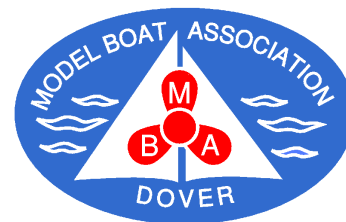


Kearney Kapers

The MBA Dover Newsletter



Issue 23, Summer 2007

Welcome again to the Summer 2007 edition of KK.

On May 14th, The Dover MBA held it's AGM.

As widely expected, this very important AGM brought with it an almost complete change of club officers.

Jennie Hounsell and Carol Tripp stood down resulting in the loss of Chairperson, Treasurer, Membership secretary, Fundraiser, and Website organiser.

I, along with all the membership would like to thank Jennie and Carol for the excellent service that they have given to us all. They have steered and shepherded the club through many years and have done a marvellous job. - Thank you both.

We welcome the new elected committee members, who will, without doubt I'm sure, do an equally good job for the MBA Dover. Our new Chairman is now Mr Maurice Job, Maurice has been a keen modeller for many years and has been a solid supporter with us for a long time.

The Treasurers position has been filled by Mr Douglas Turton. Douglas, although relatively new to model boats is an enthusiastic member who will put

his knowledge in book-keeping to good use for us.

The Membership Secretary now becomes the job of Mr Charles Male, Charles has served the club before as scale secretary but feels that this job will suit him better.

Our Fundraiser and Webmaster is now Mrs Christine Wellard. Christine has good organising skills and is very competent with the computer, she will also organise the tea tent at our events.

The Scale Secretary is now Mr Len Ochiltree.

Len's ideas for the Trafalgar boat race and the more recent bottle boat race, have proved to be very popular, some similar projects are in the pipeline for the future.

The Yacht section co-ordinator has now been taken over by Mr Colin Goldsmith. Colin is well known in the model and full size yacht circles and will continue with the good work started by his predecessors.

Our thanks are due to Andrew Goldsack who had previously looked after this section within our club.

The Club 500 section is still being co-ordinated by Maurice Job. So these are the major changes, our Club



"With sails as blue as the sky."

Secretary is still Peter Cook who continues to do sterling work for us, and I will remain as editor of KK for this year at least.

Please continue to support the new committee to take the club forward.

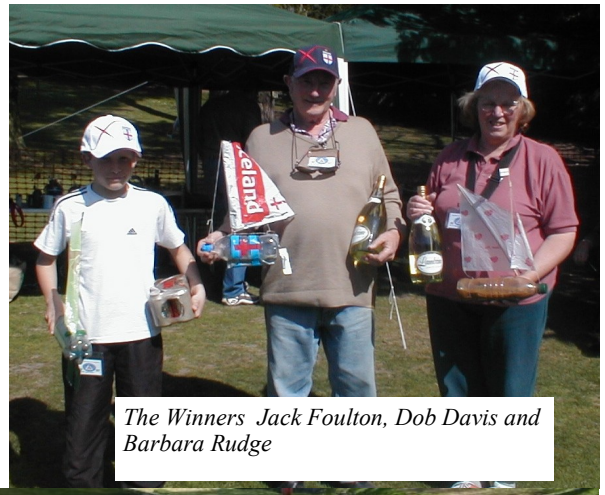
Following discussions with members at the pond side and at other meetings, we felt that after 10 years dedicated service, that Jennie and Alan Hounsell should be made honorary members of the Dover MBA.

Therefore at the June club meeting, Jennie and Alan were presented with this membership. Our own long service and good conduct medal.....

Alan



The Bottle Boat group



The Winners Jack Foulton, Dob Davis and Barbara Rudge

Bottle Boat Race 2007



Peter Cook's Rother Lifeboat



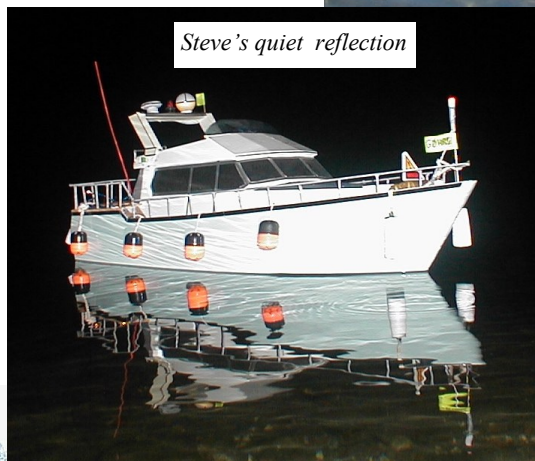
The Off!
Photo
John Holness



Barry Smith's Compass Rose



Illuminated Winner at last



Steve's quiet reflection



Derek Rudge's Thames Barge



12 foot long model?

Complaint letter

During May, the Council received a letter which caused them to ask the club for confirmation that we do have an agreement with them to operate at Kearsney Abbey . This confirmation was produced, the original agreement letter was in our club records, this satisfied the Council and the matter cleared up. We still do not know why this information was required but rest assured we as a club remain stewards of the lake and as always, never stop anyone, members or others from using a legal model boat on the water.

A little while later, the secretary received another letter from the council informing us that complaints have been made to the RSPB and RSPCA in respect of the speed and noise of some model boats on the water at Kearsney. The letter goes on to say that the speed has been several times above the permitted guideline of 5mph. Naturally the Council, RSPB and the RSPCA as well as ourselves, take these complaints very seriously indeed and as a result, the club immediately cancelled the Club 500 races until further investigations could be made. We are aware that the club 500 racers might slightly exceed the 5mph but this happens only during tightly controlled races that are run at set times and are of limited duration. The models are all electric and therefore do not produce any pollution, the noise from these models is also not excessive.

We sent a letter to the Council asking them for a contact at the two organisations and for details of the type of complaints that have been made. We also asked for details about when this alleged incident took place. As a club we cannot be at the water 24/7 and we have had reports of other modellers using the park when we are not around, some with I/Cs.

It is possible that someone is trying to stir up trouble for the club by making these accusations, but if so, they will not succeed, the very reason for this clubs existence stems from an incident similar to this. The council had received a complaint that model boaters were harassing the wildlife and decided to ban all models from the water, including sailing boats. The original members of this club formed a group and approached the council to put our case forward, the Council's decision was overturned and the M B A Dover was born.

We will continue to act as a responsible club and do whatever is necessary to protect our hobby. Alan (Ed)

Since compiling the above, Peter, our secretary has now heard back from the Council informing us that the complaint concerned model CARS operating in the park. We have been given the all clear so now intend to restart the Club 500 races. Jolly good news!

When is a model not a model

At the May Childe Beale meeting in May, two very large “models” were seen operating on the lake. There was a Battleship that was based on a King George V class and a submarine, a nuclear Warspite class. They were constructed in sections and bolted together on site, the power was an electric outboard motor with twist grip throttle control. A small steering wheel was linked to the steer able motor by cables. No radio control was used because they were navigated by actually getting inside and driving them !

Towards the end of the day the owner of these boats was talking to me at length about my submarines, after explaining the workings to him he asked me if I would like to have a go with his submarine. Naturally he did not have to repeat this offer and I was soon snuggled into the very cramped model, laying flat on my back. The conning tower hatch , which has a mesh viewing position, was lowered over my head, and I set off. At first I found it very uncomfortable and claustrophobic but after discovering a headrest at the back of the tower, all was well.

It was great fun driving an almost real submarine around the lake, an experience that was not to be missed, I didn't dive it though!

Alan

(Photo on page 2)

Readers (Fred's) Models

A selection of

readers models.



The group of models pictured on the left are all from Fred Styles.

The models relate to the article by Fred on page 6 and 7.

Fort Frederick the freelance coaster is far left with a two masted sailing boat and a Billings fishing boat. The tug is the Blankert tug model that is mentioned in his text as is the last of Freds models, the famous Cutty Sark.

For Sale & Wanted

Barry Smith has offered three of his boats for sale. These are very well made and come complete with motors and speed controllers but no radio.

MODEL SLIPWAY - 'LOYAL WATCHER' FLEET TENDER

l.o.a 40" beam 11"

Fitted with torpedo 800 motor - brass 3 blade prop. Electronize 43HVR speed controller. JR 517 ball raced rudder servo. 12v. lead acid battery.

Ballasted ready to sail - Handles very well.

Price £235

DEANS MARINE H.M.S. BULLDOG 1/96

L.O.A. 24" Beam 5"

Fitted with twin 4 1/2v motors. M/Sonic 4 marine speed controller. JP 'mini' rudder servo. Battery required 6xAA. Fitted with Futaba 2ER RX and TX (if wanted). Ballasted ready to sail.

Price £125.

MODEL SLIPWAY - RANGE SAFETY LAUNCH

l.o.a. 37" Beam 10"

Fitted with twin torpedo 500 motors. EZ Digital 30amp speed controller. GWS metal geared ball raced rudder servo.

Handles well and is fast on 8.4Volt pack.

No ballast required.

Price £125. Demo on water if required on all three.

WILESCO Twin cylinder horizontal steam engine with boiler and all paperwork, would suit paddle steamer as it is geared for this purpose.

Virtually brand new and only test run. ...**Price £100**

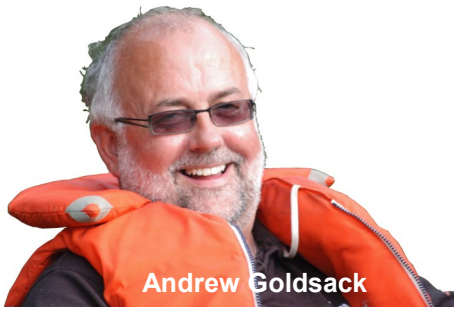
I have received another request for a second hand steam plant, Douglas Turton is building a Thames launch from the Kingston Mouldings hull and requires a single cylinder steam engine with vertical boiler, ideally a Cheddar puffin.

From experience I know these machines are highly sought after and do command a lot of money even when second hand. A scan through the modelling press might get better results than in these pages, however if anyone can help Douglas please do contact him.

A Smit Nederland Billings tug, is being offered for sale by Thomas Bartle, no offers **£350.00**

Endurance Yacht Race

Saturday 9 June



Andrew Goldsack

This was a new MBA event, organised jointly by Andrew Goldsack and Collin Goldsmith. The event, open to all Yacht owners, was designed not only to test skippers sailing ability but also the yachts, equipment and batteries. This six hour endurance event with its two compulsory 15 minute

breaks, also introduced new tactical challenges as each competitor also had to decide when to take each of the two compulsory breaks.



Collin Goldsmith

The evening before the event Andrew and Collin prepared by rearranging the marker buoys on the lake to give as large a course as possible, with a specific start/finish gate. At this time, weed was also a concern, as it was more prevalent in the lake than it had been for a number of years and was likely to rise to the surface on a warm sunny day stopping yachts and power boats alike. In an attempt to reduce this potential problem Collin rowed the dinghy around the lake while Andrew dragged a rake along the lake floor, over the stern of the dinghy, in an attempt to dislodge the weed. From a spectators point of view this was entertaining to watch and listen too but I think they should have started at least 2 months earlier, to have any marked effect on the weed.

On the morning of the event, I arrived at the lake with the essentials for the day, yacht, transmitter, spare batteries (how many do you need for 6 hours sailing), food, drink and a seat. Andrew and Collin had once again been busy and a Gazebo had been erected to form a control area and the dinghy was ready for action. A briefing was held to make sure everybody understood the rules and course to be sailed. We were then all issued with clip boards and coloured pens to record the laps completed each hour and when the breaks were taken.

The race started with four competitors, all sailing Fairwind Yachts, a light breeze and sunny weather. The sailing was close for the first couple of hours with the first place changing a number of times. Then the wind started to drop and the competitors started to spread out. It was time to make the difficult decision when to have my first break, the fear being that once out of the water the wind would increase and everybody else would start completing laps in record time. Fortunately this did not happen, and all the competitors stopped within a few laps of each other for the first break.

As the day progressed the wind dropped and the weed started to rise causing a few problems with yachts having to come ashore to have it removed. But everybody kept going and continued racing, everybody waiting for the first person to take the second compulsory break. Again, once the first person came in for a break the rest played it safe and followed suit. The race then continued to its finish with clip boards and coloured pens hand back for the final reckoning;

The final results for the event were;

1st Alan Hounsell, Moonwind, 39 Laps; 2nd Collin Goldsmith, Foxy Lady, 37Laps; 3rd Andrew Goldsack, P42, 34 Laps; Leonard Goldsack, Zephyr, 32 Laps.

This was a very different and enjoyable event, which will hopefully become a regular in the club's diary and more members with yachts will come along and enter. I now know that my transmitter and yacht batteries will last longer than 6 hours on a single charge!

My thanks to Andrew and Collin for organising the event and all the other competitors and spectators for making it a very enjoyable day at Kearsney Abbey. I am sure that Collin Goldsmith, as the Yacht representative, would be only too pleased to hear from any members with ideas for other yachting events that could be run in the future.

Alan Hounsell

THE JOYS OF MODELLING?

I have been ‘at it’, as it were, since about the mid fifties. It was about the same time I took up the other thing that I see my psychiatrist about, supporting Chelsea Football Club. I lived in Balham in South London, and in our copious cellar my father taught me the rudiments of sheet metal work, joinery, electric’s and misogamy. With five older active sisters, you had too have a place to go on a Sunday morning before lunch whilst the arguments rage above us about borrowed cloths, boyfriends and late home comings, with my mother entreating my father to ‘do something’. He would grunt in the right places, which seemed to pacify her, and carry on at the same time with our latest project. I learnt a lot over those formative years. From that abode sprung all sorts of things in the next forty years or so, a distinct learning curve.

I was already into ‘O’ gauge Hornby trains and model boats, when I took my part in being the youngest member our gang, in the ‘Battle of the Round Pond’. I was heaved into the pond at Clapham Common for daring to sail my coaster powered by a Mighty Midget motor whilst the ‘GENTLEMEN’ sail their yachts! It received news columns in the London Evening News and was eventually solved by sailing times being introduced. I was dried out by a neighbour of two of the more senior members of the gang in front of a large coal fire, before being allowed home. My mother as I remember gave out a chortle of ‘being cleaner than I went out’. I never told my Parents about this, you just did not.

Just after the war, my Uncle Harry who could lay his hands on anything and whose two boys were very successful detectives, bought a suitcase too our house full of a LMS train set. My sister, who was nursing training at the time and weighed out my youngest sister’s sweets and my own with a plastic weight and hers with a lead one, claimed the railway as hers, being Lily Mary Styles. This cost me my sweets to retrieve it on a Saturday, which were on ration at that time. My father intervened after six months of this female extortion, subsequently playing with it when Chelsea were away and my mom being on her ritual pilgrimage to Arding and Hobbs at Clapham Junction. The next summer holidays were spent productively when one of the fathers of our gang made a challenge we could not refuse, that was to produce a non powered plane to fly the length of Nightingale Square, a grass strip of some one hundred yards. Between scout camp, collecting old newspapers etc for monies for the kits and balsa at John Lester in the High Road, my parents saw or heard very little of me that summer. The model shop and parents, put up ten pounds for the winner. Kiel Craft made a small fortune out of us that summer, I alone produced seven gliders all with copious modifications. It was never achieved, and later, the residents fenced the square off.

Powered flight used to take place on Wandsworth Common, which with, and without the gang, many clandestine activities took place. Fred, the Common keeper, scourge of would be pilots, sailors and catapult hunters in trees, would leap at you with his spiked fork for litter picking, taking out your model or you, or the bike you would be trying to get away on. The gang like meer cats kept good watch. It was late on in my teens and a lot of history, that my best mate Derek spiked his daughter betty after a shocking incident with his spike on the aforesaid person. Today both sides would have been put in jail, but the consensus was that honour had been restored. I experimented with Dyne rockets, Jetex boats, control line flying, and the pride of my collection was a thirty inch LOA, eight inch beam sloop, carved in two halves by my father and I. The lead keel was an old piece of waste pipe, melted down on a Saturday Chelsea played away, over the kitchen stove in an OXO tin that was packed with sand. It worked well, and my nephew still has it I believe in New Zealand. It survived my mothers copious dustings which would result in, “Oh look it’s broken, so I’ll just pop it in the dustbin”. They were retrieved to the bowels of our workshop to be returned to service.

I was home on leave in 1969, when my father and I decided that we would go to the Model Engineering Exhibition at Wembley. We had decided that morning that I was not going to spend any money that day. I ended up with plans and the castings for a

3 ½ inch gauge locomotive Princess Marina. It was agreed on the way home that he would do the sheet metal work and I the fitting and turning. After many voyages, and the death of my father the project was finished. I have named it Annie Margaret, after my mother. After a horrendous divorce, the engine disappeared along with all my models, never to be seen again so I thought, I was in Exeter, with my two eldest sisters in a dress shop. This had about as much excitement as watching grass grow, so I went looking into a run down bric-a-brac shop when I spotted a beaten up engine with a separate boiler with a hole through the crown sheet. After looking at several items, under the eye of a gent who looked like Auntie Wainwright, who assured me that it was made by a professional builder, showing me the stamped letters on the main frames F.STYLES 1974. I am glad to say that the engine is close to being run again.

I stepped out one morning in Guildford, going to the model engineering fair they put on which includes all sorts of contrivances including boats, trains and planes.

I had to see Karen at “Reeves” to retrieve some paint for my steam engine. Whilst purchasing the paint I saw an old colleague whom I knew was not so well fixed. I offered him lunch and a chat, as we walked together, my eyes

perambulated down to a very large brown sack used by catalogue companies. Seeing that there was a frame of a boat sticking out of it, I exhaled “Oh there’s a boat in there”, The man was even quicker, with one heave from the ground I now had the makings of three boats in my arms and four tins of paint.

I now know these were the Cutty Sark, a Trawler and an Italian motor cruiser, all of which are finished or nearly so. My friend who was watching all this said, “ You’ve been there ten minutes and you try to buy the place.” I have always said that you have to make spot decisions and live by them.

At the Dover club shed in the park one night, there was a prime example of the cavalier way you have to do business, A certain larger than I, FRIEND of mine inveigled to the shed one night hoping that I was going to befriend a sorry looking Blankert tug boat. After proclaiming to the world that I would never touch a plank on frame model again, I saw this sorry looking Baltic Trader which had apparently languished there for some six years. Everything was soaking wet so I stuck it in a frame to keep it straight, turned on the television with the mute engaged for two days and dried it out. I was satisfied that I had at last found a use for the haunted fish tank and that this years licence fee had been justified! I went to Dover model shop and they had just the exact spare parts for this model. It was meant to be.

I have named all my ships after my sisters according to beam size, my railway engines are named after events or places. I am always amused at the so called ‘experts’ that you get around the shows and are around in clubs. These anoraks expound to their mates in aloud voices the chapter and verse straight out of the book. I usually engage these rivet counters in conversation about my model and lead them to the cliff edge then tell them its mine. As with any modeller, a lot of the person goes into a model let alone finding all the spare parts etc. I met a lot of interesting people through it and I remember.....

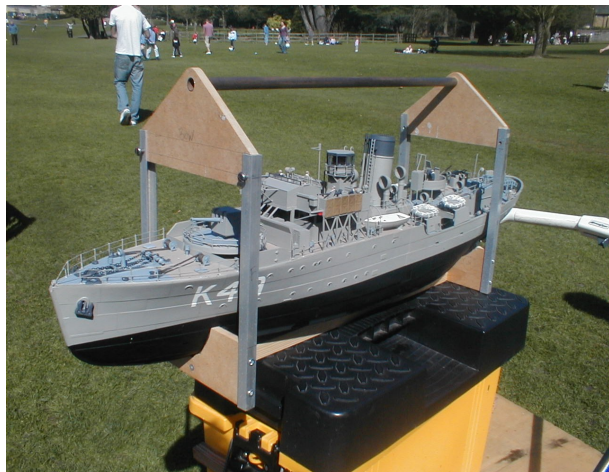
That’s for another time.

FREDERICK STYLES.

A selection of Fred’s models as described above can be seen in the members models page. Thank you Fred for sending in this interesting insight into how things were in the early days of model making. This was a time when building models and solving the problems that arose, was a valuable part of ones youth. Ed.

More Readers Boats.

Below left is Barry Smith’s HMS Compass Rose. This is the flower class corvette by Revell painted to represent the fictional vessel used in the classic film “The Cruel Sea.” She is sitting in a purpose built carrying cradle that protects the model from breakage. *Below right* is the neat little stern trawler from Thunder Tiger. This one is owned by Maurice Job. They cost just £200.00 and are very nicely finished and complete. ARTR (Almost ready to run).



Events Reports.

Friday 23rd March 1st Illuminated Event

Once again, the Illuminated event was not blessed with very good weather; it had been wet and cold all day which was probably the reason for the poor turnout of boats. In fact, only two models appeared, but they both ran reliably and looked impressive on the water, which was at least calm. Steve Cockshoot brought along his large cabin cruiser St Moritz, to which he had fitted a number of extra lights around the deck edge as well as the usual navigation lights. Peter Cook had his old favourite out again, the Rother class lifeboat, which had the cabin lights, and navigation lights all working. The blue flashing emergency light stood out solidly and could be seen from a good distance, both the models made a fine sight with the reflections creating a perfect mirror image when stationary on the water. With only two models to judge, we asked Anthony Shilson's wife Natalie to pick out what she considered to be the winner, a difficult decision to make but it was Peters Lifeboat that took the trophy this time. Thanks to both members who took the time and effort to sail their models for the enjoyment of all who were watching.

We have decided that in future, previous winners will be allowed to run the same boats again, having as many boats on the water at the same time and creating a spectacle is what we are aiming for so get those older models out again and have another go, lets see a good show for the next Illuminated Event, which will be on Friday the 28th September.

April 22nd Club Regatta.

Superb weather with an excellent turnout of members and their boats was how we started the 2007 season. The April regatta brought a mixture of new models and old competing in the now customary steering, tug towing and yachting events.

The 'have a go' tug skippers pool was set up and had a very busy time under the watchful eye of Frank Jobson who done a wonderful job controlling a lot of very enthusiastic youngsters.

As the sun shone, the public were entertained by members free sailing their boats at the western end of the lake, the fenced off lakeside area did not affect the viewing area too much because we decided to restrict the size of our compound to compensate.

The afternoon's entertainment was dominated by the St Georges Day Bottle boat race.

Fourteen models had been constructed, all very different some with triple bottles some with single and all with different sail configurations. The race started from the far bank with the intention to reach the home side but not everything went according to plan. Most of the boats drifted slowly down towards the weir, the few that got going well, made it to the middle of the lake where the back current allowed them to eventually make landfall.

The winner was Bob Davis with a single bottle hull and conventional shaped sail, the first lady skipper across was Barbara Rudge and the first junior was Jack Poulton who had a bad start but eventually came good.

The prizes were awarded accordingly and there were also prizes for the best-constructed models.

This was judged by one of our longest serving sailing members Vic Jones. Vic chose a very neatly constructed triple hulled model by George Cole as the best constructed model with Bob Davis second and Alan Hounsell third.

The rest of the afternoon was taken up by free sailing, the only drawback being the amount of weed that was coming to the surface caused by the hot weather, this weed caused many a model to foul their propellers and stop.

The stowing of the equipment was completed in under an hour, a very respectable time considering the amount of gear that had been set up.

Thanks as always to everyone who helped to make the regatta a success.

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Superb weather with an excellent turnout of members and their boats was how we started the 2007 season. The April regatta brought a mixture of new models and old competing in the now custom-

May 20th 2007 Club Regatta

The members gathered early on another nice and warm sunny day to set up the compound for the May regatta.

The small pool was again erected for the children to have a go at skippering the small tug models, this proved to be very popular once again and the income generated a very useful boost to club funds.

Not quite so many models were on the tables this time but we still managed to put on a good display.

With the warm weather, we are still experiencing a lot of weed rising to the surface and causing problems, with the swan population diminishing, this problem might be with us for a while because the swans would naturally eat this weed and help to keep it down. I recently visited the Herne Bay water and saw a similar problem there, actually it was worse, ours does at least flow, and is a little deeper.

Kearsney Kapers June 3rd

The new committee decided to run our open event almost unchanged from what we normally do for this day, with the old adage, if it ain't broke, don't mend it applying here.

We had sent invitations out to most of the local clubs in the area to join us for a fun day, and we were pleased to see a good many of them turn up to support us. Maidstone Cygnets came along with a nice variety of models, Chantry with some sailing barges and Herne Bay were represented by (Tugs R Us).

We decided to run half hour slots for yachts, free sailing, and boat snooker, a standard format for open type regattas. A last minute suggestion by Reg Archer that because it was the 25th anniversary of the Falklands War, we might be able to run a warship only slot.

As there were quite a number of model warships on display, we organised a slot for warship models only at 2pm.. This was very well received by everyone and was a nice touch to commemorate the event.

The weather was a little misty until lunchtime when we were again blessed with lovely Sunshine, this brought out the crowds and the park was full of people enjoying themselves, much to the relief of Frank Jobson who was operating the small children's pool and who, up until the sunshine appeared, had not done much trade.

Our new Chairman, Maurice Job managed to get around and have a chat with most people and from what he heard, he reported that they had all had a relaxing and enjoyable day.

A special encapsulated Kearsney Kapers 2007 card was given to all participating modellers as a memento of the day.

Well done to everyone who helped to make it a good day for Dover's KK 2007.

Bluewater June 10th

About eleven members went up to the Chantry clubs open event at Bluewater and had a very pleasant day with them. There were many clubs from all over the South of England displaying their models on the well equipped and picturesque lake. Of interest was the presence of a Canadian modeller who knew all about the small Springer tugs that are planned for the club. Those who are building them gleaned some useful information from this gent.

Wings & Wheels June 23/24th

Although non of us actually participated at this show, I have included a short report because many members went up to have a look around and buy their bits and pieces from the traders that attend. Its mainly aircraft, but boats do feature and there are some dedicated traders who sell kits and spares for us. Having not been there for many years, I found the show very interesting and would recommend it as a must for next year..

Club Regatta June 24th Unfortunately, this regatta had to be cancelled due to the inclement weather.

Some Late News

You will have noticed that the club now has a couple of new trolleys, these have been purchased ready built for all to use to get your models to the water, our bigger trolleys are left loaded with equipment in the shed to make life easier.

Also, we have purchased our own water pump and hose to fill the small pond with when needed. We had previously relied on the good will of Alan Hounsell, who allowed us to use his.

The original Model Engineering Exhibition run by Encanta and Model Boats magazine did not take place as planned this year, a great pity, however a new venue has been found, Ascot Racecourse.

The show will now take place on September 7th-9th 2007

A get well soon card has been sent to **Ken Booker**, who is unfortunately in hospital following an accident.

We all hope that he has a speedy recovery and is back sailing with us again very soon.

Although now old news, the club did put on a display at Bybrook Barn on the 1st July, this was a last minute decision and not in our fixtures list, a full report will be in the next KK

Just a reminder that Maplins has now opened in Westwood Cross, Broadstairs. No need to travel miles for those electrical components now!

Model Boat Display Dover Regatta 2007

Please help to make this event a success for the club by turning up and displaying your boats at the Dover Regatta on September 11th /12th at Dover Seafront. (Near the kneeling miner statue) We are doing a static display this year with the small pond for the kids. Obviously we need as many models on display as possible for the two days. Tables and Gazebo,s will be provided.

Please Note

During events where the small boats are being used, the frequencies **40-665, 40-675, 40-685, and 40,695** will NOT be allocated to any member for general use. If you only have these frequencies, please obtain some replacements.

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

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Yacht Coordinator : Mr Colin Goldsmith

Club 500 Coordinator : Mr Maurice Job

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