



DLSRT News



Winter 2013

THE NEWSLETTER OF THE DUNKIRK LITTLE SHIPS RESTORATION TRUST



Sir Robin Knox-Johnston, Martin Summers and Jerry Lewis purchasing Steam Tug Challenge, 1993

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 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 pinnace 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 Winter 2013

A Brief Look Back

It is now over twenty years since the Trust started at the beginning of 1993. A lot has happened in that time with fifteen Little Ships passing through our hands and help and advice given to a number of others. Some things never change as I see that the first Newsletter in Spring 1994 started with "we apologise for the delay in producing this Newsletter but there just do not seem to be enough hours in the day"! Of the four founding Trustees three are still serving and it is gratifying to see how many of the original members are still with us. Our editor is taking a more historic view with potted notes on many of the saved vessels.

Present and Future - Funds and Volunteers

We now need to look to the future with the restoration of Challenge having been completed. However the task of covering her running costs and of also providing funding for the continuing work on Caresana and Dorian is a substantial one. We do need to try to get more volunteers to spread the load. To help we welcome two new Trustees to the Trust. First is Dennis Cox who will be known to many of you having done a lot of work on Challenge over the years, ran and maintained Fermain V until she was sold and who is currently restoring Caresana. Trevor Phillips is the owner of the Dunkirk Little Ship Tom Tit which he keeps on the Thames. He is also on the committee of the ADLS and acts as Events Secretary. Being a generation younger he will be able to take on the load over the next few years.

New Membership Secretary

Membership Secretary, Margaret Kerr, has had to retire due to ill health. We do wish her a speedy recovery and thank her very much for the effort she has put into the job for the last two years. We are very lucky that Lindis Slater (membership@intamail.com) has volunteered to take over this very important job. Please let her know if you have any changes of address or other details and in particular e-mail addresses as we do need to cut our costs as much as possible by the use of e-mail and internet banking (It's 50p a second class letter!). This will not affect the circulation of the Newsletter.

Joint funding of Learning Officer

SS Shieldhall which is also based near us in Southampton has just received lottery funding to employ a learning and participation officer. We also have similar funding and are now working together, combining our resources to enhance our strategy to attract more volunteers and advise on staff training in order to be able to talk effectively to the public. Following on we will be working out how to attract more visitors to the ships and workshop. This position, which is Lottery funded, will be for two years and we have high hopes for its success.

Old Gaffers Bash(ed)

Shortly after the Southampton Maritime Festival I had an accident in which I broke my right wrist which put me out of action for the best part of a super summer and put a large load on Peggy who had to do everything for me. This meant that Tahilla only attended one event which was the Old Gaffers 50th Anniversary event at Cowes in August when no less than 250 OGs from all round the coast, France, Holland and Ireland had a massive bash for three days which was very well organised.

In July we had a very successful visit from a local secondary school to the workshop and then on to Challenge. Dunkirk Veteran Lionel Tucker was a tremendous hit with the students and keeping them all spellbound with his stories of the time and they were equally impressed with the size and engineering on Challenge.

Challenge Visits the East Coast

As I reported previously the bad weather last winter meant that some of the work had to be left until after Challenge arrived in Southampton and this was extended by moves to two different berths before she settled at 42 Berth for an extended stay. Work on the laying the aft deck was started but was held up due to the death of the Foreman in the aft cabin. This resulted in two inspections by the MCA and another by the Health and Safety Executive. All were satisfactory and Clive Purser was complimented on the work which had been done. As a result the work was not finally finished until a few days before Challenge was due to leave for the Great Yarmouth Maritime Festival and the Thames. This left very little time for all the cleaning and preparation for her first voyage. All was going well until the day of sailing when two crew members, who had sailed on her before, arrived and decided that they did not want to go! Charles Cave, who had organised all the crew arrangements, dropped everything he was doing and rushed down from Bristol to join the crew and the ship was able to leave only a few hours late and in plenty of time to get to Great Yarmouth.

Great Yarmouth Maritime Festival

The Festival was a great success with 820 visitors to Challenge the first day and 860 the second, many of whom then visited the tent with our new display and the shop. This was run by John and Lindis Slater and Peggy and I and was very busy all the time with many questions and a number of new volunteers. Some of these we passed on to other local restoration groups due to the distance from any of our bases.

Planned Visit to St. Katherine Dock

Although Challenge was not due to sail until the Tuesday, a poor weather forecast meant that she left for the trip to Gravesend on the Monday evening. She had an uneventful voyage arriving the following morning and taking her place on the tug moorings where she had spent most of her first forty three years. She had a great welcome with the Mayor attending and write ups in the local press and the next day left for St. Katharine Dock in London right next to Tower Bridge where she was to be Guest of Honour at their Festival and where we were due to meet other Dunkirk Little Ships including Bluebird of Chelsea which is owned by Trustee Martin Summers.

Disaster Strikes

From there on disaster struck, first Bluebird was holed by a submerged log and very nearly sank with Martin and a number of his family on board and it was only the quick thinking of Scott Beadle that saved them. Bluebird was patched up with a traffic cone in the hole (*at last a proper use for one!* - Ed) and after temporary repairs was taken to a yard for full repairs.

The next calamity was when Challenge arrived at St. Katharine Dock. Having been in touch with the dock operator on numerous occasions on the way upriver was told that the lock was clear to enter only to find, on approaching, that the bridge over the lock had not been opened! At the last moment the bridge started to rise but although Challenge was going full astern she could not stop in time to avoid lightly hitting one side of the bridge.

Finally having got into the lock it was apparent that there was no possible way that she could reach the allocated berth, which in any case had not been prepared or cleared of out of use pontoons.

It was then suggested that she should lay on the pontoon outside the dock which could be opened to the public. Once settled there it became apparent that the swell created by the river boats using the same pontoon was substantial. It was decided that any attempt to board the public would be highly dangerous and definitely not within our own safety standards.

In the circumstances it was decided to return to Southampton without delay. This of course meant the loss of three days income from visitors and the shop and meant that the voyage as a whole made a loss and has left us very short of funds.

Next year's plans

All is not doom and gloom as Charles Payton is hard at work on a voyage program for next year and is in touch with a number of venues and we now have a good idea of the running costs of the new boiler and the crewing requirements and nearly all the small items which were outstanding have been sorted out.

In Southampton ABP have dredged a space for us at 50 Berth and we are negotiating to acquire a pontoon for Challenge to lay on ahead of T.T. Calshot where she will also be able to be open to visitors. .

Southampton Maritime Festival 2014

After the success of the first one held this year we are looking at possible dates for the next Maritime Festival, but due to the increase in numbers of cruise liners using the terminal this has boiled down to just one possibility - that of the 22nd / 23rd of August. We will not obtain confirmation until the New Year.

Please keep an eye on the website for the latest news.

Current restoration work

In the workshop Len Lochrie and the team, with the welcome addition of Roger Carpenter, have been carrying on steadily with the work on Dorian. The topsides are prepared for the necessary cladding and the bottom well under way. Work on the stern was paused for a rethink but is now moving forward and the internal bulkheads are almost complete. We are still looking for the right engine which has to fit the space available, particularly the height as it is under the wheelhouse floor which cannot be raised.

Up on the Thames work on Caresana is progressing steadily with the decks caulked, windows cut out and in the course of being replaced and the new woodwork being prepared for painting and varnishing. Work is also ongoing on the engines, one of which has been started successfully and the other will have the new starter motor installed shortly. Sandy, Eric Pollard and Keith Beaument have been making and selling jam, marmalade and chutneys in almost industrial quantities to raise funds for the restoration and our very grateful thanks go to them and all the local donors of the necessary fruit.

Shop

Please do not forget the shop when you are buying your Christmas presents 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.

PLEASE

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!

Locations

Finding the workshop. It is a large(ish) corrugated shed opposite Ocean Terminal accessed via Dock gate No 4 and Cunard Road.

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.

Visiting Caresana. She is alongside the Towpath, Shepperton.

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

Jerry Lewis

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



Caresana as found

The DLSRT in Cyberspace

Bob Long writes

Many of you will know that we have a dedicated website for Challenge and also another website dedicated to the other treasured vessels in the DLSRT. I started the Challenge web site way back in 2005 when I realised there was no 'Internet Presence' Back then it was 'unofficial' and mainly consisted of photos I took during trips and working weekends. I searched the internet for things about Dunkirk and the evacuation and had a considerable amount of history on the site as well.

After a couple of years I asked Jerry if I could call my site the official site to which he agreed and around that time I was asked to create a site for the DLSRT as well.

Revamp of the Challenge site

About two years ago it was agreed that we needed to update the website for Challenge to enhance our lottery bid and make the site more businesslike. The best plan came from a company called Brit-Net, now called OKO Digital. Much of the content from the old website has been transferred over to the new; the key feature of the new site is the timeline where users can follow the history of Challenge from 1931 to the present day.

Challenge also has a Facebook and Twitter presence. This is proving very popular with users all around the world. Facebook was particularly useful during the recent trips to Great Yarmouth and St Katharine Dock. Its advantage is in making quick announcements as it can be done from a mobile phone. For example I posted a picture of the White Cliffs of Dover from Challenge on her passage to Great Yarmouth. It allows user to get involved and they can post pictures and comments.

We currently have 113 followers on Twitter ranging from the Medway Queen to National Historic Ships. We also have 100 subscribers to the ST Challenge newsletter and this list is growing steadily.

Responses to the website

On all the timeline pages of the Challenge site is a request: - YOUR HISTORY WANTED.

We have had a few interesting replies to this. Here are a few of them
Name: Mary Phillips

Message: Hi to all concerned with the Challenge, I am so proud of all your efforts and commitments at restoring the Challenge and I have the pleasure of being invited to go on board her again this Wednesday when she will be returning to her working site of the Royal Pier at Gravesend.

I have very fond memories of Challenge from an early age with my father Captain Cyril Thomas Phillips (Last Captain of her and who skippered her to her first resting place at St Katherine Dock), through to her being sold, bought, attempted restorations and now to her full working order.

I really wish my father could be here to see his favourite steam tug restored and in action again for all to enjoy the history of working ships on the Thames. I look forward to hopefully meeting with you at the Royal Pier as well as St Katharine Dock.

Well done to all!

Mary Phillips

Name: Gary Pritchard

Message: Hi all it's great news to hear that the tug has been restored to its former glory. My Granddad was the skipper of the tug when it was on the Thames. It would be great to come and see her. I will talk to my mum and see if she still has his logs from when he was working. Skipper Jim Payne.

Name: John Moore

Message: It must be 50 or so years since I was last behind the wheel of this tug. I was quite often let loose by Capt Harry "Blood" Arnold on my not too infrequent trips out with him on a variety tugs from Terrace Pier Gravesend. J Moore ex Thames Waterman & Lighterman.

And an example from overseas

Name: Guillermo C. Berger

Message: Dear Sirs, I am a member of the Histarmar Foundation www.histarmar.org, a Buenos Aires-based non-profit organization dedicated to identifying, locating and preserving local maritime heritage. Our group started next April exactly a decade ago, and since 2011 institutionally as an NGO, a move that provided a strong boost to our efforts. These include the restoration, preservation and exhibition of the last two steam-powered tugs of a once vast domestic fleet, which are being donated to us by owning company Maritima Maruba. One of them is the 1933-built TRIUNFADOR, built as NUTRIA by the A. Hall yard at Aberdeen. While researching info for the preparation of our preservation proposal I came across your CHALLENGE and can only be amazed to learn that both ships (and the long-gone CONTEST) are almost identical vessels. In fact CONTEST is our ship's previous build by the Hall yard. I invite you to contact us at my e.mail address to explore in which ways we can cooperate to our mutual benefit, as it is by no means common to have two 80-year old sisterships in existence and such a unique opportunity is not to be missed. In the meantime I also suggest to explore our website and especially the link pertaining to Nutria-Trunfador at <http://www.histarmar.com.ar/Remolcadores/0%20Remolcadores/Triunfador1.htm>

Once we have made contact I will elaborate further on both the ship and our preservation project. I'll also forward views taken during January when we inspected the ship. Although worn-out externally after 20 years in lay-up, the interiors are remarkably well-preserved

I'll anxiously await your response.

With very best regards,

Guillermo C. Berger

Buenos Aires

We have also had about 20 or 30 people volunteer via the contact page.

Now for the DLSRT Site

I must confess I have neglected the DLSRT site since the new site has gone live and need to spend some time on it and maybe give it a new look to bring it in line with the Challenge site.

Help please!

Now is perhaps a good time to remind you that I am totally reliant on DLSRT members to supply me with pictures and information to keep the site fresh!

News from Caresana

Eric, Sandy and Denis report

Progress this summer seems to have been slow. The good summer weather and chances to go boating mean that less time has been spent on Caresana.

However, the new superstructure now has the window apertures cut out and painted. The doors have been refurbished and hung, the sliding doors on new runners. The lock on the rear doors was of a type that we could not find in this country and we needed the same type as it was set in the door. Fortunately this lock was available in the USA and even more fortunately Dennis's son Martin was coming over for a holiday and purchased and hand delivered the lock free of charge. We have reduced the size of the three front screens to allow space above them to fit pantograph wiper motors and those frames are now away having the glass fitted. All the side window frames have been cleaned and burnished and the glass has been polished.

Dennis has spent many hours on his knees caulking and paying the seams of the side decks and as soon as his back recovers we will prepare the decks for painting. The excess glue has now been cleaned off the new superstructure and the sides painted with white undercoat as have the areas around the windows in the wheelhouse. All these changes have made Caresana look a good deal less like a stealth warship.

We are now planning the equipment requirements both navigational and domestic. On the navigational side we have been donated most of what we need but are still seeking a log and echo sounder to replace the old spinning disc types that we had before. So if you have a spare log and sounder that you would like to donate please let us know.

The effectiveness of the boat cover was demonstrated when we had the very strong winds in the recent storm. Two large boughs came off the willow tree at the stern and other than punching a couple of holes in the sheeting, there was no damage to the steel framework or the boat inside.

It has been a very good year for fruit so Sandy has been making jam as an almost full time occupation. I never imagined that volunteering for the trust would mean de-stoning 15lbs of Damsons every day for over a week, but the funds continue to grow and our thanks go to all our friends who have donated the fruit. Keith continues to supply batches of marmalade which we now have regular customers coming back for.

Stop Press

We have just learned that the man who skippered Charles Cooper Henderson at Dunkirk recorded his experiences and we hope that his grandson may be able to give us information as to what the boat was doing for the 4 days she was over there. This will be great as we can then give a sensible answer to the question we're always being asked as to what happened over there.



News from Dorian

Sally Marsh reports

During the summer work managed to continue on Dorian, despite so many of our volunteers being away on their summer breaks.

We had a visit from a school and were fortunate to have Lionel Tucker on hand to speak to the children and tell them of his experiences during the war, which proved very popular.



The last of the large damaged areas, towards the stern, was cut out and new timbers fitted.



From all the cross braces, it was hard to tell how good the final outcome would be.



The forward bulkheads have now been fitted by Derek Gange ably assisted by Matt Cripps.



The new replacement skegs were cut out of solid Iroka and shaped, ready to be fitted once the sheathing is done.



We welcome a new volunteer into our midst, Roger Carpenter, who has undertaken the rebuilding of the transom. The original transom has been totally removed and a new rudder housing has been fitted.



Frames have now been fitted ready to take the new planking. Len Lochrie has been busy checking out all the rudder fittings and getting new parts manufactured where necessary.



During October Dorian was raised a few feet, which has enabled work to start on the keel. Eroded wood has been removed, exposing the old bolts.

Now that she is a few feet higher this has enabled Peter Marsh to crawl underneath to continue routing and fitting splines and ousting spiders that have taken up residence! All the work underneath the boat is proving uncomfortable and hazardous, having to cope with cold water on the floor and having debris from the boat falling onto the unfortunate worker!



Sally Marsh has now finished filling and sanding the upper hull, which means that sheathing can start in those areas. She is now joining Len and Peter crawling underneath Dorian to work on the underside.

We were delighted to welcome back John Ponsford after an enforced long absence.

The Navy has still continued to come down when course work allows and they have been kept busy painting the under deck.

The Early Days of the Trust

by Martin Summers

Back in 1990, Jerry Lewis approached me to see if I would be interested in helping, with others, to setup a Trust, to raise money to save destitute Dunkirk Little Ships. I agreed and within a year The D.L.S.R.T. came into being. It wasn't an easy birth as there were misgivings in some people's minds as to how funds were to be deployed and would the Trustees personally benefit. I think over the years, those fears have been laid to rest.

The first Little Ship that needed our help was called 'Gay Crusader' followed shortly by 'Challenge'. This vessel was a triple expansion steam tug built in 1931 by Alexander Hall in Aberdeen and was the last steam tug, to work commercially on the Thames. Decommissioned in 1971, she was bought by Taylor Woodrow who moored her as an Historic Vessel in St. Katherine Dock. However, she was deteriorating badly and within 20 years, they decided to sell her for scrap. As an established participant in Operation Dynamo, she was eligible for our help, so we tried to intervene to prevent this. With the help of Robin Knox-Johnston, we succeeded and the D.L.S.R.T. were allowed to buy her for £1 on condition that we removed her from St. Katherine Dock. This we did and towed her down to Tilbury where she was to stay for the next few years.

Achievement

The trust has had criticism from time to time that we spent too much time, energy and resources on Challenge to the detriment of other projects. I can sympathise with those views but the fact remains that since the inception of the Trust, we have rescued 15 vessels and restored four of them. Quite an achievement.

With very little funding at our disposal, all the early work on Challenge in Tilbury had to be done by volunteers. On many, many weekends we would take Bluebird of Chelsea down to Tilbury to act as a 'Hospitality' boat. Luiza, my beloved Brazilian cook, would make an enormous chicken curry and as many as 20 volunteers, after a hard days work, would finish every mouthful of it.

Bonding sessions

Ian Macdougall, a stalwart supporter of the Trust, besides being a magistrate and a Ships Captain, was also a gifted choir master and we had many a night of singing sea shanties on Bluebird. His daughters, Jackie and Jenny, still of a tender age, would amaze everyone, their father included, with their risqué songs! These weekends were perfect 'bonding sessions' as it was important for the fledgling Trust to get as much support as it could.

The work continues

The trust has done incredible work and continues to do so. All funded by the generosity of people who want to see the 'Dunkirk Spirit' live on.

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.

The Shop

There is a revised and repriced list of products from the shop.

New Members

Please apply direct to the Membership Secretary
membership@intamail.com

What Happened to the Little Ships We Rescued?

Gay Crusader

The first boat rescued by the Trust in 1993. 35ft long x 9ft beam, built by Gibbs at Teddington. Quickly passed to a new owner for restoration. She has a peculiar reputation for poor luck which seems to have continued in later ownership. Believed stolen and later recovered she is still awaiting completion. Her location is unknown, possibly still on the North East coast of Norfolk where she was seen in 2000, stripped and open to the skies.

Lucy Lavers

RNLI lifeboat, built 1939. 35ft. x 10ft. Based at Aldeburgh on the East Coast and then a relief lifeboat. Sold out of service in 1968 she began a career in St Helier as a pilot boat, later as a fishing vessel and finally a Dive and Ski Club boat around Sark. In 1997 she was finally retired and her engine, canopy and some of her remaining fixtures and fittings were stripped out and used in the restoration of RNLB Howard D an ex-Saint Helier lifeboat.

In 2010, the Trust passed Lucy Lavers to Graeme Peart who has moved her to the Rescue Wooden Boats charity for restoration at Stiffkey on the North Norfolk coast. Plans to go to Dunkirk 2015

http://www.rescuewoodenboats.com/work_on_Lucy_Lavers

Cyril and Lillian Bishop

Lifeboat built 1931. 35ft x 9ft approx. Based at Hastings, East Sussex. Sold out of service 1950 she was used as a fishing vessel at Askaig on the West coast of Scotland. She fell into disrepair and was rescued, taken to France for rebuild at Simon Evans yard at Sens.

Fermain V

Harbour launch 41ft. x 113ft approx. Built in 1926 by Horn Bros, Southampton. After Dunkirk found her way via Sheerness to Guernsey where renamed Fermain V she operated as a ferry from St Peter Port to Fermain Bay. She was donated to the Trust by her owner, Percy Ferguson, refurbished and run by the Trust on the River Thames. Sold in 2011 to a new owner who keeps her at Victoria Dock where she earns her keep as a tripper boat. She now carries her original name of Silver Queen. Plans to go to Dunkirk 2015

Southern Queen

51ft. x 12ft. approx. Open tripper boat, first in Folkstone and then the Scilly Isles. Fell into disrepair, was saved from the chain saw, recaulked and towed back to the UK and restored by the Trust. Currently ashore in Ramsgate, according to her owner she requires some replanking and refurbishment.

Plans to go to Dunkirk 2015

Tender to Southend Britannia

Ships lifeboat, 14ft. x 5ft.
Presently in the care of Deal Maritime Museum
www.dealmuseum.co.uk

Endeavour

Cockle Bawley, 34ft. x 12ft., built by Cole & Wiggins in 1926, she was one of a group of four Leigh-on-Sea cockle boats which went to Dunkirk. Only 3 returned. Had numerous owners. Sank and was refloated eventually was saved and stored at Beacon Boat Yard until the Endeavour Trust was formed in 2001. Removed to to her original home port she was restored. She attended the Dunkirk Commemoration in 2005 and 2010.

Plans to go to Dunkirk 2015

http://freespace.virgin.net/james_fraser_marshall/Endeavour

Resolute

Also a Leigh-on-Sea bawley built by Haywards, Southend in 1927. 36ft. x 11ft. After a long career as a cockler and fishing boat she was converted for cruising in 1969. Based at Rye she was eventually saved in very poor condition, stored and travelled North in the care of BAE Systems who made careful records of her lines before she went for restoration by a charity. Sadly that failed and she is currently back in Glasgow. Her future is unknown.

Nydia

Built in 1939 by Thornycroft. 30ft. x 9ft. After the war was gradually updated and spent much time on the French canals. Sunk in the Canal du Midi, she was saved and taken to Simon Evans yard at Sens in France. Later she was brought back to the UK and is now preserved in the care of the Wheatcroft Collection. It's not possible to visit.

Irma

Like Nydia, Irma was built by Thornycroft in 1939. 39ft. x 9ft. Moved to Scotland, then used as a houseboat at Twickenham. Was saved by the Trust and later joined Nydia, now being preserved by the Wheatcroft Collection. It's not possible to visit.

New Britannic

Built in 1930 at Chiswick as a ferry with a capacity of more than 100 passengers. 54ft. x 15ft. Worked in the Channel Islands and later went to the Scilly Isles. Restored in Southampton, she was lent to Ramsgate Museum and eventually bought and painstakingly restored (again) by her present owner.

Plans to go to Dunkirk 2015

Rania

Built by Rampart Boats at Southampton in 1937/8. 45ft. x 10ft. approx. About ten years ago was saved by the Trust from an attempted restoration, she was then steadily stripped and restoration began under the aegis of the Trust. Bought by a boat-owning member of the Association of Dunkirk Little Ships in 2010, she is currently undergoing restoration in Cumbria. Was originally under cover in a large barn until the owner had to move it (the barn!), so work is now less protected than it was. Much has already been achieved so far.

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THE DUNKIRK LITTLE SHIPS RESTORATION TRUST



ORDER FORM



Please supply

	<u>Cost each</u>	<u>Quantity</u>	<u>Total</u>
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. <i>Challenge</i> 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. <i>Challenge</i> (minimum order 10)	.35	_____	_____
Posters of S.T. <i>Challenge</i>	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 3QS

From:-

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



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Above: Endeavour at Leigh-on-Sea, new ribs and en route to Dunkirk
See written updates on page 9



Above: Southern Queen before and after restoration



Above: Lucy Lavers at Marchwood, her last cox inspects progress at Stiffkey



Above: New Britannic at Chatham, Rania at Marchwood and in her temporary barn.

Below: Nydia, Resolute and Irma

