

POOLE MARITIME TRUST

NEWSLETTER AUGUST 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: 01202-706673 (NOTE – New Number)

LIBRARY NEWS

The easing of lockdown has enabled work recording the archive of material held by the Trust to re-commence. We are delighted to welcome Valerie Shrubbs to the team. We look forward to seeing a few more familiar faces and, hopefully, encourage others to join the team. If you are interested, please pop along one Thursday morning to get the flavour of what is involved. We will be delighted to see you. If you feel there is an aspect of the work takes your fancy and you can spare a couple of hours a week come along and join the team The Trust has benefitted from some remarkable donations of books, photographs, post-cards and slides over the past few weeks. We would wish to thank, in particular, Mr. & Mrs. David Parson, Greg Child Esquire, Geoffrey Williams Esquire. and Richard Clammer Esquire. These collections cover, both, coastal and international shipping companies, their fleets, services and history. Jan Marsh has taken over the management of the library comprising, around, 2000 books and for this we are very grateful. The library is open to all members who may borrow the majority of books. A few rarer titles must be retained within the library. WIFI and a land-line telephone : 01202-706673 have been installed at the library. In response to the request for the identity of the ferrymen featured in the last newsletter, we were delighted to receive the following from Mr. Russell :

“Good afternoon Peter in reply to the identity of the Poole Quay ferrymen the one in the second picture is my father, Tom Russell”

Should you have any items you wish to donate – please contact e-mail : secretary@poolemaritimetrust.org

The following are always sought

PHOTOGRAPHS

PAINTINGS

COLOURED SLIDES

NEGATIVES

EPHEMERA

ARTIFACTS

WRITTEN & AUDIO RECORDED MEMORIES

THE FERRY NYMPH

Ferry Nymph "Dunkirk Little ship" now operating with passengers from the Dog and Duck at Plucks Gutter CT3 1JB. Originally built by J. Harvey at Poole Dorset in 1939 for use across Poole harbour.



VE/VJ DAY COMMEMORATION 15TH August 2021

Poole played a fundamental role during WW2 with the Naval Base in the harbour being as important to the War effort as Portsmouth and Plymouth.

The Society for Poole have organised a Commemoration Day to celebrate and remember the significant contribution that Poole made to the war effort. This will include recollections of Coastal Command and Poole's participation in Dunkirk and D Day.

POOLE AND THE SECOND WORLD WAR

"The history of Poole at war between 1939 and 1945 is a fascinating story of the part a South Coast Town played in World War II. It is a history of which the inhabitants can be justly proud and certainly those of us associated with Combined Operations will never forget the major part it played in our fight against the enemy".
Mountbatten of Burma, 2nd August 1979

Poole and its people contributed considerably during the Second World War. These information story boards have been erected along the High Street and on the Quay.

The story boards, organised and erected by the Society for Poole, will cover details of Poole's connection with the Dunkirk evacuation, and especially D-Day but also events on the Home Front such as Evacuees and Rationing; the fund-raising activities of the town; the defence preparations and the Home Guard.

The war industries are included - such as Bolson's shipyards, the Flying Boats and the Ordnance factories at Creekmoor and Holton Heath. The role of the Royal Navy in Poole is also told.

Also covered are the celebrations at the end of the war on VE and VJ Day.

On 15th August 2021 the Society for Poole are holding a VE Day 75 + 1 commemoration event on the Quay from 12 noon until 5pm.

There will be historic military vehicles, original Dunkirk boats, 40's themed singing as well as stands and a children's funfair.

Point your camera here to find out more:

The event is supported by the following companies

Gold sponsors:

- mc plan & site Services
- Historic England
- W+S
- BCP
- RECALIBRATING OUR BUSINESS

Silver sponsor:

- PKF FRANCISCLARK

Bronze sponsors:

- LACEYS
- SHAREDAMBITION
- JAMES PRINCE
- Greendale

Designed by: earthstorm

PMT have contributed to the organisation by providing the narrative for the story boards which are currently being displayed in the Town Centre and further boards that will be displayed on Poole Quay nearer the event. Throughout the day there will be acts of Remembrance for those that have Fallen led by the Royal British Legion and moments of Celebration to commemorate the end of the conflict.

The recently restored vessel Estrallita built in 1934 and served throughout the war in Poole from Dunkirk to Victory, requisitioned as a Harbour Patrol Vessel, will be moored alongside on The Quay with other Dunkirk Vessels.



ESTRALLITA

Poole VE/VJ Heritage Event				
Little Ship	Skipper	LOA	Beam	Displacement
CARONIA	Peter Draper	40ft	11ft 5in	25Grt
DORIAN	Nigel Walters	41ft	12ft	16.5GRT
LADY LOU	Ian Gilbert	40ft	9ft	10Grt
MAIMONDE	Howard Brooks	45ft	11ft	14Grt
OUR LIZZIE	Peter Manning	46ft 6in	14ft	19.6Grt
RIIS I	Alan Jackson	57ft 6in	10ft 6in	27Grt
MARY SCOTT	Mick Killoran	46ft 6in	12ft 9in	17Grt
PAPILLON	Geoffrey Turner	33ft 5in	8ft 7in	10.5Grt



Papillion



Lady Lou

There will also be 1940s bands and other entertainment relevant of the time. A comprehensive timetable of events and where they are happening will be published nearer the time in the local press but predominately these will be around The Quay.

The POOLE MARITIME TRUST will be supporting the event (subject to weather) and we look forward to welcoming you to this significant event commemorating Poole's History

Operation DYNAMO

The Evacuation of the British Expeditionary Force from Dunkirk

26th May 1940 to 4th June 1940

During May 1940 the British Expeditionary Force were fighting to stop the Nazi Invasion of Belgium and Northern France. An integral part of that force was the 2nd Battalion Dorset Regiment under the command of Colonel Stephenson. After five days of fighting which saw them beating off attack after attack by a greatly superior German force they suffered 40 killed, 110 wounded and 158 taken prisoner. On the night of 27th/28th May Colonel Stephenson assembled his 245 survivors plus 40 men from other units and personally led them on a long march across the German advance to the beaches at Dunkirk where they joined up with over 380,000 troops being assembled ready to be evacuated.

During this time back in Poole, the Senior Naval Officer Commander Cosmo B Hastings RN, supported by the RN Transport Officer Captain JRC Cavendish RN Rtd, based on the requisitioned Motor Cruiser Florinda home of the Royal Motor Yacht Club, at Poole Quay, summoned all local owners of small craft, Ferryman, pleasure craft and private yachts. He ordered them to go home have a hot meal, fuel up their vessels and be prepared for a "Special Task" a long voyage to a South Coast Port. This they willingly did, and a small flotilla was assembled. This included Harvey's yellow Ferry Nymph and Southern Queen, Tom Davis's blue Felicity and Island Queen. It also included Bolson's Skylark V1, Skylark V111, and Skylark V1 plus the newly designed inshore Lifeboat Thomas Kirk Wright. These craft were manned by local men some who had never been to sea before. There were also a number of fishing smacks from the Poole fishing fleet and those already at sea were signalled and joined the group later.

They all left late on 28th May for Dover and Ramsgate, the flotilla under the command of local Captain H Quick. In charge of the Skylarks was local Captain H Bennet who at the age of 75 had the experience to get the craft safely to their destination. Thankfully the weather was good as they tracked along the South Coast picking up a miscellany of other craft on the way. The Poole Flotilla arrived safely after 28 hours at sea and reported to the Royal Navy ready for the task ahead.

Other craft also left Poole that were Dutch Schuits which had just brought in hundreds of Dutch refugees and off loaded them on to Brownsea Island by kind permission of the island's owner Mrs Florence Bonham Christie. These were manned by men of the Royal Naval Reserve from Portsmouth.

The craft from Poole excelled themselves in assisting bringing off over 338,000 troops of which one third of them were French. The last trip for the Thomas Kirk Wright was all French Soldiers despite being damaged by heavy enemy machine gun fire. The Island Queen and Southern Queen were both sunk off Dunkirk. Skylark V1 was damaged and abandoned with bomb damage but later was salvaged and towed back to Bolson's Shipyard in Poole where she was fitted with a larger engine and became an Air Sea Rescue craft.

None of this would have been achievable without the courage and determination of the local people of Poole some of which were already serving their country in other vessels or occupations that were fundamental to the war effort.

Men such as Able Seaman Jesse Harry Herbert Elton from Stanley Road Poole who joined the Royal Navy as a boy entrant and served throughout WW1. He then went into the Royal Naval Reserve and was then recalled at the beginning of WW2. He was serving on board HMY Bystander in May 1940 when she was deployed to Dunkirk for the evacuation.



Able Seaman (Cook) Jessie Elton



HMY Bystander

When the vessel King Orry was attacked and sunk at the Dunkirk harbour entrance loaded with soldiers HMY Bystander went to aid survivors. Seeing these troops too exhausted to swim Jessie Elton dived into the sea with a line and in the space of half an hour rescued 25 Officers and men. On returning on board he then proceeded to his galley which although only equipped to support 7 crew produced a hot meal and tea

for 97 survivors. For his courage, tenacity and dedication he was awarded the Conspicuous Gallantry Medal presented by the King in March 1941. Jessie then went on to serve throughout the War returning to Poole on completion of his service.

Poole Fishing community also answered the call with their vessels and seamanship skills. Frederick (Sandy) Wills recalled the trip from Poole to Dover taking his vessel White Heather, Horace Wills taking Minx and Charles Wills taking Southern Star. Also the Hayes family Tiny Hayes taking Two Sisters and Frank and Richard taking Flotsam and Polly. Sandy Wills was then called up into the Royal Navy with his two brothers. They both sadly paid the ultimate sacrifice while trying to rescue a Flying Boat and its crew.

In September 1939 the Motor Yacht ESTRALLITA was moored on Salterns Dock, Salterns Way, Poole

It was in May 1940 that the then Senior Naval Officer Poole Commander Cosmo B Hastings RN ordered All Owners of Small Craft and Yachts to register with him. Then on 28th May a flotilla of vessels was assembled which included Fishing Boats, Pleasure Craft, Motor Yachts, Ferries, the Poole Lifeboat and 18 Dutch Schuyts that had just unloaded Dutch refugees on to Brownsea Island, to fuel up and deploy to Dover. This was for Operation Dynamo the evacuation of the BEF from Dunkirk. Admiralty Records show that Estrellita was then requisitioned from 1st June 1940 and Lewis was paid £12.10/- per month until the end of 1945. Estrellita was manned by the RN and used as a Harbour Patrol Vessel throughout the rest of the war. Her duties required her to protect the harbour channels and specifically to block the channels if there was an invasion by sinking designated Block Ships or as a last resort to sacrifice herself to delay any advance. Estrellita was one of 6 vessels deployed for this purpose. She was the only one that was retained throughout the war the others having to be replaced. These were Ramille, Cerulean, Ptarmigan, Grey Cloud and Julietta these were replaced by Catherina, Centaurus, Finisterre, Gwenna, and Vixen. They were numbered with call signs H1 to H6.

The Paddle Steamer Lorna Doone had played her part in the Dunkirk Evacuation. In December 1940 she was manned by local RNVR personnel and skippered by Temporary Lt Tom Sherrin RNVR. She was used for Mine Sweeping duties and defence of the harbour. This account was reported on an attack which was repelled by Lorna Doone and her Crew.

The Nazis delivered machine gun and bombing attacks from low flying clouds. Shells from Lorna Doone's guns were seen bursting around them. One of the Dorniers was seen to be on fire and losing height rapidly. A coastguard station in the neighbourhood of the action reported that large pieces were seen falling from another of the Dorniers. The third made good its escape in low visibility. By skilful manoeuvring the Lorna Doone avoided four large bombs dropped by the enemy and only two of the crew were wounded while the only damage sustained by the little ship was superficial damage to the deck and deck-houses from machine gun bullets. And that is the story of how a Victorian paddle steamer built in 1891 for pleasure jaunts, kept her end up against the apparently overwhelming force of three modern Dornier bombers.

During the following years Poole residents were bravely withstanding bombing attacks with the target being the Cordite Factory at Holton Heath. Men and women were travelling daily by train from Poole to the factory. Thankfully the target was well defended and an Operation of deception was deployed with fires being lit at Brownsea Island and other locations to deceive the Nazi Bombers.

The build up for the Invasion of Europe Operation Overlord had begun and again Poole was at its centre. Local boatyards started to build Landing Craft and other vessels in preparation for the landings. British and Allied Troops were training locally, and local Servicemen and women were involved.

Able Seaman Robert Edward Davidson aged 19 from Poole was drafted to an LCT F30 Landing Craft Tank for Operation Overlord known as D Day. He landed on Juno Beach on 6th June 1944.



LCT F30



Able Seaman Robert Edward Davidson

LCT F30 carried 90 Marines and had 24 Light Anti-Aircraft guns on the upper deck to help protect the Troops landing ashore from ME 109s and Fokke Wulf aircraft. Robert returned to Poole on completion of his Service in the Royal Navy where he married Peggy and raised his family.

Poole was a significant Port throughout the War and as a maritime Town it's people contributed immensely to the Victory in Europe and overseas. An achievement that should be recognised and immensely proud of.

Although the D-Day landings has been kept as secret as possible, one thing that couldn't be hidden was the amount of ships at the anchorages on the south coast with the Solent being the main hub.

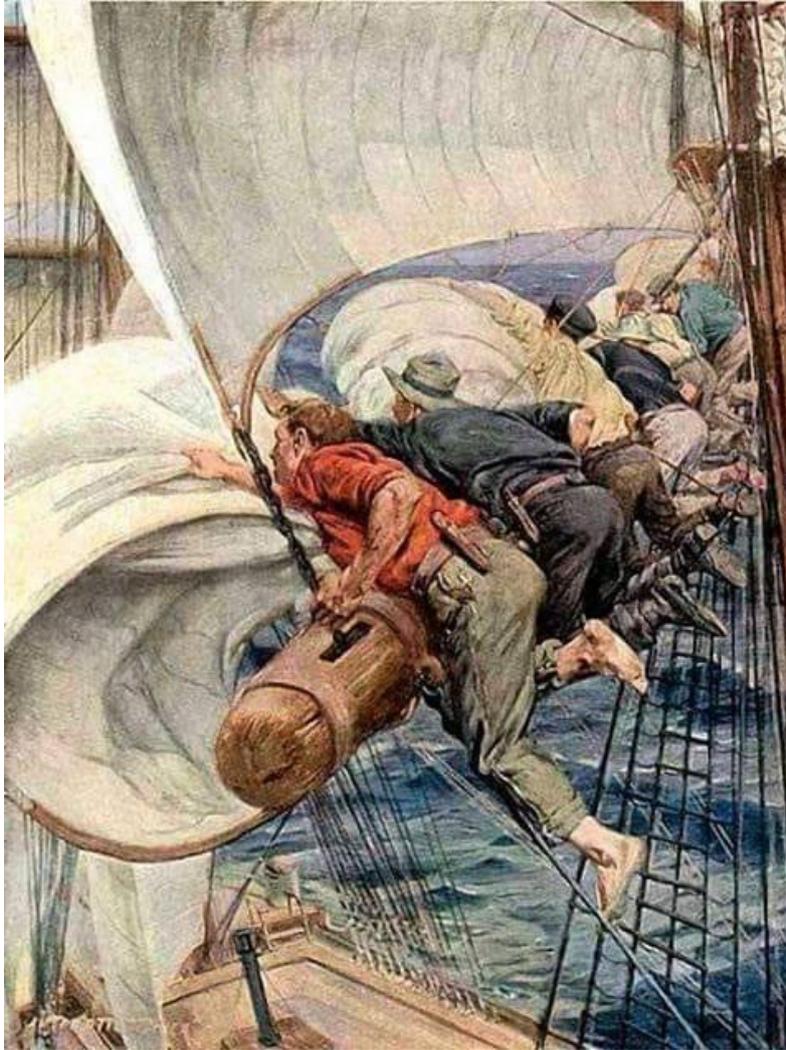
Trinity House, the organisation that maintains lighthouses, lightships and navigation buoys around the UK, along with the Queen's Harbour Master Portsmouth, The Port of Southampton Harbour Master and Cowes Harbour Master had to organise the huge anchorage, the logistics of keeping the navigation channels clear and allow passage to the Isle of Wight.

Luckily, the Solent plays host to Fleet Reviews and the plans for the 1937 one was still fresh in most of the planners mind, the was used as a the base of the plan. All the vessels dimensions had to be taken into account to ensure they had enough water beneath them and swinging room. Miles of anchor chain and mooring buoys had to be brought in or manufactured for the vessels to navigate to and moor with.

Trinity House also had the unenviable task of marshalling the fleet out of the Solent to Area Z or Piccadilly Circus, south of the Isle of Wight. Here the Solent fleet would meet the other invasion ships from the other invasion ports and headed for Normandy. Additional light ships needed to be built and a temporary lighthouse above Ventnor, Isle of Wight to act as a trig point.

One of these lightships is quietly rotting in the mud of the River Neath, Swansea. There is a local group trying to save her.





Port Update by Kevin Mitchell

July 2021

On 19th May the sail training ship *Pelican of London* paid a visit to Poole as part of a 13-week scientific circumnavigation of the UK, after which she crossed the North Atlantic to Halifax, Nova Scotia. She started life in 1947 as a French Arctic fishing trawler.



PELICAN OF LONDON

Condor Ferries should have restarted high-speed sailings on 21st May, but all sailings that day were cancelled due to bad weather, and no harbour pleasure boats ran either. The *Armorique* couldn't keep its weekly freight sailing to St Malo and instead sailed the following day to the Irish port of Cork to regain its normal schedule. This was surely the first time there has been a Poole-Cork ferry sailing.



HARTLAND POINT

An unusual visitor at anchor in Poole Bay for several weeks during May was *Hartland Point*. She is one of six Point class ro-ro sealift vessels originally designed as naval auxiliaries to the British armed forces and is usually based on Southampton Water.



CONDOR VOYAGER

Condor Ferries' latest vessel *Condor Voyager* arrived at Poole for the first time on 3rd June for berthing trials at both ferry linkspans. She replaces *Condor Rapide* which sailed from Poole on 7th July to Vigo and a new career with Spanish ferry operator Trasmapi. The *Rapide* sounded her horn in farewell as she left the harbour for the last time. Brittany Ferries' *Barfleur* will not return to service this summer but we can look forward to seeing her again at Poole from April next year. The new United Seaways freight service to Morocco is now expected to start late September or early October, with a Tuesday call each week at Poole.

The aggregate dredger *Arco Beck* called at the Cemex quay on 14th June, she was standing in whilst regular vessel *Sand Heron* was away for a very short overhaul. The yacht transporter *Deo Volente* arrived from Gibraltar the next day to unload three yachts, this was the first such visit since the Covid-19 pandemic started. *Deo Volente* called again on 25th June.



CELTIC FREEDOM

The cargo ship *Celtic Freedom* had to be brought into port by the tugs *GT Victory* and *Handfast* on the morning of 26th June after breaking down off the Isle of Wight. She was on her way to Poole anyway, from Ipswich to load ball clay for Castellon. On 9th July the *Karina Danica* arrived to run briefly alongside the *Trinity* on Channel Seaways' cargo service to the Channel Islands. This was due to a large increase in freight that needed carrying.



GOLDEN HORIZON

Poole's first scheduled cruise ship call this year had to be postponed due to ongoing Covid-19 restrictions. The brand new five-masted *Golden Horizon* is the world's largest square-rigged sailing vessel and was first due on 27th June then 6th July on UK shakedown cruises before officially entering service. She eventually arrived from Fowey in the pouring rain on the morning of 12th July before departing that evening to Portland, a beautiful and impressive looking vessel.



HEBRIDEAN SKY

Another cruise ship *Hebridean Sky* arrived unexpectedly on the afternoon of 5th July. She had also sailed from Fowey and called alongside South Quay sheltering from expected bad weather. The largest ship to have ever sailed into Poole Harbour, the Fred. Olsen cruise ship *Boudicca*, has been sold for scrap. *Boudicca* made only one visit to Poole, on 4th June 2019 as part of the D-Day 75th anniversary events. She was built in 1973 as *Royal Viking Sky* so certainly no youngster, but sadly Covid-19 has caused the premature end of many fine passenger ships.



Another Dunkirk veteran. The paddle steamer

“PRINCESS ELIZABETH”

alongside Poole Quay in the summer of 1962

Photo – Poole Maritime Trust Archive.

ALASDAIR FERGUSON

A FOUNDER MEMBER OF THE POOLE MARITIME TRUST

A REMARKABLE LIFE AND CAREER

Alasdair Ferguson was married to Miranda Domville (1920-1981).

published in The Daily Telegraph on 21 February 2005

Alasdair Ferguson, who has died aged 85, commanded one of the landing craft which carried Canadian soldiers into a hail of fire at Puits during the Dieppe raid on August 19 1942. As second-in-command of the 10th Landing Craft Assault Flotilla, he had the task of landing on Blue Beach, on the eastern outer flank of the main landings. But, after launching from the converted Belgian ferry Princess Astrid, Ferguson's boats went in the wrong direction, with the result that they arrived 16 minutes late. Dawn was breaking, and the element of surprise had been lost. Ferguson felt his boat scrape the bottom as enemy machine-gun fire poured down from a cliff, penetrating the thin hull. Then, crying "Down ramp!", he urged the men of the Royal Regiment of Canada and the Royal Canadian Artillery into the water. Some were cut down on the ramp, where their bodies piled up. Others fell as they struggled to cross the pebbled beach to the sea wall 40 ft away. Seven craft made the first landing; but when Ferguson was sent back to Puits a few hours later to rescue survivors, only four were now available. Two of these were hit and sunk, and, when he saw that there was no sign of life on the beach, Ferguson reluctantly obeyed an order to withdraw. At about 10.30, all available craft were sent to the main beach at Dieppe, which was still under intense fire from mortars and machine-guns. As Ferguson grounded his boat, he could see no movement on the beach, so he stood up to shout. A soldier ran towards the craft, and Ferguson handed him the only weapon he had, a Lewis gun, with which the soldier fumbled as he fired over the prone bodies. Ferguson did not notice that the man was wearing German uniform, and was clearly attempting to desert. By now so many troops were rushing his craft that it was swamped and, as Ferguson headed out to sea, his boat was hit by a shell and capsized. He helped his passengers board another craft, and the shocked sailors and soldiers returned to Newhaven. The allies learned valuable lessons, but the Canadians had suffered appalling casualties: on Blue Beach alone, 485 out of 545 Canadians were killed, wounded or missing. For the rest of his life Ferguson measured everything by Dieppe, saying that nothing else could possibly worry him. He was mentioned in dispatches. Alasdair Forbes Ferguson was born on April 11 1919 at Bearsden, Glasgow, where his father was a property developer. He was educated at Loretto, where he was head boy and captain of athletics, swimming, rugby and boxing. His Engineering studies at Clare College, Cambridge, were interrupted by the war. During the Munich crisis, Ferguson borrowed his mother's car and drove to the recruiting office in Glasgow to ask how he could become a naval officer. The recruiting officer told him: "You won't have to pass any test, because I know you and your father." A few months later, having had no training, Ferguson found himself a midshipman in the battleship Royal Oak at Scapa Flow. However, his captain, William Benn, was horrified, and ordered Ferguson back to Cambridge; a short while later, Royal Oak was torpedoed in her anchorage at night with the loss of 833 lives. Ferguson fretted at university until Dunkirk in June 1940, when he insisted on being allowed to rejoin. Passing out top of his class, he was promised the choice of appointments and volunteered for destroyers or motor torpedo boats. Instead, he was sent to a flotilla of eight 25-ft long Yorkshire cobbles, in which he started to train for the invasion of France. Ferguson reckoned he was quite safe: if the Germans saw him coming in these open fishing boats, they would be unable to open fire for laughing. Later, his flotilla was re-equipped with American, 36-ft-long "Eureka" boats and, in early 1942, with the 41-ft-long, British-built landing craft in which Ferguson specialised for the rest of the war. After Dieppe, Ferguson took command of the renamed 60th LCA and was sent to the Mediterranean, where he landed American troops at Arzeu in North Africa from the Canadian Pacific liner Duchess of Bedford. In March 1943 he began his very successful association with British 50th Division, taking part in the invasion of Sicily, the crossing of the Messina Strait, and the landings at Salerno and Anzio. He was awarded the DSC.

At Normandy in 1944, Ferguson, now a lieutenant and in command of 524th LCA, launched his flotilla from its parent ship, Empire Arquebus, some seven miles off the coast and led the first wave of assault craft, with the 1st Battalion, the Hampshire Regiment embarked, to land on Gold Beach at le Hamel. He was awarded a Bar to his DSC for his gallantry, skill and determination.

Ferguson left the Navy in 1945 and, six years later, began a lifelong association with the then ailing Hamworthy Engineering company at Poole. After the firm had grown at the rate of 50 per cent per annum, he and his brother Nick bought a small company, Bourne Steel, which he sold to its employees in the 1980s; it is now one of the south coast's biggest construction and engineering companies. He also ran an English and a Scottish property company, took an interest in the Parkstone Boys' and Girls' Club and turned the Bourne Valley Club into a successful residential activities' centre for the young.

Ferguson was a keen sailor throughout his life, though his sister recalled that, as a boy, "he always fell in and we had to take dry clothes with us". His yacht, Swan of Arden, was as well known on the French coast as in the Western Isles, but he could not cook, and the crew's rations consisted entirely of fruit cake.

In 1972 Ferguson helped found the Poole Maritime Trust. When an early 16th-century Spanish wreck was discovered on the notorious Hook Sands in Studland Bay, he took the lead raising money for its conservation.

Alasdair Ferguson, who died on December 26, was appointed MBE in 1984 and became a Deputy Lieutenant for Dorset in 1995.

His first wife was Miranda Domvile, daughter of Admiral Sir Barry Domvile; she died in 1981. He married, secondly, Heather Baggley, who died in 1995; and thirdly, in 1997, Patricia Richards (née Johnson), who survived him with three daughters of the first marriage, a stepson and two stepdaughters.

Lille, France
23 August 2005

Swan of Arden

I have been very pleased to read the notice about Mr Alasdair Ferguson, because I have owned the yacht "Swan of Arden" for three years, in 1973-1976. She was a very well designed and built yacht, 35 feet long, built in Poole with teak and mahogany on oak. With my wife, we sailed through the Atlantic Ocean to the West Indies and back. Though very narrow and low over the water, she was a very safe boat. We sold her after our journey, in Belgium. But maybe you have heard of her? We would be keen to have information about Swan of Arden.

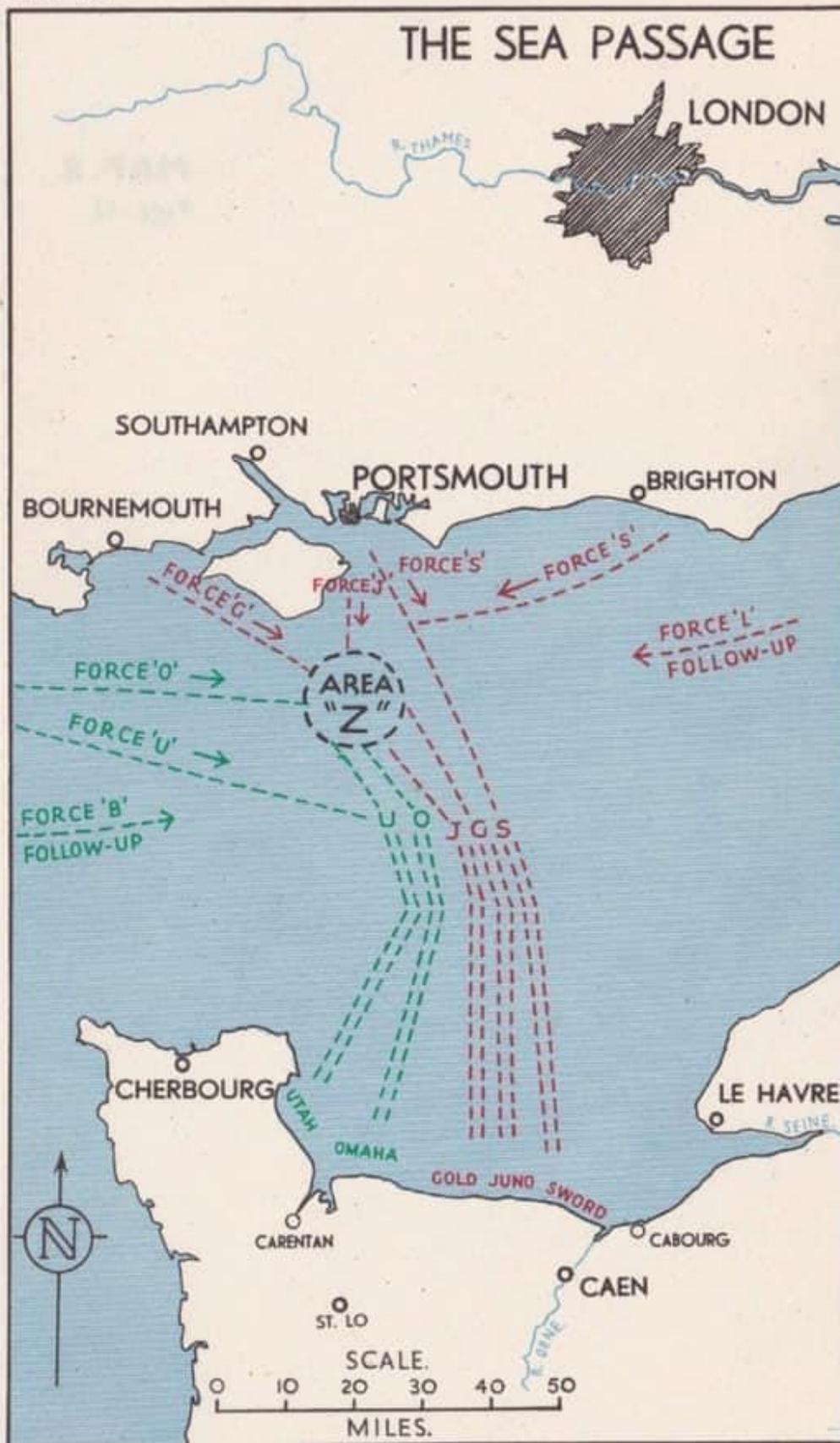
Best regards,
Bernard Prouvost

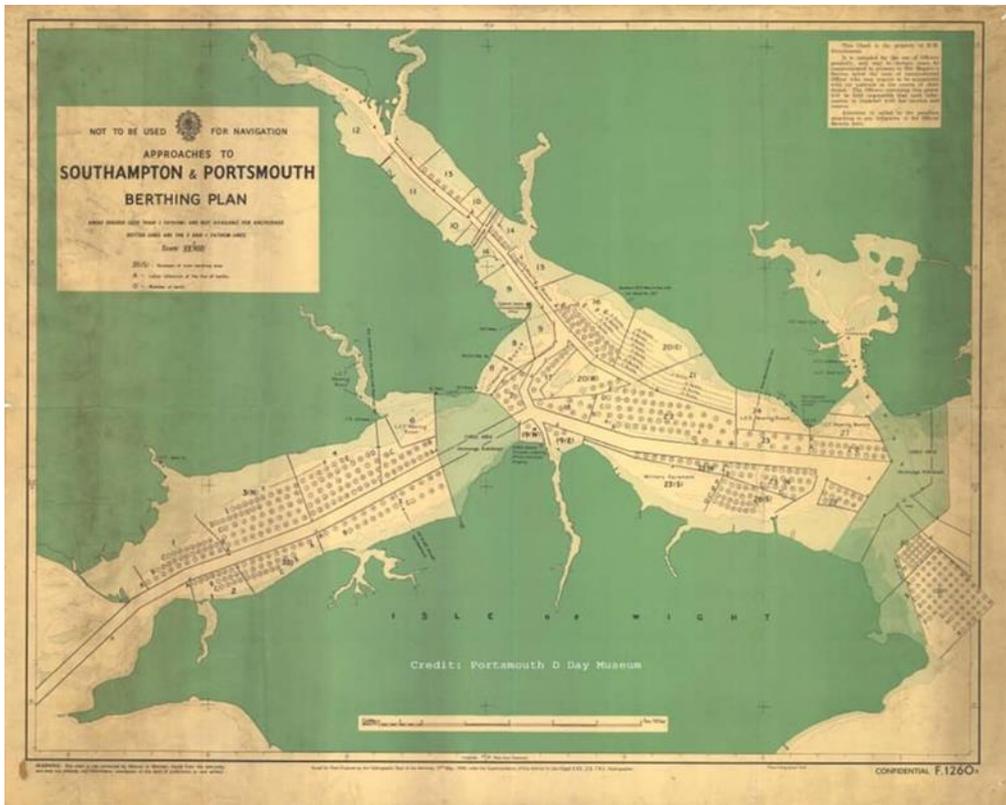


Swan of Arden, Dunkerque, 1975
after the Atlantic Ocean trip

D-Day Plans

MAP 8





ALASDAIR FERGUSON

Generously donated his ensign from the Second world War to the Trust.

It was understood to have flown from a D-Day landing craft and authentication is currently being sought.

The Trust is planning to sensitively preserve this priceless piece of Naval history.



POOLE MARITIME TRUST

LIBRARY AND RESEARCH CENTRE

OPEN EACH THURSDAY

FROM 10.00 – 13.00

ALL ARE WELCOME

FIRST FLOOR – CANFORD CLIFFS LIBRARY.



YEATMAN'S MILL AND A THAMES BARGE

Tuesday 17th August 2021
6pm – 9pm

Sunset Harbour History Cruise Aboard the Dorset Queen

£25 Members * £35 Non-members

Join Poole Museum Foundation aboard the 1938 vintage motor yacht Dorset Queen for cocktails, BBQ and a guided tour of Poole Harbour



Tickets include: a glass of prosecco upon boarding; three hour guided cruise around Poole Harbour, Brownsea Castle, Millionaires Row, the Jurassic Coast and Swanage Bay; on-board BBQ; music and dancing; special guest cruise director Peter Burt

Space is limited to 50 guests. To book tickets, please email

Jenny at info@poolemuseumfoundation.co.uk

Dorset Queen is a former volunteer boat at the Dunkirk rescue missions and a proud member of The UK Historic Ships Register boasting a fully stocked on-board bar, soft drinks, Dorset Tea & barista style coffee.

THE FARE FOR MEMBERS OF POOLE MARITIME TRUST IS

JUST £25



SOLENT EXPLORER CRUISE

Welcome back to cruising'

SATURDAY OCTOBER 2nd 2021

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

JOIN THE POOLE MARITIME TRUST FOR, JUST, £20 PER YEAR

IF YOU HAVE AN INTEREST IN POOLE HARBOUR, IT'S REMARKABLE HISTORY, SHIPPING, TRADING LINKS, SHIPBUILDING, MINERALS, AND THE MARITIME WORLD IN GENERAL, 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 ASPECTS OF SHIPPING AND THE SEA THROUGHOUT THE WORLD
WE HOLD REGULAR EVENING MEETINGS WITH SOME EXCELLENT SPEAKERS AND HAVE A PROGRAMME OF RELATED OUTINGS.

APPLICATION FOR MEMBERSHIP

NAME: ADDRESS:
.....TELE: E-Mail.....

STANDING ORDER

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

