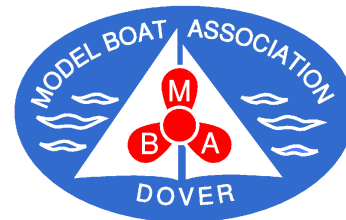


MBA Dover Newsletter



Issue 5, Summer 2001

Hello Again,

Welcome to the summer edition of our newsletter, the season is now well underway and we have already held several regattas. Some members have also been to some of the other regular out of area shows that have been favourites for many years, however the Foot & Mouth outbreak has caused some to be cancelled. The regatta reports page contains the information on these events and can be found later in this issue.

At the end of the last newsletter we were considering buying a new tent as our old one was feeling a little tired, this has happened and we are now the owners of a very smart new tent, which is a big improvement on the old one. We now look very professional when set up with our portable ponds at Regattas.

The workshops, which we have introduced into our monthly meetings, have proved to be very popular and well received. Suggestions for future workshops would be welcomed. If any members wish to give us an "in House talk" on a model related subject, please get in touch with any committee member, you will be most welcome. The AGM was held on April the 2nd, and as all the committee and officers of the club were willing to continue and no other members wished to stand, the



existing committee members were re-elected en-masse.

As the newsletter is becoming more widely read, how about someone coming up with a catchy name for it, obviously a marine related subject such as 'The Navigator' which is the Port of Dover's, or 'In Depth' which is the Association of Model Submariners one. Perhaps we could incorporate 'Kearsney' as it's our local water, or 'Dover,' our town in the title? We could decide on the winner at one of the meetings later in the year and take a vote to find the most suitable.

I have discovered a new model shop in the area, or should I say it was new when I visited it in March. The name is 'Meers' and it is in Canterbury. You can find it located just before the Asda supermarket on the Sturry road. At the time of visiting they had only a few boats and some fittings, but were hoping to build up stocks later, naturally any new outlet is good news for us

down here in this corner of Kent. Meers can be contacted on (01227) 766776.

Our thanks once again go to Frank Jobson, for building and erecting some shelving in the garage store. Frank spent the morning during our May Regatta putting up the shelves. ably assisted by our other Frank, Mr Taylor.

Also, during the May Regatta, the afore mentioned Frank and myself were in the dinghy laying out the course when eagle eyed Frank spotted a 'wreck'! This turned out to be a small submarine half buried in the middle of the lake complete with a crew of freshwater shrimps. So if anyone knows someone who.... has lost a submarine at the lake, contact me.....Beware though, I don't hand over model submarines without a fight!! It was noted during the refurbishments at the storage garage by Frank, that some work was needed on the

(Continued on page 2)

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structure, some panels had moved and there was a small water leak that needed to be sorted out. Ken had treated the woodwork but the roof needed a working party to clear it of branches and leaves. A group of members gathered and completed the work one evening, we now have a watertight store once more. Frank has also been

busy building a transmitter stand for the small childrens tugs. He even produced a scale model of it to show how the finished article would look. The actual stand is a very nice job.

That's all for now, any late news can be found on the 'next to back page',

Happy boating,
Alan.....

Regatta Reports

Sunday 22nd April.

The morning of our first regatta of the season started with some dullness but as the day progressed, gradually brightened up to give us a very nice sunny day.

We set up the compound and erected the new tent which assembled with no problems. Also new was a 'Gazebo', this was erected over the tannoy table just in case the sunshine disappeared.

A photographer from the 'Dover Express' introduced herself to us and asked if she could take some pictures of the club, she was shown around and given a brief explanation of the models. The event had been advertised in the local newspaper the week before and in the following edition, a report with pictures was published.

Also, a reporter working for 'Model Boats' magazine, arrived for a pre-arranged meeting with the club. (*Wow, fame at last*) He stayed all day chatting to the members, asking questions and taking lots of photo's. We look forward to seeing the results in the magazine when they publish it.

The regatta itself was run to the same well-tryed and tested format that we have used in the past with the tug towing events being followed by the steering competitions. The yachts were operating their races around the outside of the lake, the only upset was that the start of one race had to be delayed due to the steering course being set up to close to one of the yacht marker buoys, (Whoop's sorry chaps, I blame Charles for that).

The free sailing area was well utilised, this is always a popular part of our meetings at the Abbey as the public can get right up close to see the models and ask questions.

I noticed quite a few new models on the tables, always nice to see, I will put the details of these in the new models section when I get to speak to the owners.

It was a very enjoyable first regatta 2001.

AGM April 2nd

OK, I know this wasn't a regatta or show, but just in case somebody missed out reading the editorial, (shame on you), the membership re-elected the previous committee unchanged so you're stuck with them for at least another year.

Also on the agenda was a proposal from Ken Greenland that a practice golf ball be attached to the aerial tip for safety reasons. This proposal was accepted and the club constitution will be amended accordingly. A new constitution will be sent with this newsletter.

Illuminated Event May 9th

Because of the publicity, (again), by our local newspaper, there was a lot of public interest watching the boats as they displayed with their lights on. Ten models were on the water with lights, ranging from basic navigating lights to full all over illumination. They looked very impressive as the darkness fell, their reflections on the calm water adding to the spectacle. Good to see one of our youngest members Robert Parkin having a go with his fast cruiser Interceptor 650 equipped with red mast light and a small torch acting as a searchlight, just to show that you don't really have to have a complex system fitted to compete.

Alan Knott was judged to be the winner of this event with his Model Slipway "Maggie M" (See photo overleaf) Tony Westwood came second with his "E" Boat.

Sunday 27th May

The morning was a little grey with just a hint of drizzle in the air as we set up for the May Regatta, however as time wore on the sun appeared and gave us perfect weather for the rest of the day. The

(Continued on page 3)



The winner of the Illuminated event held on May 9th,
Alan Knott. Well-done Alan.
(This *clean* 'Maggie M' looks enormous in the picture)

(Continued from page 2)

yachts had a reasonable breeze to help them on their way and this also helped Tony Reeves with his Bristol Pilot sailing cutter which was out on it's maiden voyage.

The 'Wallace and Grommet' of Keith Lawton was performing well with it's water cannon and on board water supply, the kid's don't expect to get a soaking when they are simply looking at the model when it's on the table.

Thanks to Charles Male for designing the steering courses which, although looked simple, proved to be more of a challenge than some of the competitors first thought.

There was also time for a round of 'Boat Snooker' during the late afternoon, which is always popular, and certainly livened things up a bit.

Once again a reporter from the newspapers was there to do an article on the club. We await his report with interest.

Quite a few candidates for Nut of the Month were observed and noted down for future meetings. Another good gathering.

Sandown Park Model Symposium

As far as I know, I was the only member to attend this event this year. It was a pleasant day with a large amount of model boats on display on and off the water. Trade stands for boating however, were a bit thin on the ground due to this event being mainly for aircraft.

Sunday June 10th

This time we thought that a bad weather forecast would cancel our June regatta but following a quick discussion in the car park, it was decided to go ahead and get set up. During the event we encountered some very heavy rain accompanied by a thunderstorm. A lightening strike which appeared to land just behind the Abbey tea rooms and followed immediately by a severe crack of deafening thunder, happened just as Derek Tippet was in the middle of his steering course, this caused Derek to jump with fright, I thought he was going to throw his transmitter in the lake and run but instead he carried on regardless – well done Derek.

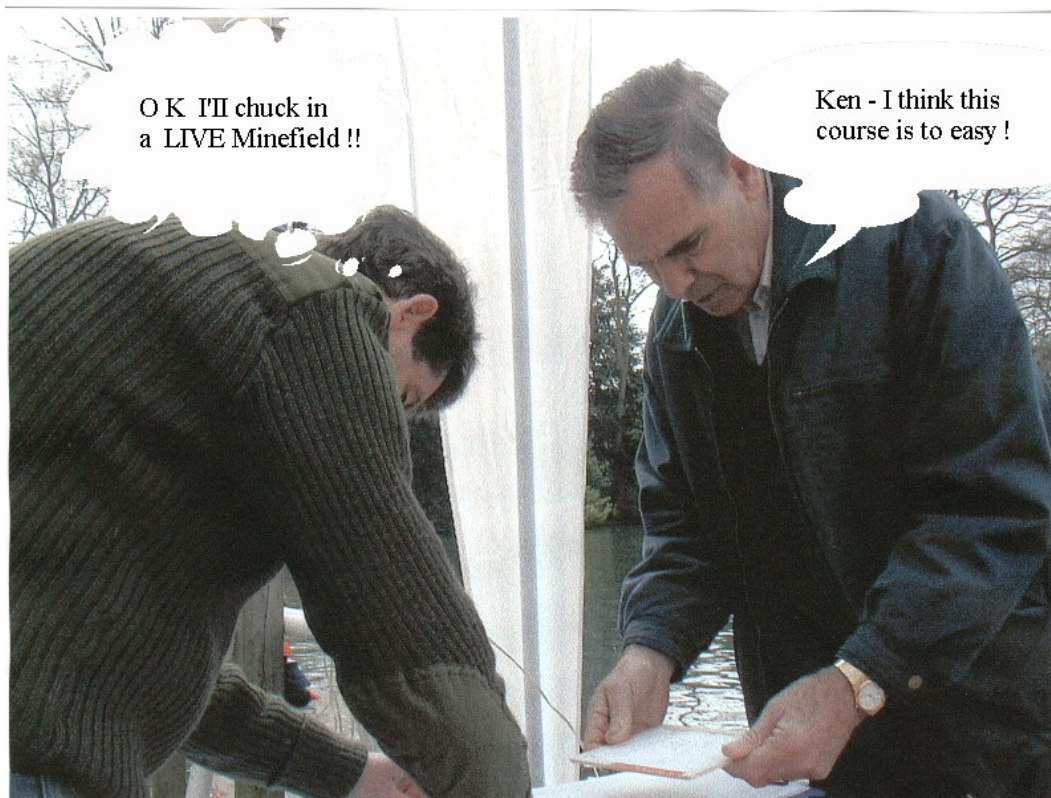
Our thanks go to Alan Fulton for donating another 'Gazebo' for the Club. It proved to be very useful during the downpours. The member attendance was also very respectable considering the conditions and once again the Dover Express was there to report on the regatta in the local newspaper.

This report has been given to me by the members that attended this now popular, "*out of area cruise*".

I, unfortunately could not get to the event due to work commitments.

The weather was glorious and many people turned up to sail on both days, with some people attempting an unforced paddling session. One of these was to recover a sunken model, I'm told! (do we have a candidate for Nut of the Month, I ask?)

Dave & Janet Ralphson from Bournemouth turned up to support us for the two days which is always a pleasure and it was nice to see some others that we have not seen for a while.



Management decision !



FOR SALE

Frank Jobson has an 'INCA' variable speed fretsaw to sell. It is a professional machine used only 4 times, the throat size is 12ins and it takes standard size blades. Original cost was £240.00. Frank has it priced at **£100.00**. Contact **Frank** on 01304 –820300

Derek Tippett has a hull of a large model boat, which he would like to give to any junior member to get them started. This generous offer only requires a phone call to Derek on 01304 –821469.

In the last For Sale section, I mentioned that an ex member was selling three boats, I don't know if anyone contacted that ex-member and I have not seen any of the boats around so I am re-advertising them in this issue.

A Deans Marine Cossack £30.00, A freelance M.T.B £20.00, and a Minesweeper £20.00. Details from David Bushell on 07779 432488.

David lives in the Folkestone area.

Doug Capon is selling his 'HMS Marshall Soult'. This is a working model of a WWI Monitor. Doug built the model from a David Metcalf plan and some might recall that a feature was in a recent copy of Model Boats Mag. It was described as the ugliest ship in the Royal Navy (the real one, not Dougs model). The scale is 1/96th and the asking price is **£100.00**. Phone **Doug** on 01304 823903.

A **Mr Oakes**, sorry I don't know his first name, is selling a Robbe U-47 Submarine. Dynamic diving, comes complete with motors, 2 x 6v gell batteries, gell charger, Hitec Ranger TX, RX, Speed controller, New TX nicad batteries, all charged and ready to sail, up to 3 hours running time. Airbrushed in authentic wartime colours with matt varnish, will accept **£350.00**.

Tel: 01303 246331

The following is a contribution from Ted Bottle. Another in his series of Yacht Modifications

Sailing Notes

A number of members have been trying to sail deep keel yachts on the Abbey pond with somewhat predictable results, so perhaps the following will be of interest to those who wish to modify a boat, especially if the boat has a detachable keel plate and weight.

The maximum depth of waterline to bottom of keel allowed by the pond in normal years is about 250mm (10ins) and in some Summers even this is optimistic. At this keel depth the sail area should be between 2000 and 2500 sq. cms. per kilo of lead in the keel bulb. With a tall mast and a high aspect ratio sail plan use 2000, a short mast and low aspect ratio use 2500, for most rigs 2200 sq. cm. Per kilo would be a sensible figure. (155 sq. ins. per 1 lb of lead).

It would appear from this that a choice is available as to whether to make a new, heavier, keel to balance the original sail area or to make a new, smaller, suit of sails balanced by the original keel weight, both, of course, using a shorter keel plate. However, do not forget that a heavier keel means the boat floats deeper in the water and this will change, and can sometimes destroy, the sailing qualities of a hull, so it is not recommended. All this is assuming that you are not lucky enough to get away with just using a shorter keel plate.

If possible do not alter the existing keel plate or sails, obtain new ones of the required format and you will have the best of both worlds.

Using a shorter keel plate can also bring problems as it reduces the underwater side area, unless the width is increased at the same time, and with removable keels this is often a pain. One way out of this is to use a form of wing keel. Take two pieces of lightweight aluminum angle and bolt them one either side of the shorter keel plate just above the bulb, making sure that they are parallel to the waterline as they will act like hydroplanes if they are not. They should not project

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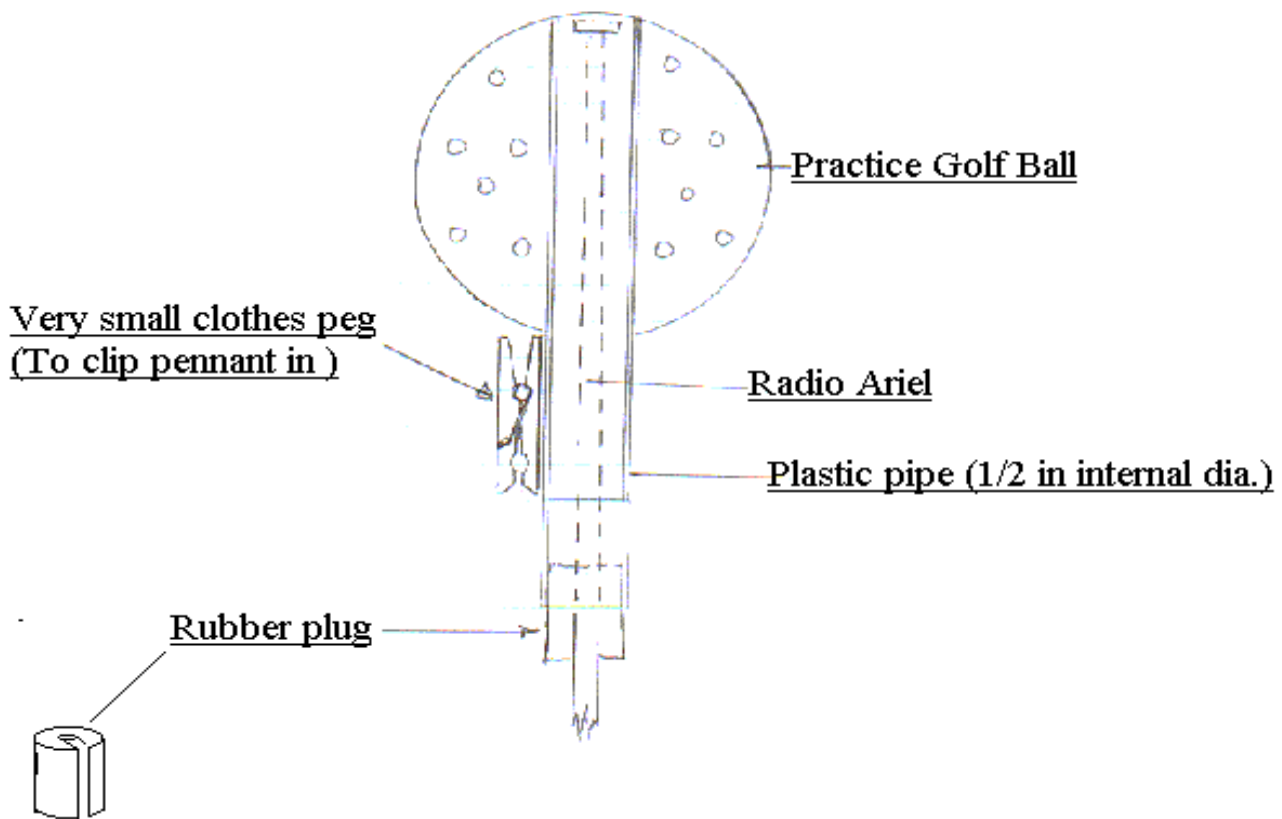
from the keel plate more than 100mm. Or less than 80mm. In theory this should compensate for the shorter keel plate and it is so easy that it is worth a try, if you do not like the effect you have two small holes to fill, at worst.

Changing the subject slightly, some shallow keel kit's seem to have heavier keels than is strictly necessary, probably due to their makers working to what planners call "the worst case scenario", or because they have to conform to class rules, and the use of figures above where they would give an alternative, lower, keel weight might increase their liveliness

Ted Bottle.

Contribution from Frank Taylor

Following the change in our Constitution to use a practice golf ball on the end of transmitter Ariel's for safety reasons, the question was asked, how do you attach the pennant flag? Well, this is an Idea put forward by **Frank Taylor** and this is his contribution.



1. Drill hole in practice golf ball and insert 5in length of $\frac{1}{2}$ in internal diameter plastic pipe, glue into position.
2. Stick a small clothes peg to the outside of the plastic pipe below the golf ball to enable the various coloured pennants to be clipped into position.
3. Obtain a rubber plug O/S dia $\frac{1}{2}$ in. and drill a hole down through it's centre and cut a slot down from the outside to the centre hole.
4. Slip the plug over the top section of the radio Ariel and run the ariel into the pipe. Slide the rubber plug up the ariel and plug it into the bottom part of the plastic pipe.

Frank Taylor.

This is a Contribution by **Gordon Everest**, Although it's not really model related, I have included it in this newsletter.

A Bit of Undersea History by Jim Christley

Nineteen years before Squalus, a U.S. submarine crew escaped from under-sea entombment without rescue chambers; escape apparatus, or help from the US Navy.

In September 1920, the submarine USS S-5 (SS-110) was running slowly on the surface in the early afternoon sun on a training cruise. Commissioned the previous March, S-5 was under the command of LCDR Charles M. "Savvy" Cooke, Jr. The boat had a good crew and the cruise was proceeding well. The boat was divided into six watertight spaces. From forward to aft these were: torpedo room, battery compartment, control room with a small conning tower above, engine room, motor room, and in the extreme stern, a tiller room, normally unmanned, but accessible through a bolted manhole. Deck access was through hatches above each of these compartments except the tiller room.

S-5 was relatively easy to operate but it took practice and drill. Crash-diving was one of the things that submarine crews practiced often, since an approaching aircraft could easily sink a surfaced submarine. Quick diving was the only way to escape the threat. S-boats were supposed to dive in less than one minute. A good captain often held unexpected crash dive drills to keep up crew proficiency and to ensure that, if necessary, the boat could get under in the required time or less.

As S-5 dived for drill that afternoon, something went terribly wrong. As the boat took a sharp down angle, the main induction valve jammed open and water poured into the boat. The crew raced to shut the four individual ventilation line valves in the other compartments and did get three of them closed, but the valve in the torpedo room would not move. The torpedo room quickly flooded and the crew abandoned the space, dogging the door shut as they left. In short order S-5 took on eighty tons of water and sank to the bottom bow down in 170 feet of water.

Things looked bad. The boat was tight, but the crew had no way to get out and did not have enough air to wait for help. Submarines at that time did not have marker buoys, escape trunks, or escape lungs. LCDR Cooke, however, realized that S-5 was 231 feet long and the water was only 170 feet deep. If he could pump enough water out of the aft end of the boat, the boat would pivot on its flooded bow and the stern would rise. If the crew were lucky, the motor room hatch, 178 feet from the bow, might clear the surface, though this meant that S-5 would have to be almost perpendicular to the bottom. If the boat could stand vertically, if the bow didn't dig in, if the waves weren't too high, if the depth gauge was accurate, if,... if,... It was worth a try. Actually, it was their only hope.

The crew's timing had to be perfect. As the stern began to rise, seawater that had flooded into the bilges would spill forward as far as the torpedo room after bulkhead, and then accumulate. It would enter the non-watertight battery well and immediately produce chlorine gas. If the battery compartment door to the control room wasn't shut soon enough, the chlorine gas would suffocate the crew; if it was shut too soon, all the water might not drain through, and the boat's stern would not rise far enough. S-5's crew had only one chance, and they took it.

The crew blew the aft ballast tanks and then the aft fuel oil tanks. Slowly the stern lifted. As it did, water drained toward the forward bulkhead in each compartment, overflowed through the doors, and cascaded into the next space. Suddenly everything seemed to happen at once. As the stern rose more, loose gear, deck plates, and everything else crashed to the forward end of the compartments and sometimes through the doors with the seawater. The seawater and its flotsam washed several of the crew from their feet or tore them from their handholds; some fell through open doors and the length of the next compartment as the boat's angle became steeper and steeper. The water in the battery compartment got deeper fed by the flow of seawater from the stern, and soon the men in that compartment were swimming for their lives.

Now the crew had to evacuate aft and up the almost vertical submarine. The crew in the battery room made a rope of curtains to reach the aft end of the compartment and clambered into the control room. Now another problem developed. The watertight door between the engine room and the control room had swung shut during the evolution and was covered with several feet of water. Failure to get it open meant certain death for the men in the control

(Continued on page 8)

room.

With a full load of adrenaline flowing, the men in the engine room worked in waist-deep water to pull the door up and the men in the control room pushed from below, thought it was now practically straight above their heads. The door cracked open. All the seawater in the engine room slammed down into control, but when the waterfall stopped, the men climbed into the engine room and shut and dogged the door behind them. Working desperately, the crew removed the manhole cover to the tiller room and Captain Cooke and a work crew climbed in. They were mightily pleased to hear the sound of waves lapping against the hull. By listening and tapping, they found that about 17 feet of the stern stood above the surface; however, the motor room hatch, their only apparent escape route, was still submerged.

The skin of the ship in the tiller room was $\frac{3}{4}$ " of good Bethlehem Steel. It was all that stood between the crew and escape into the fresh air, but it was a lot. One of the men found a hand drill and Savvy Cooke, working with great effort, pushed a small hole through the steel at 7:00 pm. Another crew member came up with an electric drill, and the crew went to work with vigor. The metal-cased drill did not have good insulation, and it was being handled by wet sailors in wet clothes, with their backs against a grounded hull. Drilling was agony for the man on the drill, because some of the current went through the drill and some went through the man. Working for several hours, they drilled four holes through the hull, each about $\frac{1}{2}$ " in diameter, before power failed, the lights went out, and the drill stopped.

The crew began sawing through one of the holes with a hacksaw blade. By early the next morning they had cut a hole $\frac{1}{2}$ " by 4". S-5 had been down for nearly eighteen hours; the air was getting bad and the inside of the boat was hot and damp. Returning to the hand drill, the crew continued to cut holes in the hull. Through one of them, Captain Cooke saw a ship pass no more than five miles away, but it did not notice the strange sight of a submarine's stern rising into the air and it did not stop. After S-5 had been down for almost 24 hours, the crew and the drill were played out, but the hole had been enlarged to 4" by 6".

The captain tied an undershirt to a 10' length of pipe and began to wave it through the hole to attract attention, though that was almost a vain hope in the vastness of the sea. Now, S-5's luck began to change. The bridge watch on the steamship Alanthus at first almost ignored the hulk and the waving undershirt, then reconsidered. Alanthus sent a boat to investigate, and her captain, as he approached the stricken S-5 conducted the conversation in a thoroughly traditional way:

"What ship?" he asked with his face near the hole.

"USS S-5," came the reply.

"What nationality?" he asked.

"American."

"Where bound?" he asked again.

"TO HELL, BY COMPASS!!" Captain Cooke replied.

Alanthus could not help with cutting the crew out, but she did rig a pump to put some fresh air into the sub and rigged cables around the stern so the sub would not slip and sink beneath the surface before more help could arrive. Alanthus attracted a passing liner the George W Goethals, which radioed for help. The Navy immediately dispatched two destroyers and the battleship Ohio.

Goethals' chief engineer decided not to wait for the navy and got to work enlarging the hole. After about seven hours S-5's exhausted crew began to squirm through the narrow opening. An hour later Captain Cooke was the last of its crew to leave S-5.

Today, visitors to The Navy Museum in the Washington (DC) Navy Yard can see the metal which S-5's desperate crew cut from the hull. Somehow that jagged piece of steel did not fall into the sea. It survived and is now engraved with the names of S-5's crew.

If only the "Thetis" could have had the same good fortune.

This year marks the 100th birthday of The ROYAL NAVY'S Submarine Service (Ed).

FORTHCOMING EVENTS:

- **Saturday & Sunday 11th / 12th August @ 10 am to 4.30 pm**
Dover Regatta, Model Boat Display, Waterloo Crescent, Dover, using the portable pond.
- **Sunday 19th August @ 10 am to 4 pm**
Cygnet Model Boat Club invite you to join them for "Boats On The Mote 2001" at Mote Park, Maidstone. Anyone interested in attending contact secretary for further details.
- **Sunday 2nd September @ 10 am to 4.30 pm**
Ramsgate "Vikings" Model Boat Club invite you to join them for the "15th Model Ships Rally" at the Westcliff Leisure Park Boating Pool, Royal Esplanade, Ramsgate. Anyone interested in attending contact secretary for further details.
- **Wednesday 5th September @ 7.30 pm**
Club Meeting & Workshop, The Cricketers, River
- **Sunday 16th September @ 10 am to 4.30 pm**
Regatta, Kearsney Abbey, Dover
- **Wednesday 3rd October @ 7.30 pm**
Club Meeting & Workshop, The Cricketers, River
- **Sunday 7th October @ 10 am to 4.30 pm**
Regatta, Kearsney Abbey, Dover
- **Wednesday 10th October @ 7.30 pm**
Illuminated Event, Kearsney Abbey, Dover
- **Sunday 21st October @ 10 am**
Frostbite Yacht Races, Kearsney Abbey, Dover
- **Sunday 4th November @ 10 am**
Frostbite Yacht Races, Kearsney Abbey, Dover
- **Wednesday 7th November @ 7.30 pm**
Club Meeting & Workshop, The Cricketers, River
- **Sunday 18th November @ 10 am**
Frostbite Yacht Races, Kearsney Abbey, Dover

This letter was received from our furthest away member (I think), **David Ralphson**, who has asked for it to be published in the Newsletter

Letter from David Ralphson

As some members may be aware I moved out of the Dover area some time back to live in Bournemouth. Since then I have kept in touch with the club and made the occasional visit to regattas.

I thought it was about time that I put pen to paper, (or keyboard to chip), to express my thanks to one or two members who have kept me up to date with all that is happening.

The main contact is our Newsletter Editor, Alan, as he is now '*glued*' to the computer and not to the work bench, we keep in contact via e-mail. I must also say that this last year of regular Newsletters has been fantastic and it is only deserving to say, Thank You for a great, and difficult job well done.

The other is the Club Secretary, another Alan, who is no less deserving of praise, another difficult and time consuming job, for all the meeting minutes again by e-mail.

I know from the Newsletter and the Meeting Minutes that there are other members who give much of their time to projects on behalf of the club and should also be thanked for all their efforts.

It is to often that things which do not meet with an individual members thinking are soon complained about, and not often enough that those who put much time and effort into helping out in any way are not praised.

Well that is me had my say, again keep up the good work and thank you.

See you all soon I hope

David Ralphson



Welcome

I would like to take this opportunity to welcome the following new members and wish them many hours of happy sailing with us at Kearsney Abbey.

The overall club membership currently stands at a healthy 124 members (103 Adults, 20 Juniors & 1 Honorary).

Alan Hounsell
Secretary - MBA Dover

Master Thomas Holness
Master Christopher Morton
Miss Lauren Thornby-Cook
Mr Richard Thornby
Master Barrie Tripp
Mr Alan Collins
Mr Brian Hardstone
Miss Julie Hopson
Mr Denis Wellard
Mrs Deborah Terry
Mrs Carolyn Tripp
Mr Adrian Tripp
Mr John White
Mr Terry Brown

THE NEXT TO BACK PAGE

Not a lot of late news this time, just a thanks and well done to Dave Cowlin for stepping in and giving us a “workshop” talk and explanation on how his ingenious rowing man works on his Thames Skiff model.

At the July meeting, he also brought along one of the working paddle wheels that he has made for his 'Forceful' paddle tug in 1/48th scale. All the members present admired the workmanship and are looking forward to seeing the finished model in operation.

Quite a number of registration forms are coming in for the Dover Regatta from our friends in other clubs. As we stated in the previous newsletter we sent out these forms to give us some idea as to how many people would support us on Saturday 11th August. I'm not sure if this edition of the newsletter will actually get to you all by that date so you could be reading old news by now but this is unavoidable as it all takes time to put together.

A warning about fitting AM crystals into FM equipment, there have been occasions recently where AM crystals have been wrongly fitted into FM equipment. The experts tell me that it just does not work. Check which type of modulation your set works on and make sure you have the correct crystals.

On a similar subject, please don't forget your frequency flag which is very important, and remember to take the peg from the board and replace it with your own.

A member has asked me to point out that buying cheap batteries is really false economy, a set of cheap new batteries was recently purchased at a very reasonable price from a supplier, but after a short while they failed and a new set had to be purchased. *You get what you pay for!*

We have a few club sweatshirts left for sale but regrettably only in small and medium sizes, they are priced at £13.50 each. Also Club badges at £2.50. These are enamelled with the club logo in colour and are small enough to pin to hats, or jackets.

Thats about it folk's. See you all at the pondside.

Alan Poole

Dover MBA Committee & Contact Information

Chairperson; Jennifer Hounsell - ☎ 01303 242540
Email: chairperson@mba-dover.org.uk

Secretary; Alan Hounsell - ☎ 01303 242540
Email: secretary@mba-dover.org.uk

Treasurer; Peggy Maunsell - ☎ 01304 822024

Scale Secretary; Charles Male - ☎ 01843 580429
Email: scalesecretary@mba-dover.org.uk

Newsletter Editor; Alan Poole - ☎ 01304 852917
Email: editor@mba-dover.org.uk

Committee Members; Ken Greenland & Roger Shields

Model Boat Association Dover
134 New Dover Road, Capel-le-Ferne
Folkestone, Kent CT18 7JZ
Tel. (01303) 242540
Web Site: www.mba-dover.org.uk
www.mba-dover.org.uk

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