



DLSRT News



Autumn/Winter 2015

THE NEWSLETTER OF THE DUNKIRK LITTLE SHIPS RESTORATION TRUST

Four Restored Little Ships on the Commemorative Cruise to Dunkirk 2015 Each was saved by the Restoration Trust before restoration.



Lucy Lavers, ex. Aldeburgh Lifeboat.



Endeavour, ex. Leigh-on-Sea Bawley.



The fleet in convoy.



New Britannic, ex. ferry and trip boat.



Silver Queen, ex. Harbour launch, once Fermain V.

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.

DUNKIRK LITTLE SHIPS RESTORATION TRUST

Charity No. 1021088

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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.

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.

Caresana -

41ft ex RNLI lifeboat, built 1933 at Cowes,

Isle of Wight, originally named Charles

Cooper Henderson. Presently at Shepperton.

Little Ships saved and in new ownership

Cyril and Lilian Bishop -

Restoration, France

Endeavour -

In commission, Leigh-on-Sea, Essex

Attended Dunkirk 2015

Gay Crusader -

Believed now in Norfolk,
condition unknown.

Irma -

Preserved, Wheatcroft Collection

Lucy Lavers -

Restored, East Anglian Coast

Attended Dunkirk 2015

New Britannic -

In commission, Conyer Quay, Medway.

Attended Dunkirk 2015

Nydia -

New owners, restoration
commenced mid 2015

Rania - Restoration, Cumbria

Resolute -

Sadly destroyed in Glasgow.

Engine survives training apprentices

Silver Queen ex. Fermain V -

In commission, River Thames

Attended Dunkirk 2015

Southern Queen -

Laid up, Ramsgate.

Tender to Southend Britannia

Now at Deal Maritime Museum

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Trustees Report Summer/Autumn 2015

Highlights (and others)

This has been a difficult period but with some very good interludes.

Last December Peggy and I and Trustee Trevor Phillips were invited to the Bournemouth Dunkirk Veterans Christmas lunch which was a great occasion supervised by our old friend and Dunkirk Veteran, Arthur Taylor and his sons.

The Commemorative Cruise to Dunkirk organised by the Association of Dunkirk Little Ships to mark the 75th anniversary of Operation Dynamo in May this year was very special. Prior to that there was, inevitably, a lot of very hard work done which unfortunately culminated in a certain amount of disappointment.

Hopes dashed

A few years ago it had been hoped that all of the Little Ships in our care would be ready to take part in this, the 75th Anniversary Return. It soon became apparent that *Dorian* was such a large task that it would not be possible to complete it to the standard needed in the time available.

The work on her is progressing very well under the supervision of Derek Abra and the internal fit out is well under way with fuel and water tanks installed, the forward cabin partly complete and the aft cabin bunks and toilet compartment being worked on by Derek Gange and John Ponsford. Peter and Sally Marsh are finishing the outside of the hull ready for painting and they have made a super job of this. Len Lochrie and his team are getting the engine room ready for the new engine which has now been delivered. They are also installing the central heating and other services whilst there is space to work easily.

Meanwhile

Meanwhile up at Shepperton, Dennis Cox and his small team of volunteers were working hard to make it possible to take *Caresana* to Dunkirk although there would still be plenty of jobs left to do. In order to do this it was necessary for her to go on the slip for some urgent under water work by professional boat builders. In the event there just was not enough time available to get this done so *Caresana* stayed in Shepperton while Dennis joined fellow Trustee, Simon Palmer on his Little Ship *Hilfranor* for the event.

Again, the work is being carried out to a very high standard and Peggy and I were very impressed when we visited recently to find the engines running after about eight years of being idle. The new cooker and gas piping has been installed and has passed the surveyors inspection, the new hydraulic steering gear is working and vast amounts of scraping and painting has been done but there is still plenty more to do if you feel like helping!

Finally

Challenge has been much more of a problem. The near collapse of support from the Shoreham-based volunteers following the demise of the "Friends of Challenge", the resignation of all three of the Trustees who were expected to organise the fund raising, maintenance and operation, and the fact that no income has been generated either by the ship or the volunteers has stretched the Trusts' reserves to pay for her insurance and maintenance.

Whilst mechanically in good condition the external paintwork is in need of considerable work to make *Challenge* look as she should. The remaining Trustees made considerable efforts to raise the necessary funds to get her to Dunkirk and at one stage we thought that we would be able to when we received notification that we were a beneficiary of a will of Maurice Mackenzie. Maurice was a Dunkirk Veteran and one of our longest standing members, who had died. The solicitors intimated that the funds would be in our hands shortly and, as this was February, we hoped that this would arrive in time but we are still waiting. (The funds arrived in November!)

The volunteers completed the boiler survey in readiness and then produced a timetable and a demand that the funding be guaranteed by the 23rd April. It was impossible to make the guarantee, so the trip had to be called off. Shortly after, thanks to Martin Summers' hard work, we received a donation from Mr Tara Getty which would have covered the fuel costs and he has generously allowed us to keep this to help with her bills this year.

Other rescued Little Ships

Despite these three disappointments we were delighted to see four Little Ships, previously in the care of the Trust, taking part in the Return which was very well organised by the Association of Dunkirk Little Ships. The first to arrive in Ramsgate was *New Britannic* returning to her old home port and looking just as she did all those years ago and Greg had been working very hard to make sure that she was fully ready for the trip.

Then came *Silver Queen* which we knew as *Fermain V* looking very smart with a new cover over the aft deck. She is now based at the Royal Victoria Dock in London and we hope that we will be able to work with her owner, Joe Radmore, when and if *Challenge* moves up there.

Next to arrive was *Lucy Lavers* with her full restoration completed just in time for her to make the trip down from Norfolk. She looked absolutely superb - just as she did when delivered to the RNLi 75 years ago. She's a great credit to all of her restoration team at Rescue Wooden Boats.

Then came *Endeavour* after a very boisterous trip from Leigh on Sea in the Thames Estuary under sail and looking very smart as always.

We had hoped that *Rania* would be able to join us but in February just when all was going well, Simon Jones had his car, with many of his tools in it, stolen. This made it impossible to complete the work in time but it is hoped she will be finished later this year.

Peggy and I took *Tahilla* and were delighted to have Len and Pattie Lochrie with us giving Len a few days off from *Dorian* and a chance to see the Little Ships in action including Trustees Simon Palmer with *Hilfranor*, Martin Summers with *Bluebird of Chelsea* and Trevor Phillips with *Tom Tit*. The departure went smoothly and the crossing, after a great send off from Ramsgate, was uneventful apart from a super display by the Hurricane and Spitfire of the Historic Flight.

The organisation in Dunkirk went without a hitch and was enjoyed by everyone including the Veterans who put us all to shame with their energy and capacity for alcohol! We were delighted to receive a visit from our Patron, HRH Prince Michael of Kent, who inspected the Fleet.

The return to the UK was a bit lumpy as we crossed to Dover and then down the coast to Eastbourne. The smaller Little Ships returned to Dunkirk and had a good crossing the next day. By that time we were back in Southampton with the news that we had sold *Tahilla* whilst in Dunkirk.

Challenge location

We have been looking at alternative ports all around the coast including Bristol, Leith and Glasgow but so far without success. The best hope is the Royal Victoria Dock in London where she would be welcome but there would be a charge of £400 per month and the location suggested had little chance of attracting the number of visitors needed to justify the cost. Discussions regarding the area she needs to be moored in are ongoing.



Trustees report continued

Training exercise

In April we took part together with **Shieldhall** and **Medusa**, in a training exercise for engineering students from Fareham College. During the exercise they spent time in the workshop and on **Challenge** where they were able to see steam being raised and the work of the boiler surveyor. The reports back were very favourable and it is hoped to repeat this next year.

News

Another piece of good news is that **Nydia** which was taken over by the Wheatcroft Collection when we were forced out of Marchwood has been transferred to Malcolm Jones and he is hard at work getting her ready for the next return! Not such good news about **Southern Queen** which is laid up in Ramsgate looking in a very sorry state. Talks are ongoing between interested parties and we have hopes that something will be sorted out fairly soon.

We also have news of two other Little Ships which have been on our radar for some time, **The King**, which is in the drydock at Morris Tolhurst's yard in Kent, has a new owner but he is finding it difficult to get sufficient help for what is a massive job as nothing has been done for about 20 years. We are told the Thames barge **Ena** is in a very poor way but we are having a problem trying to contact anyone to find out the position and once again it may be too late to save her.

(A barge skipper friend of mine has recently seen her at Hoo. A photograph is printed on page 5. It was an unhappy experience for him and I sympathise. Ed.)



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

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.

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!

Martin Summers

After twenty two years as a Trustee, Martin Summers has decided to retire. We thank him very much for all the hard work he put in over those years as our main fund raiser. We would not have been able to carry on without his efforts which raised hundreds of thousands of pounds. We also remember **Bluebird of Chelsea** regularly arriving at Tilbury with Scott Beadle when **Challenge** was based there and his generosity in hosting our committee meetings at his home.

A G M

We recently held the Annual General Meeting at the Workshop when twenty six hardy souls attended on a dry day after negotiating the terrible Southampton traffic with a late arriving cruise ship coming into the Ocean Terminal close to us. We were delighted that Dunkirk Veteran Arthur Taylor came to take part.

Mike Waddleton

We welcomed as a new Trustee, Mike Waddleton, who has been a member for some years. He has been associated with the ADLS for many years through his father who was Commodore in 1978/9.

We hope that in particular he will be able to help with publicity and fund raising. All the other trustees and officers were duly re elected.

When the meeting finished we all had a drink to wish **Dorian** a very happy 100th birthday and to show off her new engine which had been installed earlier in the week.

As always our thanks go to all of you who support us not only as members but as donors of so much of the equipment we need to do the work.

Thank you

We have just received a donation of £500 for **Caresana** from the Worshipful Company of Cooks via the master, Steve Gibson of **Gainsborough Trader** - many thanks!

A very big thank you to all the volunteers and a Happy Christmas and a prosperous New Year

Jerry Lewis

An apology from the editor.

Here is, I think, the most appropriate place to make an apology for the late delivery of the Newsletter. My health has not been of the best all year and after open heart surgery in August it has deteriorated even more. I am currently typing with one finger!

Reluctantly, I believe that it is time to put the quill down and ask for a volunteer to take on production of the newsletter for 2016. Volunteers please speak to or email Jerry Lewis.

I do wish to recognise the huge support I have received from Jerry and Peggy and the other Trustees and to acknowledge the good wishes passed on to me from members.

Finally, a big thank you to all the people who have contributed articles and photographs to the newsletter over the last fourteen years - it could not have been done without you.

John

“The sight of her brought me to tears.”

Jerry Lewis mention in his Trustees Report that he had heard the *Ena* was rumoured to be in a bad way. I mentioned this to my neighbour who is a barge skipper and took *Pudge* to Dunkirk last year.

This month he was down in Kent and took the opportunity to visit her at Whitton yard at Hoo. He writes:-

It seems that the Webb family member who bought her has abandoned her.

The yard owner has failed to get hold of him and is apparently resorting to the courts, as it will cost something of the order of £15,000 to get her removed from the berth.

Whether she could be refloated for long enough to hulk her on the saltings with the other barge wrecks is debatable.

Sorry to be the bearer of such sad news.

Not a unique Little Ship but it is sad to lose her - Ed.



Trustees own Little Ships present at Dunirk 2015



Tahilla



Bluebird of Chelsea



BBF Memorial flight overhead mid-channel



Veteran Arthur Taylor received an award from the Mayor of Dunkirk



Tom Tit

Dorian update

by Sally Marsh

The workshop remained open until mid-December 2014. The rotten sections of the keel were cut away and new pieces of oak were cut, shaped, and temporarily put in place ready for the warmer weather when the epoxy resin could be used to fit them in place.

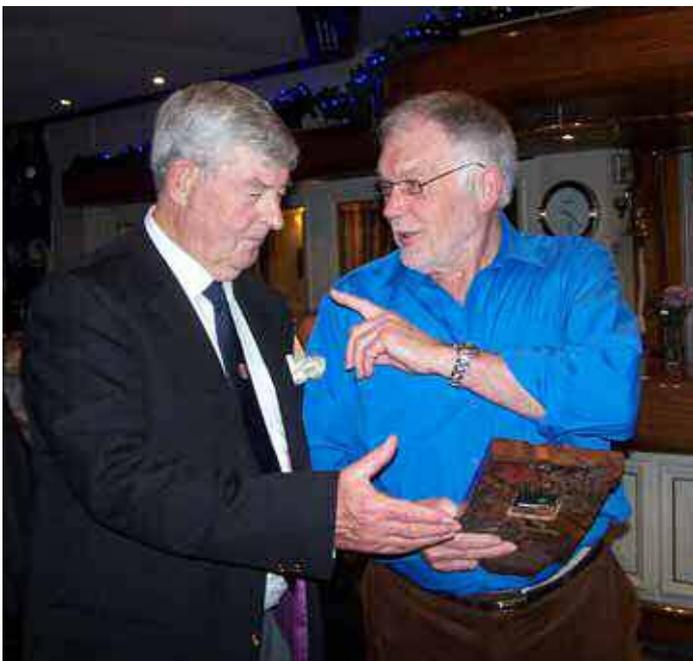


Christmas dinner and rudder clocks

Prior to the Christmas shut-down of the workshop, the volunteers and their spouses met at Royal Southampton Yacht Club for a pre Christmas Dinner. Unknown to the team of volunteers, Peter Marsh had made 11 clocks out of the original rudder removed off Dorian.



These clocks were presented to the surprised volunteers. Each clock was accompanied by a certificate of authentication also showing the position it had been within the rudder.



When the workshops re-opened in January there were some days when the temperature was below 5C making it impossible for any use of resins or painting. But preparatory work continued waiting for temperatures to rise. The floor boards were varnished and finally laid in the saloon and up to the forward cabin and in March the skegs were finally put in place.



The oak for the keel is being fitted in two parts (left). The first layer is bolted to the hull and the second layer laminated to that. Barry, undaunted, climbed onto the workbenches to get a better purchase on the oak sections for the keel shaping the wood to accommodate the bolts securing the first layer onto the keel.

During June fairing of the hull (below) was started. Sally was tasked with learning how this was done and then to show other volunteers. We are using the same two mix resin but with different powders and the fairing is being taken down to about 30cm below water line. The maroon colour will not be the final hull colour!



Three keel plates were ordered and delivered, then painted with several coats of two mix paint



The lower hull undercoat is a glorious shade of green, again not the final colour. and the first of the plates has been secured in place.



Fitting out of the forward cabin bunks has been done and is now waiting for decisions to be made of the final layout.

After several changes to the layout of the aft cabin, work is now progressing with the framework of a double berth and also a hinged single berth. The en-suite heads are also under construction (below left).



The team found a way to remove the bearing off the propeller shaft. Many hands make light work, where there is a will, there is a way! (above right)

Perkins diesel

The decision has been made to install a Perkins 4 cylinder engine, which should arrive in September/October. Tankage is now being installed and work on the propeller shaft continues

At the end of September we bid farewell to one of our volunteers. Chaido had been in the UK on a year's sabbatical from the Greek Army. She has been a great member of our team and will be missed.

The engine arrived (see right) and has been put into place with the help of staff from ABP, who provided the forklift to lift the engine into place. It was hoped to be able to remove the engine once sited to enable all the various fittings to be put into place. With the difficulty in lifting the engine it has now been decided not to move it and work will continue around it.

Two steps forward and six back, the bulkheads fitted two years ago have been removed and the floor boards taken up as the original internal layout has been changed.



The final keel plates (below) have also now been fitted and the decision made to continue the fairing down to the keel.



Caresana progress

update by Dennis Cox

Dunkirk

We were hoping to go to Dunkirk. Sadly we found some problems in one of the propeller tunnels and were unable to slip her and make repairs in time. Really upset and disappointed that we couldn't make it. The current hope is that there will be time available on the slip late spring to complete the underwater work .

Meanwhile we've not been idle and things have progressed in leaps and bounds.

Internally

As reported before we have installed a good cooker and gas pipe work.

The instrument panel has been rebuilt and instruments fitted. A new tacho. cable has been installed and we have RPM readings for both engines! Work is progressing on the installation of LED cabin lighting.

After many hours work a fresh water pump and pipe-work is now operational as well as a hot tank. As a result we now have running water in the heads and the galley.

Engines and systems

Much time has been spent on the engines and gearboxes which are running and sound very good. The only hitch was that one 'box did not want to go astern. Investigation revealed that a quarter turn on a bolt put us back in business. There is a problem on one 'box where an oil seal on the back is weeping and needs to be replaced. It looks to be a complicated task and we need a creative solution..

The old and worn shaft steering has been replaced by a hydraulic system. The need to convert the power back to rotary (rather than the more usual side to side) motion required a special manifold to be obtained from the USA, but still involved some tweaking.

Final finishing

I had hoped to leave painting the aft cabin to later, but there is no point in running cables before paint, so we are preparing the interior for primer etc..

Best of all

The final (and best) bit of news is that after inspection we have now received our Boat Safety Scheme Certificate - a very pleasing result for us volunteers.

Work continues!



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.