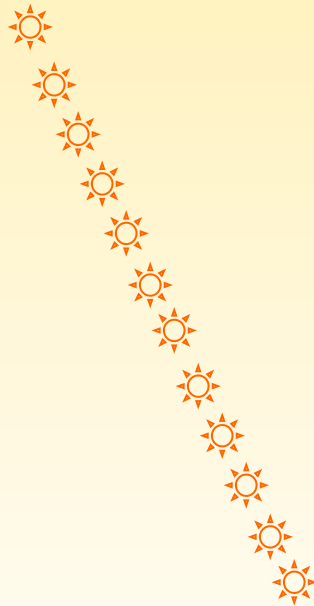


ROTARY MARINERS

INTERNATIONAL YACHTING FELLOWSHIP OF ROTARIANS



A Brief Introduction to International Yachting Fellowship of Rotarians



International Yachting Fellowship of Rotarians

Fleet Commodores

Naming the Members

Ertugrul

Naming the Fleets

New Ideas and Philosophy

Compact and Readable Roster

The World of Multi Roster

Abbreviations of Member Status

History of IYFR

College of PICs.

Flags

Name	A Brief Introduction to International Yachting Fellowship of Rotarians
Version	V1.R5
IYFR e-book Publication No	2004/0001
Authored	Cihan Anamur
Created	Cihan Anamur

International Yachting Fellowship of Rotarians

The International Yachting Fellowship of Rotarians is one of the largest and most prestigious fellowships of Rotary International. It was formed in Great Britain by John G. Barrett, in 1947, and considered as the oldest fellowship in Rotary. The fellowship was not late to spread itself throughout the British Isles, and then to the world. It took to wait until 1956 when a non-British Rotarian became the International Commodore. The first international meeting took place at the Rotary Convention in Toronto, Canada. The Golden Anniversary was celebrated in 1997. Past International Commodore Andrew Mitchel authored, produced and distributed a book commemorating the fifty years of the fellowship. We now have around 3.000 Iyforians or Rotary Marines world wide.

International Bridge

The fellowship is continuously developing, enlarging and reaching out to the available technology. This term of 2003-2005 the fellowship is being captained by Ferit Biren, International Commodore of the fellowship. His team was able to carry the fellowship to a new brave century by carrying it to the internet age and to the electronic communications. This was a risky and really brave step for the computer literate people but a giant leap for the whole fellowship.

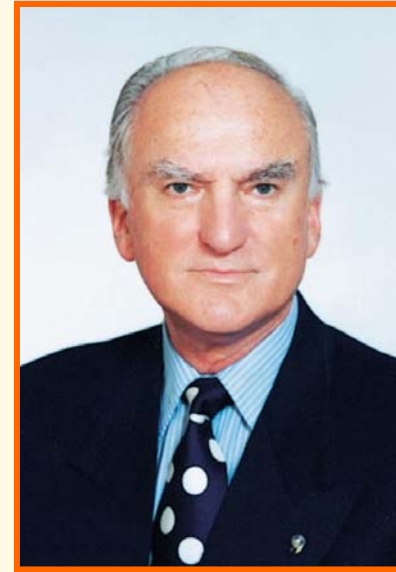
Area Commodores

The International Yachting Fellowship of Rotarians, is structured under three distinct areas of the World. These are Europe and Africa (Area I), the Americas (Area II) and Oceania and Asia (Area III). The Areas are divided into the Regions.

Regional Commodores and Country Bridge Commodores

The Regions normally have more than one country in itself, but some others many fleets in one country. This time a county has more than one Region. We normally consider the Regions as the second administrative step after the Area Commodores. Every Region should have a Regional Commodore, Regional Vice Commodore, Regional Rear Commodore, Regional Secretary and Regional Treasurer. However this structure is not a solid rock. The Regional Commodore can act alone or with his own people to take care of his region. If there is country which has more than one region, it can have a Country Bridge. A Country Bridge should have its Country Bridge Commodore, Country Bridge Vice Commodore, Country Bridge Rear Commodore, Country Bridge Secretary and Country Bridge Treasurer.

*Captain Ferit Biren,
Internationale Commodore
for 2003-2005. Area
Commodore for Europe
and Africa.*



*William T. Robinson,
International Vice Commodore
for 2003-2005. Area Commodore
for the Americas.*



*Max Merna Cribb, International
Rear Commodore for 2003-2005.
Area Commodore for Australia and
Asia.*

Fleet Commodores

The third step after the Regional Commodores are the Fleet Commodores. They should have a similar structure to administer their fleets. The fleets should have a Fleet Commodore, a Fleet Vise Commodore, and a Fleet Rear Commodore. Addition to these commodores a fleet should have a Fleet Secretary and a Fleet Treasurer. As you have already realized every step has a five people for the administration.

The Fleets

The fleets should have ten Rotarians or Past Rotarians. Every fleet has a Fleet Commodore, Fleet Vise Commodore, Fleet Rear Commodore and a Fleet Secretary and Fleet Treasurer. A fleet can have more than ten members. When the fleets exceeds fifty members a new fleet formation may be considered.

How to Form a New Fleet?

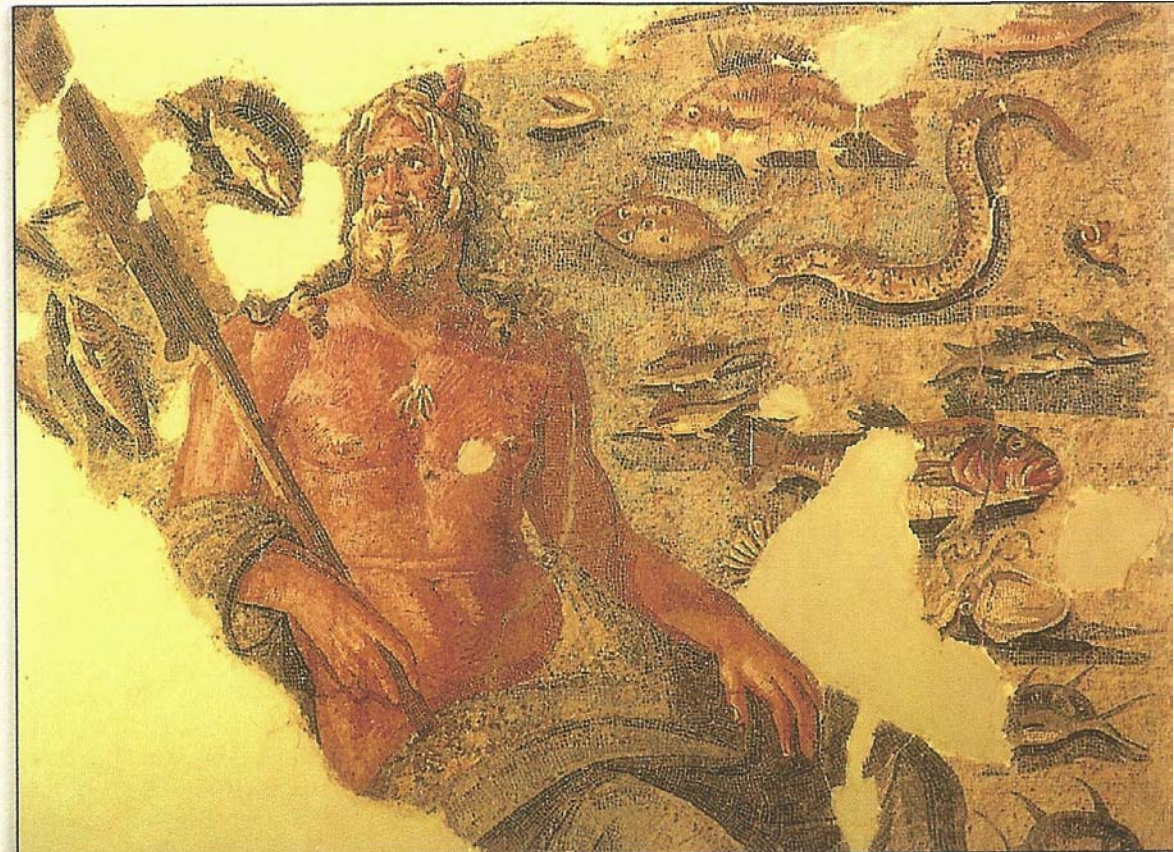
If you are a Rotarian and have a deep love to sea and water, or any thing that floats on water, you may create or form a new fleet in your region. You should find ten willing Rotarians to form the fleet and should assign a Fleet Commodore, Fleet Vise Commodore and a Fleet Rear Commodore. You should also assign a Fleet Secretary and Treasurer. Your number should be ten altogether at least. There is no obligation to have a boat or any vessel on the water. You need your love for sea, lake and river.

Whenever you organize your fellow Rotarians to become Iyforians, you must collect the necessary dues for the international organization and should send them to the Regional Treasurer. He will take your remittance to the International Bridge. You should supply the member's data at the format indicated on the web pages www.iyfr.org . You must check the pages "How to Join" to fill the applications for every Rotarian to become an Iyforian or Rotary Mariner. The next step is to apply for approval from the International Bridge to be chartered.

When your application is approved by the International Bridge, a Charter will be given to your fleet. When you get the Charter you are ready to go. Your fleet is ready to sail as an Iyforian Fleet. Your Regional Commodore should enter your members' data into the system on the internet called as "Distributed Management System". An Iyforian Username and Password will be given to you and to your fleet members to surf on the Iyforians' water planet to find the other fellow Rotary Mariners. There are nearly 3.000 Rotary Mariners are waiting for you to join in. We have many countries that have fleets on this globe. You may check the pages "Where We Are" to spot the Iyforian active countries.

*The oldest fellowship
in Rotary.*

Poseidon: The God of the Sea and Water.



Naming the Members

When we name the members, they differ in codes. Normally an Iyforian is called as Fleet Member (FM). The officials of the fleets are named as follows:

Fleet Commodore	FC
Fleet Vice Commodore	FVC
Fleet Rear Commodore	FRC
Fleet Secretary	FSEC
Fleet Treasurer	FTR

Fleet Member FM

Beyond these normal naming scheme, we have also name the past officers of the fleets.

Past Fleet Commodore PFC

In some cases, we have other officers related to the fleet. These are:

Fleet Captain	FCapt
Port Captain	PCapt

There is another classification of the members. This is described below:

Members
Independent Members

Members are not independent and they are FM who are tied to known and chartered fleet in a region.

Independent Members can be any where and can be member of the IYFR family. These are the sailors who have no land based fleet in their vicinity but the latest developments showed that this type of structuring has no good results for the members to contribute and join the events, which eventually results of loosing the member. In some Areas, IYFR are joining the Independent Members in their respective Independent Fleets. The Americas are the first example to these developments.

Independent Members are named as;

Independent Member IM

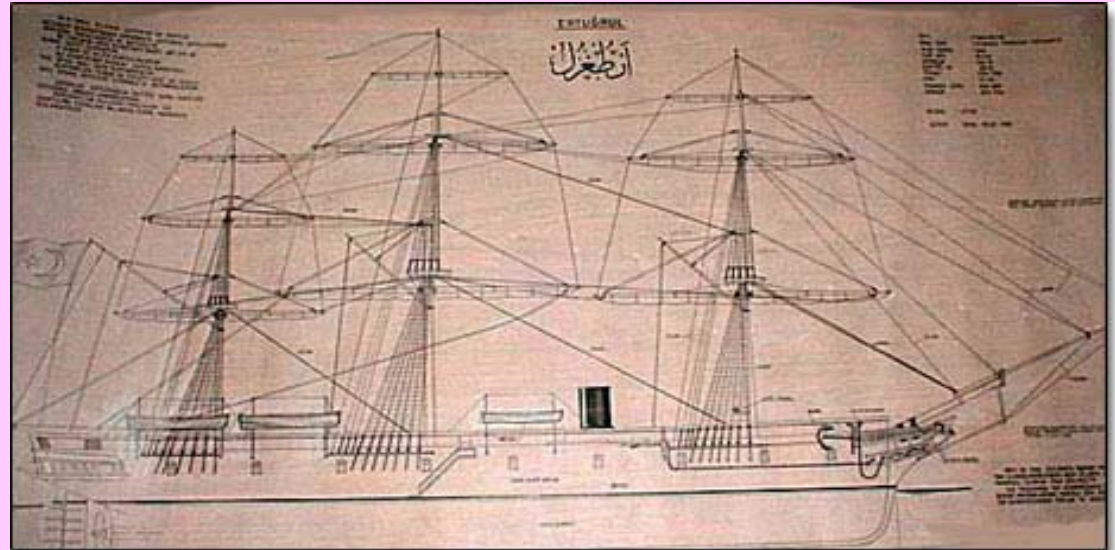
World Independent Members are named as;



The Martyrs of Turkish Fleet at the Shore of Ooshima..



A bitter story of the Turkish Naval Ship, Ertugrul was created at the last years of the 19th century. The Prince of Japan, Komatsu had visited Istanbul in 1887, and the Ottoman Empire had



decided to send a ship to Japan in return. The choice was Ertugrul, which had built in 1854-64 in Istanbul. It was a ship of 2400 tons. The ship was in service for 25 years and overhauled shortly before the voyage, and most of the hull's wooden parts renewed. The other aim of the visit to Japan, was to show flag on the Indian Ocean.

The commander of the ship was Colonel Osman Bey was a sailor by family. The skipper was Ali Bey who had served as Commodore of Basra, and had a vast experience



in the storms of Indian Ocean. The ship set sail to Japan on Sunday, July 14th, 1889. There were 607 sailors on the board. The distance between Port Said and Istanbul had been taken in ten days. The ship entered the Suez Canal on July 26th, 1889 but some misfortunes did not allow the ship to leave Suez Canal, instead she need to be fixed locally. Finally, Ertugrul set sail from Suez to the Red Sea on September 23th, 1889. The Red Sea was cleared in 26 days. At those years, the Eastern shores of Red Sea were Ottoman soil and there were a small number of Ottoman naval ships at the area.

The next port was Mumbai and Ertugrul stayed there for a while and local people visited the ship. On October 26th, the visits did not allowed the ship and sailors began the preparations to set sail towards Colombo. On their way to Ceylon the vessel made water and they discovered that the ship's some parts had been decayed and needed to be changed. They fixed the holes and cracks that made water, and tried to manage to continue sailing. Ertugrul stayed in Colombo for a while and finally set sail towards Singapore on November 13th, 1889. At this port the ship was again fixed and stayed for quite a long time. On March 22nd, 1890 Ertugrul set sail towards China. Ertugrul visited Saigon and stayed there for ten days.

After setting sail in Istanbul 11 months ago, finally, the ship arrived at Yokohoma on June 7th, 1890. The personnel and Admiral Osman Bey, were accepted by the Emperor of Japan on June 13th. Admiral Osman Bey were honored by having the First Class Rising Sun, and Ali Bey by having the Third Class Rising Sun medals. The other personnel on the ship were also honored with different medals. After having accepted by the Emperor of Japan, the Turkish Naval Officers were accepted by the Empress. The following days were the ones in which many receptions, dinners and ceremonies took place. Admiral Osman Bey were accepted by young Prince Yoshihito Haru on June 14th, 1890. The personnel competed in a rowing competition against the personnel of two British ships and Yamato of Japan.

On July 1st, 1890 Admiral Osman Bey had had taken his last photograph at photographer Kosaburo Tamaki. The bad luck still was there. On the July 18th, a sailor died at



Turkish Sailors' Cemetery in Japan.

22 because of Cholera. During this epidemic there were 12 sailors lost in Japan.

The ship left the Yokohoma port on September 15th, and set sail despite of the severe weather conditions. 18 of

September was the last day of Ertugrul. She crashed to the rocks off the shores of Oshima and disintegrated. Only 69 souls could saved from this terrible disaster out of 607. The people and government of Japan showed an extraordinary solidarity for well being of the survivors and a cemetery were built on the island for Turkish sailors, which is a very powerful friendship tie between those two countries.

Naming the Fleets

There is no naming convention for the fleets but the most common method is to form the fleets with its locations' name. This would give the Iyforians a quick and easy way of recognition where the fleet tied. We still use the old coding system for the fleet names. It is so obvious that the name should be seen on the system, instead of the code. This will be developed in the future and the fleet codes will be deleted from the system although they occupy so little space on the paper and on the screen.

General Considerations

It is recommended that any country which has not a big population or vast area may have a single region. If you are living in a country with a moderate population and moderate size, you can go on with a single Region and many Fleets. A responsible and careful Regional Commodore can manage a vast area and many fleets at his desk. Regional Commodores and their staff normally report to the related Area Commodores.

If you have a large Area or different cultures in your country, you may have different regions. In that case a Country Bridge may be formed. The structure of IYFR is on its way of more flexible and more hierarchical scheme, and will be find its final shape by time, by the help of members' preferences.

The main communication channel has become the internet and e-mail traffic is quite heavy between the regions and remote parts of the world. The main administrative tool is its web site, belonging to every one in the fellowship. Main functioning body is the Regional Commodores and they are the responsible people who manage their regions and keep members' data. Every Regional Commodore only manages his/her region because of the username and password limitations.

Regional Commodore's Username and Password are set by the International Bridge and can only be changed by the International Bridge, but Regional Commodores should assign an Iyforian Username and Password if there is none to his region and distribute the username and password to his fellow marines in his/her Region. If there is any need to change the Iyforian Username and Password it is the Regional Commodore's responsibility to change and assign a new one. He/she should distribute the new username/password to his Iyforians.

Any Iyforian who has no information about the Iyforian Username and Password in his region, should consult his/her Regional Commodore.



Photographs by Rick Tomlinson

1. The New Ideas and Philosophy

We had some new ideas and technology when our team of International Bridge took over the office. One of those ideas was the transformation of the roster to the cyber world which will be the main media for business and other fields of management in the near future. As the second thought, we requested the Regional Commodores to update their fleet's data; adding, deleting and changing the member's data on the internet. This was not a burden for the Regional Commodores, but something to catch their attention to the roster and to the members. The Local people are always better editors of names, addresses and etc. They can overcome the updating the roster much easier than the others. This is the main point of this approach.

2. Usernames and Passwords for the Web Site

The third and one of the very important ideas was to give the users of the online roster a username and password. We have two sets of username and password. The first one is for the Iyforians (Rotary Mariners), and the second one is for the Regional Commodores. We kept the username and password twins fixed; same username and password for every fleet member to reach the essential data in the web site. The reason behind this approach was to make the username and password system as simple as possible. We believed that if every user is given a different username and password would lead complications for the lesser computer literate people in the fellowship. The Iyforian (Rotary Mariners) Username and Password can easily be changed by the Regional Commodore locally if any need arises. The Commodore's Username and Passwords have been given by the International Bridge and only can be changed by the International Bridge if a very important reason is set forward.

3. Printing the Online Roster

This Roster in the printable format can be printed locally on any printer, or on a very good quality printer then photocopied as many as requested or has had printed in a professional facility. The International Bridge would print this material as is in a professional facility. However, the data in this roster could only be updated by using the system and adding, changing or deleting the member related data, locally by the Regional Commodores or the International Bridge's



Join to 3.000 Rotary
Mariners World wide.

Roster Officer. Distribution of roster in the printed format also needs the correct member name and address in our Online Roster. If your printer is a double sided one, you can spend lesser paper for our list.

4. A Compact and Readable Roster

We kept this roster as compact as possible to be placed in an A4 or similar format paper (letter size) and printed only the Member Status, Name and Surname, Address, Postal Code, State or Province, Country, Work Phone Number and Home Phone Number and the most important piece of information E-mail. The reason behind it is to have something on the paper as printed information which would help to find the fellow Iyforian (Rotary Mariner) as quickly as possible. If any member needs more information such as Boat's Name and Length or Hosting information, should go with our web pages www.iyfr.org. The Web Site is our starting points not our destination. We sorted all the data as below:

- a. Country
- b. Regions
- c. Fleets

Most of the countries have a single region but some larger ones have several regions. The Countries and the Regions have been painted to red. Fleets are indicated by only their Fleet Code and underlined navy blue. Every Fleet have a line at the bottom of the member's list as "Number of Members in This Fleet : xxx" also painted in navy blue to show the how many members are there. We have also a red colored line at the end of every region indicating the number of members in that region.

5. Binding

The document that you have on your hand is designed to bind in tablet format which is you should bind every landscape page on its upper side like most of the wall calendars.

6. Paper Quality

Paper size is A4 or letter and you should use a good quality paper to have a better result. It is also true for the laser or inkjet printer. Most of the new printers on the market will serve the purpose.



7. Printable Rosters in Every Six Month's

We intend to produce rosters in the printable format (just on the internet) in every six months for the members to print it by themselves. Printing and distributing the roster is a huge overhead for the fellowship if there is another way to have the same or similar result.

8. The World of Multi Roster

We have a general roster for the globe as usual, but this time we have something new and practical for the sailors. We have some more regional rosters. These are:

Roster for the World

Roster for Americas

- Roster for North West USA
- Roster for South West USA
- Roster for North East USA
- Roster for East Coast USA
- Roster for South East USA
- Roster for North Central USA
- Roster for Texas USA

Roster for Europe and South Africa

- Roster for the Europe North
- Roster for GB&I

Roster for Australia, New Zealand, Japan and China

- Roster for Australia and New Zealand
- Roster for Japan and China

Now we have different rosters for Iyforians and Rotary Marines. We think it is a jump and a different perspective on the roster issue.



Volvo Cup. Sydney, Hobart Leg. Photograph by Rick Tomlinson

9. Abbreviations of Member Status

The abbreviations regarding the Member Status are as follows

IC	:	International Commodore
IVC	:	International Vice Commodore
IRC	:	International Rear Commodore

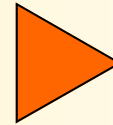
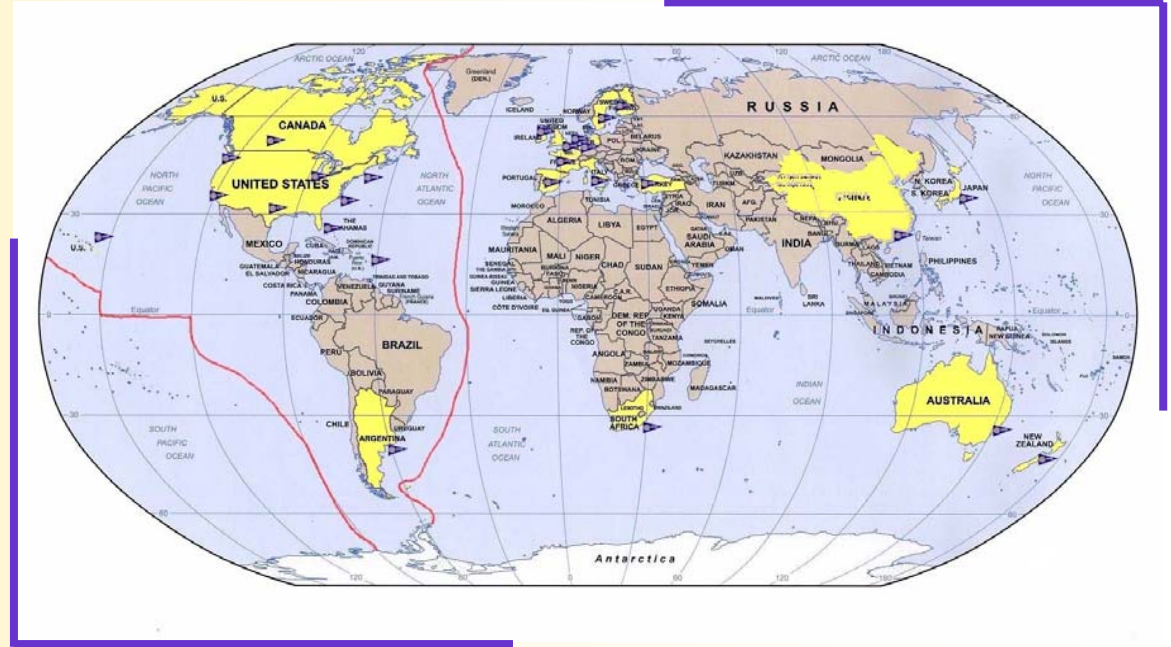
PIC	:	Past International Commodore
PRC	:	Past Regional Commodore
PFC	:	Past Fleet Commodore

CBC	:	Country Bridge Commodore
CBVC	:	Country Bridge Vice Commodore
CBRC	:	Country Bridge Rear Commadore
CBSEC	:	Country Bridge Secretary
CBTR	:	Country Bridge Treasurer

RC	:	Regional Commodore
RVC	:	Regional Vice Commodore
RRC	:	Regional Rear Commodore
RSEC	:	Regional Secretary
RTR	:	Regional Treasurer

FC	:	Fleet Commodore
FSEC	:	Fleet Secretary
FTR	:	Fleet Treasurer
FM	:	Fleet Member

IM	:	Independent Member
----	---	--------------------



IYFR Home Office

Yedi Deniz Evi,
Setüstü, İzzetpaşa Yokuşu No: 1
Kabataş. 80040-İstanbul
TURKEY
Fax: Intl Code+90+(212) 251 0575

www.iyfr.org

11. History of International Yachting Fellowship of Rotarians

The International Yachting Fellowship of Rotarians, formed in 1947 in Great Britain, is recognized as the oldest of the Rotary Fellowships. It was to become the first of many recreational fellowships formed with the World Fellowship Activities of Rotary International.

In 1947, Rotarian John G. Barrett of the Brixton Rotary Club of London, England, conceived the idea of flying a burgee bearing the Rotary emblem on the masthead of his vessel. He enlisted the help of fellow Rotarians from his own and neighboring clubs and proposed a new yachting association of Rotarians. Rotary International approved this new Rotary recreational fellowship under the name "The Yachting Fellowship of Rotarians."

This fellowship quickly spread all over Great Britain and then throughout the world.

In 1956 at the Rotary International Convention, the first International Commodore from outside Great Britain was elected. Bob Stuart of Chicago, Illinois, USA, took over the helm. It was also about this time that the fellowship name was changed to "The International Yachting Fellowship of Rotarians."

The first international rendezvous of IYFR was held in 1964 in conjunction with the Rotary International Convention of Toronto, Canada. Since that time, the fellowship has expanded greatly with new fleets being added under the enthusiastic leadership of the many Past International Commodores who have been elected from a diversity of countries within the world of Rotary.

The Golden Anniversary of IYFR was celebrated in 1997 at the RI Convention in Glasgow, Scotland. Past International Commodore Andrew Mitchell authored, produced and distributed copies of the 'Golden Jubilee 1947-1997', a book commemorating the fifty years of IYFR history.

An IYFR trophy which is presented to each incoming International Commodore, "The John Barrett Bell" was made by one of the founding fellowship members, Denis Dalby, and presented to the fellowship in honor of our Founder, Commodore John G. Barrett. Today, we are not only the oldest but probably the largest of the

Rotary fellowships, according to Rotary International. Over time, we have lost some of our earlier established local Rotary yachting fleets, however we constantly continue to charter new ones. There are about 100 active Rotary yachting fleets in 19 countries throughout the world: Argentina, Australia, Belgium, British Virgin Islands, Canada, Finland, France, Germany, Great Britain, Ireland, Italy, Japan, The Netherlands, New Zealand, South Africa, Spain, Sweden, Turkey, and the USA.

Our membership is in the region of 3000 members, including about 250 'members at large' who are not affiliated with any of the fleets



12. Past International Commodores

1947-1952	John G.Barrett	London (GB)
1952-1953	A.Leslie Mower	Stoke Newington (GB)
1953-1954	Lonard C.Horsnell	Goodmayes (GB)
1954-1955	Jack A.Hope	Goodmayes (GB)
1955-1956	Alfred Bellamy	Goodmayes (GB)
1956-1958	A.Norman Cooke	Worthing (GB)
1958-1959	Robert Stuart	Chicago (USA)
1959-1960	Denis W.Dalby	Barking (GB)
1960-1961	Chas. Ed Dearnley	(USA)
1961-1962	Courtney C.Beckett	Durban (South Africa)
1962-1963	Sheman Bushnell	Seattle (USA)
1963-1965	Les P.Keating	NSW (Australia)
1965-1967	Carl R.Miller	Los Angeles (USA)
1967-1969	Charles E.Neale	Ireland
1969-1972	Donald Lowness	Rio de Janiero (Brazil)
1972-1974	Richard Willis	NSW (Australia)
1974-1976	Earl Brannock	Cambridge (USA)
1976-1977	Carl Beck	Philadelphia (USA)
1977-1979	Al Natkin	San Diego (USA)
1979-1981	Bill N.Thomas	Massachusetts (USA)
1981-1983	Bert Collins	Gold Coast (Australia)
1983-1985	Dr.Ken Warr	Cape Town (South Africa)
1985-1987	Martin Lockney	Newport Beach (USA)
1987-1989	Dr.Les Vasconcellos	Honolulu, Hawaii (USA)
1989-1991	George Kent	Victoria (Canada)
1991-1993	Andrew C.Mitchell	London (GB)
1993-1995	Jack Keyser	Victoria (Canada)
1995-1997	Frank McDonald	Glenhaven, NSW (Australia)
1997-1999	Arnold Verkade	Westzaan (The Netherlands)
1999-2001	Joe Phillips	Honolulu, Hawaii (USA)
2001-2003	Ken Winter	Auckland (New Zealand)



After having finished the race of International Istanbul Sailing Week, Istanbul, Turkey.

13. Flags

	A Alpha		B Bravo		C Charlie		D Delta		E Echo
	F Foxtrot		G Golf		H Hotel		I India		J Juliet
	K Kilo		L Lima		M Mike		N November		O Oscar
	P Papa		Q Quebec		R Romeo		S Sierra		T Tango
	U Uniform		V Victor		W Whisky		X X-ray		Y Yankee
	Z Zulu								

	1		2		3		4
	5		6		7		8
	9		0				