Pilot Cutter Gore Point

1969 / 31gt

Built by Brooke Marine, Lowestoft (369)

Pilot boat operated by Fowey Harbour Commissioners

The Gore Point was built by Brooke Marine of Lowestoft, Suffolk in 1969 / 31gt hull nos 369 as the prototype for a design for the Thames Class Lifeboat. The initial trials showed that she was a good sea boat but the hull design was slower than required for the proposed class of lifeboat. Instead she was fitted out as a pilot boat to meet the requirements of the Kings Lynn pilots. She named Gore Point after a headland NE of Hunstanton on the East side of the Wash

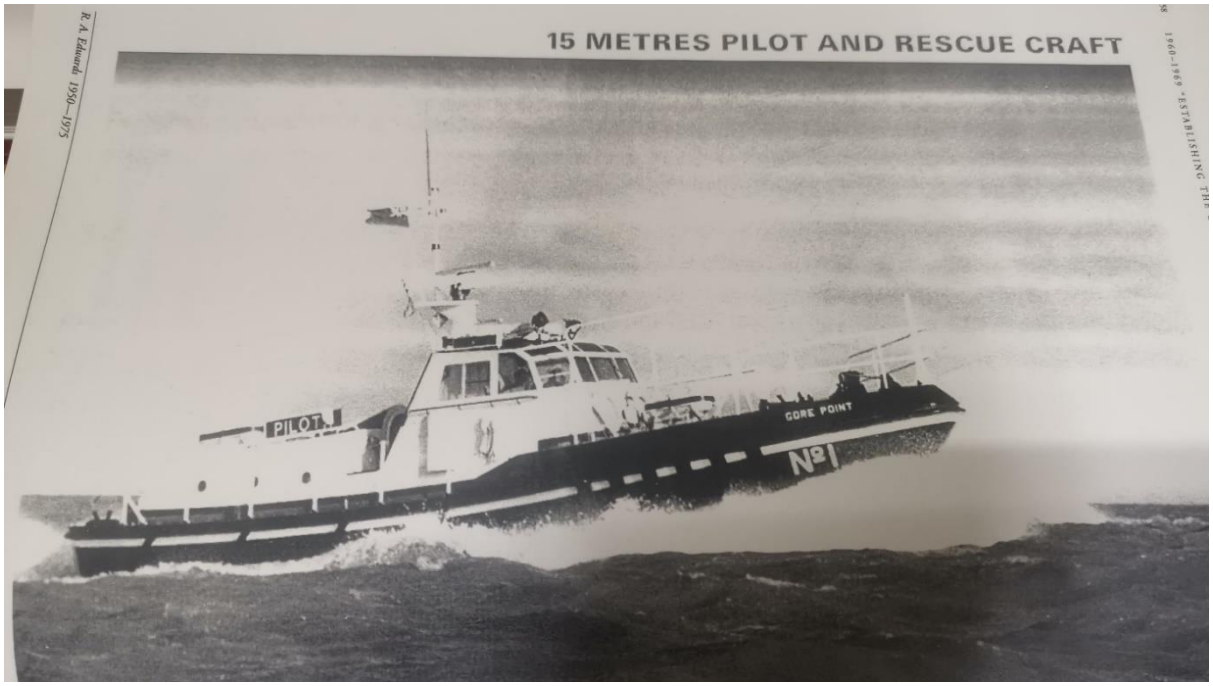
Brooke Marine (also known as J.W. Brooke & Co. and Brooke Yachts) was a Lowestoft-based shipbuilding firm. The company constructed boats and small ships for civilian and commercial use, as well as minor warships for the Royal Navy, Royal Navy of Oman, Royal Australian Navy, Kenya Navy and United States Navy.
The company was founded in 1874 as a foundry by John Walter Brooke and expanded into boatbuilding and shipbuilding in the early 1900s. It operated until 1992

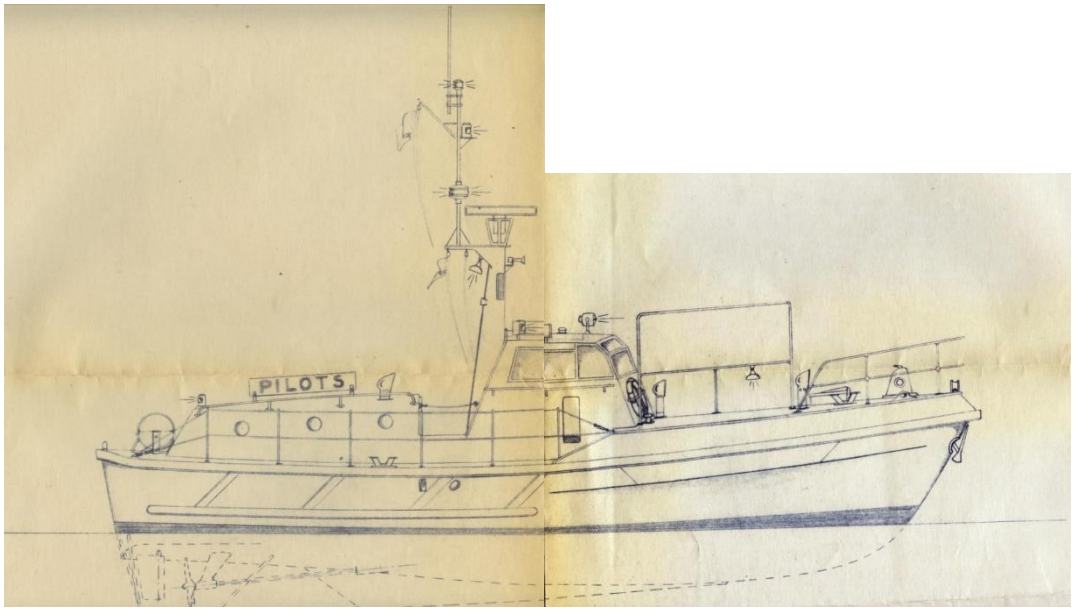
BROOKE MARINE
LIMITED
ESTABLISHED 1874
SHIPBUILDERS AND ENGINEERS
LOWESTOFT, U.K.

TELEPHONE LOWESTOFT 5221 TELEX 97145 CABLES BROOKCRAFT, LOWESTOFT
RLJ/GMJ 12th August, 1971

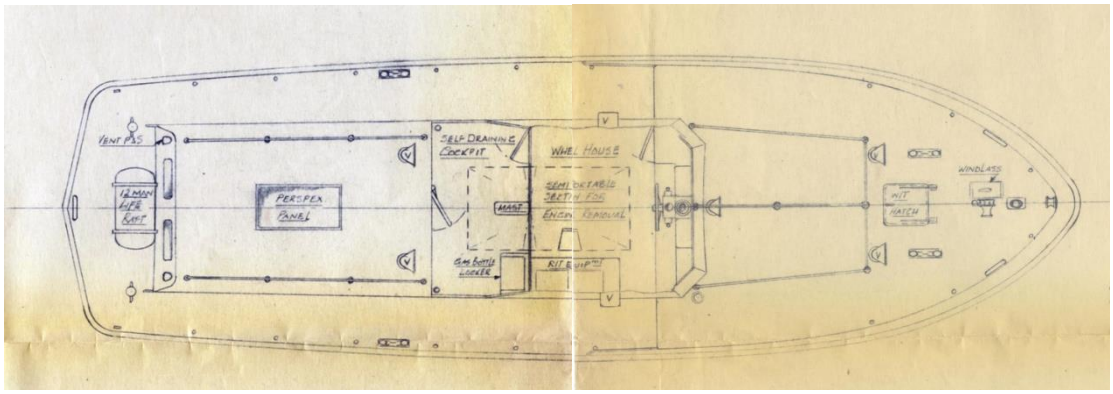
Builders plate in wheel house

Where she was named after

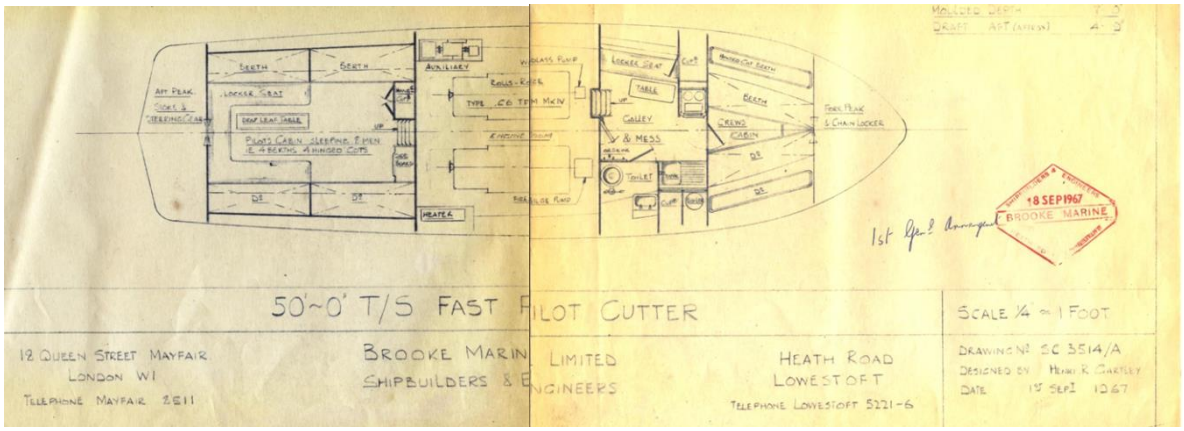




Sectional plan



Deck plan



Engine room deck plan

The plans showed 2 Rolls Royce engines but Caterpillars were fitted in the build

BROOKE MARINE

The ever-increasing volume of maritime traffic and the development of existing and new harbours throughout the world is making heavy demands upon all pilotage services.

In spite of great effort, administrative and operating costs are rising rapidly. Efficient pilotage can therefore do much to reduce costs and to improve the turn round of traffic in a port.

BROOKE MARINE LIMITED have for many years been recognised as leading builders of Pilot Cutters of high quality, but the new 50 ft. Fast Pilot Cutter is a significant break with the old traditions, offering :

SPEED · RELIABILITY · SAFETY
GREAT STRENGTH · LOW MAINTENANCE COSTS
LOW OPERATIONAL COSTS · CREW COMFORT

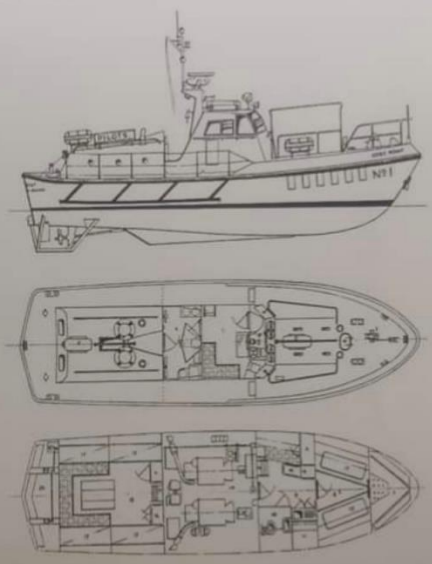
The design is a development from the 44 ft. lifeboats recently built by Brooke Marine Limited for the British Royal National Lifeboat Institution and which are now in service around the British Isles.

For this reason, safety and reliability, features not usually to be found except in a lifeboat, are standard to the 50 ft. Pilot Cutter.

This Craft is also of course equally useful for rescue work, and even more effective than its smaller sisters, thus providing at no additional cost a further essential port service in case of emergency.

Speeds of up to 16 knots are obtainable, depending on the rating of the engines. A fine example of this craft is the *Gore Point* which can be seen daily at work at King's Lynn, in Norfolk, England, and which is illustrated and described in this leaflet.

Brooke Marine will gladly undertake to supply any further information on request.



Dimensions
Length (overall) 50 ft. (15·24 m.)
Length (waterline) 45 ft. (13·72 m.)
Beam (moulded) 14 ft. 6 in. (4·42 m.)
Depth (moulded) 7 ft. 3 in. (2·21 m.)
Draft (maximum) 5 ft. (1·52 m.)

Crew : up to four
Pilots : up to eight
In emergency for rescue work : 40 survivors

Legend
1 Wheelhouse
2 Liferaft
3 Windlass
4 W/T hatch
5 Radar
6 Centre cockpit
7 Fore peak
8 Fore cabin
9 Galley mess
10 Toilet
11 Locker
12 Cooker
13 Access to wheelhouse
14 Engine room
15 Access to cockpit
16 Sideboard
17 Berth
18 Aft cabin
19 Folding table
20 Aft pea

LEC Marine Group

R. A. Edwards 1956–1975

1960–1969 "ESTABLISHING THE GROUP"

15 METRES PILOT AND RESCUE CRAFT

Principal particulars and technical data

Performance
Speed — Up to 16 knots (depending on choice of main engines)
Range — (Standard) 200 nautical miles at 12 knots (With reserve fuel if required 300 miles.)

Hull form
Round bilge with 'V' sections aft and rounded transom

Fendering
Heavy duty 'D' section rubber fitted as shown

Construction
Hull of all-welded mild steel to Lloyds approved scantlings with built-in double-bottom fuel and water tanks, sub-divided into five watertight compartments
Superstructure of sea-water-resistant aluminium alloy

Propulsion
Two marine diesel engines driving twin bronze propellers through integral reverse/reduction gearboxes. Standard engines, Twin Caterpillar 375 b.h.p. each at 2,200 r.p.m.

Tank capacities

Fuel (standard)	500 gallons
Fuel (reserve)	250 gallons if required
Fresh water	100 gallons

Accommodation and operational spaces

Wheelhouse
Totally enclosed with good all round visibility and opening windows. Thermal insulation, settee, lockers, radio and navigational aids, steering wheel, and access to cockpit

Cockpit
Self-draining, fitted with gas bottle stowage, flag locker, fire buckets, emergency fire pump, and kedge anchor, emergency tiller and fire axe, access to pilots' cabin

Forepeak
With access from forward cabin equipped as a chain locker and store

Forward cabin
Equipped to sleep four crew in two fixed bunks and two hinged berths. Access to galley

Galley/mess
Fitted with dresser, stainless-steel sink, water heater, hot and cold water supply, gas cooker and gas detector, folding table, settee, locker. Refrigerator (optional extra). Access to wheelhouse and engine room

Toilet compartment
Fitted with W.C., wash basin and hot and cold water

Aft cabin
Fitted with four fixed berths and four hinged berths, forming settees if required. U-shaped settee, drop-leaf table, sideboard, clothes lockers, and access to aft peak and cockpit

Aft peak
Watertight compartment containing steering gear and storage racks

Engine room
Totally enclosed watertight compartment with access from galley, equipped with twin diesel engines, aircooled 3 kW. generator set, heavy duty batteries, switchboard, two bilge and fire pumps. Engines easily removable through portable watertight hatches in deck

Engine starting
Electrical from 24 volt 175 amp/hour battery

Exhaust system
Water injected overside

Engine cooling system
Primary system : Closed-circuit fresh water.
Secondary : sea water from valve chest.

Engine instruments
Set in panel in wheelhouse, oil and water temperature gauges, oil-pressure gauges, tachometers, ammeters, alarm indicator, engine hourmeter

Engine controls
'Morse' type combined gear and throttle lever fitted at steering position

Steering gear
'Mathway' rod and gear steering with twin rudders controlled by spoked wheel with safety steel outer rim in wheelhouse. Emergency steering by portable tiller

Electrical system
One Lister 3 kW. 24/32 volt air cooled battery charging set supplying 24 volt heavy-duty lead acid battery. Alternative charging from main engine driven alternators

Fresh water supply
From double bottom tank by automatic pressure system to all basins and sink

Firefighting equipment
CO^2 Extinguishing system for engine room. Portable extinguishers
Two hydrants on deck
One diesel driven fire pump
One main engine driven fire pump
One hand fire pump
Two sets of hoses

Salvage equipment
One portable ejector system operated from main pumps

Life-saving equipment
Two 12-man liferafts in G.R.P. containers
Five lifebuoys
Twelve liftjackets
One 14-man B.O.T. buoyant apparatus

Navigational equipment
Radar : Decca 101
Echo sounder : Ferrograph Inshore visual display
Compass : Sestrel Major Magnetic
Searchlight : Francis 6 in. wheelhouse controlled
Foghorn : Fiamm electric

Anchor windlass
Simpson Lawrence Hydraulic
Anchors and cables
One 100 lb. 'Stokes' Danforth Jackson in hawse pipe
One 40 lb. 'Meon' Kedge
Fifteen fathoms $\frac{7}{8}$ in. short link cable
Fifteen Fathoms 2 in. nylon mooring ropes

General equipment
Full list of standard equipment and detail specification supplied on request

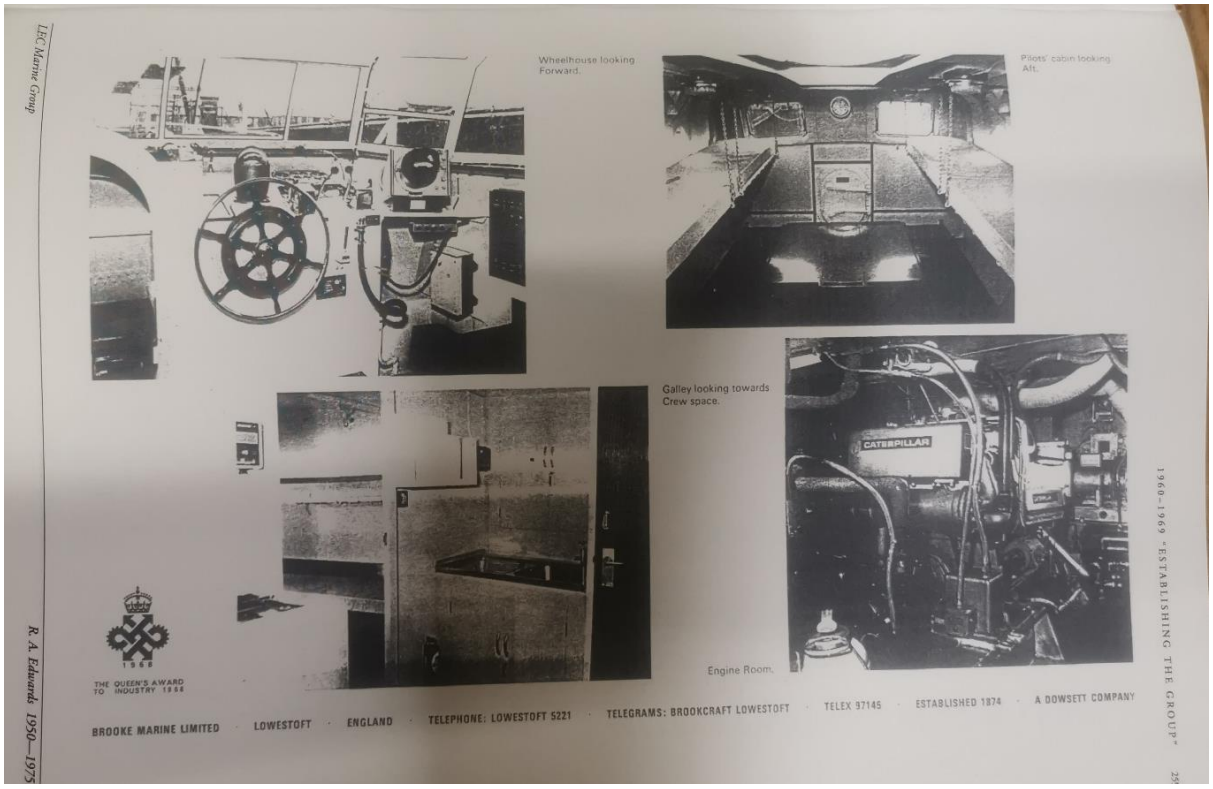
Optional extras
Heating : By 'Webasto' hot-air system with supply to wheelhouse and cabins
Air conditioning : By individual units in cabins

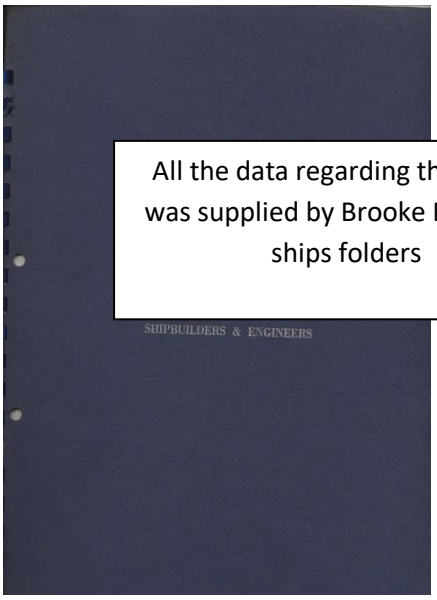
R. A. Edwards 1956–1975

1960–1969 "ESTABLISHING THE GROUP"

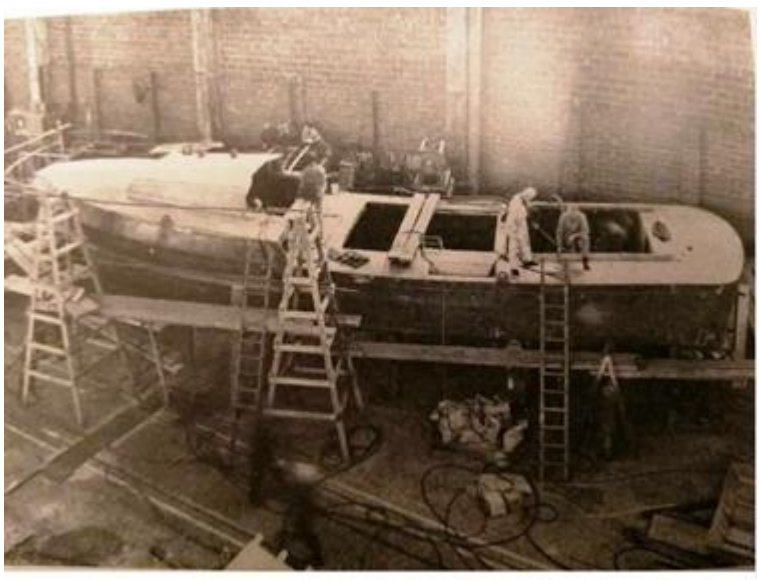
LEC Marine

BROOKE MARINE





All the data regarding the Vessel was supplied by Brooke Marine in ships folders



1973 during build at Brooke Marine, Lowestoft.

LLOYD'S REGISTER OF SHIPPING

FOUNDED 1760 RE-CONSTITUTED 1834

Certificate of Class

Twin Screw Motor Pilot Launch "GORE POINT"

Official Number 336148 *Port of Registry* King's Lynn

Owners King's Lynn Conservancy Board.

Builders, and where and when built Brooke Marine Ltd., Lowestoft, February 1969.

REGISTERED TONNAGES		MOULDED DIMENSIONS	
Gross	31.21	*Length*	45' 0"
Net	13.26	*Breadth*	14' 6"
		Depth	7' 0"

This is to Certify *that this Ship has been built under the Special Survey of the Surveyors to this Society, and was reported to be, on the* 21st February 1969 *in a fit and efficient condition and in accordance with the Rules; also that she has been CLASSED and entered in the REGISTER BOOK of this Society, with the Character* ✠100A1 The Wash service *subject to Periodical Surveys as required by the Rules.*

Witness my hand,

John Huxster
Secretary.

Chairman.

71, Fenchurch Street, London, E.C.3. 15th May 1970

LLOYD'S REGISTER OF SHIPPING

FOUNDED 1760 RE-CONSTITUTED 1834

LLOYD'S MACHINERY CERTIFICATE (LMC)

No. 2621

71, Fenchurch Street, LONDON, E.C.3

This is to Certify *that the Machinery of the*

Twinscrew Motor Pilot Launch "GORE POINT"

31 *Tons, of* King's Lynn

Built at Lowestoft *in* February, 1969.

has been surveyed by the Surveyors to this Society and reported to be on the 4th May, 1973. *in good working condition.*

The record LMC *has been maintained in the Register Book of this Society, subject to Periodical Surveys as required by the Rules, and the following date(s) has been entered in the appropriate survey columns of the Supplement to the Register Book:—* E.S. 5.73

Witness my hand

Deputy **Classification Manager**

R M Tamball
Chairman of the Classification Committee

LLOYD'S REGISTER OF SHIPPING

FOUNDED 1760 RE-CONSTITUTED 1834

LLOYD'S MACHINERY CERTIFICATE (LMC)

This is to Certify *that the Machinery of the*

Twin Screw Motor Pilot Launch "GORE POINT"

31 *Tons, of* King's Lynn

Built at Lowestoft *in* 1968

has been surveyed at Lowestoft *by the Surveyors to this Society, and reported to be on the* 21st February 1969 *in good working condition.*

The survey having been completed, the Record LMC *has been made in the Register Book. subject to Periodical Surveys as required by the Rules.*

PARTICULARS

Description of Machinery	2 Vee Oil Engines 4 Stroke Cycle Single Acting Reverse-reduction geared to 2 propellers.
Makers of Main Engines	Caterpillar Tractor Co.
Makers of Main Boilers	–
Approved pressure of Main Boilers	– lb. per square inch saturated steam – lb. per square inch superheated steam
Steam Temperature	–
Approved pressure of Aux./Domestic Boilers	– lb. per square inch
Approved pressure of Steam Heated Steam Generators	– lb. per square inch
Approved total B.H.P. 510 / S.H.P. –	at 2000 r.p.m. of Engine / 1000 r.p.m. of Propeller

The engine should not be operated continuously between 600 & 800 R.P.M.

Witness my hand

John Huxster
Secretary

Chairman

LLOYD'S REGISTER OF SHIPPING

FOUNDED 1760 RE-CONSTITUTED 1834

No. 2620

71, Fenchurch Street, LONDON, EC3M 4BS

This is to Certify *that the*

Twinscrew Motor Pilot Launch "GORE POINT"

31 *Tons, of* King's Lynn.

Built at Lowestoft *in* February, 1969

has been surveyed by the Surveyors to this Society, and reported to be on the 4th May, 1973.

in a fit and efficient condition and in accordance with the Rules; also that she has been continued as CLASSED in the REGISTER BOOK of this Society, with the Character ✠100A1 *subject to Periodical Surveys as required by the Rules.* The Wash service.

Docking Date, 1.73

Specially Surveyed, 5.73

Witness my hand

Deputy **Classification Manager**

R M Tamball
Chairman of the Classification Committee

Date of Issue 28th August, 1973.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, to which Owners

LLOYD'S REGISTER OF SHIPPING

INTERIM CERTIFICATE OF CLASS

Port Ipswich

Date 1st April, 1969.

MS "GORE POINT".

Constructed by,

Brooke Marine Limited, Lowestoft, Yard No. SYC. 369.

Engine made by,

Caterpillar Engines Nos. 608-408 and 608-409.

This is to certify that the hull and machiney of the "GORE POINT" 31.21 Gross Tons of King's Lynn has been constructed under the special survey of the Society's Surveyor and was found on the above date to be in accordance with the approved plans and the Society's Rules, Regulations and requirements.

A report is being forwarded to the Committee of Lloyd's Register of Shipping, London, recommending that the following class notation should be made in the Society's Register Book:-

Class.	Class Notations.
100A1 Pilot Cutter.	L.M.C. 2/69.
D.S. 2/69.	TS (P. & S). 2/69.

H. R. Selby.

Surveyor to Lloyd's Register of Shipping.

LLOYD'S REGISTER OF SHIPPING

Port Ipswich

Date 19th February, 1970.

This is to Certify *that I have surveyed the* T.M.S. "GORE POINT" 31 *gross tons* of King's Lynn as she lay on the hard at King's Lynn on the 18th February, 1970, for Dry Docking and Annual Survey.

and that I am transmitting to the Committee of Lloyd's Register of Shipping, London, a report, stating that all repairs recommended by me have been completed to my satisfaction, also that I am recommending that she be retained as now classed with fresh records of D.S. and A.S. 2.70, subject to any outstanding conditions of class being dealt with as previously recommended.

A. Drysdale

Surveyor to Lloyd's Register of Shipping

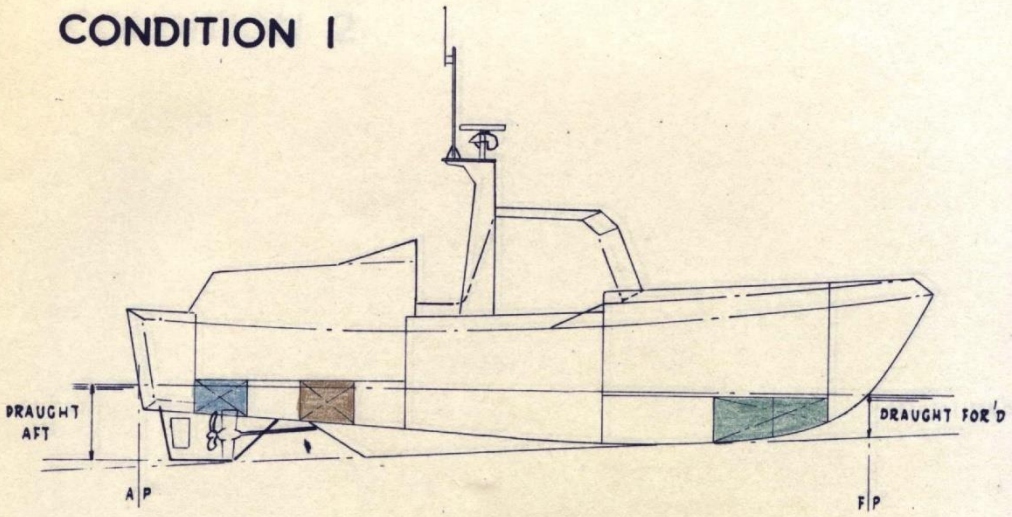
A. Drysdale

KEY TO ABBREVIATIONS

AS	Annual Survey	SS	Hull Special Survey
BS	Biennial Survey	SS(D)	Hull Special Survey (Drilling)
DS	Docking Survey	SS(M)	Hull Special Survey (Modified)
NS	Cargo Ramps not fitted (No Spurring)	CSH	Hull Special Survey (Continuous)

50'-0" T.S. PILOT CUTTER

CONDITION I



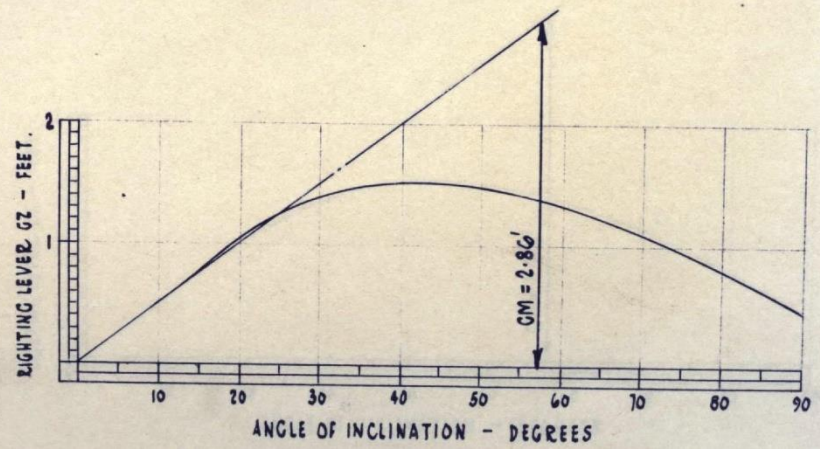
OIL FUEL	√	3956
FRESH WATER	√	1000
SEA WATER BALLAST	√	2880
CREW		900
FUEL & WATER IN PIPELINES		100
TOTAL DEADWEIGHT		8836

LIGHTSHIP		63826
DEADWEIGHT		8836
DISPLACEMENT	LBS.	72662
	TONS.	32·44

√ TANKS INCLUDED IN FREE SURFACE CORRECTION

TRANSVERSE METACENTRE ABOVE BASE * KM_T	8·88'
VERTICAL CENTRE OF GRAVITY ABOVE BASE KG	5·94'
GM	2·94'
FREE SURFACE CORRECTION	·08
GM CORRECTED FOR FREE SURFACE	2·86'
DRAUGHT - FOR'D BY MARKS	3'-6⅞"
DRAUGHT - AFT BY MARKS	5'-0¾"

* NOTE! BASE IS A LINE 4'-0" BELOW AND PARALLEL TO D.W.L.



She entered service with the Kings Lynn Pilots and served there until transferring to Fowey. She had 6 to 8 berths aft for pilots and a couple for'd for crew as she was initially used to cruise off the Wash meeting several ships and taking pilots off before returning to her base in Kings Lynn. When a faster boat became available from Trinity House she was transferred to the Fowey Trinity House district.

The Fowey pilots also licensed by Trinity House requested an all-weather craft they had a number of boats on trial from Trinity house. The sub commissioners of pilots were reluctant to purchase a craft so the pilots at the time came together to arrange a loan from the bank to purchase a craft. They sourced the Gore Point and started the arrangements to buy, only for Trinity House to transfer her in the ownership of the sub commissioners. A Kings Lynn crew delivered her to Fowey and she became the first all-weather pilot boat .Up until then pilots owned and operated their own open boats with their own crews. In her early days in Fowey she carried the number 1 on her bow.

On arrival it was found that due to a mishap she had sunk on her moorings in Kings Lynn was raised and put back into service. Shortly after arrival she had a fire caused by filters having been water damaged breaking down and fuel spraying onto the exhausts. The engines were completely overhauled together with the electrics and equipment renewed before re-entering service.

Shortly after her arrival in Fowey awaiting certification

Her arrival marked a change in the way the Pilots operated. Based in Polruan they now used the Gore Point as the boarding and landing boat and the individually owned boats became lines boats and were transferred to Trinity House. The Gore Point was moored off Polruan quay adjacent to the fairway on a heavy duty harbour commissioners mooring to seaward of the four boarding boats which became lines boats.

Gore Point on her mooring. Nearby the dredger Lantic Bay and tug Gribbin Head. Inboard of the two troy yachts are the lines boats. Below rough weather in the harbour mouth.

The pilots worked two on and two off with Mike Randolph and Joel Perkins together whilst Mike Mitchell and Sam Guy worked together.

On her moorings in Polruan Pool for easy access by the pilots and boatmen who lived in Polruan.

Below:- Entering the harbour flying the Trinity House Red Ensign

Below:-In Polruan. Eric Maunder and Jimmy Rolo Allen 1976 Picture Ken Stewart

On 1st October 1988 as a result of the pilotage act pilotage was transferred to the Fowey Harbour Commissioners and the boats including Gore Point became the property and responsibility of the Commissioners. They were transferred under the provisions of the Pilotage act 1988.

In early 1990 the engines were staring to give continuous problems and the options to re engine were looked at.

New Caterpillar engines were ordered in April 1991 arriving the following month. New propellers had to be ordered to and the MCA required new prop shafts. New pilot boat regulations had come into force and her refit was delayed to carry out the extra work to comply.

Lifting off the aft part of the wheel house exposing the access plate in the deck to the engine room.
Steve Yelland and Foreman Terry Liston

Steve again with David Eddyvean

David Eddyvean lands the old engines ashore .They were later sold for spares to several fishermen.The new engines were loaded onto a pontoon at no 3 jetty on pallets

Dougie Nicholson signalling the lift of the first engine from the lorry at the docks and the 2nd

Having beenn in the workshops for preparing the engines still on pallets wer brougt to the slipwayy by mobile crane aand then lift off the pallets and on board. Terry Liston yard foreman with Steve Libby and Dvid Eddyvean supervising.

Below the port engine beds and right lowering an engine through the cabin and access in the deck plating

The mobile crane was used to lift on board and lowered into the engine room through the deck plate opening. Part of the aft end of the cabin was removed to gain access.

Terry Liston makes sure they are properly on the engine beds which had been altered to take the new engines

The starboard engine already on board the port engine was lowered in guided by Steve Libby and Dougie Nicholson

Above standing by a ship with an engine breakdown in the harbour mouth

While she was in refit other works were carried out and she had to be launched to allow other work on the slipway and then slipped again for completion. This was achieved by the October and after trials she re-entered service in time for the winter.

In April 1998 the Harbour Commissioners purchased The Thames Class ex Dover lifeboat from the RNLI and when she entered service that October Gore Point became the relief cutter.

Seen her with her newer sister the Treffry which she had been a prototype for

This allowed her to work in other ports and in September 1999 she went on her first charter to Plymouth whilst their boat was in refit. The engines overheated whilst there due to cooling water blockage and the CO2 system installed when the engines were replaced went off.

She did other reliefs in the following January and again in June, in September 2002,July 2003 and June 2005.

In 2000 her annual survey confirmed significant corrosion between the aluminium and steel structures. She underwent some major repairs to plating and fendering.

Each year pilot boats were slipped for annual refit and MCA survey for continued certification.


Under going a major refit in summer of 2000 when fendering was replaced and plating repaired or replaced


The hull was built from corten steel to reduce corrosion, the superstructure of aluminium with a special joining system designed to reduce the corrosion action between the two metals

She was high pressure blasted to remove paint and looked new as a result

Just aft of the entrance to the cabins man over board recovery davits were fitted. She also had two skegs aft to keep her upright on the beach and great for slipping.

At times she was also used as a work boat moving plant here seen with the barge “Folly” 1 and piles for pontoon moorings

In January 2006 the Board decided to sell the Gore Point and a replacement cutter would be sourced. Treffry would also then be sold as the Polmear was available for reliefs along with Penleath. Trade in the ports had dropped and Par was soon to close.

In March 2006 Gore Point was sold to Howard Marine, Plymouth for £19250. John Howard had worked with her whilst she was on relief and he used her as a work boat and relief pilot in the port.

Leaving Fowey with her escort of Tregeagle and Pendennick

and here seen off Plymouth Hoe moving a barge with plant

From Plymouth she headed for Eastbourne in East Sussex

Here in Ramsgate, Kent up for sale in 2012

https://www.youtube.com/watch?v=ZQNPjv7gYWY for sale video

The new River Neath Pilot Boat Gore Point starting 13.2.13. https://www.youtube.com/watch?v=3NzD1r8ywX8

P.T.Diving & Marine of Swansea the owners of the G-Wiz have gone into administration. A new Company has been set up to take over its operations called JD Marine & Sons Ltd., (Jaime Voisey as Operations Manager)

A major refit was carried out on the new Pilot Boat the "Gore Point" and she was brought into service on 13th February 2013.

All photos and details by J. Voisey. February 2013.

Here is the story from J.D Marine and Sons re "Gore Point"

Having made the decision to purchase Gore Point from Boatshed the team arrived in Ramsgate Harbour on the Morning of the 23rd October 2012 for the pickup. The vessel was lifted and then positioned onto a low loader ready to be transported to Swansea. Sections of the wheelhouse superstructure had to be removed to bring the height down to the required limit for travelling, this was completed by the end of that day and the vessel left Ramsgate for Swansea that evening.

The vessel arrived at its first re-fit location on Swansea docks on the morning of the 24th Oct where the vessel was lifted off the low loader via an 80T mobile crane and set onto wooded keel blocks.

The vessel was then completely shot blasted back to steel and a thickness test/report carried out on both the hull and the superstructure. Sections of the hull that were found to be heavily pitted were cut-out and new inserts welded in, A large section of the bow stem was cut away and replaced with added steel supports in the fore peak. All ballast tanks were opened & cleaned out then coated with epoxy paint; the main diesel tank was also drained and cleaned out.

The wheelhouse was completely stripped out and the sections of aluminium superstructure welded back together. All the old electrical boxes, fittings, lights & wiring were removed from all compartments. The engine room deck head insulation and sheeting was removed to allow access for repairs to the deck head structure and the fitting and relocation of the ventilation ducting. The engine room vents were then removed and relocated to each side of the wheelhouse structure with the addition of two new steel vents that have been fabricated and welded either side of the wheelhouse with ducting directly into each main engine air intake boxes. Both propellers were removed and sent to B.T. Marine Propellers Ltd where they were cleaned, balanced and polished.

On the morning of the 20th December the vessel was moved to its 2nd re-fit location on the other side of Swansea docks in a more sheltered position via a crane and low loader.

Once all the deck repairs had been completed the engine room deck head was replaced using fireproof insulation and new perforated sheeting. Sections of the bilge pumping system were altered and new pipe work and valves were fitted. The engine compartment was then cleaned and coated with white gloss paint. At this stage the vessel was completely rewired with all new cabling, boxes, light fittings etc.

The old Lister Generator was removed and replaced with a new silenced 240 volt Yanmar 5 Kva diesel generator fitted in the aft compartment. The wheelhouse was panelled out with timber; two new larger windows were fitted to the aft of the wheelhouse to allow for better vision. New modern switch/fuse panels were fitted for the control the 12/24/240 volt systems. A new 24volt fire alarm system was also installed with sensors in all compartments and sounders/strobes fitted in the engine compartment.

The Co2 system for the engine compartment has been re commissioned and the release control alarms and lights operated through the fire alarm system. All new light fittings were fitted in all compartments both 24 & 240 volt watertight type with all 24 volt bulbs being LED type for low power consumption and fluorescent tubes for the 240 volt. The external deck side lights and forward working floodlights are also LED type fittings with an excellent output from such a low power draw. The main mast was taken back to the workshop and altered to take the new navigational light arrangement and instrument antennas.

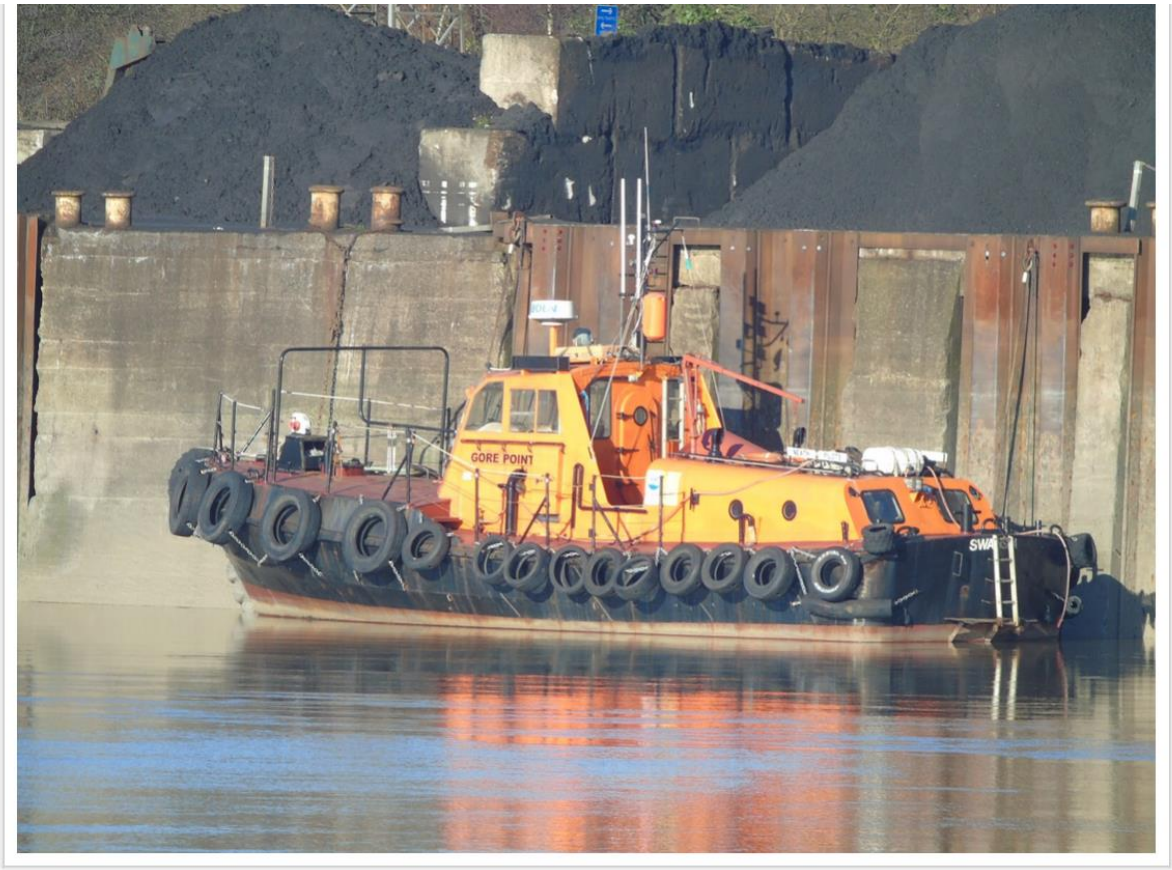
All handrails were fitted with stainless steel wire and screw tensioners with the top run coated in plastic for grip. Also added to both port and starboard handrails was a harness clip on safety wire rail system with independent runners for working out on deck.

All compartments of the interior which includes galley, forward store room, fore peak, aft compartment and steering compartment were cleaned out then coated with international primmer followed by a top gloss coat. Both main engines were serviced and tuned along with a full oil/fuel/air filter change carried out by a Caterpillar engineer.

A new man overboard davit crane has been fitted on the port side of the vessel with a 12 volt remote control winch. A new tyre fender system was fitted all the way around the vessel using galvanized chains, tensioners and shackles.

On the 11th February 2013 the vessel was ready to be launched, a crane and low loader were once again brought in to move the vessel from its current location to the dockside and lift the vessel into the water.

MCA Category 3 Certification awarded on the 14th February 2013 and now based with the Neath Port Authority.

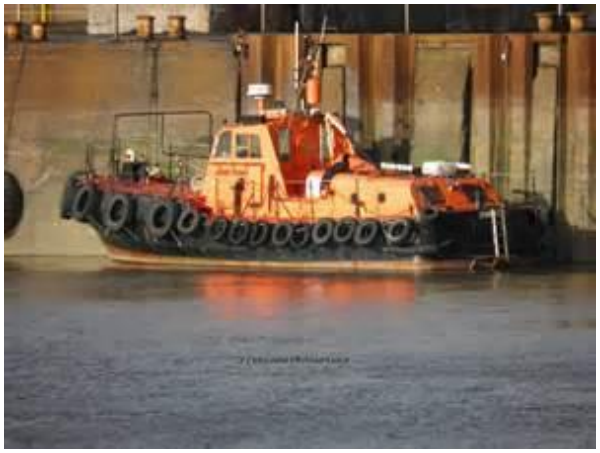


Gore point owned by J.D. Marine & Sons Lt.,
Built by Brooke Marine, Lowestoft (369) in 1969. She was built as a prototype for the Thames Class Lifeboat for the RNLI, found to be a good seaboat but lacked the required speed. Sold and refitted for use as a Pilot Boat based at Kings Lynn and named Gore Point. In 1975 she was transferred to Fowey again for use as a Pilot Boat, sold in 2006 to Howard Marine of Plymouth for use as work boat and relief Pilot Boat as the Star Gate. I have seen a photo of her with blue hull and white upper works carrying this name. She was again sold in 2012 to an owner based in Eastbourne, and was quickly put up for re-sale. Bought by J.D. Marine of Swansea for use as a Pilot Boat on the River Neath in 2012. brought to Swansea on a low loader and refitted at Swnasea.
I believe this information to be correct, but if anyone thinks I have got it wrong please let me know.

An extract from a nautical magazine

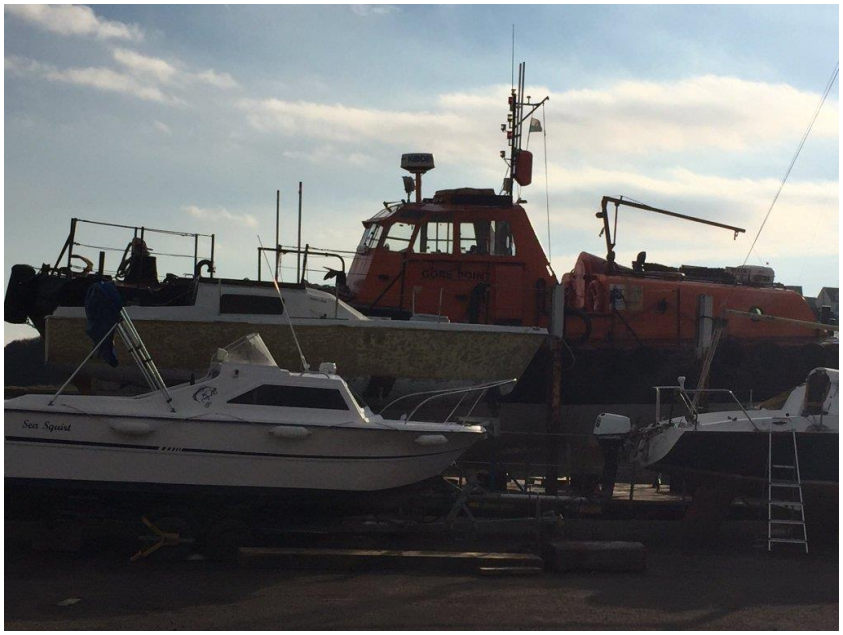
Here moored inside cutter G-Wiz

under way with a new hand rail for boarding on the fore deck



Alongside showing a transom ladder

underway with lifting davit in the stowed position



A Picture taken by Richard Davies ex Fowey Pilot now Gloucester of Gorepoint on a slip in Barry

The Passages and Journeys of the Gore Point