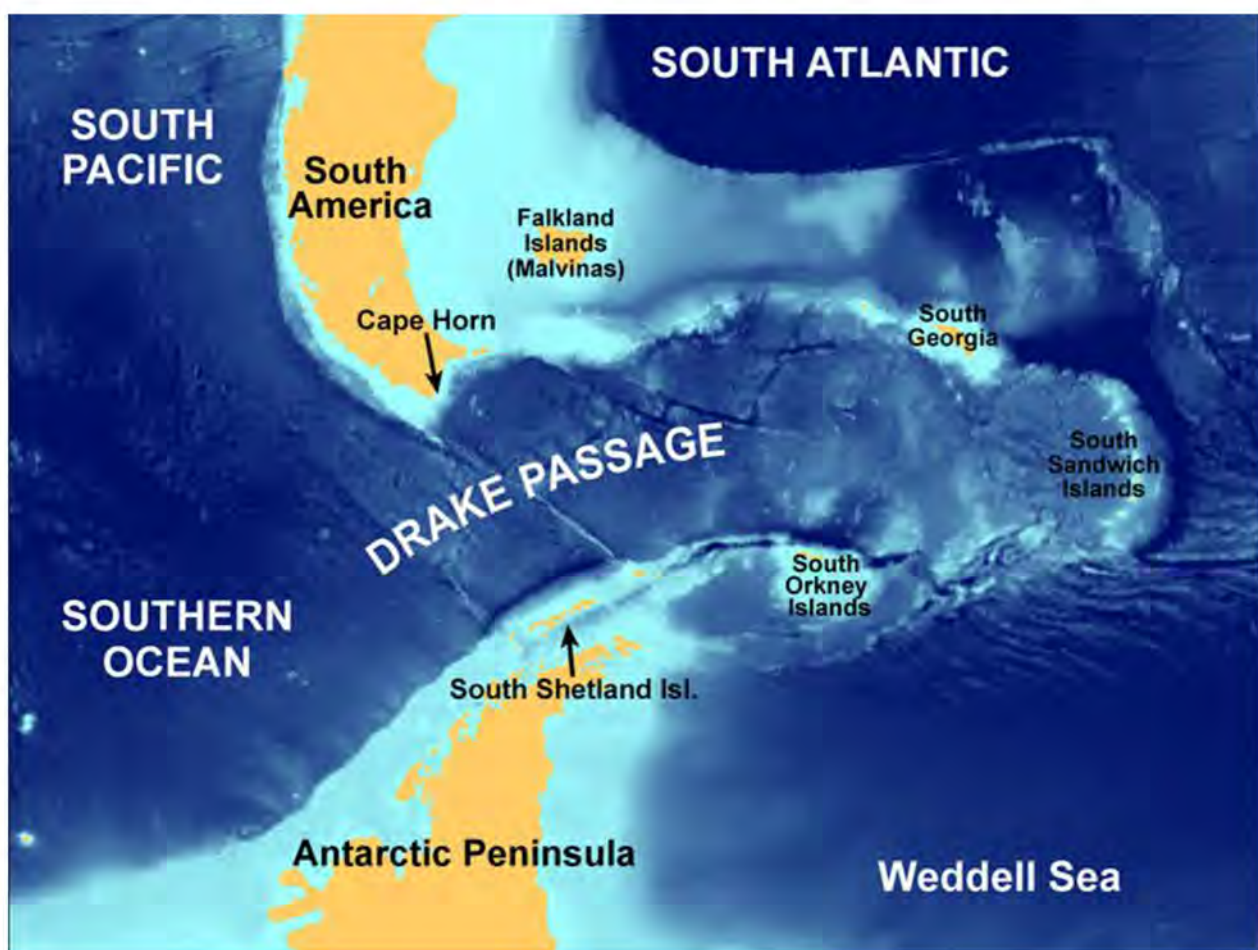
Cape Horn is located at 55°58'48"S 067°17'21"W (55.98000°S 67.28917°W), on Hornos Island in the Hermite Islands group which are the islands of Hermite, Herschel, Deceit and Hornos as well as the islets Maxwell, Jerdán, Arrecife, Chantieler, Hall, Deceit (islet), and Hasse named after the Dutch admiral Jacques l'Hermite (1582-1624), at southernmost end of South America, at the end of the Tierra del Fuego archipelago - "land of Fire" archipelago of the southernmost tip of South American mainland, across the Strait of Magellan. The archipelago consists of the main island, Isla Grande de Tierra del Fuego, with an area of 48,100 km² (18,572 sq mi), and a group of many islands, including Cape Horn and Diego Ramírez Islands. Tierra del Fuego is divided between Chile and Argentina.

Cape Horn Island was originally given the Dutch name "Kaap Hoorn", in honor of the Dutch city of Hoorn. It became known in English as "Cape Horn", and in Spanish as "Cabo de Hornos" (which literally means "Cape of Ovens"). It is commonly known to sailors simply as "The Horn", being first recorded voyage through the passage was that of *Eendracht*, captained by the Dutch navigator Willem Schouten in 1616, naming Cape Horn in the process.

Cape Horn marks the northern boundary of the Drake Passage – Mar de Hoces, signing the body of water between South America's Cape Horn and the South Shetland Islands of Antarctica. It connects the southwestern part of the Atlantic Ocean (Scotia Sea) with the southeastern part of the Pacific Ocean and extends into the Southern Ocean.

CLIMATE FACTS

The open waters of the Drake Passage, south of Cape Horn, provides a wide route of over 650 kilometers (400 mi) wide with ample sea room for maneuvering as winds change, and is the route used by most ships and sailboats, despite the possibility of extreme wave conditions.



Still several factors combine to make the passage around Cape Horn one of the most hazardous shipping routes in the world: the fierce sailing conditions prevalent in the Southern Ocean generally; the geography of the passage south of the Horn; and the extreme southern latitude of the Horn, at 56° south. (For comparison, Cape Agulhas at the southern tip of Africa is at 35° south; Stewart Island/Rakiura at the south end of New Zealand is 47° south.)

At the latitudes south of Cape Horn, winds can blow from west to east around the world almost uninterrupted by land. These winds are further exacerbated at the Horn by the funneling effect of the Andes and the Antarctic Peninsula, which channel the winds into the relatively narrow Drake Passage.

The strong winds of the Southern Ocean give rise to correspondingly large waves; these waves can attain enormous size as they roll around the Southern Ocean, free of any interruption from land. At the Horn, however, these waves encounter an area of shallow water to the south of the Horn, which has the effect of making the waves shorter and steeper, greatly increasing the hazard to ships. If the strong eastward current through the Drake Passage encounters an opposing east wind, this can have the effect of further building up the waves. In addition to these "normal" waves, the area west of the Horn is particularly notorious for rogue waves, which can attain heights of up to 30 meters (100 ft).



The prevailing winds and currents create particular problems for vessels attempting to round the Horn against them, i.e. from east to west. Although this affects all vessels to some extent, it was a particularly serious problem for traditional sailing ships, which could make very little headway against the wind at the best of times; modern sailing boats are significantly more efficient to windward and can more reliably make a westward passage of the Horn.

Ice is also a hazard. Even in summer, the Horn is well below the latitude of the iceberg limit.

These hazards have made the Horn notorious as perhaps the most dangerous ship passage in the world; many ships were wrecked, and many sailors died, attempting to round the Cape.

YACHT SAILING

Sailing around the Horn is widely regarded as one of the major challenges in yachting, being sometimes as part of a circumnavigation of the globe, and almost all of these choosing routes through the channels to the north of the Cape. (Many take a detour through the islands and anchor to wait for fair weather to visit Horn Island, or sail around it to replicate a rounding of this historic point).

Several prominent ocean yacht races, notably the Volvo Ocean Race, the VELUX 5 Oceans, and the Vendée Globe, sail around the world via the Horn.



AROUND CAPE HORN

1. Around Cape Horn we've got to go,
To me way, hay, o-hio!
Around Cape Horn to Calleao
A long time ago!
2. 'Round Cape Horn where the stiff
winds blow,
To me way, hay, o-hio!
'Round Cape Horn where there's sleet
and snow.
A long time ago!
3. I wish to God I'd never been born
To me way, hay, o-hio!
To drag my carcass around Cape Horn.
A long time ago!

[Article & Layout](#)

Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



JAPAN FLEETS

Japan Region Commodore Kozo KAJINO



Report from Kozo Kajino (Regional commodore for Japan)



Osaka bay fleet planned Doutombori River Cruise on April 23, 2016 in Osaka city.

45 people including IYFR members and Rotarian friends had been gathered and enjoyed river sailing cruise very much. IYFR members had explained the splendor of IYFR and invited enrollment of Rotarian members to join our International Yachting Fellowship of Rotarians.



「ロータリー親睦活動月間」に際し、大阪湾フリートから「ロータリーの友」2016年6月号へ「ヨットなんて持っていないで大丈夫！」の題で、大阪湾フリートの会員とローターアクトを中心に楽しい道頓堀クルーズをされた記事が投稿されています。山田和義フリートヴァイスコモドアからの報告です。



Fleet VC, Mr. Yoshikazu Yamada, reported this event to Japanese rotary magazine
 “The Rotary-no-Tomo JUNE 2016 VOL.64 NO.6”

ヨットの親睦活動グループ 大阪湾フリート

ヨットなんて持ってなくて大丈夫！



ロータリーの親睦活動グループの中でも長い歴史を誇るヨットの親睦活動グループ International Yachting Fellowship of Rotarians (IYFR) は、1947 年にイギリスで誕生しました。現在、世界 34 か国に 110 のフリートがあり、約 3,300 人のメンバーが活動中。日本に 7 つあるフリートの中の一つ、大阪湾フリートでは、会員増強の一環として「ローターアクターの勧誘を積極的に行うように」という IYFR からの要請に応え、普段、メンバーとその家族で行っているクルーズにローターアクターを招待し、IYFR と大阪湾フリートの活動を紹介、魅力を体感してもらいました。

参加者は 45 人中、ローターアクターが 23 人。この中には、名古屋から駆けつけた名古屋熱田ローターアクトクラブの会員もいました。さすが「FUN FUN FUN」を合言葉とするだけあり、ロータリアンもローターアクターも乗船する前から盛り上がっています。アットホームな雰囲気、ロータリアンを「おっちゃん」なんて気

軽に呼んでいるのは、まさに大阪ならではの。

クルーズは、道頓堀川「FM大阪」前の桟橋からスタート。ゆっくりと大阪の繁華街へと進んでいきます。川岸にいる人に向かってローターアクターたちが屈託なく手を振る姿につられてか、ロータリアンも大きく手を振ります。乾杯に続き、桂三馬枝師匠による小話で、船内はさらに和やかな雰囲気。

道頓堀川は、パナマ運河のように水門で水位を調整するようになっていて、定期船が通る時以外は、この水門を開ける許可がなかなか下りないとのこと。今回のようにチャーター船が通航できるのは、地域でネットワークを持つ大阪湾フリートだからこそと言えるでしょう。

水門を出て大川をしばらく進むと、それまでのにぎやかさとは打って変わり、大阪公会堂、大阪市庁舎、大阪帝国ホテル、そして桜の木々がライトアップされていて、ロマンチックな雰囲気です。次期コモドア（会長）の山田和義さんにヨットに乗るきっかけを伺ったところ、「そ



りゃー、女の子にモテたいと思ってな」。すてきなロケーションで口説くのは山田さんの作戦？ ムードが盛り上がったところで今回の趣旨であるIYFR、大阪湾フリートをはじめとする日本にあるフリートについての紹介、入会の案内がありました。IYFRの会員証を提示すると、世界中のマリーナでゲストとして歓迎されます。ヨットなんて持ってないし……というローターアクトからの声も聞かれましたが、水辺を楽しみ、奉仕活動をする気持ちがあれば誰でも入れるという殺し文句？ に心を動かされた参加者も多かったことでしょう。

大阪湾フリートでは今回のクルーズを機に、メンバーの若返りを図り、一緒に水辺を楽しむ仲間を増やし、活動を広げていこうと考えています。具体的には近年、大阪湾に戻りつつあるスナメリ（小型のイルカ）の生息調査を定期的に行うなど、大阪湾の環境に関する奉仕活動を計画中です。大阪の近くにお住まいのロータリアン、



ローターアクトで、この楽しい活動に興味をお持ちの方がいましたら、ぜひご連絡をとのことです。

なお現在、国内には、大阪湾フリートのほか、北海道、京都・琵琶湖、神戸、和歌山、瀬戸内海、九州にフリートがあり活動をしています。

連絡先 山田 和義（大阪南RC）

電話：090-3283-4373 Facebook もご覧ください。

取材『友』副編集長 野崎 恭子



Editing & Layout

Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



This is our 4th Issue since we had taken the challenge of becoming Rotafloat Editor under IC Jesus "Jun" Avecilla leadership. One year had passed and the next year term is coming to bring our lyforians the activities of our International Yachting Fellowship of Rotarians.

The format of our Web site Rotafloat Newsletter magazine is willing to cover news and events within IYFR Area 1, Area 2 & Area 3, and make our mariners and officers be acquainted with more of what is happening around our own globe.

Collecting information, editing articles coming from our Rotafloat friends as well as writing our own articles is indeed a hard task. We do our best with paid interest and dedication willing to publish interesting magazines with beautiful layout image. It is our intent to share IYFR common news willing to spread them among our Fellowship as the voice of our International Yachting Fellowship of Rotarians.

It is our firm conviction that our magazine should become bridge of information not only for spreading information of internal doings within the Fleets in the various regions, but also the organ of Area schedule events. Our aim is to call for all our lyforians to come and participate in meetings and sailing events not only within their own region but within their Area, and even more, to approach events from other Area's then their own.

Rotafloat Newsletter gives above the essential information of names of our people covering different positions within our Fellowship, our International Commodores message as sun compass for our Fellowship willing and aiming to us all to move ahead as cohesive organization.

We bring within our organ the various messages of our International Bridge which functions as sails or propeller built within our sailing boats with visions and realizations to achieve within each Area.

We are going to add a formal space for a new initiative which will be named "The Corner of IYFR friends" sending to me as Rotafloat Editor e-mails containing letters of any sort to be read by our Newsletter lyforians, looking for information or questioning Rotafloat followers.

We had given wide space to new chartered fleets which enter to be part of our organization spread over the globe, but we should not forget to call for the leading Fleets Commodores or Squadron Captains to follow their fleet's members so to avoid losing friends due to lack of interesting activities and on the other hand we call upon all lyforians to work for preserving internal friendship within each fleet.

Let me end by sending Mabuhay Toast to all our Fellowship members and to their dear families. Best wishes for successful and fruitful doings for IYFR Fleets, sending my personal wishes to all our friends in Area 1 for happy summer vacations, while for the other part of the hemisphere easy winter period for our friends in Area 2 & Area 3.

Best regards with Ciao Shalom and Mabuhay

Zeev

Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant
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JACK THE SAILOR

When I first landed in Liverpool I went upon a spree
Being paid off at last I spent it fast got drunk as drunk could be
And when me money was all gone it was then I wanted more
A man must be blind to make up his mind to go to sea once more
Once more, once more, once more, me lads once more
A man must be blind to make up his mind to go to sea once more

A Lime Street girl drew up to me and offered me a bed
But when I awoke on the next day's morn with me watch and me money she'd fled
And as I walk the streets about the whores they all do roar
"There goes young Jack the sailor lad he must go to sea once more"
Once more, once more, once more, me lads once more
"There goes young Jack the sailor lad he must go to sea once more"

As I was walking down the street I met with Jackie Brown
I asked him if he'd take me in, he eyed me with a frown
He said, "Last time you was paid off with me you ran up a score
But I'll take a chance and I'll give an advance and I'll send you to sea once more"
Once more, once more, once more, me lads once more
But I'll take a chance and I'll give an advance and I'll send you to sea once more"



He shipped me aboard a whaling ship that was bound for Arctic seas
Where the cold winds blow and the frost and snow would make your rum ration freeze
And worse to say I've no hard weather gear for I've lost all me money ashore
My God, how I wish that I was dead and I'd go to sea no more
No more, no more, no more, me lads no more
My God, how I wish that I was dead and I'd go to sea no more

Sometimes we're catching whales, me lads and sometimes we're catching none
With a twenty foot oar stuck in your hand from four o'clock in the morn
And when the shades of night come on you rest your weary oar
Tis then that you wish that you were dead or safe with the girls ashore
Ashore, ashore, ashore me lads ashore
It's then that you wish that you were dead or safe with the girls ashore

So come all you bold seafaring lads and listen to me song
When you come off those long, long trips I pray you'll never go wrong
Take my advice, drink no strong wine and take up with no whore
Get married instead, have all night in bed and go to sea no more
No more, no more, no more, me lads no more
Get married instead, have all night in bed and go to sea no more



JAMES CRAIG TALL SHIP

1874



James Craig is a three-masted, iron-hulled barque represents the great sailing vessels which had been sailing the seas in the 19th century, sunk refloated, restored being nowadays sailing with tourist passengers by the Sydney Heritage Fleet, Sydney, Australia.

James Craig is one of only four 19th century barques still capable of sailing and the only one in the Southern Hemisphere and the only one which regularly carries the general public to sea.

Built Iron-hulled barque in 1874 in Sunderland, England, by Bartram, Haswell, & Co., The technical data of the barque are the following: it had Hull length of 54.8 m (179.8 ft) and LOA length of 70.0 m (229.6 ft) having 9.5 m (31.3 ft) Beam Draught 3.7 m (12.3 ft), Depth of hold 5.5 m (18 ft), Height main mast 33.0 m (108 ft), Sail plan Barque rig.21 sails, Speed 26km/h (14 knots). James Carig weights 671 gross tons and has the capacity of loading 1,100 tons.

The barque was originally named *Clan Macleod*. She was employed carrying cargo around the world, and rounded Cape Horn 23 times in 26 years.

In 1900 she was acquired by Mr J J Craig, renamed *James Craig* in 1905, and began to operate between New Zealand and Australia until 1911. Due to economical non profitability the barque was used as a collier and later used as a hulk, until eventually being abandoned at Recherche Bay in Tasmania. In 1932 fishermen had blasted a 3 meter hole in her stern letting the baroque sink.

While the barque had changed its name just twice:

- *Clan Macleod* (1874-1905),
- *James Craig* (1905- nowadays)



The vessel had changed various owners as by the following:

- Mr. T. Dunlop, Glasgow, Scotland (1874-1883)
- Sir Roderick Cameron, Glasgow, Scotland (1883-1899)
- Mr. J. J. Craig, Auckland, New Zealand (1899-1911)
- British New Guinea Development Company (1911-1918)
- Henry Jones & Company (1918-1925)
- Catamaran Coal Mining Company (1925-1932)

Sydney Heritage Fleet (1972-current days)



Restoration of *James Craig* began in 1972, when volunteers from the 'Lady Hopetoun and Port Jackson Marine Steam Museum nowadays the Sydney Heritage Fleet, refloated her and towed her to Hobart for initial repairs. Brought back to Sydney under tow in 1981, her hull was placed on a submersible pontoon to allow work on the hull restoration to proceed for more than twenty-five years. The vessel was restored, repaired by both paid craftspeople and volunteers and re launched in 1997.



In 2001 restoration work was completed and nearly after 69 years James Craig hoisted all of its 21 sails for the first time.

In 2003 the James Craig was awarded the World Ship Trusts Maritime Heritage Award for authentic restoration. In this honor it joins a select band of restored ships throughout the world, including the Vasa (Sweden 1627), USS Constitution (USA 1797) and Cutty Sark (UK 1869).



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