



POOLE MARITIME TRUST

NEWSLETTER MAY 2021

Committed to recording and preserving the history of Poole Harbour, It's people, surrounding environs, trading links, industries and everything maritime related.

Welcome to the Poole Maritime Trust Newsletter. Contributions are invited for future editions.

Please send any material to be considered for inclusion by

e-mail : secretary@poolemaritimetrust.org or Tel: 07467-654484

WRECK OF PADDLE STEAMER “SOUTH OF IRELAND” IN WORBARROW BAY

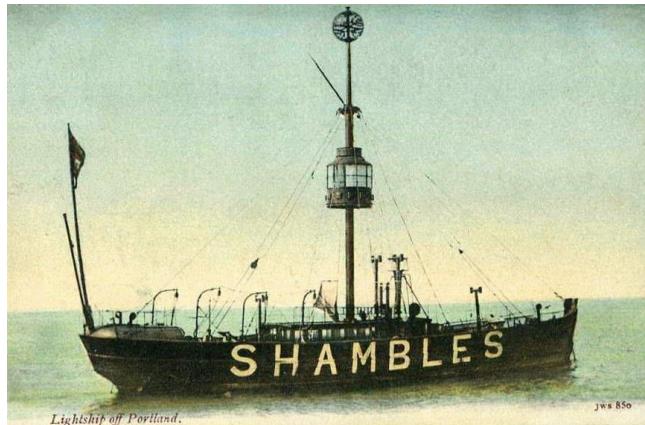
By John Megoran

On Christmas Eve 1883 the paddle steamer *South of Ireland* left Cherbourg during the evening for the run across the Channel bound for Weymouth. It was a fairly calm night but there was fog about and this caused Captain Pearn to reduce speed. Shortly after midnight the fog lifted so full ahead was rung on the telegraph once again.



“SOUTH OF IRELAND” & “AQUILLA”

In his approach to Weymouth Captain Pearn would have been looking out for the lights and listening out for the foghorns from the then two lighthouses on Portland Bill, the lighthouse on Anvil Point four nautical miles east of St Albans Head and the Shambles Lightship which was moored at the eastern end of the Shambles Bank off Portland Bill. Today's single lighthouse on Portland sends a white light out in groups of four flashes every 20 seconds and shines over a distance of 25 nautical miles. Anvil Point flashes white once every ten seconds and in clear visibility can be seen for up to 19 nautical miles. When it was withdrawn in 1971 and replaced by a buoy the Shambles flashed white in groups of two every thirty seconds with a visibility of eleven nautical miles..



A course of 335 degrees, with due allowance for the wind and tide, from Cherbourg should have taken Captain Pearn close to the east of the Shambles Lightship in a position five nautical miles east of Portland Bill. With the fog generally lifted he might reasonably have expected to see the lighthouses and the lightship flashing as he approached. If the fog had closed down, he should still have heard the foghorns in that position on both Portland Bill and on the Shambles Lightship. However, given his final course into Worbarrow Bay that night the tide must have set him further to the east than he had anticipated during his period steaming on half ahead. This trajectory would have taken him a distance of 10 nautical miles east of Portland Bill and ten miles to the west of Anvil Point so in murky visibility at that distance on this night he might well not have seen any of these three lights or heard any of their fog signals.

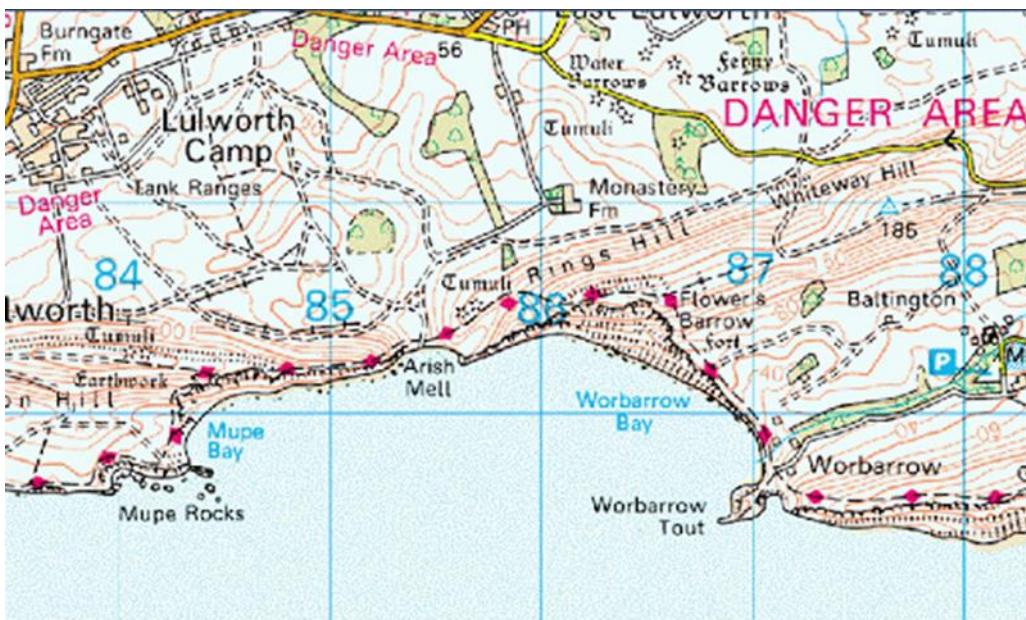
Back on the bridge put yourself in the position of the officer of the watch and/or the captain peering out into the gloom searching ahead for a glimmer of the lights you were expecting to see on yet another crossing on a route you have travelled often. You know that you should see the lights on Portland Bill, the Shambles Lightship and Anvil Point long before you are coming into any danger. You believe that the fog has lifted so you expect to see these lights, Portland Bill and the Shambles especially. You keep looking out for them. They don't come up but you still feel sort of safe as you know that there is no danger out there until you have passed them.

What you don't know is that you have now passed them unseen in the poor visibility ten miles east of where you thought you were. And therein lies the rub. You keep peering out maybe by now getting a tad anxious as you have run your time over the journey distance. Why are they not coming up? You check the compass. Yes that's OK. Still on 335 degrees. They must show soon. Then suddenly the lookout shouts down "Dark object dead ahead, Sir". You grab the telegraph and ring full astern but before you can stop the ship you have piled onto rocks in the vicinity of Worbarrow Bay just over one nautical mile east of Lulworth Cove and about nine nautical miles east of Weymouth. Oh dear.

This is a particularly dark piece of coast at night devoid as it is of any towns, villages or even solitary houses to show any sort of light over pretty much the whole 15 nautical mile shoreline between Weymouth and St Albans Head. And anyone with any experience of looking out into total darkness will know just how dark real darkness is. So what to do now? Remember this is long before ships had radios. There you are stuck on rocks in a particularly dark part of the coast with no human habitation overlooking or near you. How do you summon help?

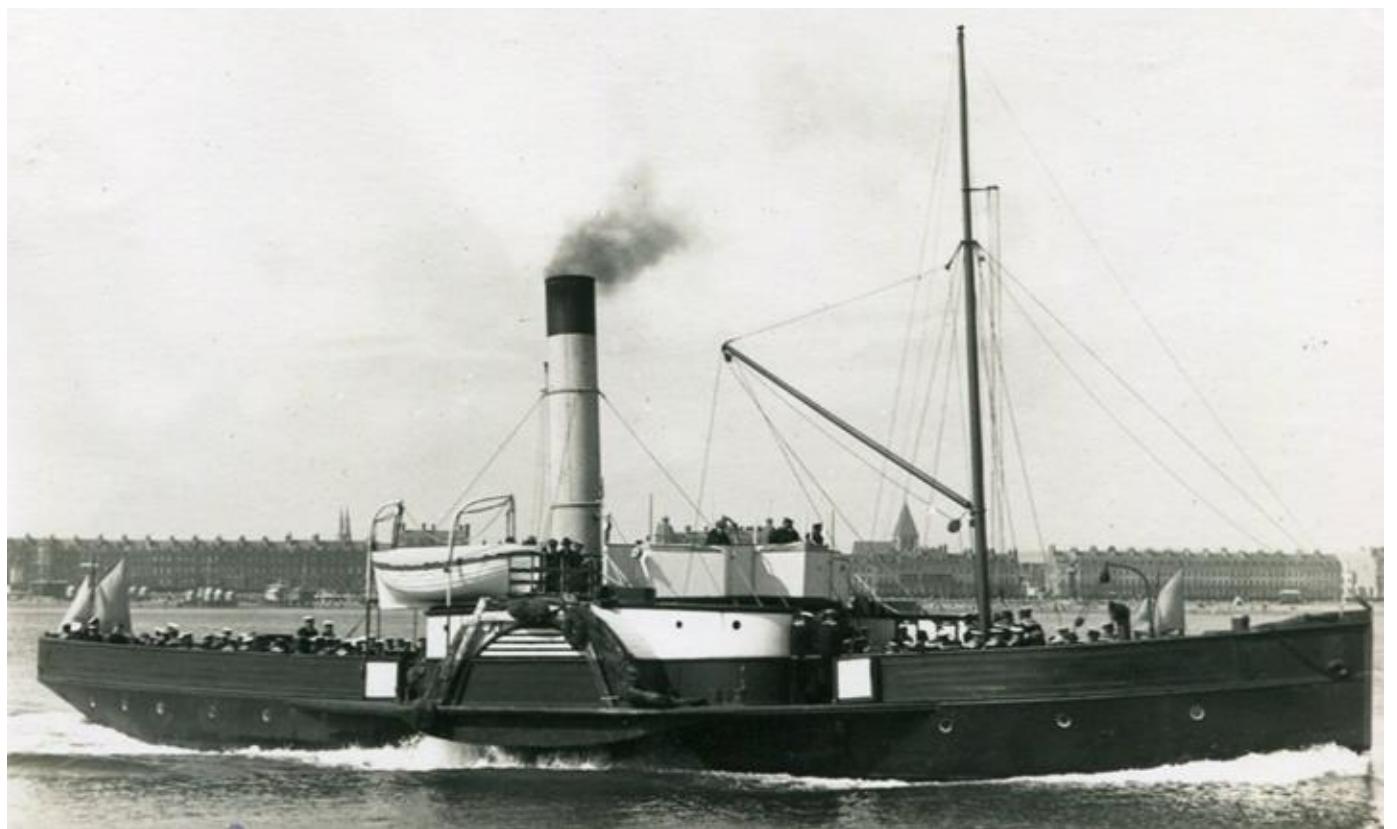
Simple. A boat was lowered into the water with five of the crew in it plus the one passenger unlucky enough to have booked a passage on this night. They rowed along the shoreline to Weymouth which was reached four hours later at about 6am where the alarm was raised. The following day the company's marine superintendent Captain Lecky sent fleet running mate *Aquila* from Weymouth to assess the situation and take off the rest of the crew. She was followed after lunch by Cossens's *Prince* with her eyes fixed firmly on salvage. In subsequent days much of the ship's cargo was taken off and brought back to Weymouth.

One question Captain Pearn was asked at the inquiry was to whether or not he had been taking soundings with his lead line. For any who don't know a lead line is a piece of rope with various markings attached throughout its length. When thrown ahead of the ship moving through the water the weight on its end reaches the bottom and the seaman can then read off from the rope the depth of water by interpreting the markings on its length. The weight also has a hole in its end filled with tallow to which some of the bottom may be brought back up which can aid in identifying the ship's position. Charts are marked not only with the depths but also the sort of material on the bottom at any given place. For example it might be clay, sand, shingle, weed, rocks, or whatever. That sort of thing. The depth in the middle of the English Channel on a course of 335 degrees between Cherbourg and Weymouth is between 50 and 70 metres at chart datum. About ten miles SE of Portland Bill is the 40 metre line. From Portland Bill across to St Albans Head is roughly speaking the 30 metre line. Further north than that towards the shore it is around the 20 metre mark except over the Lulworth Banks, which extend from White Nothe to Lulworth Cove, on which it drops down to about 14 metres. East of the Lulworth Banks the 20m line extends to within half a mile from the shore. Captain Pearn reported that he had not been using the lead line.



In his defence one might argue that even if he had been using the lead line that night that might not have saved him. His approach to the Dorset Coast to the east of where he was expecting himself to be put him in deeper water than if he had come in over the Lulworth Banks which would have showed up more clearly on his lead-line, if he had been using it, that the water was getting shallower and that it would therefore be prudent to slow down. But he came in on trajectory right up to Worbarrow Bay where the water is 20m deep to within one nautical mile of the shore. And a mile isn't very far for a ship travelling at 12 knots. That distance would have been covered in about five minutes. And if the lead line had been thrown every five minutes then the last reading could still have been 20m when the ship crashed. The inquiry also asked Captain Pearn if he was using the ship's log. For any who don't know ships carry two sorts of logs. One of these is a hand-written record of the voyage. The other is a piece of rope with a propeller attached to one end of it which is towed from the stern. As the ship moves through the water the propeller rotates. The rope rotates with it. And this turns dials on its attachment on the stern of the ship from which the

distance travelled through the water can be read off. The distance between Cherbourg and the Shambles Lightship is 60 nautical miles so if Captain Pearn had been using the log he should have slowed down when it clocked up sixty nautical miles on its dials if at that point he couldn't see any of the expected lights. In my view, he should then have taken soundings and if in any doubt as to his position gone to anchor to await better visibility at dawn. Captain Pearn reported that he had not been using the log. On Christmas Day, *South of Ireland*'s marine superintendent Captain Lecky sent her running mate *Aquila* to the scene of the accident to assess the situation. She was followed after lunch by Cossens's paddle steamer *Prince* with her eyes firmly fixed on any salvage work. So in the ensuing days cargo and other fixtures, fittings and furnishings were lifted onto barges and brought back to Weymouth. There was a glimmer of hope that whilst the bow section had detached itself from the rest of the ship there might just be a chance of towing off and saving the stern section. Large pumps were ordered to be sent by rail from Glasgow. They arrived in Weymouth on 30th December but there wasn't a crane man enough to lift them aboard a salvage barge there so they were taken on by rail to Portland where the transfer was effected by a suitably large Naval Dockyard crane. Then the weather turned against the project and it was not until 2nd January that Cossens's paddle tugs *Queen* and *Commodore*, could set off from Weymouth with their salvage barges in tow for Worbarrow Bay. These large pumps proved to be effective. The engine and boiler rooms of the *South of Ireland* were pumped out. So, with tow ropes attached the two tugs attempted to pull the stern section free. In this they had success but unfortunately when out in deeper water the remains of *South of Ireland* sank. So that was that. Any hope of a nice fat salvage claim had gone down to the bottom of the sea along with the remains of the ship.



"QUEEN"

The wreck of the *South of Ireland* is still marked on the Admiralty charts to this day. It is just to the south of a line joining Mupe Rocks and Worbarrow Tout about half a mile from the shoreline on a bearing pretty much due south from Arish Mell. The wreck straddles the 15m contour line and stands between 2m and 3m proud of the sea bed having a depth over it of 13.2m at chart datum. It is within a part of the sea marked on the chart as "Firing Practice Area" which is often closed to navigation at times when the army is practicing with its guns



The inquiry eventually came to its conclusion. On the basis that he had not been using either the lead line or the log the nautical assessors put the blame for the accident squarely on Captain Pearn and suspended his master's ticket for three months. His employers then sacked him.



Warbarrow Bay, Dorset.

DERELICTS TO GO

The Rev. J. de L. Laurence, of Parkstone, Dorset, informs us that the Poole Harbour Commissioners recently adopted a minute stating: "The harbour master is instructed to serve notice on owners of derelict craft in Holes Bay, Poole Harbour, calling upon them to remove the craft."

Among the many derelicts affected by the order are the brigantine *Lady of Avenal*; the remains of the tea clipper *Boatswain*; the ex-Brixham trawler *Florrie*; the sailing barges *Lord Beresford* and *Amy Seymour*; the wreck of an old West Country vessel used by the Air Ministry during the war; the ribs of a wooden ketch; a tug hull; a Dutch botter; and a steel barge.

'Coal once was King' for the Colliers supplying Poole Power Station

By : Aimée Alexander MA MSc BEd(Hons) - The PFBC Trustee i/c Projects...

In February a cargo of coal was loaded on the River Tyne for Belgium as a final shipment from the UK...This consignment of 12,000 tonnes came from a stockpile at the Durham coalfield which closed in 2011. As the Dutch freighter *Longwave* departed with the *Hargreaves Services*' load, it was the end of an era: *Carrying Coals from Newcastle* has been a feature of our industrial heritage since the thirteenth century. Widespread closure of coal-fired Power Stations impacted on the mining industry and resulted in 'strife'. The economies of the North East of England, South Wales, Yorkshire coalfields and the rest have changed.



The Collier *Poole Quay* with Central Electricity Authority houseflag, has been unloaded at Poole Power Station

Coal from the Tyne had been carried in famous craft e.g. Poole's *Waterwitch* (when it was square-rigged). The coal-based industrial profile of Poole with transported cargoes, was also once significant to our area. From 1925 the Gasworks received coal transferred from ships by the Coal Transporters on our East Quay. Over the years household coal was also brought into other quaysides - latterly for coal merchants Corrals. (Whereas our second works, in Bourne Valley had coal delivered from the Somerset coalfield by railway.)



Poole Sound (with BEA) heading from Goole into the River Humber en route for Poole's newly opened Power Station

By 1950, Poole Power Station when it was coal-fired, also had two huge cranes & employed 400 workers. These imposing structures emptied the coal boats - but were dwarfed by the 100m-high twin chimneys... *Water to cool the generators was taken in & then pumped out by Ham Shore + enjoyed for a warm swim!* These vessels had to be guided by tugs as they headed-for; and manoeuvred through Poole Lifting Bridge.



Poole Channel was first under the new Ship Management Agent Coastwise (which failed) and then Wm. Cory & Sons

This resulted in brief disconnections between Poole & Hamworthy... and considerable disruption to traffic, which was offset somewhat by the frequent spectacle of these boats negotiating the Bridge's tight span !A set of specially designed boats constructed in Sunderland shipyards in 1949 operated the route to Poole - with this Six shuttling back and forth, transporting coal (conveyed in barges) from the Yorkshire coalfield.



The Collier *Poole River* with British Electricity Authority houseflag, approaching Poole Bridge with a tug astern

My family had relocated to Poole during an Eastertime - whereas we had been due to emigrate to Canada. With the death of my grandfather, my grandmother decided to move and then live in a Bournemouth Hotel just as my great-grandmother had done so a generation before... with family holidays often enjoyed locally. So dad had decided to switch from *Aviation Engineering* to *Marine* to spend time on-&-around our Harbour

which was a much more pleasant-a-prospect for both work and leisure than being beside the River Humber ! My first trip to Poole Quay was memorable as it was a delightful location (just beyond beautiful Poole Park), for it was good fun being near the quayside but taking care with our terrier when crossing the dock tramway: *Exciting watching the Bridge open...* and then the great surprise, as a ship I knew, came into sight with its tug. It's name was *Poole Island*...but I had always misread this & the sister ships' names as being *Goole* something. For, from a vantage point of a rivercliff by where my other grandfather farmed alongside the River Humber,we had often watched the empty coal boats passing in a channel closeby on the way upriver towards Goole. At the confluence of the R. Aire & Calder, Goole Docks once loading coal, is still Britain's largest inland port. With a pair of binoculars it was just possible to read (or misread) their various names; 6 misread as *Goole* ~ although a similar looking seventh vessel indeed was actually called *Pompey Light* not *Goole* nor *Poole Light*. From time spent at Poole Quay, I soon learned the names of the identical Six prefixed with the name *Poole*. *In alphabetical order:* *Poole Channel*, *Poole Harbour*, *Poole Island*, *Poole Quay*, *Poole River*, and *Poole Sound*.

Despite family losses (inc. my younger brother), and the upheaval of moving, I now felt very much at Home ! With the acquisition of the land on the Hamside at the neck of Holes Bay once the home of Carter's Pottery .plans had been confirmed in 1947 for a Poole Power Station (when the electricity industry was nationalised).Beyond WW2 rationing, in the previous year there had been

heavy snowfall, increased demand + power cuts. In 1949, the new Poole Power Station would be integral to the National Grid which was formed in that year...To increase supply the British Electricity Authority had commissioned new plants and colliers to serve these.

The Poole Six were commissioned with Austins of Sunderland for the twin yards of Pickersgill's and Crown's_

Three each i.e. Channel, Harbour and Sound at Crown & Sons - to join a BEA Fleet of some 4 dozen+ vessels. The names reflected the region in which each power station operated e.g. Pompey Power, Mendip, Fulham X. Our Six each had a gross tonnage of 1,366; length 71.7m, drew 4.5m - with a capability of speed of 10 knots.



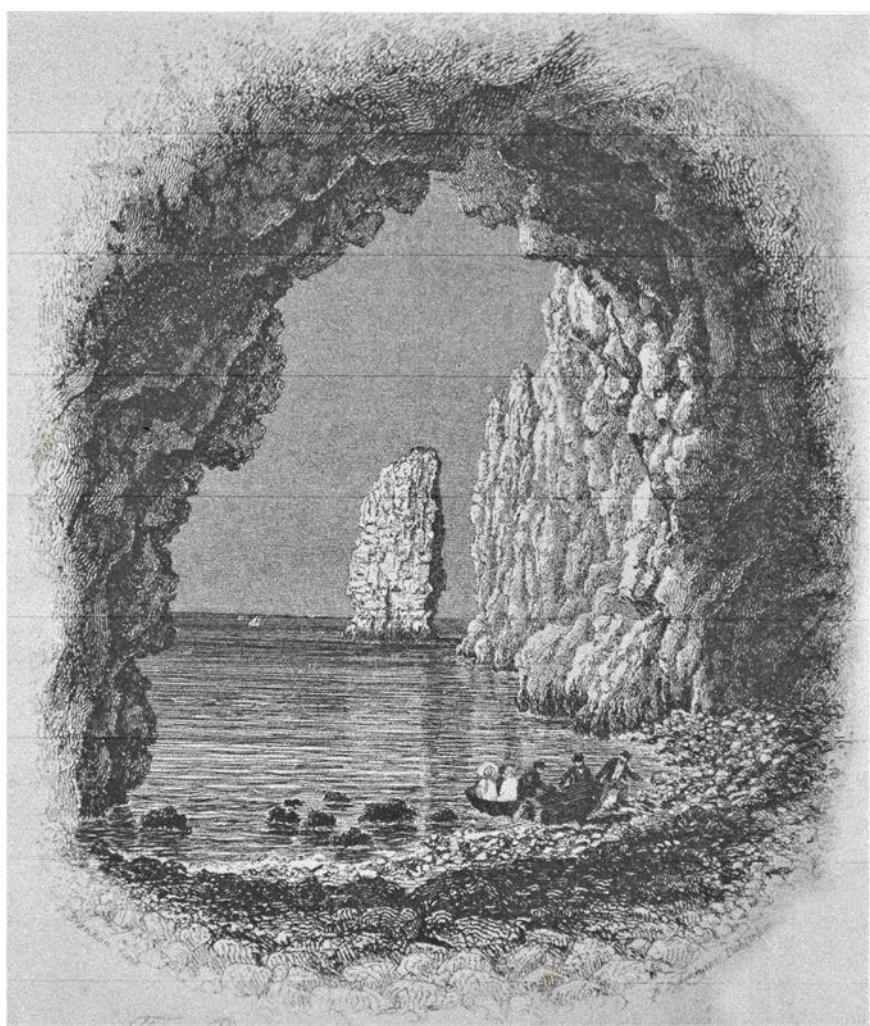
Unlike most other Colliers, *Poole Harbour* (with 'BEA' houseflag), had a separate cabin for each Crew Member

Whilst the Poole Six operated efficiently and effectively, our Power Station in 1956 commenced a switch over to oil fired generators, so the use of coal ceased, and by 1959 our small fleet was sold to Portland Cement Co. During a final year of Poole ops, the BEA houseflag was changed to a new CEA (Central Electricity Authority). My uncle Norman had input into Portland Cement's decision to take the Poole Six, with new names as ~crete: Without Poole charisma, these became Aquacrete, Colorcrete, Hydracrete, Snowcrete, Sulfacrete + Walcrete. The following year in 1960, the owner's name was altered to Blue Circle Shipping with a now needed repaint so that the houseflag had a yellow rectangular flag bearing a white disc in the centre and a bold blue border. A number displayed prominently on the bridge was issued for signals identification on R. Thames & elsewhere. Having missed out when my father went to the restricted access Poole Power Station to inspect Poole Sound, I enjoyed a cuppa (by invitation) in the engine room of my fav. Poole Island when tied up empty at J.R.Woods.

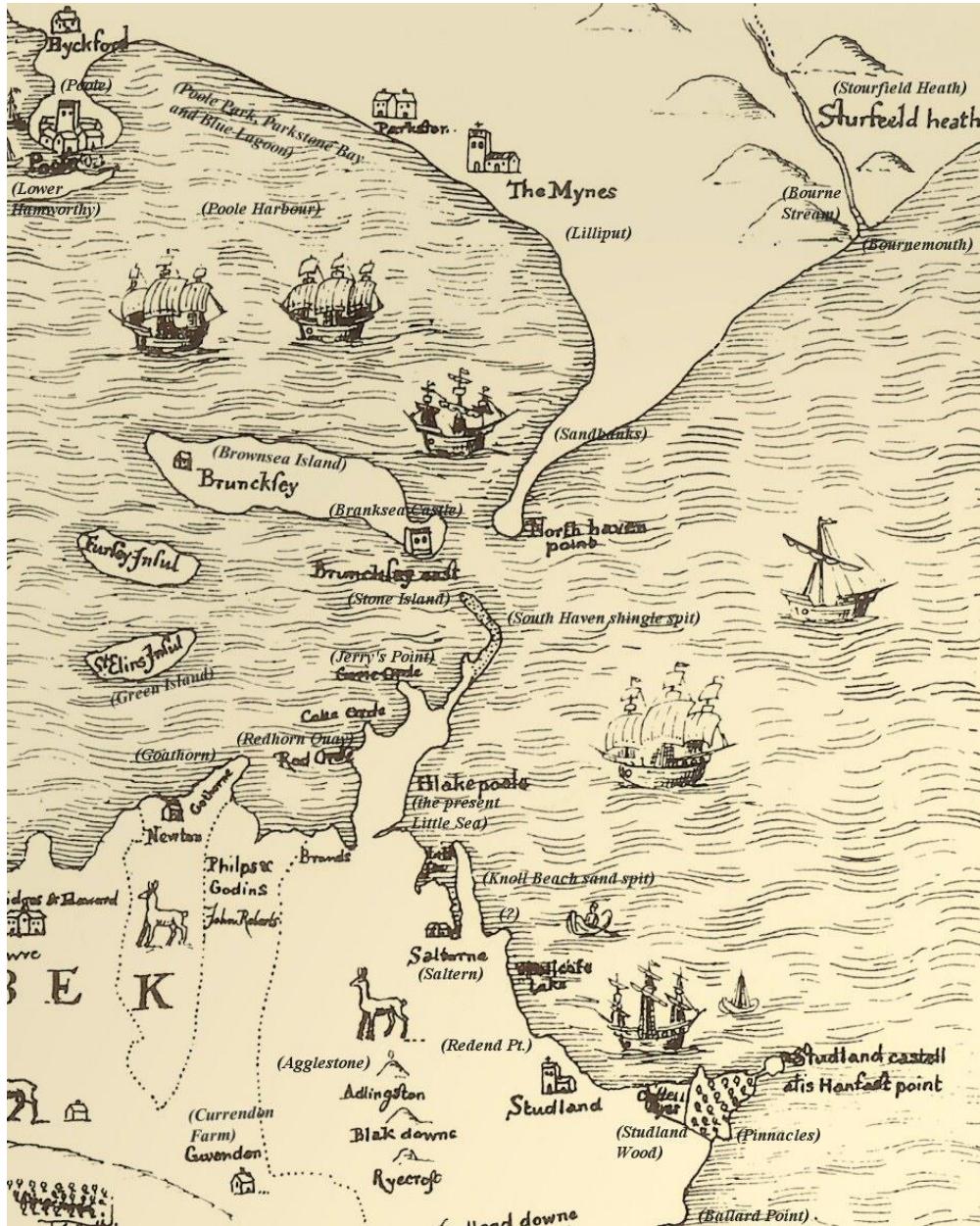
Poignant Memories !



Departing when unloaded, the Collier *Poole Island* (BEA) passes a Dolphin (marine buttress) by Gasworks Quay



THE PARSONS BARN CAVE – 1862 Engraving



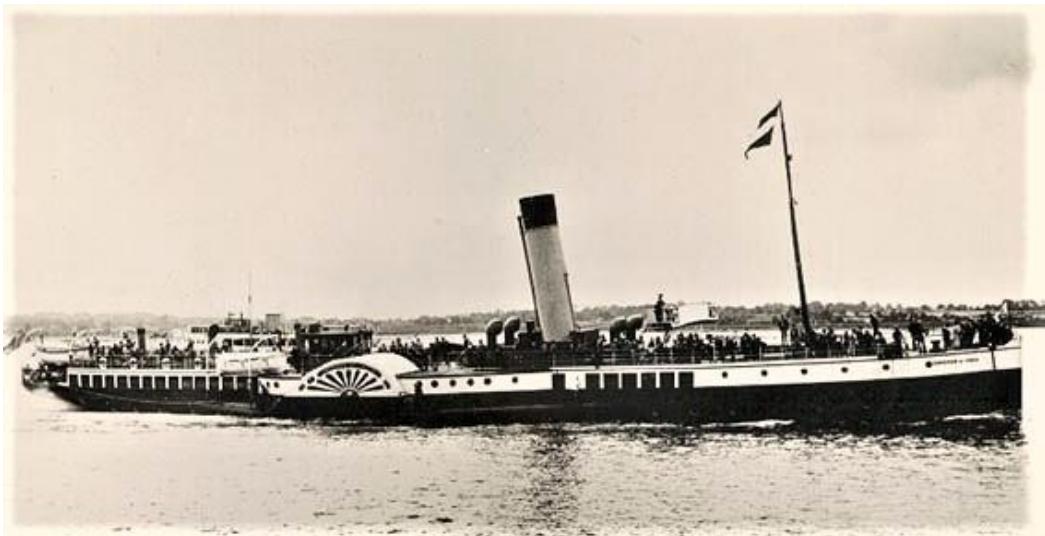
Part of Treswell's 1585-6 map showing the South Haven Peninsula before the main build-up of sand. The South Haven Peninsula has the Tertiary outcrop and a recurved shingle spit, now Stone Island. Sandbanks sand spit is developed but the S. end is smaller so that Branksome Castle then looked directly out to sea. Note Studland on the Foreland, and a sand spit growing north from Knoll Beach, and the "Adlington" (Agglestone). What was mined at Parkstone - pottery clay, pyrite or lignite? Ian West & Tonya West (c) 2007.

Interview with William Elkins

One-time crew aboard Cossens paddle steamer "Emperor of India" and long-time Poole Harbour ferryman

This is an interview with Mr William Elkins of 122 Woodlands Avenue, Poole, by Alan Gregory on 21st August 1984. Mr Elkins was born in Poole in 1921.

I was assistant chef aboard a paddle steamer that used to run into Poole. [About 1936]. It was almost as big as the Waverley. There were several that ran into the harbour – easily six or eight boats came in here, night-time. The "EMPEROR OF INDIA" was the one I joined, and she was quite local. Every season she used to come here from Weymouth. I had two seasons aboard her.



Did you enjoy it?

Yes, I did indeed. It was a very good job. I was employed as assistant chef. We used to prepare cooked and cold meals all day from breakfast to supper. I worked hard on any day, say up to one o' clock, and then I spent the majority of time preparing food for the following day.

Where did the passengers get on?

The steamer left Poole around eight each morning and often picked up at Swanage with the bulk of the passengers at Bournemouth Pier. We operated a wide variety of trips. Some went around the Isle of Wight stopping at various piers, up to Southampton. They also went to Weymouth and Portland Harbour. Sometimes we had an evening trip, with a dance band aboard, up to midnight. Another day trip would be to Portsmouth and along the Sussex Coast. The EMPEROR OF INDIA survived war service and returned to Poole in the late 1940's. She was broken up in 1957. A lovely ship.

At the end of two years what did you do then?

When I left there [1938/39], I picked up a job on the ferry, as a local ferryman across the harbour, up to the war and then after the war until 1950. During the war I went into a shipyard. I used to start aboard the ferry about six, and never went to bed for easily eight years or more before midnight.



IMAGE – Courtesy : Andrew Hawkes

This was rowing across the harbour? You must have had some strength – going to and fro across the harbour?

Oh yes, I was quite fit then! The boat carried twenty people besides myself, a rowing ferry with two ten-foot six oars, and the tide to cope with down through the course – five or five and a half knots sometimes, especially if there were spring tides.

How much did you charge then?

A penny to cross over – $\frac{1}{2}$ p for children. It could be a very good job. However, I've been there all day for a shilling on a Sunday.

You had to be there all day?

Oh yes.

What happened when you weren't there?

Oh, the people would walk over the bridge.

Did you have an assistant when you weren't there?

Only my father when he'd time, which was very rare as he was working in the shipyards just after the war. He was on the ferry during the war. It was dead blackout for the foreign boats coming into the harbour. They used to come to Poole Quay. The nearest pub was the "Shipwrights Arms". It was dead black. There were no lights. We used to find our way to the "Shipwrights Arms" and stay there all the evening until they turned out and it was pitch black. They used to walk straight towards the harbour instead of turning right. I stopped several because they hesitated to light a cigarette and I could see the glow. I shouted to them, but it was too late – plop, plop into the water. I went straight down into the boat, pushed it off and picked them up. Of course they were well oiled with their beer. I brought them up and it so happened that Bolson's Yard had its gates open and they used to carry these small hand trucks, with the two wheels in the middle. I know where the men came from for all day they came over and back aboard the ferry. They were that much oiled, I put them on – two on the trucks, and pushed them down to their ship. I got to the ship and the Bosun was up the top of the gangway. I said "There's two of your crew here bosun" in whatever type of pigeon English way because they were foreigners, and he just went and he just said to me, "Just tip the truck up and leave them on the quay"!



IMAGE – Courtesy : Andrew Hawkes

Ferry image taken after the construction of the Power Station

After you gave up this ferrying, you went into the Power Station to start off?

Well, I got married and then...

When was the Power Station built?

1950. They started to build it about five years before that. I was there the second it opened. 1500 tons were the coal boats that used to run there. We used to discharge three a day. They were on coal for about eight years. They converted when the coal got scarce, they turned over to oil. The coal gang was absorbed inside, and I went in as an electrician's mate in the Power Station and there I stayed for thirty-one years, until I packed up.

Do you remember anything about flying boats during the war at all?

Flying boats, yes because some of the flying boat people used to stop in the "Shipwrights Arms". They used to lodge in the "Shipwrights Arms" and even the watchmen of the flying boats when they were on their moorings, off Brownsea Roads, they used to come across the ferry sometimes. Their ferry used to ferry them out to the flying boats.

The flying boats used to tie up all the way up to Hamworthy Station down to Brownsea Roads. There could be as many as six. I was there one night when a Jerry came over and machine gunned and killed the watchman and peppered the aircraft with machine bullets on a nice moonlight night. The BOAC used to ferry their own passengers with speed launches and right to the Brownsea Harbour office steps. I used to go to the steps further up. They used to moor them alongside the quay. Their officers and pilots, some used to lodge at the Antelope, different parts of the hotels. In the black-out, we could see people riding along the quay on bicycles. One night I was down there and I saw these cyclists coming along the quay, and there was a lot of shouting – I was on the homeward side – and on the Poole side as you turn round I saw these cyclists coming along with their lights on – plop, plop in the water, or I thought they were gone in the water. Someone shouted like they shout for the ferry – so I went across, and there was quite a confusion. And when I got over there, there was a girl gone over on her bike and gone down between the quay and a yacht that was moored there and a local boy Bill Randell, went in – he could swim, but not very well – he managed to keep her afloat. I was in the boat, I got over the side myself and pushed them both over into the ferry, and when we come, the girl had a gash with quite a piece of flesh hanging off her hip. I took them into the "Shipwrights", with Bill and myself; and they maybe gave her a drink and changed her clothes. I snapped one of the oars off under the leather, but it was only half of it so I rowed with a short oar and I managed to get them into the boat and took them over to the "Shipwrights" and of course found out that the girl wasn't a hundred yards away from where I lived in Poole because I used to live in Lagland Street and she lived in South Road. That wasn't far.

It was a dangerous place to live in Poole in wartime then?

I even had to attend two inquests along the quay. They found a body overboard one Sunday morning. As a boat was preparing to leave the quay it turned its screw over. Of course this disturbed the water and disturbed the body. The body came to the surface, and the policeman on the quay – it was a Sunday morning – I was there cleaning my boat out, and a policeman called me over, and he said to me "Could you pick that body up like so". I said "Do you know the regulations for picking up bodies like this"? And he said, "What do you mean"? I said "The old regulations said if you pick a body up, you've got to bury it". "I'll tell you what I'll do". I had a short boathook, and I had a rope over the stern of the boat, I put the boathook in the collar of the corpse. He had an Army overcoat on. I tied the boathook to the stern, rowed to the ferry, and let the police do the rest, so they put that body up on the quay that Sunday morning and I always remember they went across to Oakley's Mill on the quay just by the Customs House on the Quay. They went in there and they got some of these paper bags and they covered the body, because

there was a procession coming along the quay, and they waited for the ambulance to come and take it. I had to go to the inquest of this person after all.

Landing craft going down the harbour in the war years?

Yes, I used to take them on trial every morning. I helped to build them, and they had to be passed by the Admiralty. When we got one ready for sea, they sent an Admiralty inspector down to take these boats on trial and if they pass their trial, we do a speed test, port and starboard turn in circles, a reverse to make sure everything is working and then it goes back to the yards and they get all their odds and ends put aboard such as anchor and general equipment. When there's about four to six ready, the Navy sends crew to take them away. One of the pilots, Mr Holloway had a nasty experience and so did Mr Brown, the chief pilot. They used to take these cargo boats with the balloons overhead.

The balloon attached to the boat?

There were seven Dutchmen going down that morning, cargo boats. They went as far as Shell Bay where the old pilot hut used to be. The head pilot was on the first boat. Holloway was on the seventh one. They went off right down the harbour and they got to the seventh boat and she struck a mine and she went up. The pilot was quite broke up with his ribs broken. I was about 200 yards from one of these small landing craft and the boat jumped out of the water and came down like that! She started leaking – a flat bottomed boat coming down like that shakes them up – I got back to the yard and they pulled her out. She had to be re-riveted all over and tightened up.

German aircraft I expect?

Yes they mined. The thing was, six went over, and the seventh blew up by a magnetic mine.

You finished with the ferry in 1950?

1951-52. The man who took it over stuck it for about 2 years.

So after that everyone had to walk?

That's when the "Shipwrights" finished, and they took the shipwrights down.

**Editors note : We have been unable to positively identify the ferrymen pictured.
If anyone is able to put a name to the oars-men will they please contact the Trust.**



First passenger ferry Cornouilles to operate from Poole 16.6.86 - Image: PMT Archive



The first call at Bournemouth Pier by a paddle steamer after World War II

The Red Funnel "PRINCESS ELIZABETH" is seen coming alongside the east side on 19th August 1946.

Note the condition of the war-ravaged pier deck that was lifted as an anti-invasion precaution.

Port Update by Kevin Mitchell

A weekly ro-ro freight ferry service between Poole and Tangiers (Morocco) has been announced, to be operated by a new shipping company United Seaways. This will cut the current journey time of six days for goods between North Africa and the UK, involving two ferry crossings and a road journey through Europe, to less than three days. At the moment there is no information on when this service will start, or which ship will operate it.



The *Cotentin* finished her Poole-Cherbourg sailings under contract to the Department for Transport at the beginning of April. On 8th April *Armorique* started a new freight service between Poole and St Malo, this weekly service runs every Thursday until the end of May. The *Armorique* is in fact a sister ship to the *Cotentin*, but built to carry passengers as well as freight.



The high-speed catamaran *Condor Rapide* returned to Poole on 14th April having been laid up in St Malo, and quite likely the end of its career with Condor Ferries. As a replacement Condor has taken Brittany Ferries' *Normandie Express* under the name *Condor Voyager*. Both the *Voyager* and *Condor Liberation* will operate out of Poole this summer. The PHC Annual Meeting was held on Zoom on 23rd March. Port revenues are 20% down due to Covid, and 10% of the workforce have unfortunately lost their jobs, however the port remained fully open throughout the pandemic. Eighteen cruise ship calls were expected during 2020 but all were cancelled. However, seven calls are expected in 2021, all first time callers including the square-rigged sailing vessel *Golden Horizon* on 27th June and 2nd & 12th August, *Deutschland* on 3rd August, *Ocean Explorer* on 8th & 28th August, and *Seaventure* on 26th September. There were virtually no passenger sailings to Cherbourg or the Channel Islands after March 2020, but *MN Pelican* continued with her freight sailings to Bilbao. The port also expects to benefit from further superyacht visits following the layup of several large private vessels last year. Conventional cargos such as clay, timber, steel, etc, have all recovered to near normal levels, and PHC is investigating the reinstatement of the rail link into the port which will help take some traffic off the roads. For the past 15 years the tugs of Griffin Towage including *Kingston*, *Goliath*, *Sandsfoot Castle* and *GT Victory* have been a familiar sight moored alongside the Sydenhams timber shed at Hamworthy Wharf. But the company has now relocated its fleet to Weymouth as the Sydenhams site is to be redeveloped, the last tug to leave Poole being *Goliath* on the last day of March.



Royal Caribbean International's cruise ships *Anthem of the Seas* and *Jewel of the Seas* were joined briefly on 3rd April in Poole Bay by the brand new *Odyssey of the Seas* on its delivery voyage from the Meyer Werft shipyard in Bremenhaven. The reason was to disembark some crew by ship's tender to join *Anthem of the Seas*. Both the *Anthem* and the *Jewel* departed Poole Bay during April, leaving it empty of cruise ships.



The *Dorset Belle* arrived back on 31st March following its overhaul at Hythe and began trips from Bournemouth Pier on 12th April. She now has an overnight berth at Cobbs Quay Marina. City Cruises introduced a new, blue 'City Cruises by Hornblower' logo from April thanks to a rebranding

by its North American owners. This will gradually replace the company's red colour scheme. Both City Cruises and Greenslade's Pleasure Boats started harbour trips again during April. Brownsea Island reopened on 21st April, the National Trust contract for this year going to Greenslade's until mid-May, after which Brownsea Island Ferries took over. City Cruises started Swanage trips on 1st May with *Solent Scene*, and have again chartered the *Solent Cat* for Jurassic Coast cruises from 17th May.

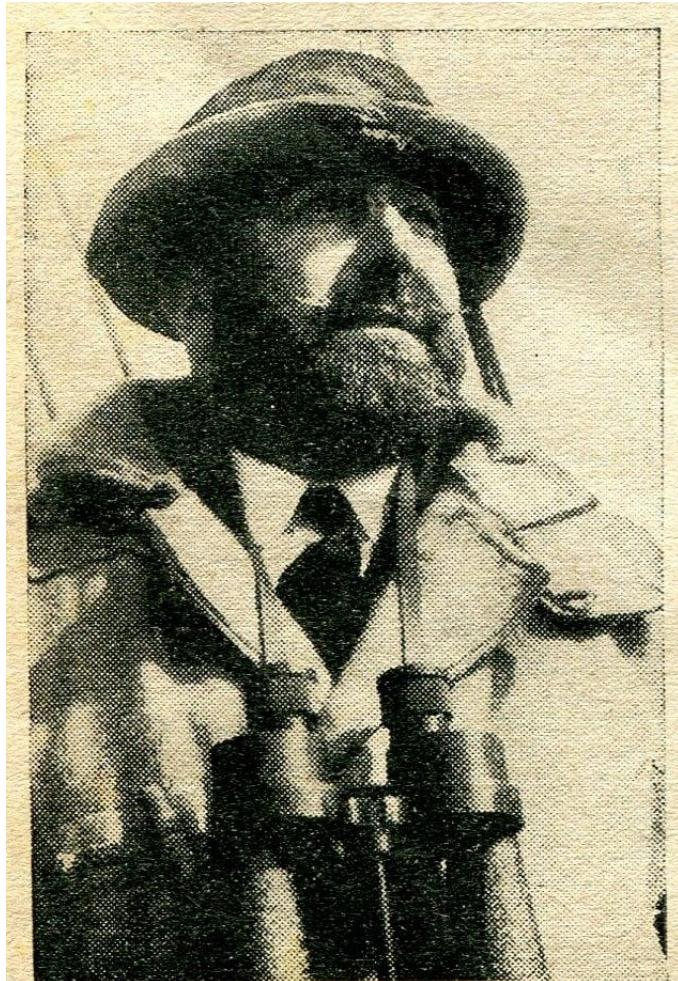


The Sandbanks chain ferry *Bramble Bush Bay* got into a spot of bother on the afternoon of 14th April, breaking down with passengers stuck on board. A local skipper took his own boat alongside the ferry to disembark the passengers, but in the meantime the chain ferry had resolved its problem and was able to resume its journey. Unfortunately, with a strong ebb tide running, the smaller boat then found itself pinned against the ferry and both the Poole and Swanage lifeboats were launched to offer assistance. The Swanage lifeboat managed to pull the stricken boat clear. The chain ferry was back in service the next day.

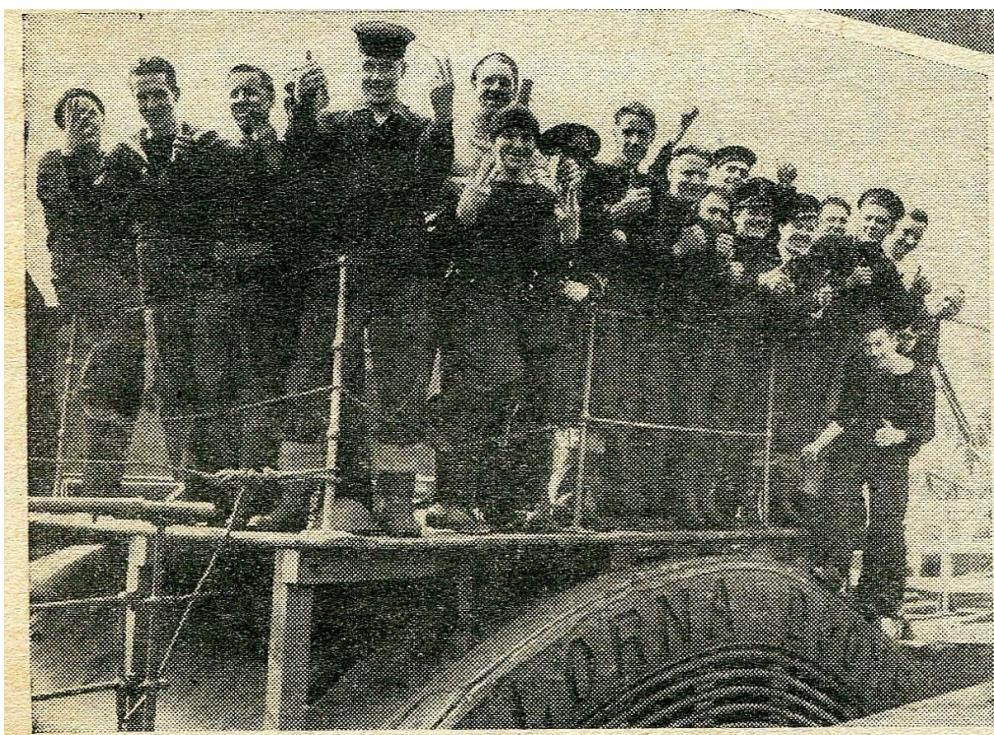
LORNA DOONE – By Jack Hawkins

(An extract from our excellent 'FACEBOOK' page. If you are not a member, please join todayit's free !)

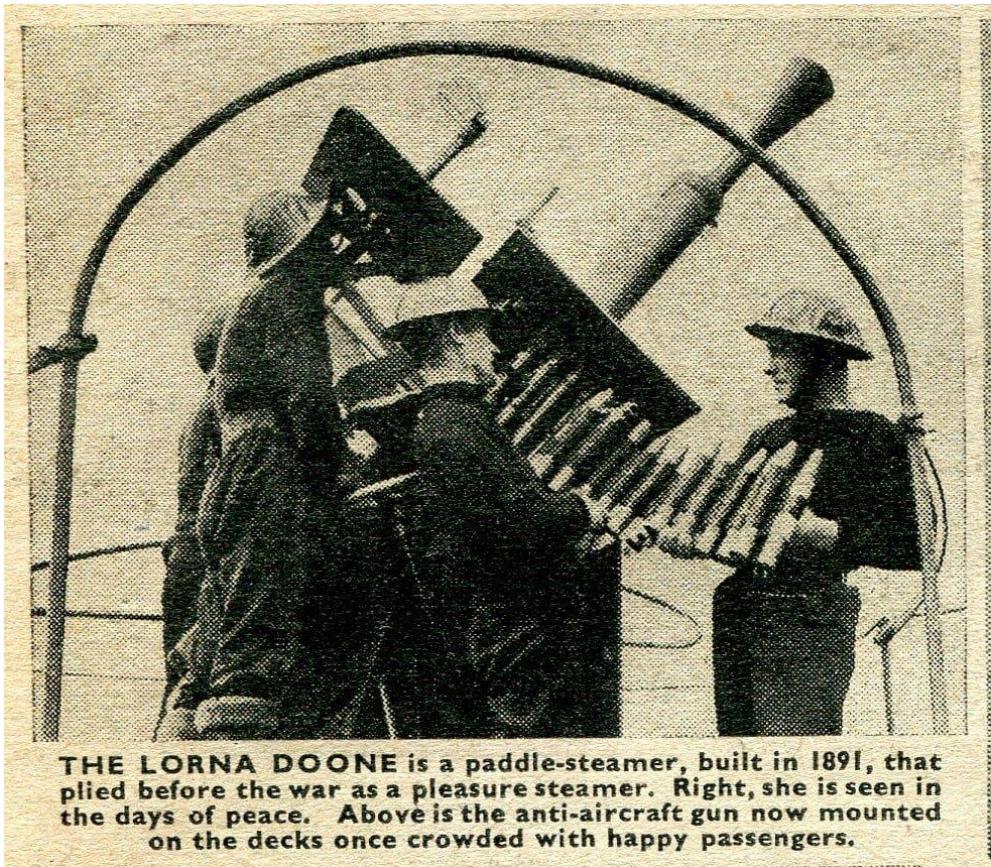
The Southampton based Paddle Steamer "LORNA DOONE" was requisitioned by the Royal Navy during WW2 and Skippered by Lt Tom Sherrin RNVR. She was used as a minesweeper patrolling the approaches to Poole Harbour. On 3rd April 1941 she was attacked and engaged 3 Nazi Dornier 215s. Using her AA gun "LORNA DOONE" shot down one aircraft seriously damaged another and chased off the third.



In command of the stout little ship at the time of the Lorna Doone's victory was Temporary Lieut. T. W. Sherrin, R.N.V.R. In peacetime he had often been a passenger on board her.



There are still smiles on board, and above some of her crew are standing on one of the paddle-boxes and making the sign of victory after their exploit. On the fore deck the Lorna Doone carried a bigger gun, right, which was also in action against the enemy aircraft.

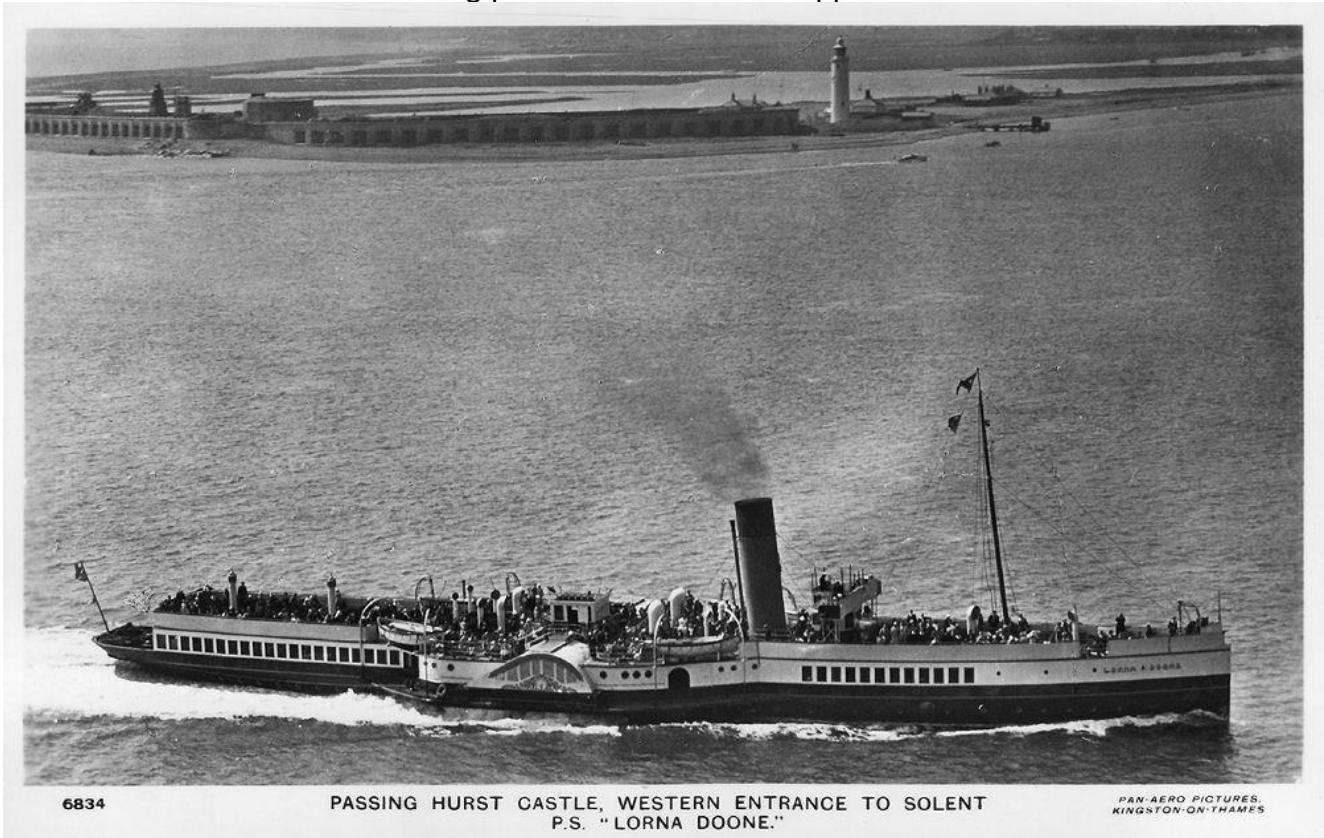


THE LORNA DOONE is a paddle-steamer, built in 1891, that plied before the war as a pleasure steamer. Right, she is seen in the days of peace. Above is the anti-aircraft gun now mounted on the decks once crowded with happy passengers.

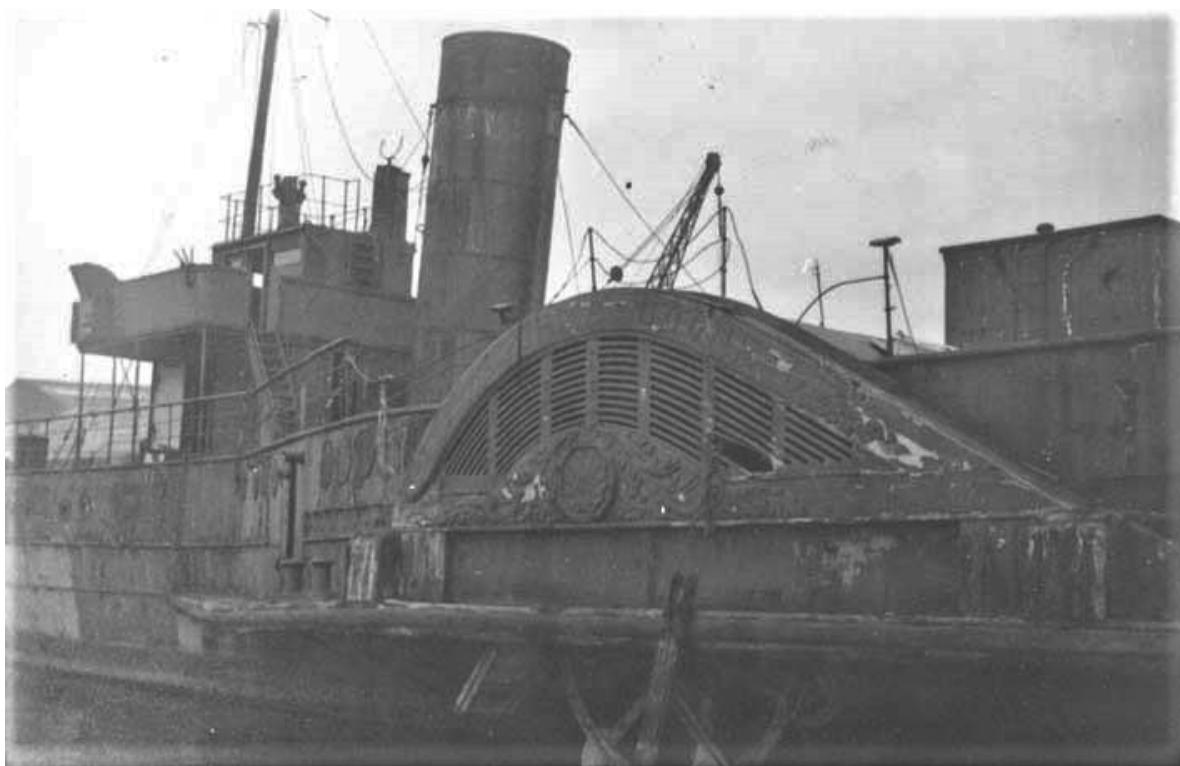
A busy "LORNA DOONE" alongside Bournemouth Pier during August 1929
(Photo – Les Kirkham)



“LORNA DOONE”



And, sadly, having suffered the ravages of six years of war-time service here seen alongside the shipbreaking yard of Messrs. Pollock Brown on the banks of the River Itchen, in Southampton.



A DIP INTO THE POOLE MARITIME TRUST ARCHIVE

THE STEAM YACHT 'COROLA'

(Both images – PMT Archive – PSPS Collection)



The steam yacht 'COROLA' alongside Poole Quay 27th July 1984.



A BRIEF HISTORY OF 'COROLA'

The CAROLA was built in 1898 by Scott & Sons Shipbuilding & Engineering Co. at Bowling, on the Clyde, for use of the Scott family, who owned her until 1959, when ownership passed to the company. She carried the family on holiday cruises, including annual visits to the family's summer home at Colintrave on the Kyles of Bute. She also took groups of senior yard staff on Clyde cruises, whilst in the winter months she served as a tender and tug. During World War 2, she was fitted with fire-fighting apparatus and a steam-driven fire pump to serve as a fire tender. In the 1950s, she broke away from her mooring on the River Leven and was blown ashore. Subsequently, she fell into a semi-derelict state and was sold in 1964 to a private owner, who kept her at Garelochhead and on the River Leven. He maintained her until 1970, when she was sold and for a time berthed at Bucklers Hard on the Lymington River. In 1981, she was sold to a marine

company called Plysosene, of Southwater, Sussex, and refitted for use as a promotional and corporate hospitality vessel. In 1990, ownership passed to Z-Guard Zinc Anodes Ltd, also of Southwater, Sussex. In 1992, the lower mudhole door on the boiler failed, filling the engine-room with steam and tragically killing two crewmen. Later in the 1990s, CAROLA was acquired by the Scottish Maritime Museum for display at Irvine. The funnel and hull are now painted in the original colours of cream and black respectively.

Another splendid image from the archive dating from 2011
(PMT Archive - David Cousins collection)



A somewhat deserted Quay scene dating from 1975
(PMT Archive - PHC Collection)



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LIBRARY & COLLECTIONS NEWS

From Canford Cliffs.

After the many months of in-activity I am delighted to announce the library and research centre above Canford Cliffs library is, once again, fully open and operational. All are welcome to visit whether to research, browse or out of pure interest. Tea and biscuits are always on the menu. We open each Thursday from 10.00 and at other times by prior arrangement.

If you have an active interest in the history of Poole Harbour, its trades and industries or the maritime world in general, why not join us? Our tentacles spread around the globe so there is plenty of interest for all. Volunteers are always welcomed with a myriad of jobs always filling the 'to do' column. Work can be undertaken from the comfort of home or join the small and friendly team within the library.

I am delighted to say we have been in receipt of the usual welcome stream of archive material as diverse as a remarkable story relating to the "TITANIC" involving a Poole Family to the history of the "WOOLWICH FERRY SOCIAL CLUB" !

The story of the "TITANIC" link will appear in a future edition of the newsletter.

Areas of research currently being undertaken for which we seek assistance :

1. A member is creating an extensive garden model railway layout with a port connection. He wishes to base the harbour buildings on the pre-war configuration of Lymington Pier Station. Should anyone have any historic images of the pier station please let us know. He has the promise of the loan of a paddle steamer model to replicate the cross-Solent service but also seeks a model of a Southern Railway cross-channel steamer of the period.
2. The Trust has also been asked to help provide the history of the one-time Hamworthy & Salisbury based Griffin Timber company. If any reader can provide information or images in respect to the company, please e-mail : secretary@poolemaritimetrust.org

We also seek :

PHOTOGRAPHS

PAINTINGS

COLOURED SLIDES

NEGATIVES

EPHEMERA

ARTIFACTS

WRITTEN MEMORIES

Should you have any items to donate, we can arrange to pick-up the more substantial collections :



FUTURE EVENTS

SOLENT EXPLORER CRUISE

Welcome back to cruising'

SATURDAY OCTOBER 2nd 2021 - ABOARD A WIGHLINE "CAT" CLASS VESSEL
FROM SOUTHAMPTON – WITH COACH LINK FROM BOURNEMOUTH & POOLE
Depart Southampton Town Quay (*Hythe Ferry Terminal*) 11.15 Return 17.45

POOLE MARITIME TRUST IN CONJUNCTION WITH THE COASTAL CRUISING ASSOCIATION

Cruise Southampton Docks, Along Southampton Water and into the River Hamble so far as H.M.S. Mercury. Thence through the Western Solent and up the Beaulieu River to Bucklers Hard, returning along the island shore and sailing into the river Medina so far as the Folly Inn before re-crossing the Solent and around Portsmouth Harbour.
Cruise limits within the rivers owing to tidal restrictions and time. The boat has open decks and comfortable saloon. Teas, coffees, light refreshments & a bar aboard. There will be no meals available. Passengers may obtain sandwiches and other pre-packed food from the adjacent Red Funnel Terminal or one of the many outlets nearby.

CRUISE-SHIPS DUE IN PORT HAVE, YET, TO BE CONFIRMED OWING
TO THE UNCERTAINTIES CREATED BY THE PANDEMIC.

FARE : BOAT ONLY £28

BOAT & COACH FROM BOURNEMOUTH/POOLE COMBINED £35

*Coach Pick-Ups : 09.20 Poole (Seldown Lane – Opp Bus Stn),, 09.35 Canford Cliffs Library,
09.45. Westbourne Bingo Hall*

.....CUT.....

COASTAL CRUISING ASSOCIATION BOOKING FORM - SOLENT EXPLORER CRUISE
SATURDAY OCTOBER 2ND 2021

NAME.....ADDRESS.....

.....POST- CODE.....

E-MAILTEL (MOBILE IF POSSIBLE).....

PLEASE SEND METICKETS @ £28 FOR THE BOAT CRUISE. I ENCLOSE A CHEQUE TO THE VALUE OF £.....
OR

PLEASE SEND ME.....TICKETS @ £35 FOR THE COMBINED COACH & BOAT EXCURSION

I ENCLOSE A CHEQUE TO THE VALUE OF £..... I/WE WILL JOIN THE COACH AT :.....
CHEQUES MADE PAYABLE TO : COASTAL CRUISING ASSOCIATION – BE SURE TO ENCLOSE A SAE TO :
P. LAMB, POOLE MARITIME TRUST, CANFORD CLIFFS LIBRARY, 6 WESTERN ROAD, CANFORD CLIFFS, POOLE BH13
7BN FINAL POSTAL BOOKINGS ACCEPTED SEVEN DAYS PRIOR TO THE SAILING. TICKETS AT THE GANGWAY WILL BE
SUBJECT TO AVAILABILITY

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PLEASE CONSIDER JOINING THE POOLE MARITIME TRUST**

**WE MEET (SUBJECT TO COVID RESTRICTIONS) INFORMALLY EACH WEEK AT OUR CANFORD CLIFFS HEADQUARTERS
WHERE A LIBRARY OF 2000+ PLUS BOOKS AND A MYRIAD OF UNIQUE ASSOCIATED MATERIAL IS HOUSED COVERING ALL
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.....TELE: E-Mail.....

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To..... (Name of Bank)

Bank Sort Code.....

Address of Bank.....

Account Holder.....

Account Number.....

**Please set up the following Standing Order and debit my/our account the
sum of:**

£30 (thirty pounds) FAMILY MEMBERSHIP or £20 (twenty pounds) SINGLE MEMBERSHIP

Payable immediately and then each year on the same date

PLEASE DELETE ONE OF THE ABOVE AS APPROPRIATE

Payable to: POOLE MARITIME TRUST

NatWest Bank, Poole, Dorset

Sort Code 54-30-03

Account number 76717623

**If you would like Poole Maritime Trust to RECLAIM TAX on all your contributions until further notice, please confirm
that you pay sufficient tax (income tax or capital gains tax) to cover the amount that PMT will claim**

Customers Signature(s).....

Date.....

We acknowledge the Bank will undertake not to:

- 1. Make any reference to Value Added Tax or other indeterminate element**
- 2. Advise payer's address to beneficiary**
- 3. Advise beneficiary of inability to pay**
- 4. Request beneficiary's banker advise beneficiary of receipt**

Please complete & return your application form to

PMT, 6 Western Road, Poole BH13 7BN or e-mail : membership@poolemaritimetrust.org

CROSSING THE BAR

It is with regret we have to record the passing of the following members

MARGARET RICHIE

JOHN PAGE

ROGER WATERS

Our sincere condolences go out to their families.

WE ARE INDEBTED TO THOSE WHO CONTRIBUTE TO THE NEWSLETTER.

IF YOU HAVE ANY MATERIAL YOU WOULD LIKE CONSIDERED FOR INCLUSION IN FUTURE EDITIONS

PLEASE E-MAIL : *secretary@poolemaritimetrust.org*

