

Swift Magazine

Number 58

April 1998

AGM Held at Lymington Town Sailing Club

Ian Sturland
Editor

More than 20 members, associate member, friends and family gathered for this year's AGM at Lymington Town Sailing Club. The venue offered us a chance to socialise over a pint and bar meal whilst looking out over the Marina towards the Solent before settling down to the business of the AGM in the clubs committee room.

continued on page 2

New Look for Swift MAGAZINE

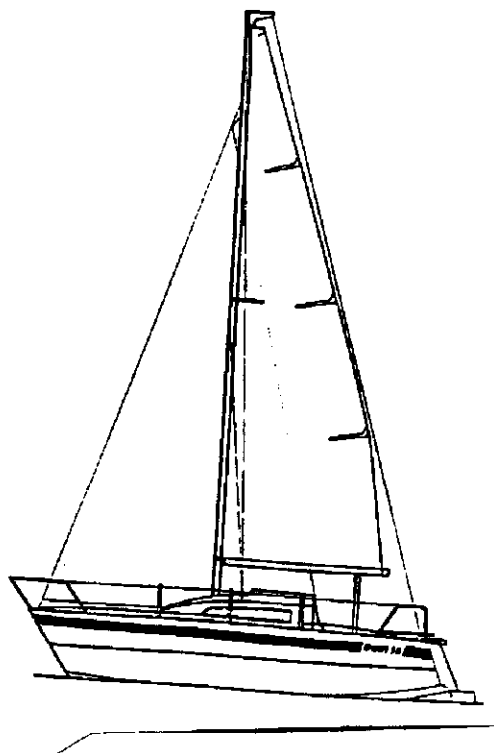
...or the Editors got a New Word Processor!!

Ian Sturland
Editor

Changes to the logistics of producing the Swift Association Newsletter and the Editor getting a new Word processor have prompted a new look to the Newsletter. I hope the new format will be more flexible than previous, able to be produced with a professional look and at a reasonable cost. I believe the new layout will be suitable for both long travelogues of your adventures or short one liners. Any snippet of information which you think may be of use to our membership can be accommodated - just drop me a line. If it's that short give me a call and dictate it down the phone!

INSIDE THIS ISSUE

- 2** Report on the AGM
- 2** Letter from the retiring secretary
- 3** Swift Association Accounts 1997
- 4** A Swift Mention in PBO
- 5** Solent Rally Dates for your diary
- 6** Subscriptions and Membership
- 7** On becoming a Swiftie... The Metamorphosis
- 8** Another Swift Owner
- 10** For Sale - Wanted
- 10** Association Officers



continued from page 1

1998 AGM

The 1998 AGM was held at Lymington Town Sailing Club at 14.00 hrs on Saturday February 1998.

Attendees were:-

Ivan, Denise and Rosemary Kirk	Associate members
Chris and Sandra O'Brian	"Icarus"
Ian Sturland	"Blue Skies II"
Roger, Karina and Lance Pigden	"Charisma"
Gordon and Jenny MacDougall	"Maiden"
Tim, Sue and Karen Harris	"Sea Brisk"
Brian and Patricia Shipman	<i>watch this space!</i>
Dave Connell	"Chaos"
Quentin Twiss	"Catriona"
Bob Seigert	"Allegro"
Val and Mike Knowles	Associate members

Apologies were received from:-

Alan Pritchard	"Blue Skies II"
Ian Woods	"Sunburst"
Brendan and Sarah O'Farrell	"Lizanne"

1. Minutes of the Last AGM

This was held on February 9th 1997 at the Master Builders House Hotel at Bucklers Hard. Minutes were published in Swift Journal No. 56 April 1997. The minutes were accepted with cleared and outstanding actions to be dealt with later in the AGM.

Proposed	Ian Sturland
Seconded	Roger Pigden

2. Secretary's Report

As the first point of contact for new members the secretary has issued over 30 joining packs which resulted in a good take up of new members. The publication of the revised Owners Association Directory in the PBO July 1997 edition was most

Letter from the Retiring Secretary

Mike Knowles

We did not realise when we purchased our Swift 18 from Nationwide Boat Sales in July 1994 just what related benefits we could gain and what fun we would have from joining the Swift Association and being introduced to sailing from Bucklers Hard.

Val and I would encourage all new Swift Owners to join such a friendly organisation whose help is always available and there are regular rallies where the less experienced can gain confidence by sailing with sailors who have been there before.

We do trust that the association will continue and prosper. We will carry on as associate members and be pleased to be of help, where we can. We wish Tim Harris and his family every success in the role of Secretary and all the other officers who have volunteered with running the association.

What they need is real support from the total membership, with even better attendance at Rallies and all club events.

Best of Luck and good sailing

Mike Knowles

continued on page 3

helpful and will continue to be so now that it is on the PBO database on their Internet site.

The Secretary has also helped in finding potential owners and buyers in what continues to be a lively market in Swift 18's

3. Treasurer's Report

Please see Swift Association balance sheet opposite.

Considerable turnover in membership, but overall there is an increase on last year with currently 86 members (boats). In terms of people that must mean at least 172.

No advertising revenue was received this year and there was one bad debt concerning Windsor Brothers who have gone broke. Ian Sturland has information on who to bill and will organise this with the Treasurer and review prices in light of less Journals being published in 1997.

Accounts Accepted

Proposed: Roger Pigden

Seconded: Quentin Twiss

4. Newsletter Editors Report

Lack of fresh material from members and pressure of work meant that only two issues of the Newsletter could be published last year. There has also been a logistics problem in formatting the membership list. Using Ivan Kirk's services for printing and mailing the Newsletter has worked well. However in future, having the whole process under the Editor's control may be more convenient without loss of quality or an unacceptable increase in cost.

5. Election of Officers

Secretary

Mike Knowles having sold "Catriona" and purchased a larger boat wished to resign as secretary. After some gentle arm twisting Tim Harris agreed to become secretary for 1998.

Proposed Chris O'Brian

Seconded Jenny MacDougall

SWIFT ASSOCIATION BALANCE SHEET

As Of DECEMBER 31, 1997

ASSETS	DEC 31, '97	DEC 31, '96
CURRENT ASSETS		
CURRENT /SAVINGS		
CURRENT ACCOUNT	222.00	187.75
CAPITAL RESERVE	4,450.37	3,642.27
PETTY CASH FLOAT	4.00	
TOTAL CURRENT/SAVINGS	4,676.37	3,830.02
ACCOUNTS RECEIVABLE		
TRADE DEBTORS	140.00	218.00
TOTAL ACCOUNTS RECEIVABLE	140.00	218.00
OTHER CURRENT ASSETS		
BAD DEBT PROVISION	(140.00)	
NEWSLETTER EDITOR FLOAT	30.00	30.00
STOCK	335.00	335.00
UNDEPOSITED FUNDS		(20.00)
TOTAL OTHER CURRENT ASSETS	225.00	345.00
TOTAL CURRENT ASSETS	5,041.37	4,393.02
TOTAL ASSETS	5,041.37	4,393.02
LIABILITIES AND EQUITY		
LIABILITIES		
CURRENT LIABILITIES		
ACCOUNTS PAYABLE		
TRADE CREDITORS		129.42
TOTAL ACCOUNTS PAYABLE		129.42
OTHER CURRENT LIABILITIES		
ACCRUALS	75.00	
TOTAL OTHER CURRENT LIABILITIES	75.00	
TOTAL CURRENT LIABILITIES	75.00	129.42
TOTAL LIABILITIES	75.00	129.42
EQUITY		
RESERVES B/F	4,263.60	4,187.73
NET INCOME	702.77	75.87
TOTAL EQUITY	4,966.37	4,263.60
TOTAL LIABILITIES & EQUITY	5,041.37	4,393.02

Newsletter Editor

Ian Sturland agreed to continue for a further year and to take up the role of membership secretary from Chris O'Brian.

Proposed Chris O'Brian

Seconded Tim Harris

Treasurer

Chris O'Brian gallantly agreed to carry on for a further year, after considerable pressure from the chairman failed to find a volunteer for this year. Chris pointed out that a new treasurer *must* be found for next year.

Technical Information

Roger Pidgen agreed to carry on in this role.

Area Representatives

Scotland

We believe Doug Angus may be prepared to carry on for a further year.

Solent and the South Coast

No current Swift owner felt experienced enough to take on the role for 1998. However Denise Kirk volunteered to prepare some Solent Rally proposals for inclusion in the April Newsletter.

North of England and the Lakes

We are pleased to have a volunteer for this post from Ian Woods.

Vacancies for the following Areas:-

Midlands and Rutland Water, Wales, East Coast and South West England.

Volunteers please!

6. Update on Topics in 1997 AGM Minutes

Burgee

It was agreed that there are ample funds to provide a Swift Burgee free of charge to all members' boats. Ian Sturland agreed to action.

PROFIT AND LOSS

JANUARY TO DECEMBER 1997

INCOME	JAN - DEC '97
SUBSCRIPTIONS	948.00
SALES	(10.00)
BANK INTEREST REC'D	208.10
TOTAL INCOME	1,146.10
EXPENSE	
BAD DEBTS	140.00
NEWSLETTERS	118.33
SECRETARY'S EXPENSES	30.00
EDITOR'S EXPENSES	15.00
TREASURER'S EXPENSES	30.00
AGM EXPENSES	110.00
TOTAL EXPENSES	443.33

A Swift Mention in PBO

Practical Boat Owner magazine review 2nd hand 18 footers

The Countries top boating Magazine Practical Boat Owner published an article on buying a second hand 18 foot cruiser in March (PBO No. 375)

For this review of "four lively 18-footers inspired by the Micro Cup rule" the Swift 18 was compared - very favorably with the First 18, GEM and Juno 560. Basic comparisons are made between the boats. The author concluded that the Swift 18 was a good compromise between nippy performance and well finished accommodation.

But then we already knew that!

More of a surprise to the Editor and fellow owners of "Blue Skies II", was that our Swift had been photographed sailing past Brownsea Island, and the picture used to illustrate the PBO article!

Trophy Awards

The chairman on behalf of all members was pleased to present two trophies to members who have served the Swift Association well beyond their nominal terms of reference.

An engraved tankard to Chris O'Brian who has carried on as Treasurer for 10 plus years in spite of his business affairs taking up so much of his time that he has done very little sailing in his Swift 23 in the last few years.

And an engraved tankard to Denise and Ivan Kirk for their continued support, handling all the mailing arrangements to members, even after leaving the main association when they sold their Swift 18.

Swift 18 Moulds and Spares

There is an arrangement with Roger Marsh to contact Chris O'Brian should he intend to brake up the moulds or dispose of any of the remaining spares.

Chris O'Brian has access to a spare lifting keel mechanism. Members please note.

Associate Membership

Members and ex members please note that there continues to be a membership section for previous Swift owners/members. Val and I have just joined.

Computer for Secretary/Editor.

At a previous AGM approval had been given for the purchase of a suitable PC should the current Officers require.

None of the new or continuing Officers required a PC at this time.

7. AOB

Association Funding to Support 1998 Rally's

It was agreed that up to £100 be offered to each sailing area to help fund rallies. To qualify there must be evidence of expenditure (e.g. Marina bills) and most importantly a rally report for the Newsletter, before funds are released to be shared between each participating boat.

Tim Harris to organise and agree details with Chris O'Brian.

Trail Sail Association

Brian Shipman volunteered to provide a brief report on the

CALENDAR OF EVENTS

SOLENT RALLIES - DENISE KIRK

AFTER VOLUNTEERING TO ORGANISE A FEW SOLENT RALLIES AT THE AGM, I HAVE HAD TO QUICKLY LEARN TIDE TABLES ETC. OBVIOUSLY THESE RALLIES WILL DEPEND ON WEATHER CONDITIONS
IF YOU ARE INTERESTED IN JOINING US PLEASE GIVE US A TELEPHONE CALL, OR IF YOU HAVE ANY QUESTIONS WE LOOK FORWARD TO SEEING YOU, WITH SOME EXCELLENT SAILING.

CONTACT DENISE ON :-

TELEPHONE 01793 613922

MOBILE 0370 416844

MAYDAY BANK HOLIDAY

SATURDAY 2ND MAY

BUCKLER'S HARD - YARMOUTH

LAUNCH ON A RISING TIDE FROM 10.00AM

LEAVE BUCKLER'S HARD BETWEEN 12.30 AND 1.00PM

SUNDAY 3RD MAY

YARMOUTH - COWES (EAST)

LEAVE YARMOUTH AT 10.30AM

MONDAY 4TH MAY

EAST COWES - BUCKLER'S HARD

RECOVER SWIFTS, LATE AFTERNOON

SPRING BANK HOLIDAY

SATURDAY 23RD MAY

BUCKLER'S HARD - NEWTOWN CREEK

LAUNCH BY 10.00AM, HEAD TO NEWTON CREEK FOR LUNCH (ON BOARD)

NEWTOWN CREEK - HASLAR MARINA, PORTSMOUTH (ARRIVE APPROX 6.00PM)

SUNDAY 24TH MAY

HASLAR MARINA - ISLAND HARBOUR, COWES

LEAVING HASLAR AT APPROX. 11.00 AM

MONDAY 25TH MAY

ISLAND HARBOUR - BUCKLER'S HARD

LEAVE APPROX. 11.00 - 11.30 AM ARRIVE BUCKLER'S HARD EARLY AFTERNOON TO RECOVER.

merits of this association.

Portsmouth Yardstick - P.Y. Number for Swift 18

This is the basis for handicap calculation. No known P.Y. number exists for the Swift. Tim Harris will inform the member inquiring about this.

Inputs for the Newsletter

Thanks to Ian Woods "Another Swift Owner", Brendan O'Farrell "On becoming a Swiftie" and Jim Stevens for "Swift to the Humber" (from North Berwick). These have been passed to Ian Sturland.

[Editors Note: Jim Stevens article has been held back for the next newsletter to allow a little time to get to grips with the complexities of dealing with graphical images!]

Osmosis

No one had specific information on Osmosis effecting Swifts. Tim Harris to inform Cecil Hallet (Caddyshack).

Ideas to Use Swift Association Funds

Members' proposals are required for the use of funds to support group events for 1998. Proposals should please include the offer to organise such events. E.g. "Laying Up Suppers" in each sailing area.

One thing to note - the Association has got money in the bank!

This well attended and quite lively meeting ended formally at 16.20. I believe we all enjoyed it and several people suggested we use the same venue next year.

Mike Knowles

CHAIRMAN

BBQ RALLY

SATURDAY 27TH JUNE

BUCKLER'S HARD - YARMOUTH (BBQ)

SUNDAY 28TH JUNE

YARMOUTH - -BUCKLER'S HARD

SEPTEMBER RALLY

5-6 SEPTEMBER 1998

TO BE ADVISED

HOLIDAY RALLY

Subscriptions and Membership

Chris O'Brian

Treasurer

Many thanks to all of you who have renewed their subscriptions this year. Unfortunately, our membership is well down so far, despite a number of new members joining. So if you come across a Swift on the water who is not a member, see if you can persuade them to join. With the current membership, our subscription income is down by nearly £300 this year compared with last.

As you know, the subscription rate was increased to £12 this year. Unfortunately, many members are still paying at the old rate of £10, and two only paid £8! I wrote to all such members when they renewed asking for the extra £2 that was owing, but sadly very few responded. As a result, some 39 members are receiving the same benefit for £8 or £10 that the rest of us have paid £12 for. Be fair, guys and dolls, cough up the extra £2 - it won't hurt you, but it will help the Association continue.

ON BECOMING A SWIFTY – THE METAMORPHOSIS

The idea had gradually crystallised over several years and many boat shows. It would have to be a trailer sailer. We live about as far away from the sea as you can get and I have to work some weekends. In the summer of 96 we concluded we would be waiting the rest of our lives for a new boat and if we acquired a cheap second-hand weekender we would still be able to afford to charter larger boats, some hope!

Our experience. I had sailed dinghies, sail training vessels and charter trips when a student. A 10 year period of fitting out and cruising our 59ft steel canal narrow boat was followed by a brief affair with a Mirror dinghy. I started going back to the sea with the Ocean Youth Club, for a week each year. I am a 2nd Mate on one of our 70 or 80 ft ketches. Sarah had cruised extensively on our canal boat and then did a competent crew course. For the last 2 years we had chartered out of Mylor in Falmouth harbour.

So we expected to spend the winter following up adverts and crawling over a whole variety of boats learning much in the process. It was not to be. It turned out to be love at first sight. We had booked a cottage for two weeks in October. High on a cliff top in West Cornwall, Botalack Head, watching the shipping with binoculars. At night the lights on the Scillies could be seen and on clear days we could see the islands quite plainly. This was our undoing, how we were transformed into Swifties. We decided to make the trip over to the Scillies on the ferry but it was raining so we went to Falmouth and bought a boat instead!

We had never heard of the Swift 18, but the photo in the brokers looked good. No Tupperware box this, a real sailing boat. More than we intended to pay, but let's have a look. She was on a mooring. She looked good as we approached in the broker's launch, which was about half as big again.

After a weekend agonising about it and walking to Lands End we made an offer and came to an agreement. Trailing her home was the next hurdle. We were assured that the trailer was OK. We were so

anxious about trailing a heavy load that we hardly used the brakes all the way from Falmouth to Banbury, which was just as well as it turned out.

We always thought the space beside our house would be ideal for a boat but we hadn't reckoned on the struggle to get her up the slope and through "the narrows". A block and tackle with 6 sheaves and bolts drilled into the concrete solved this problem for us later, but we later gave up and stored her on a farm for the first season.

Following the advice on trailer maintenance in the Association's welcome pack, I inspected the bearings only to find the brakes were rusted solid. The Banbury trailer centre found there was a problem with most moving parts including the tyres. £600 later and she was back home. It was to cost us more in bearings until I twigged about repacking them before launching.

The first outing was a day on the Thames using the slip at Lechlade. A good day out with plenty of offers of help from the folk at the boatyard.

The May Day Bank holiday weekend was to be our first proper outing and we chose Bucklers Hard as we understood it to be Swift territory. It turned out to be a Swift rally. We arrived in the evening and received a warm welcome and offers of help from Mike and Val Knowles who had already launched. They must have thought we were the Swifties from Hell asking for help with our first mast raising in the middle of their supper and then a voice across the water in the dark "can you help us launch please".

Afloat at last. Outboard starts first time. Motor around to the marina, very late, hungry, no matches!

The following morning we met Roy and Terri Fox and we set off for Cowes. Three Swifts and Ivan and Denise Kirk in their Hunter. A bad forecast had put paid to the planned trip to Lympington. We spent Sunday storm bound in East Cowes marina, packed in like sardines rafted up, bows to the pontoon.

Continued on page 8

On Monday we all set off for the Beaulieu. Motoring out of the Marina we seemed to suddenly stop as we met fresh wind. I thought we must have had something around the prop. So I put her in to neutral and asked Sarah to hang on to the Gin-Palace we were drifting into. The prop looked alright so I put her into reverse, revved hard and away she went. Sarah later told me that I had neglected to ask her to let go, and she came close to being left hanging on the side of a Gin-Palace. The lack of inertia in a light weight boat means lots of noisy revs are needed.

Recovery was less nerve racking than launching with a little help from our friends and the loan of Mike's A-frame made mast lowering easier.

The idea of keeping Lizanne beside our house had already been abandoned and she was sharing a corner of a farm with some caravans.

In July we had a long weekend with our daughter and dog aboard. Bucklers - Lymington - Cowes and back to Bucklers.

The first week of September was our West Country cruise. We launched on the public slip at Brixham and used the marina. Our youngest daughter joined us for the first three days and the project was to set sail up the Exe to Topsham, where Sarah's Aunt and Cousin lived. We heard the sad news about Diana Princess of Wales while storm bound in Brixham. A tough wet beat the following day got us around to Dartmouth, which must be the most beautiful port to arrive at and not a bad place to be storm bound in for two days. Apart from a brief trip up river to Dittisham we stayed at the Dart marina by the Upper Ferry.

Once the weather had abated we had a grand sail back across Torbay and lunched at anchor in Anstey's Cove, before returning to Brixham for the night. The weather was fine for our last day and a trip to Babbacombe. The mouth of the Exe looked very inviting across the bay. Early on Saturday morning and Lizanne was high and dry on the trailer. This was the last recovery of the season. Two family weddings and various other commitment meant the best thing to do was get Lizanne tucked up safe beside the house ready for her winter refit.

Despite a special fitting on the trailer to prevent the breaks locking on our attempts to reverse up the slope of our drive failed, the smell of burning clutch became too overpowering. The good old block and tackle got her there in the end.

Lessons learnt from our first season trailer sailing.

1. Trailing, mast raising, launching, recovering, mast lowering and trailing take too long for a weekend. Next season we shall be keeping Lizanne at Hamble Point.

2. Repack the bearings before launching.

Brendan O'Farrell

ANOTHER SWIFT OWNER

It is nice to have owned a Swift for almost the last 12 months and to have enjoyed the many yarns and ideas written in the many Swift magazines that came with the boat.

My wife and I had sailed an Enterprise till the need for a gas boiler saw its departure. Fourteen years boatless followed till we bought a Sheba 18 micro-racer two years ago. It proved to be a bit hairy and so we decided that a Swift was a nicer looking trailer sailer and went looking for one. Phone calls to sellers in PBO were replied with "its been sold, sorry" and "a buyer is having it surveyed" and so on. We visited a well-known national boat sales place near Nottingham and having seen several sad examples including one with a major depression in a forward chine panel, looked elsewhere. I found out from one of the earlier newsletters that some Swifts did have such a depression close to where the docking arm roller touches and that it was not really a problem. Our Swift, Sunburst, was finally acquired early last year and moored on Lake Windermere where some seven others can be found, what a lovely spot it is. We decided on a new mainsail - Southern Sails gave a good price and we had a local sailmaker trim the badly weathered leach of the genoa. So it should last a bit longer.

Sailing the boat and weekendng on her with my wife and son is a pleasure. It has been good too, to chat with other Swift owners on the Lake about modifications and problems. Then it happened - a clunk - from the centre board as we approached a jetty - and the keel wouldn't wind up. I discovered that this was the third bronze bush that had stripped in the boat since 1984. Had I not been in the Swift Association I would have been really downhearted. A phone call to Roger Pigden the technical editor gave me advice on how to possibly recover the boat and an explanation of how the mechanism worked. (I couldn't see it because the inspection hatch had been glassed over.) We decided to use the boat to the end of the season with the keel in the down position. It didn't really matter because we were on a swinging mooring. I scanned through the pages of Swift Magazines; got useful comments from the previous owner and attempted to find Brian Hombrey who had produced many successful replacement mechanisms of his own design. I finally reached him and what a most helpful gentleman he turned out to be. He no longer had access to engineering facilities but kindly left an original replacement mechanism on my boat. Brian too sails on Windermere.

I decided to have a new bronze bush made up in the interim and after seeking technical advice from Brian now I have a bush somewhat beefier than the original, being half an inch taller which means 12 threads in the bush rather than the original 8. The bronze cost me £30. This extra height can be accommodated in the centre box. We managed to get the boat onto its trailer by grounding her on the lakeside slipway and putting shaped blocks of wood of various thickness' around the bolt as it rose up through the centre board case as the keel slid up the ramp. It was drawn back into deeper water, the keel now being held up by the holed blocks of wood taped to the screw.

So far over the winter the brown stripe has been removed using a hairdryer and paint scraper. Sunburst will be red striped this year. On the advice of Brian we have angled the outboard bracket sternwards at its top edge by using a wooden wedge. This is designed to place the engine at the correct angle and so reduce the vibrations that used to make the kettle and cooker dance, and our teeth rattle. The wood wedge was faced with a piece of aluminium sheet that began life as an oven tray. The windows which had crazed had been replaced, (£7 for 2 offcuts.) and I made a close fitting

ply closure panel for the bottom of the outboard well to stop water slopping around down there. This is placed in position after the outboard and held in place with four wingnuts attached to bolts, which rise through the base of the well. It is probably better than the trap door, which anyway was missing when I bought Sunburst. We had the problem of exhaust fumes rising into the cockpit from the tiny exhaust holes on the rear side of the Mercury Sailpower Engine. I drilled these larger, and epoxied into two 5mm copper tubes from a model shop. These are connected by fuel proof flexible tubes to an outlet at the bottom of the well. Hope it works.

I fancy fitting a NASA depth gauge and would like suggestions as to where is best to fit it. Interestingly I was at a boat yard near Edinburgh recently and came across "Owraah of Mercia" for sale. This Swift featured in Keith Jacques articles in the Swift Magazine where he describes his solo voyages around Mull and the Hebrides. They made good reading. Its a pit at its all ended. The boat however, is extremely "interesting" with an interior not like any other Swift.

It is our intention to trail down to the Solent for the summer holidays and follow some of the routes that featured in the Magazines in that area. We would be grateful for any advise and guidance especially for places safe to leave a car and trailer, of what places to head for, or avoid and so on. This will be our first Swift sea trip.

Finally I would not like to see the demise of the Swift Association - there are so many boats around; new owners with old problems, like myself ever keen to get on the water. It would have been good to get to the AGM but Northumberland to Lymington is a long way so the best I can humbly offer is to fly the flag up here if you need a Rep.

Ian Woods SO150 Sunburst (Tel 01434 6843120)

FOR SALE AND WANTED

FOR SALE

SWIFT18, Sail No. 181, built 1984.
Excellent condition, with new sails. Lying
ashore on trailer in West Norfolk.

Tel 01553 630353

FOR SALE

2 red guard rail dodgers (K & H Fabrics)
£15

Ian Woods SO150 Sunburst (Tel 01434
6843120)

WANTED

A VHF Radio, spray hood and/or extension.
Please let me know.

Ian Woods SO150 Sunburst (Tel
01434 6843120)

Association Officers 1998

Honorary Officers

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Vacancies for the following Areas:-

Midlands and Rutland Water, Wales, East Coast, Solent and the
South Coast and South West England

Enclosures

Please find enclosed with this issue a 1998
Membership form which includes a
Standing Order Form.

Even if you have already paid this years
subscriptions please still complete and
return the form.

It is important for us to have up to date
membership details and Standing Orders
for the correct subscription.