

OFFICIAL MAGAZINE FOR THE INTERNATIONAL YACHTING FELLOWSHIP OF ROTARIANS

# ROTA FLOAT

MARCH 2017 ISSUE NO. 105



IYFR Fellowship Sailing in Punta del Este during Area 2 AGM

**This Issue is dedicated in memory of our editorial team partner  
Rexa Janina Caroline Empeño from the Philippines**



**JESUS 'JUN' AVECILLA**  
**INTERNATIONAL COMMODORE**



When I got the invitation from Angie to attend the Area 2 South America AGM many months back, we were so excited to come having missed the last year's in Buenos Aires. The AGMs and/or Chartering of new fleets give us an opportunity to travel to different places where we have never been to and meet new acquaintances. Since before and during my IC term we've been to many places in Area AGMs: in Area 1 in La Spezia and Potsdam and Area 3 in Bali, Boracay, Hongkong and New Zealand, in annual RI Conventions and AGMs in Montreal, Birmingham, Lisbon, New Orleans, Thailand, Sydney, Sao Paulo and Incheon. We've gone to Preveza, Szczecin and Athens to charter new fleets and to Victoria in the annual Hands Across the Border between fleets in North America and Canada. We've done cruises in PCCs from New Orleans to Cozumel and Shanghai to Singapore, sailed in many waters including the Manchurian lakes during the IYFR gatherings. In all these gatherings we've met many people from different countries and cultures. While the cultures are diverse and unique the hallmark of friendship, camaraderie and hospitality were always there. Rotary Mariners from the South American Fleets and especially the host Punta del Este are no exception and showed the same affection that made us feel very much at home and enjoy attending such meetings. We've travelled long and far to get there. From Manila to Montevideo was more than 36 hours; through 5 different time zones and 6 airports and a long drive totaling about 23,000Km. But all these do not matter and well worth the trip. It was a great honor for me and my wife, my sister and brother in law to have been part of the unforgettable fellowship activity. It was our first visit to Uruguay and we felt very much welcome and we love every minute of it.



I could imagine the enormous efforts and elaborate preparations that the organizing team has put behind the affair to make sure that its members and guests will be happy and have fun. I thank and congratulate IVC Guillermo, AC Angie and FC Felix and the Punta del Este Fleet for making this possible and to the South American Fleets for their support that made it a huge success. We will cherish the memories and wonderful experience in Uruguay and in meeting old friends and new friends there. This AGM gave us also the chance to make up for what we've missed last year to visit our friends in Buenos Aires and Tigre in Argentina.

I look forward that the kind of fellowship will continue and hope to see you at our AGM in Atlanta and/or PCC in Pensacola in June. It will be the occasion when I will turn over the command of the Fellowship to our next International Commodore. Thereafter we have the Area 1 AGM in Alicante, Spain in October and the Area 3 AGM in Kobe, Japan. The next SA AGM will be in Puerto Varas in May 2018. Please calendar these events and hope to see you there. In any case if you happen to be in our side of the globe you are most welcome to visit us in Manila.

I do not wish to end in a sad note but two weeks ago, a devastating flood struck Peru. Many lives were lost and thousands of people were left homeless. I would like to express my sympathy and prayers to our Peruvian friends and Fleet who may have been affected by the calamity. Finally, you must have read somewhere here about our Rotafloat and Zeev's editorial staff Rexa who untimely passed away last month. I would just like to pay tribute to her loyalty and dedication in helping in the publication of our quarterly newsletter since Zeev took over its publication. She was like a daughter to me and I will sorely miss her. May she rest in peace.

Sail on in fair winds and following seas to all.



Jesus E. Avecilla  
International Commodore



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*Please click on the title to open and read the article that interests you.*



### About the Cover

The Catamaran Ocean docked at the exclusive "Club Whaling" in Punta Ballenas where the group had lunch after cruising the Bay of Maldonado and the Gorriti Island. It has been said whales used to beach themselves there to die.





# INTERNATIONAL BRIDGE 2015-2017

*Jesus E. Avecilla (Philippines)*  
**International Commodore**

*Guillermo Arteta (Argentina)*  
**International Vice Commodore, A2C**

*Robert Burns (GB & I)*  
**International Vice Commodore, A1C**

*Angelica Mesistrano (Uruguay)*  
**Area2 Commodore**  
**IC Special Assistant**

*Kerran Campbell (Austria)*  
**Area 3 Commodore**

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

*Maximiano R. Tan (Philippines)*  
**IC Executive Assistant**

*Juan Paolo Villian Vilorio (Philippines)*  
*Fernando Khan (Argentina)*  
**Assistant Webmaster**

*Vincenzo Rinaldi (Italy)*  
**IC Special Assistant/**  
**Adriatic Fleets Coordinator**

*Zedrik T. Avecilla (Philippines)*  
**Administrative Officer**

*Joze C. Sison (Philippines)*  
**Legal Advisor**

*Terry Stretton (New Zealand)*  
**IC Special Assistant/Advisor**

*Andre Gorgemans (Switzerland)*  
**International Treasurer**

*Roger Lingard (Australia)*  
**Public Relations Officer Chair**  
**PCC Affairs**

*Carlo d'Amore (Spain)*  
**IC Special Assistant**

*Annete Lewis (GB & I)*  
**Area1 Bank Administrator/Treasurer**

*Cesare Ortiz (Italy)*  
**International Convention Chair 2015**  
*Guia A. Ayeras (U.S.A.)*  
**International Convention Chair 2016**

*Oyie Valarao (Philippines)*  
**IC Special Assistant**

*George Futas (USA)*  
**Area2 Bank Administrator/Treasurer**  
**North America Region Commodore**

*David Hansen (New Zealand)*  
**IC Special Assistant**

*Jayson Herrero (Philippines)*  
**Area3 Bank Administrator/Treasurer**

*Bryan Skinner (GB&I)*  
**IYFR Grants Chairman**

*Koji Kajino (Japan)*  
**IC Special Assistant**

*Ken Winter (New Zealand)*  
**Historian**

*Piotr Pajdowski (Poland)*  
**IC Special Assistant**

*Luigi Norsa (Italy)*  
**Web Administrator/Webmaster**

*Ann Lockhart (GB&I) Area 1*  
*Christian Datol (Philippines) Area 2*  
*Jayson Herrero (Philippines) Area 3*  
**Regalia Officers**

*Pat Galligan (Australia)*  
**IC Special Assistant**

*Grahame Werrell (Australia)*  
**IC Special Assistant**

*Zeev Matar (Israel)*  
**IC Special Assistant/Rotafloat Editor**

IC Jesus"Jun" Avecilla and the International Bridge is welcoming on board  
**David Hansen elected IRC**

from Auckland Fleet and South Pacific Region Commodore.

The assumption of the IRC command installation will take place in IYFR AGM convention in Atlanta



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



## International Yachting Fellowship of Rotarians



### Dedicated poem to our Fellowship

#### Iyforians poem

Yachting Fellowship of Rotarians  
We are the kings of seas  
Crossing any lake or ocean  
With blowing sails by wind  
We are all united Fleets  
Spread under different Burgees  
In any kind of country  
Making love with all the seas  
Go on sailing amigos  
With open sails of friendship  
Brotherhood is our language  
Vodka and Champaign  
Are our eternal trophies  
Wine and Rum  
Is our blood in veins to run  
Viva and Aisa  
Mabuhay to all of you my friends  
Peace to all of you Iyforians  
Shalom is our word, Amen  
Go on sailing mariners  
Win for us sailing cups  
Yachting is our common love  
We are devoted sailors  
In cloudy weather or shining sunlit  
Go on sailing  
Mariners and officers  
Let's have infinite fun  
Viva Yachting Fellowship of Rotarians  
Let's move forward the wheel  
Blessed by Poseidon the Greek  
To challenge our yachts and the winds  
And make us always win.

**Zeev**

Article & Layout  
**Zeev Matar**



**Rotafloat Magazine Editor / IC Special Assistant**







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](mailto: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](mailto:lingardrg@bigpond.com) to reserve your room for \$US183.98pn. The programme should be ready very soon. No payments are required until invoiced.

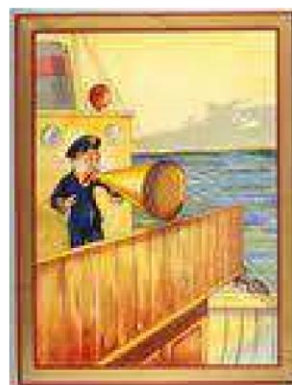


**November 8 - 13 Kobe Japan. A3GM (Area 3 General Meeting).** This event is in the planning stage with more details available in November this year. It is being co-hosted by the Kobe and Kyoto Lake Biwa Fleets. Western Australians are considering some pre-meeting fellowship in Bali. Expressions of interest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

For more information email [lingardrg@bigpond.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](http://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](mailto: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](http://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](mailto: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](mailto:olevia.yates@cox.net) and Steve McNally, call/txt 850.316.7900, [smcnally@jwdunnwright.com](mailto: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](mailto: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](http://www.fivesistersbluecafe.com)

*Event Captain:* FM T. J. Goulet, call/txt 850.776.8355, [Goulet.tj@gmail.com](mailto: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, sonshineldecare@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) **hot 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.



# East of Africa

## Kenya Fleet



### Italian Fleets

**“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 lifeJackets in Kenya

English article



In Kenya, after tourism, fishing is the second economic resource. Thousands of fishermen and thousands of families live on fishing.

From November to April, since hotels close, tourism is almost non-existent so the population has more need to go fishing to survive. But during those months the wind Kuzi blows from the south and it may happen that the not well-equipped boats and canoes capsize leaving the unequipped fishermen in the hostile Ocean.



In 2012, the only Lake Victoria, claimed for more than 5,000 drowned fishermen. This is also due to the lack of any lifesaving device in conjunction with a very poor attitude for swimming of those coastal populations.

In two years, the fleets of the Italian International Yachting Fellowship of Rotarians – IYFR have collected and sent in Africa (Kenya, Rwanda, Uganda and Ivory Coast) about 4,000 life jackets.

The service was particularly satisfactory also because a significant part of those life jackets went to the schools situated on coastal or river islands, which necessitate of daily transfers back and forth of the students living in the coastal villages.

A second phase has already began; Italian Fleets have already collected 700 more life jackets, that are ready to be sent; However, we were informed that the Kenyan Authorities have decided to no longer recognize the Rotary as a Service nonprofit Association and then they would charge with unbearable import taxes even our used life saving devices.

We examined the possibility to manufacture the jackets locally by Kenyan workers, who would be provided with the machinery, the raw material not found locally and the education they need to start.

The main objective of the project is to save human lives in Kenya, providing fishermen and schools with appropriate equipment.

Other linked specific objectives are:

1. Reduce the number of deaths by drowning,
2. Raising awareness on the importance of correct equipment on board,
3. Create local work/employment opportunities,
5. Create swimming schools, especially for teenagers

The strategy forecasts and anticipates:

1. The rent of a convenient space where to install the facility,
2. Provide the necessary pieces of furniture (i.e. tables, chairs, shelves etc.)
3. Purchase 4 sewing machine
4. Provide the raw material (special fabric, foam, reflecting tapes... etc.)
5. Employ 4/5 young local workers

We expect to need:

**MACHINERY AND FURNITURE:**

• 3 sewing machines	approx € 900
• Equipment for tailoring (dime, scissors, special thread etc.)	approx € 400
• 2 cutting tables and assembly	approx € 500
• Storage equipment	approx € 250
• Chairs	approx € 200
• Miscellanea	approx € 200
<b>TOTAL for MACHINERY&amp;EQUIPMENT</b>	<b>approx € 2,450</b>



#### WORK:

- 4 workers - and a supervisor: annual cost around for all € 6,600

(Production: about 16/18 life jackets per day, when fully operative; goal: 4,000 jackets per year).

#### COST:

- Raw material for 4000 Life Jackets (Italian origin) € 25,000
  - General expenses, including the power around € 2,000
  - Other miscellaneous costs (communications, travel,) around € 500
- With startup costs of € 2,450 (in any case not to be repeated in the future, the production of the first 4,000 jackets, would amount to about € 36,550

#### FINANCIAL PLAN

- Italian Fleets € 5,000
- IYFR GRANT (already approved) € 4,000
- Italian Rotary Club/Districts € 15,000
- The Rotary Foundation (Global Grant) € 15,000

We would be already able to start with a GG request. However, the import taxes on raw materials would add a significant amount to the forecast expenses.

We heavily rely on the cooperation of AMREF, whose honorary president is the Princess of Monaco S.A.S. Charlène, to overcome these difficulties.

The economic and financial plan for the teenagers swimming school project is pending. It depends on the operational detail and costs that our Kenyan correspondents will be communicating.

#### CONTACTS

##### In Italy:

Project coordinator: Captain Sergio Santi, Past International Commodore - tel. + 39 348 3416790  
E-mail: [comandante.sergio.santi@gmail.com](mailto:comandante.sergio.santi@gmail.com)

Project manager: Commodore Luigi Apuzzo, Fleet of Rome - Italy Central –  
tel. + 39 347 8552990; E-mail: [luigi.apuzzo@tiscali.it](mailto:luigi.apuzzo@tiscali.it)

##### In Kenya:

Project manager: Commodore Simone Avola, Kenya Fleet and RC Watamu IP-  
tel + 39 346 3438303; E-mail: [simoneavola@gmail.com](mailto:simoneavola@gmail.com)

Project manager: Dr Hilary Mazzon, PFS Kenya Fleet –  
tel. + 254 707 716 766; E-mail: [hilary.mazzon@gmail.com](mailto:hilary.mazzon@gmail.com)

Article translation from Italian to English by Luigi Norsa, RC Italy





Italian article

## International Yachting Fellowship of Rotarians



### Progetto “Un giubbotto per la vita”

Cari Commodori, cari amici

desidero ringraziare quanti hanno dato una loro disponibilità alla partecipazione, o anche solo la loro attenzione, al progetto e darvi un aggiornamento sull'attività fin qui svolta e quella ancora da svolgere.

Il progetto è stato impostato in concomitanza con l'avvio della seconda fase dell'originario progetto con il quale erano stati raccolti ed inviati in Africa circa 4.000 giubbotti,

In questa seconda fase, sono stati già raccolti circa 700 nuovi giubbotti e si è studiata la possibilità di creare una struttura in Kenya per la confezione in loco di altri 4.000/5.000 giubbotti.

Per questo progetto, i cui dettagli sono nell'allegato file, l'International Bridge dell'IYFR, al quale va un profondo ringraziamento, ha già stanziato 4.000 dollari ed abbiamo preso contatto con numerosi Club Rotary per coinvolgerli in un Global Grant con la partecipazione anche della Fondazione Rotary.

Purtroppo abbiamo dovuto ritardare l'avvio della fase esecutiva, in quanto le autorità keniate non riconoscono il Rotary come associazione di servizio priva di

scopo di lucro e, quindi, pretendono delle tasse di importazione ed altri oneri. Questo altera profondamente l'economia del progetto.

L'associazione AMREF, che è molto attiva nei paesi africani, in special modo in Kenya, venuta a conoscenza della nostra attività e interessata al nostro progetto, ci ha chiesto di sviluppare insieme un progetto per la messa in sicurezza delle scuole e ci ha assicurato che avrebbe cercato di adoprarsi per risolvere i suddetti problemi con le autorità keniate.

Per approfondire la possibilità di una collaborazione, mi hanno invitato ad un Gala a Monte Carlo, organizzato per venerdì 24 febbraio u. s. dall'Amref di Monaco con la partecipazione di S. A. S. la principessa Charlène, che di tale associazione è il presidente onorario.

A Monaco, ho avuto modo di incontrare le locali autorità dell'Amref, alle quali ho spiegato in dettaglio il nostro progetto e le regole che disciplinano il nostro modo di operare.

Mi hanno confermato il desiderio di collaborare e la loro disponibilità per affrontare i problemi con le autorità keniate e sperano di riuscirci anche grazie all'interessamento di S. A. S. la principessa Charlène, che, anche in virtù della sua provenienza e della sua precorsa attività sportiva, è molto sensibile ai problemi della sicurezza in mare e sui laghi, e vedrebbe con particolare attenzione e benevolenza una nostra attività per l'apertura in Kenya di scuole di nuoto per i bambini.

Per tale motivo abbiamo pensato di accelerare quanto prevedevamo di poter fare in una fase ancora successiva, ed abbiamo già contattato i nostri amici e colleghi in Kenya per studiare un piano di fattibilità del progetto. Appena avremo ricevuto questi dati, sarà mia premura comunicarveli.

Nel frattempo abbiamo stretto rapporti anche con la Onlus Karibuni, anch'essa operante in quella zona dell'Africa, il cui Presidente è un Rotariano del RC Como D2042, Gianfranco Ranieri. Con detta Onlus, la nostra corrispondente a Watamu, Kenya, la Rotariana Hilary Mazzon, ha già avuto modo di collaborare. La Onlus Karibuni, che opera con successo in Africa dal 2000 nel settore della scolarizzazione ed assistenza delle classi più disagiate (giovani ed anziani), ora è anche divenuta ONG Keniota.

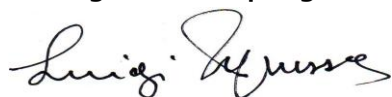
Sono quindi chiare le sinergie esistenti tra i nostri progetti e le loro attività. In particolare loro potrebbero sensibilizzare le Autorità Keniate sulla necessità di una maggiore acquaticità di quanti vivono e lavorano nelle zone costiere ed inoltre, vista la conoscenza del territorio, indicare le possibili fonti alternative per l'approvvigionamento delle materie prime necessarie alla confezione dei giubbotti salvagente.

Come vedete, anche se con molte difficoltà, di “carne al fuoco” ne abbiamo tanta e contiamo molto sul vostro assenso e partecipazione; ma, soprattutto sulla vostra

collaborazione per un progetto di alto valore rotariano da sviluppare in un Global Grant.

La vostra partecipazione sarà il migliore segno di apprezzamento per il progetto.

Vi ringrazio e vi porgo cari saluti



Luigi Apuzzo

Commodoro Flotta di Roma - Italia Centrale



## Compliments to FC of Rome Luigi Apuzzo for his dedicated activity

### “A life jacket for life”

The association AMREF which is very active in African nations and especially in Kenya had invited Fleet Commodore of Rome Luigi Apuzzo and wife for a Gala evening in Monte Carlo, event organized on Friday 24<sup>th</sup> February 2017 by Amerf Monaco with the participation of Her Majesty Princess Charlène, the honorary president of AMREF



Gala hall



FC Luigi Apuzzo & wife



Princess Charlène

L'associazione AMREF, che è molto attiva nei paesi africani, in special modo in Kenya hanno invitato il Commodore Flotta di Roma Luigi Apuzzo ed Consorte per serata di Gala a Monte Carlo, organizzato per venerdì 24 febbraio u. s. dall'Amref di Monaco con la partecipazione di S. A. S. la principessa Charlène, che di tale associazione è il presidente onorario.

## Complimenti a FC di Roma Luigi Apuzzo per suo dedicato impegno

### “Un giubbotto per la vita”

## GERMANY GERMANY SOUTH FLEET



### Winter Water Sports – Bavarian Style



**IYFR “Ice-Stock” Competition** in Munich with Fleet Germany South



From left Tom Vennemann, Herbert Mayr, Hannes Schaber, Zeev Matar, Herwig Paretzke, Linn Lenné, Georg-Maria Hagemeyer



January 19<sup>th</sup>, 2017

**Motivated by the visit of Rotafloat Editor Zeev Matar in Munich, Georg-Maria Hagemeyer (Region Germany Vice Commodore) spontaneously organized an “Ice-Stock” match between a team of IYFR Fleet Germany-South and his Rotary Club Munich-Martinsried on the frozen Nymphenburg Palace Canal.**

This famous baroque waterway in Munich was built in 1703. The optical axis of the Nymphenburg Palace leads eastwards for more than two kilometers towards the city center. Moreover the Nymphenburger Kanal is one of the most striking visual axis in Munich. On both sides, it is bordered by alleys and today it is a cultivated and coveted residential area.

The Nymphenburg Palace, i. e., “*Castle of the Nymphs*”, is a Baroque palace which was for a long time the favorite summer residence of the rulers of Bavaria. The famous “Fairytale King,” Ludwig II (who built e.g. Neuschwanstein Castle), was born there in 1845. Today, Nymphenburg is open to the public but also continues to be home and chancery for the head of the former ruling house of Wittelsbach.

Together with its spacious parks, the palace is nowadays one of the most famous sights of Munich. The baroque facades comprise an overall width of about 700 meters, and a grand circle with baroque mansions (the so-called *cavalier's-lodges*) encompasses an impressive wide lake with canals, waterfalls, and fountains.

Furthermore boat rides on the Nymphenburg canals and lakes have a long tradition: In flamboyant golden Venetian-style-gondolas, the Elector and his court society admired with great pleasure the view of the castle and the park.

In very cold wintertime, these canals are enlivened by a completely different water activity: Ice-Stock sport (also known as “*Bavarian Curling*”) is a traditional winter sport in Munich with first written mentioning in 1192 (in German “*Eisstockschiessen*”).

It needs to be consistently cold, so the water freezes to a safe thickness. There are ice-stock lanes all over the city of Munich, but the ones on the *Nymphenburger Kanal* are considered as the most stylish and popular. They have the capacity for 40 lanes (marked by the end boards on the ice) from the castle all the two kilometers down to a bridge where the local tram stops.

Since the temperature had averaged -10°C for the last weeks, IYFR Fleet Germany-South managed to reserve a lane for two teams and the required equipment, which includes for each player an individual wooden *Eisstock* to toss/slide, and one *Daube* (target), which is a simple rectangular blocks of wood dusted with orange paint.

Competitors slide ice-stocks over the ice surface, aiming for the so-called “*Daube*”. The goal is to slide one’s *Eisstock* close to the *Daube*. Points are gained by being closest to the *Daube* after all four players of each team have thrown their stock.

The precise rules are actually much more complicated, but RC Munich-Martinsried Pastpresident Hannes Schaber turned out to be a great expert and coach for both teams. Hannes was well prepared and brought out his measuring tape a few times to settle and pacify a debate by checking the exact centimeter distance of the *Eisstocks* to the *Daube* in order to find out which was the winning team of each round.

Fortunately, the rental shack also provides mugs of hot wine punch in several tasty variations. This typical Bavarian winter “Gluewine” is a suitable precondition on the one hand to bear the frostiness for more than two hours (feeling fingers and face again by fueling up with this good stuff), and on the other hand, to take the match less seriously than more funnily. Overall, it is a great fellowship activity – especially arguing about who is closest and the amusing of knocking someone else's *Eisstock* away. Also unexperienced Rotarian and IYFoRian players improved their skills from round to round; and at the end, the IYFR-team curtly won the match over the team of RC Munich-Martinsried with 5 to 4 points.

All “athletes” later warmed up in a nearby 300 hundred house once the kings butcher supplier and today a traditional restaurant with Bavarian food & beer within fellowship inspiring conversations.

Our playing team was composed of:

- Zeev Matar, IYFR Israel Fleet, Rotafloat Editor, RC Haifa, Israel
- Linn Lenné, IYFR Fleet Germany South Vice Commodore, RC Munich International
- Herwig Paretzke, IYFR Fleet Germany South, IYFR Fleet Weser-Jade Past Commodore, RC Munich International
- Georg-Maria Hagemeyer, IYFR Fleet Germany South Past Commodore, IYFR Region Germany Vice Commodore
- Henning Schwarz, IYFR Fleet Germany South, RC Munich-Residenz
- Hannes Schaber, RC Munich-Martinsried
- Herbert Mayr, RC Munich-Martinsried
- Tom Vennemann, RC Munich-Martinsried



Canaletto (Bernardo Bellotto) Painting "View of Nymphenburg Palace, Munich", 1761





From left Henning Schwarz, Hannes Schaber, Zeev Matar  
Linn Lenné, Georg-Maria Hagemeyer,

**Georg-Maria Hagemeyer**  
**RVC GERMANY**

Editing & Layout  
**Zeev Matar**



**Rotafloat Magazine Editor / IC Special Assistant**





# POLAND GIZYCKO FLEET



## Regatta Official schedule event - lyforians Invitation



**GIZYCKO**  
**18<sup>th</sup> May - 21<sup>th</sup> May**  
**2017**



### **PDF EXTRACT - Rotary District 2231 Newsletter No. 6/2016**

[Click to Open](#)

**“Sailing from Szczecin to Potsdam” 5/10/2016 & 6/10/2016 - pages 30-31**

**VC Dariusz Dziedziul Gizycko Fleet**

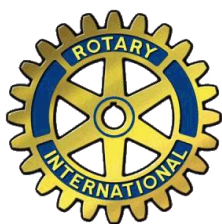
**Had won 2<sup>nd</sup> place in Sailing Regatta Championship of Polish journalists - page 32**

Editing & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant





# Invitation

## THE PRESIDENT OF ROTARY CLUB GIŻYCKO

and

## IYVR COMMODORE OF FLEET GIŻYCKO, POLAND

*Would like to invite you to*

## THE XV BOAT-RACE FOR THE 2231 DISTRICT GOVERNOR'S CUP IN MEMORY OF JACEK NANKIEWICZ AND A SAILORS PICNIC

**PLACE: EUROPA HOTEL**  
**RESERVOIR -**  
**LAKE KISAJNO**

### The program for the event

#### Thursday 18.05.2017

From 17.00 registrations of the crews,  
boat draw  
18.30 welcoming evening – roasting  
sausages round a bonfire  
20.00 a meeting with an interesting  
person

#### Friday, 19.05.2017

10.00 official opening of the XV Boat  
Race  
10.30 briefing for the skippers  
11.00 start to the 1st. race (3 short, 1  
long)  
At about 11.00 for those not taking part  
in the races – ship cruise with Kostek  
At about 16.30 the end of the first day of  
racing  
17.00 a hot nutritious soup  
18.00 meeting of FLEET GIŻYCKO,  
POLAND  
19.00 meeting with a well known  
sailor  
At about 19.30 bonfires at Europa hotel

#### Saturday, 20.05.2017

10.00 briefing for the skippers  
10.30 start to the 1<sup>st</sup>. race (2 short, 2  
long)  
At about 11.00 for those not taking part  
in the races  
At about 16.30 the end of the second day  
of racing  
17.00 a hot nutritious soup  
18.30 official ending and handing out  
rewards,  
19.30 Grilled supper, auction of the  
Race Bell, an antique lamp for a boat and  
handmade caps by Alicja Klimaszewska

#### Sunday, 21.05.2017

returning the sailboats, departure of the  
participants. The program might change  
depending on the weather condition

### Accommodation:

- boats taking part in the race (you  
have to take a sleeping bag )

Single room	150,00 zł/a night
Twin room	200,00 zł/a night
Room with three beds	250,00 zł/a night
Local tourist fee	2,00 zł/a person/a night

<http://hoteleuropa-gizycko.pl>

[recepja@hoteleuropa-gizycko.pl](mailto:recepja@hoteleuropa-gizycko.pl)

### Boat-race:

- Reservoir – Lake Kisajno/ Lake Mamry
- Maxus 24 type sailboats will be used for the race
- Each RC can enter more than one crew for the race
- Each crew must consist of at least 3 members but no more than 5 and one of the members must be a Rotarian

### Costs of participation:

Boat-race - crew starting fee 820 zł  
Each member of the crew 380 zł

**We invite you to have a good  
time!**

**Deadline for applying for the  
Boat-race:**

**18.03.2017**

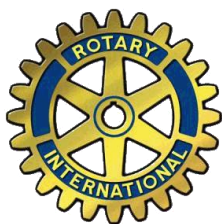
### Additional information:

**Joanna Dzienis;**  
e-mail: [dzienis@hoteleuropa-gizycko.pl](mailto:dzienis@hoteleuropa-gizycko.pl);  
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**Marek Stawicki;**  
e-mail: [stamarek1@gmail.com](mailto:stamarek1@gmail.com);  
tel+ 48 694 437 379a

**Evelyn(a) Jelec;**  
e-mail: [evelyna\\_j@o2.pl](mailto:evelyna_j@o2.pl);  
tel +48 609 397 942





## Zaproszenie

**PREZYDENT  
ROTARY CLUB GIŻYCKO**  
oraz  
**KOMANDOR I YFR FLOTY  
GIŻYCKO, POLSKA**  
zapraszają na

**XV REGATY O PUCHAR  
GUBERNATORA DYSTRYKTU  
U2231  
MEMORIAŁ JACKA NANKIEWICZA  
ORAZ PIKNIK ŻEGLARSKI**

**MIEJSCE HOTEL EUROPA  
AKWEN JEZIORA  
OKISAJNO**

### Ramowy Program Imprezy

#### czwartek 18.05.2017

od 17.00 rejestracja załóg; losowanie łodzi  
18.30 wieczór powitalny –  
pieczenie kiełbasek  
przy ognisku  
ok. 20.00 spotkanie ICC Polska – Litwa o bie  
sekcje

#### piątek, 19.05.2017

10.00 oficjalne otwarcie XV Regat  
10.30 odprawa sterników  
11.00 start do 1. biegu (3 krótkie, 1  
długi)  
ok. 11.00 dla chętnych: pływanie  
towarzyskie  
„Kostkiem”  
ok. 16.30 zakończenie 1. dnia regat  
17.00 gorąca pożywna zupa  
18.00 Zebranie FLOTY GIŻYCKO,  
POLSKA,  
19.00 Spotkanie z żeglarzem Piotrem  
Cichockim ok. 20.00 ognisko przy hotelu  
Europa

#### sobota, 20.05.2017

10.00 odprawa sterników  
10.30 start do 1. biegu (2 krótkie, 2  
długo)  
ok. 11.00 dla tych, którzy nie żeglują – pływanie  
towarzyskie „Kostkiem”  
ok. 16.30 zakończenie 2. dnia regat  
17.00 gorąca pożywna zupa  
18.30 zakończenie regat oraz wręczenie  
nagród,  
19.30 kolacja przy grillu, wspólna  
zabawa przy  
muzyce, licytacja dzwonu, czapek izby-  
kowej lampy do łodzi narzec  
Młodzieżowego Klubu Żeglarskiego z  
Vikaviskis

#### niedziela, 21.05.2017

zdanie jachtów, wyjazd uczestników  
Program może ulec zmianie w zależności od  
warunków pogodowych.

### Zakwaterowanie:

- łódzie, na których chodzą się  
regaty (należy zabrać śpiwory)  
- miejsc noclegowe –  
Hotel EUROPA – ceny z pokój  
ze śniadaniem:

Pokój 1 – osobowy	150,00 zł/doba
Pokój 2 – osobowy	200,00 zł/doba
Pokój 3 – osobowy	250,00 zł/doba
Opłata miejscowa	2,00 zł/os/noc

<http://hoteleuropa-gizycko.pl>  
repcja@hoteleuropa-gizycko.pl

### Regaty:

- akwen – Jezioro Kisajno / Mamry
- regaty odbędą się na  
łodziach żaglowych Maxus 24
- każdy RC może  
wystawić więcej niż jedną załogę.
- każda załoga musi składać  
się z minimum  
z 3 – max 5 osób w tym obowiązkowo  
załodzie członek Rotary

### Koszt udziału:

opłata startowa od załogi – 820 zł  
udział w regatach do osoby – 380 zł.

**Zapraszamy do udziału w dobrej  
zabawie!**

**Termin zgłoszenia udziału w regatach  
do  
18.03.2017**

### Dodatkowe informacje:

Joanna Dzienis;  
e-mail: [dzienis@hoteleuropa-gizycko.pl](mailto:dzienis@hoteleuropa-gizycko.pl);  
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tel 609 397942





## POLAND POMERANIA FLEET



### Regatta Official schedule event - Iyforians Invitation



**SZCZECIN**  
**27<sup>th</sup> May - 28<sup>th</sup> May**  
**2017**



**PDF EXTRACT - Rotary District 2231 Newsletter No. 6/2016**

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**“Sailing from Szczecin to Potsdam” 5/10/2016 & 6/10/2016 - pages 30-31**

Editing & Layout

**Zeev Matar**



**Rotafloat Magazine Editor / IC Special Assistant**





**IYFR-PomeraniaFleet**

[www.feacebook.com/pomeraniafleet](http://www.feacebook.com/pomeraniafleet) [www.IYFR.net](http://www.IYFR.net)

Berlin /Stockholm/Szczecin 15.März 2017

## **International Yachting Fellowship of Rotarians POMERANIA FLEET** Deutschland/Polen/Schweden

gibt sich die Ehre Sie /Euch zu:

### **2DEUTSCH-POLNISCHE ROTARISCHE REGATTA UM DENEUROREGIONPOMERANIA PRÄSIDENTENPOKAL SZCZECIN 27-28 Mai2017 einzuladen.**

#### **REGATTA PROGRAMM**

**Marina LUBCZYNA 27.05.- 28.05.2016**

Ul. Żeglarska1,72-105Lubczyna

**Freitag26.05.2017**

AnkunftinHotelCentrumŻeglarskie(ca.130,-zl - Tag/ D-Zim.)

ul.Przestrzenna19, 70-800Szczecin,Tel.: 0048914600844

[www.centrumzeglarskie.pl](http://www.centrumzeglarskie.pl)

(Selbstbucher. Stichwort:„Pomerania Fleet”, biszum31.03. reserv.)

19.00Uhr

Abendtreffender SeewölfeundderFlottenBrücke. Tawerna AZS.

Ul.Przestrzenna 7,70-800Szczecin,PersonenzahlAngeben.



#### **IYFRPomerania Fleet**

Jaroslav Wistuba–Fleet Commodore

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## IYFR-PomeraniaFleet

[www.feacebook.com/pomeraniafleet](http://www.feacebook.com/pomeraniafleet)

[www.IYFR.net](http://www.IYFR.net)

### Samstag 27.05.2017

9.00 Uhr	Ankunft der Teilnehmer in Marina LUBCZYNA Yacht Nummerziehung Yachtübernahme und Vorbereitung für die Regatta
10.00 Uhr	Feierliche Seglersaison und Regatta Eröffnung IYFR Pomerania Fleet-Neuaufnahmen
10.45 Uhr	Skipper Briefing
11.00 Uhr	Start der Regatta (ca. 3-4 Runden)
ca. 16.00 Uhr	Ende der Regatta Teil I Marinaankunft, Yachtensicherung,
ca. 16.30 Uhr	Warmes Mahlzeit für die Mannschaften ca. 19.00
Uhr	Integrationstreffen mit Programm

### Sonntag 28.05.2017

9.00 Uhr	Skipper Briefing
10.00 Uhr	Start der Regatta Teil II (2-3 Runden)
13.00 Uhr	Ende der Regatta, Marinaankunft, Yachtübergabe
14.00 Uhr	Warmes Mahlzeit für die Mannschaften
15.30-16.00 Uhr	Zusammenfassung der Regatta und Siegerehrung

**Programm für die Begleiter: Wassertram und die Regatta, Wasserfahrrad, Kajaks,  
Stettin Besichtigung- „Schnitzel-Jagd“...**

**Szczecin i Pomerania Fleet warten auf Sie/Euch. Wir laden Sie/Euch herzlichstein!  
Pomerania Fleet**



#### IYFR Pomerania Fleet

Jaroslav Wistuba – Fleet Commodore

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**IYFR-PomeraniaFleet**[www.feacebook.com/pomeraniafleet](http://www.feacebook.com/pomeraniafleet) [www.IYFR.net](http://www.IYFR.net)

Berlin /Stockholm/Szczecin 15.März 2017

**Anmeldebogen –2Regattaum denEuroregionuPomeraniaPräsidentenPokal2017 wSzczecin**

OrtundZeit: JezioroDąbie(See),Marina Lubczyna, ul.Żeglarska1,Lubczyna,27-28maja2017

Daten:	Skipper	1. Mietglied	2. Mietglied	3. Mietglied	4. Mietglied	5. Mietglied
Vor und Zuname						
Skipperpatent Nr						
Telefon						
e-mail						
Adresse						

(Patent Nr. nur für Skipper). Mannschaft bis zu 6 Pers. Bitte RC Zugehörigkeit benennen.

Startgebühren (je Mannschaft)	1 800,00 zł (430,-€)
Kosten je Mannschaftmietglied	100,00 zł (25,-€)
Kosten je Begleitperson inkl. Programm,	150,00 zł (35,-€)

## Kostenaufstellung:

- YachtTWISTER 780,bzw. YachtANTILA26,Regattarichter,Absicherung  
WarmeMahlzeitenfürdieMannschaftenam 27.05. i28.05.2017,
- Integrationstreffenam27.05.2017 –Kosten proMannschaft Mietglied100zł(25,-€),
- Integrationstreffenam 27.05.proBegleitpersoninkl.B-Programm-150zł(35,-€)
- Abendtreffenin der „Taverna AZS“am 26.05.2017,Selbstzahler

**AUSGEFÜHLTEANMELDEBOGENMITÜBERWEISUNGBESTÄTIGUNG BISZUM05.04.2017 AN:**[t.brejdak@brejdak.pl](mailto:t.brejdak@brejdak.pl) UND [leszek@zdawski.eu](mailto:leszek@zdawski.eu)**ACHTUNG:**Anmeldungen nur füreineganzeMannschaft. DieZahlderYachten istbegrenz. Windhund-Verfahren. Für dieBegleitereineNamenslisteanfügen.

Vor OrtwirdeineYacht-Kautiönüber1.000,-PLN(250,-€)fälligundnachderRegatta Rückerstattet. Hotel

inCentrumŻeglarskiestehtbis zum30.03.2017r. für Selbstbucher zur Verfügung.

Stichwort: „Pomerania Fleet-Regatta“ ([www.centrumzeglarskie.pl](http://www.centrumzeglarskie.pl)).DanachineigeneRegie...**ZAHLUNGEN SPÄTESTENSBISZUM05.04.2017AN:**

RotaryClubSzczecin–Pomerania Fleet, ul.Dębogórska 34, 71-717Szczecin,

**Konto PLNnr:378355000900092946 20000007****Konto Euronr: PL7583550009000929462000 0002 SWIFT:POLUPLPR**

mit demVermerk:PomeraniaFleet-REGATY2017, MannschaftRC ....

**IYFRPomerania Fleet**

Jaroslaw Wistuba–Fleet Commodore

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Krystyna Janicz-Szyszkina - Sekretary

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Mob.: PL+48 609 099 435



## POLAND POMERANIA FLEET



### LAURA DEKKER THE YOUNG GIRL WHO HAD BECOME A LEGENDARY SAILOR



**Laura Dekker, the youngest solo circumnavigator of the world,  
meets members of the IYFR Pomerania Fleet in Warsaw**

**One girl one dream**

**The incredible story of the youngest ever solo circumnavigation of the world by Laura Dekker - now released in Polish**

*On 17 March 2017, Tomek Lipski of the Pomerania Fleet and at the same time President of the International Sailing School Association organized in Warsaw (Poland) an exclusive meeting with Laura Dekker. We could freely talk away with her. Each participant received a copy of the book with her autograph.*

**Below is my subjective review of her book and impressions after the meeting with a mythological person of the yachting world.**

Polish is the fourth language into which Laura Dekker's – the youngest sailor who singlehanded sailed around the globe – has been translated. That epithet – the youngest – shall stay with her for the rest of her life. When she was visiting in Warsaw she was exactly 21, 5 years old. She had been writing the book during her famous voyage. She finished when she was 17. Until this very day her feat has been arousing controversies. On the other hand, during the Wind & Water Fair (Boat show) in Warsaw in March 2017 she was followed by a crowd. The hall was too small to accommodate all those who wanted to hear her lecture. When she was signing her book the queue blocked the aisle along the stand. She did something out of the ordinary. At first, her fame was her curse. In the book she mentioned several times that she was tired of journalists, of the media. The global renown was caused by the Dutch authorities ordering her to stay at home. At the beginning, it was notoriety for her. She planned to sail around the world on her own when she was 8. When she was 13, she flew to the Caribbean to buy a boat. There, she was caught by the warrant. She was brought back to Holland under guard and put before a court. She was appointed a probation officer. Her only crime was that she wanted to buy a boat far away from Holland. After 9 months of battles she was allowed to sail out. But already when she was on the European littoral waters the authorities want to catch her sailing without a licence. She had already passed the exam, but because of her young age she was not issued a sail licence. Luckily, she was checked when sailing with her father to the starting place in Portugal. She changes it for Gibraltar. Sailing out she does not fear the elements, but that the authorities would turn her back. When she was on the Indian Ocean, the Dutch authorities order her to return to school, whereas she studies under the individual schooling system. She does her homework on the ocean. Her father is punished for Laura's not attending school on land. Her dreams, her stamina, desire for freedom life skills do not match the Dutch standards, any standards. Once you have read the book, you know why. Laura exceeds all stereotypes of young people. She wrote a book that gets you caught from the first pages. She takes the reader to a fascinating journey across a part her life, a journey around the world of a very sensible teenager who takes life very seriously. She cares for her safety more than Vendee Glob participants. She always goes out on board wearing a harness. She always reefs sails in time. She sails along the Cape of Good Hope in a storm, with the wind reaching 65 knots. Many Polish sailors have recently interrupted their lone voyages around the globe there because of breakdowns. Laura does not ignore any signs of danger. She is also very lucky. She is focused on her goal, but also lives the world she gets acquainted with, which she has outside of her boat. Her router and adviser is her father – through SSB radio. Several times he flew to meet her in the ports she called at and helped repair the boat. When Laura makes a stop, she sightseers, meets people. She absorbs the world and tells us about it; or rather drag us into this world. She underlines that her family was not wealthy, that she used to wear second-hand clothes. Her school was at a large distance so she used to go there on a bicycle. She was happy because she had a wonderful father and spent most of her childhood on the water. Her dilemmas at the conclusion of the voyage are heart-breaking. Holland did a lot of harm to her, so the circle closes at the Caribbean and she decides to settle to New Zealand, when she was born during a seven-year boat trip of her parents.

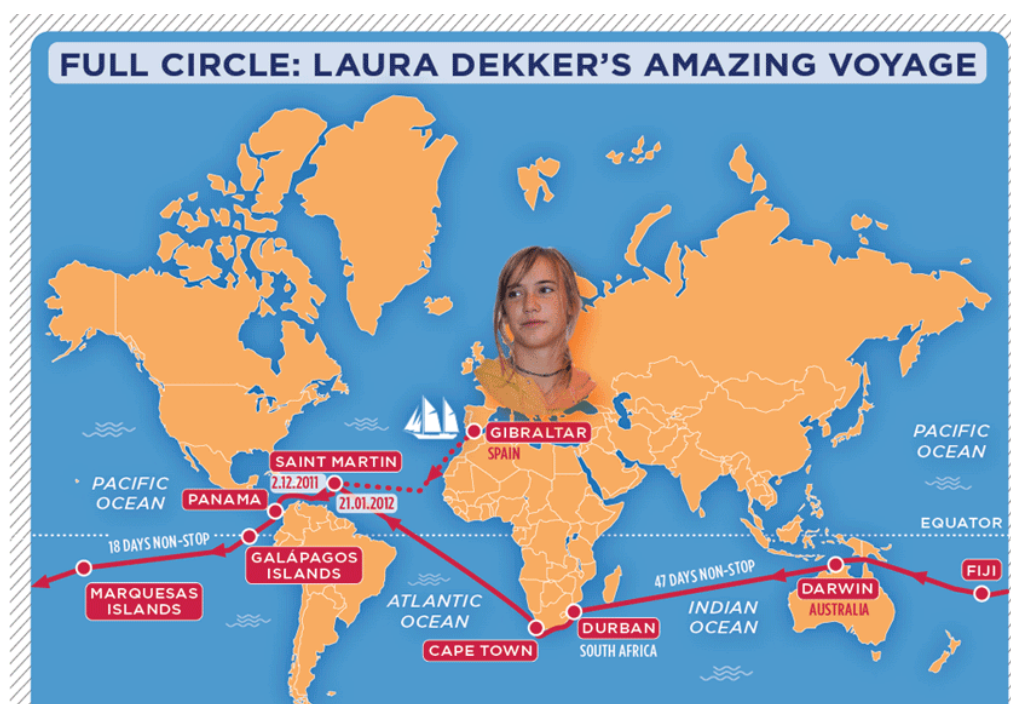
Laura still lives on her 38-foot yacht aboard which she circumnavigated the world. No heating, no shower. She is now married. She passed extramural exams and is now a school graduate. Her professional activity centres on sailing. Now she plans to set up a foundation, buy a large yacht, which will be used for various programmes for young people. She wants to do it in Europe. She put her famous yacht Guppy up for sale.

When we talked with her over beer we realized that there is still resentment for the Dutch authorities in her. She is kind, open to the world and welcoming new adventures. Laura is greatly knowledgeable in some areas and with enormous gaps in erudition, historical knowledge, and politics. During a close encounter Laura fascinates, attracts people. Everyone can learn from her. One of the lessons concerns rejecting stereotypes and refraining from hasty judgements. Laura does not fit any category relating to youth.

She signed my copy of the book with a motto: “Life is a journey; it’s not just about the destination”. And such is also her book.

**Piotr Pajdowski**  
RC East Europe

Translation from Polish to English  
Ela Pulawska







Group pictures credit to RC East Europe Piotr Pajdowski

**Laura Dekker, najmłodsza żeglarka, która sama opłynęła świat dookoła,  
na spotkaniu w Warszawie z IYFR Flotą Pomerania**

**One girl One dream,**

**The incredible story of the youngest ever solo circumnavigation of the world by Laura  
Dekker - wydana po polsku**

***Tomek Lipski z Floty Pomerania i jednocześnie Prezydent International Sailing School  
Association 17 marca 2017 roku zorganizował w Warszawie ( Poland) ekskluzywne  
spotkanie z Laurą Dekker. Mogliśmy dowoli z nią rozmawiać. Każdy uczestnik spotkania  
dostał książkę z jej wpisem. Oto moja subiektywna ocena jej książki i wrażenia po  
spotkaniu z mitologiczną postacią światowego żeglarstwa.***

Język Polski jest 4-tym na który przetłumaczono książkę Laury Dekker- najmłodszej żeglarki, która sama opłynęła świat. Przydomek – najmłodsza- będzie jej towarzyszył do końca życia. Gdy była w Warszawie miała dokładnie 21, 5 roku. Książkę pisała w trakcie swojego słynnego rejsu. Skończyła pisać, gdy miała 17 lat. Do tej pory jej wyczyn wzbudza kontrowersje. Z drugiej strony podczas Targów Wiatr i Woda ( Boatshow) w Warszawie w marcu 2017 roku wiodła za sobą tłumy. Sala nie zmieściła wszystkich chętnych wysłuchania jej prelekcji. Gdy podpisywała książkę, kolejka zablokowała przejście przy stoisku. Dokonała czegoś niezwykłego. Jej sława na początku była jej przekleństwem. W książce wiele razy pisze o tym, że męczą ją dziennikarze, media. Bowiem światowy rozgłos spowodowany był przez władze holenderskie nakazujące pozostanie jej w domu. Na początku była to dla niej zła sława. Plan opłynięcia samotnie globu powzięła, gdy miała 8 lat. Mając 13 lat poleciała na Karaiby aby kupić łódkę. Tam dopadł ją list gończy. Do Holandii przywieziono ją pod strażą i postawiono przed sądem. Dostała kuratora. Jej jedynym przestępstwem była chęć kupienia łódki daleko od Holandii. Po 9 miesiącach walki dostaje prawo do wypłynięcia. Ale już na europejskich wodach przybrzeżnych władze chcą ją złapać na tym, że płynie bez uprawnień. Zdała wcześniej egzamin, ale z powodu wieku nie dostała patentu żeglarskiego. Na szczęście kontrolują ją, gdy płynie ze swoim ojcem na miejsce startu w Portugalii. Zmienia te miejsce na Gibraltar. Wypływając bardzo się boi, ale nie żywiołu, lecz tego, aby władze jej nie zawróciły. Gdy jest na Oceanie Indyjskim rejsu władze Holandii każą jej wracać do szkoły, podczas gdy ona uczy się według indywidualnego toku. Na oceanie odrabia lekcje. Jej ojciec jest karany za to że Laura nie chodzi do szkoły na lądzie. Jej marzenia, upór, pragnienie wolności, umiejętności życiowe nie pasują do holenderskich norm, do wszelkich norm. Po przeczytaniu książki wiadomo dlaczego. Laura przekracza wszelkie stereotypy dotyczące młodych ludzi. Napisała książkę, która wciąga od pierwszych stron. Zabiera czytelnika w fascynującą podróż po części swojego życia, podróż po świecie bardzo rozważnej, poważnej traktującej życie małości. O swoje bezpieczeństwo dba bardziej, niż uczestnicy Vendee Glob. Zawsze wychodzi w szelkach na pokład. Na czas refuje żagle. Pod przyłaskiem Dobrej Nadziej przechodzi w sztormie z wiatrem 65 węzłów. W tym miejscu kilku polskich żeglarzy ostatnio przerwało, z powodów awarii, samotne rejsy dookoła globu. Laura nie lekceważy żadnych oznak o niebezpieczeństwie. Ma też dużo szczęścia. Skupiona jest na celu, ale również żyje światem, który poznaje, który ma za burtą. Jej routerem i doradcą jest ojciec – przez radio SSB. Kilka razy doleciał do niej to portów w których się zatrzymywała i pomógł w naprawach łódki. Gdy Laura się zatrzymuje, to zwiedza okolice, poznaje ludzi. Chłonie świat i nam o tym opowiada, a właściwie wciąga to tego świata. Podkreśla, że jej rodzina nie była zamożna, że chodziła w używanych ubraniach. Do szkoły miała daleko, jeździła starym rowerem. Była szczęśliwa, bo miała wspaniałego ojca i większość dzieciństwa spędziła na wodzie. Jej dylematu pod koniec rejsu są przejmujące. Gdzie ma go zakończyć i co dalej ma zacząć ze swoim życiem. Holandia dużo jej zaszkodziła, dlatego kółko zamyka na Karaibach i decyduje się na życie w Nowej Zelandii, gdzie się urodziła podczas 7 letniego rejsu swoich rodziców.

Laura do tej pory mieszka na swoim jachcie 38 - stopowym, tym na którym opłynęła świat. Bez ogrzewania, bez prysznicy. Ma już męża. Zdała eksternistyczne egzaminy i szkołę ma zaliczoną. Jej aktywność zawodowa skupiona jest wokół żeglarstwa. Teraz planuje założyć fundację, kupić duży jacht, który będzie używała do różnych programów z młodzieżą. Chce to robić w Europie. Jej słynny jacht Guppy wystawiła na sprzedaż.

Gdy mieliśmy okazję rozmawiać z nią przy piwie, nadal tkwi w niej niechęć do władz holenderskich. Miła, otwarta na świat i żądna nowych wrażeń. Z potężną wiedzą w jednych dziedzinach i z wielkimi lukami w erudycji, wiedzy historycznej, politycznej. Laura podczas bezpośrednich spotkań fascynuje, przyciąga. Każdy może się od niej uczyć. Jedną z nauk była kolejna lekcja odrzucania stereotypów i zakazu pochopnego osądzania. Laura nie mieści w jakichkolwiek kategoriach odnoszących się do młodzieży.

Podpisała mi książkę mottem “Life is a journey, it’s not just about the destination”. Taka też jest jej książka.

Piotr Pajdowski



From left : Mariusz Piechnik, Piotr Pajdowski , Tomasz Lipski , Laura Dekker  
Down – Andy Jankowski



**You Tube**

*Interview with Laura Dekker  
Arriving in New Zealand*

**You Tube**

*Laura Dekker –Youngest  
Circumnavigator to sail alone around*

Editing & Layout  
**Zeev Matar**



**Rotafloat Magazine Editor / IC Special Assistant**

# Slovenia

## Slovenia Fleet



## Regatta Carniola

### Official schedule event - Iyforians Invitation



**27<sup>th</sup> May - 30<sup>th</sup> May  
2017**

The Slovenia Fleet together with **RC Ljubljana Carniola** organizes its 9<sup>th</sup> traditional humanitarian regatta for all Iyforians as well as Rotarians & friends, who recognize the value of such a manifestation.

Slovenian organizers of Rotary Regatta Carniola has issued the invitation for the 9<sup>th</sup> International Regatta Carniola – see attached. The regatta will take place on May 27<sup>th</sup> until May 30<sup>th</sup>.

The regatta is limited to 19 boats already all chartered with 150 participants. There are still individual places available within the international crews. We have confirmed participation from IRC Bob Burns and Ann Lockheed, as well as 15 Germans and Swiss, Czechs and Slovaks, having their own sailing week at the same time and in the same area. So we will meet with them for one day one leg race and one dinner.

The start will be on the island Murter (close to Zadar or Šibenik) in the Middle Dalmatia, Croatia. The sailing route will be to the islands of Kornati, one of most beautiful archipelago of Adriatic.

This year we will visit really very good cultural sites and culinary restaurants. We can expect many surprises and a lot of fun. We would be very glad, if we could host you or your fleet members.

*Marko Murn*  
*Regional Commodore for IYFR Balkans*

Editing & Layout  
**Zeev Matar**



**Rotafloat Magazine Editor / IC Special Assistant**





JOIN US ON THE 9<sup>th</sup> TRADITIONAL



**ROTARY**  **REGATTA**

**MURTER-KORNATI-VODICE-SOLARIS**

**MAY 27.-30. 2017**

**[regata.rc-carniola.si](http://regata.rc-carniola.si)**

# Dear Rotarian friends!

Every year, Rotary Club Ljubljana Carniola organises the traditional humanitarian sailing regatta for all Rotarians, their friends, and those who recognise the value of our work.

You are kindly invited to the **9th Carniola Rotary Regatta 2017** from Saturday, 27th May, to Tuesday, 30st May 2017, which will take place on the route **MURTER-KORNATI-VODICE-SOLARIS-MURTER**. We are certain that you would like to sail with your friends, and that together we can withstand the blue, the smell and the taste of the sea, and wind in the sails, as well as the social networking and fun. We will be happy to welcome each and every crew member.

Until then we are sending you a kind Rotarian greeting!

## Crews

The entrants of the competing crews are the Rotary clubs. Each club can enter one or more crews. In each crew at least one member must be a Rotarian. The crew can consist of members from different Rotary clubs; in this case they must decide which will be the running club, i.e. whose flag they would compete under. Individual Rotary club members can also apply; they will become a member of the crew on one of the sailboats.

## Entry fee

The entry fee for each crew member is 250 € if the crew consists of at least 8 members. If there are less crew members, the whole crew has to pay additional 50 € (e. g.,  $7 \times 250 \text{ €} + 50 \text{ €}$ ,  $6 \times 250 \text{ €} + 100 \text{ €}$ ). The entry fee covers humanitarian contribution (min. 50 €), the dinners, berths in marinas and other expenses of the sailing competition. The fuel, arrival expenses and rent of the sailboat are not included in the entry fee.

## Entry fee is due 31. March 2017

Purpose: »entry fee payment for (number of people) for RC (name of Rotary Club)«

Recipient:

»Rotary Club Ljubljana Carniola«

IBAN (recipient's account number):

SI56 0201 1025 6846 411

BIC (Bank Identifier Code of the recipient):

LJBASI2X

## Sailboat rental (payment due 28.2.2017)

There is a special offer of sailboat rental for our regatta. The types available are:

- 19 sailing yachts Bavaria 46, 4 cabins.

When ordering, "first-come, first-served" system will be applied.

The Bavaria 46 rentals cost 1.390 €.

The price includes:

- Sailboat rental from 27. to 30. May 2017
- Transit log + 2x parking
- Cleaning

The deposit is not included in the price above. It is paid at the takeover of the sailboat. The deposit costs 1.500 €. Tourist tax is paid at the takeover of the sailboat.

The remaining funds of the entry fees are intended for the humanitarian purposes. The regatta is regulated by the ISAF rules from 2009, the regatta advertisement, and the International Regulations for Preventing Collisions at Sea (the regulations for coastal waterways competitions). There will be one mono class (Bavaria 46).

## Rental payment

Purpose: »rental of the sailboat Bavaria 46 for RC (name of RC)«

»RC Ljubljana Carniola«

IBAN (recipient's account number):

SI56 0201 1025 6846 411

BIC (Bank Identifier Code of the recipient):

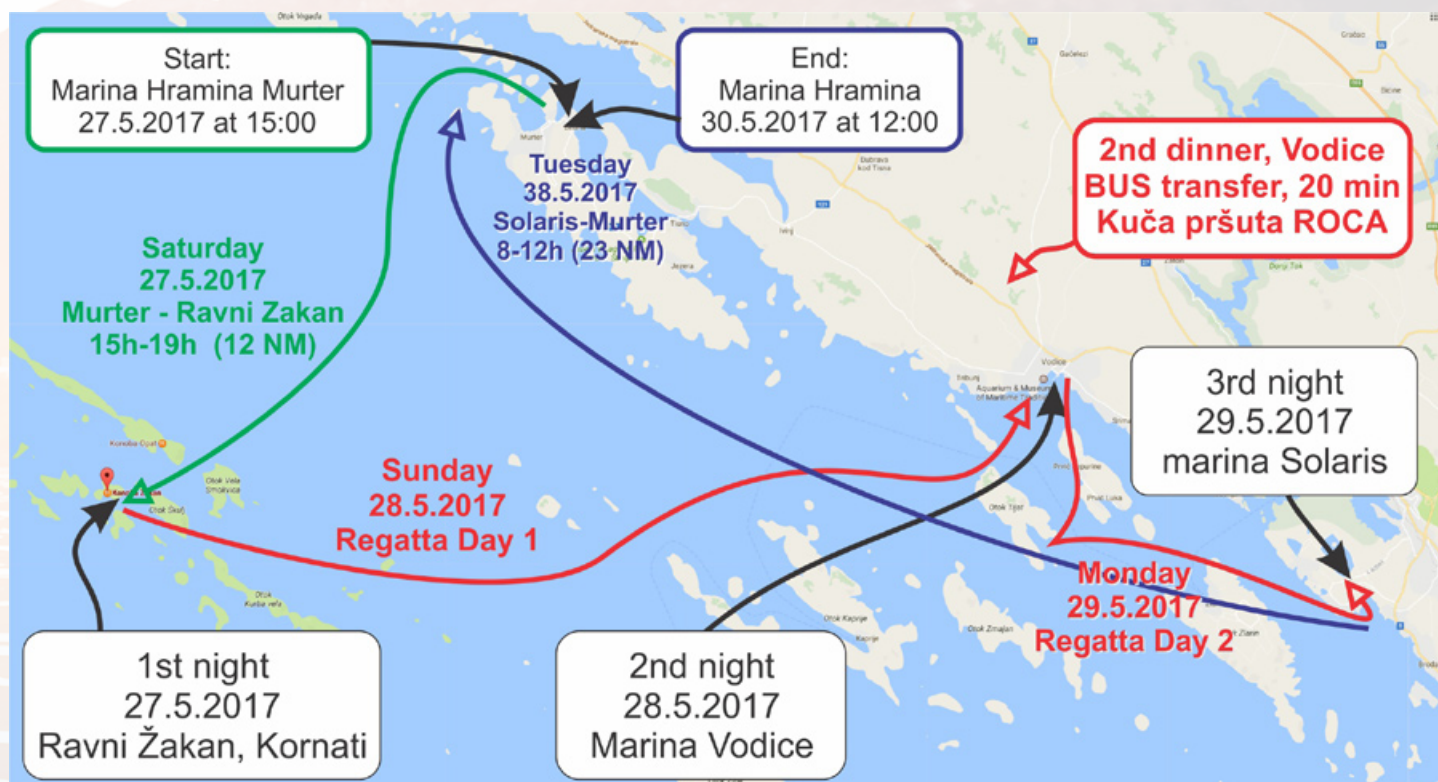
LJBASI2X

The rental must be paid in total in the 14 days subsequent to the reservation, or else the reservation will be cancelled.

## Commentary notes

The organiser is entitled to change the course of the competition. The organiser does not take any responsibility for any damage on the vessels, injuries of people or any other damage or injury at sea or on the land for the time before, during or after the regatta. All persons participate at their own risk. Quartermaster is fully responsible for the boat and the crew for the time of the sailing.





## Regatta program

### Saturday, 27. May 2017

- 12.00 arrival to the Marina Hramina, Murter
- 14.00 taking over the vessels
- 14.30 training-sailing to the island of Ravni Zakan
- 19.00 berth of sailboats on Ravni Zakan
- 20.00 opening of the regatta with dinner
- 21.00 presentation of crew members

### Sunday, 28. May 2017

- 09.00 skipper's meeting
- 10.30 start of the 1<sup>st</sup> regatta
  - lunch and swimming -
- 14.00 start of the 2<sup>nd</sup> regatta
- 17.00 arrival to the Marina Vodic
- 19.00 BUS transfer to dinner location
- 19.30 dinner and awards of the 1<sup>st</sup> day
- 23.00 first BUS back to the Marina Vodic
- 01.00 last BUS back to the Marina Vodic

### Monday, 29. May 2017

- 09.00 skipper's meeting
- 10.30 start of the 3<sup>rd</sup> regatta
  - lunch and swimming -
- 14.00 start of the 4<sup>th</sup> regatta
- 17.00 arrival to the Marina Solaris
- 20.00 dinner in Dalmatinsko Selo
- 22.00 awards ceremony in Pirate Ship (Legend bar) afterwards party with DJ

### Tuesday, 30. May 2017

- 08.00 departure to the Marina Hramina, Murter (22 NM)
- 11.00 refueling
- 12.00 return of sailboats and departure

The organiser is entitled to make changes to the competition route and schedule.





# Carniola

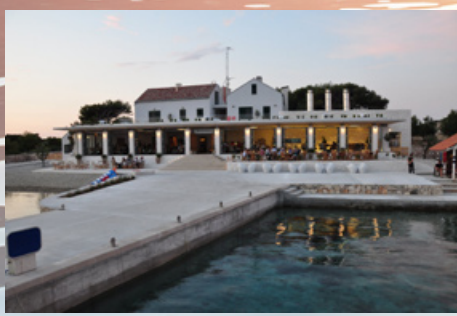
Rotary klub Ljubljana Carniola



**Kornati**



**Ravni Žakan**



**Konoba Ravni Žakan**



**Dalmatinsko selo**



**Kuća pršuta Roca**



**Pirates ship, Legend bar**

## Reservations and further information

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**Matjaž Loborec** +386-41-363-333, matjaz@xnet.si

**Robert Novak** +386-41-758-211, robert@novak-sp.si

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# Messina Strait

**The strait which was feared by sailors in ancient times due to the rocks and whirlpools known as Scylla & Charybdis**

**Stretto di Messina (in Italian) – Fretum Siculum (in Latin)**



## The Strait

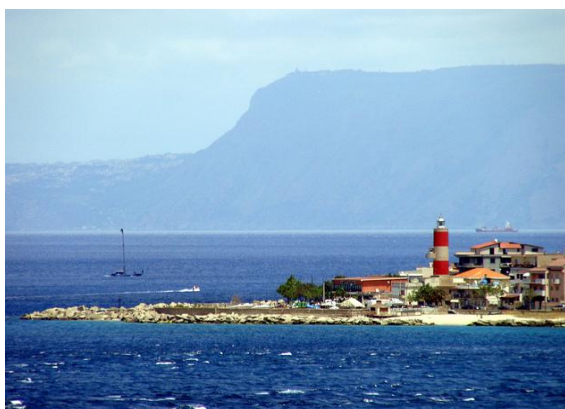
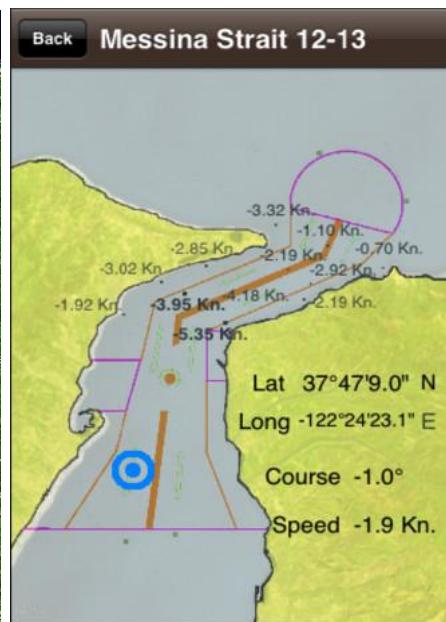
The strait is a connection sea way between the Mediterranean Sea separating Sicily west and Italy east linking the Ionian Sea with the Tyrrhenian Sea.

The strait length is 32 km - 20 miles and its width in the north between Faro Point (lighthouse) and the Rock of Scylla is 3 km – 2 miles and in the southern part of the strait between Capes Ali and Pellaro the width is 16 km – 10 miles. Strait depth at the Northern ends of the strait is 90 meters – 300 feet while maximum depth is 250 meters – 830 feet.

The strait has strong tidal currents that create a unique marine ecosystem which constitutes an area of fundamental importance of biodiversity (biological diversity which consists of large number of plants, animals / fish or marine species or variety of marine organisms). The main sea currents are directed from south to north while a second current flows to the opposite direction from north to south, with perpetual alteration every six hours, which make the navigation hard. The level of the sea stream falls by 150-200 mm (6-8 inches) during the main current.

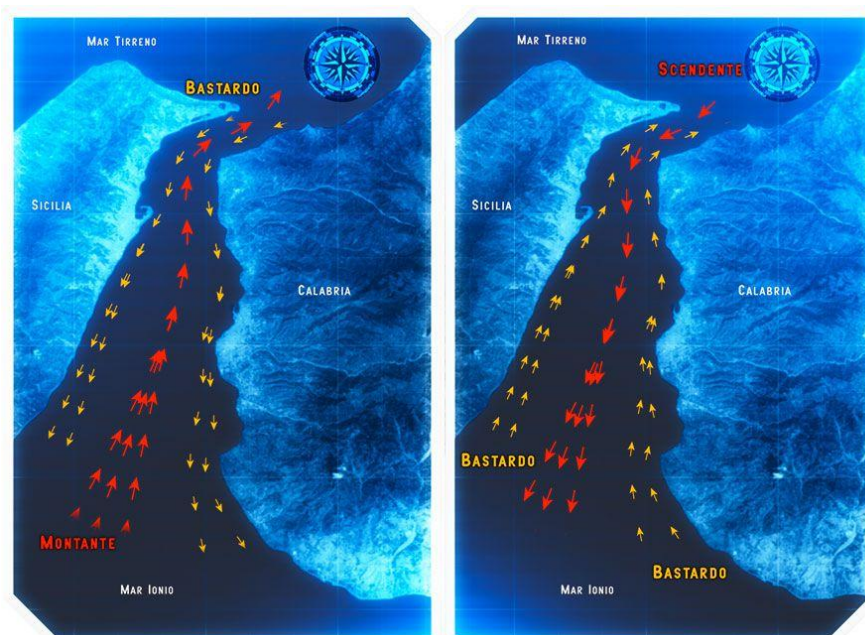
Due to the strait has a strong tidal current the Messina Strait is considered a unique marine ecosystem which constitutes an area of fundamental importance of biodiversity (biological diversity which consists of large number of plants, animals / fish or marine species or variety of marine organisms). This unique marine life in the bottom of the sea explains the phenomena that due to the strong currents are thrown up fish with abnormal eyes as well atrophied eyes.







## Messina Strait Sailing



### The Currents

As mentioned in the Strait introduction the currents can flow from the two opposite entrances of the Sea water into the strait. The Italian terminology of the flow from South to North is called “Montante”(Climbing) while the flow from North to South is called “Scendente” ( going down).

Whether the main flow is Montante or Scendente it is very important to keep in mind that along the two cost of the Strait, the Sicilian and the Calabrian it is obvious to meet a current flowing opposite to the main one, so called “Bastardo” (bastard).

So, if on the route you’re following you face an opposite current, just shift along one of the two coasts, and sail along the “Bastardo”, with the current in favor.

The width of the area where the “Bastardo” flows along the Sicilian and the Calabrian coasts, varies from around 100 meters to 800 meters, but luckily the seabed there presents no dangers, and it gets quite deep just a few meters away from the coast.

By sailing along the coast, in case you’re facing an opposite current, you’ll also be respecting the Messina Coast Guard regulations, which reserve the coastal strip to local traffic.

On the other hand, if you have the current in favor, you can use the lanes reserved for commercial traffic indicated on the nautical charts of the Strait of Messina.

### THE WINDS

Under high pressure conditions and with a settled spell of weather, during the summer season the prevailing wind is the north-east wind that blows from North to South along the direction of the Strait. The breeze rises just before noon and reaches its peak in the warmest hours of the day, occasionally exceeding 20 knots.

In the southern part of the Strait, south of Reggio Calabria, if the current is ascending, that is to say opposite to the wind, steep and short waves will appear, not at all pleasant to sail through.

After sunset the breeze will eventually die away, giving way to a dead calm.

## Messina Strait Ancient Legends

**It was Homer who gave rise to this myth, by setting here the abode of two horrible monsters, Scylla and Charybdis, who among eddies, breakers and sea foam satisfied their appetite swallowing up any unwary sailor who dared to come too close to the shore**



From left to right Charybdis & Scyl



Charybdis & Scylla indicated on the map

## Scylla

Scylla in the Greek mythology was a monster that lived on one side of narrow channel water opposite her counterpart Charybdis. The two sides of the channel were located within an arrow's range, so sailors attempting to avoid Scylla would navigate closer to Charybdis and vice versa.

Various legends describe the story of Scylla and one of them tells as that Scylla was loved by Glaucus (a Greek sea god born mortal turned immortal after eating a magic herb) who was loved by Circe ( the goddess of magic or sometime nymph known for her vast knowledge about herbs and potions). The story tells us the while Scylla was bathing in the sea. The jealous Circe poured a potion into the sea water which had caused Scylla to be transformed into a monster with four eyes and six long necks equipped with grisly heads, each of which contained three rows of sharp teeth. Scylla body consisted of twelve tentacles like legs and a cat's tail, while four to six dog-heads ringed her waist. The legends say that Scylla as monster had attacked ships seizing one of the crew with each of her heads.



## Charybdis

Charybdis was in the Greek mythology a sea monster who lived under a small rock on one side of a narrow channel opposite to Scylla (described above) who had lived under a larger rock

The myth mentions Charybdis as the daughter of Poseidon (the God of the Sea) and Gaia (the ancestral mother of all life, the primal Mother Earth), living as a loyal servant to her father. Charybdis helped her father in his feud with her paternal uncle Zeus and as such helped Poseidon to engulf lands and Islands in the sea water. Zeus anger had crushed Charybdis into a hideous bladder of a monster with flippers for arms and legs and an uncontrollable thirst for the sea. As such she was drinking water from the sea which had created whirlpools.



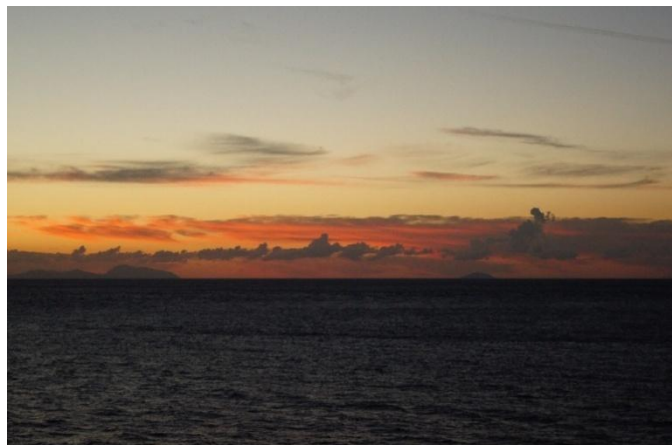
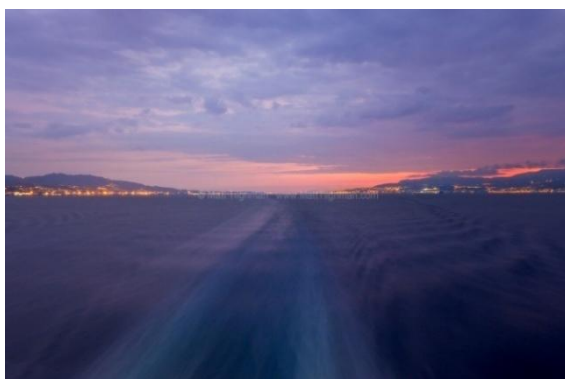


**Strait of Messina confused water**



**"Between Scylla and Charybdis"**

**From this Greek ancient myth we had received the say "between Scylla and Charybdis" which means to be among two opposite dangers, needing to find the route that avoids both**





**The Greek legends of the Messina Strait describing Scylla and Carybdis are part of the Greek Civilization of Sicily invaded by the Athenians during the Peloponnesian War, defeated at Syracuse in 413. Sicily and particularly Syracuse remained important in the Greek word with its mythology and folklore exerting greatest influence on Sicily**

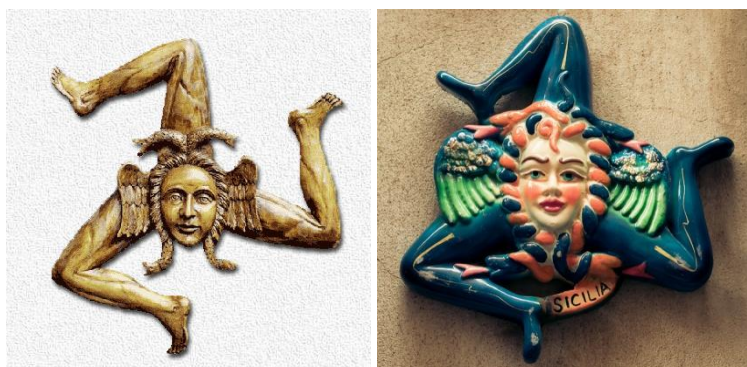
Myth and history we have to remind Archimedes the great mathematician and engineer one of the greatest minds of antiquity born in Syracuse in 287 BC killed by Roman soldier in 212BC

Greek myths associate the cult of Demeter, goddess of grain with the city of Enna in the high mountains of central Sicily. Her daughter Persephone was abducted in a valley nearby. The Cyclops, the single-eyed monster that menaced Odysseus is identified with Mount Etna.

The symbol of Sicily in the Trinacria, "star with three points" which refers to the shape of Sicily Island. The Trinacria symbol is the head of the Medusa was a monster a Gorgon (described as a winged human female with a hideous face and living venomous snakes in place of hair) surrounded by three bent running legs and three stalks of wheat. Medusa was beheaded by Perseus, the son of Danae and God Zeus king of gods of Mount Olympus, God of sky, lightning, thunder and law who had used her head which retained its ability to turn onlookers to stone as a weapon, until he gave it to the goddess Athena to place the head on her shield.







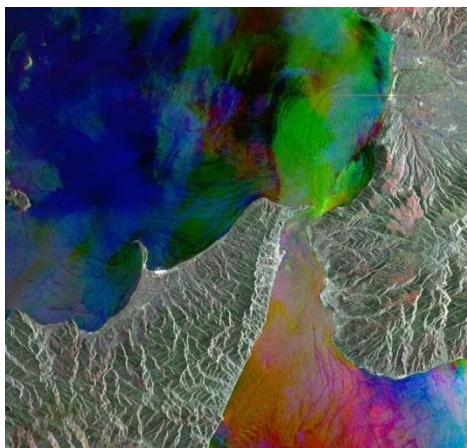
The three bent running legs represent the three capes of Sicily, Peloro (Punta del Faro, Messina North –East), Passero (Syracuse, South), Lilibeo)cape Boeo, Marsala, West), which create the three points of the triangle . Native Sicilians, left breathless by the beauty of the Sicilian shores, compared them to those of woman. The three ears of wheat surrounding the head of Medusa represent the fertility of the land of Sicily.



**Images of Trinacria made of ceramic**



## Yacht Sailing through Messina Strait

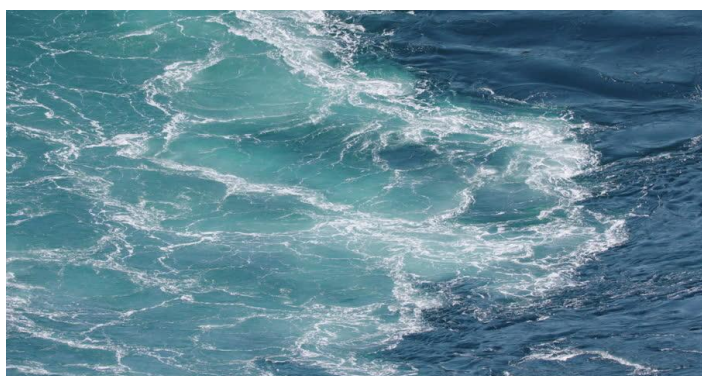


Radar view of Messina Strait

Any yacht sailing across the strait should be aware of the very strong tidal currents that vary massively producing eddies and a bubbling effect in the water known locally as Bastardi's (mentioned in our previous chapter Messina Strait Sailing of this article). Beyond the strong currents which continually change direction we have to take in consideration the high winds funneled between the mountains and then the big ships crossing in the center traffic lane, and last to keep out of ferries crossing continually the strait from the main land to Sicily and the small fishing boats.



Sword fishing boat with observation tower



### Eddy

The ocean is a huge body of water that is in continuous motion. The general patterns of ocean flow are called currents. Sometime these currents can pinch of section and create circular currents of water called eddy.







*Sailing Yacht 'XL' navigation the Straits of Messina*

## Rolex Middle Sea Race crossing the Messina Strait



The Middle Sea Race was conceived as the result of sporting rivalry between great friends, Paul and John Ripard and an Englishman residing in Malta called Jimmy White, all members of the Royal Malta Yacht Club. In the early fifties, it was mainly British servicemen stationed in Malta who competitively raced. In the early sixties was set out to map a course designed to offer an exciting race which continues since then as a great Sea Race



*Rolex Middle Sea Race 2015 – Highlights*

Article & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant

# SOUTH AMERICA REGION

## SOUTH AMERICA ANNUAL GENERAL MEETING 22<sup>nd</sup> - 25<sup>th</sup> MARCH 2017

### Punta del Este – Uruguay



#### Article in English

The second Annual General Meeting of IYFR South America Region had taken place in the city of Punta del Este in Uruguay between Wednesday 22<sup>nd</sup> to Saturday 25<sup>th</sup> of March. Representatives of 7 countries had come to participate in the extraordinary AGM including IYFR International Commodore Jesus "Jun" Avecilla and with gracious wife Lil, who had taken a long trip from the Philippines via USA to Montevideo in Uruguay.

The annual meeting had started with Meet & Greet Fellowship members to enjoy warm encounter with friends of different latitudes. It was almost the birthday of Punta del Este Fleet chartering happened to be in the 21<sup>st</sup> of March. The Fleet anniversary was celebrated among the gathered friends blowing five candles while our Fellowship is here in Punta del Este.

On Thursday 23<sup>rd</sup> March we had a sailing leaving from Punta del Este port with destination to Nautical Balleneros Club, where we had a fantastic enjoyable lunch, while having the opportunity to share conversations, ideas, view Fleets projects while looking towards a magnificent costal landscape. Our evening was to enjoy pizza while singing karaoke and having a great fun.



Friday 24<sup>th</sup> March was dedicated to the AGM session, starting our work at 09.30 till 16.30 with a short coffee break during lunch. Seven Fleet commodores of South America had taken part in the inaugural ceremony headed by our International Commodore Jesus “Jun” Avecilla who had addressed a short message to open the event followed by the greeting words addressed by International Vice Commodore Guillermo Arteta, while listening to the greeting message of International Rear Commodore Robert Burns via Skype.

Area 2 Commodore Angie Mesistrano had informed about the various activities in the region as well as information about the development of South America Fleets, emphasizing about regulation to take in consideration. Each of the present Fleet Commodores had exposed his Fleet activities, service projects under present development. The final act of the session was the traditional exchange of pennants between the South America Fleet Commodores. The day had ended in Las Cumbres restaurant on the top of a suggestive hill, having had a delicious buffet, while admiring a fantastic sunset cinerary and enjoying Fellowship friendship and camaraderie.

Saturday 25<sup>th</sup> of March, our last AGM day had been dedicated to tour beautiful places in Punta del Este city and surroundings. We have had our Lunch at a lodge in the Laguna Garzon shore. In the evening we had our Gala Dinner, having chartered a new Fleet named Inka Peru Callao Fleet.

The IC Jesus “jun” Avecilla had consigned official certificate to the new appointed South America Region Commodore Walter Eaglehurst. IC Jun and IVC Guillermo had invested the new Area 2 Commodore Angie Mesistrano. IC Jun & IVC had addressed a short speech and closed the protocol official ceremony.

Our evening had ended with celebrating the 70<sup>th</sup> anniversary of our IYFR Fellowship with a special cake followed by dancing to various music songs. Late at night was followed by greeting our very many Fellowship friends who had to take back the way travelling some thousands kilometers going to their homelands.

Next Annual General Meeting of IYFR will be hold in 2018 in Chile, hosted by Puerto Varas Fleet, haing had the opportunity to see in played video the wonderful program they prepare, sailing for four days around the famous Chilean Fiords.







## Article in Spanish

El segundo AGM de Sud América se ha llevado a cabo en la ciudad de Punta del Este, Uruguay, entre el 22 y el 25 de marzo. Asistieron representantes de 7 países, y tuvimos la visita del IC Jun, quien ha hecho un largo viaje para acompañarnos.

El programa se inició con el Meet and Greet. Nos reunimos a disfrutar de los cálidos encuentros y reencuentros con amigos de diferentes latitudes. La flota anfitriona, Punta del Este cumplió años el 21 de Marzo, pero nosotros quisimos esperar un día para celebrarlo con todos los amigos del exterior, así es que apagamos 5 velitas durante el Meet and Greet.

El día 23 hicimos una navegación zarpando desde el puerto de Punta del Este con destino al club náutico Balleneros, donde disfrutamos de un fantástico almuerzo en sus hermosas instalaciones. Regresamos navegando y compartiendo conversaciones, ideas, proyectos y viendo los magníficos paisajes de la costa de Punta del Este. Por la noche salimos a compartir una exquisita pizza y nos divertimos con un gracioso karaoke.

El día 24 comenzamos el día de trabajo a las 9:30 hs y se extendió hasta las 16:30 hs. Hicimos un breve descanso en el coffee break y durante el almuerzo, para seguir trabajando hasta terminar las exposiciones de todos los Comodoros de las 7 flotas de Sud América. Tuvimos las palabras de apertura del Comodoro Internacional Jun Avecilla, a continuación el saludo del Vice Comodoro Internacional Guillermo Arteta y el saludo via Skype del Contra Comodoro Internacional Robert Burns. A continuación la Comodoro de Area 2 Angie Mesistrano informó sobre las actividades y desarrollo de las flotas de la Región y dio instrucción en cuanto a nuestro reglamento. Luego de esto comenzó la exposición de cada uno de los Comodoros de flota que se encontraban presentes, ellos nos contaron sobre sus actividades y proyectos de servicio que están desarrollando en sus países. Finalizamos con el tradicional intercambio de banderines entre todos los Comodoros de las flotas de Sud América.

Terminado el encuentro de trabajo nos dirigimos a un lugar paradisíaco llamado Las Cumbres, ubicado en lo alto de un cerro, donde compartimos un delicioso te buffet y contemplamos la caída del sol y el atardecer. El clima de amistad, compañerismo y camaradería fue inmejorable.

En el último día del AGM recorrimos hermosos lugares de la ciudad de Punta del Este, paseamos por la costa y almorzamos la pesca del día en un típico lodge a la orilla de Laguna Grazon. Por la noche se desarrolló la Cena de Gala. Durante la cena charreamos a la nueva flota Inka Peru Callao, de Peru. Se entregó la certificación con el nombramiento al Comodoro Regional de Sud America Walter Eaglehurst y se investió a la nueva Comodoro de Área 2 Angie Mesistrano. El Vice Comodoro Internacional y el Comodoro Internacional nos dirigieron sus saludos y cerraron el acto protocolar. Después de esto, festejamos el 70 aniversario de nuestra fellowship con una torta especial. Y luego, ya relajados y con la sensación de la misión cumplida, bailamos al ritmo de buena música. Ya muy tarde en la noche, comenzamos a despedir a los queridos amigos que viajaron miles de kilómetros para compartir este AGM de Sud América, ellos comenzaban el regreso a sus países.

El próximo AGM 2018 será en Chile. La flota anfitriona, flota Chile Puerto Varas nos adelantó un video con el programa, realmente es irresistible. Haremos el meeting de 4 días a bordo de un barco que nos llevará a conocer los famosos fiordos chilenos.

Gracias a todos, queridos amigos de Sud América por asistir al AGM 2017. Gracias Vice Comodoro Internacional Guillermo por compartir este evento, siempre cerca de todos nosotros. Mil gracias, querido Comodoro Internacional Jun, por haber viajado medio mundo para compartir estos cuatro días con todos nosotros. Nos queda un hermoso recuerdo y el corazón pleno de amistad, compañerismo y afecto.

## Nos vemos en el próximo AGM 2018 en Chile







**Angelica Mesistrano**  
RC South America

Editing & Layout  
**Zeev Matar**



**Rotafloat Magazine Editor / IC Special Assistant**





## Travelogue Uruguay



### Memorable South America AGM 2017

It was on a lovely Wednesday March 22 mid-morning when Lil and I with my sister Gigi and her Mate Armando arrived at the quaint Jean Clevers Parque Hotel with AC Angie Mesistrano welcoming us at the lobby. Armando took to drive about one and a half hours from Montevideo in smooth highways and picturesque beaches and coastal sceneries along the way. We were later joined and had lunch at the hotel with the IVC Guillermo Arteta and as always charming Monica and RC Walter Eaglehurst and beautiful wife Sanora and the Punta del Este Fleet Bridge headed by FC Felix Riesta, PFC Nelson Seleidorovich, FVC Edgardo Gargano, FRC Esteban Pellejero, FS Susana Maidana, FTs Daniel Laferranderie and Silvia Callora. In Walter's tow are his amazing boys of the Sea Scouts from Chile and now comprising with cute little girls Sea Scouts from Ecuador. They certainly add colors and delight to the various IYFR proceedings.

The Meet and Greet cocktails in the evening attended by over a hundred members and guests at the hotel dictated the tempo of the well organized affairs that depicts the whole AGM. AC Angie and IVC Guillermo welcomed everyone and true to his remarks that the South American Fleets are robust, solid, strong and growing as we have witnessed in the night's affair and throughout all the festivities. The highlight of evening was the splendid performance of the renown Choir of Punta del Este with their renditions of various songs about African Slavery called Candombe culminated by the popular Volare to the delight of the whole crowd. And the surprise was an amazing cake in the replica of the Amerigo Vespucci commemorating the 5<sup>th</sup> Anniversary of the founding of the Punta del Este fleet. AC Angie and FC Felix led the singing, the blowing of the candles and cutting the cake.

On the following Thursday morning, we had a guided tour in special coaches, characterizing the fashion of the subsequent tours thereafter, around the northern edge of the peninsula and wondered at the beauty of the town. Thereafter we boarded the catamaran Oceania crossing the Bay of Maldonado crowned by the Gorriti Island. Along the cruise, we saw beautiful buildings called "Casa Pueblo" characteristics of Punta del Este and whose work was done by one of the most renowned masters, artist Carlos Paez Vilaró. We disembarked at the exclusive "Club Whaling" so called accordingly because whales used to beach there to die located in the iconic Punta Ballenas where we had a sumptuous steak lunch complete with sweet desserts and coffee while enjoying the camaraderie with the members of group.

After enjoying walks around the club and taking pictures we went back to the hotel with a planned Pizza Karaoke night which I unfortunately missed as I was nursing some pains. Going back to the boat I skidded on a slippery patch in the wharf and landed on my side with a heavy thud probably causing a hairline fracture on my ribs as it is still aching at this writing. To have a doctor brother-in-law in the group was probably a blessing as medications and patches eased the pains that kept me going through. I would say that the body though was not as hurting than the pride with my clumsy accident spectacle in front the whole fleet.





The AGM started at 9 o'clock in the morning on Friday March 24 at the hotel conference hall where I was given the opportunity to address the members of South American Fleets and briefed them of what is going on in the IYFR in general with upcoming International events like the AGM in Atlanta in June, the proposed Area 1 AGM in Alicante this coming October and the Flags, Uniforms and Boating Practice expected changes. I made special video presentations on what the Philippine Fleets are doing in the other side of the globe highlighting its sailing school project and coastal cleanup drives where grants funds given to the fleets were utilized. The exchanges in information will help us emulate worthy projects that other Fleets can embark on. To the wonders of social media, IRC Bob Burns delivered his message live via Skype as he regrets he could not attend the meeting. IVC Guillermo delivered his message summing up that the South America Region has 244 members from 7 Fleets comprising: Guayaquil Ecuador Fleet and the Emerald Squadron in Ecuador, Chile Puerto Varas Fleet in Chile, Delta and Rio Plata Fleets in Argentina, Port Salaverry and Inca Peru Callao and Punta del Este Fleet and its Rocha Este, Atlantida and Majahonda Squadrons in Uruguay with a total of 67 members making it the second largest fleet worldwide next only to the Sicily Fleet. Past Governor Fernando Cairo spoke about the history of Punta del Este. AC Angie talked on points of our Rules and completed her report with a very comprehensive Power Point Presentation well appreciated by the participants. Respective Fleet Commodores and Squadron Captains took turns in reporting on the developments of their Fleets and Squadrons, their work and projects for 2016 - 2017 also with informative Power Point and Video presentations that included the announcement of the Inca Peru Callao Fleet that will be chartered at the Gala evening. The Sea Scouts program of fleet Punta del Este was officially presented by RC Walter. It has now expanded with the formation of the Sea Scouts of Ecuador. He also announced that the next AGM for South America will be in Chile hosted by the Puerto Varas Fleet in May next year. The long meeting was punctuated by lunch served at the coffee shop and later continued the working day ending with the exchange of pennants between the different fleets in the region. I am honored and grateful to receive a special gift of a replica of the iconic 'lancha colectiva' that ply the Tigre Delta rivers from FC Miriam Caudollo of the Delta Fleet.

At 5 o'clock in the afternoon we departed from the hotel on tour, along the western edge of the Bay of Maldonado and appreciated the beauty and historical references of the place rising gently toward the Sierra La Ballena from where we've seen one of the most beautiful landscapes in the region. From atop the place called Las Cumbres Resort, surrounded by prodigious nature and lush environment we had "very special" tea buffet and watched one of the most beautiful sunsets in the region while we do a toast to our fellowship with Champagne. We returned to the hotel after sunset ending the evening with optional activities on each own.

On Saturday March 25, we left the hotel at 9 o'clock in the morning for a tour to several interesting sites in the area. We crossed the La Barra de Maldonado with its unique undulating bridge construction, to Manantiales and the Sculpture Park of the Pablo Atchugarry Foundation where everyone enjoyed meeting the renowned master sculpture handing out personally signed marble chips from his works. We saw spa Jose Ignacio with its iconic lighthouse and braves coasts, Laguna Garzón with its ecological circular bridge near the recently opened hotel Laguna Lodge and floating restaurant on the coast of Rocha de Laguna Garzon. On site we enjoyed finger foods for lunch composed of local produce and the catch of the day over glasses of wine and beer. The unique place offers a series of "nautical amenities" such as fishing 'chalanas' rides lagoon, kayaking, etc. Some members of the group took a little boat with a small outboard engine driven by FC Felix around the lagoon.

Cocktails and canapes served with fine wines from the South served by the Jean Clevers Park Hotel poolside preceded the Gala dinner at the main dining hall which started at 9 o'clock in the evening. VIP guest composed of District Governor Luis Barros, PDGs Fernando Cairo and Carlos D'Amico and DGE Alfredo Delgado graced the affair with their lovely spouses. The chartering of the Inca Peru Caullo Fleet and Installation of Fleet Commodore Roly Davila Arenza, FVC Felipe Cepeda Rodriguez and FRC Raul Ponce de Leon immediately ensued. A brotherhood ceremony between fleets Guayaquil Ecuador and Chile Puerto Varas was later forged. Both I and Guillermo installed and donned to Angie her AC epaulets with the Certificates of appointments handed to her and RC Walter. Lil and I were happy to receive commemorative gifts from AC Angie and IVC Guillermo especially a Philippine Flag signed by all the Officers of the South American Fleets.

The anticlimax of the program for evening is the blowing of a beautiful cake commemorating the 70<sup>th</sup> Anniversary of the IYFR capped by dancing and merriment in the tradition of our motto of Fun Fun Fun that could have lasted till the late hours. However, we had to sneak back to our room after past midnight to get some sleep as we had to be up and leave the hotel by 4 o'clock in the morning to catch an early morning flight to Buenos Aires from Montevideo Carrasco Airport.

**I wish to congratulate Punta del Este Fleet for the AGM's rousing success with their splendid organization led by FC Felix. I thank AC Angie and everyone for their warm and gracious hospitality making us feel at home**

As I write this message to meet Zeev's printing deadline we are in Buenos Aires having met close friends PFC Martin Gil and Renee Donanturo in Tigre. Tomorrow we will be sailing on IVC Guillermo's boat but these are another story. March 23: Tour of the City, Cruise on Oceania, Lunch at Club Ballenos

**Let me tell you how much I was proud of being part of our International Yachting Fellowship of Rotarians and share with you the joy of raising our future generation from Sea Scouts to become as grown- ups in the future dedicated Iyforians**

**Viva to all Fleets participants coming from close and from far away to make Lil & me so happy for the deep brotherhood felt among all of you dear Iyforians**



Jun  
International Commodore  
Manila / Philippines

Editing & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant



## PICTURES GALLERY

**Uruguay 22th March 2017**

*Meet & Greet Area 2*

**Wednesday**

*Photo taken by: IC Jun Avecilla*

*Album arrangement: RC East Europe Piotr Pajdowski*



[Click photo to view Gallery](#)

**Uruguay 23th March 2017**

*City Tour Cruise on Oceania Lunch at Club Ballenos*

**Thursday**

*Photo taken by: IC Jun Avecilla*

*Album arrangement: RC East Europe Piotr Pajdowski*



[Click photo to view Gallery](#)

**Uruguay 24th March 2017**

**Friday**

*Photo taken by: IC Jun Avecilla*

*Album arrangement: RC East Europe Piotr Pajdowski*



[Click photo to view Gallery](#)

**Uruguay 25th March 2017**

**Saturday**

*Photo taken by: IC Jun Avecilla*

*Album arrangement: RC East Europe Piotr Pajdowski*



[Click photo to view Gallery](#)

**You Tube**

*Volare – Domenico Modugno  
Nel blu dipinto*

**You Tube**

*Domenico Modugno  
– Meraviglioso*

**You Tube**

*Domenico Modugno  
(volare)*

**You Tube**

*Domenico Modugno  
Volare Cantare OH OH OH*

**You Tube**

*Domenico  
Modugno:volare*

**Video of Iyforians choir singing “Volare”**

**1<sup>st</sup> Video**

**2<sup>nd</sup> Video**

**Pictures Credits: IC Jesus “Jun” Avecilla**



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# CHILE

## Puerto Varas Fleet

### Puerto Varas Sea Scouts



#### **Puerto Varas Sea Scouts sailing cruise crossing fjords, islands and channels in the Region of Aysén in Chilean Patagonia**

In 17<sup>th</sup> January 2017 morning 18 Sea Scouts started their sailing on the Terranuova Yacht under the command of Capitan Walter Eaglehurst from Puerto Montt. The Sea Scouts mission was to perform the third instruction cruise, scheduled to cross fiords, islands & channels in the Aysen Region in the area of Chilean Patagonia.





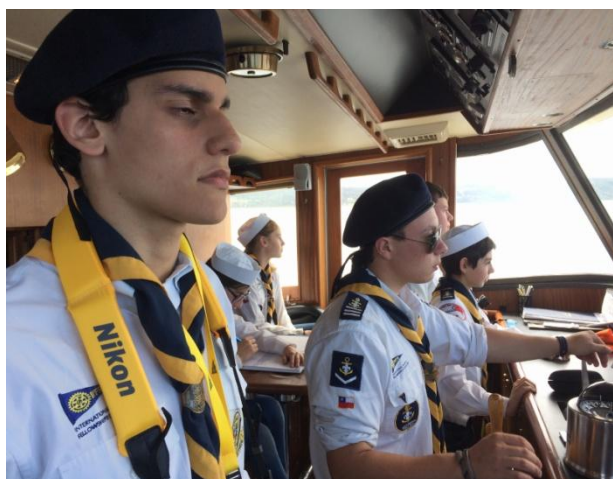
After a day of navigation in which the scouts had performed three guarding shifts the Yacht had arrived to Corcovado National Park, where they had a rest. The next day sailing started at 05.00 crossing Feared Gulf of Corcovado, where the waters are generally rough, but by the goodwill of Neptune we crossed through the refuge channel, having a very pleasant navigation. Our afternoon was in Seno Mena where our sea scouts had experienced sailing in Australian Zodiac around the lagoons of the area.

Next day sailing started at 07.00 crossing Moraleda Channel, entering Channel Jacaff where the sea scouts had a break in a wonderful white sand beach. The Sea Scouts had taken time to cook a lamb meet given by one of the parents' scouts.

In the afternoon after various activities the Yacht had sailed to Puyuhuapi via the Siebald channel, entering the narrow Galvarino pass which lead the Yacht to Port of Puyuhuapi. The instruction by the Yacht Capitan crossing at night the sea would be performed in safety precisely as by orders. A prominent Sea Scout was in charge of the steering well, while two experienced night watchmen were on guard and a Sea Scout watching the radar, being observe and followed by Capitan Eaglehurst. The crossing was perfectly performed and our Terranuova Yacht had safely entered the Bay and moored at 30 meters depth.

The cruise continued via the Puyuhuapi Marina where our yacht had moored and all Sea Scouts invited by Capitan Walter Eaglehurst for lunch in Italian restaurant followed by our Sea Scouts Kayaks competition.

The Sea Scouts long sailing cruise had ended sailing 560 miles which are over 1000 kilometers sea trip, which had awarded each of them with special Cursing badge to be sewed on the Sea Scouts uniform as merit award











## Spanish Version

### **Nuevo Crucero de Instrucción Verano 2017 Scouts Marinos de Flota Chile Puerto Varas**

La mañana del 17 de Enero, zarpaba desde Puerto Montt el Yate Terranova con 18 scouts marinos abordo , un Jefe Scout , un Marinero Profesional todos al mando del capitán del Yate Walter Eaglehurst. La misión : realizar el tercer crucero de instrucción de largo aliento esta vez por los fiordos, Islas y canales de la Región de Aysén, plena Patagonia Chilena.

Después de un día de navegación , los Scouts distribuidos en tres guardias distintas, logramos recalar cuando comenzaba la noche en el Parque Nacional el Corcovado, donde pudimos cenar y descansar, para zarpar al día siguiente de madrugada a las 05:00 AM para cruzar el temido Golfo del Corcovado, cuyo estado normal siempre es malo, la guardia esta vez estaba formada por los scouts mayores y con más experiencia.

Esta vez Neptuno nos ayudó y cruzamos a través del canal refugio, teniendo una navegación muy agradable y placentera. En la tarde decidimos recalar en Seno Mena, un hermoso lugar detrás de una pequeña Isla, donde vive un señor junto a su familia que tiene un pequeño aserradero en el lugar. Aprovechamos de estrenar un nuevo Zodiac Marca Highfield Australiano, en el cual realizamos un lindo paseo por lagunas del lugar.

Al otro día , el toque de diana fue a las 07:00 AM, zarpamos temprano, y desayunamos sobre la marcha, tomando rumbo al gran Canal Moraleda que nos llevó a la entrada del canal Jacaff, donde después de una tranquila navegación llegamos a una playa de maravillosa arena Blanca, con una cascada de agua dulce que caía al centro de la playa. En este lugar cocinamos un cordero, que uno de los padres había regalado para el crucero. Se disfrutó de un día de playa maravilloso.

En la tarde después de las actividades zarpamos a Puyuhuapi por el canal Siebald, antes de ingresar al estrecho paso Galvarino, que nos lleva al Puerto de Puyuhuapi, se entregan las instrucciones a los Scouts, para que este cruce nocturno sea hecho con seguridad y precisión. Un Timonel destacado a cargo de la rueda de Gobierno, dos vigías nocturnos con experiencia, un radarista , un encargado de bitácora, todo supervisado por el Capitán Eaglehurst. El Cruce fue fantástico y tranquilo, el barco entró con seguridad a la bahía y fondeamos el Ancha a 30 metros de profundidad.

Se pernoctó abordo después de una cena reparadora, tras un largo día de navegación.

Al día siguiente pudimos llevar el barco a la Marina de Puyuhuapi , donde amarramos y pudimos reponer el agua gastada durante estos días.

Visitamos el pueblo y todos disfrutamos de un almuerzo Italiano en un Restaurant de la ciudad cortesía del Capitán.

Después de almuerzo , soltamos amarras y nos dirigimos a Puerto Cisnes, donde un grupo de scouts bajó a hacer algunas compras, dentro de las cuales se incluyeron chocolates, ya que se habían acabado. Después de las compras, damos aviso a la capitanía de Puerto, de nuestro nuevo destino, el hermoso estero Queulat, un mágico lugar donde un ventisquero con el mismo nombre, se impone en el paisaje, el hielo se derrite y sus aguas gélidas forman un río que se mezcla con el mar.

Allí realizamos una gran competencia de Kayaks, en distintas categorías, las que eran narradas por algunos scouts, a través de unos alto parlantes del Terranova.

Hay que hacer notar, que todos los días teníamos charlas preparadas por los scouts, con distintos temas de interés, con presentaciones de power point. Algunas de ellas fueron: Sir Peter Blake , el mejor navegante de todos los tiempos, Las ballenas, La inteligencia de los delfines, Criaturas Misteriosas, etc.

Zarpando de Queulat al día siguiente, nos dirigimos a un hermoso lugar llamado "La Poza de Oro" , una pequeña, hermosa y segura bahía , que conecta por un canal con tres lagunas naturales.

Curiosamente dentro de esta soledad encontramos el hogar de un simpático matrimonio de Santiago compuesto por Benjamín y Jaqueline, quienes se enamoraron del lugar y decidieron construir su casa y viven hace 30 años allí.

Gentilmente nos invitaron a su hogar y nos cargaron el barco con agua dulce de vertientes.

Pasamos dos noches en ese lugar, donde practicamos vela con los dos optimist que llevaban abordo, kayak, ski acuático, moto acuática etc.

La mañana cuando zarpamos después de los dos días de visita, a la poza de oro, Benjamín y Jaqueline salieron a despedirse, y una guardia de Honor de Scouts con su uniforme completo realizaron un emotivo homenaje de honores de Pito Marinero a nuestros nuevos amigos , mientras el Terranova se desplazaba para alcanzar la estrecha salida de la Bahía.

Los Scouts estaban preocupados, ya que sabían que nos esperaba nuevamente el Cruce del Golfo de Corcovado, pero nuevamente nos acompañó la suerte y realizamos una tranquila navegación, que nos llevó de nuevo a pernoctar en el Parque Nacional el Corcovado, para prepararnos para el zarpe de madrugada que nos llevará a Caleta Gonzalo, en Parque Pumalín, donde nos esperan dos Van, que nos llevarán a conocer los Alerces de 3000 años de antigüedad. Luego de esta visita y de un suculento almuerzo, nos dirigimos de retorno a Puerto Montt donde realizaremos una navegación nocturna, la cual resultó fantástica, y muy precisa, los niños trazaron sus rumbos, identificaron embarcaciones, faros, etc. Finalmente siendo las 3 de la madrugada las luces de Puerto Montt nos recibían en una noche de silenciosa y tranquila navegación. El cansancio se hacía notar, amarramos el Terranova, sin ayuda externa, en nuestro sitio, y nos fuimos a dormir.

Al Otro día, muchos no querían partir, les vino una nostalgia por todas las significativas experiencias vividas, los padres estaban citados a las 9:00 hrs, allí se realizó la última formación abordo, frente a ellos que miraban desde el muelle, el Jefe de todas las guardias hizo entrega de la bitácora total del viaje, firmada por todos los participantes de este crucero, y pudimos comprobar, que en la corredera teníamos más de 560 millas navegadas , es decir más de 1000 kilómetros. Cada Scout Marino , recibirá un nuevo distintivo de Long Cruising , para coser y lucir con orgullo en su uniforme.







**Angelica Mesistrano**  
**RC Area 2**

Editing & Layout  
**Zeev Matar**



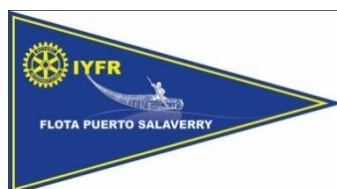
**Rotafloat Magazine Editor / IC Special Assistant**





## PERU

### Puerto Salaverry Fleet



#### PUERTO SALAVERRY FLEET CHARTERING, PERU

On Friday 24<sup>th</sup> February had taken place the Chartering event of a new born Fleet of Puerto Salaverry in the historic city of Trujillo in the Republic of Peru. The ceremony had been performed in the halls of the Golf Club by attended by IVC Guillermo Arteta together with the Godfather of the new Fleet, FC Puerto Varas of Chile Walter Eaglehurst and the honorary guest of the Peruvian Navy Captain Commander Luis Ricardo Calizaya and his wife. The ceremony had been opened by the Peruvian hymn followed by Trujillo hymn, and then giving place to our International Vice Commodore Guillermo Arteta to invest Waler Eaglehurst as the incoming Regional Commodore South America, delivering him the epaulettes and the Burgee.

GDP Alberto Balta had welcomed the presented authorities as well as all visitors, followed by EGD Rodrigo Cuevas who had taken the opportunity to speak about Rotary and its humanitarian activities.

Puerto Salaverry Fleet Rear Commodore Julio Diaz Ulloa had given information about Rotary Fellowships emphasizing about IYFR history and actual relevance.

IVC Guillermo Arteta had taken place to pronounce his message of collaboration, peace and harmony between peoples, message which had been appreciated by the audience.

As by IYFR manual of procedure the bridge of the new born Fleet had been received by sailors' whistle honors followed by calling Fleet Commodore Jorge Quijano to receive his IYFR epaulettes, followed by Vice Fleet Commodore Rodrigo Cueva, followed by Fleet Rear Commodore Julio Diaz, than taking place Fleet Secretary Silvia Ibañez followed by Fleet Treasurer Yolanda Wong.

The ceremony continued by assignment of Fleet founder Certificate and pennants to wear on IYFR shirts.

Puerto Salaverry FC Jorge Quijano had addressed his word of gratitude to all the present calling for his new Fleet members to work together for the Fleet as well as for our Fellowship and generally for the service in Rotary.

The ceremony had ended by emotional speech given by Juan Muró Morey, representative of District Governor 4465, underlining that Puerto Salaverry Fleet is the first Rotary Fellowship formed in the Rotary Peruvian history.



IVC Guillermo Arteta and RC Walter Eaglehurst



FC Jorge Quijano and IVC Guillermo Arteta



*Huaylash moderno Junin - Fiesta Peru*



*Colors of Peru – Peruvian images – Andean Music*

### **CHARTEO DE LA NUEVA FLOTA PUERTO SALAVERRY, PERÚ**

El viernes 24 de febrero, en la Histórica ciudad de Trujillo, de la República del Perú, se realizó en los salones del Country Golf Club, la ceremonia de entrega de la Carta Constitutiva, e investidura de la Flota Puerto Salaverry.

El IVC Guillermo Arteta presidió la ceremonia de Chartering de la Flota, el Maestro de ceremonia fue el Padrino de la nueva Flota, el FC de la Flota Chile Puerto Varas, Walter Eaglehurst. Asistió en representación de la Marina del Perú el Capitán de Navío Comandante Luis Ricardo Calizaya y su Sra.

Luego de entonarse el Himno del Perú, y seguidamente el de Trujillo, el International Vice Comodoro Guillermo Arteta, procedió a investir como Comodoro Regional de Sudamérica a Walter Eaglehurst, entregándole sus nuevas epaulettes y el burgee.

El GDP Alberto Balta, dio la bienvenida a las visitas y autoridades presentes.

Posteriormente tomó la Palabra el EGD Rodrigo Cuevas quién destacó la labor que Rotary hace en bien de la Humanidad.

Por su parte el FRC de la nueva flota, Julio Díaz Ulloa, dio una completa información acerca de la importancia de las Agrupaciones en Rotary, profundizando en la historia y relevancia de la IYFR.

El IVC Guillermo Arteta, pronuncia su esperado mensaje, haciendo énfasis en la unión, colaboración, paz y armonía entre los pueblos, el cuál fue muy bien recibido por todos los asistentes.

Llegado el momento de la investidura el primero en recibir los Honores de pito mariner y sus epaulettes fue el Fleet Commodore Jorge Quijano, quien procedió a investir al resto de los miembros del Puente, comenzando por el Vice Comodoro Rodrigo Cueva, luego el Contra Comodoro Julio Díaz, también a la Secretaria de Flota Silvia Ibañez y la Tesorera de Flota Yolanda Wong. Todos ellos recibieron su correspondiente gallardete de mando con sus grados correspondientes.

Posteriormente todos los mariners de la Flota fueron investidos recibiendo sus diplomas y gallardetes, como miembros fundadores de esta nueva flota de Perú, en Sudamérica.

El nuevo Comodoro Jorge Quijano, una vez que recibió oficialmente la Carta Constitutiva de la Flota Puerto Salaverry de manos del IVC Guillermo Arteta, procedió a agradecer a las visitas y luego instó a los nuevos rotanautas a trabajar unidos por el servicio rotario.

Para finalizar el representante del Gobernador de Distrito 4465, don Juan Muró Morey, pronunció un emotivo y sentido discurso, destacando a la Flota Puerto Salaverry como la primera agrupación rotaria presente en la historia Rotaria del Perú.

**Rotafloat Newsletter congratulates Puerto Salaverry Fleet wishing  
them prosperous activity with lot of joy and fun  
Go on sailing amigos**



**Felicitaciones Flota Puerto Salaverry  
Bienvenido amigos, Enhorabuena, Buena suerte**





From left RC Walter Eaglehurst, FC Jorge Quijano, FVC Rodrigo Cueva and IVC Guillermo Arteta



From left Mariner Sandra Gomez, RC Walter Eaglehurst, FRC Julio Diaz Ulloa, FC Jorge Quijano, FS Silvia Ibáñez, FT Yolanda Wong and IVC Guillermo Arteta.





**Angelica Mesistrano**  
**RC Area 2**

Editing & Layout  
**Zeev Matar**



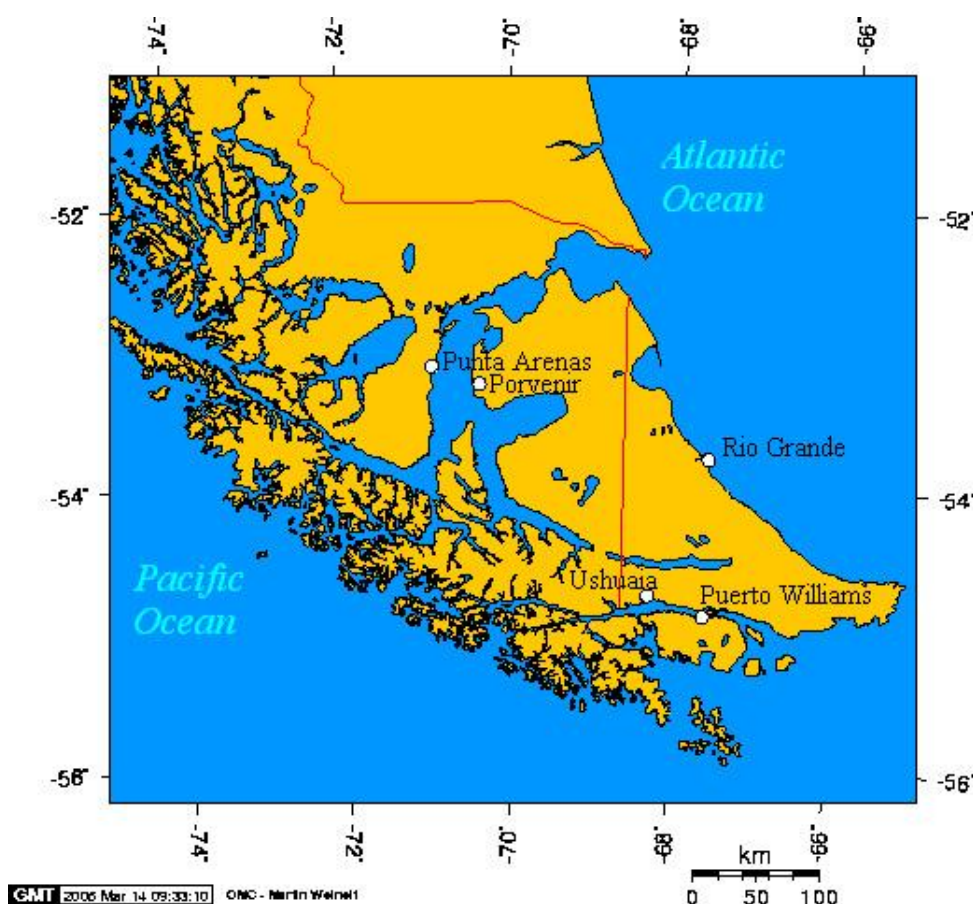
**Rotafloat Magazine Editor / IC Special Assistant**



*Click to go back to Table of Contents*



# Beagle Channel



**The Beagle Channel is a strait separating the main island of Tierra del Fuego from various small islands. It is one of three navigable routes linking the Atlantic Ocean and Pacific Ocean at the South American continent**

## Beagle Channel

Beagle Channel is a strait in Tierra del Fuego Archipelago on the extreme southern tip of South America called Chanel Beagle in Spanish, named after the ship HMS Beagle from England, during its first hydrographic survey of the coasts of the southern part of South America which lasted from 1826 to 1830.

The Beagle Channel is about 240 kilometers (150 miles) long and is about 5 kilometers (3 mi) wide at its narrowest point. The strait / channel extends from Nueva Island in the east to Darwin Sound and Cook Bay in the west. From its western end about 50 kilometers (31 miles) it divides into two branches, north and south of Gordon Island. The southwest branch, between Hoste Island and Gordon Island, enters Cook Bay, a bay of the Pacific Ocean. The northwest branch, between Gordon Island and Isla Grande, enters Darwin Sound, which connects to the Pacific Ocean by the O'Brien Channel and the Ballenero Channel. The biggest settlement on the channel is Ushuaia in Argentina.

Ushuaia is the southernmost city of the world, known to be the capital of Argentina's Tierra del Fuego province followed by Puerto Williams in Chile, two of the southernmost settlements of the world.

**The Beagle Channel is one of three navigable routes between the Pacific and Atlantic, while the other route is the Strait of Magellan (published in Rotafloat Newsletter of December 2016) is further north lying between Tierra del Fuego and mainland South America with Drake's Passage being the southerly open-sea course favored by the majority of commercial shipping.**



The channel separates the larger main island of Isla Grande de Tierra del Fuego from various smaller islands including the islands of Picton, Lennox and Nueva; Navarino; Hoste; Londonderry; and Stewart.

Picton, Lennox and Nueva which form a group of three islands (and their islets) on the extreme south of South America, in the Chilean commune of Cabo de Hornos in Antártica Chilena Province, Magallanes and Antártica Chilena Region. In the Tierra del Fuego archipelago, they lie east of Navarino Island and are separated from the Argentine part of Isla Grande in the north by the Beagle Channel. They have an area of 170.4 km<sup>2</sup> (Lennox), 105.4 km<sup>2</sup> (Picton), 120.0 km<sup>2</sup> (Nueva).

Navarino Island is a Chilean island located between Isla Grande de Tierra del Fuego, to the north, and Cape Horn, to the south. The island forms part of the Commune of Cabo de Hornos, the southernmost commune in Chile and in the world, belonging to Antártica Chilena Province in the XII Region of Magallanes and Chilean Antarctica. It constitutes the nearest land to the Antarctic continent. Its population is concentrated primarily in the communal capital, Puerto Williams, and in small settlements like Puerto Navarino, Río Guanaco and Puerto Toro. The highest point of the island is Pico Navarino at 1,195 m (3,921 ft).



**The channel's eastern area forms part of the border between Chile and Argentina**

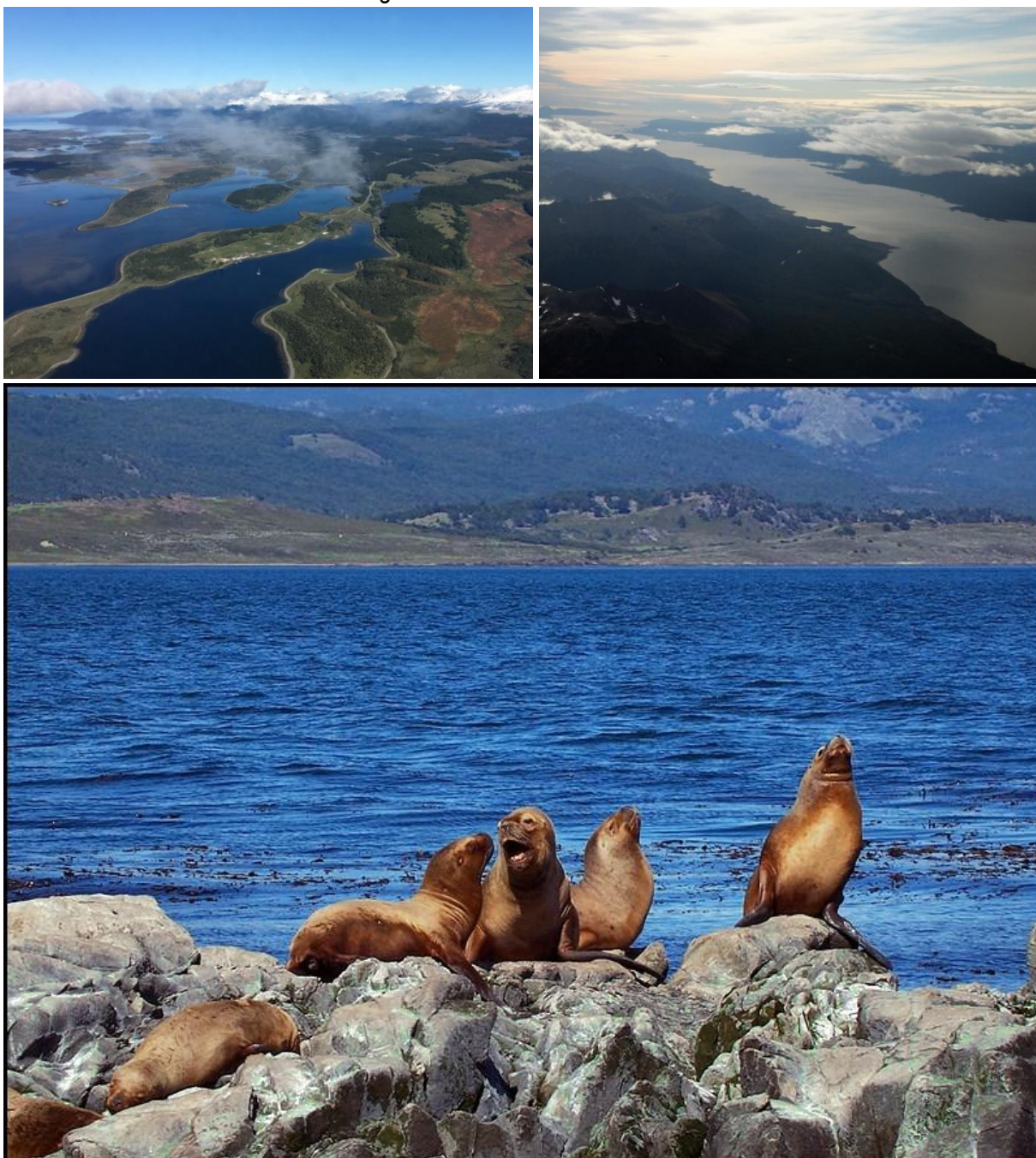


## Beagle Channel Climate

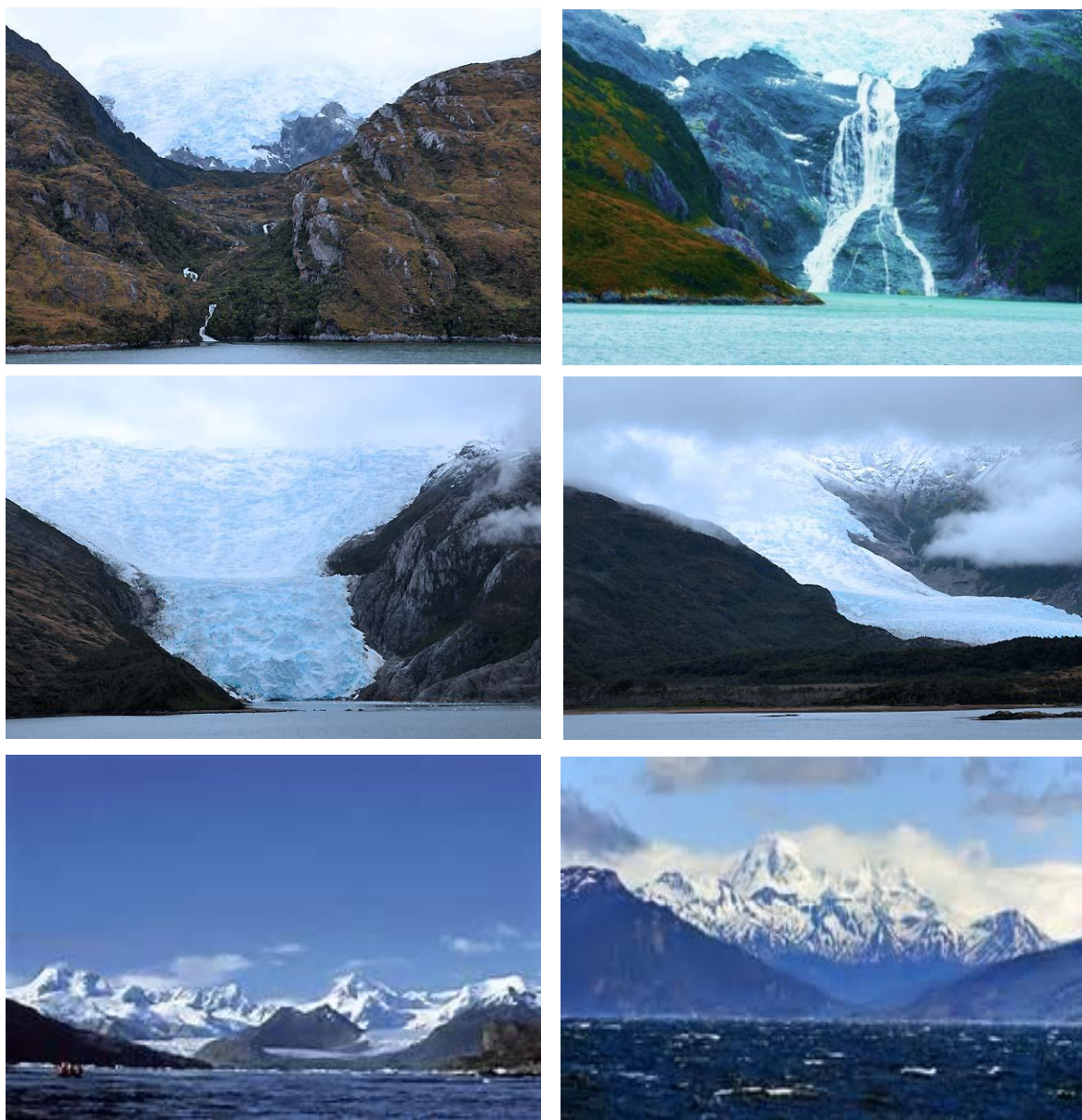
Generally, the climate is cold with average winter (July) temperature of 1.0 C0 degrees up to 9.6 C0 degrees in summer (January).

Located at a latitude around 54.8 degrees the temperature is considerably lower than would normally be expected, including snowfall which can occur also in the middle of summer, while due to the many glaciers present in the area are an increasing factor to lower the area temperature.

We need to underline that the southern hemisphere is considerably influenced by the Antarctica. The Antarctic circumpolar current takes a northerly detour as it passes between the northern tip of the Antarctic Peninsula and Sothern Patagonia.

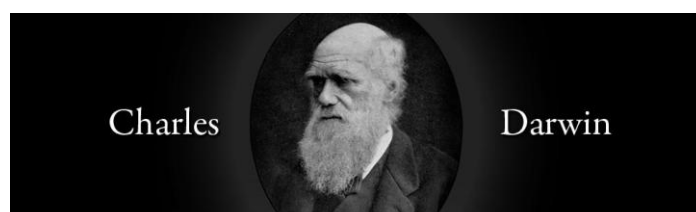






### The Beagle Channel & Charles Darwin 1809 - 1882

The Voyage of the Beagle, published in 1839 by Charles Darwin, depicts Darwin's adventures aboard the ship the HMS Beagle, which explored the Tierra del Fuego archipelago. The survey planned to last two years but lasted five years. During this time Darwin took this opportunity to explore on land and delve into his research. His unique ground-breaking text of the voyage includes many of Darwin's theories about biology, anthropology, and geology. Because the book was written during a time when Western Europeans were beginning to explore the rest of the world, Darwin's depiction of the voyage gained him considerable fame when he returned to England. Interestingly, some of the ideas from the book were later developed by Darwin to a greater extent in his most famous The Origins of Species.





## Yacht Sailing in Beagle Channel



*Sailing on the Beagle Channel*



*Storm in the Beagle Channel*



*Dolphins in Beagle Channel*

## Volvo Ocean Race crossing Beagle Channel



### Volvo Ocean Race - Dongfeng team - March 30 2015 crossing Beagle Channel

#### **“Dongfeng update”**

*Rallying to get the Franco-Chinese VO65 up the Beagle Channel*

Monday March 30th 2015, Author: James Boyd, Location: none selected

While everyone onboard Dongfeng Race Team remains in good shape considering the circumstances, the final miles to Ushuaia are anything but easy. Concerns about the mast's stability and a very tricky entrance to the Beagle Channel will be high up the list of concerns for skipper and crew.

Despite working throughout their day, which is now drawing to a close, the determined crew of Dongfeng has not managed to remove all the damaged parts of the broken mast. The original rigging that holds up the remaining main section of mast is only in place on the port side. By using other cables and lines from the mast, the crew is trying to secure the mast so that when they approach the difficult entrance to the Beagle Channel they are more able to maneuver, with less risk of the remaining main section of the mast coming down. This is not an easy job since as it is unstable, it has been impossible to send someone up the mast (who would also need to free climb up to that point to work). Consequently the broken top mast is still hanging down, and the mainsail still threaded through it.

As nightfall descends on *Dongfeng*, she is still 50 miles (estimated five or so hours at current speed of 12 knots) from the entrance to the Beagle South Channel in Chilean waters. This is the narrow waterway that leads to the Argentinean port of Ushuaia, a further 60 miles to the east.

The Channel itself is famous for its sudden and strong gusts of wind coming down from the surrounding mountains. While Dongfeng should be able to navigate safely in this zone, her lack of maneuverability is of course a factor to take in to account. Chilean authorities are aiming to provide a RIB to assist their entry in to the Channel.”



**You Tube**

*Boat breaking conditions Volvo Ocean Race 2014- 2015*

Article & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant

# Philippines



**The prospective Fleets presented at the PhilFleet Gala on 11<sup>th</sup> March 2017**  
**Philippine North Star, Manila Harbour Marina Fleet, Neptuno Marinero**  
**Philippine Fleet, Noah's Ark Philippine Fleet, Sangley Point Fleet, Atlantic**  
**Philippine Fleet, Oceanic Philippine Fleet**  
**Represented by their forthcoming Bridge**

## MORE FLEETS SET TO SAIL IN THE PHILIPPINES

**PHILIPPINE REGIONAL COMMAND**


**District 3610**  
 DRAGON FLEET  
 KAGITINGAN FLEET  
 MARUHAY FLEET  
 RAINBOW FLEET  
 STINGRAY FLEET  
 ALL-STAR FLEET  
 NORTH STAR FLEET  
 HARBOR MARINA FLEET  
 NEPTUNO MARINERO  
 NOAH'S ARK FLEET  
 SANGLEY POINT FLEET  
 FISHERMAN FLEET  
 ATLANTIC FLEET  
 OCEANIC FLEET

**District 3620**  
 PACIFIC SHORE FLEET  
 PACIFIC WAVE FLEET

**District 3780**  
 CUBAC WEST FLEET  
 FIRST CLASS FLEET  
 HANDS ON FLEET  
 MERMAIDS FLEET  
 PEACE FLEET  
 SOUTHERN WIND FLEET  
 SEALION FLEET  
 SERVICE FLEET

INTERNATIONAL YACHTING FELLOWSHIP OF ROTARIANS

**PHILIPPINE REGIONAL COMMAND**  
*Gala Night & Grand Assembly*



11 March 2017 | 1800h  
 Golden Bay Restaurant - Diosdado Macapagal Ave., Manila  
 Attire: Type A Uniform (All white with tie)  
 Entrance: P1,000







March 11, 2015 was an affair to remember by Philippine Fleets who gathered at a Gala Night and Grand Assembly at the Golden Bay Restaurant, Diosdado Macapagal Ave. Manila. The Grand Fellowship was organized by RC Oyie Valarao of Philippine Regional Command as an annual gathering commemorating the 8<sup>th</sup> founding Anniversary of the first Philippine Fleet and to introduce the Bridge Officers of prospective new Fleets. IC Jun Avecilla was the Guest of Honor and he welcomed and exhorted the group to comply and submit all the requirements to form their new Fleets so that they can be officially chartered. The great enthusiasm of the groups was shown in coming in complete white uniforms and making the advance payment of the International dues to RC Oyie.

Within the next couple of months, at least six new Fleets are expected to be chartered as RC Oyie continues her campaign and that would bring the number of Philippine Fleets close to thirty in seven out of ten Rotary Districts in the country that would boost the membership of the entire Philippine Region close to 600 Mariners.

IC Jun congratulated RC Oyie and all her RVC's in her excellent feat to increase the membership and Fleets in Philippines.

Editing & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant



## PHILIPPINES

### Philippines Region



AC Kerran Campbell and First Mate Carol made their first ever visit to Manila from May 13-19 on invitation from the Philippine Regional Command headed by RC Oyie Valarao to make up for our grave miscue of forgetting to invite him with the planned visit of IC Sergio and spouse Laura in the Philippines a few months earlier during their journey to New Zealand for the A3 AGM in February. The highlight of Sergio and Laura's visit was the surprise chartering of eight new Fleets en masse to commemorate their visit concocted by RC Oyie. When Kerran got hold of the news of the event he felt bad for having been left out and rightly so I could understand him being the Area Command. I must say that I share the guilt for being remiss not only in at least letting him know of the momentous occasion but compounding it by the fact that we are unable to record the it in the archive of our history. I realized this when I was preparing for my Report for the Atlanta convention in June and going over the back issues of Rotafloat ten months later. So, for the first time ever perhaps in the history of our newsletter publication we are having a Revised April to June Rotafloat Issue 102 to include this important Article and another. The only possible explanation that I could think why we overlooked it was that we were engrossed with the forthcoming AGM in Seoul but that is not an excuse. We sincerely apologize for the oversight.

We hope that Kerran and Carol have enjoyed the taste of the Philippine Fleet and Filipino hospitality as Lil to make up for our shortcoming as we were happy to host them in our humble abode during their visit. As pictures speak a thousand words please enjoy a glimpse of their visit. Oyie made sure that all the days are counted and the schedules are hectic. She came up with another surprise with the presentation of three additional Fleets for Chartering.

The other important event though sad and my unpleasant task to belatedly announce is the passing on of Liz Hansen, the First mate of RC David on May 1. David was away in Vanuatu on a Rotary mission when Liz had aneurism the day before and was unable to recover. I have very fond memories of Liz when she first came with then CoS David and IC Terry and Meryl to Manila and Cebu in March in 2010 for the Chartering of the Cebu Fleet in Mactan, Cebu and the Hands On Fleet in Manila. Since then we have become very good and close friends and regularly meet in our Area GMs, AGMs and PCCs. I recall it has taken us some time to convince her to allow David to become IRC and eventually IC starting on board the memorable A3AGM Shanghai to Singapore 8-day Cruise on the Mariner of the Seas in November 2014 and that she finally acceded during our A3AGM in February 2016.







## Memories of Liz



Vale Liz, you will forever be in our hearts





## Welcome Dinner at the Power Plant Mall



## Trip to Taal



## Development Academy of the Philippines hosted by Sting Ray Fleet





## Manila Bay Sunset Cruise



## Malacanang Palace and Fort Santiago Tour / Dinner at Barbara's



## Chartering Ceremony





## Subic Bay / Lighthouse / Sampaloc Cove



## Mt. Samat, Bataan

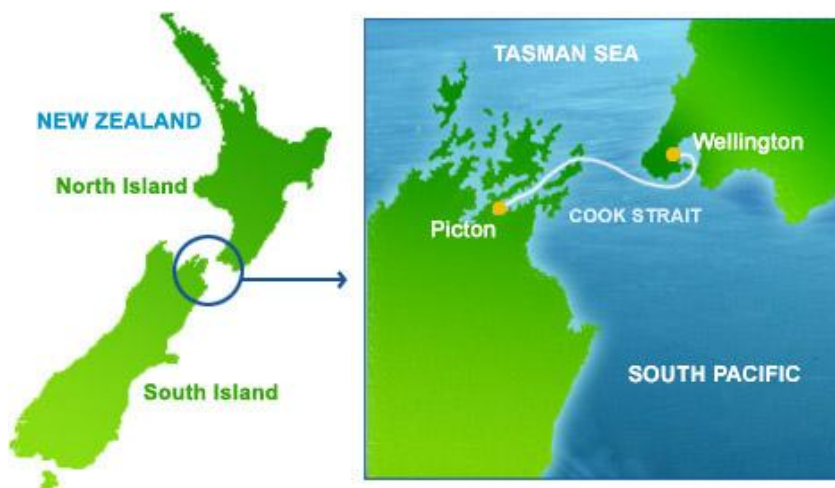


## RC Cubao West Meeting





# Cook Strait New Zealand



**In Māori legend, Cook Strait was discovered by Kupe the navigator. Kupe followed in his canoe a monstrous octopus called Te Wheke-a-Muturangi across Cook Strait and destroyed it in Tory Channel or at Pātea**

## The strait

Cook Strait is located between the Northern and Southern Islands of New Zealand as a natural wind funnel, extending northwest to southeast from the Tasman Sea to the South Pacific Ocean. The strait is about 23 km (14 miles) wide at its narrowest point; it averages 128 m (420 feet) in depth.

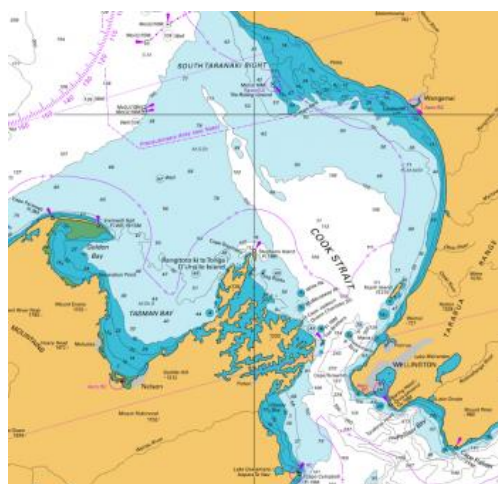
Both shores are lined with steep cliffs, and that of the South Island is deeply embayed. Treacherous currents and fierce storms present serious hazards to navigation. The strait connects the Tasman Sea on the northwest while on the southeast it connects the South Pacific Ocean and runs next to the capital city Wellington.

The strait is named after Captain James Cook the British explorer, navigator and cartographer from the Royal Navy. Cook was born at Yorkshire 7 November 1728 – died 14 February 1779 in Hawaii being attached and killed while attempting to kidnap the native chief of Hawaii.

The strait runs in a general NW-SE direction, with the South Island on the west side and North Island on the east. At its narrowest point, 22 kilometers (14 miles) separate Cape Terawhiti in the North Island from Perano Head on Arapaoa Island in the Marlborough Sounds. Perano Head is actually further north than Cape Terawhiti. In good weather one can see clearly across the strait.

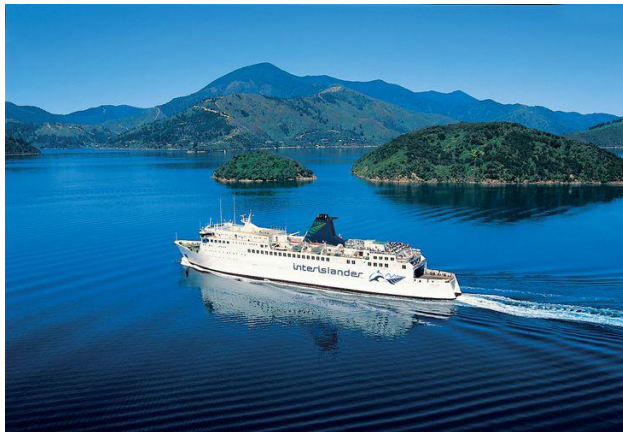
The west (South Island) coast runs 30 kilometers (19 miles) along Cloudy Bay and past the islands and entrances to the Marlborough Sounds. The east (North Island) coast runs 40 kilometers (25 mi) along Palliser Bay, crosses the entrance to Wellington harbor, past some Wellington suburbs and continues another 15 kilometers (9.3 miles) to Makara beach.

The Brothers is a group of tiny islands in Cook Strait off the east coast of Arapaoa Island. North Brother Island in this small chain is a sanctuary for the rare Brothers Island tuatara, while the largest of the islands is the site of the Brothers Island Lighthouse.



Cook Strait is a formidable piece of water with changeable weather and a number of natural hazards. In addition, it is a busy traffic area. As well as the local ferries, many ships cut through the strait to avoid going round the top of the North, or bottom of the South Islands.





### **Strait Currents & Tides**

Sailing in the waters of Strait Cook is considered to be as one of the most dangerous and unpredictable waters in the world due to tidal streams. Generally, the water flow is towards the NW for 5 hours and SE for 7 hours, but this information is unreliable while the surface currents are affected by prolonged periods of strong winds and as so the shoreline configuration can cause counter currents if sailing close to inshore.

The high water occurs on the western side of Cook Strait about 4 hours later than Wellington at spring and tides phenomena is slightly less at neap tides. The streams are stronger during spring tides, which occur at two weekly intervals, when high water Wellington is about 06,00 and 18,00.

Broken water is experienced in different parts of the Strait. This is caused by the cold north-setting bottom current being forced to the surface on meeting the steep slopes of submarine canyons, which will also cause modification of the tidal stream. Broken water is also caused when the wind flow is against the tidal stream, especially between Sinclair Head and Cape Terawhiti, off the eastern entrance of Tory Channel, and in the vicinity of the Brothers Islands.

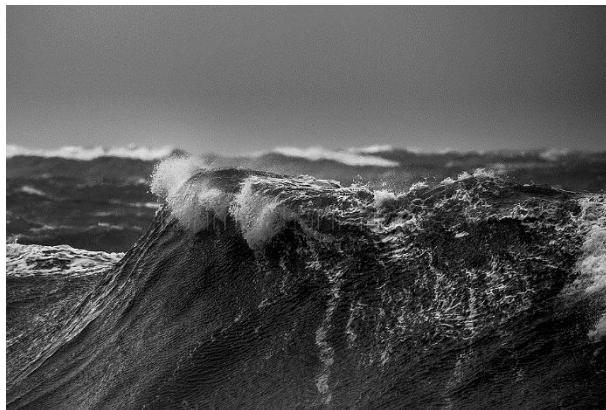




### Tidal stream information & precaution

Sailors should be especially careful of their departure time because with tide (and perhaps wind) against them, it can be very difficult to gain ground. Currents in the strait run as quickly as 6 knots in places.

It is important for yacht sailors to listen to Tory Channel for updated tidal stream predictions



### Weather

Wind direction in Cook Strait is normally NW or S to SE. Storm force winds occur on average about 25 times a year. Gale force NW winds are usually very much localized, but S gales affect the whole Strait. SE gales are more pronounced on the western side of the Strait.

Sea breeze conditions, with day and night winds alternating in direction, do not happen as a matter of course in settled weather in the Cook Strait region.

Fog is rarely found in the Cook Strait area as the wind funnel effect sweeps it away. Late summer is usually the only time of year fog is experienced. Low clouds and rain though can severely restrict visibility.

## Offshore Hazards

### Awash Rock

Lying almost midway between Perano Head and the Brothers Islands, approximately 2 nm offshore, the rock, as its name so rightly suggests is a rock to be avoided.

### Fisherman's Rock

Lying almost midway between Cape Koamaru and Mana Island it has a clearance of 10 meters. However, the area surrounding the rock can be hazardous in strong tide or wind conditions. Large over falls and seas can develop in these conditions.

### Thoms Rock

Situated between Karori Rock and Sinclair Head, it lies 0.5 miles offshore.

### Cook Rock

Situated 4nm north east of Cape Koamaru, the rock is visible in calm seas

### The Brothers Islands

The Brothers Islands are 2 small islands, 2 1/2 miles east of Cape Koamaru. There is a lighthouse on the northern island visible 19M with a red sector light visible 10M. The water between and around the area of Cape Koamaru and The Brothers is often surrounded by over falls, whirlpools and currents. Sailors should avoid the temptation to passage between the two islands except in calm weather. It's often wise when in this area to have motor idling in neutral, even with good winds.



Brothers Island



## Yacht Sailing in the Cook Strait



Replica of Captain James Cook's ship



Regatta in Cook Strait



Regatta in Cook Strait



*cook strait sep 2010*



*Sailing Across Cook Strait to 2016*



*Cook Strait Wine Race Nov 2014  
Raven 26 Settimio*



*Cook Strait classic 2010 CU*



*Chris Stanmore battling through  
Cook Straits*

Article & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant



# Sailboat Basic Terms

Essential Words You Need to Know



## 2<sup>nd</sup> article

### Backstay

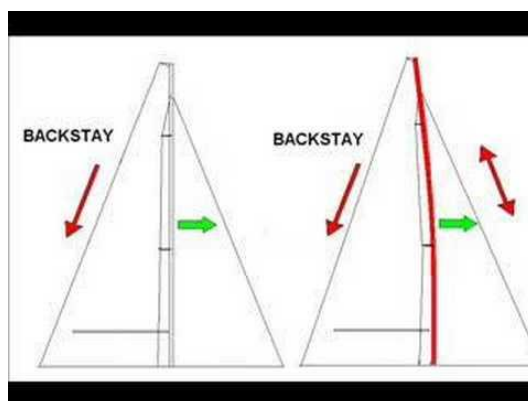
Backstay is a Long line or cable, reaching from the stern of the vessel to the mast heads which is used to support the mast.

We have 2 types of backstay:

Permanent back stay: line or cable which is attached to the top of the mast.

Running backstay: a pair of lines or cables which are attached about two-thirds of the mast height.

In general, most modern sailboats will have a permanent backstay and some will have a permanent backstay combined with running backstays.



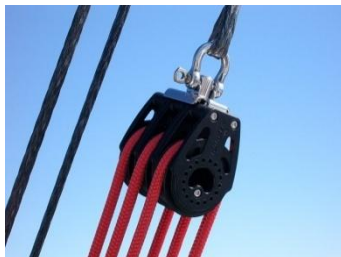
Permanent backstay



Running backstay

Backstays are generally adjusted by block and tackle, hydraulic adjusters, or lines leading to winches.

A block and tackle is a system of two or more pulleys with a rope or cable threaded between them, usually used to lift or pull heavy loads. They are common on sailing yachts, where tasks are often performed manually.

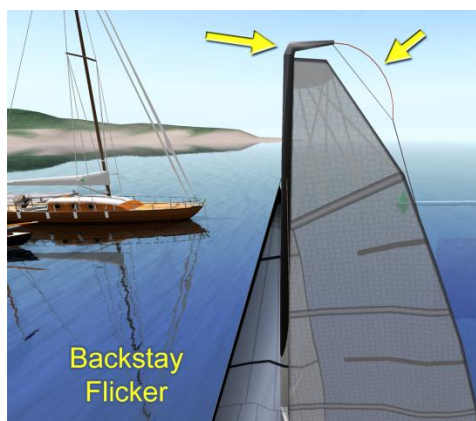


### Backstays as antennas

In modern yachts the backstay is also commonly used as an antenna for Marine SSB radiotelephone and/or armature radio

### Backstay Flicker

The backstay flicker is a glass fiber rod fitted to the head box on a fractional rig with swept spreaders. It lifts up a wire or rope backstay to allow for free passage of a full roach mainsail.



### Barber hauler

Barber hauler is a line or tackle attached to a sheet, at a point between the **clew** and the fairlead, which is used to adjust the angle of shooting.



Barber hauler kite



Barber hauler asymmetric spinnaker tack

## Note

Barber haulers is one of the most neglected tackles on any boat and yet, once one learns what they can do, they can often make the difference between having an unpleasant sail or winning a race.

In heavy breeze on a reaching course with the Jib is a great time to employ the barber hauler. If you have the budget, fit a pair of snatch blocks at the end of both barber haulers, otherwise for the rest of us, we simply slide the normal block over the unused sheet.



## Becket

Becket is a small loop or eye in the end of a rope or on a block.

Becket is a short length of rope for securing spars, coils of rope, etc., having an eye at one end and a thick knot or a toggle at the other, which is passed through the eye.



Becket loop block

## Belay

Belay is to secure or make fast (a rope, for example) by winding on a cleat or pin. It can be an instruction meaning to "Stop"



Cleat chrome plated





## Bilge

The bilge is the lowest compartment below the waterline, where the two sides meet the keel.

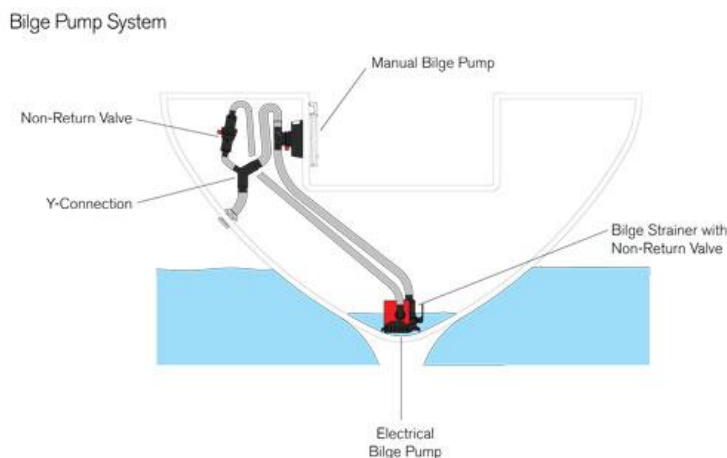


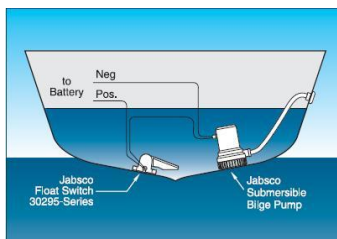
Image Courtesy of Johnson Pumps

## Bilge Pump

Bilge water describes the water that is collected in this area from rough seas, rains or leaks in the hull. By housing the water in a compartment the sailing yacht can move around in heavy weather. The housed water is drained by bilge pump / automatic bilge pump out of the boat.



Boat Bilge Pump



Marine Automatic Bilge



Bilge pump Marine



Marine Bilge Drain Plug

## Number of Bilge Pumps

Every hull is different however, as a rough, starting guide, a boat from 16ft to 26 ft / 5M to 8M in length should have at least two pumps, 26 ft to 35 ft / 8M to 10M, at least three and anything above that should have at least four pumps.



## Bimini

A cover used to shelter the cockpit from the sun.



## Boarding ladder

A ladder used to board the vessel. Boarding ladders may be designed to be useful from either the water or a dock and are usually stowed when not in use.

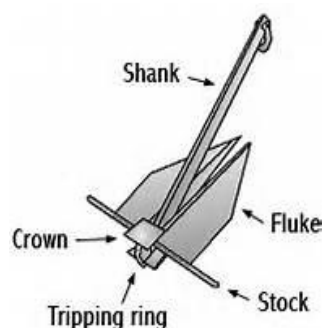
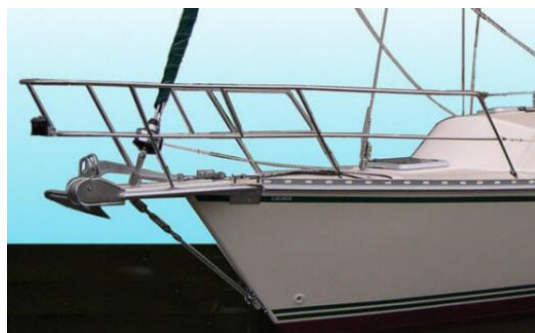


Pic 3



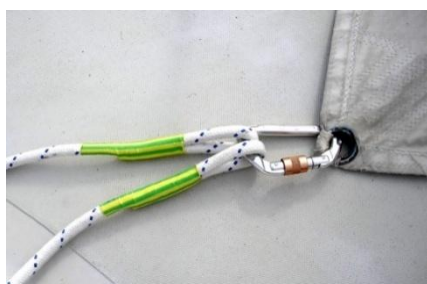
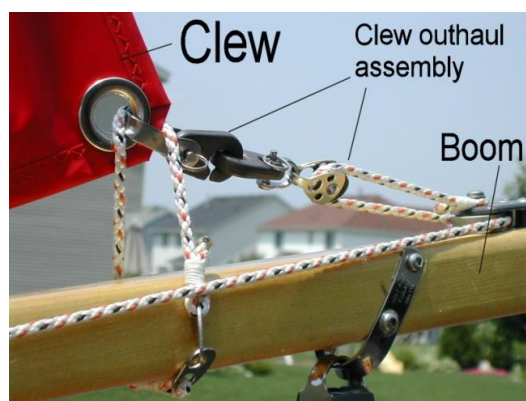
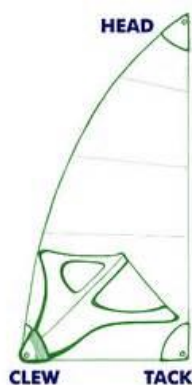
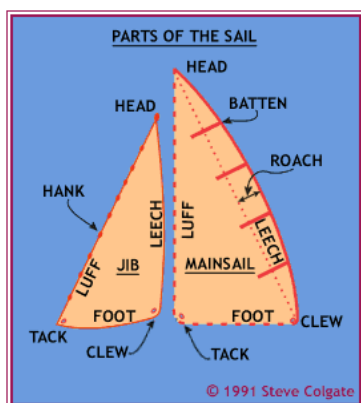
## Bower

A main anchor carried at the bow of a vessel.

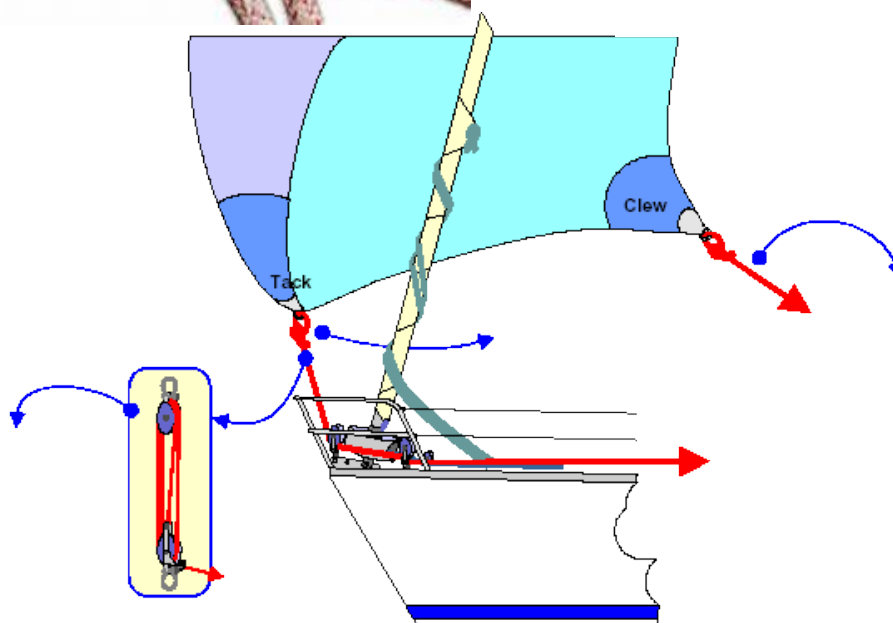
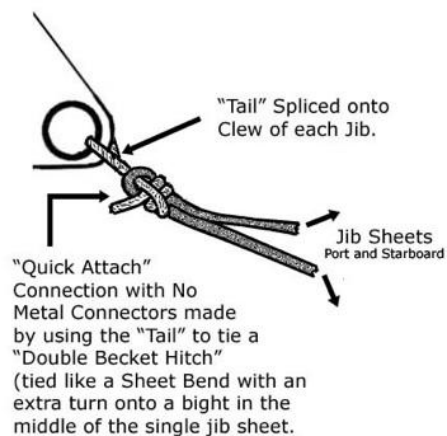


## Clew

Clew is one of the two lower corners of a square sail.







Article & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant



# EDITOR'S NOTE

**Dear lyforians friends,**

Our 7<sup>th</sup> Rotafloat Newsletters / Magazine of March 2017 is donate to our Fellowship friends spread around our own globe willing to inform all of you about our activities in Area 1, Area 2, and Area 3.

I follow up with my task to publish exactly every three month our Magazine donating all of you, our unique publication, compared to other Rotary Fellowship publication.

We continue to publish our International meetings as well as any news which happen in our different countries including special sailing events inviting our Fellowship lyforians for registration and participate with joy and fun within Area sailing initiatives.

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

As Rotafloat Editor I had written different words in Memoriam but never in Memoriam of a young lady, but sadly the moment had come to add and express my personal grief for the death of Rexa.

How sad it is to lose friends, it feels to me as written by Dante Alighieri in the Divine Comedy "Midway thru my life, I found myself lost in a dark for the known path was lost"

During the last six issues I had been assisted by wonderful young women named Rexa from the Philippines who was one of my creative hands. I had found in Rexa a professional graphic assistant and reliable friend to perform together the best Rotafloat Magazine, and suddenly she left without any notice given, Paradise wished to have her among the best in our earth. I had expressed my deep sorrow in an article which will be placed after our editorial note.

Approaching soon the Holly festivities shared by so many of our Fellowship friends is the right occasion to greet and bless all of you as well as your dear families.



Let me wish our Christians Fellowship lyforians Catholics, Anglicans, Protestants, Evangelists, Greek Orthodox and Russian Orthodox celebrating of the resurrection of Jesus Christ from the dead on the third day of his burial after his crucifixion by Romans.

**HAPPY EASTER - BUONA PASQUA - FELIZ PASCUA**



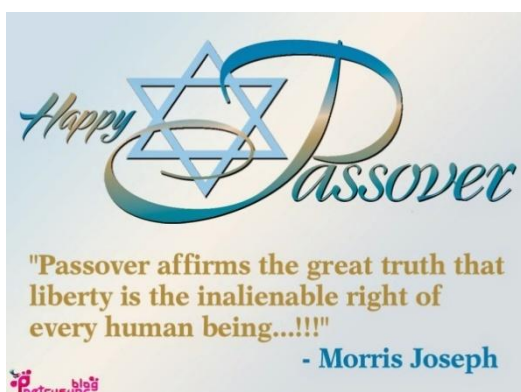
Let me wish our Fellowship lyforians of Muslim faith a happy revocation for the holly day of Prophet's Ascension which marks the arrival of the Prophet Muhammad to heaven.

## LAYLAT ALASRA & ALMARAG KAREEM

Let me wishes my Jewish Fellowship lyforians celebrating the Jewish Pesach between 10 April – 17 April 2017, commemorating the emancipation of the Israelites from slavery In Ancient Egypt.

By following the rituals of Passover, we have the ability to relive and experience the true freedom that our ancestors gained.

## HAPPY PASSOVER - PESACH KASHER V'SAMEACH פסח כשר ושמח



**TO ALL IYFR FELLOWSHIP MEMBERS  
BEST WISHES FOR HAPPY HOLIDAYS WISHING FOR EACH  
OF YOU AS WELL AS FOR YOUR DEAR FAMILIES  
HEALTH, HAPPINESS AND JOY**

Article & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant





## Philippines

### Rexa Janina Caroline Empeño

27.4.1985 – 23.2.2017

31

In memoriam of our editorial team partner and dear friend



Jesus Jun Avecilla  
International Commodore

Article & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant



### Words read in the necrological rites on the 3<sup>rd</sup> of March 2017



Rexa, you are deeply in my thoughts and no words can express your loss, shining soul of competence and dedication with eternal smile in your eyes and lovely face.

No words to express my deep grief having left us all, so young, almost in the beginning of life, and now you will be leaving from our earth to paradise. I will never forget you and forever respect you and thank you for all you had done with grace and enthusiasm.

When my brother Jun for all of you Jesus Avecilla my and our International Commodore of the International Yachting Fellowship of Rotarians had informed me the terrible news last week, I could almost collapse, me a soldier who had fought for life, and how you had left us all with no notice to be prepared for the worse, your death young soul.

You had been for me the most valid collaborator as the International Rotafloat Newsletter editor, always dedicated to our mission to give birth to the most impressive and fantastic Newsletter followed by 3500 mariners and officers of IYFR Fellowship all over the globe.

We have worked for almost two years and it was my pleasure to know I could count on you as a person, as a very able Graphic and Art director. Yours and our cooperation was a true gift of true friendship and professionalism, and now I am finding myself to continue alone our common job, knowing your good smile will be with me to perform our common task with pride.

When you had informed me about a year and a half ago about your marriage, I was so happy to cover your love story as if you had been my own child. I was more than happy to bring your love story with your husband Tujj Jay Servande and with your proud parents and your wider family and your many friends. Your marriage on 3<sup>rd</sup> October 2015 in Magic Lagoon in Subic Bay appeared in our Rotafloat Newsletter of December 2015 Issue as special event, as you had been part of us, an honorary lyforian.

Now it is on me to write in Memoriam for you Dear Rexa, and it is hard for me to believe that you the lovely person is no more present here in life. I am sending my compassion to all your beloved, knowing we shall never ever forget you, and please pray for all of us with your loving eyes.

Rexa, travel in peace for eternal life, while from Haifa in Israel in our Holly Land so far away from the Philippines I send you and all of you my very deep grief and most sincere tears, crying silently for our loss. Dear Rexa, sleep in peace young grace.

Your friend

I will end as always in my e-mails

Ciao, Shalom & Mabuhay

**Zeev**

Rotafloat Newsletter Editor  
26.2.2017 Haifa - Israel

## Life story & Love story sadly ended by cardiac infarct



Rexa with Mom left and Mother –in law right



From left Rexa's parents – Rexa & Tyjj Jay Servande – husband's parents





First kiss with husband



The first dance



Rexa with maid of honor



**May her soul rest in eternal peace**



## Jozen commemorates her best friend Rexa

### FRIENDSHIP WHICH NEVER ENDS

#### Ode to Rexa

You are written in the stars  
Breathed out of the seas  
Embodied grace under pressure  
And a mermaid who swam  
fluidly, swiftly,  
beautifully,  
Even when the waters were deep

You were the pot of gold  
At the end of every rainbow  
There was nothing you could not do  
With the single touch of your hand  
You crafted dreams and wonder  
Love abounds in you

You will be remembered  
As your spirit lives on  
The heavens have gained a dream catcher  
Sleep soundly, peacefully,  
Beamingly,  
You are a masterpiece  
A brushstroke of your own







March 10, 2017

In one of my conversations with Rexa, she mentioned how she was looking for Shel Silverstein's book entitled, "The Giving Tree." I tried looking for it several times and I would check every book store I entered in the hopes of surprising her, but this children's book classic was hard to find. (Or maybe, I should have just ordered it online!) Then, during Rexa's last visit back in December; she gave me this wooden artwork as a Christmas present. I dislodged the frame hanging inside my room in a heartbeat and replaced it with this. Her gifts always brought me joy.

As I look back now, she was the giving tree. She was unfailingly thoughtful on special occasions. She generously and lovingly gave her talents to the world with every project. She devoted her time to excellence and raised the bar with her craft. She gave it her all without any grumbling or complaints. She was the T-Rex Empeño Extraordinaire indeed.

She was the spark to the light and the brain to our juice...And we loved her very much.



(Photo of the green tree artwork)







April 3.2017

Dear Rexa,

Today is your 40th Day and I look back with much fondness of you. So much has changed since you went up there to paint the stars. Years ago, Taylor Swift was our jam while we burned the midnight oil (and then some) up in the tower. Oh, the many creative juices and output we've done in the midst of her famous "1989" album!

"You got that James Dean daydream look in your eye  
And I got that red lip classic thing that you like  
And when we go crashing down, we come back every time  
'Cause we never go out of style  
We never go out of style"

I will always cherish our friendship and collaboration. You've been an artist extraordinaire and one of the biggest inspirations in my life.

You will never, ever, go out of style, T REX!

Love always,  
Jozen

Editing & Layout  
Zeev Matar



Rotafloat Magazine Editor / IC Special Assistant

## EDITOR'S NOTE

Rotafloat Newsletter – March 2017 was almost to be published when I got to know about the deep friendship between Jozen Curva one of our editorial team partners in the last years with Rexa, our partner of the actual editorial team, both from the Philippines.

I had felt deep in me this friendship story between Jozen and Rexa and decided at once it has to be published even if it will delay the publication of our Magazine in our IYFR Web site.

The story of any friendship is a milestone and essence of our being around, as described in the lyric "people" singed by Barbra Streisand "**People who love people are the luckiest people in the word**". In the end of each one's life story, our close family gets to understand who had been our true friends. We learn to appreciate the value of friendship which is and was based only upon worm true feelings by no sort of any interest, just friendship which underlines emotions towards those who had been close to us, which unfortunately perished, leaving in our hearts vivid memories, as by Jozen written words published above



*Barbra Streisand – People- Live –  
The concert Live at Arrowhead Pond  
Anaheim*



*Barbra Streisand People (1965)*





# SAILOR SONGS



## Storm Along

Stormie's gone, the good old man,  
To my aye storm a-long!  
Oh, Stormie's gone, that good old man;  
Aye, aye, aye, Mister Storm a-long.

They dug his grave with a silver spade,  
To my aye storm a-long!  
The shroud of finest silk was made;  
Aye, aye, aye, Mister Storm a-long.

They lowered him with a golden chain,  
To my aye storm a-long!  
Their eyes all dim with more than rain;  
Aye, aye, aye, Mister Storm a-long.

He was a sailor bold and true,  
To my aye storm a-long!  
A good old skipper to his crew;  
Aye, aye, aye, Mister Storm a-long.

Of captain brave, he was the best,  
To my aye storm a-long!  
But now he's gone and is at rest;  
Aye, aye, aye, Mister Storm a-long.

He lies low in an earthen bed,  
To my aye storm a-long!  
Our hearts are sore our eyes are red;  
Aye, aye, aye, Mister Storm a-long.

He's moored at least and furled his sail,  
To my aye storm a-long!  
No danger now from wreck or gale;  
Aye, aye, aye, Mister Storm a-long.

Old Storm has heard the angel call,  
To my aye storm a-long!  
So sing his dirge, now one and all;  
Aye, aye, aye, Mister Storm a-long.

**This shanty was originally sung around the pumps and later used as a capstan shanty. There is no doubt it is of African-American origin. It dates to at least the 1830 – 1840**





## SAILING SONGS



### Smooth Sailing

It's all in motion  
No stoppin' now  
I've got nothin' to lose  
And only one way up

I'm burning bridges  
I destroy the mirage  
Oh, visions of collisions  
Fuckin' bon voyage

It's all smooth sailing  
From here on out  
I got bruises and hickies  
Stitches and scars

Got my own theme music  
It plays wherever I are  
Fear is the hand  
That pulls your strings

A useless toy  
Pitiful plaything  
I'm inflagranti  
In every way

It's all smooth sailing  
From here on out  
I'm gon' do the damage  
That needs gettin' done

God only knows  
Where love vacations  
If reason is priceless  
There's no reason to pay for it

It's so easy to see  
And so hard to find  
Make a mountain of a mole hill  
If the mole hill is mine

I hypnotize you  
And no one can find you  
I blow my load  
Over the status quo  
Here we go

I'm a little bit nonchalant  
But I dance  
I'm risking it always  
No second chance

It's gonna be smooth sailing  
From here on out  
I'm gon' do the damage  
'Til the damage is done yeah

God only knows  
So mind your behavior  
Follow prescriptions  
Of your lord and savior

Every temple is gold  
Every hook is designed  
Hell is but the temple  
Of the closed mind  
Closed mind  
Closed mind  
Closed mind

It's all smooth sailing  
From here on out

Shut up  
Pow!



*Ella Fitzgerald – Smooth Sailing High Quality jazz*



















### Historical Tall Ships

# USS NIAGARA 1813

## REPLICA



The USS Niagara is commonly called the US Brig Niagara or often Flagship Niagara constructed between 1812-1813 is one of the last remaining ships from the War of 1812 in USA. The USS Niagara is a wooden-hulled snow-brig\* which identifies a square rigged vessel with two masts complemented by a snow- or trysail-mast stepped immediately behind the main mast

### \*Snow Vessel term

The Snow ship is named after old Dutch word for beak with reference to the characteristic shape of this vessel which was constructed since late 17<sup>th</sup> century. The vessel is a square rigged with two masts complemented by a snow- or trysail-mast stepped immediately behind the main mast.

This vessel was considered a fast sailing was employed by many nations for navy as well as for merchant services, known as very popular in the Baltic Sea.



The USS Niagara served as a relief flagship for Oliver Hazard Perry the brave American naval commander born in 23.8.1785 and died at the age of 35, who had fought on 10<sup>th</sup> September 1813 in the Battle of Lake Erie while nine US navy vessels defeated and captured six vessels of the British Royal Navy in one of the biggest naval battles in the 1812 war of the American Independence from Great Britain.

The war was characterized by American incompetence and bumbling on land and surprising success on the seas. The early days of the war were marked by American victories at sea in which three American heavy frigates defeated and burned or captured three British frigates in single-ship battles.

In the battle between HMS *Shannon* and USS *Chesapeake* in March of 1813, however, the Americans would not be so fortunate. The *Shannon* captured the *Chesapeake*.



James Lawrence, the captain of the *Chesapeake*, is said to have given a dying command of “Don’t give up the ship!” The surviving officers aboard the *Chesapeake* immediately ignored their captain’s orders and surrender the ship to the British, who had boarded and were already in effective control of the American frigate in any case. When the word of the defeat was spread, Commodore Oliver Hazard Perry, a colleague and friend of Captain Lawrence, named the brig that would be his flagship, the *USS Lawrence*, in honor of the captain of the *Chesapeake*. He also had a large battle flag sewn, a blue banner with the words “**DONT GIVE UP THE SHIP**” stitched in white letters.

In 1907 President Theodore Roosevelt issued an executive order standardizing the prefix of all the United States Navy vessels to be USS ahead of the name.

### General Characteristics of USS Niagara

The vessel had been started construction in the sheltered bay formed by Presque Isle at Erie, Pennsylvania on 15<sup>th</sup> September 1812. The keel was made by sing a single black oak log. Due to a lack of iron the timbers which had made up the hull were joined by using wooden pins called treenails.

**The vessel length** is 33,7 meters (110 ft 8 in)

**Beam** of 9.8 meter (32 ft),

**Height:** Foremast 34.5 meter (113ft 4 in) & Mainmast 36.1 meter (118ft 4 in)

**Sail plan** was 1,177m<sup>2</sup> = 12,665 sq. ft

**Draft** of 2.7 meter (9 ft)

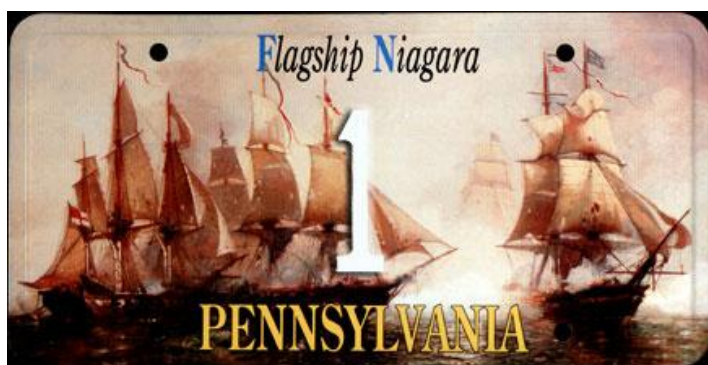
**Displacement** of 302 tons

**Crew:** 155 officers and enlisted.

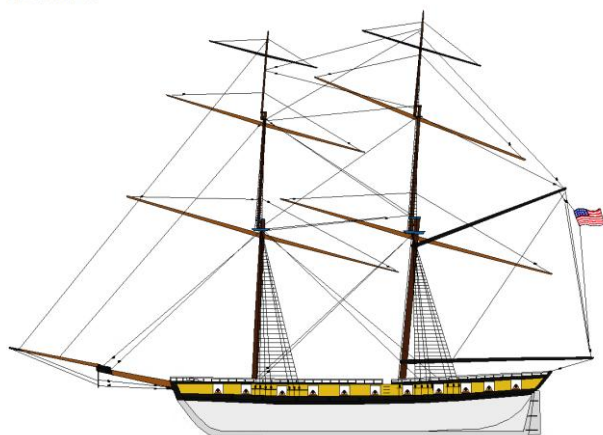
**The vessel had carried** 2 cutters & 1 yaw

**Armaments:** 18x32 – pounder carronades

2x12 – pounder long guns

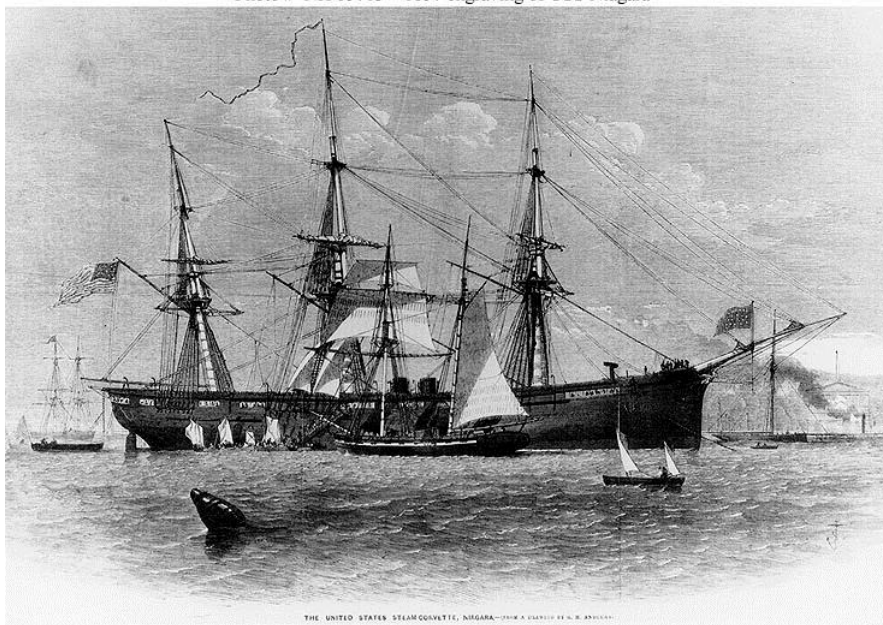


USS NIAGARA



o.miller@2013

Photo # NH 65713 1857 engraving of USS Niagara



1857 – Engraving of USS Niagara

After the ending of the war signed by the Treaty of Ghent, Belgium the majority of the surviving ships that participated in the battle of Lake Erie were disposed of in 1815. Queen Charlotte, Detroit and Lawrence were sunk for preservation in Misery Bay on Presque Isle whereas Niagara was kept afloat and operated as a receiving ship (housing accommodation vessel). In 1820 it was sunk when the naval station of Presque Isle was closed. On 1825 the four vessels had been bought and sold in 1836 and later allowed to sink again.

## Niagara Restoration

As part of celebration for the centennial of the Battle of Lake Erie the Niagara was raised from Misery Bay In April 1913. Its keel was found in good conditions to be rebuilt, even though the original plans were missing. Niagara was launched on 7<sup>th</sup> June with a new bowsprit, rigging and reproduction cannons supplied by the Boston Navy Yard. The ownership of Niagara was transferred to the City of Erie in 1917, where it remained docked deteriorating. In 1929 the City of Erie had transferred the ownership of Niagara to the newly formed “USS Niagara Foundation” aiming to “acquiring and restoring the ship and making it centerpiece of a museum”.

Niagara had gone through another restoration in 1931 till 1938 when missing funds had left restoration unfinished. The vessel was transferred to the Pennsylvania Historical and Museum Commission, contracting to draw up plans for another restoration based on other period ships that were built by Noah Brown. The hull of Niagara was launched in October 1943 without masts, spars or rigging. The vessel was placed in concrete cradle in 1951, to verify the need for a complete reconstruction.

For the sesquicentennial of the Battle of Lake Erie in 1963 the vessel had participated in the addition of rigging and cannons.

Since 11 April 1973 the USS Niagara is listed on the National Register of Historic Places.

In 1981 the Flagship Niagara League incorporated as a non-profit organization associated with the Pennsylvania Historical and Museum was formed with intent of reconstructing Niagara as a working ship instated of an outdoor museum piece. Melbourne Smith, builder of the schooner Pride of Baltimore was hired in 1986 to head the reconstruction.

The destruction of the old ship and use of new wood often leads Niagara to be considered as a replica. The new Niagara was launched on 10<sup>th</sup> September 1988 and completed 18<sup>th</sup> July 1990.

On 29 April 1988 the Pennsylvania General Assembly designed Niagara as the official flagship of Pennsylvania and “sailing ambassador for Pennsylvania”.





In August 2005 the United States Coast Guard certified Niagara as a Sailing School Vessel





**General Characteristics of USS Niagara in 1988**

Tonnage: 162 GT (gross tonnage)

Installed power: 2x200 bhp (150kW) diesel engines

Crew: 20 professional + 20 volunteers

Armaments: 2x32 pounder carronades





*C-SPAN Cities Tour –  
Erie History of U.S. Brig Niagara*



*Tour of the U.S. Brig Niagara*



*07/11/15 – US Brig Niagara*

## **“Don’t Give Up the Ship”**

**One of the Odder Naval Battle Cries from A Forgotten War**

Article & Layout  
Zeev Matar



**Rotafloat Magazine Editor / IC Special Assistant**



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