



### Captain's Contemplations...

Welcome to the spring 2018 edition of the Coaster Club newsletter. This edition is much later than normal for various reasons, so apologies on that front. Maybe I should call it the summer edition?

I hope everyone is finally in the water and making the most of a reasonable start to the season. Fingers crossed it stays settled for the rest of the year.

For my own part, it's been a busy winter and one which started from a low point. More on that in my update. That said, Wendy and I managed to take the boat apart and put it back together with only a few screws left over (I still haven't the faintest idea where they came from).

In Club news, Cees Koch has been in touch regarding replacing wheelhouse rooflights on *Thalassa*, Klass Tenwolde wrote to say he's changed the name of his boat from *Jan Duffel* to *BRIT*. And Tom Doppenberg has been in touch to update us on *Coaster* which he has purchased from his parents. He also sent through a movie file of him sailing *Coaster* in northern Holland.

Finally, long standing members will be saddened by news from Doreen Crockwell that husband Jim sadly passed away in February. Jim and Doreen were the proud owners of *Calvados* for many years and active members of the Club.

The Club remains in the position of having a 'waiting list' with two prospective owners Cyril Gregson and Chris Kelly still keen to buy. Separately, Mike Eldridge has reluctantly come to a decision to part with *Calisto Coaster* and Gavin Stewart has decided to sell *Southern Coaster* in favour of something that sails a little better.

I met up with Jerry Organ who has moved *Araby Maid* up to Loch Melfort where we winter. Jerry appeared over the rail one day in the yard for a blether. It was good to meet up. And Tim Allen has been in touch to say he's left Ipswich in *Karavee* bound for Loch Gairloch, so I hope to meet up with him at some point.

I have also been in touch with Alan Hill regarding the plans of the Coaster to the Club. Discussions ongoing!

Finally, a final reminder from me to anyone who has not completed their personal data consent form. The Club needs your consent to process (use) your personal data, with an option to share some of that information in the owners list. For those that haven't completed the form, this newsletter will be your last contact from the Club. Without demonstratable evidence that the Club has your consent to process (use) your data, we are no longer permitted to contact you.

And on that cheery note, I hope you enjoy the Newsletter and best wishes for the coming season. Remember to keep in touch and tell us your news. The next Newsletter will be in the autumn, probably towards the end of October 2018. Please send submissions to Dawn Bennett at [dawnbennettworld@hotmail.com](mailto:dawnbennettworld@hotmail.com).

Iain  
*Argo Navis*  
Club Captain



*Argo at RHYC spring muster...*



## Members News

### **No. 1 - Coaster**

Dear Coaster friends,

An introduction from our side. Since July 2017, we are the new owners of No.1 *Coaster*.

We are Tom and Marije Doppenberg and together with our two children (Gilles 2 years old and Colette of 1 year old) we made the step from a Jeanneau Aquila (29 foot) to our new 33-foot-long friend. Our *Coaster* is homed in Heeg, the Netherlands. In the coming years, we are planning to sail most often on the inside-waters of the Netherlands but when the children are somewhat older we are also planning to make sea-trips to for example the Isles of the Netherlands or Germany or even to the United Kingdom or Scandinavia.



*Coaster alongside...*



*Coaster underway....*

In 2011, we made a 10-week trip to Denmark in the Jeanneau. Due to heavy weather and strong winds, the original Norway-plan was cancelled but lives on in our minds. Hopefully the Norway-dream will come true some day with our *Coaster*.

We have made a couple of (holiday)-trips with the new boat and most often we get comments on the appearance of the boat. That the boat is very nice, that you do not see a boat that often with so limited draft, that there is a lot of work still remaining (!), but we also hear a lot of times the positive side about the boat; we can even

sail dry when it is raining outside. On our former boat, the Jeanneau, we were always forced to sit outside, even in stormy weather. In most cases the *Coaster* gets attention due to the two masts on deck but also on its size; in the inside waters of the Netherlands the *Coaster* is relatively big, depending where you compare it with; in the harbour near Heeg we met an English guy which started the conversation with "Hello, that is a *Coaster* right?". We were really delighted and answered that the guy was right. He immediately told us that he knew the yard where these ships were build but he also said "Nice little boat you have....".

Next to the fun we also had to perform some adjustments to the boat. After a long sunny day, the temperature in the cabin reached nearly 40 degrees and suddenly we heard a loud sound on the boat.



*The shattered window...*



Marije thought that Tom dropped somewhere in the boat and the other way around. But nothing was true, the front window of the cabin broke down in more than 1,000 pieces. The window was still in position, but we were really afraid that the window might come out due to the vibration of the engine. We fixed the window when sailing on salty water using ropes to prevent the window from falling down.

In a ship yard, two experts were able to remove the broken window and fix it temporarily with a plastic window. The new custom-made window will be ready in September this year including the sea-window again.



*Coaster underway...*



*Coaster alongside...*

We are still getting to know the boat, but the more time we spend with her, the more we love this boat. The space is so nicely used and all the secret storage places hidden inside are marvellous. She was built as Number 1, but she also will be our Number 1.

Tom & Marije Doppenberg

## **No.2 - Argo Navis**

As I write this, a little later than normal, *Argo* is bobbing about on her mooring in Dunstaffnage.

The journey to this point has had its ups and downs, starting not long after she came out of the water. Most of you will have twigged I shared the boat with my father. It was a retirement present to himself in 2001 and I was a co-owner of 3ft. Sadly, I lost my father in October, so I've taken on the boat in its entirety including the bills. It's been an odd winter of tackling the winter jobs without his guidance.

We had an arrangement, he did the oily bits and I did the shiny bits. That said, the first task was always mine and that has been the seacocks. We have a mix of the original Blakes valves and newer gate valves, so the first task every winter is to service the Blakes seacocks. It's a mess to do but they are still sound as a pound and have outlasted the replacements.



*Engine all painted...*



The next job, which I've put off for a couple of years, was to grind out some rust on the starboard diesel tank. We still have the original steel tanks. They were refurbished to some degree when the engine came out a few winters back but there's always been a niggling patch of rust in the bottom corner. So, I drained off the diesel into drums (out through a seacock), took out the batteries and wrapped a couple of ropes around the tank. A combination of bad language and brute force got the tank onto its side in the locker from where I set to with the grinder. I cleaned it all up and gave it four coats of some gunk I found on the internet (figuring if it was good enough for oil rigs, it might last a few years on a diesel tank). It then got four coats of primer and four coats of paint. Refitting is the opposite of removal, with a similar level of language. Reconnect all the pipework and refill.

Before the tank went back into place, I decided to replace two gate valves (done previously in 2012 but showing signs of stiffening up). Out with big shifters and off they came. Clean up all parts, a few wraps of PTFE on the skin fittings and a smear of Loctite on the valves and wind on. Inevitably, the handles ended up against the bulkhead but a few tries in a vice got them to a shape that would miss the bulkhead. Refit all hoses with new jubilees all round.



*Ready to go...*

While sitting in the locker with a cup of tea (as you do), I decided to replace the battery cables. We have 3 x 100AH domestic batteries and 1 x 100AH engine battery. The cables were single cables jumped from one to the other in series and it always troubled me that the first in line was the thinnest (presumably the original)! I ordered up some new cables and terminals and made up new one piece cables with the terminals cut in the appropriate places. Then I tried charging the batteries. Two would take a charge and one wouldn't. At eight years old, I decided it was a waste of time buying just one, so all four batteries were swapped for new ones. These were dropped back in a wired up. All very neat and tidy.

With the starboard side of the engine room looking all shiny and new, I decided the engine itself could do with a clean up so spent weekend scraping and painting the engine. I managed to get some Nanni blue paint on the internet and set to spraying the engine. It now looks all nice and shiny and clean again. I will have to get the starter off next year as there is a patch of rust I can't get to.

While sitting on top of the shiny engine with a cup of tea (as you do) I noticed the two end caps of the heat exchanger and started to wonder. The engine has been running a little hotter than normal at ~85 degrees. Ever since we've had the boat, the engine temperature has sat steadily at ~82 degrees. We put the increase in temperature down to the change in load from the new propeller last year. However, in all the time we've had the boat, I don't recall the tube stack ever coming out. Checking the engine manual, it says check every two years. Oops. The task is beyond me, so I asked the yard engineer. There's not enough room at either end of the engine bay to remove the stack in-situ, so he had to cut a hole in the footwell in the aft cabin. The tube stack came out neatly through the hole. Inspection revealed the sheath around the stack had come loose and drifted to the back end of the water jacket partially blocking the exit port. So, could this potentially be the cause of the increased temp? The tube stack required only moderate cleaning up, and resoldering of the sheath. The unit was refitted with new O-Rings and all put back together. The hole the engineer cut in the footwell was so neat, I've managed to pop the plug back in and hold it in with a little screw.



Another wee project this winter was to remove the cooker and clean up behind. I took the cooker home and cleaned it up, polished it with some metal polish and brought it back. Meantime, I'd cleaned up and polished the galley and fitted new battens from which to hang the cooker. I asked a gas engineer to check over the gas system and refit the cooker. Inevitably, he condemned the system as he is obliged to do by law. I am now at risk of inadequate ventilation according to the big sticker. A subsequent discussion with the engineer revealed that only Malo and (some) Halberg Rassy yachts comply with the current gas regulations. All other boats, even the mass-produced buckets from Europe don't meet the regulations. Apparently, all boats should be fitted with permanent and adequate ventilation that allows you can use all your gas appliances at once. It's all to do with output versus the airspace in the (sealed) cabin. We are all required to fit permanent high and low-level ventilation around the cooker. It's something I think I've subsequently worked out how to satisfy but in the meantime, I've fitted a red warning sign in the galley – Do not use without adequate ventilation. I have a sign up. I must be safe now....



*In the cradle...*

Having spent much longer than planned guddling about in the engine bay, I was behind with other jobs. Various pressures at work meant I didn't get back up to the boat until early March. There was the horrible job of wet-sanding the antifouling before painting. It took an afternoon but Wendy and I between us got it done. The pair of us were covered in red splotches and soaked through. Just living the dream of boat ownership....

The following weekend we spent waxing the hull and antifouling. Wendy has also painted out a few of the lockers to freshen them up. I found a tub of Prop Shield (or Guard or whatever it's called) in our winter crate. Faither must have tried it several years ago. I don't remember it. I followed the instructions of heating up the prop and melting the wax and pasting it on. It looked like strawberry jam but smelled terrible. Anyway, job done.



*Alongside the pontoon...*

We launched on the last Friday in April. The boys got her out of the shed, rigged and in the hoist in a couple of hours. They then towed her to the top of the slip and, as is practice, let the whole lot go. The hoist and boat rolled down the slip and into the water, not quite making it in far enough. We had to tow the rig out a bit further with the yard boat. They then let down the boat gently and see if she'd float. I switched on the depth sounder. 20cm under the keel. You need only 1cm....

A few checks for leaks and all confirmed okay before we chugged round to the pontoon. Even the new seacocks behaved. I ran the engine for an hour to harden the new paint and burn off the oily handprints left over from the work on the heat exchanger. It took an hour to stop smoking.

Wendy came up on Friday night and we chugged up to Dunstaffnage with the flood tide on the Saturday on a pleasant sunny day. The engine remained bang on 82 degrees all the way up. A celebratory meal was had in the Wide Mouthed Frog on the Saturday evening. On Sunday, Wendy went off to retrieve the car while I potted about setting up the rigging and other left over jobs.



The only thing that doesn't work is the Navtex. To be fair, it's 20 years old. I'm getting power but no display on the screen. An internet search suggests it might be the internal battery, so I've ordered one off the internet. For £5, we'll see if that fixes it.

We've had our first weekend away at the RHYC's first muster of the season. Good fun with around 40 boats attending. The boat chugged along fine.

And the strawberry jam? It all fell off by the time we reached Dunstaffnage. That tub is going in the bucket.

Iain Clement

### **No. 3 - *Rollercoaster***

For the last fifteen years or so *Rollercoaster* was berthed at Fambridge Yacht Haven in Essex and used as a live-a-board. Due to changes in circumstances and illness, the boat was left unattended for the last five years and last year the decision was made to bring her up to Scotland and get her sailing again. She made the journey by road in October last year and is now sitting pretty in Clyde Marina. I am working to get her ready to sail this season, not bothering too much with cosmetic considerations at the moment and so far everything is working as it should except the Navtex and the gas alarm. Some things are a little out of date (fire extinguishers from 1974). The windows need removing and re-sealing and the Treadmaster decks are quite worn, but nothing looks like a major problem.

This year we plan to sail *Rollercoaster* around Mull of Kintyre and up into the islands to explore.

A question to other owners - *Rollercoaster* has an inner forestay or "babystay" that sits about 70cm behind the main forestay where it would make tacking very difficult; it is not attached to the deck at the moment and ends about 30cm before the deck ring. In pictures of Coasters on the internet, I can't see any inner forestays rigged, do other owners have these and only use them for in heavy weather for extra mast support or a tri-sail?

Many thanks to Iain Clement and Mike Eldridge for technical advice regarding rigging and gas bottles.

Bob

### **No. 24 - *Brit***

Apologies, the quality of my English is not perfect, but I do my utmost.

My wife Elly and I bought the Coaster No.24 in 2007 of the widow of Willem Hein from Delfzijl. As a sign of respect for the family we continued the name *Jan Duffel*. The first owner who had her built was Mr Schade. His profession was family doctor. He named the vessel *Christina* and sailed until 1989.

But now, when the vessel becomes next month 40 years old, we decided to change the name into *Brit*.

We have fixed a lot of maintenance in eleven years and *Brit* is inside and outside in a very good condition. Except for the engine (Mercedes OM 636), we have renewed



*Brit...*



*Brit underway...*

as some people say, it looks sturdy.

Now, we hope that we have next years still a lot of pleasure of our Coaster and I intend any time to cross the North sea to visit Burnham on Crouch.

Included you see some pictures of our vessel.

Klaas

nearly all parts of the ship. Now we ordered this winter new white sails and a new black tent for the wheelhouse.

We know, that we are one of the few owners of a Coaster who sail without a bow trust. My wife and I still like to work with the lines.

Each year the engine gets intensive maintenance. With more as 4000 working hours, the engine turns still excellent. There is no reason to renew it.

Last months I scraped the underwater ship totally and have fixed it with a primer. Anti fouling is still necessary. When the weather is better, I intend to paint the Treadmaster in the colour grey. I ordered the cleaner and the paint at the factory in England. I decided too after many, many hours, never to paint again the teak wood at the outside. Even as the colour of my hair, we think it is allowed after 40 years that the wood becomes the colour grey. It means a lot less maintenance, and



*Primer applied...*

## **No. 25 - Araby Maid**

Having purchased Araby Maid last summer I did manage a trip from Troon to Dublin and back as a shakedown cruise, it was most enjoyable and really expanded the to do list. Foolishly I thought some winter sailing would be nice so left the boat in the water. None was forthcoming of course due to mix of adverse weather, work and family commitments and it meant I slipped the boat over a weekend and worked non-stop to make the deadline of leaving Troon for summer mooring in Loch Melfort. We had difficult passage to round the Mull of Kintyre from Campbeltown with a SE blowing at 30 knots but once we made the turn to the west, we raised the genoa and the motion became easier.

We were on passage with a friend in a Moody 35 whom I am delighted to say was left way behind (due to a less powerful engine) and the plan was to meet at Gigha in Ardmish Bay but the conditions made the moorings there untenable, so we pushed on to the bay at the north west end of Gigha. We anchored and were immediately surrounded by dolphins feeding in the bay, about 20 of them. The Moody arrived along with a lot more wind and the anchor dragged. I was using the Navy or Halls anchor and as most of you must know by now it is utter rubbish. It refused to reset so the decision was to continue to Craobh Marina, 4 hours away as that was the destination for the next day anyway and we could carry the tide all the way.



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The next day was relaxed and easy with gentle cleaning and other work which hadn't been done whilst wait for our friends to join us. (Note to self, change the anchor)

Am looking forward to revisiting cruising grounds not seen for 35 years.

Fair winds to you all.

Jerry

## **No. 26 - *Thalassa***

(With apologies to Cees and Elly for any errors but translated from Dutch by Dawn and Iain)

For the last two seasons, we have sailed as a motorboat (without masts) the reason being captain's orders. I cannot do any more at the masts and sails. Too old! And Elly was operated on in spring 2016. She has a new hip and moves very slowly. That is the price of the age. Together, we are more than more than 180 years and that is perhaps a reason to sell the boat. Without mast cruising has been easy. You don't have to wait for the bridges but to be honest we don't like it. We like sailing. Some weekends we are invited on the boat by one of our sons. They have a Nauticat 38, fast and points higher into the wind. We will see if the 2018 season is good to us and then 2019?

A tip from me on engine maintenance - My son replaced the fabulous OM636 4 glow plugs. The engine starts in 5 seconds now.

Best regards and lots of fun [joy] with your homework,

Cees & Elly

## **No. 30 - *Baroness***

A big thank you to all who have sent me articles for this newsletter. Please keep them coming and remember to return the GDPR forms so we can keep our merry little band afloat.

I'm afraid this time not too much to report for us. *Baroness* went into Almerimar for antifoul back in November so really all ready for this season.

John had an accident on his motorbike and ended up in Motril hospital for a week with 5 broken ribs and a punctured lung, so that ended up with us at a standstill for a good 6 weeks.

We removed all the windows a few years back and cleaned them as best we could but a couple have started to leak again, we have had quite a wet spring, but well needed for the water table. So as we speak we are just waiting a completion date for the new windows - so this will be our next job.

We have plans for our annual sail (fingers crossed we get some wind this year) to Gibraltar for the music festival at the end of September. Now John is back fighting fit, once the windows are fitted we will see a little bit more of the coast. I will update you all in the autumn newsletter, with the full details of the windows and hopefully how easy they were to install!!!!

A couple of sayings: We can't direct the wind, but we can adjust the sails. Home is where the anchor drops.

Happy safe sailing all,

Dawn & John



## No. 31 - *Aquila of Colne*

*Aquila* has not been lifted this winter and has survived one of the worst storms to hit Milford Haven in a long time. The storm even took off one of the marina lock gates which is still in the late stages of repair. I was waiting for an early spring lift out but the atrocious weather discouraged the family from getting down to Milford and camping out in the boatyard. So we decided to leave her in the water and be content with a scrub down topsides, which was done during the Easter holidays. We may beach and scrub her bottom sometime over the summer. This will not be a problem next season as we recently purchased a small flat by the docks in Milford Haven, which will make maintenance that much easier.



*New batteries...*

I have managed to get a number of electrical jobs completed. I replaced the house batteries with two Crown deep-cycle batteries and tidied up the wiring around the batteries with a new busbar for direct connections. At the same time, I decided to make 3 banks, house/start/bowthruster & capstain. Previously there were just two. In doing so I added a second VCR to manage charging and replaced the old mains charger with a modern

Vitron adaptive charger. However, with the solar panels and wind turbine that I also installed, I have had little need to use the latter. I have noticed that when I come aboard, the batteries are well charged.

During last autumn, I also added an AIS receiver that provides data to my iPad, that I use for navigation. It also has an NMEA input so that I can also broadcast all the boat's data to the iPad as well. I find the iSailor app on the iPad a lot easier to use than the existing Raymarine chart plotter, which I still use for Radar. The only downside is that I have no means to control the autopilot from the iPad. I have not found this to be a problem as we are not planning any long passages in the near future and in any case, I can always add the course manually.



*The new set up...*



*The solar panels...*



*The wind turbine...*



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I have to admit that the capping strips and other woodwork are now in a poor state and really need a complete strip-back and re-varnish. I am planning on getting that done between sailing this summer. I am not sure what others other owners use but I was planning on a few coats of tung oil to bring the wood to life followed by a tung oil varnish mixture, probably thinned so that I can apply it by rubbing with a cloth. I'll report how I get on in the Autumn.

Chris

## **No. 38 - *Seatracker***

*Seatracker* continues to be dry stored in La Roche Bernard, France. This is the third year and we plan to take her back to Gosport in the July/August via Brest, L'Aber'ach, Plymouth, and Torquay. As members of the Portsmouth Offshore Group of the Civil Service Sailing Association, we are allowed to have 3 years sabbatical but must return after this or lose my berth.

We have just returned from carrying out the annual maintenance on *Seatracker*, and apart from battery problems, all is well. Despite an 80w solar panel and intelligent charger, the batteries are always very low after a long period away. I have changed them and disconnected them from everything except the solar panel and hope this has resolved the problem, until I have a chance to investigate further. Nothing further to report.

Peter and Mary Jackson

## **No. P2 - *Karavee***

Last October, I bought *Karavee*, one of the two Passagemakers, from Sue and Lloyd in Ramsgate. They'd put in loads of work on her, and in truth there's been little to do. I fitted a calorifier and replaced the plumbing, had a new sacrificial strip put on the main and (when the weather finally improved) varnished the exterior teak in Le Tonkinois, which I love and recommend.

She had one very strange issue; over the winter, for some reason the engine sump became full of water, with about 6-10 litres of emulsified oil. It's the original OM636, no oil cooler and the fresh water system was up on its marks. Back siphon perhaps, who knows, but it hydraulic locked the engine up, and took ages to get out. After several oil changes and flushes, she fired up and hasn't missed a beat. Strange one that.

We are off on a new adventure. My home port (I live aboard) has been Ipswich for the past few years, but I am heading off to the Scottish Highlands and I write this from Eyemouth in the Scottish Borders. We've been making good progress and in less than a week have made stops at Ipswich, Spurn Point, Scarborough, Hartlepool, Amble and Eyemouth with plans for Arbroath, Stonehaven, Peterhead, then probably Buckie before Inverness and the Caledonian, then back North from Oban to Mull, Skye and finally a swinging mooring on Loch Gairloch near Ullapool for a while.

I love the boat. Although she does roll heavily, she feels very secure and safe, and I am pleasantly surprised by her sailing performance. With a bit of surfing, I saw 7.9 knots at one point. Some more engine oomph would be nice into a head sea, but at 2.65 litres/hr, at least it's economical.

I'm single handed, and the only drawback to that lovely enclosed wheelhouse is getting outside to do the lines. Standing on the port deck, I can reach the throttle through the half window, but not the wheel, so it's all a bit of a scramble. I may investigate a secondary hydraulic steering system like the fishing guys use...but for now, I go port side to whenever I can. I may get it wrong, and often do, but if it's slow enough you might be the only one to notice!

Fair winds, hope to see more Coasters on my travels.

Tim Allen



## Welcome Aboard



**Rob Edwards** has purchased Number 16, *Solitaire of Bute*, currently based in Ipswich.



**David Sykes** has bought Number 42 *Tumbler* and plans to keep the boat in Whitby.

## GDPR

If you are a member of any club or organisation and/or have subscribed to various mailing lists over the years, you'll probably be getting bombarded by these emails over the last few weeks.

Essentially, the GDPR introduces the rights of an individual to be forgotten. It encourages a culture of opting in to any mailings. On 25<sup>th</sup> May, everyone is effectively removed from contact lists unless the organisation has demonstrable evidence that the individual has chosen to opt-in. By that I mean the individual wants to continue to be contacted by the organisation.

The Coaster Club is no different. On 25<sup>th</sup> May, everyone of us effectively ceases to be a member of the Club unless we give our consent to allow the Club to hold and process (use) our personal data. Without it, the Club is not permitted to contact you again.

Hence, I would encourage anyone who has not managed to complete the consent forms to do so as soon as possible. Otherwise, we will need to remove your details from owners list (contacts database).

As Data Controller for the Club, I will write to anyone who has not given their consent confirming their removal from the database.

## Coaster Plans

I have been in touch with Alan Hill regarding the plans for the Coaster 33. Alan has alluded to being open to the idea of the Club buying the plans from him. We need to work out the IPR situation and agree a figure, but I think this a very generous offer on Alan's part.

I need to get back to him at some point, but a number of folk have indicated an interest in obtaining a copy if we go ahead.

Watch this space as they say...



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## Club Website

We continue to get a lot of traffic via the website with most of the initial queries coming via the general [enquiries@coaster33.co.uk](mailto:enquiries@coaster33.co.uk) mailbox. Although Mike may be leaving the fold, he has offered to continue as webmaster for the Club which is very generous of him.

As part of general updates by our internet service provider, they have migrated the Club website content to a new platform which offers better security for us. There hasn't been any change in the website itself. The changes have all been behind the scenes.

In addition, our service provider UKServers Limited appears to have been bought over by Namesco Limited which has now rebranded itself as Names.co.uk. The service from UKServers was very good, so we'll monitor how well the new providers perform.

## Next Newsletter

The next Newsletter will be in the autumn, probably towards the end of October 2018. Please send submissions to Dawn Bennett at [dawnbennettworld@hotmail.com](mailto:dawnbennettworld@hotmail.com).

## Contact Details

Don't forget to let us know of changes of address / email / contact details.

### **Club Captain:**

Iain Clement  
10 Corsiehill Road  
Perth  
PH2 7BZ  
Tel: 01738 448287  
Email: [iain.clement@blueyonder.co.uk](mailto:iain.clement@blueyonder.co.uk)

### **Honorary Secretary:**

Professor John M.D. Storey  
Head Chemist TauRx Therapeutics  
Chair of Pharmaceutical Industrial Chemistry  
University of Aberdeen  
Dept of Chemistry  
Meston Building  
Meston Walk  
Aberdeen  
AB24 3UE University of Aberdeen  
Tel: 01224 272926  
Email: [j.storey@abdn.ac.uk](mailto:j.storey@abdn.ac.uk)

23<sup>rd</sup> May 2018