

# The MBA Dover Newsletter



Issue 35 Summer 2011

Welcome to the Summer 2011 edition of KK.

I have to begin this edition with some very sad news. It is with much regret that I have to report the death of our Chairman, **Mr Maurice Job**.

Maurice passed away suddenly on the 27th April, the news totally shocked the membership especially as he had always been a very active and healthy person. Indeed, some of us had sailed with him only a few days before and even spoken with him that day on matters concerning the club.

Maurice joined the club in 2004 and quickly became a valued member, he had been a modeller since his childhood and on retirement, had returned to his love of building and running model boats. Some of the models he built all those years ago were still in his loft, he simply fitted them out with more modern equipment, gave them a paint up and sailed them successfully again with us at Kearsney, they ran beautifully and it was so nice to see them on the water again.

Keeping up with the times Maurice built many new models, His Billings Nordcap trawler and Andria Gail were some of his favourites, he also build many of the little George Turner models which he and Kathy sailed together at regattas.

Although nobody in the club never knew about it, he had just completed a three year build of the battleship Bismarck. He was so proud of it and was to have launched it at the forthcoming Kearsney Kapers event to be held in June, I am sure we would have all been impressed.

Maurice became the Club's chairman in 2007 and some time after this he also took on the job of the Treasurer, and if this weren't enough, he also became the Club 500 representative organising the races.

Maurice was a really nice man and well respected by the membership, during his term of office, he looked after the club well, calmly carrying out the jobs of Chairman and Treasurer in a superb manner.

His funeral took place on may 24th at his home village of Tilmanstone in Kent, he will be missed by all the membership and our thoughts go out to Kathy, his partner.

We held our AGM on May 11th at the "Cricketers". Naturally a new Chairman was needed and I am pleased to announce that Mr Peter Cook will now taken over as our new club Chairman.

As Peter was our secretary, this position also became vacant, therefore, I am also pleased to announce that this job will now be taken by your scribe, Mr Alan Poole.

Other changes to the committee are that Mr Douglas Turton has kindly agreed to take back the position of Club Treasurer.

All other officers remain the same, Len Ochiltree will remain as club Scale Secretary but will also be responsible for the Club 500 co-ordination.

Phil Ribton stays as our Webmaster and Ted Goldring continues as our Membership Secretary.

Mr Alan Hounsell is again our Yacht representative looking after the sailors.

Happy boating Alan...

## Maurice



As has been customary recently when a club loses a prominent member, that the two major model boating magazines are informed. They usually publish a short obituary sent in by the club secretary or a close associate of the member concerned.

This was the case with Maurice, an obituary has been sent to both Barrie Stevens, the editor of Marine Modelling International and Paul Freshney the editor of Model Boats.

Both editors have agreed to publish the obituary which contains a small piece about Maurice's boat Susie that was built by him over 50 years ago.

By coincidence, Model Boats Magazine produced a special 'Construction Special' in May, this was written by a guest editor, Mr Colin Bishop, he is normally the photographer for the publication. To my amazement, there on page 11 was a captioned photograph of Susie!

I spoke again to Paul Freshney to mention the coincidence, in the caption, Colin had assumed that the lady at the helm of "Susie" was probably also her name, in fact, Susie was the name of one of Maurice's favourite dogs! Paul passed on my comments to Colin who replied with a very nice email, he sent his

condolences for Maurice and offered to send me

the original pictures used in his article, this offer was accepted and the pictures sent are

reproduced here with his permission.



These pictures were actually taken at the 2007 Chantry open event held at the Bluewater Complex which our club attended.

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## Weed Clearing Duties

For some reason there has been a marked increase in the growth of weed in the lower lake. A small patch was seen growing during the dry warm Spring and this developed very quickly into a very large patch covering most of the area to the south of the island, this was seriously affecting our boating operations so we decided to act. Over several Wednesday evenings in June, a small team of members have been working very hard dragging weed ploughs of various designs across the lake dislodging the weed and dispersing it.

The club would like to thank Chris West for tirelessly manufacturing these devices, modifying them when they needed it and supplying most of the parts needed for them from his own resources. The phrase *I will not be beaten*, was used by Chris several times when the Mk1,2 and 3 versions failed to work properly. Eventually we managed it though, the team came up with some other suggestions including a large fishing net 'acquired' by Peter Cook, this, combined with the ploughs has almost cleared all the weed. A weather eye will need to be kept on this problem in the future and a quick response made if it returns.

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## For Sale

The photo on the right is actually the customs cutter **Sentinal** in USCG colours.

It was offered for sale by Ken Cooper and entered into this edition of KK but was bought at the last minute by one of our members who saw it advertised elsewhere. I have left the photo of this model in place because we have yet another Sentinal for sale, the one now being offered is in traditional HM Customs colours, the picture gives an idea as to what these models look like when completed, and I do not have a picture of the actual model on offer.



The Sentinal is being offered by **Ken Frisby**, it is an ex Derek Tippet model and needs some minor work doing to get her operational again.

The model is being offered for **£100.00**. This price includes all the motors and equipment needed to get her on the water. Ken has several radio sets that could be used in this model and it will be up to the individual to choose which radio he or she would like in the boat. Considering the options, this seems to be a very reasonable offer.

**Ken Frisby** is also offering a Deans Marine Kit of the 63ft whaleback Air Sea Rescue Launch. The kit is virtually unstarted with only a few wooden parts being cut out. The model is to a scale of 1/24th giving a length of 31.5inches. A motor is included in this kit.

Check out Deans Marine website for more details.

The asking price for the kit is **£150.00** Ken can be contacted on **01227 832043**

*(The original Sentinal and the Deans Kit were both advertised in the July issue of Model Boats Classified Ads. Ed.)*

**Frank Jobson** is selling three of his models, all have been sailed regularly down at our lake where they all perform very well indeed.

1 "Giacomo" Fishing boat L.O.A. 25" Built from plans in Model Boats magazine. Fitted with M tronics ESC, requires only 2 channel radio and batteries.....**£60.00**

2 "River Patrol Boat" L.O.A. 26.5" Origin unknown, converted from a static hull. M tronics ESC. Requires only 2 channel radio and batteries....**£40.00**

3 "Fairy Swordsman" sports runabout L.O.A. 24" Built from a plan in Model Boats magazine, M tronics ESC fitted but again needs 2 channel radio and batteries. An excellent realistic performer on the water....**£70.00**

All the boats have Futaba steering servo's fitted and are very dry models.

Contact Frank on 01304 820300.

I am still on the look out for any Triang Minic ships, they are at 1/1200 scale and were made from "Mazak" and are diecast. Some of our older members may remember them from the 50,s 60,s . Contact Alan P if able to help....01304 852917 thanks

## Members Models

I am starting this piece with Another fine model built by **Kelvin Castle**, this one is the RN survey ship **HMS Bulldog**, a fine looking ship that has become one of the longest serving vessel in the navy today.



This model is built from the Deans Marine kit of the Bulldog and is to the popular scale of 1/96th.

She is depicted here in her original livery of white hull and upper works and a buff coloured funnel, this is of course the colours of the RN Hydrographical Service.

The model is quite small, she is only 605 mm long but nevertheless handles well in choppy water . She is fitted out with twin motors and shafts as per the Original, a very handsome ship.

HMS Bulldog was later extensively refitted to extend her hull life, given a fresh coat of grey paint and had the pennant number H317 painted on her sides, something that was not done when she was in the white livery as on Kelvin's model.

She was built by Brooke Marine of Lowestoft in Suffolk in 1969.

Another handsome vessel is the **John B** built by **Derrick Rudge**. The hull was purchased at the Hop Farm model show. The deck cabin and all the woodwork is made from scratch to Derricks own design, the masts are of wood and the sails are of Ripstock, material used in kite making. The rig is a gaff design and although named John B, she is not a sloop!



**Ken Cooper** is a member who lives in Essex but visits Dover regularly because he once owned a property here, Ken likes to sail at Kearsney and joined the club several years ago, he is a fast builder, some models taking only a few months to complete, because of this and because he

needs space to start another, he often contacts me to sell his boats in the KK. Recently he has had two boats for sale and he has sold both of these to our members. The first was a Sentinal customs cutter, this was built from the Model Slipway kit and was sold complete with all radio. The model is finished in US Coast Guard livery and is complete with figures on deck and on the bridge. The new owner of this boat is Ken Frisby, this makes Ken the owner of two Sentinals, he already has one that was built by Derek Tippett.

Ken Cooper also sold his Robbe Bremen Fireboat to Chris Day, this is a modern German vessel and again was sold complete and ready to run, We look forward to seeing these models on the water soon.

One boat that was not for sale, but was brought down to Dover to run was a Rive Aquarama. These Italian runabout boats are very well respected and fetch very high prices these days despite being a slightly old fashion design, because they are "classic" boats.

Ken's model is built from plans that were in a model magazine, she is approx 30ins long and is built in the traditional plank on frame way with thin mahogany planks forming the outer skin. The wood was obtained from an old piano! The whole boat is beautifully varnished to show off the rich grain of the wood. The windscreen is built up from brass and covered with silver foil making it look like chrome plate, a novel idea. The bow stem piece which is also highly polished, is a spoon suitably bent and fixed between the planking and on the dash board is a small working compass. The model is powered with a 555 sized motor that is water cooled by wrapping a coil of tubing around the casing. 2.4 Planet R/C is the operating system.



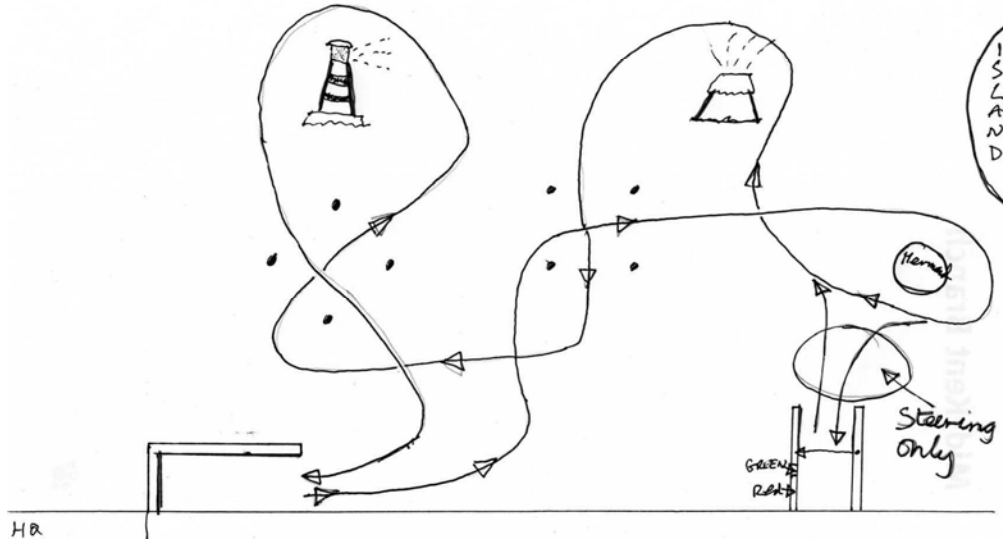
*Riva Aquarama*

This model took Ken just two months to complete.

# Regatta Reports and Information

The newly introduced regatta course is reproduced below, we have decided keep to this course for the remainder of the season, it has proved to be popular so far.

## TUG TOWING AND STEERING



The small M shaped club 500 course uses the area above the lighthouse and volcano features

### April 17<sup>th</sup> Regatta

Our first regatta was blessed by unbroken sunshine that lasted all day; it truly was a glorious start to our 2011 season. When I arrived at 0800, there were already members getting the equipment ready for the day, the loaded trolleys were wheeled down to the lake where members and helpers set up the compound in record time.

Out in the lake the steering and club 500 courses was laid out to the design thought out by our scale secretary Len Ochiltree( See plan above). These were simple but effective with the same buoys being used for the Springer pusher event and the steering and tug towing events. Len had also made up some club 500 markers that were also put out ready for that event.

The timetable was adhered to and the Springer pusher tugs got underway on time, this new event proved to be interesting due to various methods of securing the barge to the tug being tried, having the tug hard against the barge was found to be the best method of manoeuvring around the course.

The steering and tug towing events also took place on time and we were encouraged by the amount of entrants, the club 500 races however, were not so well supported due mainly to boats breaking down or crashing into the (lighthouse)!

With such a lovely day there were boats on the water all the time, those not engaged in competitions were free sailing, it was noted that the competition area being relatively small did not get in the way of members free sailing their models, this was something that we had worried about.

It was very nice to meet some of our newer members who had joined the club this year, some new and interesting models were on show from them including another submarine!

All of a sudden and it must be said, getting to the best part of the day, it was time to pack up. As members started to drift away and all the equipment needed to be stowed away, we packed everything up and got it back to the shed ready for the next time.

This was agreed by all to be, a very successful first regatta.

## May 15<sup>th</sup> Club Regatta.

It was another fine sunny day for our May regatta, only a breeze causing us to ask whether or not to put up the gazebos. We did erect them and all was well, the models were protected from the sun and if yours is constructed from styrene sheet, you know that makes sense! The format adopted was identical to the April regatta, a course was set out for Springer Tug pushing, tug towing and steering, at the same time the Club 500 course was also laid out. The yachts adopted their now familiar course that takes them over the far side of the lake to avoid the power boat areas.

At 11am, we stopped for a minute to remember Maurice, our Chairman who had passed away recently.

The boats not engaged in the competitions displayed to the public who visited us for most of the day, there was a small crowd watching most of the time. Charles Male was sailing his HMS Wilton and had some problems with the wind which was strong enough to heel his model over a little more than was comfortable for it, Charles told me when it was safely recovered, that he had got a little worried, to say the least, when this had happened. Dave Cowlin again disappeared down by the bridge where he demonstrated his dredger working in calmer water for interested onlookers. Denis Wellard had built one of the Thunder Tiger kits of the underwater submersible Neptune SB1, this worked beautifully and maintained depth during the time underwater with no problem at all, it was very impressive.

Our thanks go to Barbara Rudge who has kindly offered to run the tea tent for us again; she set it up this time and was much welcomed by the membership.

When it was time to pack up, we got everything back in the shed safely in record time, this was due to the fact that Dick our park keeper was around this time.

## Kearsney Kapers June 5th

The Kearsney Kapers open event was advertised by our Scale Secretary on the Model Mayhem website and the Model Boats website, this was in addition to the clubs that we invited from our area.

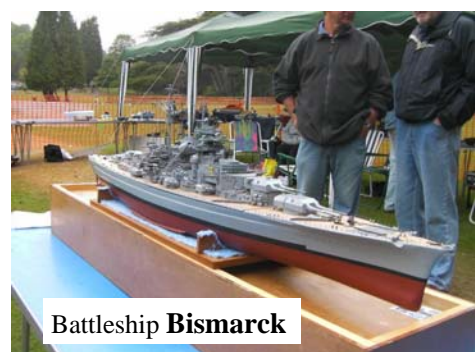
In complete contrast to the weather that we had had for our earlier regattas, this was a grey overcast and windy day with rain forecast for the afternoon. Despite this we decided to carry on and make a day of it.

The set up was done in much the same manner as our ordinary regattas, but this time we only set out the boat snooker and the Club 500 course. At our open regatta we usually concentrate on free sailing and this is what we did, those who needed a frequency used the peg board system that was in place. As was anticipated, we had a lower turn out than normal, mainly because there was another event at Alford in Surrey being staged this weekend, the trader that we had invited for instance, Tony Mudd, had already booked his place at that event as well as many other local clubs that usually go there.

We did however, have two members from Capstan model boat club at Chatham join us, they were made welcome and were introduced to the members of our club, their club chairman participated in a game of boat snooker and thoroughly enjoyed it.

Maurice Job's model of the German battleship Bismarck was on show as a tribute to him and his modelling skills. Maurice had intended to display the model himself at the KK event but sadly this could not happen, the model looked splendid and was admired by all his colleagues, we were happy to be able to fulfil his wishes.

Unfortunately, the rain arrived early and soon took hold, we did get in a round of snooker and a club 500 race, but the entrants had to operate in the bad weather. Eventually, this bad weather caused us to abandon any further planned events including our warship sail by. By early afternoon, we decided to call the raffle and get



*(Continued on page 7)*

(Continued from page 6)

packed up, the rain made this a very unpleasant task, but we managed it and all was put away safely.

Thanks to everyone, especially Barbara and her helpers who kept us topped up with tea, coffee and homemade savouries.

### **Club Regatta June 19th**

This club regatta came only two weeks after our KK event and although we had not realised it at the time of setting the diary dates, it was also Fathers Day.

Not surprisingly, the turnout was poor, only a few hardy souls arrived to set up the compound and attend the day. It was a fine start but windy so the fold out gazebos were not put up, we did however erect the new stronger gazebo that we have had for some time but never used. After sorting out what pole goes where, we put it up, this proved to be quite an asset, especially as we had quite a downpour of rain in the early afternoon.

As mentioned, the amount of models on display was down but the old favourites kept the public entertained as they performed for them. The Yachts were also a bit thin on the water as well, they did manage the races though and produced some surprising results, despite dropping her 'Passing Wind' and bending the rudder, Barbara Rudge managed to come in first place. Well done Barbara.

The Springer tug barge pushing event also took place with a win for Len Ochiltree and a second for Pete Cook, as there were only two entrants for the steering and tug towing, we invoked the three model required per event rule and did not run these competitions.

As the bad weather again closed in, we packed away early and headed for home.

### **Dover Regatta 2/3rd July**

As is customary in this country, we always start with the weather, all I will say is that it was glorious. The Dover Regatta changed its dates to an earlier time this year and this did mean that there were other events already planned which stopped some members from attending, despite this we did have quite a number of members attend this year, we could have done better but enough said!

The hire van that we used, was picked up, loaded, and delivered down to the show and parked in the DHB Marina overnight. The next morning at 0630, it was driven to our now familiar spot on the seafront where we set up the display in the traditional way. The large portable pond and the children's have a go ponds were set out and the tables and gazebos erected in a couple of hours, not too bad considering we had a bit of a disaster with the water supply. The hydrant key had been changed and we did not have the correct one, we asked for assistance from the DHB Police who responded magnificently and solved the problem, our thanks go to PC Andy Atkinson for his help, A letter of thanks was also sent to the Chief Officer of the DHB Police. By 10am the pond soon filled with models and the public responded by visiting us to watch, we had some very nice comments made about our models and the display we put on, commentary was provided by *AP Sounds*, it is nice to talk about the models and the public appreciate it as well. The day went very quickly and soon we were looking to pack up ready again for the second day, this was a repeat of Saturday but this time we were joined by six members from Chatham Capstan MBC, they boosted our display and helped recruit youngsters into having a go on the small boat pool. I know they always enjoy coming to Dover and supporting us. There were the usual interesting and technically clever displays by some of our members including the now famous rowing cockleshell heroes canoe from Dave Cowling, his Admiral Day also performed well for the public. There was the landing craft and tank disembarkation display by Gerald Vesty in one corner of the pool which is fast becoming one of our trademark displays, as is his amphibian which was complimented by Ken Normans vehicle from the Capstan MBC. This year we also had the Sealink ferry Vortigern displaying on the water, Kelvin Castles model certainly provoked many comments from the many old crewmembers who watched her sail again.

A hard couple of days but well worth it, thanks to all who made it so.

## *Emails/Letters to the Editor*

*I have received the following emails from members.*

*Here is a story you may find interesting. It is a mystery that I cannot find the answers to. Go down to Kearsney Abbey lake (the one with the fountain) and look at the small island to the left of the fountain. On the island you will see a small monument about six foot high. The inscription on it reads...*

*King George the Fourth  
Gratuitously condescended to visit  
Sir William Curtis MP  
At Cliff House, Ramsgate  
From the  
24<sup>th</sup> to the 25<sup>th</sup> September 1821  
In progress to the Kingdom of Hanover.*

*The monument is a miniature replica of the full size monument situated on Ramsgate seafront that commemorates King George IV making Ramsgate a Royal Port, his yacht was moored in the harbour and was used for his frequent visits to his other Kingdom of Hanover. Sir William Curtis was Lord Mayor of London (for 28 years) and lived in Cliff House on the cliffs above the monument on Ramsgate seafront. He was also a close friend of King George IV. It also seems that the Lord Warden of the Cinque Ports at that time, The Duke of Wellington who was living at Walmer Castle, was not very close to these two characters. My mystery question is why would a miniature monument that commemorates a happening in Ramsgate be sited on a duck pond in Dover? the estate was originally owned by John Minet Fecter, a wealthy Dover banker. The estate was later sold to Dover Council for £10,000 and became Kearsney Abbey Public Park as we know it today.  
Chris West*

*We have since found out that a Sir William Curtis also lived in Kearsney Abbey for a while which probably solves the mystery. Not the same chap as above though Alan..*

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*Dear Alan,*

*It is with heavy heart and deep regret that I have to leave the Model Boat Club. My wife and I are moving to Bognor Regis West Sussex to be in close vicinity to our sons. There is a Model Boat Club in Chichester (about six miles away) which hopefully I can join. My thanks go to all the club members who have helped and supported my boat building exploits at the pond and in the workshop. The best camaraderie I have known since leaving the Army fifty years ago.*

*May the Model Boat Club Dover continue to prosper over the ensuing years.*

*Sincerely John Patterson*

*Dear John,*

*Thank you very much for your kind comments and good wishes for our club. We are happy that you found the club to be helpful and supportive, friendship is something that we pride ourselves on and try our best to make everyone welcome. We hope that you find equal pleasure at the club that you have found in Chichester, pass on our good wishes to them and maybe we might find ourselves visiting each other for a sail in the future. Good luck from us all and happy boating.  
Kind regards*



# Stanchions

or is it ( stantions, staunchions or stauntions)

Stanchions, those little posts that hold the handrails on ships. OK on bigger models they are not a problem but on the smaller scales they can become a real pain to construct.

Yes you could sit there with your basic material, be it brass or some other metal or even wood if you intend the model to be so constructed, fashioning a perfect shape that will accept the handrails and produce a reasonably acceptable stanchion. The problem is that there are probably so many to make, sometimes hundreds on a big model, and getting them all the same is a real test of your skills.

In the past I have made up little jigs that make the task easier and got the soldering iron out and gone for it, the results are quite good especially if you solder the railings at the same time and don't look too close at the final result, they normally are quite basic but are convincing when viewed from a distance.

But let us consider the options; there are manufacturers out there who are now producing stanchions in most scales, they are in some cases exceptional and in others not so.

Some kit manufactures like Model Slipway, have used white metal as the material for these parts, this can be cast into a scale looking article but it is not very strong. It can however, be soldered with care to the handrails which strengthens them up but from experience, it's not really the material to use for a working model.

Most other kit manufacturers use brass these days, Dean's Marine for one, they have gone from the white metal in the early days to brass, making a much better and stronger product.

There are a number of dedicated producers of model stanchions, probably the most well known is James Lane of Northumberland who has been advertising it the boat magazines for years, he can supply just about any stanchion in most scales and uses different methods to make them, some are pre-formed with the ball that holds the rails bent into the shape, these are in two halves and fold over the rails or he can supply the same thing photo etched. A little catalogue is available from James that shows other things like ladders and valve wheels that he makes, check out his Ad in the latest MMI or MB's magazines.

"Scale link" is another source of stanchions, these are photo etched and come as a set already formed with the handrails also etched. This company makes other etched material that is used mainly by the model railway side of our hobby.

Graupner, the German manufacturer of quality kits, also supply stanchions, they can be found in bubble packs at most model shops, they are typically turned from brass stock and normally need cleaning up around the area where the rails pass through the holes.

When looking for stanchions for my model warships in 1/96<sup>th</sup> scale recently, I discovered that Deans Marine sold a set of photo etched ones. I purchased a fret, (about 150 etched parts) and have used them to good effect on my model. I certainly recommend them, they are etched from 18thou spring brass and have the correct spacing for modern RN rails, merchant ships have a different number of rails and are differently spaced, some warships also have different rail configurations but that's a subject all of its own. Deans also advertise in the magazines as do Graupner.

To finish off this little piece a few words about the spelling of "Stanchion".

I have seen ' Stanchion, Staunchion, Stantion, Stauntion' used to describe this item, I have always used the "Stanchion" spelling so decided to check it out, it appears that this is correct but it has provoked much interest in various forums on the subject.

Does it really matter how we spell it? I believe it does but we can still simply refer to them as the bits that holds up the railings on our model boats! Ed.

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## Model Slipway.

I have been informed that Model Slipway, mentioned above is cutting down on its production range. I do know that the Club 500 is no longer in production and the moulds and the injection moulding equipment is for sale. Also dropped is their Fleet Tender model and possibly other kits in their range....We wait to see what will become of Model Slipway.

# Help!

This is an urgent appeal for all members to please send your updated email addresses to our Membership Secretary, Ted Goldring. [membership@mba-dover.org](mailto:membership@mba-dover.org)  
Just send a simple email containing, for example your postal address, which might also need updating, to the club Membership Secretary.

He can then pick up your correct address from the email. ....“ simples.”

The reason is, that we have noticed discrepancies in some of the addresses that we really need to correct; this will enable us to contact you personally if necessary.

This information will be recorded and kept by officers of the club for club business only. It will not be released to anyone unless we receive specific permission from you allowing us to do so.

If you know of anyone who might have not received this newsletter, could you also please provide us with his or her correct postal address? Obviously, if you've received this, your postal address will be correct.

So don't forget, a simple email to [membership@mba-dover.org](mailto:membership@mba-dover.org) will help us to help you.

Thanks....

You might remember that I mentioned the Mutleys model shop in Canterbury in the previous issue, I am sorry to report that they have been forced to cease trading due to a serious medical problem with the owner. Perhaps the shop will re-open again in the future, the Dover MBA send their best wishes to the owner for a speedy recovery.

**Man in rigging**, Chris West has been at it again! He arrived at one of our regattas with a novelty man in the rigging model. A mast had been made and suspended from it hanging on was the figure of a stranded sailor. The boat had obviously sank and circling the mast can be seen, four fins of sharks (*I bet they were Dover sharks*) waiting for the man to drop off. This display was positioned in the water near to the island and caused much interest and mirth. We await Chris's next idea with interest.

## Model Boat Association Dover Information

### Club Committee Members 2010

**Chairperson : Mr Peter Cook:** ☎ 01233 647239  
Email: [chairperson@mba-dover.org](mailto:chairperson@mba-dover.org)

**Secretary : Mr Alan Poole :** ☎ 01304 852917  
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**Treasurer : Mr Douglas Turton:** ☎ 01227 752244  
Email: [treasurer@mba-dover.org](mailto:treasurer@mba-dover.org)

**Membership Secretary: Mr Ted Goldring:** ☎ 01304 380778  
Email: [membership@mba-dover.org](mailto:membership@mba-dover.org)

**Webmaster: Mr Phil Ribton:** ☎ 01304 820215  
Email: [webmaster@mba-dover.org](mailto:webmaster@mba-dover.org)

**Scale Secretary : Mr Len Ochiltree:** ☎ 01233 627469  
Email: [scale@mba-dover.org](mailto:scale@mba-dover.org)

**Newsletter Editor: Mr Alan Poole:** ☎ 01304 852917  
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**Yacht Coordinator : Mr Alan Hounsell:** ☎ 01303 242540  
Email: [yachts@mba-dover.org](mailto:yachts@mba-dover.org)

Model Boat Association Dover



### MBA Merchandise

Caps	£5.00
Sweat Shirts	£14.00
T Shirts	£8.00
Polo Shirts	£12.00
Enamel Pin Badge	£2.50



Website: [www.mba-dover.org.uk](http://www.mba-dover.org.uk)