

HISTELEEC NEWS

NEWSLETTER OF THE SOUTH WESTERN ELECTRICITY HISTORICAL SOCIETY

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MARCUS PALMEN

For those who haven't picked up on e-mails, Marcus Palmen, our superb web-master has died of a heart attack in November. He will be sorely missed as he was an important member of our team (see obituary on page 6).

COMMITTEE CHANGES IN 2014

With Peter Lamb standing down after 20 years on the committee and 18 years as Secretary at the AGM in March 2014, the committee recently discussed the officers for next year. Chris Buck offered his services as Chairman, but no-one offered to be Secretary. Chris then offered to be Secretary, but there were no offers for Chairman either, bearing in mind that David Hole had done it for 4 years, longer than anyone-else. Then David Hole was pressed to do it again and after lots of compliments were heaped on him, he relented. After all that was said, he has been one of the most entertaining chairmen we have had and what's more he seems to enjoy the role. We also need a Vice-Chairman. With John Gale also standing down, and the loss of Marcus, we will have three vacancies on the committee to be filled at the next AGM in March – volunteers needed.

UK GENERATION

The Times recently gave the figures for the proportion of generation by the various power sources, which I thought was an interesting perspective :-

	<u>2012</u>	<u>2013</u>
Coal	36.6%	35.9%
Gas	29.6%	28.5%
Nuclear	21.7%	18.6%
Renewables	9.7%	15.5%
Other	1.6%	1.6%
Oil	<u>0.8%</u>	<u>0.8%</u>
	100	100

The Renewables include Solar, Wave, Tidal, On-shore and Off-shore Wind, Hydro and Bio-energy. These figures had been issued by the Government, which stated that we are half-way to meeting our 2020 Green Energy Targets, which seems a bit rich when also stating that coal fired plants need to be phased out within the next couple of years, but didn't state how the shortfall will be filled exactly – one nuclear power station may be?

CAIRNS ROAD PREMISES

Illuminated emergency exit lights have been fitted by Chris Buck and David Cousins, following Peter Lamb being stranded there in the dark on one occasion.

NEW POWER STATIONS NEEDED

A recent study by the National Grid has concluded that the UK needs 30 gigawatts of new power provision by 2020 as it moves away from coal-fired power stations. Since new stations usually have a capacity of 800 megawatts so the article in the Mail-on-Sunday claims, that is equivalent to 38 new power station or one new station being commissioned every eight weeks!! Angela Knight, chief executive of Energy UK and representative of the energy providers, says that a huge investment power provision is needed. Scary stuff – or will the coal-fired stations be given a longer time before their eventual closure? However Lord Lawson criticised Ed Davey the Energy Secretary, who had negotiated the deal for Hinkley C, as too high and that he was hanging his hat on more efficient home insulation, which thereby required less electricity.

In the local Bristol paper there was an extensive article primarily saying that at privatisation, the Government should have retained a national organisation to ensure there would always be adequate generation. At that time it was stated that “the market will provide”. Clearly it has not!! We all agree, don't we?

ENERGY BILL

The latest situation is that it is going through the House of Lords and as far as I can make out being continually amended in the process. The power companies criticise it warning that the subsidies for green energy will spiral out of control. They claim that it is such a complex market-based system so that it does not appear to involve subsidies, which particularly applies in the case of the nuclear operators. This has become more apparent recently with the fixing of the price of electricity produced by Hinkley Point new station at twice the current price of electricity over a 35 year period.

ELECTRICITY HOUSE

A surprising story in the local Bristol press is that Electricity House is to be turned into flats, which is a great shame after the investment company spent a lot of money upgrading it for use by Royal Sun Alliance. We as a group were shown around the refurbished building, which had had the three old staircases removed and stairs and lifts placed in the “hole in the middle” which became a covered Atrium and very attractive it was too. It will be a bit tricky housing a car space for every flat owner in the car park below!

HAPPY NEW YEAR TO ONE AND ALL!

HINKLEY C AT LAST!

I would imagine that most electrical engineers will be pleased that the 3.2 GW Hinkley Point C Nuclear Power Station is at last to be built, since a 35 year agreement has been signed by the Government for the price of electricity generated at “strike price” at £92.50/MWh or if EDF were to go ahead with Sizewell C at £89.50/MWh. Whether we approve of the method it has been achieved is another matter, since we have wasted valuable time and expertise only to see it go across the Channel to France, and not even the UK manufacturing will be given the chance of tendering for the steam turbines, which will go Alstom. Where is the competitive tendering, which is imposed on local authorities?

However the French company EDF have had to involve the Chinese to boost the funding involved in the project. So what are the Chinese likely to gain from this beside a share of the profit – may be expertise? According to the press, Areva, the French nuclear business, have been working for some time with two Chinese companies, China General Nuclear Corporation (CGN) and China National Nuclear Corporation (CNNC).

With so much work it was interesting to read the expected percentage of work to be carried out by UK companies 57%, consisting mostly of building skills. However the project would provide work for 25,000 people and 900 long term during the life of the plant, job opportunities on both sides of the Channel. Incidentally the two EPR type reactors involved are already being built elsewhere, in France, Finland and China.



Hinkley C Proposed Power Station

ENERGY PRICES

With all the deluge of complaints about the higher energy prices, the anger is all directed at the big increase due to the “green” energy agenda i.e. paying for the subsidies for windfarms, solar panels and low carbon electricity generation. Has everyone forgotten that we have had low electricity prices for at least two decades primarily due to the privatisation of the electricity supply industry (ESI)? So I would maintain that part of the increase is due to the lack of forward planning in maintaining a sound infrastructure.

In 1990 the Electricity Council and the CEBG were dismantled. It may have been an expensive bureaucracy to keep going but on the other hand should we have kept a rump of those organisations to forward plan the ESI. Was it a privatisation too far?

May be the fact that Government have almost agreed to cut the levies imposed on the Power Companies to pay for the green agenda recognises this fact and therefore we end up subsidising wind farms etc., through taxation?

ST. JUDES STORM IN OCTOBER

Winds of 80mph left a trail of destruction, bringing down trees and causing widespread structural damage, leading to power cuts and downed a wind turbine near Teignmouth. Gusts up to 99mph were recorded on the Isle of Wight, but also it was reported that 900,000 properties were damaged.



Downed Wind Turbine at Teignmouth

TURBINE INTRUSION?

Wind turbines could soon outnumber church spires in the Westcountry as planning permissions hit record levels. Countryside campaigners say the steel structures are threatening to replace ancient stone towers as the region’s iconic landmark. The number of schemes could be set for a six-fold increase over the next few years, analysis by the Western Morning News has found. The scale of the plans has horrified campaigners, who massed in Truro on Saturday in a bid to halt the march of renewable energy, which they say ruins views and produces far less power than is claimed.

HIGH PROFILE JOB

A team of specialist painters have been painting the pylons across the Severn Estuary for 13 weeks. The pylons are the 156m (514ft) towers which carry 275kV and are the second tallest pylons in the UK, and are three times the height of a standard 50m pylon. The towers were rusty and needed special treatment before adding the paint which is estimated to last 20 years. The extreme conditions of wind and sea pollution means that they are more vulnerable to rusting than inshore structures. An amazing condition was that the pylons should be painted while the power cables were alive, due to the importance of the circuits!!

VISIT TO PORTBURY & AVONMOUTH DOCKS

The Royal Portbury and Avonmouth Docks coach trip turned out to be very popular. To ensure it went ahead Peter Lamb had included Backwell Probus as well.

Our coach picked us up at The Priory, Portbury, and headed to The Bristol Port Company offices at Avonmouth to pick up our lady guide. We then headed back across the M5 Avon Bridge to Royal Portbury Dock to start the tour. The Bristol Port Company is owned by First Corporate Shipping Limited, who purchased a 150 year lease of the 2,600 acre dock estate at Avonmouth and Portbury in 1991 from Bristol City Council (Port of Bristol Authority). The original dock complex also included Bristol City Docks and Portishead Dock. The City Docks lost most of its commercial trade by the early 1970's due to the increasing size of ships by length and draft and also, the tortuous 6 mile navigation of the twisting River Avon. It finally closed on the opening of Royal Portbury. Portishead Dock and Portishead followed suit with the closure of the power station in 1980 and finally, in 1990 by the closure of Albright & Wilson's phosphate plant. Both these docks are now used for mainly leisure, Portishead being a Marina.

Royal Portbury, originally called West Dock was opened in 1978 and can handle vessels up to 130,000 metric tonnes. Our tour included areas centred on bulk cargoes including aviation fuel, gypsum (for adjacent Siniat plasterboard factory), motor vehicles (up to 700,000 handled per annum), forest products, animal feeds, biomass and coal. The dock is rail connected and there is also a coal handling plant to Avonmouth Dock via a tunnel under the River Avon. Our guide mentioned that port staff are multi-tasked, if a vehicle carrier vessel had to be unloaded/loaded urgently, like other staff she would leave her normal job to drive cars from ship to shore.

From Royal Portbury we went back to Avonmouth to explore the Avonmouth Dock, Royal Edward Dock, Eastern Arm and Oil Basin. Avonmouth can only accommodate vessels of around 35,000 metric tonnes dead weight and handles oil products, fresh produce, scrap metal (with a quayside crushing plant), wind turbine parts, bulk orange juice (unloaded in the oil basin!), coal, cement and various other products. We were shown the three large wind turbines installed in 2007 alongside the Severn Estuary that have a capacity of 6MW and generate 15GWh per annum providing around 75% of port requirements. Many of the older granary and warehousing buildings are gradually being demolished and rebuilt with modern efficient multi-purpose units. There were a number of ships in dock although smaller than those at Royal Portbury and included a cable laying vessel that uses Avonmouth as her home port (there were large drums of fibre optic cable on the quay). The ports equipment can lift loads of up to 150 tonne and is frequently used for larger items such as electrical equipment and mechanical plant.

Our guide also pointed out the site for the proposed £600m deep sea terminal at Avonmouth Dock in the Severn Estuary. This will enable the port to handle even larger container ships and the next generation of larger

container ships. This will increase the current container capacity of the port from 7.5 million teus (twenty foot equivalent units) to 20 million teus. David Hole thanked our guide for a very interesting tour and we returned to The Priory at Portbury where we enjoyed a good lunch. The only downside of the tour for some was the lack of a comfort stop during the two hour tour.

This trip proved to be a very popular event supported by 40 SWEHS and 17 Backwell Probus members. Fortunately not many of Backwell Probus came, so we only had to disappoint 3 SWEHS members. After lunch, eight people went on to the Museum of Electricity and eighteen to Oakham Treasures thus completing an interesting day. Our thanks go to Peter for all the arrangements. **David Cousins**

COLYTON TANNERY TALK

On the last Saturday in October twenty-six members and guests gathered at the Nutwell Lodge pub near Exmouth for lunch. This was followed by a talk about the Colyton Tannery, given by Alan Humphries. Alan introduced his presentation by explaining that although he was a retired shipbroker, his interest in this tannery had come about as a result of his passion for photography. Through that he had secured the agreement of the owners to the creation of a photographic archive of the processes undertaken in what is Britain's last remaining oak bark tannery.

The tannery has been in the Baker/Parr family since the 1860s although there was speculation that a tannery had existed on the site since Roman times. At one time there were 180 tanneries in Devon alone but now Colyton was the only one remaining. It was first explained that there were two main types of tannery – mixed tannage and oak bark tannage. Colyton is a working example of the latter, this process producing a very strong leather e.g. suited for belt drives. Cow hides are sourced locally but the oak bark comes from further afield, namely the Forest of Dean, and the acorns from Turkey!

Alan then explained the stages involved in the manufacturing process, which starts with the salting of each fresh intake of raw hides to preserve them ready for use when required later. The process proper starts with extensive washing in pits to remove the salt before moving on to deburring and scudding to remove any residual hair and pieces of flesh, followed by repeated washing and soaking in water oak bark solutions in pits. In the early stages of the process the hides need to be moved about to achieve an even permeation of tannins. They are tied to poles attached to frames. The mill water wheel is utilised for agitating the solutions. Subsequent stages involve layering, splitting, spraying and colouring. The end-to-end process is drawn out (can take a year), is smelly and messy and involves lots of water sloshing around in pits, hence the need for the tannery to be sited adjacent to a stream providing a ready supply of fresh water. This traditional process preserves the natural weave and ensures durability of the finished product, whereas with the speed tanning of modern chemical methods the natural weave is lost. The talk was illustrated with many photographs and Mike Kay gave the vote of thanks. **Chris Buck**

JERSEY ELECTRICITY REVIEW

The Island Electricity Business

Our November speaker, David Padfield, Energy Division Director of Jersey Electricity plc presented 'The Island Electricity Business' an insight into the principles and influences on the vertically integrated electricity business of importing, generating and supplying customers on Jersey.

David met many ex-colleagues informally before the meeting at our lunch venue, The Westbury Park Tavern where a very comprehensive buffet was available. David began his career with SWEB as a student engineer in June 1972 at the age of 18. He obtained a degree from Bath University and completed his training in July 1977. Following a number of supernumerary positions he started as a 3rd engineer in Bristol District in August 1978. He still has his engineering logbook riddled with the signatures of Mike Hield, Peter Lamb, Cedrick Marshall and Barry Riley. In 1987 he was offered a job in Jersey and moved there rising to his present position responsible for the whole of the electricity business.

David outlined the increase in peak demand and energy sales from 1987 of 118MW (220GWh) to the present of 161MW (637GWh). During the same period, the number of customers has grown from 35,500 to 48,500. There have been many challenges resulting from aging assets, load growth and the cost of fuel. The La Collette power station 'the heart of the business' was built in the 1960's has a mixture of diesel (46MW), gas turbine (77MW) and steam turbine plant (105MW) with a total fast start of 123MW. The demand is increasing by 1.5% pa. In 1985 a 90kV 55MW cable was installed between the island and France and became the main source of supply with backup from the island generation when required. The French connection provides electricity at a cheaper unit rate but electricity is also exported.

In 2000 a second 90kV 90MW cable was installed between France and Jersey and a 90kV 55MW cable between Jersey and Guernsey backed up by generation there. The Channel Islands Grid Company (jointly owned by Jersey Electricity and Guernsey) manages and operates the importation network, energy supply agreement and French grid connection. It delivers around 1TWh per annum.

In 2012 the company was hit by a permanent fault on the Jersey to France 90kV 55MW cable together with a fault on its reactor. A reactor fault also occurred on the other 90kV 90MW circuit. The 90kV 55MW cable between Jersey and Guernsey also developed a fault which was out of service for nearly four months and cost £8m to repair. A major reinforcement scheme to cater for a demand of 200MW on Jersey and 130MW on Guernsey involving new 90kV submarine cables will complete a ring between France – Jersey - Guernsey – France to be completed 2020. David emphasised the cost of installing, repairing and operating submarine cables and the specialised nature of this work. The cables are subject to the change in tidal flows, sea bed conditions and damage by shipping.



La Collette Power Station, Jersey

David outlined the influences - business, customer, political and environment and of the energy cycle – affordability, reliability and sustainability. He described the efforts being made to 'flatten' the demand profile as part of their Smart Electricity Business involving a smart grid, smart meters, smart tariffs and customer engagement with the aim is to avoid capital expenditure of £100m. The overall project using smart meters will bring dynamic load management, 25MW switchable load for system peak avoidance and a load shedding option. In addition, commercial benefits are remote tariff selection, remote credit pay as you go, remote disconnect/reconnect, energy advice and a web portal. The overall investment is £8m of which £7m is for infrastructure and £0.4m customer education. Jersey Electricity's aim was to deliver affordable, reliable and sustainable electricity to their customers.

Peter Lamb proposed a vote of thanks to David for agreeing to come a great distance to Cairns Road and for giving such an interesting insight into the operation of Jersey's integrated electricity business. This was supported by all those present. *David Cousins*

SUPERCOMPUTER

The super computer of the future would be fuelled by "electronic blood". The Director of IBM research Matthias Keiserwerth speaking in Zurich recently, said that it would be close to the efficiency of the human brain. The company was unveiling an experimental version of its biological inspired computer. This research should lead to a 10,000 fold shrinking of the computer. By vertically integrating hundreds of chips with liquid cooling and power supply networks, we take the first steps towards tomorrows bionic computer.

OPEC WORRIED

The 12 member cartel of oil producing countries is worried, because of the success of the oil fracking business in America. The USA had a declining production of crude oil over the last 20 years and therefore were buying more from abroad, fracking has reversed this process. So Opec based in Vienna is anticipating a reduction down to below 30 million barrels a day. Algeria and Nigeria are already experiencing a steep drop in export shipments.

VISIT TO SAINT OMAR

I've recently been to Saint Omar, in the Pas-de-Calais Département of Northern France to visit the nearby locations of World War II, V1 and V2 rocket launching sites. In particular La Coupole and Eperlecques are most spectacular to view. From an Engineering/Management perspective, it's clearly an impressive achievement. La Coupole is an excellent place to visit. One can appreciate this massive concrete underground structure; covered by a dome 72 m diameter; 5.5 m roof thickness using 55000 tons concrete. This supported a production line designed to house the missiles during preparation and launch of the rockets which it was intended, would be fired in salvoes night and day against the great metropolis of London, up to 26 - V2 rockets a day! Of course mobile launching sites had already been used for some time. However, by the skin of our teeth (about 6 weeks before the production line became operational), we were able to inflict serious damage to the main structure, rendering it ineffective. The plant had its own power supply and much of the manufacturing was done underground.

Lots of good information is written on the subject, which can be read on many internet sites, particular : http://en.wikipedia.org/wiki/La_Coupole. This goes into some depth with the Nazi ideology and the design and production of the rockets. May be some of the information is a little morbid, because much of the building was undertaken by slave labour; but as an engineering achievement; absolutely brilliant. Its worth noting that one of the principal scientists (Von Braun) eventually worked for the Americans, after the war (preferring that, to capture by the Russians) and helped design and produce rockets for the Saturn V vehicle that helped put the first man on the moon in July 1969.

Anybody interested? It's simple to get from Folkestone to Dunkirk (hour and a half), then a short drive (approx 1 hr) to Saint Omar and similar time scale from Folkestone to Calais. Possibly spend one night in a hotel at St-Omar.

Michael Kay

BUY BRITISH AT LAST

According to the RSA, the Royal Society for Encouragement of Arts, Manufactures and Commerce, have said that many medium sized businesses have reached the tipping point in the commerciality of sourcing from overseas. New production technologies are making manufacturing in the UK cheaper than in the past due to the minimum use of human labour. Many companies are finding that making products in China bring only marginal cost savings.

CARBON FIBRE CABLE

A Finnish company called Kone have developed a carbon fibre rope suitable for supporting lifts in tall buildings, it is named "Ultra Rope". It is 7 times lighter and stronger than current steel ropes that are used in high-rise buildings. The benefit achieved by this is that buildings can be built taller than present day, which is limited to 500 metres at present, so the sky is the limit. It is suggested that they are capable of lasting 20 years.

CHINA'S GREENHOUSE GAS

China is likely to overtake Europe on Greenhouse Gas emissions in the future. At present they match Europe per head of population at 7 tonnes, so say the Tyndale Centre for Climate change at East Anglia University, but with the ever increasing population and the expected rise of manufacturing goods for export, it is almost certain. Interestingly the figures for fossil fuel emission last year were China (27%), USA (14%), EU (10%) and India (6%), almost half the coal burnt globally is burnt in China. So all the good practices undertaken by western nations are likely to be undone by what happens in China in the future.

Yet climate summits persist in hoping for a binding agreement on cutting carbon emissions. This was the main factor in the failed 1997 Kyoto Protocol. Most of the big CO2 emitters (China & India) had no Kyoto imposed limits or left the process (USA) or didn't keep their promises (Canada), so it looks as if cleaning the global environment is going to take a little longer than previously thought.

OIL RECYCLING

The second biggest oil refinery in Britain, the Stanlow Oil Plant in Cheshire, owned by Essar Energy is installing plant costing \$50 million to recycle 130 million litres per year of used lubricants. This joint venture with Hydrodec, who developed the process, will produce oil for car engines and transformer oil, whereas past similar processes have produced low grade fuel such as heating oil. Stanlow, an Indian group bought the plant from Shell in 2011, which highlights the fragility of refining in this country due to over-capacity in Europe.

ECO-BOOST ENGINE

Ford's new engine, being fitted to their Focus and Fiesta models, is claimed to run 65miles on a gallon of petrol. This a three cylinder engine, similar to the French 3 cylinder engines of Peugeot/Citroen. Both Ford and Citroen claim to be first in this field of development, but I believe the French got there first. The Eco-boost is a fusion of technologies of diesel and a downsized petrol engine, combining advanced turbo-charging valve control and direct injection. One important aspect is that it was developed in Britain at the Ford's Laboratories at Dunton, South Essex, described by the Chief Executive as a high cost prestigious facility involving very capable, skilled and innovative engineers.

TOYOTA HYDROGEN CAR

At the Tokyo Motor Show, Toyota are showcasing their latest car the FCV (Fuel Cell Vehicle). It is scheduled to be on sale by 2015. You will be pleased to hear that the technology is here in Britain called "H2 Mobility", a Government backed consortium led by Toyoto. They believe that this car will be more successful than current electric cars and their hybrid the Prius. The basic concept is an electric car powered not as currently Lithium batteries that can only achieve a reach of 100 miles, but by fuel cells and hydrogen tanks capable of reaching 500 miles before the need for a refill.

SHELTER BOX

I have heard on our local news that Shelter Box, the Helston Based charity, is providing their Emergency Disaster Relief Shelter Boxes to the Philippines, which as we all know experienced terrible storms recently. Since we supported this very well worth-while charity at our winter luncheon last January, everyone may be interested to know that our donation has been well used.

Keith Morgan

MEMBERS NEWS

JOHN HAYNES

John is very chuffed that his 15 year old grandson Ioan completed the International Triathlon in Hyde Park as a member of the New Zealand team. He flew all the way from the North Island with his mum and his bike! He was the youngest person taking part, and came a creditable 83rd out of the 450 competitors of all age groups.

JOHN PERKIN

John found an old small generating station building at Sand near Silbury on the Sidmouth to Honiton Road, but there were no equipment in it or any sign of its past use.

PETER LAMB

Peter has had a short spell in hospital, found not to be too serious fortunately and will undergo some more tests.

MARCUS PALMEN

Marcus was such a lovely and popular man, always ready to help friends with computer problems. Although born in Finland he was brought up largely in Hull where his father was a Lutheran pastor. He decided he didn't want to go into the church and studied instead for a BSc. He was taken on by SWEB, completing his studies in Plymouth and being initially assigned to the Board's Central Construction Dept (CCD). Subsequently he progressed to become the Head Office Overhead Line expert, in which capacity he served on several Industry National Committees. He was cleverer than most, having a supreme understanding of the digital revolution; in fact no computer problem would beat him.

He was Web-master of four organisations namely South Western Electricity Historical Society, Retired Professional Engineer's Club, Bristol, sitting on both these committees, but also of Abbots Leigh Village and Richard III Society web sites. He nurtured the electrical side of the Tramways stories throughout the South West writing many articles on the subject, particularly recently one for the Annual Journal of the Bristol Industrial Archaeological Society. He also gave talks relating to his war experiences, which were quite extraordinary, and Finnish sailing ships.

From the above one can deduce that he will be greatly missed by many people, since he served many organisations like ourselves with keenness and enthusiasm and was a valuable member of their organisations. His funeral was well packed with about 200 people attending, including 40 from SWEHS.

MEMBER COLIN HILL'S MUSINGS

Colin Hill lives at Huddersfield and has written many articles for this journal.

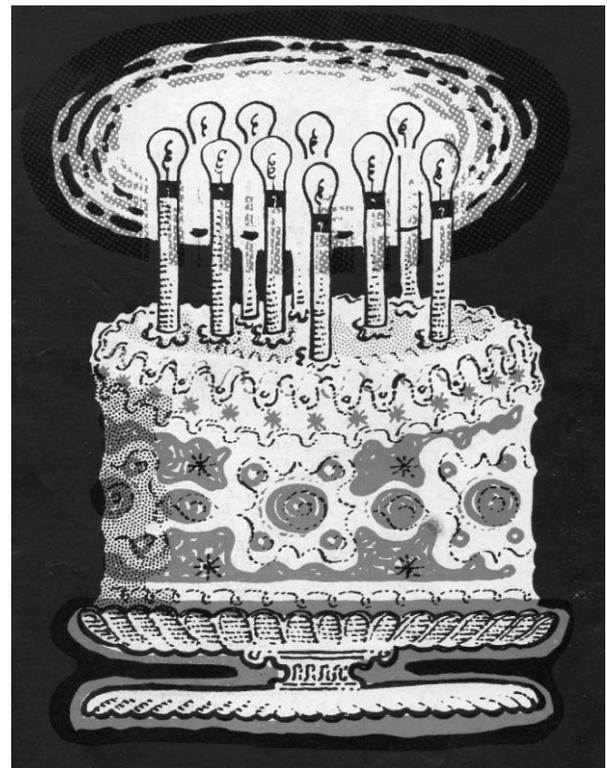
My personal collection has not grown much of late. I had a 100 year old electric iron made by Archer Systems

(a fore-runner of GEC) given to me and after a bit of cleaning it looks like new and is still in working order. Sadly Halifax Antiques Centre has closed. It was always good for small oddities and a fine bacon butty. Huddersfield Second-hand market still provides the occasional item. I recently bought a splendid electric clock made by the British Electric Meter Company of Bangor, North Wales. It is in pristine condition and in working order.

What a pity the Southern Electric Museum at Christchurch has closed, since I have visited the museum several times. They had a wonderful collection of domestic appliances and much bigger items. They always gave visitors a great welcome. I wonder if they have offered anything to SWEHS or if it would be worthwhile making contact.

Colin Hill

(Ed : We haven't got any spare space!)



SWEB 10 Year Celebration

The above picture appeared on the front cover of the SWE Magazine 1958. Might it give someone an idea for our 20 year cake?

FOR YOUR DIARIES – COMING EVENTS

Sat. 1st Feb. - 20th ANNIVERSARY LUNCH

Visit Castle Museum in the morning, Lunch at the Castle Hotel, Taunton with speaker Tom Mayberry.

Sat. 22nd March 20th AGM + Talks on "Appliances & Exhibits" by Peter Lamb & David Cousins.

NEXT EDITION - This newsletter is produced every four months. Please send articles, photographs etc to :- Peter Lamb 35 Station Rd, Backwell, Bristol BS48 3NH or telephone on 01275 463160 or e-mail him on lambpandv@btinternet.com