



DLSRT News



Summer/Autumn 2013

THE NEWSLETTER OF THE DUNKIRK LITTLE SHIPS RESTORATION TRUST



Reboilered, repainted and rejuvenated *Challenge* under way for her shake-down journey from Shoreham to Southampton on May 4th 2013

It was almost exactly 20 years since her acquisition by the Trust

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

Dunkirk Little Ships presently in the care of the Restoration Trust

Undergoing restoration now

Challenge - In commission, at her new berth in Southampton
110ft Steam Tug, supported by The Heritage Lottery Fund.

Saved
Dorian - 45ft. ex RN pinnace built 1915 in Portsmouth, now at Southampton.

Caresana - 41ft ex R.N.L.I. lifeboat built 1933, presently at Shepperton.

Saved and in new ownership

Cyril and Lilian Bishop
Restoration, France

Endeavour
In commission, Leigh-on-Sea

Fermain V (now Silver Queen)
In commission, River Thames

Gay Crusader
Now in Norfolk

Irma
Preserved, Donington Park

Lucy Lavers
Restoration, East Anglian Coast

New Britannic
Restoration, Ramsgate

Nydia
Preserved, Donington Park

Rania
Restoration, Cumbria

Resolute
Restoration, Glasgow

Southern Queen
In commission.

Patron

HRH Prince Michael of Kent GCVO Trustees* and Officers

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Trustees Report Spring 2013

Winter weather!

In Shoreham

I know that everyone was fed up with the weather last winter but for us it was nearly a disaster as we needed every minute of the time to complete the work on **Challenge**. The loss of almost two months of work time led to major pressures on Clive Purser and his team with the deadline of the 5th May in Southampton looming. (Of which more later)

It was decided that the woodwork involved in relaying the fore and aft decks would have to be deferred until after the move to Southampton but even with this alteration it became a very close run thing. There was no chance to do full sea trials earlier so these would have to be carried out en route. Thanks to superhuman efforts by Clive, Larssen (the contractors) and the volunteers this was done.

In Southampton

At the same time in the workshop all work on **Dorian** had to be stopped for several weeks as it was just too cold and dangerous to carry on. This has, in turn, led to a review of her completion timetable of late 2014. We hope that we shall be able to catch up sufficiently to be able to celebrate her centenary properly. We are very lucky that a large quantity of pitch pine for the decks has been donated by John Clark; this would have been a major item of expenditure even if it could have been found.

On the Thames

Flood water prevented **Caresana** moving to Windsor to the Messer Brothers for the new superstructure to be created. The marine timber for which was donated by Jewsons. Luckily this delay did not impose too many problems and the deck beams and basic covering are now in place. She is now back at Shepperton where Dennis, Eric and Sandy are hard at work. They are confident of being ready for the 2015 Return to Dunkirk.

Here endeth the downside. I can now concentrate on the good things, which are many.

The first is that all the essential work on **Challenge** was completed and after the inevitable teething problems, everything worked on the day. After an eventful voyage with incidents including a plastic bag sucked into a cooling water pipe and force 7 winds she arrived late on Saturday evening to be ready for the Southampton Maritime Festival which was held in her honour for the next two days.

Maritime Festival

The Festival was born out of a discussion I had with the Southampton Port Director, Doug Morrison. I had asked if it would be possible to have a small celebration to welcome **Challenge** back to the Port. He agreed that this would be possible and could be held on one of two days in May

He offered the 5/6 May when we could have the use of the Ocean Cruise Terminal and berths 49 and 48, where *S.S.Shieldhall* is alongside and all the surrounding land. This was a fantastic offer but to do it justice was going to need lots of help!

(That was a very generous offer - you'd be amazed at the number and size of cruise ships in and out of the Docks! - Ed)

Heritage to the fore.

The Trust is a member of the Southampton Heritage Federation , other members of which include *Shieldhall*, *HMS Medusa*, *HSL 102*, the Tram group, *S.T Calshot*, Heritage buses, Local history groups and the Hants & Wight Trust for Maritime Archaeology.

All were happy to be involved and the HWTMA bravely volunteered to look after the landward side of the event whilst we organised the marine side and it just grew from there into a full two-day event involving a multitude of voluntary organisations and youth groups.

Starting at the highest level we were delighted when our Patron and Hon Admiral of the ADLS, H.R.H. Prince Michael of Kent agreed to visit the event on the Sunday. This was followed by Professor Donald Longmore arranging for the Rolls Royce Enthusiasts Club to hold a meet of the cars on the Monday, a private boat trip to the Isle of Wight for lunch at the Royal Yacht Squadron, and for a fly past by the Lancaster of the Historic Flight on both days. Sir Robin Knox Johnston arranged a full one hour coverage on his program on BBC Radio Solent and launched the event with a very loud blast of his cannon mounted on Trustee Charles Cave's, ex RNLI Lifeboat **Michael Stephens**.

Where to begin

This was a good start but we needed to organise for a number of Dunkirk Little Ships and other historic vessels to be present. The quayside in a tidal commercial dock is not suitable. This was solved by the very generous offer by Williams Shipping of the use of a flat topped barge 45 metres long and a passenger gangway provided by ABP. This enabled us to provide up to ten berths and, after **Sundowner** and **New Britannic** dropped out we were able to have Richard Basey with **MTB 102**, Peggy and myself on **Tahilla**, Scott Beadle on **Bluebird of Chelsea** and Charles and Liz Cave with **Michael Stephens** present to support **Challenge**. They were joined by *HMS Medusa* (D-Day), *HSL 102* (WW2 RAF Air Sea rescue) and *Fingala* (1927 Staniland and possible DLS). The event was made an official Association of Dunkirk Little Ships event and the Commodore, Ian Gilbert flew his flag on **MTB 102**.

We wished to make the arrival of **Challenge** at mid day the official start of the event and to involve other yacht clubs and organisations. This included the Southampton Sea Cadets with their band and groups of vessels from the Royal Yacht Squadron, Royal Southern YC and Royal Southampton YC which also entertained the Dunkirk and other WW2 Veterans to lunch.

Public address was put in the very capable hands of Charles Payton .

Old Gaffers - real ones!

We then discovered that it is the Old Gaffers Association's fiftieth birthday this year (old gaffers are the traditional sailing rig with two booms on the sail rather than the modern single boom and triangular sail) and that they would be meeting on the River Hamble that weekend. This formed another link in the chain as my Dunkirk Little Ship **Tahilla** is also a Gaffer.

The scene was then set for the on-water side but there was also the question of manning the workshop, organised by Len Lochrie and two stands, one outside the workshop specialising in second hand books, and another alongside **Challenge** selling all the new goods that Mary Colquhoun has organised. Saturday 4th May, when we had planned to set everything up, was very windy and the Little Ships were not able to move onto the pontoon until late afternoon. **Challenge** was also running late and finally arrived about 2100. It was only possible to put up the workshop stand, leaving a lot to do in the morning.

The Festival begins.

Sunday 5th May turned out to be a beautiful day and after helping with some of the set up **Tahilla**, with Dennis Cox and Eric Pollard as crew, sailed for the Hamble where we embarked HRH Prince Michael at the Royal Southern Yacht Club and then proceeded down the river to a great welcome from the Old Gaffers and thence into Southampton Water to meet **Challenge** and the remainder of the fleet.

Arriving at Southampton we found a tremendous crowd to welcome us and the blast from Sir Robin's cannon set the scene for a very successful two days during which over 12,000 visitors came to see Heritage brought to life. This to the backdrop of the beautiful Victorian 112 foot yacht **Amazon** built in Southampton in 1885 and once owned by Arthur Lowe of "Dads Army" fame.

Prince Michael was welcomed by the Lord Lieutenant of Hampshire and the Mayor of Southampton who is also Admiral of the Port and was piped ashore by the Sea Cadets prior to meeting a number of Dunkirk and other WW2 Veterans, representatives of the Royal Navy, various youth organisations and others involved before a tour of the site to view all the attractions. These included our workshop with **Dorian** and the Trams, steam lorries and traction engines, Aston Martin cars, historic "hard hat" diving in the dry dock and some fifty stands from voluntary organisations in the area and musical and other attractions.

This was followed by a lunch, catered and served by students from the City College, on S.S.*Shieldhall* for representatives of all the organisations directly involved in the event and at the end we saw a sail past performed by the "Old Gaffers" which made a very fitting finale to the Royal visit. All of the event was filmed by students from City College led by Philip Skeet who has organised the coverage of the restoration as a part of our education offering.

Both shops did good business with about £1000 taken and our very grateful thanks go to the teams of ladies led by Sandy Pollard and Lindis Slater at the workshop and Mary Colquhoun and Pattie Lochrie on the Challenge stand who sold a Polo shirt to Prince Michael.

More important was that we recruited new volunteers and were able to talk to very many people about the Trust.

All the comment so far has been very favourable and a meeting is to be held with all the organising groups soon to look at the possibility of similar events in the future.

Some improvements.....

Whilst the event overall was a success there were many areas which needed improvement, in particular, the operation of **Challenge** in port to accommodate large numbers of visitors is something which requires attention. We must look at the possibility of recruiting volunteers in each port she visits to help the travelling crew.

This has particular importance as **Challenge** is due to start her coastal voyages later this year with a visit to Great Yarmouth for their Maritime Festival followed by a return to her old home port on the Thames.

None of this would have been possible without the support of so many people who have contributed so much to make the last few months the success it has undoubtedly been.

Jerry Lewis

Challenge – to Southampton and beyond. Clive Purser reports

Following the excitement of the dry docking and the installation of the new boiler in October, work on *Challenge* may have seemed to outsiders to be progressing at a more leisurely rate. This was not the case. Not only were we delayed by atrocious weather that continued right through the New Year and up until the end of March but further unforeseen problems came to light as we worked to bring *Challenge* back into a seaworthy condition. Chief amongst these was the wheelhouse, which was known to have a degree of rot within the deck head timbers. Further inspection showed that not only was the deck head far worse than we had anticipated, but that most of the base was gone as well. A decision was made to dismantle the old structure and completely rebuild it. A bit late in the day, you may say! Thankfully we had recruited two excellent carpenter volunteers who took on the ‘challenge’ and produced a structure that was built not only on firmer foundations (oak) than the old one, but was also designed to give better visibility and to be less obtrusive. This also allowed us to restructure the 24/12 volt battery wiring systems and expedite the installation of the new navigation equipment.

Re-building the main engine was delayed due to later than expected delivery of the re-metalled bearings from our contractor at the Bluebell Railway. As a result, the rebuild was carried out in two stages, with the crankshaft lowered onto the main bearings and aligned in the first stage and the connecting rods and other linkages installed later. The main engine was finished just in time for the first firing of the new boiler. It was at this point that disaster struck! When the engine was turned for the first time under steam, what was believed to be a pocket of water in the condenser caused a hydraulic lock in the engine air pump which cracked the casing and the top cover. Fortunately our contractor Larssen Engineering had the expertise to carry out an on-site repair which saved the day.

With the new boiler installed, an additional upper deck was built within the boiler room with a new access ladder to the existing lower plates. This deck and ladder has proved invaluable in expediting the flow of visitors and eliminating bottle necks in the machinery spaces as well as giving much needed extra storage space. The funnel is now open and, with a new top platform, can be accessed by ladder. As well as allowing the exhaust pipes from the boiler, central heating and generators to be led to the top of the funnel, this will also allow the funnel to be preserved from the inside as well as the outside. In the relatively good weather during April, paint brushes and rollers were deployed and *Challenge* brought up to a very presentable condition ready for her debut in Southampton.

Boiler commissioned and up to pressure, all of the steam machinery was tested. With the exception of a couple of hiccups (mainly with re-aligning the steering gear) everything worked well and two attempts were then made to carry out a trial cruise within the harbour. On both occasions, delays with sorting the machinery out and with the wind blowing strongly from the west, it was deemed too risky to take *Challenge* off the berth.

In this, relatively, untested state, a decision was made in the early calm of the morning of Saturday the 4th May to move her down to Southampton. Inevitably, as soon as we cleared Shoreham locks, the wind got up and we spent a very unpleasant few hours proceeding at 1 – 2 knots against wind over tide round the Owers light.

Fortunately and with only a few teething distractions, everything (except some people’s stomachs,) worked well. As soon as we got into the lee of the Isle of Wight and into the Solent, speed picked up to a majestic 9 knots and we thundered our way up Southampton Water to the reception committee at berth 49 who, by 9:00 p.m., had long given us up as ‘lost at sea!’

The Festival at Southampton went very well and the many visitors who came on board *Challenge* appeared to be very impressed with the new boiler and the main engine slowly turning over. We are now consolidating our position in Southampton (although we still do not have a permanent berth) and completing the few outstanding jobs that were not done in Shoreham. All being well, *Challenge* will proceed to Great Yarmouth and on to St Katherine Dock in London for the Sea Festivals at the beginning of September.

Acknowledgements must go to the following organisations and people that have made the restoration of *Challenge* such as success:-

Firstly the volunteers (The Shoreham Gang) that put in so much time and effort over the past few years under sometimes difficult circumstances to maintain *Challenge* as a going concern.

To Shoreham Port Authority for putting up with us for so long (you could almost hear the sighs of relief when we exited the locks!)

To Sussex Yacht Club for arranging the repair berth and to Peter Austin for allowing us to use part of the quay for a working space.

To our main contractor – Larssen Engineering, the owner Roger Styles and his team of Romanians for adapting so amicably to all the twists and turns of such a complex job.

To Byworth Boilers for giving us such a practical and innovative solution to ‘the boiler problem’.

To Beta Marine for the generators.

To Tony Funnel at Bluebell Railway for the excellent work on the main engine bearings

To Cederval in Sweden for the work on the stern tube seal.

To Beechwood Timber for the seemingly endless supply of wood.

To Aiden Tucket of Brighton Marine Services for the comprehensive surveys carried out on the hull which allowed us to pinpoint the areas of concern.

To International Paints for giving us such a good deal on the paint.

To the many other organisations – almost without exception based in Britain – who collectively supplied all the support, materials and equipment necessary to complete the project.

To the Heritage Lottery Fund and to our appointed monitor Wyn Davies for all the support and encouragement.

And lastly to Jason Lowe our HLF advisor without whom we would still be sitting (probably on the bottom) in Shoreham wondering what to do next.

Dorian update

Work on **Dorian** has continued slowly but surely over the past winter months. Unfortunately the harsh winter we have all experienced, made for difficult working conditions. In fact we contemplated flooding the floor, as the rain water that seeps into the workshops froze quickly and we could have raised money with our very own skating rink! On a more serious note, gluing and laminating up beams was not able to be done in temperatures below 5C.

During October and November all the damaged boards on the starboard side were finally replaced. The hull had been sanded down and Len Lochrie and Peter Marsh started routing the seams, so splining could commence, this is still on-going. John Delahaye undertook to strip out the transom and see how it could be restored and started pre-forming beams. December saw the final planking fitted on the port side.

The New Year started off with the final deck beams being fitted and marine ply sheeting cut to shape for the under deck, which was then promptly removed so it could be routed and painted prior to installation. By February 2013 all the years of paint had been stripped off the internal planking and the first of many undercoats could be started. During the next few months, rotten wood was removed from the bow and new wood scarfed in and splining continued.

The Southampton Maritime Festival was held at the end of May and opened by Prince Michael of Kent, our Patron. The weather held and the event was well attended and enabled many visitors to see the Dunkirk Little Ships that were on display together with many other boats, including the arrival of tugboat Challenge.

Amongst the visitors to the workshop was the grandson of the infamous Tom Diaper (*a racing skipper- Ed*) We were also fortunate to meet up with the daughter of one of the servicemen who stated that **Dorian** saved his life.

June saw **Dorian** looking as though she had a severe case of measles! Part of the hull was masked off so set areas could be checked, re-sanded and numerous plugs and patches fitted. This has now had sanding sealer and all the numerous dents, screw and nail holes filled and sanded again.

Sally Marsh



Planking complete on the Starboard side



Routing out for the splines



Transom stripped away.

The stern had been extended by a previous owner and needs total replacement

Some visitors to the Southampton Heritage Festival took the opportunity to make contact with the Trust. The Workshop attracted substantial numbers of visitors on both days and many useful contacts were made. One such was the lady who approached a member of the *Dorian* team with the photograph and history notes below.



Frederick Edward George Humphrey

Born in Tonbridge, Kent on 5th August 1918.

Serving in the 4th Britannia West Kent infantry he spent three days on the beaches at Dunkirk before being rescued and brought home by *Dorian*. He never forgot the name. After a spell of leave he then was sent out to Egypt and spent the next four years with the 8th Army. He was at El Alamein.

His death is not recorded.

This is believed to be our first real contact with a past evacuee's family for *Dorian*

Sadly, on the same day a lady appeared stating that her relation was on board *Maid Marion*. After a brief conversation she escaped before anyone realised the significance of her statement.

Post event it was agreed to have a notebook recording all contact details for future reference!

Leaving a Legacy to the Restoration Trust

Since becoming a Charity, the Trust has occasionally received enquiries from people who wish to remember the Trust in their Will.

We would, of course, always recommend Members take legal advice when drawing up a Will, but the following form of words should be appropriate:

Pecuniary Bequests

(A fixed amount of money stated in your Will)

"I give free of tax to the Dunkirk Little Ships Restoration Trust (Registered Charity Number 1021088) of The Cottage by the Lake, Chilling Lane, Warsash, Southampton, SO31 9HF the sum of £..... for the general purposes of the Society and I declare that the receipt of its Treasurer or other proper officer shall be a full and sufficient discharge."

Residuary Bequests

(Once you have provided for your family and friends, you leave the remainder, or residue, of your estate or a share of it to your favourite charities.)

"Subject to the payment of my debts, funeral and testamentary expenses, I give the *whole/ % of my estate not otherwise disposed of by this my Will to the Dunkirk Little Ships Restoration Trust (Registered Charity No 1021088) of The Cottage by the Lake, Chilling Lane, Warsash, Southampton, SO31 9HF for the general purposes of the Trust and I declare that the receipt of its Treasurer or other proper officer shall be a full and sufficient discharge."

* delete as appropriate.

The Trustees wish to record their thanks to Members who remember the Trust in this way.



SOUTHAMPTON MARINE FESTIVAL 5TH AND 6TH MAY 2013

Clockwise from right

Medusa and *Tahilla*

View of the pontoon, *Medusa* and **MTB 102**

Prince Michael at the workshop

Veterans being interviewd for TV

Other steam!

Prince Michael at the Shop

Old Gaffers sail by





Clockwise from below

Bluebird of Chelsea

Amazon

Books at the workshop

Visitors on the pontoon

Challenge



After Operation Dynamo.

June 4th 1940 is the commonly accepted (and regularly celebrated) date for the end of the evacuation of 337,000 troops the British Expeditionary Force (BEF) and Allies from France. Other, less well known but almost equally important, operations took place further west and south around the French coast.

The number of troops involved in these operations is quite substantial. Operation Cycle ran from 10th - 13th June, rescuing over 11,000 British and Allied troops. Operation Ariel ran from 15th - 25th June and nearly 200,000 British and Allied troops were brought back.

At this time (early June) there were units from the 1st Armoured Division, the composite Beauman Division, the 51st Highland Infantry Division and numerous support and communication troops. An operation - 'Cycle' was organised to rescue the beleaguered troops.

In addition the 'Second BEF' had been rushed to western France in an attempt to support the French. This group included the 52nd Lowland Infantry Division and the 1st Canadian Division. General Sir Alan Brooke (later Viscount Lord Alanbrooke) had returned to France in command and soon realised that there was little chance of success and that disengagement and a further evacuation was vital. Churchill agreed and a further mission was authorised on 14th June.

Operation Cycle 10 - 13 June

Cut off by the German thrust towards Calais and Abbeville, BEF troops were in action in what became known as The Battle of France, the second phase of Hitler's campaign, which began on 5th June.

After heavy fighting the defensive line south of the River Somme was breached and the 1st Armoured Division and the 51st(Highland) Infantry Division retreated with French units towards Le Havre, a distance of about 100 miles. The Highland Division sent an advance party forward to secure the port.

Nine destroyers, smaller warships and transport ships were sent to arrive 10th June. A 24 hour delay meant the evacuations began on the 11th and carried on until dawn on 13th June when the evacuation was complete. 11,059 men were evacuated from Le Havre, 9,000 of them were then taken to Cherbourg.

The rest of the Highland Division were unable to reach Le Havre and took up defensive positions near St. Valery-en-Caux. A rescue fleet was assembled but thick fog prevented most of the fleet from reaching the correct beaches. On the night of 10/11 June 3,321 troops (2,137 British and 1,184 French) were rescued.

Sadly the remainder, including 6,000 Highlanders, were forced to surrender.

Operation Ariel 15 - 25 June

Following General Sir Alan Brooke's conversation with Churchill, orders were given for the withdrawal of all BEF troops remaining in France. The number was believed to be about 140,000.

Naval responsibility for this operation was split. Admiral W M James, C-in-C Portsmouth was concerned with controlling evacuations from Cherbourg and St. Malo whilst Admiral Sir M E Dunbar-Naismith, C-in-C Western Approaches would control Brest, St. Nazaire, La Pallice and later the Gironde Estuary, Bayonne and St. Jean-de-Luz almost on the Spanish border.

A large number of troops, mostly British, but also French, Polish and Czech were brought back. There were also substantial numbers of civilians. There were in total about 210,00 combatants and evacuees.

This operation was overshadowed by the loss of the liner *Lancastria* on June 17th off St. Nazaire in what is believed to be the greatest British sea disaster. Hit by four bombs, she went down by the head, rolled over and sank. More than 2,400 were saved, but an unknown number of people were lost. Estimates vary from a low of 3,000 to as many as 7,000. Churchill felt such bad news should not be revealed at this time. Almost by default therefore the successes of 'Cycle' and 'Ariel' were lost to view.

Cherbourg and St. Malo

Most of the 52nd Lowland Infantry Division, the 1st Armoured Division, the Norman Force and the Beauman Division were evacuated through Cherbourg, approximately 30,300 troops in all. The rearguard left as German units entered the town on 18th June.

At St Malo about 21,500 men, mostly from the 1st Canadian Division were evacuated. All 51,800 were taken to Portsmouth.

Brest, West and South

Brest saw more than 28,000 troops and over 4,400 others, mostly RAF ground crew taken to Plymouth. A large number of support and logistics units, RAF personnel, Belgian, Czech and Polish troops and civilians were waiting at St. Nazaire which has a narrow channel; larger ships anchored in Quiberon Bay to await their call to navigate the river and embark passengers. In total 54,000 British and 2,800 Polish troops were rescued.

La Pallice is the commercial port for La Rochelle. The Senior Naval Officer there realised that no ships had been sent so requisitioned a number of French merchant ships which, together with a later British flotilla, carried 10,000 British and more than 4,000 Poles to safety.

Originally Operation Ariel had been planned to finish at La Pallice.

Events were moving fast and with an imminent French armistice it was decided to continue with more evacuations, mostly focussing on civilian refugees and staffs of Allied Embassies and legations although more troops were anticipated.. This extended the operation south into the river Gironde (Bordeaux and Le Verdon), and yet further south to Bayonne and St. Jean-de-Luz, less than 10 miles from the Spanish border.

Even that was not the end of evacuations - a final set took place from the south coast of France. Some 10,000 troops and an equal number of civilians are understood to have reached Gibraltar.

Thousands of refugees were transported from Bordeaux together with 6,000 Polish troops who had reached Le Verdon at the mouth of the Gironde.

9,000 troops were rescued from Bayonne and the evacuation moved to St Jean-de-Luz for the better harbour facilities. Here the work was put under severe pressure. The news of the Armistice reached the French authorities who then stated that all work had to stop by noon on 25th June. 10,000 troops, mostly Poles and Czech were evacuated as well as refugees and the British Ambassador to France and his staff. The last ship left at 1400.

According to the history of war website, Operations Cycle and Ariel rescued 191,870 fighting men from France - 144,171 British, 18,246 French, 24,352 Polish, 4,038 Czechs and 163 Belgians. There seems to be no published count of the number of civilians brought to the UK.

In total

The three operations - Dynamo, Cycle and Ariel achieved the evacuation of about 528,000 men for further service.

John Slater

(Please note, the numbers quoted vary from source to source, so must not be regarded as 100% accurate. Wherever possible a median figure has been used.)

Websites

www.nava-history-net
www.historyofwar.org

There are additional websites for :-

each Army Division involved.

The Admiralty War Diaries

Military History Encyclopaedia on the web

Most of the ships involved and the ports used.

Other sources include

B.E.F. Ships before at and after Dunkirk, John de S Winser, ISBN 0 905617 91 6 Published by The World Ship Society
Wikipedia

Please note

Challenge is awaiting her permanent berth

Please consult the website <http://www.stchallenge.org/> for her latest position.

Calendar of events

September

Yarmouth Maritime Festival 7th and 8th

<http://www.great-yarmouth.co.uk/maritime-festival/>

Shoreside help needed

St Katharine Docks Classic Boat Festival 10th to 15th

Shoreside help needed

ADLS Little Ships also attending

Annual General Meeting

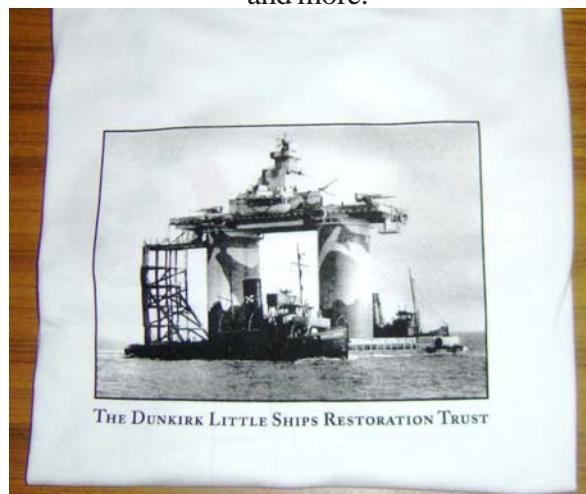
The AGM will be held on the 29th Sept in Southampton.

October

Jubilee Sailing Trust Pumpkin Festival 12th Oct.
Southampton

Shop

Mary Colquhoun has a number of new products
Including:- Wrist bands Pale blue polo shirts
and more.



Cotton tee - back shown

Archivist

The trust is looking for a voluntary Archivist

Please contact Jerry or Peggy Lewis,
address on the inside front cover.

ADLS Events

September

Veterans weekend 7th and 8th September
Thames Motor Yacht Club and Weybridge Mariners

St Katharine Docks Classic Boat Festival
10th to 15th September

News from Caresana

The next stage in the restoration of Caresana started on 24th October last when Trevor Phillips and his crew on *Tom Tit* towed us up to Windsor and delivered us to the boatyard of Classic Restorations (aka Colin and Stephen Messer). They even supplied us with tea, this stylishly arriving at Bell Weir lock in a pot, on a tray carried by Trevor. Our heartfelt thanks go to Trevor and his crew for a job carried out in true Dunkirk Little Ship style.

Nasty revelation

Work was soon started on stripping off the old superstructure and this revealed that much of the framework was going to have to be replaced as well as all the plywood. This meant more work and materials. I

It was very fortunate that an approach to Jewsons to see if they could help with materials resulting in a magnificent offer to supply all the marine plywood required free of charge. This offer is all the more amazing when you realise the Jewsons do not deal in marine plywood and had therefore to buy the stock in.

By the end of December all the old superstructure was off and the new year saw work begin to make and fit the new deck beams and side frames.

Electrics and power

Meanwhile Dennis and I had removed the starter motors and dynamos from the engines. The dynamos were scrapped and the starter motors and donated alternators sent away for refurbishment. After some modification of mountings we managed to fit an alternator to the port engine and finally after a lot of coaxing managed to start this engine, which settled very quickly into a smooth tickover but rapidly filled the saloon with smoke, how fortunate that we didn't have a roof! Investigation later showed that the exhaust pipe is perforated and has joined the list of things to be replaced.

Late February saw the plywood arrive and it was soon in the workshop being converted into new cabin sides and once they were fitted the new cabin tops followed. Suddenly we had a superstructure which you can walk on without fear of ending up in the galley. Two coats of primer and **Caresana** was looking like a stealth warship.

Another additional job we discovered was that the sections of deck over the main fuel tanks required replacement. The old was removed and new plywood sections let in. These will be bolted down allowing access to the tanks in future.

Our turn for the tea

Stephen Messer had kindly offered to tow us home using the small tug from Clewer Boatyard and 4th April was set for the job. This spring has, as we all know, been a cold one but a blizzard in April was a bit of a shock, but that's what we got. Dennis and I were freezing on Caresana but how Stephen and his son felt on an open tug without even a windscreens we find it hard to imagine. This time we supplied the tea to the towing crew. **Caresana** is now back at Shepperton and the tent has gone back on to keep her dry while the decks are caulked and painted and the doors, windows and portholes fitted to the new superstructure.

The jam and marmalade making has continued and we now have customers knocking on the door for service, so the funds have continued to flow in over the winter.

Eric Pollard



Rot in the superstructure



Stripped out, new structure begins



Above trial fit of deck beams, below Thanks Jewson!



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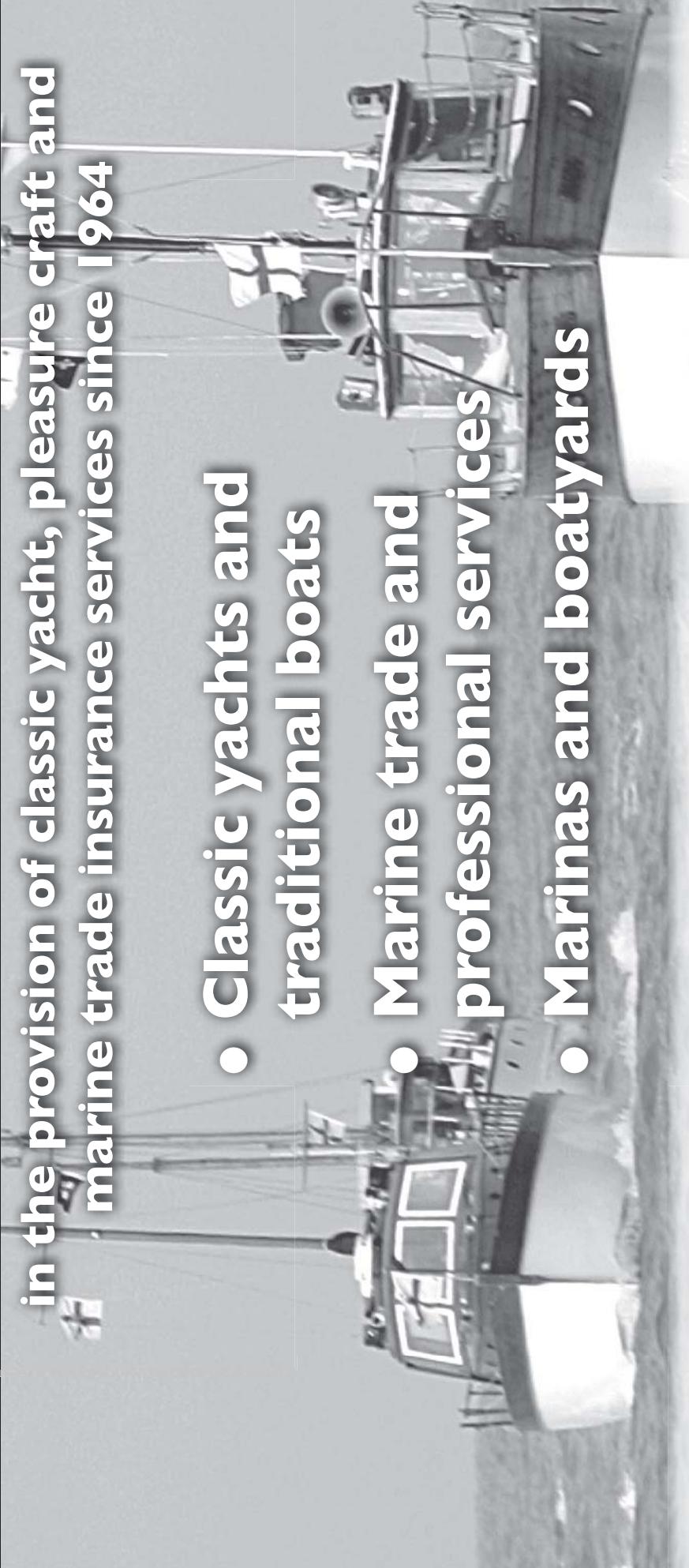
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..... and Caresana too



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