

MODEL BOAT ASSOCIATION DOVER NEWSLETTER

Hello Everybody

Welcome to the Model Boat Association Dover's Newsletter 2000. With the help of the Sub-Committee, I have taken over the Newsletter from Dave Ralphson, who has been our editor since 1997.

Dave, who now lives in Bournemouth 200 miles away, feels that because he cannot get to the pond side as often as he would like, does not have his finger on the pulse any more, so he has handed over the compilation of the Newsletter to me.

I'm sure we all would like to thank Dave for all his hard work during his term as editor. He still remains as a valuable M.B.A Member who regularly supports us at the Teddy Bear's and Dover regattas as well as the Childe Beale and Calais shows.

Thanks Dave.

We have decided to try and Produce three Newsletters per year from now on. These should coincide with forthcoming events, so everyone hopefully can be reminded about impending regattas and shows etc. Perhaps this way we can get a few more boats attending!

On this subject, I need some information from you. Things like, For Sale and Wanted (Let's keep it model related).

Have you got anything that you want to sell? Radio equipment, boats, unwanted kits for example, we have a growing junior section and second hand gear is a great way for them to get started. Is there anything that you need? Most of us have odd bits and pieces knocking around that might get that unfinished boat on the water.

Have you discovered any new model suppliers or shops in the area that might interest the membership? Or how about an article or update on that latest project or the methods used to construct it, all these things are what's needed.

If you have what you think is a good idea, tell us, and we will put it in a "hint's and tip's" page.

Club Nights

What would you like to see at the monthly club nights? We occasionally put on special talks by club members about various topics, they seem to go down well, if this is the sort of thing you want, tell us.

This is the first time that I have had a go at being an "editor," and, as you will find out I'm no journalist, so bear with me and feel free to criticise or make any suggestions, I'm down at the lake on most Sundays and get to the club meetings regularly.

If you need to contact me I can be found on 01304 852917. Or e-mail at, alanpoole@freedown22.freemove.co.uk

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A growing number of members now have computers, so it has been suggested that we make up a small directory of useful model related 'Web sites'. A list was published in 'Model Boats' recently but I'm sure some of you out there have found some others. Just to get you started, check out.

www.creativemodels.co.uk

How about that, a model boat Manufacturer right on our doorstep! (well OK a model yachtie producer). For those without a computer, I'll explain later. A favourite shop for anyone in Dorset having a holiday or visiting Dave & Janet (Ralphson), is Westbourne Models. Their catalogue can be downloaded in a few seconds. Of course my favourite must be for those of you who know me,

www.modelsubmarines.org/

I'll start off a list, and perhaps the members would like to add to it.

The MBA Model Boat Register is now back in production, many of you will already have an entry in the folder, but just to put the record straight (*pardon the pun*), a new form has been introduced. Obviously some sections won't apply to all models; just fill in what you want your record to portray.

Please also let me have a good photograph of your boat, I just need to scan it, then it will be returned, of course you can always e-mail it to me!

We are going to laminate the record, put one in the register, and give one back to the owner. They can be left next to your model when it's on display, and it won't matter if it gets wet.

If any extra copies are wanted, they will be available for a small fee. (All going to club funds).

You should get a template sheet to fill in for your model with this newsletter.

The club is also going to introduce some new events for the regattas this year, obviously, the steering events for juniors and seniors will take up the main part, but some different "fun" competitions are planned. No details yet, but it should be good! The snooker is always a popular game with a lot of members having a go. The balloon jousting (sorry bursting!) competition can *seriously damage your boat*. Especially after bursting the balloon the boat travelling at high speed impales itself on the carrier, great fun. *Tip: don't use your own boat!*

The project that we have in mind for this season is to make up four of the little SHG kits, equip them with 2ch radios and make a console to house the transmitter control. The transmitters would be tethered to the console to prevent little *Jimmy* from throwing it in the lake when he doesn't win!

We intend to make all the boats tugboats; the only difference will be the colour scheme. Hopefully they will be ready for the "Teddy Bears Picnic" on the **28th May 2000.**

They should generate a lot of interest with the younger members of the public; once again a small charge will be made. *I well remember a similar thing at the funfair in Margate, and when visiting 'Bluewater' shopping area at Dartford, they had some tug types on their lakes to hire: - for the **Children!!***

Mention of our "Teddy Bears Picnic brings me nicely into a reminder about our first regatta of the millennium, on Sunday the **2nd April 2000.**

The hardy yachts people are of Course sailing all year round with the Icicle race series, and another yacht race, the Easter Yacht Races will be held on Sunday the **23 April 2000.**

We will then have our AGM at the Cricketers, on the **3rd May 2000.** An illuminated event on **10th May,** will be followed by yacht races on **14th May 2000.**

After the Teddy Bears, we get another regatta on **11th June,** closely followed by The

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Crabble Corn Mill, Country Fair, on the **18th June 2000.**

By this time, the Summer Newsletter should be out with a reminder about the rest of the dates in it.

(Please refer to the official Diary Dates 2000, for a more comprehensive listing.) ○



Someone not afraid to get on the end of a microphone, and do the commentary at our regattas. *(The successful applicant..... only joking!)*. Obviously, knowledge of the models and the regatta course, will help, this is where the Model Boat Register will come in handy. This will release Doug, to allow him to concentrate on the events that he has planned. *(He may of course wish to carry on doing the commentary as well).*

Any budding D.J.'s out there?

This just about wraps up my first editorial, *(Who said about time too)*, I hope my comments are a fair reflection of what the club may need for the new millennium!!

Happy boating!

Alan

So what's been happening?

We started off the new millennium with the first meeting at the Cricketers; I suspect the Flu had taken its toll, because only a handful of members turned up. I handed back the "Nut of the month" trophy (which had been living with me for the past two months), A nomination was made by Alistair Coney to stitch up his dad Alan, A vote was taken and the award duly presented, *(Rather unfairly I thought considering the good job he has done on the H.S.S. paintwork)* Still this is what the Nut of the Month is all about, light hearted fun!

Frank Jobson has been busy building us a new notice board, see photo, many thanks Frank!



The new notice board made by Frank, situated by the lakeside at Kearsney Abbey, contains information about Club activities.

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New models that I know about and are coming along are from Doug, a WWI monitor, Marshal Soult, built from a plan by David Metcalf and featured recently in 'Model Boats'. And a new super tug from Roger, packed with all the usual electronic gadgets. Charles Male's 'Hunt' Class destroyer is looking like it's going to be a superb model, and it's big! (and grey *the way I like em.*! I'm told Phil Ribton's puffer might not be far away, but he has still to build the steam plant. Derek Tippet is building the cruise ship 'Saga Rose' from photo's, an unusual subject which should look good on the water, and I'm building another submarine. Let me know if your building a new model, and we can give it a mention here.



ANNUAL PRIZE GIVING 1999



David receiving trophy from Doug Capon

FROSTBITE YACHT RACES 1998

YACHTS (Small)

1	Hounsell, David	Lucky Star	3.00
2	Hounsell, Alan	Moonwind	8.75
3	Rudge, Derrick	Dee Bee	10.00
4	Hounsell, Tracey	Niki Dee	12.00
5	Barbara, Rudge	Passing Wind	21.00
6	Langley, Brian	Obsession	22.00



Alan receiving trophy from Doug Capon

ICICLE YACHT RACES 1999

YACHTS (Small)

1	Hounsell, Alan	Moonwind	3.75
2	Hounsell, David	Lucky Star	10.0
3	Rudge, Derrick	Dee Bee	16.00
4	Langley, Brian	Obsession	19.00
5	Hounsell, Tracey	Niki Dee	23.00
6	Barbara, Rudge	Passing Wind	27.00



Kirstan receiving trophy from Doug Capon

ICICLE YACHT RACES 1999

YACHTS (Large)

1	Langley, Kirstan	Ophelia	3.75
2	Reeves, Tony	Lady Ann	8.75
3	Bottle, Ted		12.25



Derek receiving trophy from Doug Capon

REGATTA EVENTS 1999

STEERING (Small)

1	Tippet, Derek	Milita	5.00
2	Tippet, Derek	Del Boy	8.50
3	Smith, Eric	Elkhound	20.00
4	Freer, Carol	Pilot	23.00
5	Griggs, Andy	Unity	25.75
6	Brooks, Gary	Smit Nederland	26.00
7	Langley, Nathan	Isabella	27.00
8	Kelly, Dan	Isabella	28.00
9	Coney, Alister	Coaster	28.00
10	Taylor, Frank	Frank	28.00
11	Grey, Jim	Pilot	29.00
12	Male, Pat	Kadet	29.00
13	Capon, Doug	Gun Boat	30.00
13	Greenland, Ken	Maggi M	30.00

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Roger receiving trophy from Doug Capon

REGATTA EVENTS 1999

STEERING (Large)

1	Shields, Roger	Flying Phantom	7.25
2	Capon, Doug	Smit Finland	10.50
3	Coney, Alister	Huntsman	13.75
4	Tippet, Derek	Grimeshome	15.75
5	Greenland, Ken	Troll Patrol	19.00
6	Poole, Alan	Submarine 22	21.00
7	Bax, Martyn	Smit Dover	24.00

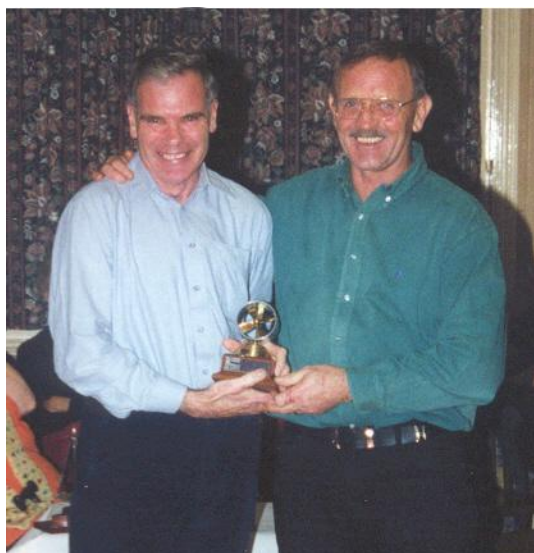


John receiving trophy from Doug Capon

REGATTA EVENTS 1999

STEERING (Juniors)

1	Evans, John	Dufresne	6.25
2	Evans, John	W.S.P. 10	7.50
3	Evans, Kevin	Cracker	12.75
4	Evans, Kevin	HMS Cracker	19.00
5	Griggs, Jerry	Unity II	24.75
6	Langley, Kirstan	Isabella	26.00
7	Jones, Ryan	No Fear	26.00
8	Jones, Ryan	Lady Jean	27.00
8	Holmes, Nathan	Gun Boat	27.00



Roger receiving trophy from Doug Capon again!

REGATTA EVENTS 1999

TUG TOWING

1	Shields, Roger	Flying Phantom	7.50
2	Tippet, Derek	Grimeshome	9.50
3	Capon, Doug	Smit Finland	9.50
4	Smith, Eric	Elkhound	13.75
5	Brooks, Gary	Smit Nederland	24.00
6	Bax, Martyn	Smit Dover	26.00



Alan receiving trophy from Doug Capon again!

REGATTA EVENTS 1999

Yachts (Small)

1	Hounsell, Alan	Moonwind	3.00
2	Hounsell, David	Lucky Star	13.00
3	Hounsell, Tracy	Niki Dee	17.00
4	Rudge, Derrick	Dee Bee	21.00
5	Langley, Brian	Obsession	28.00
6	Rudge, Barbara	Passing Wind	31.00
7	Gray, Jim	Sally	40.00
8	Cowlin, David	Argos	43.00

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REGATTA EVENTS 1999

Yachts (Large)

1	Lawton, Keith	Red Devil	4.50
	Langley,		
2	Kirsten	Ophelia	14.75
3	Bottle, Ted		22.00
4	Jones, Vic		23.00
5	Gray, Jim	Hang Loose	24.00
6	Reeves, Tony	Lady Ann	25.00
7	Langley, Brian	Ophelia	28.00



*Tea Tent Ladies, Erica and Freda receiving gift
from Jennie Hounsell*

On Wed, December 1st, We had our Christmas party and prizegiving at the Cricketers. Congratulations to all those who won the Trophies.

This year, young John Evans becomes a senior so watch out for a few changes in the results! Good job that we now have the new electronic stopwatch !!

During a Frostbite race in November, Ted Bottle's yacht was hit and holed twice during a closely contested race. She slowly settled by the stern and finally sank near the far bank, despite a brave attempt at salvage by Phil Ribton with his sternwheeler "Lulonga". The damaged yacht was finally recovered by the club's dinghy and brought ashore. The culprits were never identified. *(Put a couple of cannon aboard next time Ted!)*



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HSS UPDATE

The HSS is now back at Doug's after being painted and written by Alan Coney. Doug's car has been evicted from its garage again.

Several members to add to the overall effect are adding some fiddly fittings. Sea trials have still to be arranged.

Sponsorship for the cost of the crossing has not been forthcoming yet. The Council has asked for some extra paperwork concerning the Millennium grant that has been applied for.

An appeal for crew members to accompany the *chase?* Boat, was made at the Feb meeting, Frank Taylor kindly offered his services and was welcomed. (*Well, he is an old sea dog.*)

Watch this space.

Interesting Web Sites

www.traplet.co.uk

www.Maritimemodelsuk.com

www.modelslipway.com

www.model-dockyard.com

www.westbourne-model.co.uk

www.gee-dee.co.uk

www.modelsubmarines.org/

www.creativemodels.co.uk

please send me more!

MEMBERSHIP INFORMATION

MEMBERSHIP CHARGES

Adult - £8.00, Junior - £1.00 & Joining Fee £2.00

Committee Members:

Chairperson; Jennifer Hounsell

Tel: 01303 242540 Mobile 07968 643280

Secretary; Alan Hounsell

Tel: 01303 242540 Mobile 07968 642758

Treasurer; Peggy Maunsell

Tel: 01304 853619

Scale Secretary; Doug Capon

Tel: 01304 823903

MODEL BOAT ASSOCIATION DOVER

134 New Dover Road, Capel-le-Ferne,

Folkestone, Kent CT18 7JZ

Tel: 01303 242540

E-Mail secretary@mba-dover.freemove.co.uk

For Sale £40 o.n.o.



Wooden boat, 35" length with motor (No radio, receiver, or battery).
Contact David Hounsell – 01303 272040

Swap

*Nothing here either
Yet!*



N Belcher's
P.S. Waverley

Wanted

Wanted Model Boats Magazines

1964	June	1982	August
1965	Jan		September
	June		December
1966	April	1983	January
	May		June
	July		August
1972	March		October
1974	Feb	1984	June
1979	December		October
1980	May		December
	November	1985	March
1981	May	1986	May
	July		December
	August	1988	February
	October		October
	November	1991	January
1982	January	1992	March
	February		September
	March	1993	April

*These are all I need to get a complete set going back to the Fifties, if anyone has any even older, I would be very interested
- Alan Poole, 01304 852917*

TONNAGE

Just a little bit of information on ships tonnage, in case you get asked whilst either sailing or exhibiting your model.

When referring to ships tonnage, beware of traps, for there are several ways of expressing it, all giving considerable different figures. This is of perhaps only of great importance in modelling when reference is made to full size tonnage to work out model weight or block coefficient, but the ship modeller should have some idea of how and why the various figures are expressed. Few people have much difficulty in recalling their school time introduction to Archimedes (unless **you sail yachts**) and his realisation of the principle that a body floating in water displaces an amount water equal to its own weight, the term “displacement”, then, is another way of saying “total weight”. This is what the modeller needs to know, but in the full size world it is cargo carrying capacity, or earning space, this is of greater day to day importance, with the result that measures are expressed which do not indicate absolute displacement. The difference between a tonne and a ton (1000kg or 2240lb) is only about 0.6 p.c., but confusion arises when a ton is used as a measure of cubic capacity ; 1 ton = 100 cu.ft or 2.83 cu. Metres. Let us first look at tonnage by weight.

Light Displacement, This is the weight (nowadays usually in tonnes rather than tons) of an empty ship, i.e. hull, engines, fittings, and necessary permanent fixtures. Sometimes termed Lightweight Tonnage.

Load Displacement, or simply Displacement Tonnage. The total weight of the ship (and hence the one of most use to the modeller) when complete with stores, water, fuel, crew, cargo etc., ie her weight as she leaves harbour.

Deadweight (dwt), Tonnage is the weight of all the removable or consumable items, in other words subtract *light displacement* from *load displacement* and You have Deadweight tonnage.

Gross Registered Tonnage (grt) is the total cubic capacity of all enclosed space within the hull and superstructure expressed as tons (at 100 cu ft to the ton). For some reason, above deck spaces required to work the ship (wheelhouse, galley, radio room etc) are always omitted from this figure.

Net Registered Tonnage (nrt), is the total as above but minus all above and below deck space needed to operate the vessel, i.e. engine room, boiler room, crews quarters, ships stores, cable locker, ballast tanks *et al*. What is left is earning space, whether for passengers or cargo, and the expenses incurred by the vessel (tolls, dues, pilotage etc) are usually based on this.

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Merchant ships are usually quoted as one of these last two, which can be very misleading. Naval vessels, on the other hand, are invariably given in Displacement Tonnage (**Load Displacement**). There is another form of measurement, used for smaller pleasure vessels, and this can be even more confusing, since it is arrived at by a formula using length (**waterline**) and beam. This is Thames Measurement, also sometimes called Yacht Tonnage, and the formula is :-

$$\mathbf{L-B \times B \times \frac{1}{2} B = T.M.}$$

All fractional parts of a ton are rounded up to a full ton, and L is measured on deck from fore side of stern to aft side of sternpost.

If researching a vessel 50 years or so old, you may come across a figure simply called “**Register Tonnage**” which was calculated giving an approximation of internal cubic capacity used by the Customs House and the Board of Trade, deriving from the formula: -

$$\frac{\mathbf{L \times B \times D}}{100} = \mathbf{C}$$

where **L** is length on deck from plank at stern to plank at stern, **B** is inside breadth at ceiling, **D** is inside midship depth, and **C** a constant, 0.45 for vessels under 60 tons and 0.5 for over 60 tons. As will be clear, the final figure is at 100 cu.ft = 1 ton. There is, believe it or not, one other figure which might be encountered, called “**Builders Measurement**” from a formula; -

$$\mathbf{T = \frac{(L - 60\%B) \times \frac{1}{2}B}{94}}$$

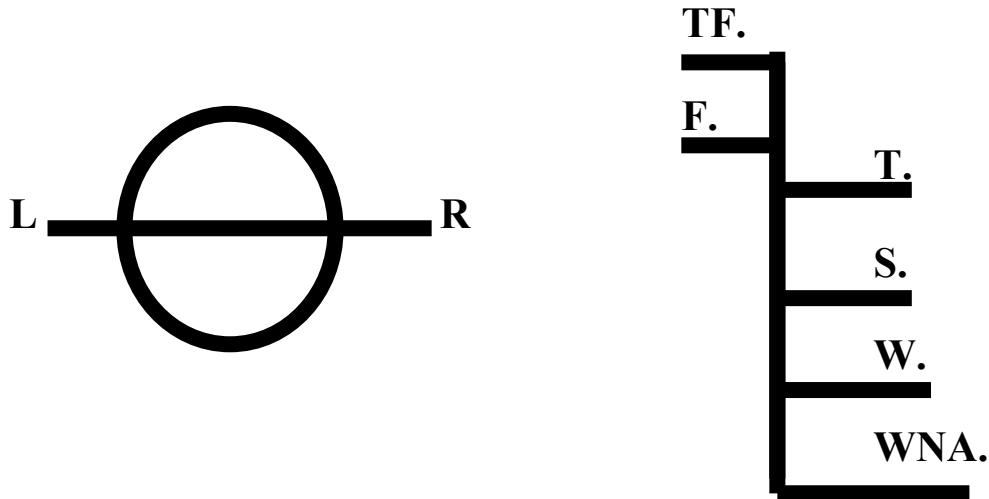
Where **L** is length along rabbet of keel from back of main sternpost to a perpendicular from the forepart of the main stem at plate – end or under bowsprit (!), and **B** is greatest beam to outside of planking.

The resemblance to Thames measurement is obvious; fortunately this figure is not widely used.

Load Displacement naturally ties up with the draught of the vessel and the freeboard required by law. However, since there are differences in the specific gravity of fresh and salt water, and density is affected by temperature, (note Submarine builders) a ship will float deeper or higher in the water depending on where it is, even though its weight remains constant. Hence the grid painted on the ships side, which is most often, termed the Plimsoll Line or Loadline. This consists of a circle with an extended horizontal diameter, usually bearing the letters **L** and **R** for Lloyds Register, who authorize the level of the mark.

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The diameter is placed at the level of floatation in standard summer temperature salt water, and a short white bar is painted immediately above it, at deck level, thus indicating freeboard. To the right of the circle is a grid consisting of a vertical line with horizontal “sprigs”, those on the left-hand side relating to fresh water, those on the right to salt. The usual arrangements shown in the sketch, but sometimes the bottom right-hand line and letters **WNA** are omitted. The letters stand for **TF** - Tropical Fresh, **F** - Fresh, **T** - Tropical, **S** - Summer, **W** - Winter, and **WNA** - Winter, North Atlantic.

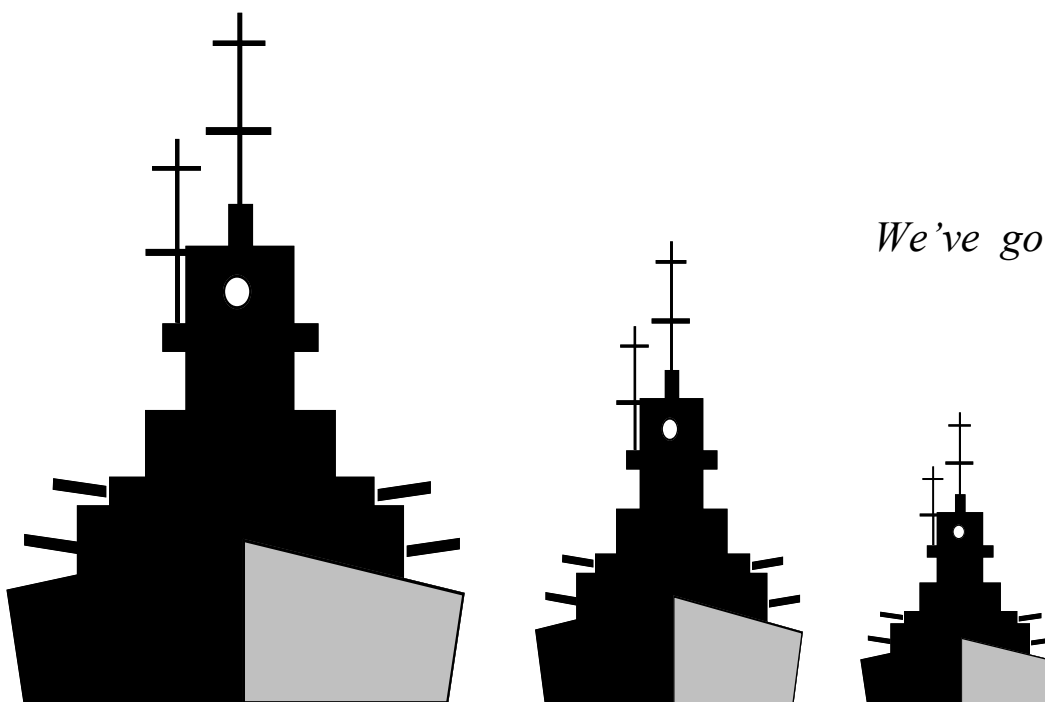


NOTE.

THE MAJORITY OF THIS ARTICLE DOES NOT APPLY TO YACHTS, ONLY PROPER SHIPS.

I trust I have not confused anyone, other than myself.

Ken Greenland.



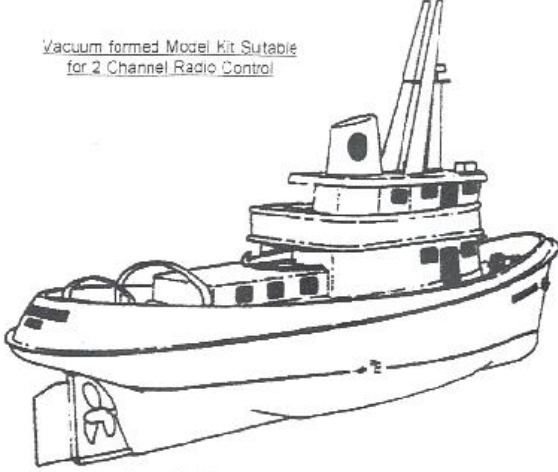
We've got a convoy

Just Arrived, This is the advertising leaflet for the little tug kit's that we are building for the kid's.

**DIESEL TUG
"KING MIDAS"**

S.H.G.
MARINE

Vacuum formed Model Kit Suitable
for 2 Channel Radio Control



Length 470mm Beam 135mm

The KING MIDAS is a model kit of a modern style diesel tug, this type of tug would be found in use in England around coastal ports and rivers such as the Thames, Mersey and Clyde. The main work for this type of tug would be helping large ships into and out of port or to anchorage.



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S.H.G. MARINE
ELECTRIC POWERED MODEL BOATS
AND ACCESSORIES

**DIESEL TUG
"KING MIDAS"**

CONSTRUCTION: The model components are moulded in High Impact Polystyrene. The components have to be trimmed from the moulding sheet using a sharp knife and then the edges finished using glass paper ready for gluing together using liquid PLASWELD cement.

The hull is a one piece moulding, and construction is quite simple, because of the high degree of fibreglass. Finishing of the model can be as simple or detailed as the builder wishes, many extra items are available for finishing and detailing the model.

The model is 470mm in length 135mm beam, it is designed for use with electric power and can be converted to accept two channel radio control equipment.

**KING MIDAS
STANDARD COMPONENTS INCLUDED IN KIT**

The kit comprises a full set of fittings including:-
Hull, Motor Mount, Deck and Super Structure.
The kit also includes material for rudder, mast etc.
A small Electric Motor, Shaft and 1:10 and Pictorial Instructions.

Kit Price £15.00 Post & Packing £4.00

Also available to complete the model:-
Liquid Plasweld Cement £1.95
Four colour enamel Paint set £4.00
Fender Edging strip £1.50
Winch and Fittings Kit £3.00
Set of 4 Life Belts \$0.75
Set of 4 Fender Tyres £2.40
Rope Bow Fender £3.00
385 Type 3 1/2 volt Electric Motor for R.C. working £5.95
R.C. Rudder Conversion Kit £2.50
Radio Control Linkage pack £1.00
Model display stand £2.50

Radio Control equipment and batteries can also be supplied to suit this model, see separate sheet for details.

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As you can see, these are great value at £15.00 each, including a motor!!

Welcome

Welcome to new members

Miss Paige Hounsell

Miss Nikki Hounsell

Dr Steven Chappell

Mr Mike Cunningham

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The Back Page

Just a few bit's of late news to add in to this newsletter,

The Teddy Bears Picnic has been renamed **Picnic in the Park**.

It has been timed to coincide with the 60th Anniversary of the Dunkirk Evacuation.

This is a Council run event which we support regularly, **28th May 2000**

Mr John Watson, our jolly, always got something to say, excellent model engineer, has decided to throw in his transmitter! The Club nights won't be the same without your barracking, John!

At this time, Late Feb. Our membership stands at a very healthy, **90 Members**.

That's it,

See you all on the water, or under it! **Alan Poole.**



STOP PRESS INFORMATION

The club has received the following letter from Dover District Council (see next page). The proposal, if implemented could have a dramatic impact on all club members and other users of Kearsney Abbey.

The club has responded against this proposal, see text of clubs reply on page 16. Further information on this matter will be presented at the clubs monthly meetings as it becomes available. Updates will be posted on the club notice board at Kearsney Abbey.

Alan Hounsell
Secretary – MBA Dover

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DOVER
DISTRICT COUNCIL

Mr. A. Hounsell
Secretary - MBA Dover
134 New Road
Capel-le-Ferne
Folkestone
Kent CT18 7JZ

Planning and Technical Services Department
Dover
Kent CT16 3PG

Telephone: (01304) 821189
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Minicom: (01304) 820115
Website: www.dover.gov.uk

Contact: Mr. N. Cox
Direct line: (01304) 872434
E-mail: pls@dover.gov.uk
Our ref: NC/EC/Pa20.47
Your ref:
Date: 4 February 2000

Dear Mr. Hounsell,

Wildfowl at Kearsney Abbey Lake

It is proposed that in order to minimise the damage and nuisance caused to the grounds by wildfowl, the north side of the lake be fenced. It is proposed to carry this out to the lake facing the café and the boating lake facing the play area. The proposed fencing will be similar to that used at St James Park, London. Please find the enclosed photographs of this site.

In order to consider this scheme could you please forward your views and comments.

Should you have any further enquiries please contact me.

Yours sincerely,



Nick Cox
Client Officer (Horticulture)

Enc

Wildfowl at Kearsney Abbey Lake

Thank you for your letter outlining the proposed scheme to fence the north side of both the upper and lower lakes at Kearsney Abbey to form a wildlife area.

This proposal does not seem to consider in any way the use made of the lower lake by the Model Boat Association Dover, since its formation in 1993.

This proposal would if introduced;

- Remove effective access to the lower lake for the club's ninety members. The North side has the only section of lakeside with a path along the edge.
- Stop the club from holding Regattas during the summer months, at which the public can see the boats put through their paces on the water and also see them on display out of the water in a fenced compound. Again on the north side of the lower lake.
- As this action would effectively leave us without any water, the club would cease to exist and be unable to support other local events such as the Teddy Bears Picnic, The Dover Regatta, Country Fair at Crabble Mill etc, all of which are supported without charge.
- The south side of the lower lake does not give effective access to the water, has no hard standing, is difficult to access over the bridge and is in the "dogs off leads area".

We consider that some of the other disadvantages of this proposal are;

- The character of the park would be completely changed for the worse by the erection of this fence. Spoiling the attractive natural look of the park.
- The wildfowl will not know which areas they are supposed to use and consequently would get trapped on the wrong side of the fence, harming themselves, or worse being killed, if they were panicked or chased by Foxes, Dogs, Children etc.
- Partial introduction of this scheme would also not work, as it would encourage the wildfowl to use areas not fenced in.

The club has always lived with and supported the wildlife at Kearsney Abbey; it is even written into the club's constitution, "Respect must be shown to the environment and wildlife at all times".

However this proposal would appear to be a step too far, as we already have a specific wildlife park at "Bushy Ruff" just up the road. The nuisance and damage caused to the grounds by the wildfowl has come about because of the unnaturally high number of wildfowl living at the Abbey. This has been caused by the daily provision of food over a number of years, which maintains and encourages the wildfowl in the park.

In conclusion the club could not support this proposal, as it does not offer an effective solution to the problem or any improvement for the, wildfowl, club or other park users.

Please let me know how this matter is proceeding so that I can keep the MBA members fully informed.