

OFFICIAL MAGAZINE FOR THE INTERNATIONAL YACHTING FELLOWSHIP OF ROTARIANS

ROTAFLOAT

DECEMBER 2016 ISSUE NO. 104



Sailing from Szczecin to Potsdam by waterway routes



JESUS ' JUN' AVECILLA
INTERNATIONAL COMMODORE



Most of the IC activities for the quarter period have been featured in the preceding pages which made my life a bit easier in doing this message for our yearend issue. Having been together with our Rotafloat Editor Zeev Matar with my mate Lil in our visit to Warsaw Poland before the Area 1 AGM Meeting in Potsdam and thereafter in Berlin for a few days, Zeev and Piotr has extensively written about the trip with lots of pictures to boot that I find no further need to repeat them. I just want to express also on behalf of Lil our profound thanks to all the wonderful people we've met during our trip: firstly to RC Piotr Pajdowski and gorgeous spouse Dorota for the warm hospitality and a great Polish cooking at their lovely home and to Maciej Matwiejczuk for the unforgettable experience during our trip in Poland, sailing on Piotr's "Magia" at the Masurian Lakes, driving long hours to various far places in Northeastern Poland, visit to a war memorial and the opportunity of meeting new friends and Rotarians having attended the Rotary Club meetings of RC Warszawa-Josefow with Pres. Jarek Wojtach and RC Warszawa Fryderyk Chopin with Pres. Halina Rajska. We also thank Piotr Konstantynowicz who treated us to an evening of sailing at the "Jeziero Niegocin" on "Olimpia Poseidon " over wine and sumptuous sausages and cheese with Squadron Captain Marek Stawicki, Ewelina Jelec and Kyzystof Szkudlarek of the Gizycko Fleet. Piotr who owns the boat is an avid and renowned photographer who was so generous to give us one of his fine works as a souvenir which is now displayed in my home office. His photography can be viewed at www.konstantynowicz.pl.

The train trip from Warsaw to Szczecin brought renewed acquaintance with FVC Leszek Zdawki and members of the Pomeranian Fleet Jerzy Dominiak and Cezary Figurski waiting for us at the station and was greeted with the well known Polish hospitality that made our short stopover pleasant. We are thankful and grateful for their assistance in booking our hotel and the arrangements for our continuing adventure. There we rendezvous with Sergio and Laura for a memorable once in a lifetime two-day cruise to Potsdam in the Oder and Havel Rivers through all its gates, locks and a magnificent boat lift dotted with wonderful sceneries along the route. We thank Piotr Machulec who owns the 20 year old well maintained German built boat "Benia2" that we that brought us to our final destination safe and sound and of course co-captain Zbigniew Rogowski from the Gizycko Fleet for his excellent navigating the whole trip and making it most enjoyable.

I will be remiss if I do not commend and thank RC Caroline Kirkchoff-Brinkman and Sec. Eckhardt Fisher, the German Bridge and members of the Fleet Northeast for the splendid preparation and most successful and well attended Area 1 GM at the beautiful President's Hotel. A big big BRAVO ZULU to all. Though we have been to Potsdam last year on a short visit when we chartered the Pomeranian Fleet in Szczecin, certainly IRC Bob made the good choice to come back and explore more of what the nice place had to offer.

And last but not the least to thank are FC Jarek Wistuba and charming mate Magda for the delicious Bavarian culinary cuisine and French Bordeaux's in their cozy apartment in Berlin tendered to us before going home. We truly had a great evening of warm and fun fellowship.

As the New Year ushers in, Grants Chair PIC Brian Skinner is expected to announce the recipients of the Grants to be allocated to Areas 1, 2 and 3 for 2015-2016. As has been decided last year in our GR due to budgetary constraints the grants is now being given every other year instead of annually starting 2016 and the amount available according to our IT Andre Gorgemans is US\$21,000. Proportions will accordingly be made with respect to the number of members in good standing in the respective Areas.



Perhaps we don't realize that Atlanta is just barely six months away where I turn over the helm of the Fellowship to IVC Guillermo Arteta. As of this writing we have more than 60 mariners and mates who have confirmed and registered to attend our AGM, Meet and Greet, Formal Dinner and Turn over Ceremonies and have booked in our Official Hotel from June 9-15, the Marriott at Buckhead. Thereafter we will have our PCC in Pensacola, Florida where we will stay at the Pensacola Grand Hotel from June 15-19. Thanks to all those involved in sewing these activities up: my sister Guia and her mate Armando Sanchez taking care of Atlanta, RC Gary Alan Moore and his team from the Mobile Rose and Compass Fleets, PCC Chair Roger Lingard doing the works for Pensacola, A2T George Futas who wonderfully handles the reservation payment scheme thru PayPal and IPIC Sergio who is using all his influence to get us into the Naval Air Museum and the somewhat restricted flight training station in Whiting Fields, his Alma Mater where he received his first Wings exactly fifty years ago by next year. The entire Team promises another unforgettable Fellowship and looks forward to the upcoming event. More are yet to come so please watch for the periodic updates. May I enjoin those who have not registered yet to please get in touch with A2T George at gfutas@gmail.com before it's too late.

Before June 2017 however, there is the kind invitation from RC Angie Mesistrano who will host their South America Area 2 AGM on March 22 to 25 in Punta del Este, Uruguay. Having missed their last year's in Argentina I certainly hope to be able to attend this time as I and LII have not been to the place although it's quite a long way away from the Philippines and takes more than a day or 30 hours to get there. It would be a great opportunity at least during my IC term to meet and get acquainted with our South American Fleets and our Sea Scouts that I gathered from FC Walter have been growing since he initiated the project a couple of years back. By the way, I guess everyone from Area 1 and 3 are welcome to attend the historic event.

Before I close, let us pause for a moment of silence and say a prayer for FC Geoff Rosan who has cast off to his final voyage to meet his Creator. I fondly recall Geoff when I chartered the Tasmanian Fleet and installed him the Fleet Commodore on behalf of IC Sergio then in 2014 with RC Bill Chapman who helped organize the group. He will surely be missed by his loving wife Sandra and the rest of his Fleet Members and friends. May he Rest in Peace.

Despite the sad news and in closing, may I take this opportunity to greet one and all a very Merry Christmas and a Prosperous New Year.

Keep on sailing and have Fun Fun Fun.



Jesus E. Avecilla
International Commodore



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the article that interests you.*



ABOUT THE COVER

Sailing from Szczecin to Potsdam by waterway routes had taken place on 5th & 6th October 2016. The Sailing initiative was headed by RC East Europe Piotr PAJDOWSKI from Gizycko Fleet of Poland. In the sailing had participated 9 people among them IC Jesus “Jun” AVECILLA & mate Lil, IPIC Sergio SANTI & mate Laura, Zeev MATAR Rotafloat Editor, RC Piotr PAJDOWSKI & mate Dorota KAMINSKA and Zbigniew ROGOWSKI from Gizycko Fleet



INTERNATIONAL BRIDGE 2015-2017

Jesus E. Avecilla (Philippines)
International Commodore

Guillermo Arteta (Argentina)
International Vice Commodore, A2C

Robert Burns (Great Britain)
International Rear Commodore, A1C

Kerran Campbell (Australia)
Area 3 Commodore

Sergio Santi (Italy)
**Immediate International Past Commodore
Chief of Staff**

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IC Executive Assistant

Joze C. Sison (Philippines)
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Treasurer
North America Region Commodore**

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IYFR Grants Chairman

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Christian Datol (Philippines) Area 2
Jayson Herrero (Philippines) Area 3*
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Koji Kajino (Japan)
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**IC Special Assistant/
Adriatic Fleets Coordinator**

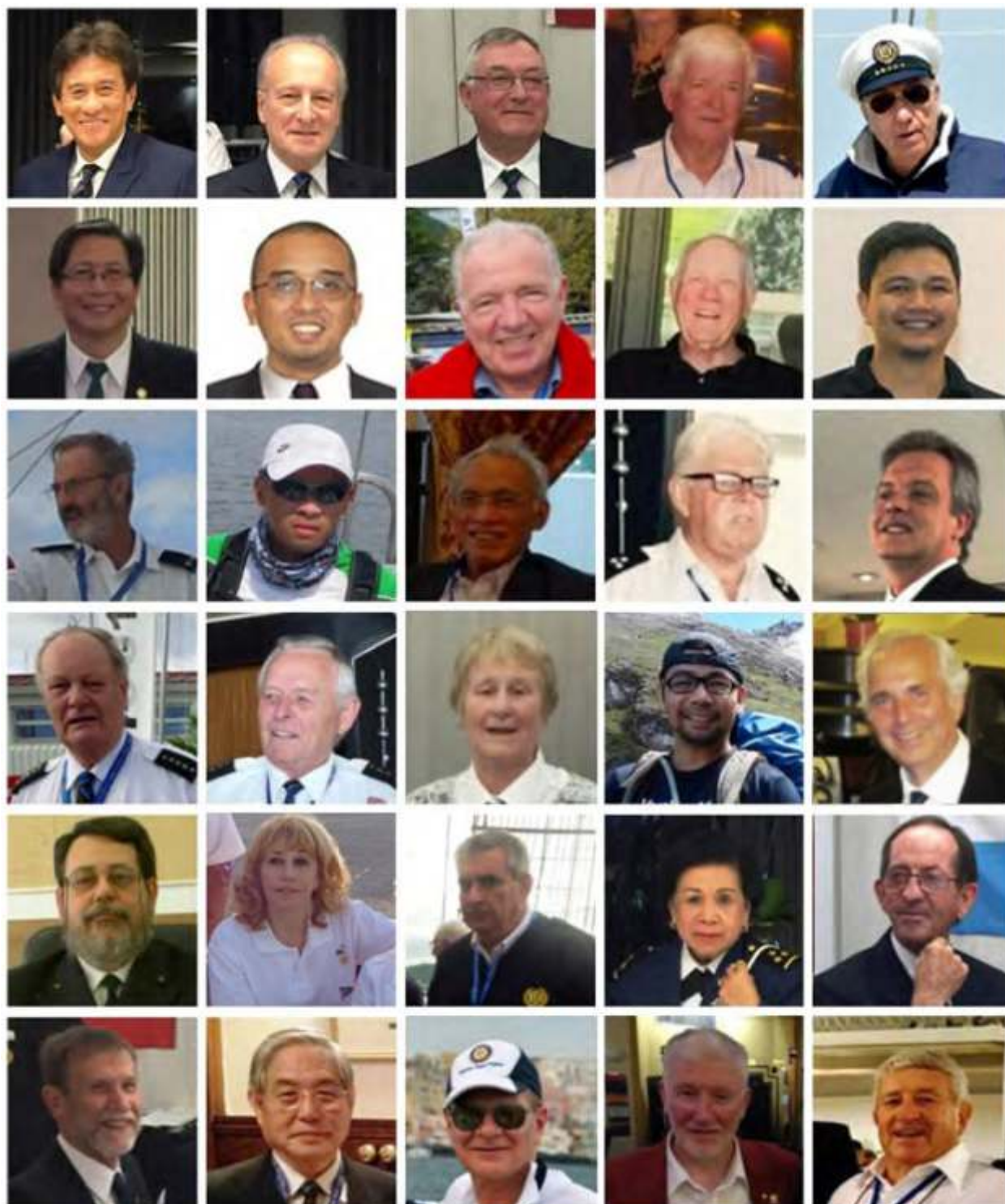
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IC Special Assistant

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Fernando Khan (Argentina)*
Assistant Webmasters

Zeev Matar (Israel)
IC Special Assistant/Rotafloat Editor

Pat Galligan (Australia)
IC Special Assistant

Grahame Werrell (Australia)
IC Special Assistant



First Row: (L-R) Jesus Avecilla, Guillermo Arteta, Robert Burns, Kerran Campbell, Sergio Santi
Second Row: Maximiano Tan, Zedrik Avecilla, Andre Gorgemans, George Futas, Jayson Herrero
Third Row: Luigi Norsa, Juan Paolo Villoria, Jose Sison, Roger Lingard, Cesare Ortis
Fourth Row: Bryan Skinner, Ken Winters, Ann Lockhart, Christian Datol, Zeev Matar
Fifth Row: Vincenzo Rinaldi, Angie Mesistrano, Carlo d'Amore, Gloriosa Valarao, Terry Stretton
Sixth Row: David Hansen, Kozo Kajino, Piotr Pajdowski, Pat Galligan, Grahame Werrell



The year 2017 will have more IYFR Events to attend than any other time in the history of IYFR.

We are an International Fellowship and our first

two objectives are; 1. "Help to advance

Rotary's international understanding, goodwill and world peace" 2. "Meet interesting people, make great contacts and establish lasting friendships".

2017

So consider the following events and maybe plan your 2017 vacation around one of the events listed.

June 9 - 15 Atlanta Georgia USA. IYFR AGM and Change of Watch in conjunction with the Rotary International 2017 Convention. IYFR hotel is the JW Marriott Buckhead which is on the RIC bus route.



Status: Registration is open, please contact IC Jun Avecilla at selmajea@mozcom.com to receive the Registration Form, Programme and costs. Room deposit is required after booking is confirmed.

June 15 - 19 Pensacola Florida USA. IYFR PCC (Post Conference Cruise). The hotel will be the Pensacola Grand which is ideally located down town minutes away from shopping, dining and entertainment venues.

Status: Hotel bookings are now open please contact IPRO Roger Lingard at lingardrg@bigpond.com to reserve your room for \$US183.98pn. The programme should be ready very soon. No payments are required until invoiced.

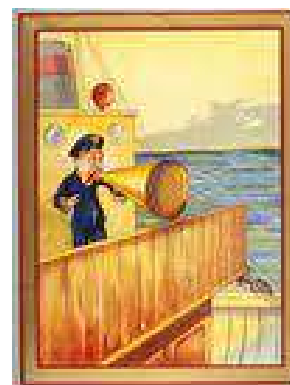


November 8 - 13 Kobe Japan. A3GM (Area 3 General Meeting). This event is in the planning stage with more details available in November this year. It is being co-hosted by the Kobe and Kyoto Lake Biwa Fleets. Western Australians are considering some pre-meeting fellowship in Bali. Expressions of interest should be made now.

For more information email lingardrg@bigpond.com

There are more events planned, could the organisers please email me information so I can circulate to all members - thank you.

Roger Lingard
Western Australia
lingardrg@bigpond.com





IYFR—Post Convention Cruise 2017

Hosted by ***Emerald Coast Fleet & Mobile Bay Compass Rose Fleet***

Thursday, 15 June 2017

Arrive in Beautiful Pensacola, Florida and check-in to **The Grand Hotel**, 200 East Gregory St, (make reservations with IPRO Roger Lingard @ lingardrg@bigpond.com)



Costs: \$183.98 per night (x 4 nights = \$735.92). Lodging, no meals included.
Lodging Captain: FVC Paul Stanley, call/text 334.796.6360, pstan57@mchsi.com

1830 Festive Reception Hosted by **Visit Pensacola**, the official municipal welcoming committee, location TBA, featuring heavy Hors D'ouerves and cash bar.

Event Captain: FVC Paul Stanley Costs: Free + cash bar.

Friday, 16 June 2017

Option One—Visit to Whiting Field (subject to government approvals) need details

0900 Depart Hotel

Event Co-Captains: Past International Commodore Sergio Santi, call/txt _____ and let him know **ASAP** whether you choose this option. Security Clearances are required.

& Co-Captain FM Gil Wright, call/txt 540.907.8055, wrightsnal@earthlink.net
RSVP to Gil Wright by May 1, 2017 (for transportation planning)



Option Two—Dolphin Cruise

0840: Depart Hotel for Pensacola Beach for Dolphin Cruise, board the 63', dual-hull, "Portofino 1" for a two hour cruise on Pensacola Bay/Gulf of Mexico. Up-close views of Pensacola Naval Air Station; historic Fort Pickens; Pensacola Lighthouse. Stable vessel, with all necessary amenities.



Costs: \$25 (onboard refreshments not included) Advance Reservations Required.

1130: Following Cruise Depart for lunch and stroll along the sugar-white beach of the Gulf of Mexico at Jimmy Buffet's Margaritaville Beach Hotel/ Landshark Bar and Grill.

Costs: Lunch and beverage costs vary based on menu choices.

1400: (approximately) Depart for Pensacola and a tour of historic downtown. **1600:** (approximately) Return to Hotel.

*Event Co-Captains: FC Jerry Jackson & FM Jane Jackson, call/txt 251.767.8090
jane_jerryjackson@hotmail.com*

RSVP to Event Captain Jerry by May 1, 2017

1800 Formal Gala Dinner, PCC 2017 Banquet Dining at Scenic and Historic Pensacola Yacht Club, 1897 Cypress Street (www.pensacolayachtclub.org) Black Tie/IYFR Uniforms/Coat & Tie

1800-1900 Cocktails (cash bar) with Hors D'ouerves

1900- Dinner (Two Bottles of Wine included per table) Meal includes Salad, Choice of Filet Mignon in Wine Sauce & Three Crab Stuffed Shrimp, appropriate side dishes & dessert.

(Vegetarian Plate option is available) & Music

*Event Captain: Innes Richards, call/txt 850.380.5454, innesrichards@gmail.com
Costs: \$75 per person + cash bar*

RSVP to Innes by May 1, 2017, if Vegetarian Meal, Gluten Free or other dietary needs.



Saturday, 17 June 2017

0900 depart Hotel for Naval Aviation Museum, 1750 Redford Blvd (Museum Hours: 0900-1700 hours www.navalaviationmuseum.org) where you'll view over 150 beautifully restored aircraft from the US Navy, Marine Corps and Coast Guard Aviation. (NOTE: Current Photo ID needed)

Event Captain: Olevia Yates, call/txt 850. 380.0465, olevia.yates@cox.net

Costs: Free Admission; however, IMAX movies and Simulators have modest fees; lunch at Cubi Bar Café from menu choices, so costs vary

RSVP to Olevia by May 1, 2017 (for transportation planning)



Evening Activities On Your Own

Sunday, 18 June 2017

Your Morning Is Free! Social Activities, Worship, Brunch, Sightseeing, etc. (see lists included in your Hospitality Welcome Bag)

Event Co-Captains: Olevia Yates, call/txt 850.380.0465, olevia.yates@cox.net and Steve McNally, call/txt 850.316.7900, smcnally@jwdunnwright.com

1300 Pensacola Bay Yachting Event so from wherever you are, meet at Pensacola Yacht Club to board vessels for afternoon social time on the water. Appropriate boat shoes required, casual attire.

Rendezvous with other vessels at predetermined Lat/Lon in Pensacola Bay. Snacks/Beverages Emerald Coast and Mobile Bay Fleet Members.

Event Captain: FM Innes Richards, call/txt 850.380.5454 innesrichards@gmail.com



Costs: Free

RSVP by May 1, 2017 to Innes whether you prefer power or sailing vessel.

1900-2200 Farewell Gathering, beginning with Reception (cash bar) at Five Sisters Blues Café, 421 W. Belmont Street, Pensacola, FL Dinner served 2000-2200 hours, Southern Specialty Buffet.

www.fivesistersbluecafe.com

Event Captain: FM T. J. Goulet, call/txt 850.776.8355, Goulet.tj@gmail.com

Costs: \$45 per person + cash bar



[Monday, 19 June 2017](#)

Hugs & Goodbyes, Transportation to PNS Airport

Safe Travels and Come Back to Visit The Central Gulf Coast Soon!

**NOTES:**

All time references are in Central Daylight Savings Time Zone

Transportation to All Events (and to/from airport) will be provided by Host Fleets, public transportation, or chartered carrier with details provided upon your arrival. There may be small fees for some of these methods of transportation.

Coordinated by Transportation Captain: FC Dan Sulger, call/txt 850.797.2552, djsulger@hotmail.com)

Transportation from Atlanta to Pensacola is not included, per IYFR officials.

Hospitality during your visit is our primary goal, so please contact Hospitality Captain: FS Staci Miron, call/txt 850.346.0352, sonshineldercare@gmail.com should you need anything.

Emergencies happen. Please contact Emergency Captain: FRC James Hosman, call/txt 850.393.0496, james@ffcfc.com

Recap Costs of PCC 2017 in \$USD:

Lodging \$735.92 per room for the four nights

Formal Dinner \$75 each + drinks

Farwell Dinner \$45 each + drinks

So, \$855.92 single, \$975.92 couple (perhaps some minor transportation expense, additional meals as desired, shopping, etc.)

For local fleet members and guests not lodging at The Grand Hotel, price the two meals at \$120 (or your choice of meal) per person and mail check (payable to IYFR-Mobile Bay Compass Rose Fleet) **not later than April 1, 2017** to: Gary Moore, 361-A South Mobile Street, Fairhope, AL 36532 USA That will be your reservation for each respective meal.

*Other meals and optional excursions as each guest chooses.





International Yachting Fellowship of Rotarians Grant Application



IYFR Grant Chairman International Past Commodore Bryan Skinner has announced that the total grant amount for the year 2016-2018 is US\$ 21,000.

According to manual of procedure any application should be submitted to respective Area Grants Chairmen which will send the application to International Grant Chairman.

The available amount of the respective year will be divided proportionately with respect to the number of good standing members in each Area. The Area 1 has about 1,900 mariners Area 2 about 600 and Area 3 about 950.

Grant Application Package

[Please click to view](#)

Example Grant Application from Subic Bay Philippines

[Please click to view](#)

Example Grant Application for Sailing School Philippines

[Please click to view](#)

Subic Bay sailing article

[Please click to view](#)

IYFR Subic Bay Fleets pdf.

[Please click to view](#)

Article & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant





IYFR AREA 1 MEETING

7th-9th October 2016

Potsdam – Germany



AREA COMMODORE'S THOUGHTS ON THE AREA 1 MEETING POTSDAM 2016

A large vote of thanks must go to the German Bridge for all the hard work they went to in organizing such an enjoyable and successful Area 1 Meeting in Potsdam this October. The program was well rounded, providing a variety of activities, which kept everyone occupied at all times, without making anyone feel rushed or under any pressure.

The main function of these meetings is to bring members together from the different countries across the Area, in order that they may get to know one another better and so form lasting friendships. This will then, hopefully, encourage them to visit each other in their respective countries and so experience the fellowship and sailing they have to offer. In addition to the social aspect, the meeting also provides the opportunity for us to hear about other fleets throughout our Area and to learn more about how they operate and, hopefully, to give us some new ideas. It also provides an opportunity for us to discuss matters of mutual interest and to resolve any problems which our members may be experiencing.

I am delighted to report that 9 of the 12 Regions in Area 1 were represented in Potsdam, which is excellent. Everyone stayed in the same hotel, except those living locally, which gave the opportunity for members to meet and talk at breakfast and in the bar at the other end of the day. Everyone took advantage of this and mixed really well.

The social side began in excellent style, when everyone joined together for a buffet meal on board a motor launch, while sailing on Lake Templiner and the River Havel. Once the meal was over, the entertainment began, with various members encouraging song and dance. Everyone joined in and just had fun. It reminded me of the final evening on the Post Convention Cruise, following the RI Convention, when, in the past, the entertainment was always provided by the members present, with those from each country performing something typical of their homeland, in either song, dance or verse. Maybe we should be thinking along these lines here, or is it better to be spontaneous?



While such entertainment continued at the Oktoberfest, there were also tours of the local area, around Potsdam and Berlin, during the day, allowing us to see something of the riches and beauty which they have to offer and to learn a little of their history. A fuller report of all this is given by Phyllis Åhrberg.

The business meeting was well attended and the reports from the Regional Commodores provided an opportunity to learn about the activities of our various fleets, and to hear of some of the successes and difficulties which they are experiencing. Reports from other office-bearers updated us on various developments taking place within the Area, but, unfortunately, time beat us in the end, and discussion was curtailed on a number of items. Although we allowed 2.5 hours for the meeting, perhaps we should go for a longer time in future, or rethink the agenda. However, it was obvious that Area 1 is in good heart and, although some fleets are disappearing, new ones are forming, keeping the membership fairly constant, at between 1800 and 1900 members.

During the Business Meeting, Antonio Seranno outlined the program they are putting together for us in Alicante in October next year and it looks to be one not to be missed. It promises to be another most enjoyable event. We will be on the water to witness close-up the excitement aboard the Volvo Ocean Racing yachts, as they prepare to set off on the Round the World Race. There will also be entertaining meals and local sightseeing, all providing a real taste of Spain. The exact date and details will be announced shortly. I hope to see you all there at the Area 1 Meeting in Alicante in October, 2017.

Bob



Robert Burns
International Rear Commodore
Area 1 Commodore

Area 1 – Annual General Meeting Potsdam 8th October The program

PLEASE CLICK TO VIEW THE PROGRAM



IYFR Area 1 Meeting 7.– 9.10. 2016 in Potsdam



The German Bridge played host for the first time to international yachting Rotarians as they gathered for the AGM of Area One in Potsdam in early October. German Regional Commodore Caroline Kirchhoff-Brinkmann and Bridge Secretary Eckhardt Fischer together with members of Fleet Northeast, who organized the event, greeted over one hundred guests from 11 countries (Europe and the Near East) including our most prominent guest, Jesus (Jun) Avecilla, International Commodore and his first mate, Lilia.

Thanks to the initiative of Area One Commodore Bob Burns, the charter of the Pomeranian Fleet had expressed the wish AGM in Germany, we were given the opportunity to Potsdam and present a social and cultural program lakes and historical sites in Potsdam and Berlin.



who while attending to have the next welcome IYFRians to highlighting the

On Friday evening we met in the Kongresshotel in Potsdam situated on Templiner Lake where Count Zeppelin once built airships. The extensive hotel complex integrated in the former Zeppelin shipyard — the wings of the hotel being inspired by the form of the airships — served as a fitting background for the reunion of sailing friends. Beneath a canopy of gray clouds we boarded the MS Potsdam to travel

around the lake and down the River Havel.

It was a highly entertaining evening to the sounds of our Spanish friends singing („Paquito el chocolatero“) and dancing. We ended the evening at the hotel bar enthusiastically strengthening our friendships.





Our program on Saturday morning began with a roll call to board the two buses for a tour of the historical sights of Potsdam among them the New Palace and Sanssouci with an unforgettable walk through its park. One of our guides, IYFRorian Dieter Ambrosius (Fleet Pomerania) described the weather, „It isn't really all that bad; it isn't raining heavily.“



And as you see in the photo it even cleared up. The Germans have a saying: When angels travel ...



Lunchtime found us in the Potsdamer Yacht Club on Wannsee for canapés, soup and the famous Berlin Currywurst.

The weather outside was frightful; the congenial atmosphere inside all the more delightful. The President of the Yacht Club; Hartmut Waldow, gave a lively review of what goes on in the club, which celebrated

its 125 anniversary this year. We all received a copy of the club magazine „Luv and Lee“ (a name quite often used for the magazines of German yacht clubs)



Georg Führer (Fleet Northeast and one of the diligent organizers of our stay) presented Mr. Waldow with an IYFR burgee.

Our buses brought us back to the hotel, where Area One's Commodore Bob Burns presided over the General Meeting.

On Saturday evening we traveled, in spirit at least, from Brandenburg to Bavaria to celebrate an Oktoberfest in the Kongresshotel's Gipfel Stüberl, a cosy wooden hut of the type found near mountain peaks. We feasted on a typical „Bayerische Brotzeit“, which does not only include Bavarian bread,

but also delicious pieces of smoked meat, red cabbage, potato dumplings, cheese specialties and of course beer. Prost! Georg Maria Hagemeyer from Fleet South, dressed as a true Bavarian, greeted the guests with an Oktoberfest gingerbread heart. Each one is decorated with a typical name, such as „Lausbua“ meaning „mischievous boy“. A „dear angel“ for the ladies or „for my bunny“.

Our International Commodore Jesus Avecilla and Area One Commodore Bob Burns.



Dance music that you find in a Bavarian beer tent was of course not missing !

What a way to swing !



After a delicious breakfast in the hotel dining room decorated with airships hanging from the ceiling we boarded buses for our tour of Berlin, which began installation by Yadegar Asisi at Check Point Charlie. an artist of illusions specializing in panorama that he has brought into the digital age. He allows travelers experiencing a divided Berlin as if we are What an eerie feeling to be taken back to the days of the Wall — each one of us was lost in his or her entered the panorama of Berlin set in the 1980s. crossed over this control point at some time in our called Charlie because there were three controls: Alpha, Bravo, Charlie.



with an Yadegar Asisi is installations us to be time a real part of it. before the Fall thoughts as we Some of us had lives. It was A, B and C =

Our next stop was the German Reichstag/Bundestag / Parliament. Hmmm? Three names? Reichstag is for the building, Bundestag or Parliament for the institution in the building.



We were given a very informative tour of the building and some of its art work, as well as explanations of how the parliamentary procedure here in Germany functions. Unfortunately Federal Chancellor Angela Merkel was not in her office.

We ended the official part of our day by walking around the glass dome, which was designed by British architect Norman



Foster, and enjoying coffee and cake in the Käfer rooftop restaurant.



And all of a sudden it was time for goodbyes and plans for getting together next year in Alicante. From our perspective here the „first-ever Area One AGM“ in Germany was indeed a welcome chance to host so many friends who we hold dear and to make new friends in our far-stretched community of sailors. Thank you Fleet Northeast for all the work of organizing and Eckhardt for the co-ordinating.



Martin Doller (photos)



Georg Führer



Reinhard Thiessen



Eckhardt Fischer

And for my part, thank you for the opportunity to report on such a grand occasion.

Phyllis Åhrberg

First Mate of Björn Åhrberg, Fleet Northwest

PICTURES GALLERY

Potsdam 7th October 2016

Kongresshotel Potsdam Meet & Greet 16.15

Friday



[CLICK PHOTO TO VIEW GALLERY](#)

Potsdam 8th October 2016

Guided tour in Potsdam 10.00 – 16.00

Saturday



[CLICK PHOTO TO VIEW GALLERY](#)

Potsdam 8th October 2016

Octoberfest Buffet & Dancing 19.30 – 24.00

Saturday



[CLICK PHOTO TO VIEW GALLERY](#)

Potsdam 7th October 2016

Boat Tour with MS Potsdam 17.00 – 21.00

Friday



[CLICK PHOTO TO VIEW GALLERY](#)

Potsdam 8th October 2016

Area 1 General meeting 16.30 – 19.00

Saturday



[CLICK PHOTO TO VIEW GALLERY](#)

Potsdam 9th October 2016

Sightseeing Tour of Berlin 10.00 – 16.00

Sunday



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Picture credits

Martin Doller FC North East
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Zeev Matar Rotafloat Editor

EAST OF AFRICA

KENYA FLEET



“Un giubbotto per la vita”

IYFR PROJECT 8 ITALIAN FLEETS + KENYA FLEET

“A life jacket for life”

This is a story of Kenya Fleet headed by FC Simone AVOLA who had come with the initiative to produce life vests to distribute free of charge to poor fishermen as well as for schools located in small islands in order to save human lives while crossing the waters.

This is the a unique International Yachting Fellowship of Rotarians initiative to create a production sewing chain of life jackets in Kenya.

Italian article



PROGETTO delle Flotte dell' IYFR “Un giubbotto per la vita”

In Kenya la pesca è la seconda economia dopo il turismo. Migliaia di pescatori e migliaia di famiglie vivono con la pesca.

In alcuni mesi dell'anno, da novembre ad aprile, il turismo è quasi inesistente, con gli alberghi chiusi e la popolazione ha più bisogno di pescare per sopravvivere.

Proprio in questi mesi, il vento soffia da sud (Kuzi) e, il più delle volte, le barche non bene attrezzate per affrontare le onde, si rovesciano.

Il progetto è stato organizzato perché nel 2012, nel solo lago Vittoria, sono morti più di 5.000 pescatori. Le morti sono dovute alla mancanza di ogni mezzo di sicurezza a bordo delle malsicure barche da pesca.

In due anni, le Flotte italiane della International Yachting Fellowship of Rotarians – IYFR, hanno raccolto ed inviato in Africa circa 5.000 giubbotti di salvataggio.



Ecco alcune foto della consegna:



Il progetto era terminato con soddisfazione; però, in questi ultimi anni, sono morti ancora altri pescatori ed anche bambini che la mattina vengono raccolti, nei vari isolotti dove abitano, con dei barconi e portati sull'isolotto dove sorge la scuola. La sera vengono riportati nelle loro abitazioni.

Quindi siamo stati sollecitati a raccogliere altri giubbotti.

Per risolvere i problemi logistici e di trasporto incontrati nella prima fase, abbiamo studiato dei giubbotti di più facile trasporto.

In un primo momento è stato messo a punto un grosso sacco che fungesse da giubbotto. Però l'utilizzo da parte dei pescatori, risultava troppo complicato. Quindi si è cercato un diverso modello che consentisse facile magazzinaggio e trasporto e fosse di facile impiego

Il progetto che aveva riscosso generale consenso, è quello di seguito illustrato:

Si tratta di un giubbotto dotato di 3 tasche (2 davanti ed 1 sul collo per evitare il rovesciamento all'indietro) capaci di contenere ognuna una bottiglia di acqua minerale di plastica (che sono facilmente reperibili in loco) fino a 2 litri.

I giubbotti sono stati sottoposti a prove di galleggiabilità con pesi fino a 6 chili, che è quanto richiesto ai normali salvagente, e le hanno superate.



Tuttavia, per motivi di sicurezza, non potendo essere sicuri che gli utilizzatori impieghino le bottiglie adatte e nella giusta maniera, abbiamo pensato di sostituire le bottiglie con materiale espanso a cellula chiusa che garantisca uno standard di galleggiamento, ed abbiamo ripensato ad un più semplice modello di giubbotto.



Abbiamo, quindi pensato di far confezionare i giubbotti dalle donne carcerate ed in tal senso abbiamo preso contatto con le amministrazioni carcerarie avendone la disponibilità (avremmo, così realizzato un progetto con alto valore rotariano anche nella nostra comunità).

Però, nel frattempo, le autorità del Kenia hanno deciso di non riconoscere più il Rotary come associazione di servizio priva di lucro e quindi pretendono di gravare i giubbotti importati con delle imposte ed altri oneri che rendono non vantaggioso l'intero progetto.

Quindi abbiamo esaminato la possibilità di far confezionare i giubbotti in loco da una struttura appositamente approntata con personale al quale verrebbe fornito il macchinario, la materia prima e l'istruzione necessaria per il confezionamento, realizzando, così anche l'avviamento di una attività locale.

Il progetto è ora realizzabile grazie all'impegno del Commodoro della Flotta di Watamu e del Presidente del locale Rotary Club.

Da un primo esame, il piano economico e finanziario potrebbe essere il seguente:

MACCHINARIO ED ARREDO:

3 macchine da cucire ad elevate prestazioni	circa	€ 900
macchine per sartoria	circa	€ 400
2 tavoli di taglio e montaggio	circa	€ 500
scaffali per stoccaggio del materiale	circa	€ 250
sedie	circa	€ 200
altro materiale	circa	€ 200
	Totale	€ 2.450

IL LAVORO:

4 lavoratori - e un supervisore : costo annuo	circa	€ 6.600
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(produzione: circa 16/18 giubbotti al giorno; obiettivo: 4.500 giubbotti in un anno).

I COSTI:

la materia prima (per 4.500 giubbotti);	circa	€ 25.000
i costi generali, compresa la forza motrice	circa	€ 2.000
altri costi vari (comunicazione, spostamenti,...)	circa	€ 500
con costi di avvio di € 2.450 (comunque non ripetibili in futuro,		
la produzione dei primi 4.500 giubbotti, ammonterebbe a	circa	€ 36.550
costi per ogni giubbotto	circa	€ 8

IL PIANO FINANZIARIO

dalle 8 Flotte italiane	€ 5.000
dall'IYFR International	€ 7.000
dai Rotary Club italiani	€ 15.000
dalla Fondazione Rotary	€ 15.000

Il raggiungimento di questo piano finanziario permetterebbe non solo di aumentare la produzione complessiva; ma, anche di far partire una nuova attività duratura per le lavoratrici locali.



This is example of first initiative performed by the Philippines Fleets headed by FC Zedrik Avecilla of the Subic Bay Fleet who is also a Comander in the Philippine Coast Guard Auxiliary.

ROTARY MARINERS OF EAST AFRICA Life Jackets - non only saving lives



BACKGROUND

In Kenya Coast fishery is the second economy after tourism. There are thousands of fishermen and thousands of family relying on fishery. There are some months a year when the wind blows from south (KUZI) and the ocean is not really calm and flat the way we can observe from November to April. These are the months when people needs fishing most because tourism is low and people still need to eat and survive.

When hotel are closed (from April to August) fishing is the only activity and the only business people can do. The market is wide because from the coasts they can serve the whole country. But the ocean is dangerous and most of the time the boats are not well equipped to face the wavy and rush Indian Ocean water and it has happened that some boats didn't come back to the mainland.

IYFR has delivered hundreds of life jackets in Kenya, Rwanda and Uganda, to assist the less fortunate Community and save their lives when they are trying to sustain and feed their families. Rotary Marines of East Africa in Kenya wants to replicate the same project and run toward the same goal of saving lives again, but with two big differences: job creation and self sustainability.

GOAL

Save lives in Kenya by providing every water operator (mostly fishermen) adequate equipment for their water trip.

SPECIFIC OBJECTIVES

1. Reduce number of death by drowning
2. Improve awareness above the community on the importance of having the right equipment on their boats
3. Job creation
4. Capacity building
5. Swimming lessons

STRATEGY

The project plans to achieve the specific objectives by creating a tailoring workshop where 4 women will be tailoring life jackets.

There will be provision of the adequate material to produce good quality life jacket and after they will be ready the life jacket will be delivered to the identified beneficiaries and part will be sold to produce enough income to run the activity on a long term basis.

The steps of the projects are as follows:

1. Renting a workshop
2. Furnish the workshop (i.e. tables, chairs, shelves)
3. Purchase 4 sewing machine
4. Procure the sewing material (i.e. fabric, needles, threads, scissors, stationeries etc)
5. Employ 4 tailors

The project aims to be self sustainable after one year by selling part of the lifejackets produced. RMEA with this project also would like to introduce a swimming school to address children and fishermen unable to swim.

BUDGET

Machinery	Total	€ 2.450
Work for 4 people per working year	about	€ 6.600
Costs		
Raw material (for 4.500 life jackets);	about	€ 25.000
General costs including machinery	about	€ 2.000
various costs	about	€ 500
For starting production € 2.450 and production of first 4.500 life jackets	about	€ 36.550
cost per life jacket	about	€ 8

Financial budget

The International IYFR Bridge sends its compliments to this highly appreciated initiative to save Kenyan mariners whoever they are as life is above all.



Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

POLAND GIZYCKO FLEET



Magic visit in Warsaw and Masurian Lacks Gizycko Fleet welcomes its IYFR International Commodore and Rotafloat Editor

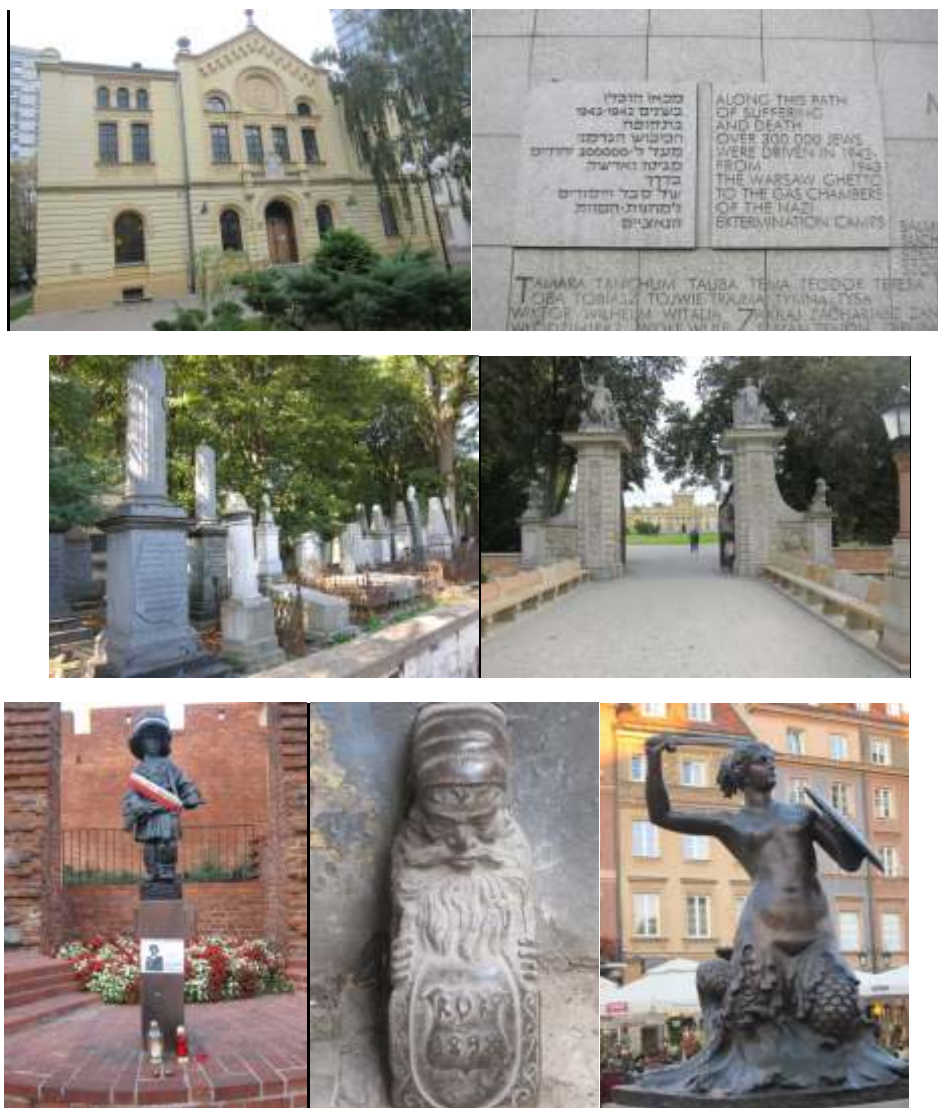
After years of activity the Polish Fleets had been honoured to welcome for the second time our International Bridge friends coming from far away to participate in our gathering and become part of our Polish Fleets Fellowship.

On 27th and 28th of September 2016, Jun Avecilia (IC) and his wife Lil and Zeev Matar (SA/RE) had landed in Warsaw Chopin International airport arriving from Manila airport in the Philippines and from Lod airport in Israel. Attended and mostly welcomed by R.C. Piotr Pajdowski who had opened for our lyforians a Magic stay as exclaimed by our guests and dear friends. We were grateful to find our dear guests appreciating our goodwill to show them our Polish landscape and our historical sites and our cultural heritage and introduce them to our Fleet members.

The visit had taken place at the begining in Warsaw for three intensive days showing the Jewish Getto and the old Jewish cemetary as well as the only remaining synagog in Warsaw used by the Nazi as stabel and horse food supply, as well as the Jews Museum of the History of Polish Jews in Warsaw. Our friends had gone to visit the old city of Warsaw which was destroyed by 85% by the Nazi Germans and coplitly undergon arcitectural restoration and rebuilt after devastation being carpet bombed and almost totaly distroed. Our friends had enjoyed to visit the Polish Kingdom sites in Belvedere Palce next to Warsaw and Łazienki Park "Baths Park" or "Royal Baths"; also rendered "Royal Baths Park" guided by Rotary Club President Jarek Wojtach explaining a showing Warsaw and surroundings through the eye of an expert architect .

We had taken our friends for Rotary meetings in two rotary clubs: RC Warszawa-Józefów headed by its President Jarek Wojtach and RC Warszawa Fryderyk Chopin headed by its President Halina Rajska, having deeply enjoyed meeting new Rotary friends while each of our guestes had given a short speech about IYFR as well as about their own home Rotary Clubs.





Piotr Pajdowski

One day guided by Maciej Matwiejczuk Past President of RC Warszawa F. Chopin from Warsaw to the Masurian Lacks

We began our trip from Warsaw on the 2nd of October early morning. The day looked promising; the weather was beautiful sunny and warm called in Polish the P Golden Autumn. We travelled mainly through the forests and fields of the Mazowsze and Podlasie regions. During this time autumn is very beautiful when the trees are dressed by gold and red. On Zeev's request coming from Jewish family whose family had been born in Poland we stopped at Treblinka death camp. This is the place where over 72 years ago Nazi Germans set up an extermination camp during [World War II](#) where [between 23 July 1942 and 19 October 1943](#) they murdered over 850 thousand human beings mostly Jews as well as Poles by sending them [to gas chambers and then to be burned to ashes](#).

We also visited the charming town of Tykocin which survived one of the two largest synagogues in Poland (built in 1642). On the way we stopped at an inn to taste dishes of traditional Polish cuisine.

Our sailing day on the Masurian Lacks in sunny day with Piotr Pajdowski 32 foot yacht named Magia moored in Marina . Four captains with a Laydy sailing and some times motionless due to constant wind direction changes and strength. But sailing in that lacks in certain points requiers a special attention as the water routes can be shallow which means to hit agains stones rocks and cliff.

Maciej Matwiejczuk



We visited in the city of Giżycko our Lyforian Fellowship members. Our guests the International Commodore and Rotafloat Editor had been welcomed by Evelina Jelec, Piotr Konstantynowicz, Marek Stawicki i Krzysztof Szkudlarek. We spent some time sailing on a large cruise passenger motor boat owned by its captain Piotr Konstantynowicz to the middle of the night on the northern lakes of the Mazury. It was incredibel evening-night sailing through high vegetation while swans and ducks where swimming very close to the motor boat. It was an evening of true lyforian fellowship with wine toasts and tasty food. We could go on for hours to continue the evening, though we had to depart for our night staying place.

From Masurian Lacks we left to Warsaw for evening in Warszawa Fryderyk Chopin headed by its President Halina Rajska and next day traveling to Szczecin.

There we met Laura and Sergio Santi. In Szczecin we were welcomed by Pomerania Fleet Lyforians: Cezary Figurski, Jerzy Dominiak Leszek Zdawski. On our sailing boa "Benia 2" from Szczecin to Potsdam we had meet Zbigniew Rogowski Gizycko Fleet member.

Piotr Pajdowski



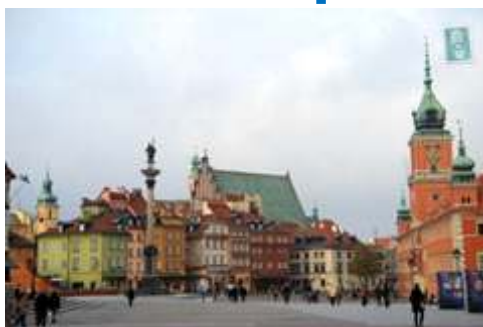
Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

PICTURES GALLERY

Warsaw 27th - 29th September 2016



Please click to view the pictures

Masurian Lacks 1st – 2nd September 2016



Please click to view the pictures

Warsaw 3rd October 2016 RC Warszawa Fryderyk Chopin



Please click to view the pictures

POLAND GIZYCKO FLEET



POMERANIA FLEET

Sailing from Szczecin to Potsdam 5/10/2016 & 6/10/2016



Area 1 meeting in Potsdam had been the trigger for group of our fellowship members to gather nearby RC East Europe Piotr Pajdowski idea to sail to the meeting from Szczein in Poland to Potsdam through the water channels, arriving and mooring next to Kongresshotel Potsdam. The sailing was the best expression of our International Yachting Fellowship of Rotarians aim, to sail among friends and sense joy and fun being united with IYFR Poland, the Gizycko Fleet and Pomerania Fleet members.

The gathering point was the lovely Polish city of Szczecin, which had embraced our group on Tuesday 4th of October in a sunny day. IC Jun AVECILLA and wife Lil, together with RC Piotr Pajdowski and wife Dorota Kaminska and Zeev Matar IC special Assistant and Rotafloat Editor arrived by train from Warsaw where we had been welcomed and warmly assisted by Jerzy Dominiak & Cezary Figurski from the Pomerania Fleet, meeting with IPIC Sergio Santi and wife Laura in our hotel, bringing our language.

As a cheerful group we had gone for lunch next to the Oder River opposite to the Marina, enjoyed the city sightseeing, having dinner in the most suggestive restaurant placed in a medieval building for Polish food while toasting Mabuhay with great 5 types of beer made in place.



First day sailing

Our sailing cruise started early Wednesday 5th of October from Oder River dock where was mooring "Benia 2" which will host us for wonderful sailing days on exciting water channel ways.

"Benia2" built in Bremen, Germany 20 years ago is 11 meter long with 250 Hp motor captained by its owner and friend Piotr Machulec and co captain Zbigniew Rogowski from IYFR Gizecko Fleet.

We had started our sailed from the Oder River in exceptional sunny which on the way had changed to rain showers and cloudy day, with temperature which had started with 15°C to 8°C.

The Oder River is 854 km long including 187 km on the border between Poland and Germany which we had sailed for about 85 km till joining the Havel River. We passed spectacular landscape of cultivated grounds, and scenery of beautiful trees some of them with red leaves announcing winter arrival. We had passed through narrow and wide channels with moderate waves. We had seen ducks and swans and various kinds of birds, but mainly felt silence disturbed by the boat motor work.

Nine persons, nine friend's women and men, united group of Fellowship and Friendship and true harmony, working together on the boat in what necessary.



From left Jun, Zeev, Laura & Sergio

Piotr



Jun

Lil

Dorota

How can we forget Dorota's sandwiches and the wines toasting often Mabuhay in fantastic happiness and joyful fun, sailing as if we are part of the sun.

Our pilots of the day as well of the next to come where mainly IPIC Sergio Santi as well as IC Jesus Jun Avecilla, bringing us at late afternoon to the most suggestive.



from left Sergio, Zeev, Jun

from left Jun, Sergio, Piotr



from left Jun & Zbigniew

Niderfinow Boat lift

We arrived to the famous historical Engineering Landmark Niderfinow Boat lift "Schiffshebewerk" in Germany, Brandenburg, built in the years 1927-1934 and up today in daily use, while a new boat lift is constructed not far from the old one.

The boat lift covers elevation difference of 36 meters between the lower Oder valley and the "Bamim" high plateau of the Oder-Havel Canal. The elevator platform is an enormous water basin with foldable gates, had let us view an impressive landscape over the Oder valley.

Just for information the highest boat lift in Europe is the Strépy-Thieu which is located on a branch of the Canal du Centre in Belgium which covers height difference of 73.15 meters (240 ft) between the upstream and downstream.

Impressive boats lift is 60 m height and 94 m length with 25 m width able to lift 84 m ship length. The largest units plying the water today are 80m long and 9.5 m wide motor-powered freight vessels with a maximum draught of 1.70m at a load of up to 700 tones and 135m long push boat convoys with a draught of up to 2.0 m at a load of 1,200 tone.



We had finished our sailing day at dark night mooring in a small marina 5 km far from Eberswalde where we had stayed overnight.

Second day sailing



Benia2



*From left Lil, Jun, Laura, Piotr, Dorota, Sergio, Zeev
In the marina before second day sailing*

Our second day started in a cold cloudy day in which was decided to cover about 75 km distance to Potsdam in one day not according to program which was to arrive for mooring in front of Kongresshotel Potsdam.

Sluice-gate - Schleuse

On the way we had to pass a sluice-gate controlling a flow of water to covers height difference of 9 m between the upstream and downstream. It was interesting operation entering the channel closed on the opposite way and to get fasten ropes around mooring bitts on the wharf and then see the sluice-gate behind us get closed and notice how water are lowering their level by 9 meters.





The weather had permitted us to view the channels and the majestic green landscape and admire the people leaving next to the water sides



On the way to Potsdam on our two sailing days we had toasted so many Polish Zubrowka Vodka with juice, as well as white and red wine announcing with happy mood and cheerful eyes Mabuhay & Mabuhay not once and not twice.

So let me gossip about our dear friend, our hosting captain who drank and drank till we have heard him say "hell where I am and I don't understand what do I do in this sailing boat since yesterday" oh, our Piotr Machulec "Passed away" with a big over dosage of Zubrowka Vodka and wine.

And as I attach the picture of our two fantastic friends Piotr & Piotr I will add beneath their picture and add the last friendly gossip which made us all drop tears of happiness and joy.



From left Piotr Pajdowski & Piotr Machulec

After mooring in front of the Kongresshotel Potsdam, our Piotr Pajdowski suddenly was seen undressing and jumping next to the boat while the lake's water was very cold. When Piotr had come out from the dirty water we had found out that his mobile phone "escaped out" from his shirt and was drowned. Pieter did not give up and found his loss and for long time dried the cellular with the help of hair dryer and god knows how but the cellular functioned as if just to life reborn, as so till now.



Piotr & Dorota shining as the most beautiful sun

On behalf of our group thanks a lot to RC Piotr Pajdowski & Dorota Kaminska for having organized these unforgettable sailing days.

PICTURES GALLERY

Sailing from Szczecin to Potsdam



[CLICK PHOTO TO VIEW GALLERY](#)

IYFR Szczecin to Potsdam Int Commodore 5_7 10 2016



[CLICK PHOTO TO VIEW GALLERY](#)

Thanks a lot to our IYFR Polish friends from the Gizięcko Fleet and Pomerania Fleet and to the boat captain Piotr Machulec looking forward to sail together with all of you again and again

Wielkie dzięki

Article & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

TURKEY IZMIR FLEET



IYFR Izmir Fleet Continues Sailing!

IYFR Izmir Fleet which is located in Izmir, Turkey and has been chartered in February 2015 is ready for the new Fleet year!

The fleet has been growing since its establishment date and now has reached 35 members from 14 different Rotary Clubs. Applications are coming from Rotarians of the region and the fleet is happy to accept them.

Last week, a ceremony has taken place in which the new bridge has started its duty. The new fleet commodore is Yener Bakan.

Since its establishment, the Izmir Fleet has been active in various activities in line with the mottos of "fellowship, seamanship, youth and environment". The fleet is meeting monthly in Izmir and also participating in both national and international regattas. Until now, the fleet participated in Carniola Regatta, in Fethiye Regatta (twice) and won awards.

Also, the fleet has been active in boat tests, sailing training programs, coast cleaning activities and gives scholarships to young marine students. So, it was a busy and joyful year.

The fleet is now planning to continue its activities to promote the mottos and to enjoy the fellowship of seamanship.





CARNIOLA REGATTA 2015 – From left Fatih Akçiçek, Okyay Erik, Sedat Hacırifoğlu, Hakan Soysal, Melih Uçar, Okan Ozan, Gökhan Çıtak, Esat Kardiçalı, Yener Bakan, Cem Öztüre, Mert Korur



CARNIOLA REGATTA 2015 – From left Fatih Akçiçek, Okyay Erik, Sedat Hacırifoğlu, Hakan Soysal, Melih Uçar, Okan Ozan, Gökhan Çıtak, Esat Kardiçalı, Yener Bakan, Cem Öztüre, Mert Korur



SAILBOAT TEST 2015 – from left Fatih Akçiçek, Gökhan Çıtak, Melih Uçar, Sedat Hacırifoğlu, Yener Bakan



CARNIOLA REGATTA 2015 – from left Yener Bakan, Fatih Akçiçek, Hakan Soysal, Melih Uçar, Gökhan Çıtak, Okyay Erik

**In the Carniola Regatta 2015 two Turkish Teams participated
the team above was the winner – 1st award,
the team below was the 2nd award**



Yener Bakan
IYFR Izmir FC

Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

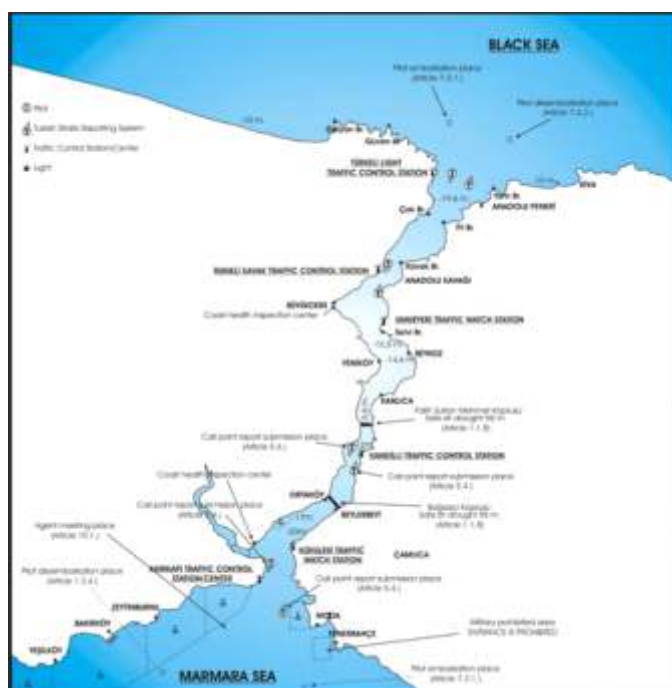
The Bosphorus Strait



The natural strait of the Bosphorus together with the Dardanelles strait (mentioned in our previous Rotafloat edition of September 2016) are known as the Turkish straits, located in the north western part of Turkey.

The Bosphorus strait, which is the world's narrowest strait for international navigation is a narrow sea channel which forms the boundary between Europe and Asia both of them in the Turkish Territory.

The Bosphorus connects the Sea of Marmara to the Aegean Sea while on the opposite way it connects to the Black Sea, along populated shores from both strait coasts of the city of Istanbul's metropolitan.





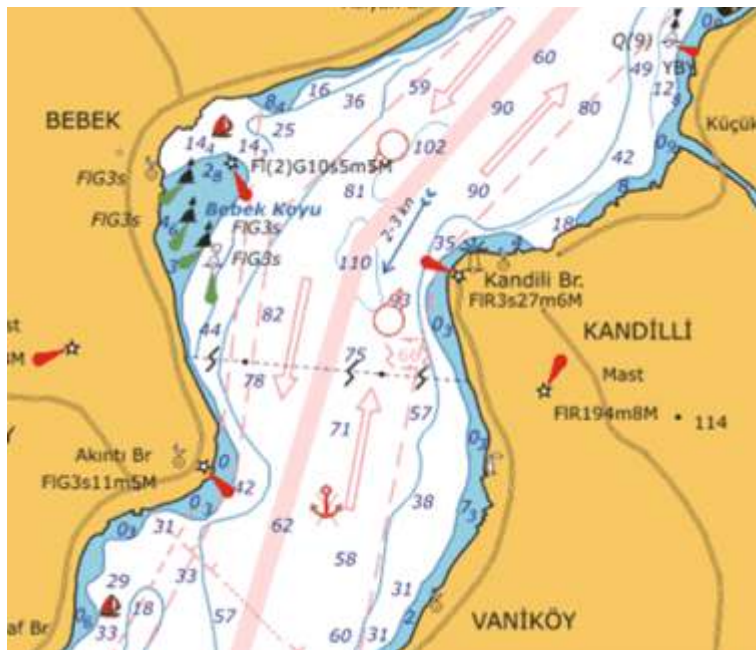
Panoramic view of the Bosphorus as seen from the European side

Bosphorus sizes

The strait is 31 km (17nm) long between the lighthouses of Rumeli Feneri and Anadolu Feneri in the north and Ahirkapi Feneri and the Kadıköy İnciburnu Feneri in the south.

The strait width is 3,329 m (1.798 nm) at the northern entrance and 2,826 m (1.526 nm) at the southern entrance. The Strait maximum width has 3,420 m (1.85 nm) and the minimum width is 700 m (0.38 nm).

The strait depth varies from 13 – 110 m (43-361 ft) with the deepest location is between Kandilli and Bebek with 110 m (360 ft). The shallowest locations are off Kadıköy İnciburnu on the northward route with 18 m



The waters of the Bosphorus are traversed by numerous passenger and vehicular ferries daily, as well as recreational and fishing boats ranging from dinghies to yachts owned by both public and private entities as well as by big Container ships and Tankers ships crossing numerous dangerous where are needed sharp turns as 45° - 80° course alteration in a location where the currents can reach 7 to 8 knots (3.6 to 4.1 m/s). The risks posed by geography are further multiplied by the heavy ferry traffic across the strait, linking the European and Asian sides of the city. As such, all the dangers and obstacles characteristic of narrow waterways are present and acute in this critical sea lane.

The Turkish authorities had constructed over the Bosphorus strait three suspension bridges to connect between the European and Asian Turkish land to ease traffic communication



The first Bridge named the Ataturk Bosphorus Bridge, is 1,074 m (3,524 ft) long and was completed in 1973



The second Bridge (Bosphorus II), named Fatih Sultan Mehmet, is 1,090 m (3,576 ft) long, and was completed in 1988 about 5 km (3 mi) north of the first bridge



The third, Yavuz Sultan Selim Bridge, is 2,164 meters (7,100 ft) long and was completed in 2016 located near the northern end of the Bosphorus, as part of the "Northern Marmara Motorway".



Maritime Traffic



Yacht sailing in the Bosphorus Strait

The Bosphorus Cup

Bosphorus Cup 2016 - Sailing in the heart of history Activity Date : 26/05/2016 09:00 - 29/05/2016

20:00 Activity Location : Bosphorus, Istanbul, Turkey



Dear sailors,

We have decided to participate in the “Bosphorus Cup”, an exciting sailing race that is taking place from 26-29 May 2016 in one of the most beautiful settings in this world.

This must be 'the' most exiting Sailing Races in the world, taking place in the historic setting of the Bosphorus, Istanbul, bridging the two continents. This is a unique opportunity to experience sailing/racing in one of the most beautiful and historic settings in the world.

We are very excited that we will participate in this unique event. and we now have the availability of a 2nd boat that will allow us to join this event with two TISE teams.

As a result, we are extending the invitation to join this race to you as well. You do NOT need to be an experienced sailor to enjoy this unique experience. See the "Frequently Asked Questions" below for the details.



Article & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant





SOUTH AMERICA

REGION

ANNUAL GENERAL MEETING

Punta del Este – Uruguay



SOUTH AMERICA ANNUAL GENERAL MEETING 2017

22 TO 25 MARCH 2017

WEDNESDAY MARCH 22

Accommodation in Parque Hotel Jean Clevers, located in downtown Punta del Este, close to marina and shopping center with the best boutiques having exclusive brands, located on Boulevard Artigas and Stop 7, Punta del Este. The hotel features are heated indoor pool and outdoor pool, bar, meeting rooms, gym, non-smoking rooms, WiFi, Reception of the different delegations.

21.00 - Meet & Greet. Welcome cocktail in Parque Hotel Jean Clevers lounge where it be served Cocktail in open bar with variety of hot and cold canapés. Will take place the official meeting of the members of all Fleets in South America, with the presence of International Commodore Jun Avecilla, International Vice Commodore Guillermo Arteta and other members of the International and Regional Staff. We will be delighted with the performance of the Rotary Punta del Este Choir.



Parque Hotel Jean Clevers - Punta del Este



THURSDAY MARCH 23

Breakfast.

09.30 - We depart from the Parque Hotel Jean Clevers in units of special transport to the Punta del Este port guided tour to the northern edge of the peninsula to appreciate the extent and beauty of the Bay of Maldonado crowned by the Gorriti Island. We embark on the catamaran Oceania to start crossing the Bay of Maldonado with final destination to the Whaling Club, located in the emblematic Punta Ballenas. During the trip we can see one of the most beautiful buildings characteristics of Punta del Este and work culminate one of the most renowned masters, artist Carlos Paez Vilaró. This is the famous "Casa Pueblo".

13: 30 - Disembark at the "Club Whaling" which is an exclusive nautical establishment, where we will enjoy a delicious lunch, with the camaraderie of the members of our fellowship.

After enjoying walks in the club, accompanied by rich coffee and small sweets, we embark back to the port of Punta del Este., arriving in time to share some free time.

At evening optional activities not yet defined.



FRIDAY MARCH 24

Breakfast.

09.30 - We will have usual special meeting with presentations on the various activities of the fleets of South America, video projection including various issues inherent to the development of fleets as well that of our fellowship. Meetings will be held in the halls of Parque Hotel Jean Clevers. The Commodores will have audio media and projection facilities according to their needs.

Open the day the International Commodore Jun Avecilla, then we have the message of International Vice Commodore Guillermo Arteta. Then Ex Governor Fernando Cairo will speak about the history of Punta del Este city.

Starting the working day Regional Commodore Angie Mesistrano will speak on points of our Rules.

South America's Fleets Commodores will present their work and projects of 2016-2017.

During session break will be available coffee, tea, some sweets, orange juice and mineral water.

On the same day the Sea Scouts program of fleet Punta del Este will be officially presented.

We will have a camaraderie lunch will be served in the rooms of the same hotel.

We end the working day with the exchange of pennants between the different fleets in the region.



17: 00 - Departure from the Parque Hotel Jean Clevers to "Las Cumbres" tour, along the western edge of the Bay of Maldonado to appreciate the panorama beauty and view historical references of the place rising gently towards the Sierra La Ballena from where it is seen one of the most beautiful landscapes in the region including one of the most beautiful sunsets in the region while we do a toast to our fellowship with Champagne.

We return to the hotel at sunset. For evening we will offer optional activities.

SATURDAY MARCH 25

Breakfast.

9: 00 - Departure from the Parque Hotel Jean Clevers in units of special transport to a land tour that will take us several important sites in the area. La Barra de Maldonado with its unique wavy bridge, Manantiales and visit the Sculpture Park of the Pablo Atchugarry Foundation, spa Jose Ignacio with its iconic lighthouse and braves coasts, Laguna Garzón with its ecological bridge recently opened to get to the hotel Laguna Lodge and floating restaurant on the coast of Rocha de Laguna Garzon. On site we enjoy lunch "finger food" composed of local produce and the catch of the day. They also have a series of "nautical amenities" such as fishing chalanas rides lagoon, kayaking, etc.

After lunch and relax, we return to the hotel.

21: 30h. Gala Dinner in the halls of Park Hotel Jean Clevers, where we enjoy excellent dishes washed down with fine wines from the South.

During development, these authorities shall use the word.

Brotherhood ceremony between Guayaquil Fleet of Ecuador and Puerto Varas Fleet of Chile will be held.

We shall end the evening with good dancing music to celebrate our magnificent fellowship.



SUNDAY MARCH 26

We shall accompany our visiting friends at breakfast and we bid farewell until next year at the Annual General Meeting 2018 in Chile under the responsibility of Chile Puerto Varas Fleet.

Angelica Mesistrano
RC South America

Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



CHILE

Puerto Varas Fleet

AGM 7th – 9th October



**Annual General Meeting
Flota Chile Puerto Varas**



Spanish

Navegando con el gallardete de IYFR en proa

En Puerto Varas , Chile del 7 al 9 de octubre de 2016, se celebró el Annual General Meeting de la flota Chile Puerto Varas, con la participación del escuadrón Valparaíso de la Flota y la presencia de los Sea Scouts de Chile, que constituyen el programa de servicio más importante de la recientemente creada Flota Chilena.

Las actividades comenzaron el Día 7 de Octubre: Recepción del escuadrón de Valparaíso:
Meet and Greet en Hotel Bellavista , donde se presentó a el simpático matrimonio de Ema y Mario Escobar, nuevos Rotanautas de nuestra Flota.

A las 10. 00 AM del Sábado 8 de Octubre, los Rotanautas junto con un grupo de Scouts Marinos , zarparon en el Yate Terranova, desde la Marino del Sur a un hermoso paseo rumbo a la Bahía de Puerto Montt, no sólo disfrutaron del paisaje, sino que también de un espléndido día de sol.

Por la noche, a las 20 hs, se realizó la Cena de Gala y Premiación de los Scouts Marinos más destacados del Programa. Asistieron autoridades Navales, encabezadas por el Almirante Felipe Bertolotto, padres de los Scouts, y los Mariners de nuestra flota.

EL Comodoro de la Flota Chile Puerto Varas, Walter Eaglehurst, destacó lo relevante que ha sido la creación del grupo de Scouts Marinos y la participación de ellos en dos regatas internacionales de Tall Ships en Europa, y la participación en dos convenciones mundiales de Rotary en Sao Paulo y Seúl.

Luego se celebró la ceremonia de Premiación donde se condecoró a los scouts más destacados del grupo.

Al día siguiente se realizó un tour guiado por el Rotanauta Carlo Montalbetti, visitando el hermoso pueblo de Frutillar, fundado por colonos Alemanes al lado del Lago Llanquihue, terminando con esta actividad el AGM 2016 y comprometiendo una importante asistencia al AGM de flotas Sudamérica en Punta del Este 2017.



From left Carlo Montalbetti, Rafaella Montalbetti, Sandra Gomes, Tte de Carabineros Pablo Espinoza, Loreto Alvarez, Ema Rodriguez



From left Gobernador Marítimo Puerto Montt Pedro Valderrama Carrillo, Walter Eaglehurst, Hernan Correa, Almirante Felipe Bertolotto



Frutillar



English

The Annual General Meeting held in Chile at Puerto Varas with its fleet between the 7th to 9th of October 2016 with the participation of Valparaiso Squadron and the presence of the Sea Scouts of Chile.

On the 7th of October 2016 was the Chartering ceremony of Valparaiso Squadron at Hotel Bellavista and Meet and Greet with the Chartering of two new mariners the nice couple of Ema and Mario Escobar.

On Saturday 8th October at 10.00, a group of lyforians together with group of Sea Scouts had gone for sail on the Terranova yacht from "Marina del Sur Yacht Club" to the Bay of Puerto Montt.

At 20.00 had been given a Gala Dinner and Award was given to the Sea Scouts regarding their conducted program in front of the Naval authorities, headed by Admiral Felipe Bertolotto, the godfather of the Sea Scouts.

Walter Eaglehurst Fleet Commodore of Chile Puerto Varas had highlighted how relevant has been the creation of the group of Sea Scouts and their participation in two international regattas Tall Ships in Europe, and participation in two world conventions Rotary Sao Paulo and Seoul.

On Sunday 9th October the participants group guided by our mariner Carlo Montalbetti had a visit in the picturesque town of Frutillar founded by Germans over 100 years around the shores of Lake Llanquihue. With the end of this day we could feel the satisfaction of having a successful AGM looking forward for next AGM to be held in Punta del Este in March 2017.



Angelica Mesistrano
RC South America

Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

ECUADOR Guayaquil Fleet



Importante Presencia de IYFR en Instituto Rotario de Guayaquil Ecuador



From left FC Cesar Sicco, FM Maria Elena Andrade, Captain Marcelo Arteaga, FRC Hugo Klopstein, Mrs Judy Germ, PRI John Germ, Ex Governor German Yepez, FM Ana Cristina Zapata, FC Walter Eaglehurst, FM Sandra Gomez

Con la presencia de representantes de las Flotas Chile Puerto Varas, la Flota Punta del Este, la flota Rio de la Plata y la anfitriona Flota de Guayaquil Ecuador, se celebró el Instituto Rotario de Guayaquil, Ecuador, del 25 al 29 de Octubre del 2016. Este Instituto Rotario corresponde a las zonas 23C y 23D de Rotary. A esta importante cita de compañerismo e instrucción, acudieron más de 500 Rotarios de 12 países. El Instituto Rotario de Guayaquil, en Ecuador, contó con la presencia destacada del Presidente de Rotary Internacional, Sr. John Germ y su esposa, la Sra Judy Germ.



Las plenarias y los talleres de instrucción fueron de excelente contenido. La organización de este Instituto Rotario estuvo a cargo del Ex Gobernador y Iyforian German Yepez, quien obtuvo nota sobresaliente por la magnífica tarea realizada.

La Flota Guayaquil Ecuador, presentó un colorido stand en la casa de la Amistad, donde pudimos admirar sus logros y conversar sobre nuevos proyectos. Los integrantes de la flota, recibieron diariamente a los visitantes interesados en conocer algo más sobre nuestra agrupación. A todos ellos se les entregó toda la información concerniente a nuestra Fellowship. El stand se convirtió en el lugar de encuentro diario de los Rotanautas que asistieron al Instituto Rotario.



From left FC Walter Eaglehurst, Cap. Marcelo Arteaga, Past FC Rafael Quintero, FM Sandra Gomez, FM Maria Elena Andrade, FRC Hugo Klopstein, FC Cesar Sicco, Past President RC Cerro Azul Priscila

Los Iyforians participamos en las actividades propias del Instituto Rotario, y disfrutamos de la magnífica Cena de Gala en el Palacio de Cristal de Guayaquil. Este edificio es absolutamente transparente y se encuentra ubicado a orillas del río San Borondó. En un momento, después de la cena, nos sorprendieron los acordes que provenían desde el exterior. Para nuestra sorpresa descubrimos una perfecta formación de 200 músicos vestidos de impecable blanco. Ellos son los integrantes de la Banda Blanca perteneciente a la Armada del Ecuador, y que realizaron un extraordinario concierto al aire libre. Al compás de los ritmos caribeños, bailamos muy animadamente. Los Rotanautas amigos de la flota Guayaquil Ecuador nos invitaron a una linda navegación por los extraordinarios manglares de San Borondó, una zona privilegiada por la naturaleza, donde contemplamos una increíble puesta de sol.



From left Cap. Marcelo Arteaga, FC Walter Eaglehurst, Mrs Salas, FC Cesar Sicco



From left Cap Marcelo Arteaga, FM Ana Cristina Zapata, FC Cesar Sicco, FC Walter Eglehurst, FM Maria Elena Andrade, FM Sandra Gomez

Producto de estos hermosos días de compañerismo y amistad en Guayaquil, las Flotas de Chile y Ecuador decidieron hermanarse para ejecutar proyectos en común, y crear una nueva brigada en Ecuador, del exitoso Programa de Scouts Marinos. Se ha fijado la fecha para realizar el hermanamiento, será durante el próximo Annual General Meeting a desarrollarse en la ciudad de Punta del Este, Uruguay, entre los días 22 al 25 de Marzo de 2017. Nos despedimos hasta el próximo encuentro de flotas y cada uno regresó a su país. Nos llevamos en nuestros ojos y en nuestro corazón los recuerdos de los magníficos días, compartiendo la hospitalidad ecuatoriana y la filosofía lyforian.



Ecuador Navy White Band

Importante Presencia de IYFR en Instituto Rotario de Guayaquil Ecuador

With the presence of representatives of Chile Puerto Varas Fleet, Punta del Este Fleet, Rio de la Plata Fleet and the host Guayaquil Ecuador Fleet, the Rotary Institute Guayaquil Ecuador was held from 25 to 29 October 2016. This important meeting of camaraderie and instruction was attended more than 500 Rotarians from 12 countries. This Rotary Institute corresponds to zones 23C and 23D of Rotary.

Rotary Institute of Guayaquil, Ecuador, had the presence of International Rotary President, Mr. John Germ and his wife, Mrs. Judy Germ.

Plenary session and training workshops were excelente bringing up importante contents.

The organization of this Rotary institute was in charge of Ex Governor and Iyforian German Yopez, who had won outstanding certificate for the magnificent work done.

Guayaquil Fleet from Ecuador, presented a colorful stand in the House of Friendship, where we could admire their achievements and talk about new projects. The members of the fleet, received daily visitors interested in learning more about our IYFR. All of them were given all the information concerning our fellowship. The stand became the daily meeting place of the Rotanautas who attended the Rotary Institute. The Iyforians participating in the activities of the Rotary Institute had enjoyed a magnificent Gala Dinner at the Crystal Palace in Guayaquil. This building is absolutely transparent and is located on the River side of San Borondo. At one point, after dinner, we were surprised by voices playing melodies which came from the outside. To our surprise we had found a perfect formation of 200 musicians dressed in impeccable white belonging to the White Band of the Navy of Ecuador. The band had performed a special concert outdoors, playing Caribbean rhythms danced.

The Iyforians friends of Guayaquil Fleet of Ecuador invited us to a nice navigation sailing in fabulos nature, where we could see an amazing sunset.



*Group of sailors from the fleet
Guayaquil Ecuador*



*from left Captain Francis Dikmans,
FC Walter Eaglehurst, Captain Marcelo Arteaga,
FVC Edgardo Gargano, FC Cesar Sicco*



From left Captain Marcelo Arteaga, FM Sandra Gomez, FVC Edgardo Gargano, FC Walter Eaglehurst, Captain Francis Dikmans, FC Cesar Sicco



From left FC Walter Eaglehurst, Captain Marcelo Arteaga



From left FM Ana Cristina Zapata, Captain Marcelo Aretaga, FM Sandra Gomez, FVC Edgardo Gargano, FC Walter Eaglehurst, Captain Francis Dikmans, FC Cesar Sicco, FM Maureen Ghiffit.

Out of these beautiful days of companionship and friendship in Guayaquil, the Fleets of Chile and Ecuador decided to for implement twinning projects in common and to create a new Bridge in Ecuador including the successful Sea Scouts program. In the meeting was anounced the date for brotherhood, which will take place at the next Annual General Meeting to be held in Punta del Este city in Uruguay, from 22 to 25 March 2017.

We had said goodbye until the next meeting of the fleets embracing the memories of the wonderful days, sharing the Ecuadorian hospitality and Iyforian dignity.

Angelica Mesistrano
RC South America

Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

ECUADOR

Guayaquil Fleet Sea Scouts



Guayaquil Fleet of Ecuador had established Sea Scouts group

During the Rotary Institute of Guayaquil had been agreed between Puerto Varas Fleet of Chile and Guayaquil Fleet of Ecuador to transfer knowledge for creation in Ecuador of Sea Scouts affiliated to the Guayaquil Fleet. The Sea Scouts program was intended to be performed with youngsters from the coastal town of San Francisco del Cabo located in Esmeraldas province in north Ecuador.

FC Walter Eaglehurst of Puerto Varas Fleet together with Squadron Capitan Marcelo Arteaga from the Guayaquil Fleet had worked together to form Sea Scouts group nominated "Admiral German Yepes", in honor of a distinguished Rotarian who had achieved during his long Naval career the military rank of Commander in Chief of the Ecuadorian Navy.

FC Walter Eaglehurst of Puerto Varas Fleet together with two Chilean Sea Scouts, Cristian Peña and Rafael Pessot, traveled to Ecuador to instruct the 23 future Sea Scouts. After two days of work on the 10th of December 2016 with the presence of almost the entire town of San Francisco del Cabo, the investiture of the Sea Scout Brigade began, with the presentation of Whistle sailor Honors, to Admiral Yepez, which had been a moment strong emotion of pride for the Sea Scouts and to the town citizens.

During the ceremony was read a written message of IYFR South America Region Commodore Angie Mesistrano addressed her congratulation for Puerto Varas Fleet and Guayaquil Fleet, mentioning the words of Squadron Captain Marcelo Arteaga, the mentor of this project, as well as the written Greetings message sent by IVC Guillermo Arteta to the Sea Scouts.

Each of the new born Sea Scouts Brigade received a Scout scarf from Squadron Captain "Admiral German Yepes", as well as by Fleet Commodore Guayaquil Cesar Sicco Fleet, and from the Squadron Captain Esmeralda Marcelo Arteaga, his corresponding scout scarf, which were a gift from the Chile Puerto Varas Fleet. Admiral Yepez also gave a navigation cap to each of the new Scouts.

At the end of the ceremony the new Marine Scouts, made a small naval magazine of boats donated by the Squadron Captain Marcelo Arteaga.



From left Cristian Peña, Dayana Sosa, Rafael Pessot, Noemi Olarte



*Fleet Commodore Guayaquil Ecuador,
Cesar Sicco*



Squadron Captain Marcelo Arteaga



A group of Ecuadorians Sea Scouts sailing.

Flota Guayaquil Ecuador crea nueva Brigada de Scouts Marinos

El Instituto Rotario de Guayaquil permitió que las flotas Chile Puerto Varas y la flota Guayaquil Ecuador, intercambiaran experiencias significativas, dada la valiosa experiencia vivida en Chile con la creación de los Scouts Marinos, se acordó que este programa podía replicarse en Ecuador, con niños vulnerables de la localidad costera de San Francisco del Cabo, provincia de Esmeraldas, en el norte de Ecuador.

Fue así que se unieron, la experiencia del Comodoro de La flota Chile Puerto Varas Walter Eaglehurst, con el empuje y el dinamismo del Capitán de Escuadrón de la flota Guayaquil Ecuador Marcelo Arteaga. Se comenzó a trabajar en la creación en la Brigada San Francisco del Cabo, localidad carenciada del norte de Ecuador, a la que se le Bautizó con el nombre de "Almirante Germán Yepes", en honor a un destacado Rotario, que llegó a la cúspide de su carrera Naval, como Comandante en Jefe de la Armada Ecuatoriana.

El Comodoro Eaglehurst, junto a dos Scouts Marinos de Chile, Cristian Peña y Rafael Pessot, viajaron a Ecuador a realizar la primera Instrucción a los 23 futuros Scouts Marinos, los que ilusionados, participaron de las primeras experiencias de aprendizaje. Después de dos días de arduo trabajo, el Sábado 10 de Diciembre, con la presencia de casi todo el pueblo de San Francisco del Cabo, se inició la investidura de la Brigada de Scouts Marinos Almirante Germán Yepes, siendo, la presentación de Honores de Pito Marinero al Almirante Yepes, uno de los momentos más emotivos de la ceremonia, en los que a todos los presentes los embargó la emoción.

Durante la Ceremonia se leyó el mensaje enviado por la Comodoro Regional Angie Mesistrano, quién congratuló a ambas flotas por la hermosa iniciativa, e hizo uso de la palabra el Capitán de Escuadrón Marcelo Arteaga, mentor de este proyecto. Fueron transmitidos los saludos y felicitaciones del Vice Comodoro Internacional Guillermo Arteta.

Cada niño recibió de parte del Capitán de Escuadrón, Almirante Almirante Yepes, del Comodoro de la Flota Guayaquil Ecuador Cesar Sicco, y del capitán de Escuadrón Esmeralda Marcelo Arteaga, su pañolín correspondientes, obsequiados por la Flota Chile Puerto Varas. Asimismo el Almirante Yepes entregó una gorra de navegación a cada uno de los nuevos Scouts.

Al término de la ceremonia los nuevos Scouts Marinos, realizaron una pequeña revista naval en embarcaciones donadas por el Capitán de Escuadrón Marcelo Arteaga.

Angelica Mesistrano
RC South America



Rotafloat Newsletter sends it most vivid compliments for the initiative between Puerto Varas Fleet and Guayaquil Fleet to create under the umbrella of IYFR the Sea Scouts of "Almirante Germán Yepes", with deep gratitude to our Fleet Commodores and to Chilean Sea Scout instructors.

Thanks to all of you who had carried with the idea to spread around all lyforians the spirit of brotherhood cooperation between our fleets and send the message of our International Yachting Fellowship of Rotarians.



Cabo de San Francisco, Esmeraldas, Ecuador Latitude. 0.6667°, Longitude. -80.0833°



[Ceremony Pictures Gallery](#)

Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant

The Strait of Magellan



The Strait

The Magellan Strait which connects the Pacific Ocean to the Atlantic Ocean is the most important navigation sea route separating mainland South America to the north and Terra del Fuego to the South in the state of Chile. The strait is considered a very difficult route to navigate due to its unpredictable winds and currents. It has the length of 570 km (330 miles) with about 2 km (1.2 miles) width at its narrowest point in Carlos III Island, west to Cape Froward.

On the Atlantic side, the Strait is characterized by semidiurnal macro tides with mean and spring tide ranges of 7.1 and 9.0 m, respectively. On the Pacific side, tides are mixed, mainly semidiurnal, with mean and spring tide ranges of 1.1 and 1.2 m.



The eastern opening is a wide bay on the border of Chile and Argentina between Punta Dúngeness on the mainland and Cabo del Espíritu Santo (Cape of the Holy Spirit) on Tierra del Fuego, the border as defined in the Treaty of Peace and Friendship of 1984 between Chile and Argentina.

The western part of the strait leads northwest from the northern end of the Magdalena Channel to the strait's Pacific entrance. This portion of the strait is flanked on the south by Capitán Aracena Island, Clarence Island, Santa Inés Island, Desolación Island (Cabo Pilar) and other smaller islands, and on the north by Brunswick Peninsula, Riesco Island, Muñoz Gamero Peninsula, Manuel Rodríguez Island and other minor islands of the Queen Adelaide Archipelago.

On the waterway are located 41 lighthouses, some of them with more than a century old, of which some are declared National Monument (Monumento Nacional)

Ferdinand Magellan The strait is named after its discoverer Ferdinand Magellan (Fernão de Magalhães) which was a skilled sailor and a navel Portuguese officer (c. 1480 – 27 April 1521) chosen by King Charles I of Spain to search for the westward route to the Maluku Islands (the "Spices Islands").



Commanding as general captain a fleet of five vessels out of which the bigger was "La Trinidad" under his command (110 tons, 55 sailing crew), known as the "Armada de las Molucas" or "Fleet of the Moluccas" started its sail on September 20, 1519. Magellan headed south through the Atlantic Ocean to Patagonia, passing through the Strait of Magellan into a body of water he named the "peaceful sea" (the modern Pacific Ocean). Despite a series of storms and mutinies, the expedition reached the Spice Islands in 1521 and returned home via the Indian Ocean to complete the first circuit of the globe. Magellan did not complete the entire voyage, as he was killed during the Battle of Mactan in the Philippines in 1521.

Magellan's ships entered the strait on November 1, 1520, All Saints' Day, and it was initially called Estrecho de Todos los Santos (Strait of All Saints). Within seven years it was being called Estrecho de Magallanes in honor of Magellan.

Ferdinand Magellan, traveling west from Europe, in 1521, reached a region of Southeast Asia (the Malay Archipelago), which he had reached on previous voyages traveling east (from 1505 to 1511-1512). Magellan thereby achieved a nearly complete personal circumnavigation of the globe for the first time in history.

The Magellanic penguin is named after him, as he was the first European to note it. Magellan's navigational skills have also been acknowledged in the naming of objects associated with the stars, including the Magellanic Clouds, now known to be two nearby dwarf galaxies; the twin lunar craters of Magelhaens and Magelhaens A; and the Martian crater of Magelhaens.



Magellan proved that Europeans could reach Asia by sailing west. To do so, they had to go around the Americas. Sailing to Asia from Europe by following Magellan's route was a lot further than sailing around Africa. Magellan did not find a faster route to Asia for Spain. But his voyage changed people's understanding of the Earth.

Geography

Chile took official possession of the Strait of Magellan strait on May 23, 1843 after Argentina had recognized Chilean sovereignty over the Strait of Magellan in the Boundary treaty of 1881 between Chile and Argentina.

In 1840 the Pacific Steam Navigation Company was the first to use steam ships for commercial traffic in the strait until the Panama Canal was opened in 1914. The Strait of Magellan was the main route for steamships traveling from the Atlantic Ocean to the Pacific. It was often considered the only safe way to move between the Atlantic and Pacific Oceans, as the Drake Passage separating Cape Horn (the southern tip of South America) from Antarctica is notorious for turbulent and unpredictable weather, and is frequented by icebergs and sea ice. Ships in the strait, protected by Tierra del Fuego to the south and the coast of continental South America to the north crossed with relative ease, and Punta Arenas became a primary refueling port providing coal for steam ships in transit. Sailing ships, however, partly because of variable winds and currents in the strait, generally preferred the Drake Passage, as they had more room to maneuver there.



Maritime Traffic

The strait provides a well protected inland water way for safe navigation, sheltered from rough weather and high seas, ships sail through the strait

- from Pacific to Atlantic and back,
- from the oceans to the Beagle Channel through the route Magdalena, Cockburn Channel, Paso Brecknock or Canal Ocasión, Ballenero Channel, O'Brien Channel, Paso Timbales, northwest arm of the Beagle Channel and the Beagle Channel and back.

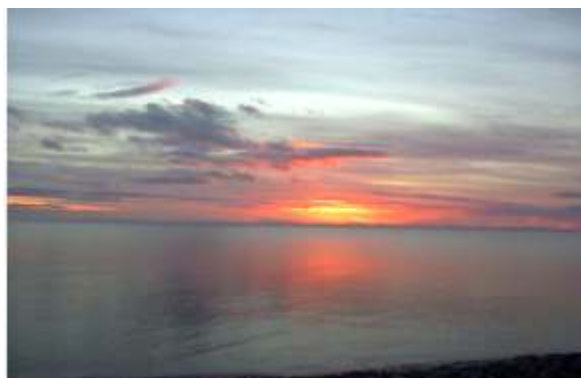
Weather



To the south of Latitude 40÷ 5, sudden changes in wind and sea conditions are characteristic all throughout the year. It is said that the four seasons can be experienced on the same day. Low pressure and fronts move from W to E and SE, becoming stronger as they gain in latitude south. Heavy swells always have a west component. Storms and gales coming with low pressure fronts bring strong W to N and NW winds, mostly from March to August (autumn and winter). Southerly winds, with high pressure systems can be very strong, especially in Patagonia. They are more common during spring and summer (September to March).

Patagonia and Tierra del Fuego are cold and rainy all year round. Summer in Patagonia is known as the "windy" season. Winter is colder and it snows mostly from May to August. Fog and calms are also common at this time. Small icebergs and pack ice can be found in some of these channels.

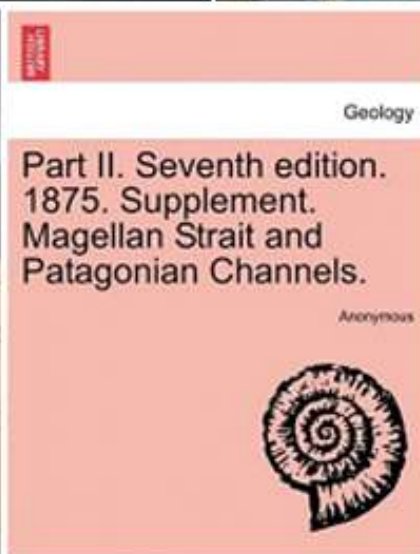
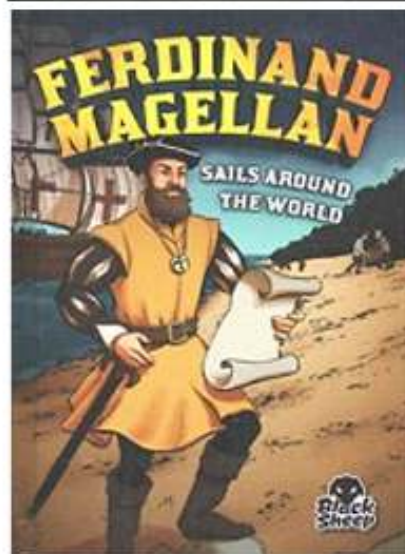
Area Images



View of a glacier in the Strait of Magellan

Amalia Glacier, Strait of Magellan





*Sailing across the
Strait of Magellan*



*Heavy weather in
Magellan Strait Chile*



Strait of Magellan

Article & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



**Our International Yachting Fellowship of Rotarians
with our International Bridge
is deeply sad to announce the loss of our
Tasmania Fleet First Commodore.**



Vale Geoff Rosan

18/10/2016



May his soul be bound in the bond of life

**Dear Sandra Rosan
Geoff's memory will be kept for many years to come
for him who served with dedication
Rotary and IYFR.**



Geoff during the chartering of the Tasmanian Fleet on June 10, 2014



Geoff at the helm on his yacht "Mistral"



From left Lyn McDonald & mate Pet, Geoff

Tribute to Geoff Rosan, Inaugural Commodore of the IYFR Tasmania Fleet, Victoria and Tasmania Region, Australia

Geoffrey Rosan, Inaugural Commodore of the recently chartered Tasmania Fleet (June 2014) died after a short illness on the 18th October 2016 aged 75 years. A Memorial Service attended by Fleet members, Rotarians, family and friends was held on 21st October in Hobart, commemorating Geoff's life.

A keen sailor over the last 15 years Geoff moved from motor boating to a Mottle 33 yacht before acquiring "Mistral", a Beneteau 42 7S which he regularly sailed with his 1st mate of 51 years Sandra out of the Motor Yacht Club Tasmania situated at Lindisfarne on the eastern side of the Derwent River where he was a Member.

While a regular entrant in Club racing, Geoff circumnavigated the isle of Tasmania three times by participating in the Van Dieman's Land bi-ennial cruise organized by the Royal Yacht Club of Tasmania. His love of sailing was supported by his tremendous knowledge of weather, local waters, anchorages and landmarks around Tasmania.

A strong sense of community needs saw Geoff devote over 50 years to Australian service organizations including membership of Rotary Club of Kangaroo Bay until it closed in 2011 followed by the Rotary Club of Hobart. Because of his love of boats and the sea and community involvement he became the ideal person to assist and lead the formation of an IYFR Fleet in Tasmania and to be its first Commodore.

While the Tasmania Fleet will continue to be active under the guidance and leadership of Commodore Dennis Turner (past VC), Geoff's vision of bonding and increasing Rotarian participation from other regions of the State into the Fellowship will be strongly promoted and pursued.

All sailors of IYFR across the oceans support past World Commodore Sergio Santi of "Keep sailing in the skies and rest in peace dear Geoff".

Bill Chapman
RC - Victoria and Tasmania Fleet



Fellow Iyforians

I sent the attached signal today to all the of the Victorian and Tasmanian fleet members, and to Sandra Rosan.

I did not want to send out another signal until I could talk to Sandra Personally. I managed to talk to her this afternoon October 24, 2016

She was in good spirits, although still suffering the strain after such a terrible loss, they had been married over 51 years

Sandra was touched by the thoughts of the wider IYFR family.

Yours in Fellowship
Kerran Campbell
International Area 3 Commodore



Dear Fleet Members,

It is with great sadness that I advise of the sad loss of the Tasmanian Fleet Commodore Geoff Rosan on Tuesday last week I am advised that Geoff had been suffering with a serious illness since last August and sadly lost his battle.

A memorial service was held for Geoff in Hobart last Friday.

Geoff was a keen sailor who moved from stink boats to true sailing some 15 years ago. He tackled sailing with gusto, and he and his first mate Sandra had 4 Beneteaus' during his sailing years, the last and current called Mistral.

Because of his love of the sea, Geoff believed in, and was keen to pursue the ideals of IYFR, and as such became the inaugural commodore of the Tasmanian Fleet, which was chartered after the PCC in Sydney some short years ago.

Geoff was well respected by the IYFR family, and after my first signal last week of his passing, I have received a number of responses from Iforians across the Globe.

Notable, I have been asked by World Commodore Jun to:

Kindly extend on behalf of the entire Fellowship our deepest sympathy and condolences to his bereaved family and the officers and members of the Tasmanian Fleet. Our thoughts are with them in their time of grief. The IYFR flag is flying half staff and it's a sad moment for all of us.

And past World Commodore Sergio Santi:

Please convey to Geoff's Family all the sympathy from the Italian Fleets. Keep sailing in the skies and rest in peace dear Geoff.

I also extend mine and the WA fleets condolences to Sandra, and their family and to the all of the members of the Tasmanian fleet.

Kind regards

Yours in Fellowship,
Kerran Campbell
International Area 3 Commodore
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About Geoff Rosan from official publications

Vocational Service 2016 – 2017

ROTARY RECREATIONAL & VOCATIONAL FELLOWSHIPS

The Rotary Fellowships program is a structured program of Rotary International that comprises more than 100 independent fellowships. Rotarians share their favourite activities and professional interests through organised recreational, vocational, and health/medical-related groups.

An example is the **Australian Golfing Fellowship of Rotarians** who had their 37th Annual Golf Tournament at LAUNCESTON GOLF CLUB in 2015.



A Gold Targa Trophy will be presented to the driver and co-driver or navigator of each crew who satisfies the requirements for a Targa Trophy in three successive years of the event.

1998

Gary Burton, Mark Clements, Simon Finlay, Christine Freestone, Paul Freestone, Mae-Lin Hendry, Drew Kent, Pat Kent, Chas Latter (dec), John Lenne, Howard Long, Linda Long, Corey Pilkington, Lawrie Pitt, Martin Rees, **Geoff Rosan**, Mark Saxby, Barry Smith, Terry Smith, Brian Taylor, Terry Warren, Georgia Warwick, Max Warwick and Christopher Williams.



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Philippines



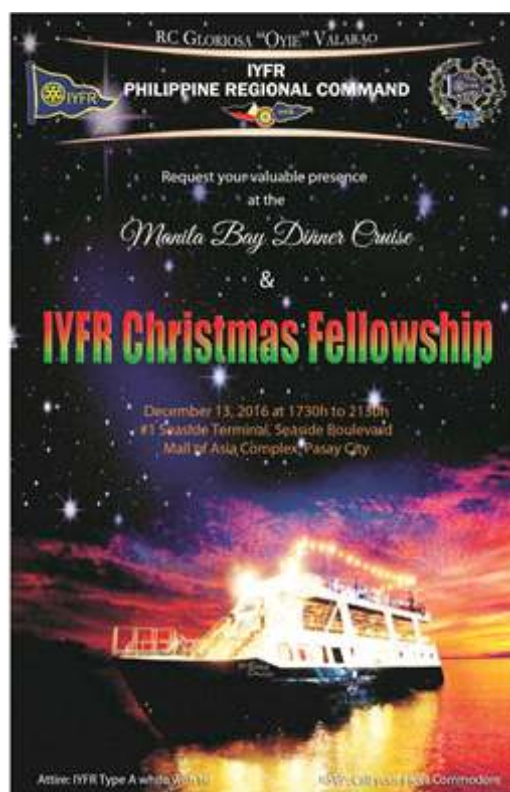
REGIONAL CHRISTMAS FELLOWSHIP MEETING

The Philippine Regional Command headed by RC Oyie Valarao has organized and held a Christmas Fellowship Dinner Cruise at Manila Bay on December 13. It was well attended by about 80 Officers and Mariners and guests from various Fleets in the four Rotary Districts in Luzon. The highlight of the evening was the installation by IC Jun AVECILLA of DG Ernest Yuyek of D3810 as RVC at-large who will help RC Oyie to establish Fleets in the other Rotary Districts in the Visayas and Mindanao regions in the Philippines. The Philippine Fleet is now established in six out of ten Rotary Districts in the Philippines and RC Oyie's dream is that to have a Fleet in every Rotary District in the Philippines which she hopes will be realized with the help of Gov. Yuyek with his influence over the other Governors in other Districts.





Philippines Fleet RVC-at-Large Governor Ernest Yuyek







Editing & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



Strait of Malacca

The longest strait in the world



The Strait

The Malacca Strait is named after the Malacca Sultanate that ruled a group of Islands during the years 1400 till 1511 the Trading port of Melaka formally named Malacca in the Malay coast. The Strait is connecting waterway between the Andaman Sea (Indian Ocean) and the South China Sea (Pacific Ocean). The Waterway runs between Peninsular Malaysia and the Indonesian Island of Sumatra and southern Thailand.

The Strait of Malacca Coordinates: 4°N 100°E 4°N 100°E is considered to be the longest strait in the world being a funnel- shaped narrow waterway of 800 km (500 miles) with a width of 65 km (40 miles) in the south that broadens northward to 250 km (155 miles) between the Sumatra Island and the Isthmus of Kra. The narrowest point is at the Phillips Channel (close to the south of Singapore) which is only 2.8 km (1.5 nautical miles) wide.

In the south of the strait, water depths rarely exceed 37 meters (120 feet) and are usually about 27 meters (90 feet). Toward the northwest, the bottom gradually deepens until it reaches to about 200 meters (650 feet) as the strait merges with the Andaman Basin. Numerous islets, some fringed by reefs and sand ridges, hinder passage at the southern entrance to the strait. The sand ridges are identified as accumulations of material that have been brought down by rivers from Sumatra.

Due to the Strait's minimum depth of 25 meters (82 feet) the water is not deep enough for the largest tankers , while in addition the next closest passageway of the Sunda Strait between Sumatra and Java is not only more narrow but the water is even more shallow , which effect a detour of several thousand /kilometers/miles and use the Lombok Strait, Makassar Strait, Sibutu Passage, or Mindoro Strait instead. Along the straits are 34 shipwrecks, some dating to the 1880s, in the Traffic Separation Scheme (TSS), the channel for commercial ships. These pose a collision hazard in the narrow and shallow strait.



The Climate

The climate of the strait is hot and humid and is characterized by the northeast monsoon during the (northern) winter and the southwest monsoon during the summer. The average annual rainfall varies between 1,930 mm (76 inches) and 2,570 mm (101 inches).

Part of the climatic situation is the phenomena of haze due to the smoke of raging bush fires in Sumatra, which reduces the visibility to 200 meters (660feet), forcing ships to slow down while bust traffic passage of needs to move ahead.

Throughout the year the current flows northwest through the strait. Surface-water temperatures in the strait are 30.6 to 31.1 °C (87 to 88 °F) in the east and may be as much as 2.2 °C (4 °F) lower in the west.

International economy importance

The Strait of Malacca covers an area of about 65,000 square km (25,000 square miles) has a crucial trading importance between the Persian Gulf traders and Asian traders, linking major economies such as India, South Korea, Taiwan, China and Japan.

Intensive vessels traffic estimated by over 94,000 ships crossing back and forth with general trade and oil, increase the development sources of the main economical world industrial areas. In the Strait is estimated oil trading transport of around 15 million barrels, which is the most valuable economical sources, evaluated as forty percent of the world's trade passes through the strait.



Piracy in the strait

Due to the Strait of Malacca geography being very long and narrow sea passage with thousands of islets and many Outlet Rivers and hidden passages among vegetation had made the area suitable for piracy, phenomena which are present in the area for decades. In old times piracy was also a political tool, used by rulers relied on the region's pirates to maintain control, and expand their territory. For example, it was through the loyalty of pirate crews made of Orang Laut people that the 14th-century Palembang prince Parameswara survived expansion attempts by neighboring rulers and eventually went on to found the Sultanate of Malacca. Between the 15th and 19th centuries, Malaysian waters played a key role in political power struggles throughout Southeast Asia. The 18th and 19th centuries saw an increase of piracy in the strait as European colonizers arrived in the region, spurred in part by the economic imperative to control the lucrative spice trade.

At present Lloyd's of London declared the strait a high war-risk area for insurance purposes, underscoring the Strait of Malacca's outlaw reputation in recent years. The action added a premium of 1% of cargo value, "infuriating shipping lines", according to news reports. The declaration of the sea lane as a high war-risk area referenced the waterway's "war, strikes, terrorism, and related perils". Company officials, however, lifted the advisory in 2006, after Singapore and Indonesia launched their sea and air patrols.

Pirate attacks have not stopped the 95,000 ships that annually transit the narrow passage. According to the IMB, the majority of modern pirates in the region are of Indonesian origin. Of the countries in the region, Indonesia's navy is least equipped to combat piracy. Instances of modern piracy typically fall into one of three categories: those looking for easy profit, those working with or belonging to organized crime syndicates, and those associated with terrorist or secessionist groups with political motivations.

Pirates looking only for easy profit are usually criminals of opportunity. They search for easy targets, robbing ships and their crews of money and valuables. Those belonging to organized criminal syndicates attack with more sophistication and planning. Their operations, which require skill, co-ordination, and funding, aim to steal large cargoes or to kidnap ships' crews for ransom. The kind of piracy related to terrorism operates similarly, but differs in that it seeks funding to continue terrorist activities or to make political statements.

Nowadays due to international patrol forces the phenomena is less acute but still fearing ship owners due to the un estimated economical damage as well as for the international trade business.



Yacht Sailing in the Malacca Strait

Malacca Strait A Nightmare for Dongfeng in Volvo Race

Published: Wednesday, 21 January 2015

"No wind, the current is against us. Our boat speed to the goal is maybe zero so it's a nightmare for a leader," he said.

To add to his problems, the Malacca Strait is one of the busiest shipping lanes in the world and the fleet will need to dodge huge tankers while watching out for a mass of man-made debris plus all kinds of stationary and slow-moving fishing vessels.

The past 24 hours have seen the pure madness of the Malacca Straits and its patchy weather conditions absorb Dongfeng's hard-earned 100+ nautical mile lead and spit it out as almost nothing.



Malacca strait Battle Volvo Ocean Race, Leg 3



Land Ho Volvo Ocean Race 2011-2012





Malacca Strait photos



Article & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



SAILBOAT TYPES

General type's description



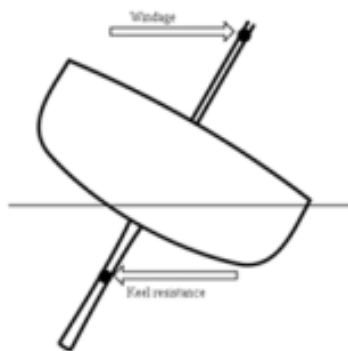
The sailing world market is offering a vast range of boats but essentially we speak about sailboats which are powered by sails using the force of the wind to cross the waters

Second article

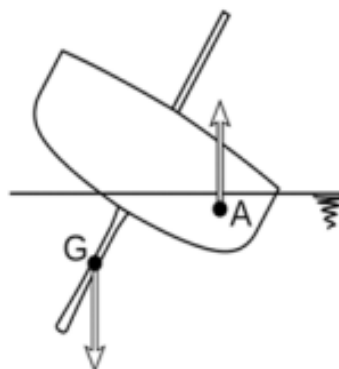
The word "keel" comes from Old English *cēol*, Old Norse *kjóll*, = "ship" or "keel". It has the distinction of being regarded by some scholars as the very first word in the English language recorded in writing, having been recorded in his 6th century. Carina is the Latin word for "keel" and is the origin of the term careen (to clean a keel and the hull in general, often by rolling the ship on its side).

The keel has two main functions: to keep the boat from being blown sideways in the wind (lateral resistance) and to hold the ballast. The ballast is a weight traditionally at the bottom of the keel that keeps the boat right-side up.

When the sails interact with the wind, a lot is also happening underwater to help create lift and allow the craft to recover from tacking. When a boat heels, or tips sideways in one direction when tacking, the ballast prevents it from going completely over. Positioned beneath the sailboat toward the center of the hull's underbelly, the keel's broad, flat surface creates sideways force by displacing water in the opposite direction that the boat is tipping. Although the keel has a much smaller surface area than the sails, the density of the water allows it to initiate a force strong enough to cancel out the heeling motion. That resulting equilibrium is called the righting moment.



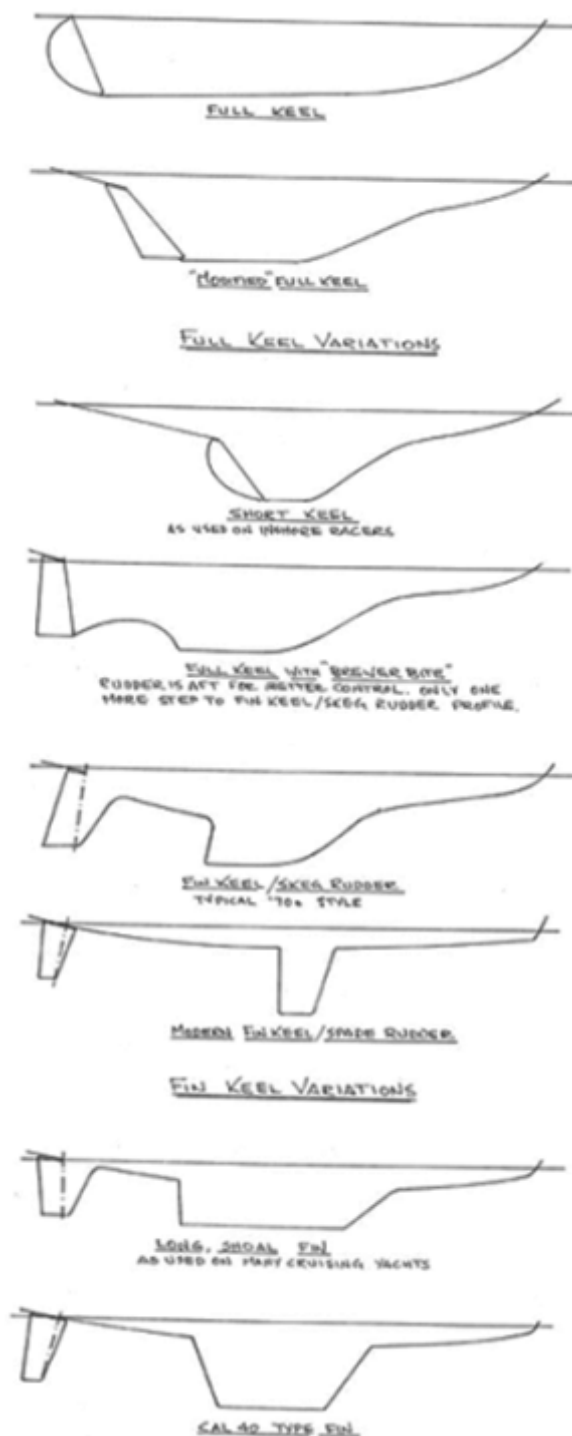
Lateral resistance effect of a sailing keel

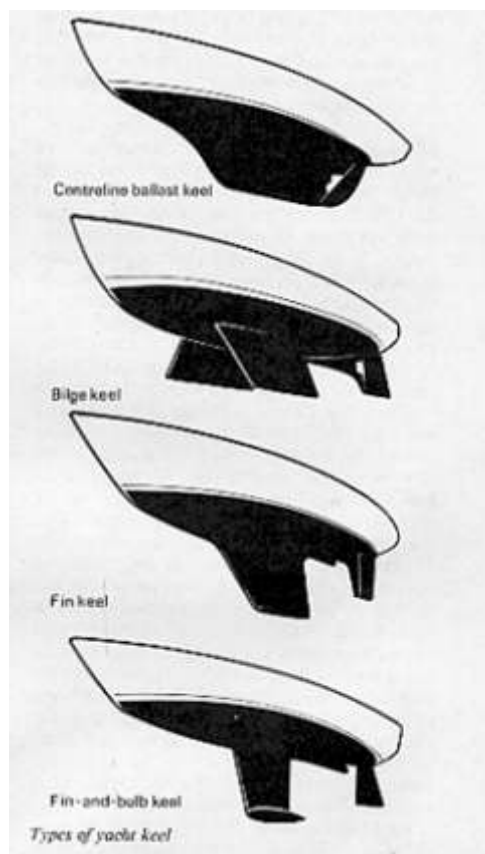


Righting effect of a keel, where A is the center of buoyancy and G is the centre of gravity

Keel types

All sailboats have one or more lateral surfaces, known as keels. The primary purpose of a sailboat keel is to counter the sideways force of the wind and generate forward motion by creating lift. A secondary purpose of most types of keel is to provide ballast; the more ballast, the more stable (and heavy) the boat is. There are several different shapes of sailboat keels, and each has a different name as well as different pros and cons.





The length of the keel (in a fore-aft direction) varies considerably among different types of sailboats. On one extreme is the traditional full keel, running much of the waterline length of the hull.



Full-length keel

Often found on traditional sailboats, the full-length keel uses length rather than depth to provide adequate lift and ballast for the hull. The rudder is often attached to the aft end.

The basic full-keel shape had the longest run, as it was the standard for blue water sailing craft from pre-Roman times to the earliest days of yachting.

A sailboat's keel keeps the boat from being blown sideways, converting lateral forces of the wind to forward thrust. Weighted keels also provide ballast low in the water to resist the heeling force of wind sideways on the sails. Different sailboats have different kinds of keels.

The length of the keel (in a fore-aft direction) varies considerably among different types of sailboats. On one extreme is the traditional full keel, running much of the waterline length of the hull.

Advantages of Full Keel Sailboats

A sailboat with a full keel tracks more easily through the water, moving forward with less swinging off course due to wind gusts and wave action. A full-keel boat generally also has a more sea-kindly motion.

Disadvantages of Full Keel Sailboats

Full-keel boats are slower to turn when the rudder is moved and may be difficult to tack (turn across the eye of the wind) in light wind. Because the larger surface area below the waterline causes more drag, full-keel boats are also usually somewhat slower than boats of the same size with a fin keel.



On a sailboat, as the rudder is moved to one side by means of the tiller or steering wheel, the force of the water striking one edge of the rudder turns the stern in the other direction to turn the boat. Different types of rudders have different advantages and disadvantages. The type of rudder is often related to the boat's type of keel.

Rudder on Full-Keel Sailboat



As shown in this photo, the rudder of a full-keel boat is usually hinged to the aft edge of the keel, making a continuous surface.

The engine's propeller is usually positioned in an aperture between the keel and rudder.

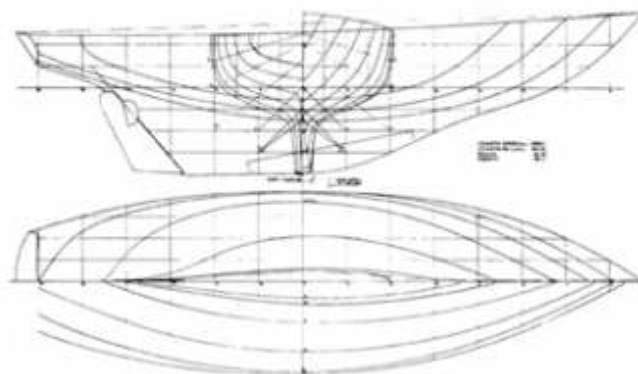


Advantages of Full Keel Rudder

The primary benefit of this rudder configuration is the strength and protection provided to the rudder. It is hinged at top and bottom, well distributing the forces on the rudder.

Disadvantage of Full Keel Rudder

Because the sideways force of the water on the rudder is entirely behind the rudder's pivoting point at this leading edge, putting all the force on one side of the rudder, it takes more energy to move the rudder. This is one reason way larger boats seldom have tillers – because it can require much force to “push” the rudder out against the water streaming past the keel.



Article & Layout
Zeev Matar



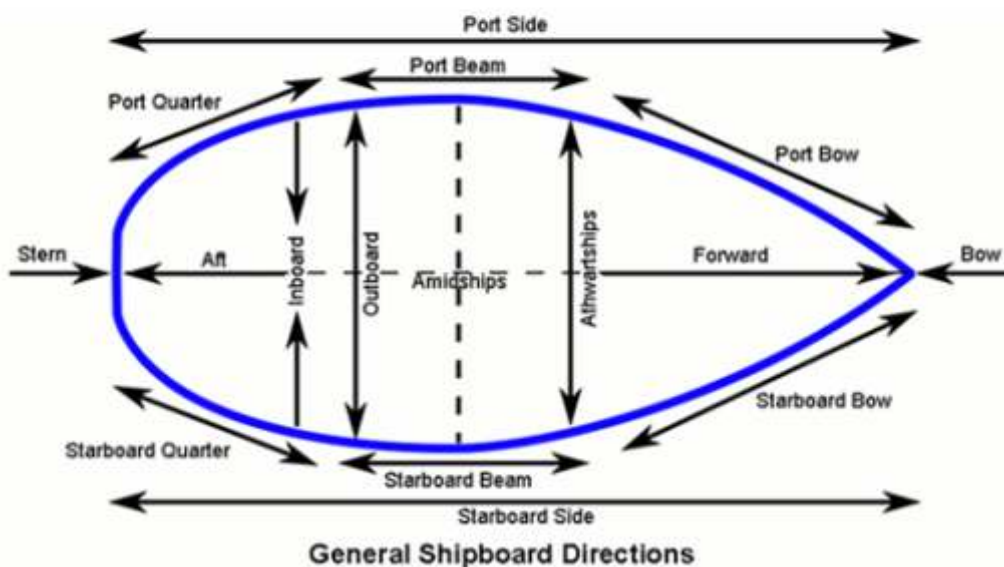
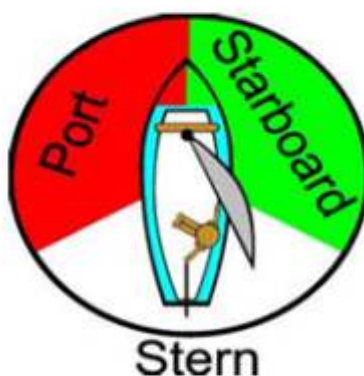
Rotafloat Newsletter Editor / IC Special Assistant

Glossary of Nautical and Sailing Terms

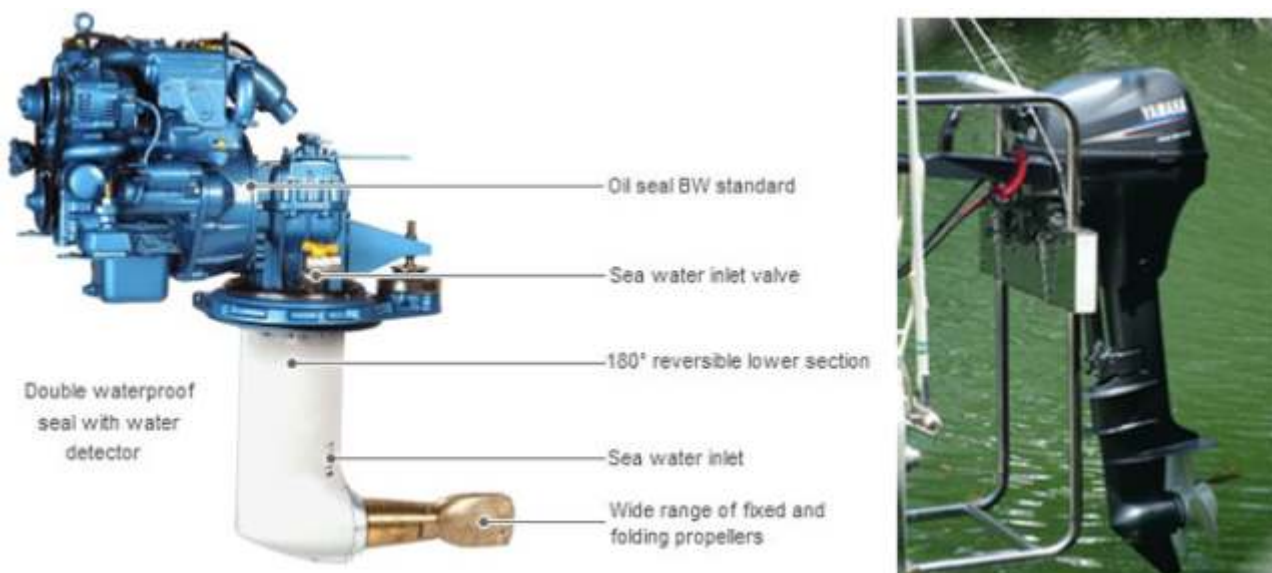
ESSENTIAL WORDS YOU NEED TO KNOW



[First article](#)



Auxiliary – a sailboat's engine or sailboat with attached external engine



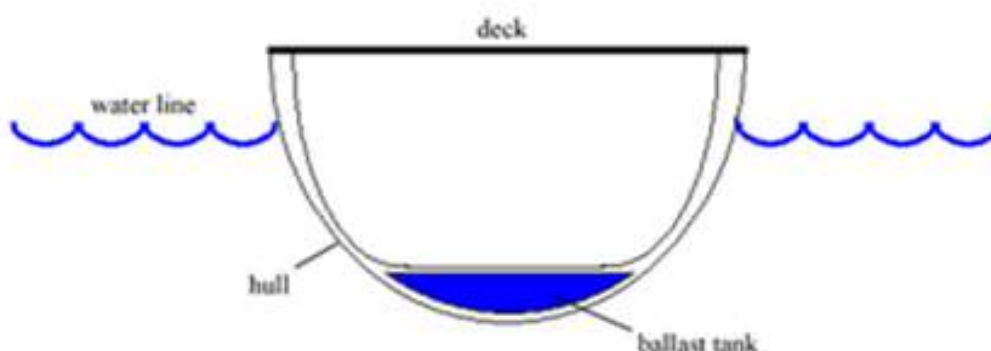
Backstay - The (usually wire) cable from the stern to the masthead, helping support the mast.

Backstays may be permanent or running. A permanent backstay is attached to the top of the mast. Running backstays appear in pairs attached about two-thirds of the way up the mast (sometimes at multiple locations along the length of the mast). In general, most modern sailboats will have a permanent backstay and some will have a permanent backstay combined with running backstays. Backstays are not always found on all vessels, especially smaller ones.

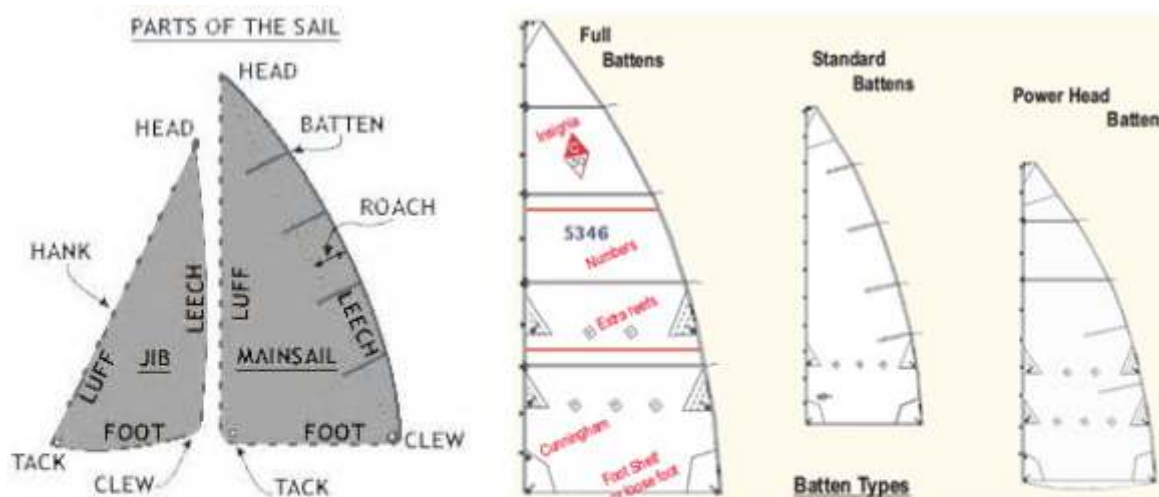


Ballast - The weight in a sailboat's keel (sometimes in a centerboard) that helps keep the boat from heeling too much.

Ballast takes many forms. The simplest form of ballast used in small day sailors is so-called "live ballast", or the weight of the crew. By sitting on the windward side of the hull, the heeling moment must lift the weight of the crew. On more advanced racing boats, a wire harness called a trapeze is used to allow the crew to hang completely over the side of the hull without falling out; this provides much larger amounts of righting moment due to the larger leverage of the crew's weight, but can be dangerous if the wind suddenly dies, as the sudden loss of heeling moment can dump the crew in the water. On larger modern vessels, the keel is made of or filled with a high density material, such as concrete, iron, or lead. By placing the weight as low as possible (often in a large bulb at the bottom of the keel) the maximum righting moment can be extracted from the given mass. Traditional forms of ballast carried inside the hull were stones or sand.

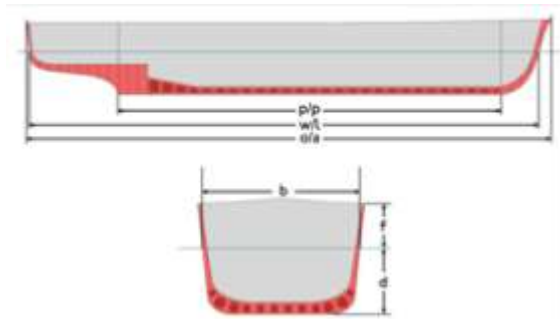


Batten - A (usually plastic) slat placed in a pocket in the mainsail to help it maintain good shape.



Batten are made historically from wood but can also be made from plastic, metal, or fiberglass. In a sense used in flooring a batten may be relatively large, up to 6.4 cm (2.5 inches) thick by 18 cm (7 inches) wide and more than 1.8 m (6 feet) long.

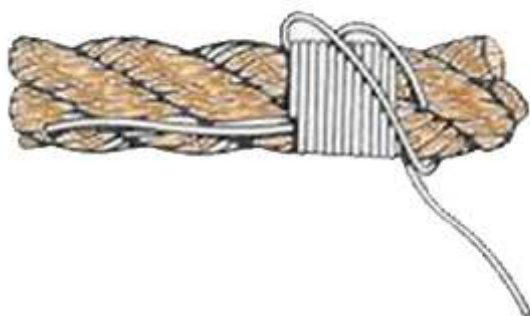
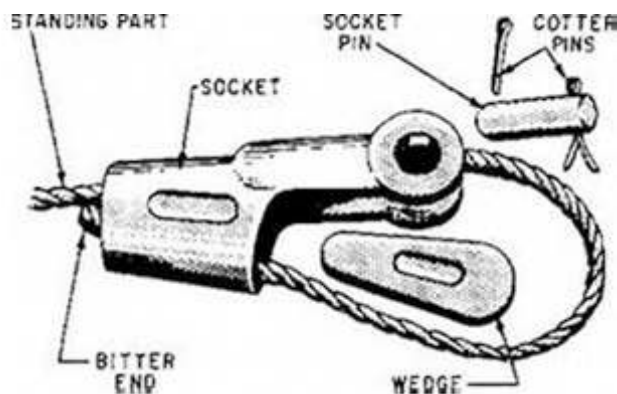
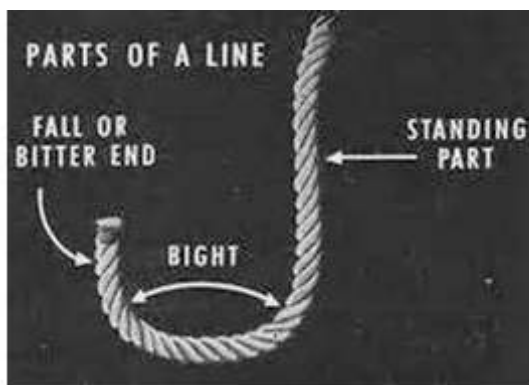
Beam - the most extreme width (or breadth) of a nautical vessel, or a point alongside the ship at the midpoint of its length



The beam of a boat is its width at the widest point as measured at the ship's nominal waterline. The beam is a bearing projected at right-angles from the fore and aft line, outwards from the widest part of ship. Beam may also be used to define the maximum width of a ship's hull, or maximum width plus superstructure overhangs.

Wider the beam of a boat, the more initial stability it has, at expense of reserve stability in the event of a capsize, where more energy is required to right the vessel from its inverted position.

Bitter end— a. The free end of an anchor cable or chain inboard when the boat is mooring
b. The end of any cable or chain



Bitts— A frame composed of two strong oak timbers or metal fixed vertically to the deck beams to which are secured the cables when the boat rides to anchor

Mooring bitts



Block— A pulley-like device used on a boat, with a sheave around which a line runs on.

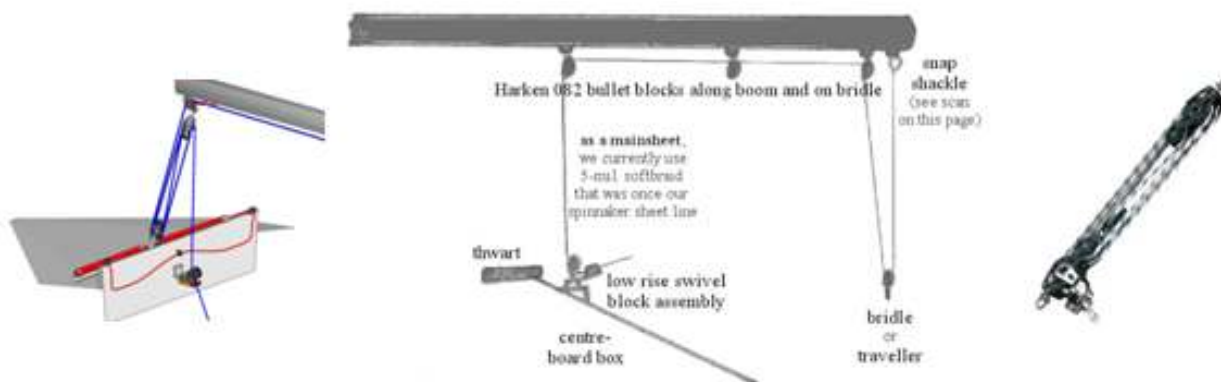
This line runs between the boom and a fixed point in the cockpit or cabin top. As the line is let out, the boom and mainsail can swing farther out from the boat's centerline. Moving the sails in or out, called trimming the sails is necessary for sailing at different angles to the wind.



Mainsheet boom block

***Sheet** is a line (rope, cable, and chain) used to control the movable corners of a sail in relation to the direction of the wind.

*The **mainsheet** is a rope connected to the boom used to control the mainsail and so to control the speed of a sailing boat.



Boom - The usually horizontal spar (pole) back from the mast to which the foot (bottom edge) of a fore and aft rigged sail is attached.

The primary action of the boom is to keep the foot of the sail flatter when the sail angle is away from the central line of the boat. Nowadays a modern application, the sail can be rolled up into the boob for storage or **reefing** (shortening sail).

Rigging is the mechanical sailing apparatus attached to the hull in order to move the boat as a whole. This includes **cordage** (stock of ropes attached to the spars and sails in order to manipulate their position and shape), sails (usually made of fabric used to catch the wind), and **spars** (masts and any other solid objects sails which are attached to).



Boom



Mansail cover for boom length



Boom Roller Furling

Boom vang – A device that prevents the boom from rising (and in some types from lowering)



Article & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



EDITOR'S NOTE

Dear Iyforians friends,

Our Rotafloat Newsletters are sailing among our members spread around our own globe willing to inform all of you about our activities in Area 1, Area 2, and Area 3. I have to say and continue to say that my task is far from being easy as information as well collaboration from many Fleets is hard to achieve, being less organized or less committed to the idea that Rotafloat Newsletter / Magazine is the only messenger of IYFR events as well as schedule sailings around our world.

I have to admit that during AGM Area 1 in Potsdam – event described in this Rotafloat Newsletter of December 2016 Issue 104, Area 1 members had insisted to speared each issue through Area Commodore to Region Commodores to spread to all the Fleets each edition.

I am more than happy to find that our work is recognize by our IYFR members as the source of information to stick to it and be informed of whatever happens among us and around us.

I have renovated completely the image of our Rotafloat Newsletter not only in Layout image and much better graphics but with wider IYFR event information on one hand and lot of sailing information through Sailing boats and Glossary of Nautical and Sailing terms, which by no doubt not only open horizons of knowledge but also makes Rotafloat become more and more Mariners Newsletter.

Let me appeal to more of our Fellowship members to participate in our mission to bring news, tell stories and view events pictures and make us all share our vivid story which is breathing sixty-eight years of friendship and sailing and racing with endeavor but always keeping smiling faces of joy and fun.

We are approaching by the end of this year Holly festivities as well as the changing event of the coming New Year 2017. Let me greet all our friends from whatever faith blessing all of you for Happy Holidays.

The holly end year festivities unite so many of us in the same period of time under different religion faiths in contemplation gathering in profound celebrations of wishing health serenity and joy. Let me address to all our Fellowship members dedicated wishes, as my personal wishes to each of our members and her or his dear family.

To our Fellowship, Mariners and Officers of Christian believe if Catholics, Anglicans, Protestants, Evangelists, Greek Orthodox, Serbian Orthodox and Russian Orthodox, **Merry Christmas and Happy New Year.**

Let me wish our Fellowship, Mariners and Officers of Muslim faith happy Eid al–Fitr which marks the end of the Ramadan, the Islamic holy month of fasting, also called Breaking the Fast Feast as well as the Sugar Feast, **Ramadan Kareem**

Let me wish to our Fellowship, Mariners and Officers of my Jewish faith Happy Hanukkah, known as the Festival of Lights and Feast of Dedication commemorating the rededication of the Holy Second Temple in Jerusalem at the time of the Maccabeus Revolt against the Seleucid Empire of the 2nd century BC, lighting eight nights the candelabrum nine-branched – the Menorah (Hanukkah) celebrated between 25th December till 1st of January **Happy Hanukah**

To our Chinese Fellowship, Mariners and Officers our best wishes for prosperous Chinese New Year wishing all of you **Happy Bainian**

To our Japanese Fellowship, Mariners and Officers our best wishes for the Emperor's Akihito Birthday (天皇誕生日 Tennō tanjōbi?) celebrated on 23 December 2016, **Happy Birthday**

**To all IYFR Fellowship members
best wishes for Happy New Year 2017
wishing for each of you as well as for your
dear families a year of
Health, Happiness and Joy**





**To our
International Yachting Fellowship of
Rotarians a new year of successful
Fleets activities
guided by true friendship
and love for the sea**

MABUHAY



Article & Layout
Zeev Matar



Rotafloat Newsletter Editor / IC Special Assistant



THE SAILOR'S LOVES

The maiden, oh, the maiden oh,
The sailor loves the maiden, oh!
So early in the morning,
The sailor loves the maiden, oh!
*A maid that is young,
A maid that is fair,
A maid that is kind and pleasant, oh,
So early in the morning,
The sailor loves the maiden, oh!*

Tobacco, oh, tobacco, oh,
The sailor loves tobacco, oh,
So early in the morning,
The sailor loves tobacco, oh.
*A packet of bird's-eye,
Packet of cut
A plug of hard tobacco, oh,
So early in the morning,
The sailor loves tobacco, oh.*

The bottle, oh, the bottle oh,
The sailor loves the bottle, oh,
So early in the morning
The sailor loves the bottle oh.
*A bottle of brandy,
Bottle of gin,
A bottle of Irish whisky, oh!
So early in the morning
The sailor loves his bottle, oh!*

The maiden oh, the bottle, oh,
A pipe of good tobacco, oh,
So early in the morning
The sailor loves all these, heigh ho.
*A bottle of spirit,
A maiden fair,
A plug of good tobacco, oh,
So early in the morning
These are the sailor's loves, heigh ho.*

*This shanty is better known as So Early in the Morning.
It was sung at the halyards and pumps.*







Alexander von Humboldt Tall ship



Alexander von Humboldt named under the Prussian geographer and explorer (14 September 1769 – 6 May 1859), is a German three masted barque which was built originally in 1906 as a lightship.

Built in AG Weser at Bremen in Germany the lightship was launched in 10 September 1906 with the need to stand in for other lightship during scheduled yard maintenance, it is noted in the yard documents as Reserve Fehmarnbelt (after her first station) or Reserve Sonderburg, on the ship's bell appears only Reserve; a first home port at Sonderburg (today Sønderborg, Denmark).

A lightship is a ship which acts as a lighthouse. These ships are used in waters that are too deep or otherwise unsuitable for lighthouse construction.



Lightship #51, as it appeared in the 1890s



Lightship Nekmangrund (1898)

The General characteristics of the Alexander von Humboldt tall ship are:

Length 62.55 m (205.20 ft)

Hull: was that of a sailing ship, as was common in this class, with the beacon mast in place of the main mast.

Beam 8.02 (26.3 ft)

Draft: 4.8 m (16 ft)

Installed power: 375 kW

Propulsion: sails + auxiliary MAN Diesel engine

Sail plan: 25 sails, 1,036 m² (11,150 ft) sails area

Complement: 60 people (25 crew + 35 trainees)

HISTORICAL NAMES AND NOTES



Germany – named **Reserve Sonderburg** - Built in AG Weser at Bremen in Germany 1906 till it was out of service in 1985.

From 1920 to 1945 the ship was home ported at Kiel-Holtenau and served in many locations, but mainly along Baltic shores.

She was installed in 1945 as a permanent replacement for the bombed and damaged light vessel Kiel. In the spring of 1957 she was rammed by a Swedish freighter and sank; she was raised and after a two-year overhaul returned to service in 1959.

During the summer of 1967 her location was upgraded to a lighthouse and she returned to stand-by reserve for North Sea deployment. Eventually she was assigned as permanent replacement for the retired Amrumbank. Being supplanted again by a fully automated light vessel – and following another collision and overhaul in Wilhelmshaven – she was towed to Bremerhaven and named Confidentialia.

Sold in 1985 to next Buyer.



Germany – named **Alexander von Humboldt** in 20 May 1988 acquired by Deutsche Stiftung Sail Training with homeport in Bremerhaven the Deutsche Stiftung Sail Training or DSST (German Sail Training Foundation), bought the vessel and transformed it into a tall ship according to the plans of Polish naval architect Zygmunt Choroń. On 30 May 1988 she was named Alexander von Humboldt. In a historical reference to the sailing ships of the Rickmers shipping company of Bremerhaven, her hull was painted green. Green sails were installed as a marketing tool for advertising campaigns by the ship's sponsor and founding member of DSST, the German brewery Beck's.

The vessel often called "Alex" by her crew, she traveled over 300,000 nautical miles (560,000 km) in 20 years, (equal to 14 times around the equator). High points every year were tall ships' races and winter cruises to the Canary Islands in the North Atlantic Ocean. During summer months she sailed in the North and Baltic Seas.

Her longest cruise was a voyage in commemoration of Alexander von Humboldt's expedition to South America and the Caribbean. On 18 January 2006, Alex rounded Cape Horn under sail, following the route of the legendary tall ships of the 19th and early 20th century in celebration of her centenary year.

In October 2011 she was taken out of service for DSST and replaced by the newly built Alexander von Humboldt II.

Sold in 2011 to next Buyer.



Bahamas – named **Alexander von Humboldt** acquired December 2011 being in service till February 2012.

Sold in 2013 to next Buyer.



Antigua and Barbuda named **Alexander von Humboldt** acquired early 2013 being in service till end 2013 with home port in St. John's.

Sold in 2013 to next Buyer.



Germany – named **Alexander von Humboldt** acquired 2013 with homeport in Bremerhaven.

In 2014 she was converted into a small hotel (42 bunk beds in 16 cabins) and restaurant. Since 19 April 2015 she has been located in Europahafen Bremen, and plans are to move her to the Schlachte in 2016.

Schlachte is a Low German word for a river bank reinforced with wooden piles driven in by the action of hammering. The word slait was used as early as 1250 to refer to the river bank in Bremen.

The Schlachte is a promenade along the east bank of the River Weser in the old town of Bremen in the north of Germany. Once one of the city's harbors, it is now popular for its restaurants, beer gardens and river boats.





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