



DLSRT News



Winter 2014

THE NEWSLETTER OF THE DUNKIRK LITTLE SHIPS RESTORATION TRUST



The first visitors to the workshop at the Southampton Maritime Festival August 2014
The workshop also accommodates tram restoration projects.

Inside - updates on *Dorian*, *Caresana*, *Nydia* and *Challenge*.

DUNKIRK LITTLE SHIPS RESTORATION TRUST

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Dunkirk Little Ships presently in the care of the Restoration Trust

Restored and in commission.

Challenge -

Supported by The Heritage Lottery Fund.

Located at her present berth in Southampton.

110ft Steam Tug, built by Alexander Hall &

Co. at Aberdeen, delivered to Elliott Steam

Tug Co. London in 1931.

Plans to attend Dunkirk Commemorative

Cruise 2015

Undergoing restoration now

Dorian -

45ft. ex RN pulling boat built in 1915 in

Portsmouth. Converted for private use.

Saved and brought to our workshop at

Southampton.

Target for completion - 100th birthday 2015

Caresana -

41ft ex RNLI lifeboat, built 1933 at Cowes,

Isle of Wight, originally named Charles

Cooper Henderson. Presently at Shepperton.

Target for completion 2015 Return to Dunkirk

Little Ships saved and in new ownership

Cyril and Lilian Bishop -

Restoration, France

Lucy Lavers -

Restoration, East Anglian Coast

Resolute -

Restoration, Glasgow

Endeavour -

In commission, Leigh-on-Sea, Essex

New Britannic -

In commission, Conyer Quay, Medway.

Silver Queen ex. Fermain V -

In commission, River Thames

Gay Crusader -

Now in Norfolk, condition unknown.

Nydia -

New owners, restoration commences mid 2015

Southern Queen -

In commission, Ramsgate.

Irma -

Preserved, Wheatcroft Collection

Rania - Restoration, Cumbria

Tender to Southend Britannia

Now at Deal Maritime Museum

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Trustees Report Winter 2014

Another very busy period although with only limited success. We have lost another great friend and supporter as Dunkirk and D Day Veteran, **Lionel Tucker**, known to many of us as Laughing Lionel, passed away in October aged 98 and he will be sadly missed. *(After this report was forwarded to the editor we heard that Robert Allen, who has skippered Challenge on many occasions had died. Preparing his obituary has delayed publication. Apologies, Ed.)*

Challenge

We still have not been able to move **Challenge** to a more suitable berth where she can earn her keep. The expectation was that pontoons would be placed alongside her berth to make access easier. These needed to be craned into place. Not only has the floating crane failed to arrive but it has now been condemned as unseaworthy. Hence no suitable position for visitors and a severely restricted income.

Further adding to our problems the Southampton City Council recently launched yet another attempt to sort out the Waterfront which has been the subject of many failed attempts over the last thirty years. The latest suggestion would involve the car ferry terminal for the Isle of Wight being moved to 50 Berth, leaving no room for Challenge. The results of all the test drillings suggest that this will be too expensive and, as we have pointed out, will increase the local traffic problems. We now have to await the result of a draft planning application before March 2015 followed by the next round of consultations. In the meantime urgent discussions are going on to find Challenge an alternative berth in another port.

In the meantime Clive Purser and his team had been making **Challenge** ready to make the trip to Dunkirk next May. Efforts to raise the necessary funding included organising a revised version of the "Friends of Challenge" which would be supported by the Trust. The format was agreed and the Friends launched in November with very little publicity with the inevitable result of a low take up. This, together with some inaccurate estimates of the future running costs, has led the group to abandon the project after a month! We are now back to the drawing board without many of the Shoreham volunteers but with help we still plan to take her to Dunkirk.

New DVD and The shop

The new DVD "Challenge to the Future" covering the history of Challenge and her recent restoration, including the piece by David Dimpleby is finished and is on sale at £5.00. Mary will be delighted to get your orders.

Education

In July, working with our partner historic ships *S.S. Shieldhall* and *HMS Medusa* we arranged for eight engineering students from the City College to spend three days between the ships and the workshop. The course, arranged at very short notice, was a great success with very enthusiastic reports from the students. A repeat is planned for next year. Many thanks to Len Lochrie and the team in the workshop and Steve Payne, David Kerr and Bob Roberts for their contribution on Challenge.

Events

Also in July, Mary and Iain Colquhoun, Peggy and I took the tent, stands and shop to Lepe Country Park for the "New Forest Remembers D Day" weekend. It is a beautiful place on the shore opposite the Isle of Wight and is the site where many of the tanks for D Day were loaded onto the LSTs. It is also the departure point of the PLUTO pipeline which took petrol from the refinery at Fawley under the Channel to France. This has

been a very good weekend in the past but after a gap of two years the visitor numbers were disappointing. We were able to raise some funds before the wind nearly blew the tent away!

Southampton Maritime Festival

August saw the second staging of the Southampton Maritime Festival where the Dunkirk Little Ships were represented by **Challenge**, **Dorian**, **Tahilla** and **Caronia** who joined us from her base in Chichester harbour. From the Trusts point of view it was a successful event with plenty of visitors to the workshop and Challenge and good sales from the two stands. Many thanks to all the volunteers who made it possible. We were delighted to be visited by Dunkirk Veterans Arthur Taylor and Lionel Tucker and they were entertained to lunch onboard the Jubilee Sailing Trusts Tall Ship "Tenacious".

The evening before the event Sir Robin Knox Johnston was on board Challenge to broadcast his H2O program on BBC Radio Solent with a large section covering Challenge and Dorian as well as the other historic vessels present.

Unfortunately the only days possible were the 22nd and 23rd August, a Friday and Saturday which, being at the end of the school holidays, we thought would attract more than the 12,000 visitors who attended last year. Despite much more publicity than last year the attendance was disappointing at under 6000. The future does not look good as it has not been possible to find a date for next year but we are looking at other possibilities

AGM

Then it was October again and the AGM which we held in one of the trams in the workshop which just seated the 24 members present, including our old friend Arthur Taylor. Charles Payton has retired as a Trustee and we were delighted when we received two proposals for new trustees. John Trute and John Coldron were duly elected but resigned following the demise of the "Friends".

Caresana

After the problems earlier in the year Dennis has made a full recovery and has been hard at work with a bit of outside help. Not only has he made massive strides in the restoration, he's been collecting lots of money from passers-by on the towpath who cannot get enough jam, marmalade and pickles made by Sandy Pollard and Keith Beaument. Providing that some work which has to be carried out on the slip can be completed he is determined that she will go to Dunkirk even though some of the work will be outstanding.

Dorian

The work on **Dorian** has come on in leaps and bounds and an engine has been sourced from Perkins who have been very helpful. We now have a large proportion of the timber needed to complete her; it is unlikely that she will be ready in time to go to Dunkirk, but she will definitely be ready to celebrate her 100th birthday next year. We have a fantastic team led by Len Lochrie advised by Derek Abra and marshalled by Sally Marsh who are making sure that everything is completed to a very high standard.

HELP! HELP! Now three requests. HELP! HELP!

Please may I ask you to try to recruit another member .

Please buy your birthday presents from the shop

Please let us have your e mail address if you have one as it saves so much on postage. But we have no intention of stopping the printing of the newsletter!



Trustees report continued

Shop

Please do not forget the shop as Mary Colquhoun has plenty of stock and as you will see from the price list there are a number of new items.

Thanks

A very big thank you to all the volunteers.

Jerry Lewis

Visiting us and our Little Ships

Visiting the Workshop in Southampton

It is a large(ish) corrugated shed opposite Ocean Terminal accessed via Dock gate No 4 and Cunard Road. There is usually someone there Tuesday and Thursday.

Please confirm there'll be someone there with Sally on 07785551156.

N 50deg. 53' 35" W 01deg. 24' 03" approx.

Visiting Challenge.

Please make contact to find a day when there are people available to meet you.

jerry.lewis@care4free.net

Visiting Caresana.

She is alongside the Towpath, Shepperton.

N 51deg 22' 58" W 00deg 27' 59" approx.

Websites

Steam Tug Challenge

www.stchallenge.org

Dunkirk Little Ships Restoration Trust

www.dlsrt.org.uk

Association of Dunkirk Little Ships

www.adls.org.uk

Is your subscription up-to-date?

A few Standing Orders (and cheques) have not arrived as expected.

Please would you be good enough to check you are not one of them!

NEWS NEWS NEWS NEWS

Congratulations to our Honorary Member Sir Robin Knox-Johnstan on his third in class in the Route du Rhum solo race from France to Guadeloupe last Autumn. He completed the race faster than his time 32 years ago.

Nydia

After one or two failed attempts to buy other Dunkirk Little Ships, Janine Marshall and Malcolm Jones have nobly decided to take on the restoration of Nydia which has been in the care of Kevin Wheatcroft at Donington. The hull was to be transported to them in February or March.

We wish them every success in the restoration.

They would appreciate **any** information about her history - if you know where there are any pieces belonging to the boat please inform them. malcolmljones2@hotmail.com

Occasionally, when we contact members we receive very interesting letters in reply.

Here is one example.

Thank you for your letter telling me of the importance of the AGM I am afraid that we are now well into our 90's and unable to attend.

I will be as brief as I can, but I feel I need to explain why I have been a member of your organisation.

In 1937 I became an apprentice at Elkins boatyard at Christchurch. This meant that eventually I was not able to get into the forces during the war. The best I could do was to join the Home Guard and from this I became a sergeant eventually, in command of one of the two guns at Friars Cliff.

Working long hours I wonder now how I did this. I was in fact almost in the Army because I was told to man the battery about a week before D-Day. The Home Guard taking over the battery enabled the artillerymen to retrain for going out on D-Day.

My interest in helping all I could do when the call went out for help in rescuing our soldiers at Dunkirk was to help to prepare a cruiser to go to rescue. One of whom, who I discovered when I got married was the brother of my wife.

The one thing I must tell you is that I shall always remember D-Day because I was on station at about 3am to get my gun ready and as I got up I was amazed at what I saw. Christchurch Bay was so full of shipping of all types, including ships with landing craft hung on their sides. I wondered if I was looking at some I had made?

I'm sorry to have taken so long to tell my story, but I have always been glad to have joined the Dunkirk Little Ships because it remind me of the early part of my life.

Sincerely, Ewen Henthall

Now in a wonderful retirement home.

Challenge Report

It gets pretty depressing at this time of year, the weather is less pleasant and the feeling that the spring will never come damps everyone's enthusiasm. It is an opportunity to review all the work to be achieved before we head off to Dunkirk next May. Much external work will wait until brighter spring weather when anyone who can handle a paintbrush will be very, very welcome!

Below decks there is a useful list for volunteers of all skills, male and female to action. Mechanically we have to deal with the boiler annual survey, service the generators, chase down leaking seals and service pumps which sort of work but need to be properly reliable. Some of these are time consuming, completing each task is a further step towards full operational performance. We have set target completion dates for each job.

Elsewhere we need to clean and redecorate the accommodation, heads and galley whilst keeping each in working order for the volunteers to use. The brass work is need of polishing and preservation (Yes - it will tarnish, but the more it's done the easier and shinier it becomes!)

Things which cause us real concern are our need to cover the cost of fuel for the planned return to Dunkirk in May. Sadly our income this last year was not as much as we hoped, mainly due to public access issues whilst we are 'tucked away' at berth 42. Efforts are being made now to obtain further funds to cover this unplanned shortfall, and to address the access issue.

Southampton Maritime took place in August this year. We were again very visible, Challenge received a substantial number of visitors, made a reasonably large collection, and the shop was very busy.

We have volunteers for a full crew to Dunkirk already, which will include a couple of students from City College and Naval representation from HMS Collingwood.

Thank you to ABP for our free mooring, which is very greatly appreciated. It is disappointing that the planned final position for Challenge's berth is unlikely to happen due to a renewed planning proposal by Southampton City Council.

Leaving a Legacy to the Restoration Trust

There are many ways by which one can choose to leave a legacy to the Trust.

Some methods are more tax-efficient than others and if you choose to remember the Trust in your will please take appropriate advice.

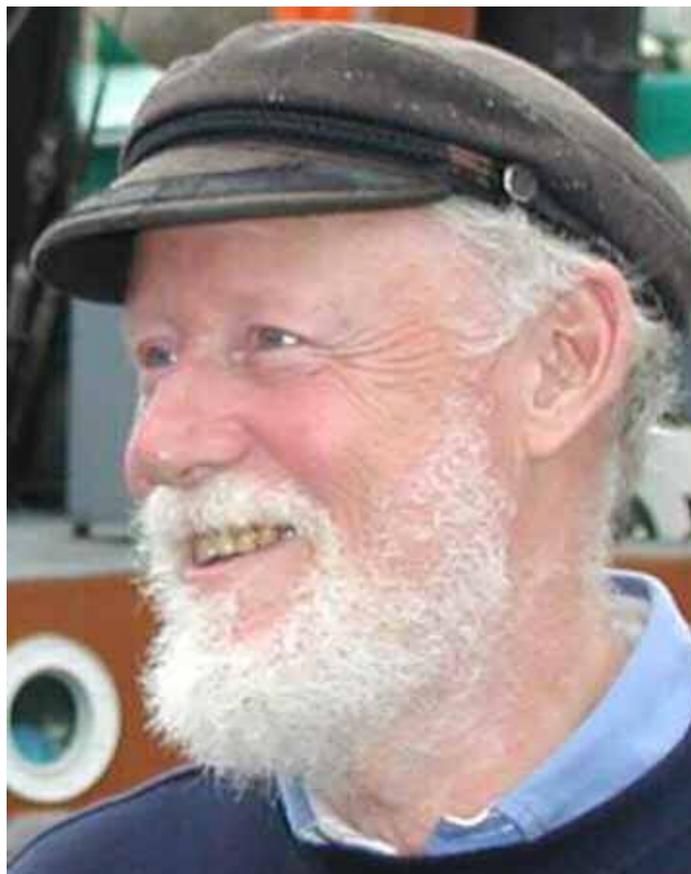
Gifts to charity are exempted from Inheritance Tax and can make a considerable reduction in your overall tax liability.

Trustee Simon Palmer's specialities are wills and charities. He is happy to speak to anyone wanting advice about their will. He also offers a 10% discount on fees if his firm then acts on their behalf.

Whichever method you choose the Trustees wish to thank you in advance for your consideration.

Obituary

Robert Allen, who died in December 2014



Robert's nautical interest began with National Service. He joined the RAF, qualified and became Coxswain of a high speed launch, no 1643. He was subsequently head-hunted by the Navy and served as Lieutenant Commander. In later years he became a RYA instructor and trained and put his students through their paces.

Elizabeth and I first met Robert and Glennis some twenty years ago, whilst we were both anchored in the same bay in the Isles of Scilly. Thereafter we met on a number of occasions either by chance or arrangement.

When Challenge was in need of a skipper Robert was a willing volunteer, both he and Glennis put a great deal of time and effort into Challenge over many years.

Robert skippered Challenge on the majority of passages since her original refit, visiting Dordrecht, Ramsgate, Bristol, Shoreham, Lowestoft and Brest.

In recent years, the last in 2007, he delivered three Spitfire class military fast patrol boats to West Africa destined to be used in connection with the oil industry. On the last trip they were hijacked, a story in itself, luckily he and the crew escaped.

Robert considered that skippering Challenge was the greatest honour conferred on him in his later years. For my part I am the better for having known him, and sharing the experiences that we have had with Challenge and elsewhere.

Charles Cave

Dunkirk - A sailors story

This document was passed to Dennis Cox by the family of Robert (Bob) Hector after his death. It is particularly interesting because he skippered the Dungeness Lifeboat *Charles Cooper Henderson* (now *Caresana*) which the Trust is currently restoring.

Bob Hector was a member of Portsmouth Branch of the Dunkirk Veterans Association and in the early 90's he spoke about Dunkirk.

Most tales of the stirring events of May and June 1940 are told by the soldiers who fought their way back to the coast and then plucked by the Navy from the clutches of the Wehrmacht. This describes the experiences of one of the many rescuers and this is what he said:-

'This may be a little different as most of the Dunkirk stories must be from soldiers or RAF men. I mention this because in 1950 the Mayor of Margate -Mr Hoskiss invited 500 men who returned from Dunkirk to Margate in 1940 to have a week's holiday with free hotel accommodation and a trip to Dunkirk in the *Royal Daffodil*, to commemorate the tenth anniversary. There was also a banquet held in honour of Lord Ironside who was in charge of the operation. The invite was printed in the Portsmouth Evening News and I applied to bring my wife which was granted. We enjoyed a lovely holiday but there was only one other Navy man present which really amazed me, however we did form the Dunkirk Veterans Club during that week and held our meetings in London which became a large concern in many towns.

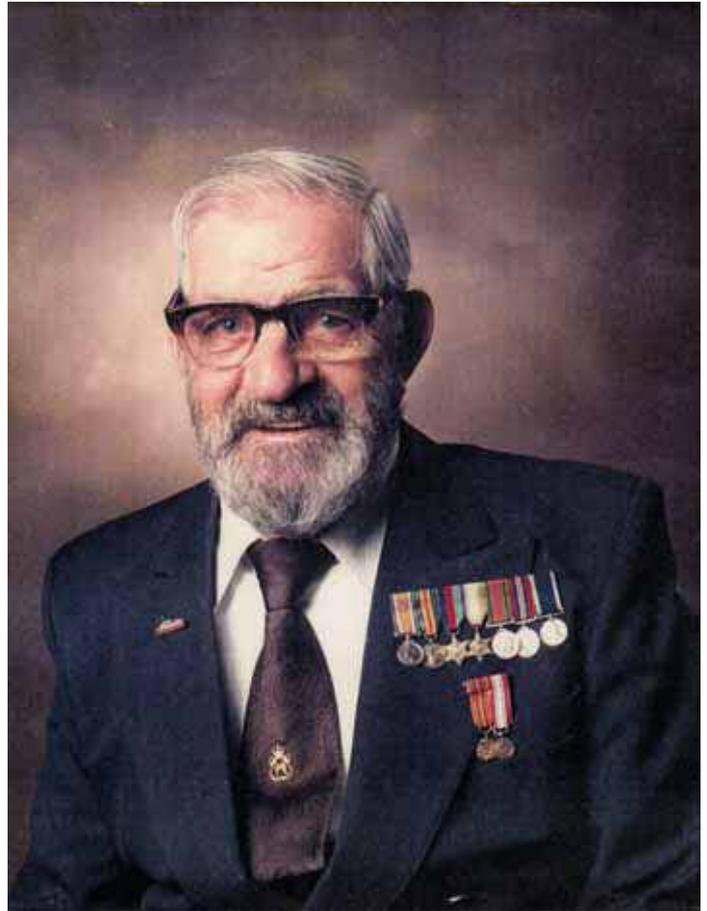
The Beginning

My story really begins when I was on fourteen days survivors leave, of which I only had done eight days when I was recalled by telegram by the Commander of the Royal Naval Barracks Portsmouth.

I was quartermaster on board *H.M.S. Bittern* when she was sunk by German dive bombers, at Namsos in Norway on April 30th, 1940. We lost half our ships company and were rescued by *H.M.S. Janus*, a tribal class destroyer 42 knots and we were distributed round the fleet. I went to *H.M.S. Carlisle* an anti-aircraft cruiser and with the French we carried out the evacuation of Norway from Namsos on the 3rd of May. The French destroyer leader *Bison* and *H.M.S. Afridi* were sunk by German bombers.

However, it was late in May when I was recalled off leave to the R.N. Barracks Portsmouth, and at 4pm. four coaches of men left for an unknown destination. We were very soon told by the chief in charge that we were going to Dover. The weather was fine as we sailed down through the Kent hopfields, and we all sang the typical naval songs on the way. We arrived at Dover Castle by midnight and were bedded on the deck for the night, with orders that we were required at a moment's notice. The only gear we had was our hammocks.

Two hours later we were called out and formed up into boats crews of three. I was given an ordinary seaman and a young stoker with orders to draw three days rations and man any boat tied up alongside the inner breakwater down the harbour. We drew six loaves of bread, two 4lb tins of corned beef, 1lb dry tea, 2lbs of cheese, 4lbs of sugar, and 2lbs of margarine.



Robert in later life

We trooped down to the harbour, and I chose a two engined boat which afterwards proved to be the un-named Dungeness lifeboat. A Stoker Petty Officer (SPO) set both engines going and said 'I'm coming with you' so I reported to the officer in charge in a hut on the breakwater that my boat was ready, gave him my list of names in the crew, with orders to rendezvous outside the breakwater. This boat was brand new and the upper deck loaded with two gallon petrol cans, fully equipped with first aid gear, bottles of Ki-Ora, lemonade, orange juice and even two bottles of Rum, which proved very handy later during our voyage.

The Middle

We eventually were towed with five other boats out to sea by a tug and through the megaphone the skipper gave us a course to steer and we were slipped and on our way to Dunkirk. By then it was about 4a.m. and still pitch dark, the sea was just a little choppy with a fresh wind blowing across our beam. We all wore serge suits and oilskins and were complete strangers.

I told the three men that as coxswain I would do my best to bring them safely back to Dover. Having had twenty-two years service as an able seaman, I knew my seamanship had to be perfect, also because I was due for pension in two weeks time, (which however was delayed for five years owing to Hitler). The Stoker P.O. was a chap about ten years younger than me and was from the Royal Yacht *Victoria and Albert*. He assured me that he would take good care of the engines and run one only and keep the other in reserve. Although we had about fifty cans of fuel on the upper deck, we had to keep pouring them down the spout in the forepeak every hour or so. 🖐️

By daybreak we were well away and could hear the distant gunfire and ships were passing every so often loaded with soldiers. It was about noontime when we sighted land and decided to alter course to starboard and make our way in that direction. When about a mile from shore some V and W destroyers came down the coast-line at full speed, and bombarded the place which I was making for. The shell was screeching over our heads when I turned ninety degrees to port, and although the assault was over in a jiffy I carried on in the direction from which they had come. Within an hour or so we sighted the breakwater and entered Dunkirk harbour where all hell seemed let loose; it seemed to be under constant air attack by the Nazi raiders. I should say the same Junkers 88 that I had experienced at the evacuation of Norway a month or so previous.

Although I had the pleasure of eight days survivors leave in Portsmouth with my wife and two children and had only left them the previous day, I felt I was one of the lucky ones, so during a short lull I steered my boat to the half blown-away pier which was loaded with soldiers eager to get away. Other small boats were taking them off to ships, so we began our rescue work, loaded up with men and took them off to the very nearest ship available, which was already full and under way to go out of harbour.

After that it became routine and endless. Air attacks seemed to get more frequent, ten minutes bombing and five minutes spells. The Luftwaffe was also having a rough time from our Navy ships, constant firing was measuring lots of hits as they came out of the dive on releasing the bomb, casualties were very heavy, small boats like mine were being put out of action and the coxswains were doing their utmost to clear the way and keep an endless stream of boats from shore to ships.

It was much easier after dark when the aircraft temporarily ceased to function. We were able to ferry the soldiers to the ships in quick time and they were able to creep out of the harbour in one piece. On our second night the planes dropped star shell over the harbour and made ragged attacks but during the next day I saw no pier and was picking up men from waist deep in water. We spent nearly three days and two nights at Dunkirk. It seemed that we were under constant air attack all the time.

While we were loading and unloading soldiers on any ship the raiders were coming over at us about every quarter hour while the ships' anti-aircraft guns were blasting away at them, like hell let loose, so we took everything in our stride, because I and my crew knew full well that these men had to be rescued from the beaches.

Actually these soldiers were as happy as sand boys, laughing and joking, most of them had even lost their rifles and caps and asked us if we 'knew there was a war on' etc.

It was towards the end of our mission when both engines refused to function. We were lucky enough to have no soldiers on board so my bowman passed his painter to a passing boat which towed us out into the harbour, which incidentally set our propellers in motion. The SPO reported that his port engine was okay, also that we only had about six cans of petrol left and recommended me to return to England.

I had been hit in the face (lower jaw) by a bomb splinter at that time and the bowman had put lint and a temporary bandage from the first aid locker around my chin and he then took over the wheel. I remember the Stoker Petty Officer saying we've put a couple of thousand men on their way to England, and now it's getting dark we must return, and so we did. I must have fallen asleep for when I woke it was near midnight and a heavy raid was in progress, bombs were exploding under water and nearly lifting us out of it. There seemed to be lots of ships. In fact it seemed to me that it must have been the final evacuation.

The Ending

It was about three-thirty a.m. when we eventually came up against something very dark. 'Yes it must be England' we said, as our course was opposite to the course given us by the skipper of the Dover tug. However it was a wooden jetty, we tied up to it and would have slept till daylight as the weather had become fairly mild we thought.

Anyway ten minutes later someone above was shining weak torchlight down on us and shouting 'You'll get smashed up down there'. I shouted back 'Where are we?' and the answer was 'Get out of it!' I said 'alright lads go to sleep till daylight, and we will find out then.'

Ten minutes more and he was back again with a bright torch and told us we were on the end of Margate Pier and would have to shift, so we cast off. I switched on our steaming lights and followed his torchlight the length of the pier and secured alongside. We were ordered to come up the ladder and report to the Liaison Officer but when they saw my bandage they took us by ambulance to the Winter Garden which was laid out as a casualty station. An army doctor put several stitches in my chin, and I was only able to drink tea very slowly.

However we lay down to steep on mattresses which had been prepared and it must have been twenty eight hours later when I was roused by a nurse with a note informing the coxswain of the Dungeness lifeboat to report to the Naval Officer in charge of operations with my crew.

I decided to inspect our boat first which we did, and found that it had been ransacked to say the least, all the lemon and barley water bottles were empty, also the first-aid locker. I reported this to the Naval Sub Lt. on duty, and he said your duty is over and made out a railway warrant to travel back from Margate to Dover. 'Forget all about the boat as you are unfit to coxswain her any more - the Margate crew will return it to Dover later!'

We spent two days in the transit camp at Dover and then transferred to Chatham barracks and received new clothes and any valuables we lost - I claimed a new oilskin and the clothes I stood up in. My hammock was alright, so I recovered it from the Castle of Dover. We spent one night in the crowded barracks and slept the night on the floor of the billiard room in the canteen block. We returned to RN Portsmouth Barracks from where we started out arriving about tea-time the next day. I was sent to the sick bay owing to my stitched up jaw, where the bandage was substituted by a plaster and I was allowed shore leave until the next morning with doctor's permission. 

DLSRT News

However, before going ashore I had to make out a report on the happenings since we had left RNB in the coaches to the present time, and hand it to the Officer of the Day, which was a very long job really. I used about four pages of pussers foolscap. I also recommended my crew and in particular the bowman who was a lad of eighteen and his first experience at sea. He was from *HMS Collingwood* after having had only eight weeks of training, very obedient, very shocked by the action, but exceedingly happy when we reached Margate by mistake on the third day.

The Stoker Petty Officer was a first class engineer from the Royal Yacht *Victoria and Albert*, and was worth his weight in gold. His assistant was a young second class stoker who also had never been to sea but was very obedient and on the whole we were a very good crew.

After delivering the report of our episode to the Officer of the Day I went home on the Southdown bus to Neville Avenue, Porchester where my wife and two children were living.

As I entered the living room where she was ironing children's clothes my wife fainted backwards on to the sofa, it was quite another story to revive her.



Young Robert

Dorian update **Steady progress**

During June the internal aft section was sanded, filled, caulked and painted. *Below*



We also made a start on the sheathing of the hull using a two part epoxy resin and cloth. The team was shown how to do this and then they were left on their own to complete the task. This turned out to be an extremely messy task and all involved ended up with new hairstyles and extremely stiff clothes! *Below*



We also had an overseas visitor from Steamboat Springs, Colorado, Bill Wetherby, whose great uncle had been rescued off the beaches of Dunkirk. He expressed a wish to visit the workshops and perhaps help for a few days on Dorian. Fortunately he was an accomplished carpenter, so he was put to work routing the deck boards for the aft cabin. *Below*



The transom was finally completed by July, with the fourth layer of laminates being fitted. Dorian finally had a handsome rear end! This was then sealed and all the screw holes were filled and then sanded. *Below*





Transom being laminated

Sheathing of the hull was on going, but working under the boat with the hull a scant 40cm away made for very difficult conditions. We found the only way was to cut smaller pieces of cloth, rather than trying to defeat gravity keeping longer lengths in place. The sheathing of the hull was finally completed during November.

There remains only the keel that will need sheathing once repairs are completed. Once the skegs have been fitted in place, these too will require sheathing.

Engine confirmed

After much discussion, a decision has been made on the engine required. This will be a 6 cylinder Perkins engine. Now that the engine has been identified, work started on the engine runners and determining where the floor level for the wheelhouse will be. Floor beams have also been fitted in the aft section and framing for the aft bulkheads.

New volunteers

During September Dunkirk Little Ships began a volunteer recruitment drive for various projects, by advertising on the Southampton volunteer's web site. Dorian has been fortunate to have gained a few extra volunteers

The Southampton Maritime Festival was held in September and it was very gratifying having visitors returning and commenting on how much she had progressed over the past year. Continually seeing her, one loses sight of the progress. Dorian was suitable decked out for the occasion. *See back page.*

Cooler weather ahead

We received a large consignment of supplies towards the end of November, which has enabled work to start on fitting floor boards throughout the ship and the aft bulkheads. The cut away parts of the keel are now being replaced with oak. With the onset of the colder weather a lot of the work involving resins, will have to be curtailed, but preparation for the warmer weather continues with wood work moving to the top of the projects.

Sally Marsh. *Thank-you Ed.*

Obituary

Lionel Tucker 1916 to 2014



Happy at the wheel of *Fermain V*

At 98 Lionel Tucker was one of the boys of the old brigade having joined the Territorial Army in 1937 on the advice of his boss who said that it would get him a cushy posting in the event of war as he was a motor mechanic specialising in Rolls Royces.

Instead, he was called up immediately upon the outbreak of war and sent to France and Belgium looking after his units transport until, with the retreat to Dunkirk under way he was ordered to destroy the vehicles to prevent them falling into German hands. He then had to march 21 miles to Dunkirk where, after some time under constant aerial attack he was evacuated from the Mole on the steamer *Maid of Orleans*. Under heavy attack and in fear of having to swim for it he threw all his kit overboard then flopped down and went to sleep and never woke up until he arrived at Dover.

Back home, he was briefly reunited with his wife Violet, whom he had married only 13 weeks before and was then posted to Tenby.

He went on to fight the rest of the war returning to France on D Day+1 and then all the way to Germany.

After the war he went back to the motor trade and joined the British Legion and the Dunkirk Veterans Association of which he was chairman of the Southampton Branch which is where I first met him.

For several years Peggy and I brought him to the Vets' Cruise and he particularly enjoyed his trips on *Fermain V* where he earned the title of "Laughing Lionel".

He was always a keen supporter of the Trust and was a great hit with school children when they came to see what we were doing on *Dorian*. We last saw him at the Southampton Maritime Festival in August when, although in a wheelchair, he was still his cheerful self and we were talking about future events.

He will be sadly missed

Jerry Lewis

***Caresana* update**

As it is a cold wet day it is a chance to do an update on Caresna's progress. She is still under her all-over cover and afloat outside my house at Shepperton.

External

Not a lot has changed on the exterior except that a number of vents have been fitted in the cabin sides. Only three more to go! The air boxes to the engine have been rebuilt and the cowls on the top of the cabin have had their casings fitted. The drip edge trims are yet to be made and fitted and then we'll be in a position to start preparing for painting. The holding primer on the outside has mainly done its job.

The gas tank in the aft cockpit has been reduced in height so that when the two seat-lockers are rebuilt, the seats will be the right height to allow comfortable sitting and easy exit on deck from the cockpit. A new domestic gas pipe has been fitted from the aft cockpit bottle tank to the galley where a new stove is in position, fitted with some small modifications to the space.

Internal

The main saloon side lockers were removed to allow for painting. These have now been replaced and timber replaced where necessary. The interior has been top-coated and the frames and beams varnished. The navigators side dash has been made slightly wider and raked to a more suitable angle. The instrument panel needs to be removed, cleaned and varnished and refitted with a new engine temperature gauge included. I would also like to add a rudder and depth indicator but space is at a premium in this area!

The fore cabin has been cleaned, primed and painted. The white paint has lightened up whole area considerably. The space where the old solid fuel stove stood will become a space for the fridge we have been offered. This area is now being rubbed down and painted. The basin and taps have been refitted in the heads. The next task is to replace all freshwater pipe-work. A domestic water pump has been donated and a pressure vessel purchased.

The old and useless bow thruster motor has been removed with great difficulty due to its decayed state and weight. We will need to source and fit a good deal of ballast! The forepeak has now been washed down which makes it a much nicer place to be in to rub down and paint.

Mechanical

The shaft steering which was rather worn and tired has been removed. The decision to replace it with hydraulic steering created a problem with changing oil pressure into a rotary motion. This problem has been resolved with a manifold obtained from the USA. All we need now is to work out now is how to fit it!

Rewiring the whole vessel has not been started but the L.E.D cabin lights have been marked out.

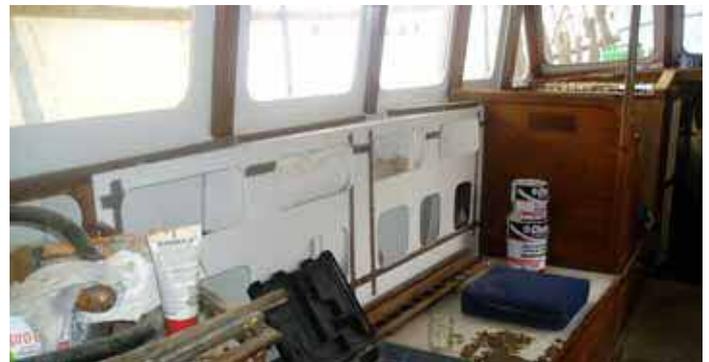
Due to the efforts of our jam and marmalade team, Sandy Pollard and Keith Beautement, who have produced many jars to sell, we continue to fund raise whenever possible. We still have fruit in the freezer so this will continue for the foreseeable future.

Return to Dunkirk

We are pretty much on schedule, but the clinching decision will be when Caresana is slipped this spring. We know there is some work to be done - but how much is yet to be revealed.

My wish list containing many items including a steaming mast, windscreen wipers and deck head vents. If anyone can help please call me on 01932 222393 or email di.den@tesco.net

Dennis Cox, Skipper, Custodian for the Trust.



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Southampton Maritime Festival

Clockwise from top

Group for the official opening

Dorian on display

Challenge

Busy bookshop

Young visitor

Caronia



Aims of the Dunkirk Little Ships Restoration Trust

Registered Charity Number 1021088

The aims of the Dunkirk Little Ships Restoration Trust are :-

First, to acquire Dunkirk Little Ships in danger of destruction and remove them to a place of safety.

Second, to encourage the boatbuilding and conservation skills necessary to restore the Little Ships to a high standard with a view to ensuring their continued useful life.