



UPDATE

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Winter on the Hamble.
Beware of dredgers!

"Mooring Post"

We hope that you enjoy reading this edition of 'Update'. With the exception of some winter storms, events on the river since our last edition have been a little more calm. Other events in our Country have diverted our attention from the river and we have all had to reassess our lives, businesses their plans, and all of us our priorities. The edition has been compiled by Jeremy & Polly Clark and Dave Anderton. We would very much like a keen new Editor to oversee future editions. Please, help us by volunteering. We need you ! Please contact us if you can help.

Happy Sailing.
Jeremy, Polly & Dave

1. CHAIRMAN'S NOTES

Welcome to this new edition of 'Update' which aims to enhance our members' understanding of the river and its organisation, and the intentions and actions of the committee on your behalf. Again the edition has been produced by Jeremy & Polly Clark and me as we have no editor. Surely there is a budding editor among you? **Please volunteer now**

Again your committee has struggled through another year without a secretary. It is extremely difficult for us and we **cannot** go on without someone in post. Please, there must be someone you know who could do the job. **Please volunteer now!**

In this issue of 'Update' we are pleased to have contributions from Jason Scott about his first year as Harbour Master, Alison Fowler about the Saltmarsh Sediment Retention Feasibility Study and Peggy Dorothy about Youth Activities on the River Hamble. This Association has keenly encouraged the Harbour Authorities to initiate this Sediment Study and take pride in the publication of its results in this edition of 'Update'.

At last year's AGM, a motion was passed allowing the Committee to seek Insurance for the Association to protect its members and the Committee. We have now obtained cover for Public Liability and other Insurance. This will now allow us to organise events, such as a river clean up, without involving any financial risk to our members

Looking to the future has become a bit like trying to see down through the Hamble River on a strong Spring Tide – a bit misty and murky! The one clear thing that has emerged is the horrible prospect of Customs Inspections, perhaps even before a trip as well as on return and the older members among us will well remember long waits in bad conditions to clear customs. We don't want that again! So for those who will make the rules could you please make sure you make use of all the modern technology which is available to reduce the impact on Leisure Sailing and associated tourism? It could have a big impact on the future of the Hamble River and its fortunes.

2. EVENTS AFFECTING THE RIVER HAMBLE SINCE LAST "UPDATE"

Warsash Hard

The Hard is probably the most heavily used place on the river for launching small craft and ways to improve it have been discussed for many years. Early plans to modify the Hard to make it easier to use and reduce the build-up of seaweed etc. have been found to be too expensive. Happily, new cheaper options were accepted by the Harbour Board, and the work was completed last year.

Extension of the Warsash pontoons

This extension proposal was noted in the last issue of 'Update'. Since then, a design for a pontoon joining the Harbourmaster's Jetty with the Fisherman's Jetty has been put forward, accepted and the works installed late in 2016. This will provide much needed extra tender mooring spaces at Warsash, and further berthing for the Harbourmaster on the outside. The cost of the pontoon was about £55,000 and it will provide an extra 10 or 12 tender moorings which is around £5000 per tender! We have sent the Harbour Board a letter of our appreciation on your behalf. Final details concerning the

exact form of access to the pontoon are currently being worked out. At the Annual Forum, to be held on 27th March the names of the successful applicants will be drawn from a hat

Hamble Lifeboat Building

Hamble Lifeboat members have been fitting and using their own facilities at the new Lifeboat Station. They have also employed a local building contractor to undertake work on the public facilities to bring them up to the required standard. The work started at the beginning of the year. As yet there has been no resolution between Hamble Lifeboat and its original contractor regarding its failure to complete the construction project as required. The delay has caused Hamble Parish Council significant extra expense. The temporary toilet provision on the foreshore, due to the public toilets in the new Lifeboat Station not being opened on schedule in May 2015, has cost the Council over £15,000 by the end of last year.

The new lifeboat building, to which the Harbour Board has contributed £70,000 of river money, is taking a long time to complete and interfering with the normal operation of Hamble Foreshore. Let us hope that it is completed soon.

3. WHAT YOUR COMMITTEE GETS UP TO ON YOUR BEHALF

The objectives of the Association are: 'To represent the interests of Members jointly or individually as Mooring Holders on the River Hamble or as people on the waiting list for such a mooring and/or as other river users.'

How does your Committee try to achieve this? Well here is a brief summary of some of the things that we have done since the last 'Update'.

We have helped to persuade the Harbour Board that they were proposing to increase their various reserves unnecessarily. Our action has helped to secure a zero increase in the Harbour Dues over recent years. We met the agents of The Crown Estate and stressed the need to improve the inspection methodology for pile maintenance, by showing that some severe wear in pile sliders and rings has been "missed" in their maintenance program. We have made both The Crown Estate and the Harbour Board aware of the significant problem that many of our members have in accessing their moorings. This has led to the proposed new pontoon at Warsash which increases the number of tender berths available towards the mouth of the river. Considerable efforts are being made to improve the tender storage and access at Swanwick Shore, and to investigate if the quay at Mercury Gardens could be used by members to access moorings mid-way between Bursledon and Hamble.

We have asked The Crown Estate to consider inserting a clause for use when a Marina lease is renewed, to make sure that the Marina is obliged to provide a number of tender berths. This follows the occasion when Premiere Marina proposed to stop any berths being available for this purpose recently. We opposed the original proposal for Warsash Hard on the grounds of cost which would put up our members' charges. A cheaper option was eventually found. We commented on the Royal Southern Prince Philip Marina about the loss of Secondary channels for accessing Hamble foreshore. The channels have now been lost, so making the use of Hamble Slip, and also movement through this crowded area, much more difficult for our members. We opposed the extension to Hamble Jetty

because we believed that it would also affect our members' access to their moorings (and access for crew on race evenings).

Over the last few years we have tried to represent small boat users on the river because we have observed that many of our members come into this category either when using their tenders or in just using the river for family outings. Proposed developments around the congested area near Bursledon Bridge were considered from this point of view, and we were against the proposed development at Riverside Boatyard because of its likely impact on small boat traffic both through its presence and the additional motor boats which would have to pass under Bursledon Road Bridge so increasing river traffic in this congested area. Secondary or Access channels are of great importance to our members to help them access their moorings more safely. If you are a riparian property owner there is great incentive to provide your own individual access to the river with the construction of a pontoon. These can have an effect on secondary or access channels and two examples, Brooklands Quay & Fairport House, illustrate this. For Brooklands Quay the projection into the river does not materially affect the passage of small craft up and down the river but the Fairport House proposal, which has now been withdrawn, would have very substantially reduced the width of a heavily used secondary or access channel.

Any comments that you have on the way that the Committee represents you will be gratefully received.



Bursledon Regatta Fireworks

4. THE HARBOUR MASTER'S YEAR – JASON SCOTT

Thank you for the opportunity to give you an update on the past year and on our hopes for the coming season. In a short piece it is often tricky to cover all the ground but I hope to cover the main issues here.

First, I do hope you enjoyed last year. My second year in post seems to be passing as quickly as did the first. It is difficult picking from such a rich seam but a number of events leap out. Alongside the Bursledon Regatta, immaculately run as ever, last year saw the third iteration of the ever popular River Hamble Games. The inaugural River Hamble Classics Regatta was also hugely successful with repeat regatta taking place this

September. I am always struck by the enthusiasm of some incredibly talented people who manage to find time in busy lives, often with young children too, to deliver such high-quality and successful events.

While last year saw the building of the improved slipway at Warsash, the completion of the link between the Harbour Master's and Fishermen's Jetties has been well-received and will deliver a good number of free tender billets to those with mid-stream moorings.

Turning to the availability of affordable tender billets, I know very well that the jetty work in Warsash offers only part of a more comprehensive solution. To that end, as many will know, I am turning my focus first to an opportunity up at Swanwick Car Park. The development and timeline here is not entirely within my control as the RHHA is not the landowner. However, Premier Marinas, which is, and Fareham Borough Council, which leases the car park, are both in favour. Please keep watching this space.

Harbour Dues invoices were, as you know, retained at the same level this year for the second time running. In the current climate, this was the right thing to do but, of course, we cannot guarantee similar steps in the future and need to review each year the costs of maintaining our critical operational safety infrastructure. To that end, I am now surveying all our fixed assets to ensure that their lifespan and replacement cost is understood as accurately as it can be.

Regarding other developments and covered in detail elsewhere in this report, you will see the results of our Sediment Re-use Study. We can also look forward to the results of another 3 year academic research project into anode wear around the River. You should expect to see the results of that in late summer but my hope is that the findings may inform your own choice of anode material. Finally, you would wish to know that we have just installed a defibrillator at the Harbour Office here in Warsash; in my view, an essential addition to the service we provide.

I hope you found this short note useful and also to see you on the water during the year. May I wish you the very best for your time on the water and in general.

Regards

Jason

5. RIVER CLEAN UP DAY

There is a considerable amount of plastic and other rubbish floating in the Hamble left at the high water mark throughout the length of the River. Your Committee are interested in organising a day in the spring when they would ask members to give up a Saturday morning to gather with perhaps two or three people in a dory to cover the whole of the river bank. We will bring the matter up at the AGM, but please consider if you feel that this would be a useful service that we could carry out and let us know if you would take part in this event.

6. PROJECT KRAKEN

Do you know about the Hampshire Police initiative called Project Kraken, which is concerned with local Maritime crime issues? If you are a Twitter user, you can access this Project by the link @HantspolMarine.

Kraken also produces an occasional newsletter which you can find on the website www.neighbourhoodalert.co.uk

7. HAMBLE RIVER HARBOUR AUTHORITY – SEDIMENT MANAGEMENT STUDY

ALISON FOWLER, RHHA ENVIRONMENT & DEVELOPMENT MANAGER

Members of the RHMHA will be aware that this study was commissioned by the Harbour Authority last year to fill a gap in our collective knowledge about the changes in vital saltmarsh habitats over time and also to gain evidence on what use might be made of dredged sediment to safeguard their integrity. The historical pattern of decline of saltmarsh is clear and the report highlights the key role played in this process by the original construction of marinas. Other additional factors have also contributed to continued decline. The study has provided empirical clarification of aspects often prone to assumptions. It provides much information which is of immediate application to the work of the RHHA, regulating authorities, landowners and those providing berthing facilities. Whilst it does not recommend a large scale project to reuse dredge arisings within the estuary, it outlines the potential for small scale options predominately involving sediment retention measures.

Background

The Harbour Board's Strategic Vision seeks to *"meet the aspirations of all those users who have a stake in the future prosperity of the River Hamble, whether their interests are commercial, recreational or environmental"*. A number of drivers were germane:

- To ensure continued compliance with the Habitat Regulations through ongoing evaluation of the River Hamble maintenance dredging 'Baseline Document'. The permitting of third party maintenance dredging must not adversely impact features of the designated sites, and should concurrently seek opportunities for beneficial reuse of dredge arisings. In addition, RHHA has legal obligations to take reasonable steps to conserve and enhance designated sites and protect water quality.
- Concern had been expressed by local interest groups that maintenance dredging may be contributing to the retreat of the saltmarsh and mudflat areas.
- Enquiries had been received from local landowners regarding their options and consent requirements for reducing or halting the retreat of their saltmarsh landholdings.
- Enquiries from dredging operators regarding options for beneficial reuse of dredge arisings.

The Study

The Study itself was aimed at *"Assessing the viability of sustaining, restoring, enhancing, or creating saltmarsh and mudflats through sediment management measures, including the reuse of maintenance dredge arisings, within the Hamble Estuary"*. Among the topics it set out to investigate were:

- The extent to which Hamble's saltmarsh and mudflats are reducing (and may continue to reduce) in area and habitat quality, and the potential need for sustainment, restoration, enhancement or creation.
- The factors contributing to any reduction in area or quality of the Hamble's saltmarsh and mudflat habitats, and the extent to which this may or may not be related to dredging activities within and outside the Hamble.
- The type, sources, and relative quantities from each source of the sediment which deposits in the marinas.
- Whether dredging may contribute to sediment draw-down from the mudflats and saltmarshes, and if so to what degree.

- Whether the maintained dredge basins reduce the sediment supply onto Hamble Estuary saltmarsh and mudflats, and if so to what degree.
- The suitability of Hamble Estuary's maintenance dredge arisings for re-use, including in beneficial disposal and habitat management.
- Potential environmental benefits of the disposal of maintenance dredge arisings and other sediment management techniques on the Hamble Estuary system and its margins.

Project Team and Method

The project steering group consisted of members of River Hamble Harbour Authority, Natural England, Channel Coastal Observatory, Lymington Technical Services and the University of Southampton.

The process aimed to be inclusive from the outset, responding to stakeholders' desires for future work as identified in 2010 (and ongoing) by seeking opinion across all relevant sectors. Numerous key formal stages were used to ensure that this was so, culminating in a wide circulation of the final report in September 2016 to those identified via a stakeholder analyses.

Project Output

The reasons for decline in Hamble saltmarshes were found to be multifaceted as seen in other locations with the most significant decline being land removal and reclamation for marina construction during the 1960s and 1970s. Climate change, sea level rise/waterlogging and coastal squeeze have also been implicated, particularly in areas protected by engineering, restricting saltmarshes' ability to achieve a natural retreat. While these factors have been directly attributed to Hamble marsh decline, they have also been coupled with less well understood mechanisms, such as *Spartina* die back and the potentially enhanced waterlogging effect of the hybrid *Spartina anglica*.

The implications of dredging on the Hamble soft sediment features were specifically investigated. Work has indicated that maintenance dredging can have very localised effects. However, research suggests that drawdown occurred after the marine development works of the 1960s-1970s, as the Hamble sediment system shifted toward equilibrium.

Investigation into whether the maintenance dredging regime reduces sediment supply to soft sediment features revealed conflicting opinion. Certain research concluded that the complete removal of dredged sediment from the Hamble system, through deposition at offshore disposal sites, meant that intertidal mudflat and saltmarsh did have a reduced sediment supply to counter sea level rise. However, it has also been noted by other researchers that some intertidal areas and saltmarshes have accreted vertically in line with increasing inundation and associated sediment supply. Sediment changes in the wider Solent system also have implications for the Hamble, in conjunction with localised dredging in the Hamble.

With regard to the suitability of dredged arisings for possible use in beneficial projects, particle size data for River Hamble sediment are rare. As the sediments dredged from the River, allowing for coarser material, will generally comprise that which could have deposited on intertidal soft sediment features, it is assumed the arisings will be suitable on physical aspects alone, though this will need clarification through testing.

Financing for beneficial use trials/projects or sediment retention approaches is potentially difficult in a current UK atmosphere of limited public funds and future political uncertainty. There are possible funding routes through philanthropic sources, or through engagement with user groups and the local community, plus landowners may be able to supply value.

In summary, aspirations for beneficial use or sediment retention studies or projects in the River Hamble should be taken forward to practical outcome if the support and agreement can be achieved. The possible benefits may well outweigh the risks, although success is by no means guaranteed.

CONCLUSIONS

This study should be viewed as an end point to this research approach, at least for the Hamble. It is considered that the next step is either to decide to do nothing, or to take forward a practical trial/project for beneficial use of dredge spoil or retention options.

Subsequent need for detailed research/modelling will be defined by the scale of project considered plus regulator opinion, with smaller schemes benefiting from a pragmatic approach.

The work identifies that the major saltmarsh loss period was in the 1960s-1970s when physical removal for the creation of marinas was undertaken on the River Hamble. Subsequent loss is mainly considered to be related to coastal squeeze and sea level rise.

In considering dredging, there is a clear distinction between historic construction impacts and ongoing maintenance dredging, the former having had significant deleterious effects, the latter being less clear. Research results on causality in the River Hamble are ambiguous.

Currently there is no clear proven relationship that dredging is increasing saltmarsh decline at the estuary level, however it is apparent that it has caused localised impacts.

On the basis of currently available data, saltmarsh at the Hamble Estuary level have not declined significantly in recent years, however local variance to this does exist with some fragmentation and erosion apparent. However, these more recent variations are somewhat clouded by the accuracy of the available data which can over or underestimate change.

No locations have been clearly identified for major beneficial reuse projects although this may be discussed in more detail by stakeholders and regulators, but the evidence given here does not support a major beneficial use scheme. However, small viable independent projects could be undertaken by interested parties with support from stakeholders.

Utility of the Study

As a stand-alone piece of work, this study can now be used as follows:

- To inform future strategic and project-level decisions by the Harbour Board.
- To inform RHHA's review of the River Hamble Baseline Document for maintenance dredging.
- To provide information to support future internal and external applications for harbour works consents.
- To provide information to support Marine Licence applications made by commercial operators, private developers, sailing clubs and RHHA.
- To inform local and regional discussions relating to saltmarsh decline and restoration, sediment management and reuse of dredgings.
- To inform, at local level, the Solent Forum initiative 'Beneficial Use of Dredgings in the Solent Project' (BUDS) - RHHA has a seat on the steering group.
- To enable continue partnership engagement (regulators, commercial operators, landowners, sector specialists) with a view to facilitating any future schemes associated with protection of saltmarsh.

- To contribute to the sustainment of a culture of nature conservation within the river in accordance with the RHHA Harbour Boards' Vision.

A number of potential future applications of the study were also identified.

- To provide empirical evidence to support or discount options for further project development.
- To inform the scope and design of a practical project.
- To inform any desire to undertake terrestrial radar surveys.

For those who wish, here is a link to full report:

<http://documents.hants.gov.uk/Hamble/RiverHambleSaltmarshandSoftSedimentHabitatRetentionFeasibilityStudy2016.pdf>



Mud is essential to the enjoyment of the Hamble River!

8. BOARD DECISION ON HARBOUR DUES

Again the Harbour Board have shown that they are serious about trying to keep the mooring costs on the River as low as they can. The September Harbour Board meeting committed to a zero per cent increase in Harbour Dues for next year (2016/17). Unfortunately this has again not been matched by the Crown Estates who have increased their charges above inflation even though we live in austere times. Would it be too much to ask that the Harbour Board's action is followed by the Crown Estate's for next year, even to the extent of matching the rate of inflation not exceeding it? Your committee has taken action by writing to the Crown Estate's representative to highlight this issue. We note that there has been an increase in licence fee of around 38% in the last ten years compared with an increase in the RPI of 27% and so our Members must have concern for the future affordability of the mid-stream moorings. We have pointed out that if the Crown Estate continues to increase its dues at above inflation levels, as it has done for the past 10 years or so, then the dues will soon reach a level that no one will be able to afford. That's what happens with compound interest.

9. SOME YOUTH SAILING ACTIVITIES ON THE RIVER HAMBLE – PEGGY DOROTHY

Many of us get interested in sailing and boating activities through our families but for those without these links it is important that activities that young people can join in, are available on the River. After all the young are its future users and developers.

We highlight this year two of the Rivers' many organisations that help to encourage, train and involve young people in sailing and boating activities: the Hamble Sea Scouts and Hamble River Sailing Club.

Hamble Sea Scouts, or the 6th Itchen Sea Scouts, is one of the most active groups in the Country. On a Friday evening from May to October the younger Scouts can be seen in the creeks around Mercury Yacht Marina sailing, canoeing, having fun and gaining water confidence under the guidance of the older Scouts. The Scouts are supported by a dedicated group of benefactors who work hard to keep the boats and their essential gear in good working order. As young Scouts progress they have access to larger craft like the Ferro-cement boat 'Stonechat' and a 1720 sports sailing boat. They are a recognised RYA training centre offering nationally recognised qualifications for dinghy and keel boat sailing and powerboat driving. Many of the River Hamble Yacht Club Launches would not be able to operate without the supply of keen young people with Power Boat Two and Life Saving qualifications gained through Hamble Sea Scouts to help them through the busy summer months. Watch Sea Scout members perform in the Hamble River Raid and various sailing events on the River; they always do well.

Full details are available on the website: www.hambleseascouts.org.uk



Youth sailing in the safety of the Creek

Hamble River Sailing Club has a Clubhouse on the River in Hamble which has superb views and excellent facilities including pontoon and fore and aft moorings on the Hamble and spaces in the dinghy park on Hamble Foreshore.

The Club is a haven for children during the summer months. It has an extremely active cadet section that can be seen sailing off Hamble foreshore on Saturdays and Sundays in many types of dinghy, many owned by the Club. The aim is for children to sail in a fun environment with picnics, games and an annual camping weekend at the YMCA's Fairthorne Manor. The Flagstaff Trust part funds some

of the children's courses. When booking, one should check on eligibility. Visitors are welcome to a free taster session but must book with the Club in advance. The Club's members sail and race keelboats, day boats, especially XODs and dinghies, including a large Foxer fleet. The racing season starts with the Warming Pan for dinghies and ends with the Hamble Winter Series for keelboats and sports boats, though the hardy Foxers race throughout the year.

The Club has an RYA training centre, running sailing and powerboat courses for members, non-members and local schools. The centre teaches adults and children, from beginners to confident sailors. The courses are up to a week long and are run throughout the year. All courses are RYA certificated. Watch out for the adult evening dinghy sailing mostly in Club boats. It's great fun with a visit to the Club bar for a chat afterwards.

Finally visitors can try keel boat racing on a Wednesday evening, with a meal and a drink at the Club to follow.

For more details on all these activities including a RYA course schedule visit the Club website or ring the office on 0238045 2070

10. NAVIGATIONAL SAFETY & THE QUIZ

Navigational Safety is very important but just as important is our behaviour to, and consideration of, each other when on the Hamble River. In the last issue we included a quiz question concerning Navigational Safety on the River. The question was:

Your 25 foot craft is motoring down the river; as you approach Hamble travelling downstream; another 25 foot craft emerges, at right angles to the main channel, from the Haven. Neither craft is constrained by its draught. Which vessel has right of way and what action should you take? Answer in the next edition of 'Update'.

Harbour Master Jason Scott's Answer to Quiz Question:

Many Rules apply to this scenario and in a non-professional environment; it is likely to be true that at least one party will not have a full or current understanding of the Collision Regulations, despite holding a relatively significant qualification (Yachtmaster etc.). The best thing to do is to slow down and give yourself more time to assess the situation, if in any doubt.

It is obvious but worth remembering that the Collision Regulations are designed to reduce the likelihood of collision. They apply in the River. In this scenario, we are in a narrow channel. Both Masters are responsible in accordance with the Rules for collision avoidance and both will be held accountable to a degree in the event of a collision. The crossing vessel is burdened and should not impede the safe passage of the vessel in the channel by crossing so as to avoid a collision. The vessel in the channel must stand on. The crossing vessel must not cross. If she does and risk of collision exists, she must take early and substantial action to avoid a collision. The stand on vessel (in accordance with rule 17) may take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with the Rules. Nonetheless, the stand-on vessel or vessel required to keep her course and speed must take such avoiding action as will best aid to avoid collision when she finds herself so close that collision cannot be avoided by the action of the give way vessel alone. That manoeuvre will not relieve the give way vessel of her obligation to keep out of the way.

Rules are appended: Guidance from Cockcroft and Lameijer in blue.

For the full text of the answer see the RHMHA Web Site www.rhmha.org.uk

11. DATES FOR YOUR DIARY

River Hamble Management Committee meeting 10.0 a.m. Friday 10th March at Warsash Sailing Club.

RHMHA AGM, Thursday 16th March 2017 at 19.30 at RAF Yacht Club Hamble

River Hamble Harbour Board meeting, 1.0 pm Tuesday 21st March 2017 at the Royal Airforce Yacht Club.

River Hamble Annual Forum 7.0 pm Monday 27 March 2017 at Warsash Sailing Club.

Swanwick, Bursledon and Warsash Regatta 27th August 2017

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