



DLSRT News

Summer 2014



THE NEWSLETTER OF THE DUNKIRK LITTLE SHIPS RESTORATION TRUST



Sentimental location

On her way from Great Yarmouth,
Challenge returns to the buoy off Gravesend which she used during her working life.

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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HRH Prince Michael of Kent GCVO

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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 new 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.
We'd like a suitable low profile engine if you
know of one!
Target for completion 2015 return to Dunkirk.

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 -

Preserved, Wheatcroft Collection

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 Summer 2014

The last few months have been the most depressing and frustrating in the history of the Trust with fire, floods, storm and death all taking their toll upon us. I think things are now looking up, I certainly do hope so.

Deaths

I am very sad to report the deaths of three of our old friends and supporters of many years.

David Rolt was the instigator of the Trust back in 1992 when he was the Commodore of the Association of Dunkirk Little Ships and we were concerned at the number of Little Ships being lost due to the old age of the owners or lack of funds to maintain the vessel. David became the first chairman of the Trust until he retired to the West Country and sold his Little Ship "Wanda".

Ian Macdougall was the enthusiastic first Chief Engineer of Challenge who with a great team worked wonders at Tilbury culminating with Challenge raising steam for the first time in over twenty years and sailing round the docks.

Eric Pollard was a great supporter and helped Dennis Cox with Fermain V and more recently was heavily involved in the restoration of Caresana and was looking forward to crewing her to Dunkirk next year.

Floods and storms

The winter storms affected all the restorations with flooding at Shepperton, water inches deep in the workshop and Challenge riding out heavy seas at her moorings. At home our sea wall was washed away and twelve large trees, all with preservation orders, were blown down. It has meant that a considerable amount of our time has been taken up with engineers, local authorities etc. Trustee Charles Payton was also badly affected by floods as he lives in the Somerset Levels.

Fire

To crown it all Len Lochrie who masterminds the restoration of Dorian suffered a serious fire at his home which has been devastating for him and Patty and we wish them a speedy resolution to their problems. A further blow was news from John Atkinson in Scotland, who has been trying to do something about Resolute after the charity which took her over ran into difficulties. He reported that BAE Systems had knocked down the building she was stored in and had destroyed her remains as well. In fact the hull was in a very bad way and the chance of a restoration was slight. The only good news is that the engine is being used to train apprentices in the workshop so all is not lost.

(The only thing missing seems to be pestilence. - Ed.)

Better news

Looking on the brighter side John also reports from Scotland that Skylark IX, which had been under water for many months before being refloated by a team of Royal Navy divers, has been moved to a secure yard where a full evaluation and work schedule can be carried out. It is considered that the restoration is achievable although not in time for the return to Dunkirk next year. There has been great support from the local community but more is needed.

Now for some really good news; Chief Engineer Clive Purser has been named as **Preservationist of the Year** by The Transport Trust. It is a very well deserved honour in view of the tremendous amount of work he did in the restoration of Challenge and he was presented with the award by HRH Prince Michael of Kent at the old Brooklands Motor Racing Circuit in late June.

Challenge

Despite the weather Challenge is in very good condition with a minor amount of painting of the hull outstanding but this is very difficult on her current berth. We are still awaiting the presence of the floating crane to launch the pontoons so that she can move to 50 Berth which will be her permanent home. The filming carried out by students from the City College which followed the restoration in Shoreham is now complete and a DVD will be available shortly including a piece by David Dimbleby.

Sadly there are very few events planned around the coast this year which Challenge could attend and we cannot afford to go unless the full costs are covered. We had hoped that she would take part in the D Day events recently but the logistics at Portsmouth made it impossible as there was no room for her! It has been decided that she will remain in Southampton this summer and preparations will be made for her to take part in the Commemorative Cruise to Dunkirk in May next year.

Dorian

More very good news on Dorian as Roger Carpenter has finished rebuilding the stern which proved to be a very complicated and time consuming business. Now progress can be made with the hatches whilst Derek Gange and John Ponsford concentrate on the internal joinery where Peter and Sally have finished the preparation and painting. We are still trying to source a suitable engine and hope that we may have some good news soon.

Caresana

On Caresana the loss of Eric was compounded by Dennis Cox suffering a bad hernia which required immediate surgery. Both events have inevitably put the work schedule behind but a number of volunteers have promised to help. Dennis is determined that she will be ready to go to Dunkirk next year.

Urgent need for your help

New members and volunteers are always urgently needed.

I would urge everyone to try to sign up one person this year which would make a tremendous difference. Everything is done by volunteers and there are jobs to suit everyone from cooking to making curtains to engineering to tweeting and running the accounts. We are planning to launch a membership and fund raising campaign shortly. This will be supported by the company "Culture Force" who are working jointly for us and S.S.Shieldhall on the Learning and Participation element of our lottery grant and come highly recommended having done a similar exercise at S. S. Great Britain.

Friends of Challenge

A proposal was made earlier this year to form a "Friends of Challenge" organisation. This excellent idea was launched without considering some important consequences to the Trust.

As the proposers were not prepared to amend their plans we were forced to withdraw our support. This was a great shame and a disappointment to us; we are open to any suggestion which is workable and supports our aims.

Day or two off

On a lighter note Peggy and I took three days off to take Tahilla to the Old Gaffers Festival at Yarmouth IOW and it was a great event as always with good weather and masses of entertainment.

D-Day Commemoration

We were also present in Portsmouth Dockyard to see the arrival of MTB 102 carrying the bagpipes which were played by Pipe Major Millin whilst leading the Highland Brigade ashore at Sword Beach on D Day. Pipe Major Millin was the personal piper to Lord Lovat who commanded the Brigade. The pipes had been brought round the coast from Scotland by a succession of historic vessels with MTB 102 taking over for the leg from Weymouth to Portsmouth via Southampton. With some thirty D Day Veterans present and MGB 81, HMS Medusa and HSL 102 present it was a very impressive event. The following day they all sailed for France and the commemorations there.

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

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

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 or pursers@ntlworld.com

Visiting Caresana.

She is alongside the Towpath, Shepperton.

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

A (semi) final note from Jerry Lewis

Sadly, after forty five years ownership and our increasing age, we have taken the decision that Tahilla must go to a new, caring, owner.

We will be putting her on the market shortly.



A PLEA FROM THE EDITOR

Please would you try to recruit a member or donor. Just one from each of you would make an enormous difference.

I look forward to a complaint from Lindis that she is flooded out with new members!

Sadly, there have been no complaints from her as yet!

Websites

Dunkirk Little Ships Restoration Trust

www.dlsrt.org.uk

Steam Tug Challenge

www.stchallenge.org

Association of Dunkirk Little Ships

www.adls.org.uk



Obituary - David Rolt

David was a member of the ADLS from 1978, Commodore from 1998 to 1991 and led the fleet in Wanda for the Commorative Return in 1990.

He worked for McAlpine's as a student before completing National Service with the Royal Engineers and joined the firm as a full time employee in 1948. He rose through the ranks and in 1981 was appointed to the board as a director until his retirement from the Company. David also worked in a consultancy capacity on the initial building of the Canary Wharf complex.

David had an affinity with the water from an early age. He was an outstanding oarsman winning the Danesfield cup at Henley in 1945 with Imperial College thus opening the door to membership of Leander Rowing Club.

Family holidays took place in St. Mawes with a progression of boats gradually increasing in size until eventually, as has happened to all of us, common sense took a back seat and David took on the Dunkirk Little Ship, 'Wanda'. I believe he initially moored her in Weymouth before taking a mooring in St. Mawes. Wanda made many passages to France and, as with many families, I perceive that David's enthusiasm meant that they went to sea on occasions when his sons Tim and Anthony might have chosen to remain in harbour.

Both David and Nettie were popular and active members of the Association. Nettie was a very important part of David's life and she provided valuable support to David particularly during his time as Commodore. Members who knew Nettie will remember her with great affection.

David, realizing with others that some Little Ships, because of their age, were in danger of being lost through neglect, set up the Dunkirk Little Ship Restoration Trust as a vehicle to source funds to save as many Little Ships as practically possible that might otherwise be lost. Since its creation the trust has rescued thirteen Little Ships.

David and Nettie retired to St. Mawes eventually selling Wanda in 1994, but continuing the interest in sailing with ownership of a Falmouth working boat, one of a fleet involved nowadays in serious racing within Falmouth waters. Nettie was able to pursue her interest, and not inconsiderable skill in painting, exhibiting in many local exhibitions.

Elizabeth and I kept in touch with them visiting St. Mawes each year on our way west. We were always welcome and the A.D.L.S. was always a topic of conversation. We enjoyed their hospitality with views of the coast past the Helford River and running south to the Lizard, and weather permitting were able to entertain them on Michael Stephens.

Sadly Nettie became ill and died in 2002.

Some years later circumstance brought David and Jean together and they eventually married. Jean, a local vicar, had herself lost her husband. They were able to support each other and were clearly happy. Jean has a down to earth and vivacious personality that one immediately takes to. We remain in touch and will continue to visit St Mawes and drink a toast or two to David.

Charles Cave



Above
Sitting on Gay Crusader at the launch of the DLSRT in 1993 David Rolt (centre) with (right) Raymond Baxter and (left) Charlie Newens who crewed Gay Crusader to Dunkirk in 1940

Right
David behind Prince Philip during his visit to Dover for the 1990 Return to Dunkirk.



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.

Clive Purser Preservationist of the Year

Those associated with S T Challenge recognised the quality of the work Clive put first into preparing our bid to The Heritage Lottery Fund and then following through to complete the refit on time and within budget. It was a tremendous achievement.

We got even more pleasure on hearing that he had received a letter (content partly reproduced below) from the President of The Transport Trust inviting him to accept the prestigious award of Preservationist of the Year.

April 2nd 2014

Dear Mr Purser,

The Transport Trust would like you to accept its Preservationist of the Year Award in recognition of your achievement in bringing ST Challenge through her major refit.

The presentation will be made at Brooklands by the Trust's Patron HRH Prince Michael of Kent at Brooklands Museum on June 23rd this year.

The event will commence at noon (but we would be grateful if you were to arrive no later than 11.45am) and after refreshments will finish around 2pm, after which you will be able to explore Brooklands, including the London Bus Museum.

There are a dozen or so winners of restoration awards plus Preservationist of the Year and Young Preservationist of the Year Award so I am sure you will understand that to keep the occasion to a reasonable length it will be adequate to say just a few words following your presentation.

I look forward to hearing from you.



Presentation of the framed certificate by H R H The Prince Michael of Kent, Patron, The Transport Trust.



Holding the magnificent Trophy.

Pictures and letter are Copyright of the Transport Trust

Caresana - from Dennis Cox

We are still progressing slowly with the refit, despite the loss of Eric, my right hand man, who, by the way did a stalwart job during the floods. (*Dennis reports that the flood water was 4ft 6 inches above datum, over the towpath and 20 inches deep around his house*).

All the glass is now fitted in the frames and the deckhead inside has been rubbed down and primed, frames and beams prepared and sealed with a coat of varnish. All this helps with morale, making the inside of the boat more respectable.

We have always had Caresana's RNLI history. She spent some 40 years in service mainly at Dungeness as a beach boat. Nothing significant was known about her service at Dunkirk in 1940 except that she was found damaged and drifting off Margate on June 1st.

Some new information has come to light.

We were delighted to be contacted by the son and family of Robert Hector RN. Robert Hector skippered Caresana to Dunkirk under her RNLI name of Charles Cooper Henderson.

It was a huge surprise and delight that after all these years we should finally have Robert's written account of the time he spent at Dunkirk. We thank Robert's descendants for making contact and providing such valuable information.

It is a very interesting description of Robert's time aboard Charles Cooper Henderson. I will publish it in full next issue together with an obituary for Eric Pollard.. - Ed.

Dennis, Sandy Pollard and helpers will update us on Caresana's further progress next issue.



**The Southampton Maritime Festival is back for a second year
at the Ocean Terminal
Save the dates - Friday 22nd and Saturday 23rd August**

The Festival will once again be taking over the docks and water within Dock Gate 4 to bring you a whole host of activities and attractions that hark back to Southampton's past.

In a bumper year of historical commemorations including 100 years since the start of the First World War, 70 years since the D-Day landings and 50 years celebrating Southampton's city status, the event offers an unrivalled opportunity to step back in time into the region's history.

Visitors to last year's event had the chance to see historic ships, cars, steamrollers and take part in activities on and off the water. This year, there will be even more attractions to keep the whole family entertained.

Visitors will get the chance to visit a plethora of historic ships and vessels to see what life was like living and working on board. War-time history will come alive with the arrival of the HMS Medusa and a variety of Dunkirk Little Ships including S.T. *Challenge*. Southampton resident ship the SS *Shieldhall* will be moored at the quayside and also offering the chance of a trip around the Solent.

The Jubilee Sailing Trust will also be attending with *Tenacious*, their 63m tall ship.

On land visitors can explore a large number of displays and demonstrations over the course of two days. The quayside will be packed with exhibits including historic cars, steam exhibits and heritage trams whilst Southampton's Ocean Terminal will house many heritage and art exhibits, craft fairs and traders.

The Trust workshop and ST Challenge will be open together with our two shops - come and see us.

Last year was great fun, help us make it even better this year!



HMS Medusa and MTB 102 alongside, May 2013

Challenge News

Following the triumphal arrival of Challenge in Southampton a year ago and the variable success of the visits to Great Yarmouth and to the Thames last September, times have been frustrating.

Effects of winter weather

External

On the return to Southampton in September, Challenge was effectively laid-up for the winter at a less than satisfactory Berth 42. The ravages of a particularly stormy and wet winter have taken their toll, although not to the extent that was anticipated. The 'old girl' remains remarkably resilient and apart from a large degree of fairly superficial rust streaking the deck side has stood up well. With the appalling weather to contend with and a down-turn in volunteer activity, very little attempt could be made to keep on top of deck maintenance.

Internally

The same could not be said of the machinery spaces, where very good progress has been made in addressing the outstanding machinery problems that were indentified during the various passages made last summer.

The main engine valve and piston rod packing sets were rebuilt in an attempt to improve the steam leakage; as the rods remain quite badly etched, I think that the problem can only be improved but not eliminated.

The condenser seawater circulating and condensate extraction steam driven pumps were both successfully adjusted and retimed in order to improve performance.

The engine/bridge telegraph has had the operating rods renewed with wires and, for the first time that anyone can remember, now indicates and repeats the correct engine movement request.

A full fire detection system has been installed and bilge level alarms are well on the way to completion. The emergency lighting now works correctly and lights up on battery power automatically if the main electrical power fails.

The boiler was opened-up for annual survey in March and subsequently flashed-up to test the emergency devices - it passed with flying colours.

So, all in all, not a wasted winter and, now that the weather is picking-up, we hope to get going on the deck side.

Southampton Maritime

Jerry Lewis and Len Lochrie have been beavering away in the background liaising with the Port Authority and trying to recover two rather inconveniently placed pontoons and move them on to Berth 50 (alongside Calshot) This will enable Challenge to be on a far more secure berth and also allow public access. We intend then to be able to tap into the, hopefully lucrative, cruise passenger market and entertain the many bored punters waiting to board their 'mobile blocks of flats'.

Our biggest 'challenges' remain the lack of local volunteers that have the time and commitment to become involved on a regular basis and also in securing a funding stream so that sufficient revenue can be raised to sustain the long term operation of Challenge.

Fuel costs will always be paramount, particularly if we commit to taking Challenge to events away from her home port. Even though the new boiler provides the most efficient operating costs that we can achieve, fuel remains very expensive and will never go down in price.

On a brighter note, steps are being taken to team-up with SS Shieldhall in order to share resources and produce a pool of attractions that will draw in more visitors.

The only event that we are presently committed to this year is the Southampton Maritime Festival in August, which is a repeat of the successful event held in May last year.

Clive Purser

If you, or someone you know wishes to volunteer please contact the following:-

Clive Purser or Jerry Lewis, addresses on inside front cover or **visit the websites**
www.stchallenge.org and www.dlsrt.org.uk



Night at Southampton



Two Dunkirk Little Ships, MTB 102 & ST Challenge

THE DUNKIRK LITTLE SHIPS RESTORATION TRUST



MEMBERSHIP APPLICATION



NAME:- Mr/Mrs/Miss _____

ADDRESS _____

POST CODE _____ TELEPHONE _____

E-MAIL ADDRESS _____

AMOUNT PAID : £ _____ DONATION : £ _____

Type of Membership

(Tick as applicable)

Annual £20.00

Family £30.00

10 year £180.00

Junior to 16 yrs £5.00

DVA £3.00

Corporate £250.00

I am interested in helping with:-

RECRUITING

RESTORING

MANNING STANDS

FUNDRAISING

REFITTING

LOCATING VESSELS

Declaration

I confirm (please tick box) that I am currently a UK taxpayer and would like this and any subsequent gifts that I may choose to make to the Dunkirk Little Ships Restoration Trust to be made under Gift Aid.
(This means a donation of £25 would be worth approximately £31.25 at no extra cost to you.)

Name:

Signed:

Date:

Please complete and return to - The Membership Secretary, Dunkirk Little Ships Restoration Trust
Silver Stream, Hackney Terrace, Melton, Woodbridge, Suffolk IP12 1NN membership@intamail.com

For Office use only

Type of Membership _____

Membership Number _____ From/to _____



THE EASY WAY TO PAY STANDING ORDER MANDATE



To _____ Bank plc

Address _____ Post code _____

Please pay Barclays Bank plc, Park Gate branch, Sort code 20-30-89; Account No 70270180 for the credit of The Dunkirk Little Ships Restoration Trust the sum of £ _____ (amount in words) _____ commencing NOW and thereafter on the (date) _____ annually until you receive further notice from me/us in writing, quoting the reference _____ and debit my/our account accordingly.

Account to be debited (name) _____

Account no _____ Bank Sort code _____

Signed _____

Date _____

THE DUNKIRK LITTLE SHIPS RESTORATION TRUST



ORDER FORM



Please supply

Cost each Quantity Total

Sweatshirts in navy, embroidered with Trust logo S (34/36), M (38/40), L (42/44), XL (46/48) State size/s required	17.50	_____	_____
Polo Shirts in navy, and pale blue embroidered with Trust logo S (34/36), M (38/40), L (42/44), XL (46/48), XXL (50/52) Pale Blue - S, M & L only State size/s required	15.50	_____	_____
Classic Tee shirt in white 100% heavy cotton embroidered with Trust logo M (38/40), L (42/44), XL (46/48)	10.00	_____	_____
White Cotton Tee shirt with print of S.T. Challenge L (42/44), XL (46/48), XXL (50/52)	12.00	_____	_____
Baseball caps embroidered with Trust Logo in Navy & Pale Blue	10.00	_____	_____
Blazer badges	10.00	_____	_____
Trust lapel badges, (plus 60p postage)	2.00	_____	_____
Childs silicone wrist band, printed with I'VE TAKEN THE CHALLENGE in red,yellow,green,blue& pink (plus 60p postage)	1.00	_____	_____
Trust Ties	7.50	_____	_____
House Flag - wool (24" x 18")	30.00	_____	_____
- nylon (18" x 12")	7.50	_____	_____
Postcards of S.T. Challenge (minimum order 10)	.35	_____	_____
Posters of S.T. Challenge	1.00	_____	_____
Book - Paddle Steamers at War 1939 - 1945 <i>Compiled and edited by Russell Plummer</i>	5.00	_____	_____
DVD Steam Restoration of Challenge	5.00	_____	_____
Working model Steam Tugs (not a toy)	5.00	_____	_____
Blank cards (8" x 2 approx) with 'Steam Tug Challenge' from an original acrylic by Marcus Finch B.A. (or 6 for £10.00)	2.00	_____	_____
Copy of painting of Challenge in dry dock - 8" x 10 1/2"	5.00	_____	_____
- 11" x 14 1/2"	7.00	_____	_____

Add post and packing

4.00

TOTAL

Please return the order form to:-

Mrs. Mary Colquhoun,
12, Mariners Way,
Warsash,
Southampton,
Hants. SO31 9FU

From:-

Cash or cheque with order please, payable to **The Dunkirk Little Ships Restoration Trust**



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Dorian update

The workshop stayed open throughout the mild winter, a real bonus for those working on Dorian, but sandbags had to be deployed, failing to hold back the seeping water from all the rain.

On top of this the workshop seemed to have its own indoor fountains. The king tides we experienced forced sea water up through the drainage pipes. This left the workshop festooned with polystyrene debris and puddles everywhere. There were moments when we thought Dorian would take to the high seas of her own volition!



Nevertheless great progress has been made with the transom. You can now see the form taking shape. By early March Roger had managed to fit the 2nd layer of laminates to the transom.

Splining of the some of the wider gaps in the upper structure was completed, keeping Len out of mischief. (rt)

Derek and John have constructed the aft cabin and by mid-March the roof beams were fitted providing rigidity to the cabin. (rt)

The varnish stain has certainly brought up the colour, giving it some protection from errant painters.

Bad areas of the hog have now been cut away, exposing the copper studs, which will be threaded in anticipation of new wood being fitted. The splining and fillets on the hull are now complete. There are only small areas not having been sanded and filled due to the placement of the supports holding Dorian in place. The next step will be to apply the sheathing.

By the end of May, all areas from the wheelhouse bulkhead to the bow had been filled and sanded. The surfaces have had numerous coats of primer, two undercoats and are now ready for the finish coats. Between Peter, Sally and those surfaces, we are not sure who has the most paint on them! All the seams down to the hog have been sealed and bilge paint applied to the areas below sole level. She is suddenly looking so much larger!

At the time of going to press, Roger, ably assisted by Matt should have completed the 3rd layer of laminates. One more layer to go. The rudder, propeller and shaft have been fitted temporarily to enable measurements to be taken in order to gauge the engine requirements. (rt)

Tim Harrison and Richard Bruce have joined our team of volunteers as and when they are able to come down. We are still hoping to find more volunteers to assist in the many aspects of this restoration. We are down every Tuesday and Thursday, and welcome visitors, especially those bearing biscuits!

