

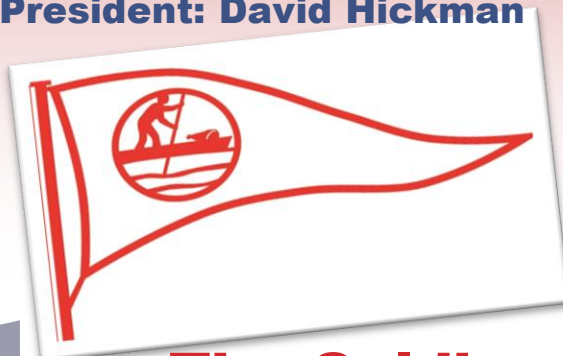
J U N E 2 0 2 4

# COLDHAM CHRONICLE

**Coldham Hall Sailing Club Est. 1951**

***'The Heart of Sailing in the Yare Valley'***

**President: David Hickman**



## Club Officers

**Commodore:** Gary Corbett  
[mooringsecretary@coldhamhallsailingclub.co.uk](mailto:mooringsecretary@coldhamhallsailingclub.co.uk)

**Vice - Commodore:** David Taitt  
[david.taitt@gmail.com](mailto:david.taitt@gmail.com)

**Rear Commodore:** Vacant

**Secretary:** Emma Crowfoot  
[ejcrowfoot@gmail.com](mailto:ejcrowfoot@gmail.com)

**Treasurer:** David Woolston  
[woolston546@btinternet.com](mailto:woolston546@btinternet.com)

**Race Officer:** Ben Adams  
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**Social Secretary:** Judith Robertson  
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**Bosun:** David Taitt  
[david.taitt@gmail.com](mailto:david.taitt@gmail.com)



[www.coldhamhallsailingclub.co.uk](http://www.coldhamhallsailingclub.co.uk)



Coldham Hall Sailing Club



Yare Navigation Race



CHSC Triple B Dinghy & Keel Boat Race

## The Coldham Chronicle

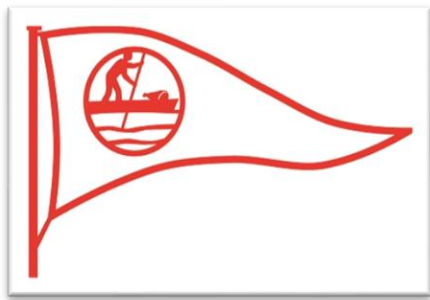
Finally it's here! It's only been a week or so but we are all so pleased the summer has arrived at last. Now we're all hot and bothered instead of cold and wet, let's hope it continues long into the autumn with maybe just a little overnight rain for the garden.

The first three weeks in June were a wash out and cool, even heard of home heating being turned on, not what we expect for the time of year. The Summer Solstice is now passed allowing both sailors and paddlers to all make good use of the nice light late evenings. We continue to do this at the club with social paddling on Tuesday evenings and Try Sailing on Thursdays. It's great to be on and near the river, it does us all good.

In this issue you can find the usual forthcoming diary dates, important ones approaching being the club regatta and the evening BBQ to which all are invited.

We have the June committee report and race officers' duties, please check them out and put on your calendar. The Midweek sailing has been patchy owing to the earlier inclement weather and lately the lack of wind to make a good sail. The Tuesday evening Paddle sessions are proving popular with around 24 members attending regularly and enjoying the fine evenings for a trip together to Rockland or upriver taking in Surlingham/Bargate Broad. The annual Hardley Mill Cruise is taking place this weekend so a report in next month's edition.

Enjoy the weather, enjoy the Summer together and enjoy the water safely in whatever way you can.



Committee meeting of Monday 10<sup>th</sup> June 2024

**Commodore.** Informed the committee of the sudden death of member Jonathon Flatman. Also Ralph Roberts is in hospital, we have sent the clubs best wishes to Ralph. (we now here Ralph is on the mend and recovering at home).

Ongoing from May keep an eye on Clubhouse roof for any leaks. Continue pushing UK Power for repair to car park. Klargest. contractor looking at feeding outlet into dyke. Club still looking to sell 7 commemorative Bells Whisky Bottles.

**Secretary.** Horning Sailing Club hosting a Rules Day by Trevor Lewis, 13.07.24 (June Chronicle).

**Treasurer.** New applications, 1 x family paddle, 1 x adult paddle and one family full membership and dinghy storage (Gull). All approved. Advised clubs rent has been increased by 4.5% from April. Legal protection Insurance renewed.

**Bosun.** Quay heading contractor has declined work planned for January 2025, deposit refunded to club. Research and quotes will be obtained from 5 quay heading contractors. Planning permission from the Broads Authority has been submitted. Club will consider doing the work in-house. All advised walkway and wooden capping is loose and care should be taken in the area. One area has been roped off. Safety boat broke down on 9.06.24. CC Marine attended and repaired. Appears water in fuel pump.

**Race Officer-** Hardley Mill Cruise and BBQ 29th June. Broadland Yeoman National at Barton Broad 15/16th June, 3 boats and crews from Coldham attending.

## Upcoming Events 2024

### July

Thursday 4 <sup>th</sup>	Try Sailing
Sunday 7 <sup>th</sup>	Club Regatta
Thursday 11 <sup>th</sup>	Try Sailing
Thursday 18 <sup>th</sup>	Social BBQ & Table Top Sale

### September

Saturday 14 <sup>th</sup>	Yare Navigation Race
Sat/Sun 21/22	CHSC/Waveney OD

### October

Saturday 12 <sup>th</sup>	Triple B race
Sunday 20 <sup>th</sup>	Commodores Day
Sunday 27 <sup>th</sup>	Winter Downriver Series starts

### December

Wednesday 4 <sup>th</sup>	Annual General Meeting
Sunday 15 <sup>th</sup>	Christmas Pudding Race

The above list is correct at time of going to press but may be subject to change throughout the year. A full list of all racing and social events for 2024 are shown on the club website.

### AOB

**Paddling section.** Clare and Vickie arranged river litter pick on 8<sup>th</sup> June upriver from Bramerton Common, 10 bags rubbish collected (Chronicle). Future litter pick to be arranged in area of club. SUP Training session to be researched.

**Club Regatta** 7<sup>th</sup> July request to out for assistance and race agenda.

**Club Summer BBQ** Thursday 18<sup>th</sup> July 7pm eat nominal charge of £5. Per person.

**Annual dinner and presentation.** 18<sup>th</sup> January 2025. To be held at The Feathers, Norwich Road (A146) Framingham Pigot.

**YNR sub-committee.** 14<sup>th</sup> September 2024, Request for Marshall to assist with event. Shanty singers will sing at Tavern in evening.

**CHSC Committee.** The committee are looking for volunteers especially Flag Officers for 2025 season.

## Boats & Bits

Table Top Sale

At the Club Social BBQ

Table £5

Your old surplus sailing/boating etc. bits may be of use to others.

**What Wherry is that? (Wuss a Wherry then boy?).**

Dave Durrant

At the end of the downriver race last Sunday the club were treated to the spectacular sight of one of the two remaining Trading Wherries proceeding upriver past the club. There began some discussion over which one it was and having a self-interest in these massive craft (20+ years with The Norfolk Wherry Trust and former Skipper of Albion) I think we need to set the record straight.



**What is a Wherry?**

Put the term Wherry into Google and you will get numerous hits ranging from The Wherry Hotel or numerous Pubs of the same name to the American definition being a light rowing boat. To us here in Norfolk and to some extent Suffolk, Yes Suffolk! A wherry is a large barge like vessel recognizable by its huge black sail, sometimes white but we will come to that later, used to carry goods and trade on the Norfolk Broads rivers. I say Suffolk because although the Wherry is an iconic part of Norfolk some were actually used between Southwold and Halesworth on the River Blyth. A wherry with a black sail is the traditional trading wherry as it was originally constructed, those with white sails are converted wherries or purpose built for the carrying Victorian holidaymakers as trade dried up having been taken away by the coming of the railways.

**What Wherry is that?**

There are currently 8 Wherries in existence today. Of which only two remain in the trading format. The rest being pleasure wherries. Each has individual identifying marks as well as the name displayed on boards either side of the mast. Although its not easy to see these if at the side or from behind.

**Albion**

Owned and operated by The Norfolk Wherry Trust, Albion is the oldest Black Sailed Trading Wherry around today. Built in 1898 for use on the River Waveney, she still regularly sails throughout the year keeping alive the interest by taking out charter parties and schoolchildren instead of goods. Distinctive by her smooth hull and Red White and Blue upperworks, red canopy covers over the hatches and with a figure in Welsh National Dress windvane atop the masthead above a blue top mast with red and white bands. More info and online booking visit [www.wherryalbion.com](http://www.wherryalbion.com)



*Albion*



*Maud*

**Maud**

Wherry Maud is owned and operated by the Wherry Maud Trust; Maud is the only other surviving Black Sailed Trading Wherry. Built in 1899 and restored by Vince and Linda Pargetter in the 1980's and 90's having been previously sunk in Ranworth Broad since the 60's. Maud can be recognised by her Clinker-built black hull with Green and White upperworks and with tan coloured canopies on the hatch covers. Her windvane has the letter 'H' in a saw-toothed ring above a green top mast with yellow band. More info and online booking visit [www.wherrymaudtrust.org](http://www.wherrymaudtrust.org)

**Hathor**

Owned and operated by The Wherry Yacht Charitable Trust and originally built as a pleasure wherry in 1904 to commemorate the memory of the young son of the Colman's Mustard Family in Norwich. The interior is styled in a Lavish Egyptian theme and contains hieroglyphics and Egyptian style carvings. Identified by the green and red circles on a white background at the top of the mast. For more info [www.wherryyachtcharter.org/hathor](http://www.wherryyachtcharter.org/hathor)



*Hathor – credit NWYYCT*



*Solace*

**Solace**

Built as a Pleasure Wherry in 1903, Solace is the only privately owned example of a pleasure Wherry and has been owned and sailed since 1940 by the Rudd Family. Solace can easily identified as her windvane is in the shape of her name.

**Olive**

Also owned and operated by The Wherry Yacht Charitable Trust and originally built in 1909 as a pleasure wherry for the Collins hire fleet. After a long history during which she changed owners many times Olive eventually became a houseboat in the early 70's. After restoration in the late 70's Olive again joined the pleasure charter fleet. Easily identified by the Letter 'O' as part of the windvane at the top of the mast. For more info [www.wherryyachtcharter.org/Olive](http://www.wherryyachtcharter.org/Olive)



*Olive*

**Norada**

Also owned and operated by The Wherry Yacht Charitable Trust and originally built in 1912 also as a pleasure wherry for the Collins hire fleet. Her lines differ from the traditional wherry style with a more slender hull than Olive and a boom instead of the normal loose footed sail. Also easily identified by the Letter 'N' as part of the windvane at the top of the mast. For more info [www.wherryyachtcharter.org/Norada](http://www.wherryyachtcharter.org/Norada)



*Norada*



*White Moth*

**White Moth**

Another one owned and operated by The Wherry Yacht Charitable Trust and originally built in 1915 also as a pleasure wherry for a private owner before being bought back into the Collins hire fleet where she stayed until the 1960's. Following a sinking and a long period out of the water she was eventually restored and brought back into use in the late 1980's. Another one that can be easily identified by the Letters 'WM' as part of the wind vane at the top of the mast. For more info [www.wherryyachtcharter.org/white-moth](http://www.wherryyachtcharter.org/white-moth)

**Ardea**

Known as the Lost Wherry and now owned and operated by The Wherry Yacht Charitable Trust and originally built and launched in 1927, Ardea had a long history on the Broads before moving to Paris in 1958, where she was moored near the Eiffel Tower and used for relaxation time by Ladies of the Night. Brought back to the Broads and restored in 2005 she is the largest of the Wherries still sailing. Distinctive by her sheer size and the gleaming wooden superstructure. For more info [www.wherryyachtcharter.org/Ardea](http://www.wherryyachtcharter.org/Ardea).



*Ardea under sail – Credit NWYCCT*

**The Future**

You would think that these few would be the end of an era, kept alive and sailing by dedicated volunteers and Trusts, but recent news reports suggest that there may soon be a youngster on the block. Boat builder Don McDermott (trainee mate on Albion) plans to start work building a full-size replica Trading Wherry to be known as the Lady Garnett. Don is planning to use this new upstart to carry 15 tonnes of goods in the growing sail trade industry. Only difference is she will be based on the River Thames! Although Don has promised she will visit The Broads at some point. Watch this space for future details.

So next time you are out sailing, canoeing or paddling look out of these Grand Old Ladies and if you are lucky it might just be the 'Newbie! By the way - the one last Sunday was Maud not Albion! Look out for Albion during her southern rivers annual visit from 1<sup>st</sup> to 16<sup>th</sup> July.

## Club Regatta

The club regatta will be held on Sunday 7<sup>th</sup> July. The days sailing programme starts at 10.20am and will include races for Novice, Ladies, Cruiser and Allcomers races. We will also be unveiling the new Coldham Hall Sailing Club Honours Board.

Teas, coffees, cakes and savouries along with a raffle will be available at the clubhouse throughout the day.

Please, any help throughout the day making the teas is appreciated; just an hour will help greatly, which need not interfere with the important bit, the sailing and social. Donations of cakes and savouries will be very much appreciated as will any offerings for the raffle. The raffle is not restricted to just bottles.

Please let Judith or Mandy know if you can assist during the day.

[jude\\_rob2000@yahoo.co.uk](mailto:jude_rob2000@yahoo.co.uk) or [amandablezard@hotmail.com](mailto:amandablezard@hotmail.com)

If you are able to assist with the safety boat please contact Officer of the day, Commodore, Gary.

(All Club Regatta trophies be returned prior to or on the 7<sup>th</sup> July).

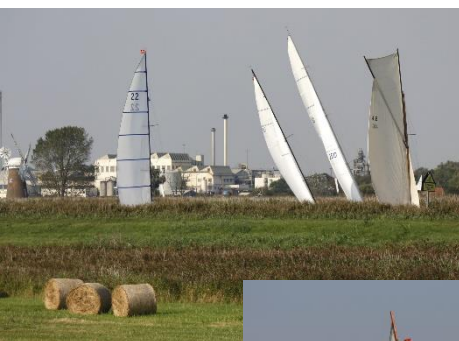
## Yare Navigation Race 2024

This year's YNR is on Saturday 14<sup>th</sup> September 2024. Coldham Hall Sailing Club will be hosting this spectacular annual event on the River Yare as such we are asking for volunteers to make this year's event a continuing triumph for the Club.

If you can help in offering your services, please speak to YNR Committee member Commodore Gary, who is coordinating Marshalls email [corbett01@btconnect.com](mailto:corbett01@btconnect.com)

Duties include: (Morning and afternoon shifts).

- Taking entries in the Clubhouse & Runners to start box. (Morning duty).
- Start box officials including finishers.
- Bank Marshalls/Timers at Reedham Village, ADB Marine and the turning buoy on Breydon.



This amazing event relies on our volunteer member's involvement, the YNR Committee and race entrants would like to thank everyone in advance for their efforts.



Sailing Section

Date	Allcomer Race Series	Cruiser Race	1 <sup>st</sup> Officer	2 <sup>nd</sup> Officer	3 <sup>rd</sup> Officer
July 7th	Club Regatta		Commodore	Vice Commodore	
July 14th	Downriver (6)	RCC (5)	J Wells	S Watt	S Lee
July 21st	Local 8 Yeoman Downriver (4)		T Lewis	D Travis	L Travis
July 28th	Downriver (7) Picnic (2)	RCC (6)	N Kippin	J Barnacle	

**Sailing to date.**

Gary Corbett

The first weekend of June was certainly a busy one for those taking to the water sailing. On Saturday 1<sup>st</sup> June we started with our annual Reedham race, the forecast for the day was overcast 14 degrees with northerly 18mph winds gusting to 30mph. With only four Yeomans competing it was for the brave and some may say the foolhardy, my thoughts, not an ideal dinghy day.

No time records were broken but certainly a few personal bests were achieved, including mine. In advance of the race you look at the predicted tide times and conditions, high water at Coldham about 8am and low water at Reedham predicted at 1330, we always know it turns late at Reedham, so don't want to be leaving there until well after 2pm, only problem cut off time is 5pm so shouldn't be a problem with these winds, but it will be a tack most of the way back, heavy going.

The start times from Coldham were between 10 and 11am, you select your 15min slot, shut off time at Coldham 5pm, No safety boat but with the conditions unlikely to keep up going to Reedham, a couple of the boats took outboards just in case. At the start, 'Felspar' chose 1030am followed by 'Kingfisher' at 1045am then 'Trio' and 'Diamond Lil' opting for 11am.

With the wind from the north, it was generally a run and a broad reach all the way, with maybe just the odd tack at Cantley in the lee of the Sugar Beat Factory. Best time to Reedham was 'Trio' clocking 1hr 19mins 26seconds, with 'Diamond Lil' close behind then 'Kingfisher' 5minutes behind and 'Felspar' following. In theory it's as fast as a Yeomen can go, or there about.

Fortunately, the quayside at Reedham was in the lee of the houses (and pub) which made mooring easier, time for a rest and a snack. All four boats set off back, 'Trio' making good ground on the return with a time of 1hr 56mins, 'Diamond Lil' close behind followed by 'Kingfisher' and 'Felspar'..

Reedham race winners were Ben Adams and David Taitt, congratulations to all who took part. (Full results on the web site). Sorry with the conditions only had time and chance for just one photo showing the four Yeoman's resting at Reedham.

Special thanks to Steven Lock who timed in the boats at Reedham and then dashed back to the club to time in their return.



### Picnic Race, Coldham to Cantley and return

Saturdays strong winds eased on Sunday 2<sup>nd</sup> June for the first of our two picnic races. OOD's Ian Shepherd, Mandy Blezard & Mike Dunne chose Cantley as the picnic spot.

Five Yeoman's came to the start line and made a good start with the westerly wind quickly making good ground towards Cantley. OOD Ian opted to travel to Cantley by car to prepare for the first part finish, but things didn't quite go to plan as the boats beat him there and had to self time their finish.. Who said travelling by road was quicker or did Ian take a break on the way for a coffee?

Even the safety boat was unable to keep up with the fleet. The Yeoman's in order of arrival were 'Diamond Lil', 'Felspar', 'Shibboleth', 'Kingfisher' and 'Magpie'. (Making a welcome return to the water).

After a lovely lunch and natter on the quayside all boats cast off to start the return leg back to base. This time we sent Ian off in the car first and in good time get there first and to time us back in.

The boats maintained their same positions at the finish with 'Diamond Lil' taking the overall trophy for the first Picnic Race. (Full results on website).

### Downriver Racing

Local racing continues with a mixture of lovely breezy, dry conditions to zero wind where you rely on the tide to do the work. Downriver (4) on Sunday 16<sup>th</sup> June being strong breeze making for some exciting racing followed by Downriver (5) and the River Cruiser class race a week later on the 23<sup>rd</sup> June having barely any breeze resulting in a very much reduced course for the Allcomers to the Chimney at Rockland Long Dyke, enough said.

The highlight of the day was watching Maud pass the club on our return.





## Canoe and Paddle Board Section



### Paddle News – June 2024

Paddle ambassadors Clare and Vickie arranged a river paddle litter pick on Saturday 8<sup>th</sup> June.

Starting at Bramerton Common, 5 paddle boarders, Vickie, Clare, Mark and Gary with Paul Clark in his Kayak, set off upriver and soon started to collect an assortment of litter, including a collection of tennis balls, tins and bottles, an assortment of paper and plastic litter and pieces of foam, a lighter and a small holdall.



Access  
Waters

- ★ Organisation **Coldham Hall Sailing Club Paddlers**
- ★ Date **08-06-2024**
- ★ Volunteers **5**
- ★ Bags Filled **10**

River Yare litter pick at Coldham Hall Sailing Club and Bramerton Common along Wherryman's Way in beautiful Norfolk Broads. Lots of litter found caught in reed beds.

The prize for the weirdest item went to Paul for a coconut with a straw still in it.

The group had to call it a day after collecting 10 full bags of rubbish within less than a mile of river. Well done to them. A local litter pick at Coldham will be arranged at a later date.

More concerning is if they can fill 10bags in less than a mile, what has already sunk to the bottom of the river or been carried out to sea.

### Social Paddle

The Tuesday evening social paddle continues to grow with 24 paddlers, canoeists and kayaks on the river on 18<sup>th</sup> June. With the wind coming from the west, it was decided to head upriver to Brundall Garden Marina before turning back into Bargate Broad and then back to base. Mark had his *Strava* app running, and it reported that we had achieved a distance of 2.95miles, a good workout together.

A similar distance was also paddled on 25<sup>th</sup> June, 22 paddlers on the water was certainly more action than the England game.

The evenings are open to all, if you wish to attend and would like to try out either a kayak or a paddleboard speak with either Clare or Vickie who will help.



Afterwards, all are welcome to attend the de-brief over cheesy chips and a drink at Surlingham Ferry.



CHSC Paddle Group



Distance	2.95 mi	Avg Speed	2.5 mi/h
Elapsed Time	1:15:00	Calories	285 Cal
Avg Heart Rate	87 bpm	Avg Temperature	25 °C



Safety boat Kill Cord.



What is a kill cord and why?

If you as the driver of an outboard motor powered boat (CHSC Safety Boat) fall over board then without somebody else present in the boat one of two things will happen.

If the outboard in gear and is locked in the straight ahead position you will be able to watch it disappearing down the river creating a lethal hazard to everybody else, think SUP or swimmer in its direct path, or the motor will turn due to the effect of the prop rotation and if there is room on the river the boat will come round full circle and with unerring accuracy 9 times out of 10 it will run you over with potentially fatal consequences.

To prevent this, it is essential you wear the kill cord. The kill cord is a coiled red lanyard fitted with a quick release mechanism which when used correctly will stop a boats engine if the driver becomes dislodged from the helm position.

Attaching the kill cord

Kill cords contain a quick release fitting at one end and a clip at the other. When in use, the quick-release fitting is attached to the engine or drivers console and the clip is attached to the driver.

Your kill cord should always be clipped back onto itself. It should never be clipped back onto an item of clothing or attached to any other location.



A kill cord **must** be worn by the driver whenever the engine is running. On our safety boat the kill cord should be fastened around the driver's knee or thigh and clipped back onto itself.

### Kill cord design

The cord is coiled in its design so that it can expand and allow for natural movement whilst helping a boat. Should the driver move away or be thrown from the helm position, the kill cord will detach from the console causing the engine to instantly stop.

Detaching the kill cord also allows the crew or passengers to stop the engine if the driver is incapacitated or unconscious at the helm.

In most instances a boat will not start without a kill cord in place. Therefore, a second kill cord should always be kept onboard to re-start a boat if both the driver and their cord fall overboard.

Kill cords intentionally prevent a driver from moving away from their normal operating position. Because of this, it can be tempting to use a kill cord that is longer than the item provided by the manufacturer of the engine. However, longer kill cords are not as taut as shorter ones, taking longer to react in emergency situations.

If you need to leave the command position, or change driver, always turn the engine off. The engine should only be re-started when the kill cord has been secured to a new driver.

**A gentle reminder, wear a buoyancy aid at all times.**

## Club Notices

### Swimming and diving from Club Premises.



Members are again reminded that club by-laws prohibit swimming from any part of club premises. This is for your safety as the water is tidal, which can be strong at times and with underwater currents. Also, there are a number of surface and hidden underwater dangers and obstructions. Dangers include moving/maneuvering boats, underwater ropes, mooring chains and metal weights as well as broken concrete slabs below the water line at the end of the slipway.



Additionally, the water quality cannot be guaranteed due to unplanned discharges from the upstream Trowse/Whitlingham Sewage works into the River Yare which could lead to serious illness if ingested.

### Club Pontoons and moored boats

Members are also requested not to allow children to run along the pontoons or to climb onto moored boats. These are free floating pontoons which can be both slippery when wet and unstable causing falls into the water between moored boats or other injuries. Running and jumping on the pontoons can also cause the pontoon fixings to be damaged and can cause damage to the boats moored to the pontoons. Non-members are reminded that the Pontoons and slipway areas are Private property.

**Club BBQ with Boats & Bit's Tables and an evening's Social. Thursday 18th July at the Club House.**

The Flag Officers and Committee invite you and partners to a social evening including BBQ at our club. This is a great opportunity to get together for a mardle and enjoy an evening by the river, with some music and song. Additionally, this year we will have a Boats & Bits Jumble table(s). If you wish to arrange a table (£5) or would like to contribute to the clubs table, please speak with Gary.



What time 7pm to eat; we will fire up the coals and provide you with a tantalising Norfolk Sausage and Burger in a bun with coleslaw and salad and more. Unfortunately this year with costs going up we are unable to offer this free and there will be a small charge of £5 each.

So please do come and join us, the night will be yours, chat, war stories and merriment with the odd ode and NO raffle.

Please bring your own chair. There will be no planned sailing on the night.

Please let Gary know if you would like to attend.

**RULES PRESENTATION - Saturday 13<sup>th</sup> July.**

Trevor Lewis kindly presents

# Rules Advisor Training

Horning Sailing Club

Saturday 13<sup>th</sup> July 2024: 09.15 to 16.00

A light lunch will be provided



Room Please

Do you like racing?

Are you familiar with some of the rules?

Are you considering sailing in the Nationals or joining a Squad?

Would you like us to be racing well, but not getting too stressed over incidents?

If you said yes to some or all of the above, you'd be welcome at this training event, and you'll enjoy it.

Members of all Sailing and Yacht Clubs welcome.

Rules Advisors can be called on for friendly advice about the rules, Afterwards you'll know how to run an Advisory Hearing and an Adjudication, (Advisories are friendly, 10-15 minutes discussion of incidents and the rules that apply, without penalties; Adjudication is the next step up)

And if you are keen to get more involved, this is a great way to get a feel for the more formal protest hearing process.

Please register your interest with Horning Sailing Club at: [secretary@horning-sailing.club](mailto:secretary@horning-sailing.club) by noon on Saturday 6<sup>th</sup> July.

No charge – Donations will go to Trevor's nominated Charity



Starboard!

Might there be a better way next time?

# FOR SALE

## Norfolk One Design Dinghy Wee Simby B15

Built in 1932 of wooden mahogany clinker construction

Very good condition and ready to sail straightaway

Quick boat with a long and successful racing history

On a good combi road trailer with a very good mast-down top cover



Offers around £3750. Can be delivered within the Broads area.

Please Contact David Yapp on [TreasNFSC@gmail.com](mailto:TreasNFSC@gmail.com)

All members are invited to submit articles, photographs, comments, items for sale or anything they feel suitable to be considered for publication. Email to Gary Corbett [corbett01@btconnect.com](mailto:corbett01@btconnect.com) or Dave Durrant [davidkdurrant@yahoo.co.uk](mailto:davidkdurrant@yahoo.co.uk) The editors reserve the right to delay publication or amend/reformat/correct submissions as deemed appropriate.