

# POOLE MARITIME TRUST

NEWSLETTER FEBRUARY 2021

*Committed to recording and preserving the history of Poole Harbour, its 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 :*

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The newsletter provides a platform for the Trust to notify the reader of the Trust's continued progress in preserving the history of the harbour, other ports and the maritime industry worldwide. The Trust archive is constantly being updated and digitised.

## Poole Maritime Trust website:

We are working towards a wide ranging website to cater for every aspect of the Trust interests.

Our first step is to increase the photographic/ picture archive and you can help us.

If you have any old photographs of the Harbour, the Quays, the Old Town, Hamworthy, Shoreline and Boats of all sorts, then please either donate them to us for our archives or at least let us copy them.

Many family photos have pictures of people, some now long forgotten, BUT in the background of these are recorded all that is lost in the way of buildings, old roadways, railways, quays, boatyards, shoreline. Much of this can add knowledge to our researches and would be welcome. Tidying up? Throwing out stuff to make more space?

**DON'T THROW THOSE OLD ALBUMS, PICTURES, EPHEMERA and POSTCARDS of local interest AWAY.**

Donate them to the Trust. Even if they are ancient or pictures from the last few years, they are worth keeping as the "built environment" in Poole changes so quickly and these pictures make a wonderful record of things that are soon forgotten. We look forward to hearing from you.

Please **DO IT NOW!**

Our phone number is: 07467-654484

Our email is: [archivist@poolemaritimetrust.org](mailto:archivist@poolemaritimetrust.org)

Our address is: 6 Western Road, Canford Cliffs, Poole. BH13 7BN.

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*c1955 The late Robin Moy collection – Poole Maritime Trust Archives*

**PORT REPORT** – By Kevin Mitchell

The *Cotentin* appeared back at Poole at the beginning of January after an absence of over seven years. This ro-ro freight ferry was built for Brittany Ferries in 2007 and used on Poole to Cherbourg / Santander / Bilbao crossings. From October 2013 she was chartered out to Stena Line and ran as *Stena Baltica* between Sweden and Poland. The ship returned to Brittany Ferries at the end of 2020 to handle UK Department for Transport contracts for the transport of essential goods. She will operate Poole-Cherbourg until 4 April, then Portsmouth-Le Havre until the end of June. *Cotentin* is the largest dedicated freight ferry operating on cross-Channel routes, with space for around 120 lorries - much bigger than the 25 lorry *Cotentin*, nicknamed *Cocotin*, which ran for Truckline in the 1970s!



The *Condor Rapide* arrived at Poole at the beginning of the year before heading off to Falmouth on 16 January for dry-docking and overhaul. She returned on 4 February and will be laid up at the port until restarting sailings between the Channel Islands and St Malo, possibly in April. *Condor Liberation* operated only a few sailings over the winter months.



For three weeks in January and early February the freighter *MN Pelican* was out of service for maintenance including repainting of the hull. Her place was taken by the *Connemara*, which is no stranger to Poole having ran as LD Lines' *Norman Asturias* in 2013/2014, then covered for the *Barfleur* at the end of 2019. The *MN Pelican* is now Brittany Ferries' best performing freight ship due to the shift away from driver-accompanied freight traffic to unaccompanied trailers thanks mainly to Covid-19 and the need for drivers to provide a negative test before travel.



Sadly, another ferry known at Poole has been sold for scrap. The former *Duc de Normandie* was beached at a shipbreaker's yard in Aliaga, Turkey, on 18 January. Built as *Prinses Beatrix* in 1978, she became *Duc de Normandie* in 1986 and served Brittany Ferries for 18 years, including a few periods between Poole and Cherbourg



During January the following conventional cargos were handled at the port: *Beaumotion* and *Kristin* discharged 7,500 tons of stone between them, *Eems Transporter* discharged 1,000 tons of steel reinforcing bar, *Bon Vivant* discharged 2,150 tons of steel and *Celtic Fortune* loaded 3,000 tons of clay. In addition, Channel Seaways' *Trinity* continued her normal twice a week service to the Channel Islands.



Towards the end of January the workboats *Willendeavour*, *Severn Supporter* and *Viking Energy* arrived as part of the beach replenishment work at eight locations between Sandbanks and Southbourne. This £7.5m project sees the trailing suction hopper dredger *Willem Van Oranje* (joined in March by the *Scheldt River*) recovering around 350,000m<sup>3</sup> of sand from a licenced offshore site near Ramsgate, then connecting to one of three sinker pipelines to pump it on to the beach for spreading and levelling by bulldozer. This operation will continue until the spring and is worth watching if you are able to. This photo of *Willem Van Oranje* off Southbourne was supplied by Les Rickman.



Poole Harbour Commissioners have adapted the port for post-Brexit trade including new customs facilities and a cold storage unit for refrigerated goods. A Covid-19 vaccination clinic was opened in January in the Passenger Terminal building and, by the end of the month, over 5,000 vaccinations had been carried out. Also during January, PHC submitted a bid for Freeport status, which in simple terms streamlines the import process and attracts trade to the local region. Unfortunately, this bid was unsuccessful although new south coast Freeports have been created at Southampton, Portsmouth and Plymouth.

Dorset police is investigating after the PHC work boat *Rough Ryder* was deliberately set free from its mooring on the evening of 29 January after four youths reportedly breached a security fence. *Rough Ryder* then drifted between the quays and came to rest under Poole Lifting Bridge where the rising tide caused substantial damage to the radar equipment.



During January City Cruises Poole completed the out-of-water overhauls of their *Solent Scene* at Gosport and *Island Scene* at Lake Yard, Hamworthy. Internal refurbishments then continued alongside Town Quay. Having successfully obtained her five year load line exemption certificate from the Maritime & Coastguard Agency, Dorset Cruises' *Dorset Belle* moved to Hythe on 6 January for her annual inspection and repaint, as shown in this photos supplied by Joseph Lambert & Dorset Cruises. The Brownsea Island Ferries' yellow kiosk at Sandbanks has now been demolished as the company has built a new ticket office nearby. Let's hope travel restrictions will be lifted enough by this summer for all local boat operators to enjoy a successful season.



Single-handed yachtswoman Pip Hare returned to her Poole home on 18<sup>th</sup> February after completing the 24,000 mile Vendée Globe round-the-world yacht race. After 95 days, 11 hours, 37 mins and 30 seconds of racing, Pip was the first British skipper to finish the non-stop race. She is only the eighth woman ever to complete the Vendée Globe, which is held every four years. Her 60ft yacht *Medallia* was escorted through the harbour to the Poole Quay Boat Haven by various small vessels including a lifeboat, the police launch *Buccaneer* and pilot boat *Barracuda*. Very well done Pip!



On 26<sup>th</sup> February the new passenger ferry *Castello* belonging to the John Lewis Partnership was brought to Poole Harbour from Portchester, a perfect day for it with sunshine and light winds. Approaching the island for the first time, *Castello* was greeted by the National Trust launch *Brownsea Enterprise*. She is a catamaran built by BW SeaCat

and replaces the wooden-hulled *Castello* which has been in service since 1965. The John Lewis Partnership has leased Brownsea Castle from the National Trust since the 1960s and use it as a luxury hotel for staff. For the first 36 years *Castello's* skipper was John Herbert. Plans have also been submitted to build a new ferry pontoon on the island near the existing jetty.



## THE 'DUKE' AND THE 'DUCHESS' OF DEVONSHIRE

(Taken from "A Shipman's Tale" by W E Roche 1971 pp. 16-20)

It would be idle to deny that a very strong influence on my boyhood was exerted by their two Graces, which graced the Devon and Dorset coasts for very many years. I suppose I was about five when my mother first took me in the "DUKE OF DEVONSHIRE" from Teignmouth to Exmouth and back: the two paddle steamers were based at Exmouth, belonging to the Devon, Dock, Pier and Steamship Company, the same firm which operated the Exmouth-Starcross ferry in connection with the Great Western Railway.

The "DUCHESS" was slightly the older of the two, having been built in 1891 whereas the "DUKE" was a mere stripling dating from 1896. Both were the work of Green of Blackwall, builders of so many famous clipper ships and both, like them, were sturdy, well-found craft. They operated a very intensive service from Whitsun to mid-September, covering the whole coast from Plymouth to Weymouth but concentrating of course principally on the Lyme Regis – Dartmouth section, the nearest to their home port. Their schedules were cunningly contrived so that you could perform a variety of permutations in one day by using both ships and this we sometimes did, on other occasions sticking firmly to one. They ran so precisely to schedule that you could almost set your watch by them: they were allowed 50 minutes from Exmouth to Teignmouth and the same thence to Torquay, 70 minutes from Torquay to Dartmouth and so on.



The "DUKE" or "DUCHESS" winding its way along the river Dart.

Arrival at Teignmouth was a happy ritual. Some time before the ship arrived 'Joe', the Piermaster, would run up a pendant with 'DUKE' or 'DUCHESS' in white on red at the staff at the jetty at the far end of the Pier. This was the serious, business-like end, away from the rock and the penny-in-the-slot machines of the main part, to which it was connected by an inclined bridge. At the end of the Pier you either sat in deck-chairs to enjoy the ozone and watch the comings and goings of the steamers or indulged in sea-fishing with rod and line. According to tide the steamer's gangway would either be put out to the main deck of the Pier or, at low water, down below where it was terribly exciting and barnacly, with green water sloshing about the dolphins and this really made the anticipation greater, particularly as, when Joe asked you down to these nether regions, the steamer temporarily disappeared from sight and your first intimation that she was really coming to collect you was when her slender scroll-covered bow with her name in gold letters slid into view. The sunbathers and fishermen would watch with interest as the human cargo was transferred: the two ships were very smart, with black hulls, white paddle-boxes (with their slits edged with blue and gold), brown deckhouse and masts and yellow funnel with black top – a very small black top in the case of the 'DUCHESS'. The Captain and Mate would be in full view above the canvas dodger which protected the open-topped bridge: then the former would move the engine-room telegraph with a loud tinkle and a rush of foaming water would appear ahead of the paddle-box as 'Joe' caught the last of the mooring lines and the ship began to move swiftly astern. Dependent on the wind, the steamers would use either the Exmouth side or the Torquay side of the Pier: they would take a wide sweep astern, leaving a long, foaming double wake before the Captain rang down for 'stop' and then after a momentary pause, 'slow ahead'.

If you knew your way about the ships there were fascinating rituals – looking at the list of sailings for the next week in its glass frame outside the diminutive purser's office just below the bridge: going below to the foredeck and admiring the beautiful brass bell and longing to ring it: later a meal – preferably a cream tea – in the saloon aft, which in the case of the 'DUCHESS' was very narrow with an alleyway on either side. But the voyage itself was the greatest joy: even the simplest, to Torquay, gave you a superb panorama of the multi-coloured coastline and the thrill of passing between the Orestone (the 'Black Rock' familiar in every view from home) and the diminutive Leadstone, just off Hope's Nose promontory, always ready to spot the guillemots and cormorants digesting their gorge, before you turned the corner into the wide sweep of Torbay and passed close in to the spectacular Thatcher.

I have always loved Torbay for its gracious setting. In those days the Bay would provide all sorts of delights, ocean-going yachts, Brixham trawlers, usually at least one Royal Naval ship, sometimes a liner on a cruise – often a Dutch one but sometimes (as in the summer of 1932) a Cunarder, when the 'ANTONIA' and 'AUSONIA' both paid calls in the course of cruises. The first of these, incidentally, was from Liverpool calling at Belfast, Dublin, Glengariff, Torquay and Jersey, and the second from London, passing through the Scilly Isles to Brest and thence to Torquay, Jersey, Boulogne and so home and each cruise, 7 days, was 'from 7 guineas'.

The 'DUKE' or 'DUCHESS' would call at Princess Pier and then back out amid the motor-boats and yachts, turn and set a course to pass just clear of the towering Berry Head, whose lighthouse's flash, 3 and 12 seconds, could be seen from my bedroom window. On the way across the Bay she would probably pass a small ship belonging to the same company, the 'KING EDWARD' (named in honour of King Edward VII) which ran a ferry service between Torquay and Brixham.



**"DUKE OF DEVONSHIRE" at Salcombe**

Our constant companion on these voyages was a little book which I have still, 'Up and Down the Devon Coast' with the sub-title 'My Day on the "DUKE OF DEVONSHIRE"' published at 6d. by the 'Torquay Times' and written by no less an authority than the Rev. F. Bickersteth Ottley. Canon Ottley only died a few years ago but at the time he wrote was vicar of Ilsham, Torquay, to which he was inducted in 1911 after being curate of St. Mark's and before that of Budleigh Salterton. At the end of the Great War he became diocesan missionary for Exeter and though his work took him to North Devon mostly he still contrived to spend his time on the ships he loved. Later he became preacher of Gray's Inn and later still a Canon of Canterbury: he had been described as 'one of the greatest preachers in the Church of England' at the time of the Second World War.



This remarkable man certainly knew his Devon coast: his book was packed with fascinating local 'lore' and some superb photographs of his own, notably of Brixham trawlers off Berry Head. He rightly observed, of the stretch of coast beyond, that it 'is wild and lonely: so lonely and unvisited is it, that the Brixham fisher-folk speak of death as "Going around the Head". A farm-house nestling in a distant coombe is the only habitation we see before we pass the Coastguard Station at Mann Sands'. That indeed was the view I had of it: nowadays the advent of the motor-car has opened up the stretch of coast to some extent. On a fine day it was superb and one of my minor pleasures would be to run the palm of my hand along the ships' warm, salt-caked rail and surreptitiously lick the salt off! But there was no need to do any licking to taste salt on the day my grandmother decided to treat us to a day out to Dartmouth and up the Dart. It was blowing a stiff easterly, the flags on the Pier standing out like boards: I prayed it might be the 'DUKE' which I always thought (perhaps wrongly) was the better sea-boat of the two. Alas! When the ship appeared around the leeward of the Pier, it was the 'DUCHESS': her passengers looked chilly and distinctly uncomfortable. Joe seemed grumpy: he ushered us on board with the mien of Charon, with whom one did not argue.

The run across the bay fulfilled my worst expectations: the wind was broadside on and the 'DUCHESS' was very lively. To rub it in, we met the 'DUKE' just between the Orestone and the Leadstone, nonchalantly heading back the other way and, I was sure, not moving at all. Torbay and the call at Torquay, with the wind astern, provided a temporary respite, but when we got Berry Head abeam – oh Heavens! The funnel of the 'DUCHESS' started to describe arcs in the sky, the helmsman, as I could see from my seat just below him, seemed to be having some difficulty in holding the wheel, with each roll she buried her sponson under the waves. My grandmother, with true

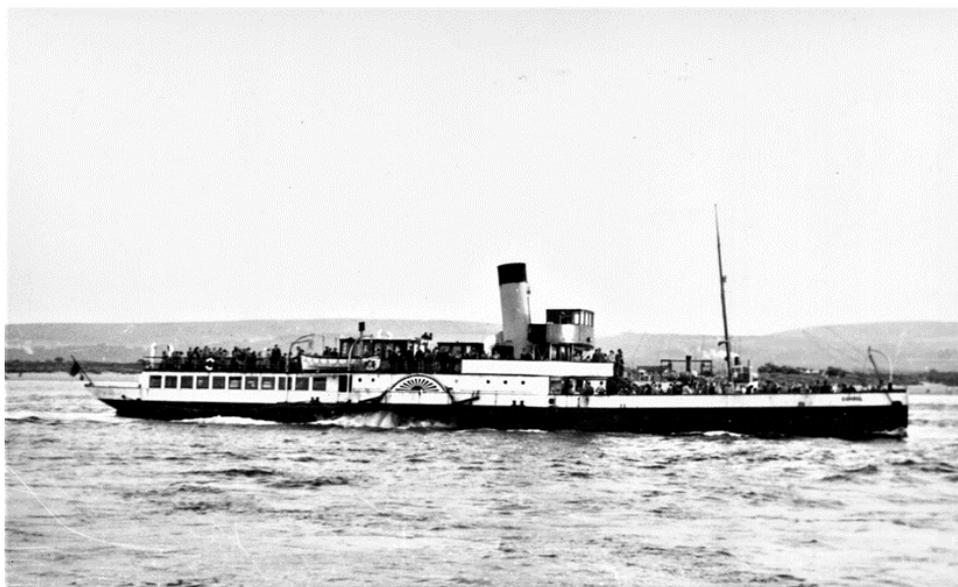
Spartan nonchalance, was sitting on the windward side of the ship, albeit furthest inboard, with my mother next and then me against the rail. As the 'DUCHESS' gave a particularly steep roll I remember groaning "Oh Mummy" which caused two fat old gentlemen, snugly wrapped in plaid rugs on the seat behind, to laugh very heartily. It couldn't have been all that bad, really but I was thankful to see the entrance to the Dart and slip in between the protecting castles and more thankful still when my grandmother announced that, after our trip up to Totnes and back, we would return by train and not by the 'DUCHESS'!

By and large we were fortunate with the weather: we did some dirty trips to Plymouth later on, but by then I fancied myself as a matlo and didn't care. My recollections of the 'DUKE' and 'DUCHESS' were mostly of pleasant warm summer days: the thrill of seeing the familiar long shape come sliding out of the Exe estuary against the red cliffs of Orcombe Point and then turn and bear steadily down on Teignmouth to collect us. Sometimes she would then turn and take us eastwards along the Devon coast and even just into Dorset, to Lyme, where we landed on the Cobb like Jane Austen's heroine. Lyme was the only port other than Exmouth where the ship could come alongside: at Budleigh Salterton (always just called Salterton by the D.D.P.S. Company), Sidmouth and Seaton she ran her bows straight on to the beach and the passengers landed by gangway. Somewhere before reaching these places the crew could be seen arranging the tackle used to lower the gangway over the bows and keeping the ship in exactly the right position so that she did not ground was a very great skill. You would watch the paddles just lazily moving round if you went ashore, but it meant all the difference between safety and wreck, as was to ecome all too soon abundantly clear – but of that anon. Time-keeping was a little more difficult in East Devon because of this constant beach-taking. Over the years I acquired an intimate knowledge of point-to-point timing and so, when we returned from Lyme Regis one day on a schedule which read like this: 'Leave Lyme 4, Salterton 5.35, Exmouth 6.10, arrive Teignmouth 7', I was able to amplify it with 'pass Beer 4.15, pass Branscombe 4.40, pass Orcombe Pt. 5'. I wrote it down on the fly-leaf of 'Up and Down the Devon Coast' (where it still is, just legible after 40 years) and put against the actual times, from which it will be seen that, though we got stuck at Salterton and left there eight minutes late, by a valiant effort we were in Teignmouth just as the hands of St. Michael's Church clock showed three minutes past seven.

	<b>Schedule</b>	<b>Actual</b>
Leave Lyme	<b>4.00</b>	<b>4.03</b>
Pass Beer	4.15	4.17
Pass Branscombe	4.40	4.45
Leave Salterton	<b>5.35</b>	<b>5.43</b>
Pass Orcombe	5.50	5.56
Leave Exmouth	<b>6.10</b>	<b>6.18</b>
Pass Dawlish	6.40	6.46
Arrive Teignmouth	<b>7.00</b>	<b>7.03</b>

The delay at Salterton obviously did not please the Captain. He could not see clearly what was going on, due to the crowd on the foredeck and suddenly his acid voice rang out from high above me, "Will the small boy standing up on the capstan get down immediately". I quailed, looking guiltily up at his terra-cotta visage, though I was nowhere near the capstan and he was referring to somebody else! The financial crisis affected the 'DUKE' and 'DUCHESS' adversely, as it did most things. The 'DUCHESS' was withdrawn in September 1930, and laid up at Exmouth where her yellow funnel could be seen tantalizingly from across the river (as both funnels could in the winter). The 'DUKE' carried on alone until 1932 when she, too, was withdrawn and sold the following year to P. & A. Campbell, who resold her a year later to a firm in Cork. The 'DUCHESS' was, however, destined for a brief new lease of life: in April 1933, when the 'DUKE' passed to Campbell's, she was sold to Captain E. R. F. Coleberd, a former partner in the D.D.P.S., who registered her as the South Devon and West Bay Steamship Co., stationed at Lyme Regis. She was repainted with hull of an attractive royal blue, white funnel with royal blue top and blue band: her visits to Teignmouth became more infrequent, as it was usually near the end, rather than the beginning of her run but my mother and I contrived

to enjoy a few nevertheless. Her former exemplary time-keeping seemed a little awry, but her master, Captain Carter, did his best. When she was transferred to Torquay in 1934 we saw more of her but the gallant Captain found it rather more difficult to reach his home in Pinhoe each night, especially as her intensive schedule often did not bring her back into Torquay till 9.15p.m. or later. Our last run in her was back from Dartmouth on a summer evening in 1934: she had done a Torquay / Teignmouth 'leg' to start the day, so had to finish with a compensating one, yet as she had to regain her Torquay berth for the night the company advertised a 'Grand Evening Cruise, leave 7.45, back 9.15' which as I heartily Captain Carter say, was impossible, since it took him 45 minutes in each direction, even pushing it. Nothing was said in the handbill about a call at Teignmouth and two ladies opposite us, who had spent the voyage having a nice chat, exclaimed, "Oh we're coming alongside a Pier: wherever can that be?" Little did I think, as I watched the 'DUCHESS' splash away in the warm summer evening that it was for the last time. A fortnight later, on 28<sup>th</sup> August 1934, we were sitting down to breakfast at our holiday haunt at Lydford on Dartmoor when the morning papers came. There, on the front page of the 'Daily Mirror', was the horrifying picture of the 'DUCHESS' aground at Sidmouth, writhing like a wounded beast to get free. Continuous scouring of the beach by heavy seas had unearthed an old groyne, and this she had fouled when running her bows on to the beach. Going astern had torn a piece out of her bottom and though efforts were made to salve her, it was in vain. In the words of the 'Mirror' "The DUCHESS was left to her doom". There were harrowing pictures of Captain Coleberd and Captain Carter, both looking very unhappy, as well they might: and though at the great age of 14 ½ one does not give way to unmanly emotions, I nipped smartly out into the garden and disappeared between the hedge and the fence bordering the Launceston branch railway line, where I shed a private tear for the 'DUCHESS'. 1935 was a bleak year: the 'DUKE' was in Ireland, the 'DUCHESS' had gone. But in July, 1936, came good news: the 'DUKE' had been purchased by Mr. Alexander Taylor of Torquay and she was back in her home waters. Thus it was that I came to be sailing in her once again when we passed the 'HERZOGIN CECILIE' at Starehole Bay below Bolt Head. The 'DUKE' was in her old colours then, but the following year Mr. Taylor had her repainted with a red funnel and black top, re-registered her at Southampton instead of her traditional port of Exeter. She was known as 'The Red Funnel Line' and in 1937 was placed under the personal supervision of Captain J.R. Radley: the practice of calling at Torcross, where the bows were run on the beach as at the East Devon resorts, was resumed after many years and this voyage was one of my first pilgrimages in the rejuvenated 'DUKE'. She seemed to do well, but to the surprise of many people she did not return for the 1938 season. Instead, she was sold to Cosens & Co. of Weymouth and in keeping with their system of nomenclature renamed 'CONSUL'. In this guise I was to meet her again after the war: at the time of writing she has been withdrawn but I am delighted to read that the Paddle-Steamer Preservation Society has bought her and is restoring her to her old and honoured name. As the 'CONSUL' she was employed by the Navy during the 1939-45 war as the Weymouth examination vessel: in the First World War she had been a minesweeper thinly disguised under the title H.M.S. 'DUKE II'.



**"CONSUL" steaming into Poole Harbour c1952. Photo : John Megoran collection.**

After the second war Cosens used her first at Weymouth and later on the Bournemouth station: she had had a thorough rebuild and differed greatly from the 'DUKE' of my boyhood. One day in 1948 I prevailed on my friend George Smith, then Chief Officer and now Staff Captain of R.M.S. 'QUEEN ELIZABETH', to accompany me on a busman's holiday by taking a cruise from Bournemouth to Lulworth Cove in the 'CONSUL'. In fact we started from Poole where the Cosens steamers berthed overnight. It was a roughish day and the voyage past Swanage and the beetling St. Aldhelm's Head was exhilarating. Kimmeridge, Warbarrow Bay and deserted Tyneham were all seen to advantage from seaward: then came the approach to the narrow entrance of Lulworth where a nasty 'lop' was breaking. The ship approached, then her Captain had his wheel put hard-a-port and we came round in a great arc: I thought he had decided it was too rough, but no – he merely wanted to run straight at the opening, so in we went on the crest of a sea and in a minute were in the sheltered waters of the Cove, running our bows on the beach just as she used to do at Sidmouth or Salterton. George Smith declared himself very impressed by this piece of navigation: coming from such a quarter this was praise indeed. My last trip in the 'DUKE' had been in keeping with those I remembered so vividly from between the wars.

*Unsuccessful attempts were made to contact, both the author & publisher. In the unlikely event copyright has been infringed we would wholeheartedly apologise.*

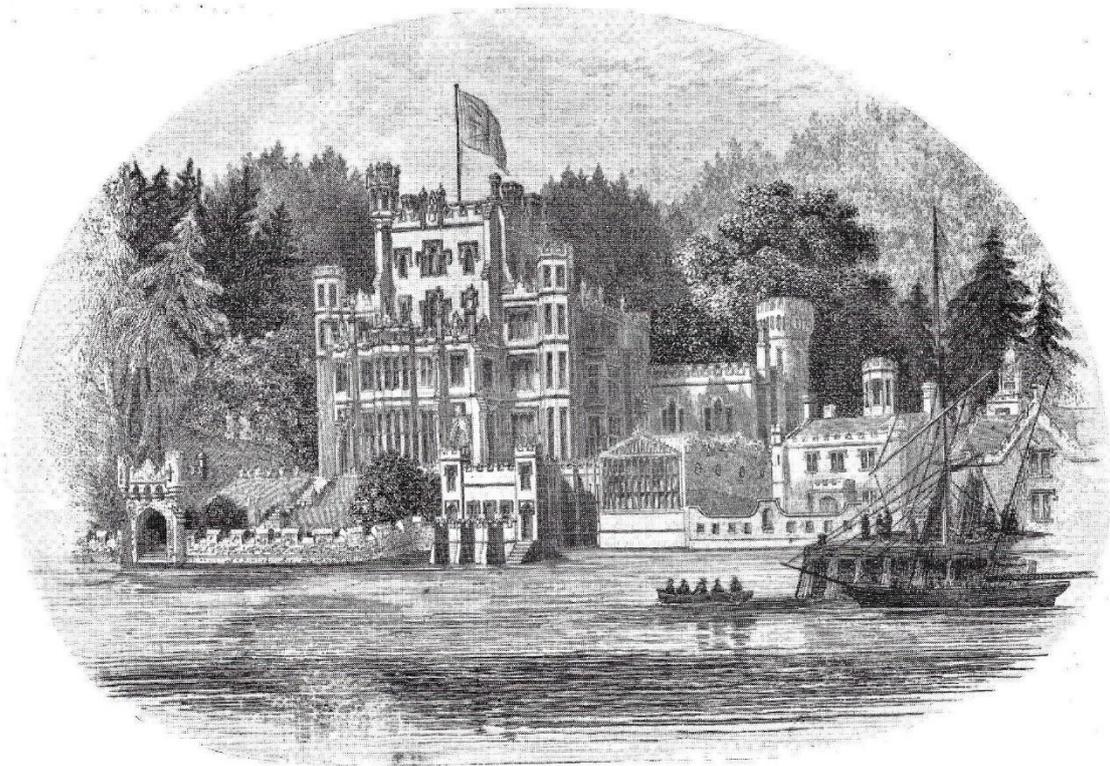
### **POST-SCRIPT**

CONSUL remained in service until 1964. After a short spell back on the river Dart as an accommodation ship she was broken up at Southampton in 1968 at the age of 72.



**"CONSUL" being dismantled on the banks of the river Itchen, Woolston, Southampton.**

*Photo – Bernard Cox (Poole Maritime Trust archive)*



BRANKSEA CASTLE  
FROM AN OLD ENGRAVING

*The late Robin Moy collection – Poole Maritime Trust Archive*

## **“THIS AND THAT” from the archives.**

### **Studland**

One of the most unusual apparitions to be recorded in this area is the white donkey of Studland, who is said to appear just before Christmas. The story is that about 100 years ago an old man was riding a white donkey over the heath there, three days before Christmas and this traveller could well have been a smuggler for he carried brandy and money.

A naval deserter is supposed to have laid in wait for the old man and murdered him and making off with the spirits and money. The donkey galloped off in fright and never seen again, except, of course, as a ghostly image as he endeavours to seek out his master.

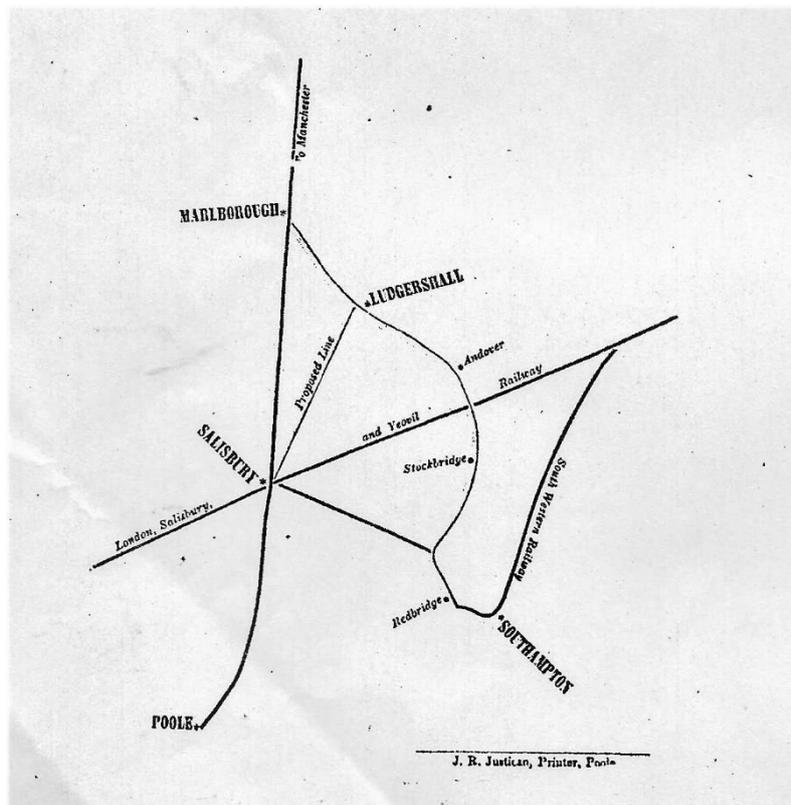
### **TO THE INHABITANTS OF POOLE**

The comparative merits of the two railway Lines from Manchester to the Port of Poole, as by the Advertisement of the two Companies, one called the “Manchester and Southampton Railway,” the other the “Manchester, Southampton, and Poole Railway.”

Observe! The Manchester and Southampton Company was formed two months ago to bring the Port of Southampton into easy communication with Manchester. Poole was never named in their advertisements, or plans. The Manchester, Poole, and Southampton Line was formed to open a Direct Line of traffic from Poole, to Manchester, the Potteries, Yorkshire, and the North. This Company issued their first advertisements on the 20<sup>th</sup> August. Now observe! look at the Diagram below; you will there see the relative position of the Towns, and perceive that it is a *straight* line from Poole through Salisbury to Marlborough, and on to the North---that it is a roundabout way to Marlborough, and the North, through Ludgershall.

The Southampton people, connected with the Manchester and Southampton line, have a no interest in common with the Port of Poole;---they take you further round, at a cost of more time and money. The other Line is brought out entirely to benefit Poole, and its Port---it is under no control of the Southampton people---it has Gentlemen of capital and experience to back it; it has a powerful and influential List of Poole Inhabitants to protects its interests, and it is a MAIN LINE. Do not therefore, confound the two projects; Remember the *shortest*, and therefore, the *best Line* is the "Manchester, Southampton, and Poole," and not the "Manchester, and Southampton, with a *Branch* to Poole."

**A WELL-WISHER TO POOLE** [11 September 1845]



**BILL CASELTON - CONTINUATION REMINISCENCES OF POOLE HARBOUR**

**DINGHY RACING**

In September 1957 with "Pippa" I joined Parkstone Yacht Club. In those days, the Club was quite different from its current status and situation. The Club Bar consisted of small "Snug" Bar at the South East end of the Clubhouse with a bench seat accommodating probably no more than half a dozen members. I have a feeling that it was also for male members only! Outside there was a small hut for the young members situated among the trees and bushes which with the various modifications to the original Clubhouse over the ensuing years became a car park. In the yard Ken Latham and his father had their marine engineering shed. Ken of course became a premier wooden yacht constructor and restorer in his shed at Weston's Point. The original wooden Clubhouse remained in the yard at the top of the pier being used as storage and I think as refreshments area for the yard staff. There is a painting by General Willis, a former member, of the original Clubhouse in the current Clubhouse. Derek Haynes (Later Commodore) and Roger Priestley had formed the Poole Twelve Foot Dinghy Racing Association (PTDRA) actively promoting racing for the Fireflies and National 12ft dinghy classes in the Harbour. In Parkstone YC the predominant small boat classes were the XOD's and the Dolphins which continue to be raced keenly. The younger members sailed Portchester Ducks. These were 12ft wooden clinker built pram bowed Dipping Lug rigged dinghies designed in 1927 and which originated at the Portchester sailing Club. They sailed very well all being named after species of duck. One being built as far away as Canada. In due course they were superseded by the International Cadets. The Dolphins

went through three design changes in their historical development and more recently have been redeveloped with GRP hulls and a small rig change- all of which has revitalized the class. The XOD's themselves having been designed by Claud Westmacott in 1909 were originally gaff rigged. The XOD class originated as a class in the RMYC Poole where the annual Glazebrook Trophy is still organised. The class also remains active in several centres throughout the Solent remaining a major racing class in Cowes Week. The original X1 Grebe used to be in PYC but ended up in the Poole Museum. There are XOD's currently racing at PYC over 100 years old. Racing at Parkstone YC was for all classes on Saturday afternoons and Wednesday evenings except that the XOD's raced on Wednesday afternoons. Subsequently the Flying Fifteens had afternoon racing with Monday evening racing for cruisers XOD's, J24's and Shrimpers-but that for next time. In 1958 "Sceptre" and "Evaine" her trial horse came to Poole for the trials for the forthcoming unsuccessful challenge in USA for America's Cup The portents were not good as the Nicholson designed "Evaine" consistently defeated the Boyd designed "Sceptre". In later years "Sceptre " was much improved and did well in UK 12 metre and other racing.

I attach a photograph of "Sceptre" running back down the Swash after trials.



I am pleased to say that "Sceptre" having been modified for cruising has returned to Poole. There were numerous Open Meetings principally for National 12 dinghies up and down the South Coast- one of which was the Parkstone Plates Meeting for Fireflies and National 12's organized by Parkstone YC. The inaugural meeting being in September 1957. It was one of the predominant Open events. I did not do as well as I should in the Parkstone Plates my best finish being 3<sup>rd</sup>. In 1959 "Plankton" was leading a race in a fresh breeze when a diamond stay broke otherwise, I would have had a good chance of winning the event. Included in those Open meetings were the Christchurch Kettle, and Poole Pin organised by Poole YC.

Each Christmas there was an Open Meeting at Royal Lymington Yacht Club. I attach a photograph of just after the start of one of those races on Boxing Day 1957.



I was racing "Pippa" F931 on the right. I am pleased to say that we won that race. Being somewhat of a free spirit preferring the freedom of development in the Restricted Classes as opposed to One Designs I sold "Pippa" to John Ketteringham a friend in Parkstone YC, so she remained local. I bought a "Currey Sunshine" National 12 designed by Charles Currey called "Plankton". I attach a photograph of her taken by John Ketteringham. The young lady with me

was Tamsin Sharp the sister of Nigel Sharp who became the well known Marine Author. In the Lymington Photograph N1283 is "Flicka" a Currey "Sunshine" National 12 later to be owned at Parkstone YC by Brian Benstead and raced by Richard Roscoe prior to "Squid". Many dingies doing battles! In those days Poole Week consisted of a week's racing with cruiser and XOD's in the Bay with our 12ft dinghies racing in the evenings. Originally there was the Poole and Bournemouth Yachting Week with racing in the Bay. Due to various administrative breakdowns the event became Poole Week which to their credit was sponsored and organised by Parkstone YC and for many years was a great success. With "Plankton" I was able to achieve success in these Poole Week



Nowadays the Week is confined to a long weekend racing in the August Bank holiday. There is now the biannual International Paints Poole Bay Regatta which has become a major fixture in the Yacht Racing Calendar with many visiting competitors and incorporating National Championships for various classes.

Whilst assiduously studying for my "A" levels, reading "Yachts and Yachting" I was struck by a repetitive advert for the sale of a Firefly by a "Roscoe" in Scotland. Whilst preparing "Plankton" for a Saturday series race I heard a voice from behind saying "I used to have one of those". There was a tall fair-haired figure behind me who told me that he too had owned a Currey "Sunshine" National 12. This was Richard Roscoe the "Roscoe" in the Yachts and Yachting adverts. Thereafter we became close friends. He had been appointed the chief Naval Architect for Bolsons. Richard resolved to design and build a then revolutionary National 12 design. When completed she was named "Squid" and thereafter "Squid" designs were built over the country by professional boatbuilders. Later he won the National 12 Championships with her. To promote her we arranged that for the more distant Open Meetings we would trail her on trailer borrowed from Roger Priestly behind my Vintage Riley Sports car. We sailed our own boats in the more local Open Meetings. It was all highly successful. Richard was a National Champion in other classes helmsman anyway.

He went on to design the S.O.S Ocean 60. The coincidence with Richard did not stop there. I later learned that at the age of 19 he had designed a conversion of the famous Uffa Fox designed Airborne Lifeboat converting it into a fast sailing boat. Two were built, one of which I knew well sailing from the Knoll House beach in my days sailing at Studland. In 1959 single handed I sailed "Plankton" back to Parkstone YC after the Christchurch Kettle Open Meeting where I was second to "Squid". Off Hengistbury Head I was met as if by prior arrangement by a Dolphin who accompanied me back all the way back to the ferry, continually playing by going under the boat from side to side – as if to ensure that I reached home safely-it was quite moving. I have reminisced with friends and we all agree that this was a golden era where so many lasting friendships were made at these Open Meetings. A typical example was that of David Thomas who later became one of our foremost Yacht Designers designing amongst others the Sigma's and Impalas.

In those days I think that we derived more enjoyment from our boats. Nowadays with advent of the Olympic sailing successes and the National Sailing Academy there is continuous squad training entirely devoted to racing. On Sundays as a group, we used to sail our boats over to the Poole Harbour Islands for picnics. Brownsea Island was literally back to nature. Care had to be taken not to disturb the herons in the trees as they would give us away. Back to the racing -I agreed with Richard that if I felt that the "Squid" design was superior to "Plankton" whose design was becoming somewhat dated, that I would build a "Squid". Thus, it came about that I sold "Plankton" and embarked my

first boat building task. From scratch I built “Jelly Roll” of which I attach a photograph from a Wednesday Evening Parkstone YC race.



Traditionally Richard and I built them with hollow Canadian Rock Elm stems and with the decks and gunwales being trimmed with Piranha Pine. I was immensely proud of her. We were able to build them with seven planks each side whereas the professional boat builders had to build them with eight planks each side. This was an advantage for us. With time and the development of other classes the 12ft dinghy racing scene on the South Coast diminished as did the 12ft racing dinghies in Parkstone YC In the meantime, Cruiser racing evolved into the creation of the Poole Yacht Racing Association (PYRA).

In April 1960, my local sailing was interrupted when I was called up for National Service in the RAF where I found myself in Air Traffic Control on a “V” Bomber Station. My sailing was then confined to such places as Denver Sluice on the river Ouse near Kings Lynn. Upon my demob in 1962 my sailing activities moved from dinghy to cruiser racing -which will have to form the next edition.

That was a Golden Era for me. I have lost touch with “Pippa”. Her last known owner being John Patisson the brother of Rodney. As to “Plankton” and “Jelly Roll” they both remain on the National 12 Classics Register I know that if ever I came across any of them, I would be filled with emotion.

Bill Caselton 2021.



*Brownsea Island. Image – courtesy Alwyn Ladell*

*Peter Burt comments : "What an interesting picture. I have never seen it before. As you will have realised, the artist is standing on the end of Goathorn Peninsula looking east north east, at a guess. The little clay trucks have arrived down the long gentle slope by gravity, from the clay mines behind, in the foot hills of the Purbeck hills. (they were then towed, empty, back to the mines by donkeys). The south eastern end of Furzey Island is on the left. In the distance to the left, are the houses of the clay workers on Brownsea, with the kilns nearby. To the right, on Brownsea, is the castle. At least one of the houses on Brownsea is still there, on your starboard hand as you go up through the top of Blood Alley Lake, into the narrow channel of Whiteground and onwards to Pottery Pier.*

*The only possible exaggeration is that the artist has extended the pier just below him, on Goathorn, with the tiny clay trucks on it. I could well be wrong and that it was that long. Or maybe, he was making it look longer as part of an advert for investors? "*

Financial Times 23<sup>rd</sup> October 1919

## **A NEGLECTED ENGLISH HARBOUR**

### **THE POTENTIALITIES OF POOLE**

Among the many visitors to Bournemouth, some – and especially those of nautical disposition – extending their journeyings a little further south-west, have been struck with the sleepiness of the harbour of Poole. Here is a vast land-locked sheet of water, apparently offering an ideal anchorage; yet apart from yachts and fishing smacks only small coasting steamers and sailing vessels are to be seen. The obvious conclusion is that there must be a reason for this; and inquiry elicits that the reason consists mainly in the existence of a bar which prohibits the passage of all but comparatively shallow draught boats. At one time a very different state of affairs prevailed. When Bournemouth was nothing more than a desolate heath clad moor, Poole figured as one of the principal seaports of England. Upon the discovery of Newfoundland the merchants and shipowners of Poole made the trade of that country peculiarly their own, and vessels belonging to the port sailed on many seas. Shipbuilding was actively carried on – some famous yachts have been launched from the old yards. But with the continual increase in the size of ocean-going vessels and the substitution of steam for sails, local activities largely died out. Those acquainted with the locality are, however, strongly of the opinion that it offers opportunities which should not remain neglected in these days of reconstruction, when there is urgent need to utilise our home resources to the fullest possible extent.

### **A GREAT NATURAL HARBOUR**

The great natural harbour of Poole covers approximately 10,000 acres, sheltered in every direction, and especially protected by the surrounding hills from the prevailing storms; while its deep channels run up to the town and quays. Poole comes within the four tides created by the Isle of Wight and enjoys an exceptional degree of immunity from fog. Not only is it the natural port for the whole of the neighbouring country and for trans-channel purposes of the Somerset coalfield, but it also provides the most direct route from the Midlands and West of England to Western France.

### **GEOGRAPHICAL ADVANTAGES**

A glance at the map will show that Poole is exactly opposite Cherbourg, which juts out into the English Channel. From the last-named centre there are good railway connections to Bordeaux and throughout Western France; Paris is also easy of access. The Somerset and Dorset Railway, running north, connects at Bath with all the ramifications of the Midland and Great Western systems. The Poole Cherbourg route therefore contains the possibilities of immense developments. Great advantages for pleasure sailing are offered by the harbour, and in this connection the proximity of Bournemouth is an important factor. Ship, yacht and boat building as well as repairing are to be observed, and a

large import trade is carried on in timber, granite, coal and building materials of all kinds, besides fruit and general produce from France and the Channel Islands. Nor do the interests of the locality centre solely on transport.

#### LOCAL INDUSTRIES

Both red and white clays are found in the neighbourhood; part is manufactured locally, part shipped in its raw state. Quite close to the harbour lies the important deposit known as Purbeck stone a circumstance which should redound to the advantage both of the port and of the trade in this material. Conditions are suitable for the manufacture of a high quality of cement. At a cost of nearly £2,000,000 the Admiralty has established the Holton Heath cordite factory on the north-western shore of the harbour, and in view of its efficient working this installation is expected to supersede older ones. Large works have been started on the banks, one dealing with reconstruction in France and the repairing of coastal steamers, the other for the construction of vessels of 7,000 tons and upwards. But there is still ample room for newcomers. In this connection mention may be made of the formation of a company for the purpose of establishing a shipbuilding, repairing and engineering works on Poole harbour and of developing an old established marine and inland transport business. Within the limits imposed by the existing natural conditions, such an enterprise would appear to have a fair field; but the full development of the potentialities of the port necessarily depends on a comprehensive handling of the bar difficulty. We understand the subject is now under the consideration of the Admiralty and that an important scheme for the development of the harbour is being formulated by commercial interests. In the latter connection it is not improbable that an appeal for capital may be made to the public in the near future.



Image – Courtesy Alwyn Ladell

## Motor Yacht Estrallita

### The history of a Gentleman's Yacht



Estrallita was built by Thornycroft in 1934 and is of a classic original design by Tom Thornycroft whose second son John led the team building private yachts and small vessels for the Royal Navy. The company then being based in Hampton Middlesex. Her original design had a flat stern but within months of her delivery she was returned to the builder to attach a Canoe Stern which increased her length to 49ft 2ins and improved her seaworthiness. At 19 tons she has a beam of 10ft 4ins and is now powered by a Perkins 6.354 Diesel engine supported by 2 Perkins 4.107 wing engines. Her current owner Tony Billson found her in a poor state of repair in Ramsgate with a view to restoring her to her original condition as a retirement project. Little did he know at that time of the history of this Little Ship which included tragedy, celebrity, name changes and a commendable wartime record in Poole.



The keel needed some particular attention.

As Tony was getting the then Rakes Retreat moved from Ramsgate to his local boatyard on the Norfolk Broads he was approached and asked the question "Is she registered as a Dunkirk Little Ship because it should be". Unfortunately, she was not registered with ADLS, and this recognition with them is still ongoing, but she was registered with Lloyds and National Historic ships and this led Tony to want to know more of her history. Especially as when stripping her out he found evidence of a reenforced base plate for a Machine Gun on the focs'le and an Admiralty issue binnacle. When stripping the hull outside paintwork he found layers of "Battleship Grey" paint. So, this prompted further research and the history of this vessel was uncovered and its connection to Poole and the Harbour. This was achieved by the assistance of PMT and Michael (Jack) Hawkins BEM who is now local to Poole and gained access to Admiralty records through National Archives at Kew, Dorset Historical Centre at Dorchester, the History Centre in Poole and the National Museum Royal Navy in Portsmouth. For this Tony wishes to express his thanks and appreciation.



### **Admiralty issue binnacle affectionally called "Old Faithful".**

The Lloyds register was fundamental in learning of Estrellita's previous owners. The first being Mr FM Brown of London who had a feature written in the April 19<sup>th</sup>, 1934 edition of Motorboat Magazine which highlighted the modern elements of the vessel including her being the first vessel to go to sea with a built-in car type radio, a Latona heater and Para Fin stove. It was also at this time that tragedy struck when her then Master, Captain William Arthur Bloomfield age 56 died whilst returning on board Estrellita in a storm. Captain Bloomfield was an experienced Sea Captain whom before his retirement had been a Captain for P&O and had wartime experience as the skipper of a Minesweeper. On the night of 15<sup>th</sup> September 1935 Estrellita had anchored off Yarmouth Isle of Wight when the storm hit. She started to drag the anchor. Capt Bloomfield risked returning on board in the dark in rough seas and unfortunately his little boat became swamped and he was swept overboard. The Yarmouth Lifeboat was launched to search for him, but his body was not recovered until the following day.

In 1936 the next owner was Captain Guy V Baxendale of Framfield Place Uckfield Sussex. He had a distinguished military career as did his three sons. He kept Estrellita until early 1939 when he sold the vessel to Mr Lewis K Clayton.

In the September 1939 Register Lewis K Clayton age 46, a retired Canal Carrier from the Midlands was living on board Estrellita his address being Motor Yacht Estrellita Salterns Dock, Salterns Way, Poole Dorset. Lewis was the youngest son of Thomas Clayton (Oldbury Ltd). They were the Eddie Stobbart of their time. They owned a fleet of over 60 barges that travelled the canals specialising in delivering liquids and tar. Lewis was a WW1 Veteran with the Oxford Hussars and was wounded and received the Kings Medal.

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 28<sup>th</sup> 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 1<sup>st</sup> 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.

After her wartime service and a small refit Lewis Clayton sold Estrellita to Richard A Bonham-Christie of Poole in 1946 where she was used as a pleasure yacht by the family for just over a year.

In 1947 Estrellita was then sold on to Mr H A Dipple who was then the Commodore of Broadstairs Sailing Club. His previous yacht Chantecler was a registered Dunkirk Veteran. It was recorded that when Mr Dipple was sailing from Poole to Ramsgate, they ran into a Gale with 70mph winds and heavy seas coming up the stern. They had to put into Newhaven but despite the weather she was such a good sea boat that not even a cup or saucer was broken. The benefit of the Canoe Stern. They carried on after the storm abated and made Ramsgate in 9 hours.



## Canoe Stern

In 1949 Mr H.E. Wesson bought Estrellita and changed her name in 1950 to Little Star which is the English interpretation of the Spanish Estrellita. She went through two more owners one of which Mr D L Davis who changed her name again to Rakes Retreat.

In 1960 the vessel came into the ownership of the TV personality Hughie Green who used her for his accommodation while in the TV studios in London. It was the trend that celebrities would also use their yachts during the summer season going from resort to resort and it was on one of these excursions from Shoreham to Morcombe that Hughie Green became involved in a rescue. In the early hours of Wednesday 3<sup>rd</sup> July 1963, The Liverpool Echo reported that Hughie Green saw a yacht Silver Crest broken down and in distress off the coast of Cornwall. They took the stricken yacht in tow and took her and the two-man crew into Newlyn. The skipper of the yacht had used all their Red Flares but attracted no attention for rescue. On reporting this to the Berthing Officer Hughie Green was informed that the RAF used Red Flares at sea all the time and therefore no one took any notice. Hughie Green stated that he would make a formal complaint to the RAF stating that this practice was endangering the lives of fishermen and yachtsmen. He was an RAF Reserve officer at the time and this was fundamental in the change of using flares at sea.

Rakes Retreat remained on the South Coast throughout the 70s,80s, 90s and 2000s with several owners including the author Felicity A Bridges. Tony found her in September 2015 and moved her to her current location.

Tony is now in the final stages of Estrallita's restoration and has renamed her back to her original name EstrAllita replacing the E with an A, his initial to mark his part in this Little Ships history. The hull of Pitch Pine Carvel on Oak is still 85% to 90% original. The engines have been stripped down and rebuilt and the rotted-out fuel tanks have been replaced. He has completely rewired the vessel carefully reinstated the furnishings and rebuilt the galley to its original design.



### **The State Room and Master's Quarters required a significant uplift**

All this work he undertook himself learning as he went along. His main aim now is to bring her back to Poole in the Spring/Summer 2021 Covid permitting in order to show her to the People of Poole where she spent her wartime service. As a Royal Navy veteran himself he understands the significance of the brave men that manned her and her role during that time. Tony and Jack who is also an RN Veteran then plan to take her to Dunkirk to commemorate the brave men of Poole that undertook the epic voyage from Poole to Dover and on to Dunkirk. Tony also wants to use the trip to raise money for Military Veterans with Mental Health difficulties. He would love to hear any anecdotal evidence or photographs that local people or History Groups may have of these Little Ships not only for his interest but to add to the records of PMT for further research. For your further interest there are more pictures of the restoration on the Rakes Retreat Facebook page.

Contact [michael.hawkins2357@gmail.com](mailto:michael.hawkins2357@gmail.com)

## **CROSSING THE BAR**

**The Trust are saddened to record the passing of  
the following valued members**

**Mr. Ian Andrews**

**And**

**Mr. John Cribb.**

**We convey our sympathy to the families of,**

**both, Ian and John.**

## **POOLE MARITIME TRUST LIBRARY AND MARITIME COLLECTION**

### **SITUATIONS VACANT**

If you have an interest in any of the following : Poole – History – Shipping – Local Industries – Commerce and can spare a couple of hours a week we would invite you to join our friendly and informal team, each Thursday morning, at the Trust offices at Canford Cliffs library (First floor). Should you have a wish to participate but for one reason or another have no desire or be unable to visit the library, there are a number of tasks that can be undertaken from the comfort of home and at a time to suit.

We have the following vacancies :

- The archive team can offer a range of interesting projects from scanning and identifying negatives to recording photographs.
- Library manager – to welcome guests and record library book loans and make the tea !
- DVD and FILMS – Someone with the skill to transfer and edit VHS, 8mm and DVD film material.

In the current pandemic Thursday meetings are suspended. However, if you have any interest in the above we would love to hear from you by e-mail or telephone : [poolemaritimetrust@hotmail.co.uk](mailto:poolemaritimetrust@hotmail.co.uk) 07467-654484

### **MEMBERSHIP CONTACT DETAILS**

Members are, once again, requested to ensure they advise the membership secretary of any changes of address, bank or personal circumstances. Please contact : [membership@poolemaritimetrust.org](mailto:membership@poolemaritimetrust.org) Thank you.

### **Legacies and Long Term Planning**

Have you ever thought about how you could do something really special for our Trust and Poole's treasured maritime past? This may only be of interest to a small number of members, but we would like to show you that it is easy to leave a gift or legacy to help secure our long term future. It may even be that you have a picture or a document, photos or a painting that capture a wonderful facet of Poole's former glories.

It's not always easy to think about planning ahead, but we have tried to provide you with a straight forward way for you to leave something in your will using what is called a 'Codicil'. All you need to do is sign this document with witnesses, put it with your will and Ideally give us a copy.

Please know that your generous gift will go a long way to help keep our heritage safe. You can email our office : [secretary@poolemaritimetrust.org](mailto:secretary@poolemaritimetrust.org) or call us on 07467-654484 if we can assist you with this generous and important act.

Thank you from us all at Poole Maritime Trust

I \_\_\_\_\_ of (address)

DECLARE this to be the (1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>) CODICIL to my Will dated

1. I BEQUEATH to the Poole Maritime Trust the sum of £ free of taxes for its general purposes.

I BEQUEATH to Poole Maritime Trust the following;

(and where appropriate includes all notes, indexes, correspondence, all records stored on computer, computer discs, microfilm, microfiche, photographs, books, magazines and other papers which may have relevance to the benefit of Poole Maritime Trust).

2. I DIRECT that my Executors shall reimburse Poole Maritime Trust out of my estate for any consequential expenses properly incurred within six months of the grant of Probate of my Will in complying with this request. (delete as appropriate)

3. The receipt by the duly appointed officer of Poole Maritime Trust shall be sufficient discharge to my Executors or Trustees in respect of all gifts specified or referred to herein.

4. In all other respects I confirm my Will and any previous codicils thereto.

In witness whereof I have hereunto set my hand on this the (date)

(Your signature)

The codicil was signed by the above-named person in our joint presence, and then by us in his/hers.

Signature of Witness

Name of Witness

Address of Witness

Signature of Witness

Name of Witness

Address of Witness

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**BOOK REVIEW.**

*"Anymore For The Skylark ?"*

Trust member and well-known local boatmaster, Chris Wood, has written a remarkable book providing a concise and readable history of the local fleets of pleasure boats. Drawn from a wealth of personal knowledge and with access to company records Chris has produced a definitive and interesting story of these delightful craft in times of war and peace. From the heady days between the wars and tourism peaks of the 1950's and 60's, to the gradual decline in trade as holidays abroad replaced local resorts. If, like me, you recall magical childhood trips aboard these delightful boats with such as "MATAPAN", "SANDBANKS QUEEN", "GONDOLIER PRINCE", "BOURNEMOUTH QUEEN" and "ISLAND QUEEN" you will find this book a 'must'. The Poole Maritime Trust has worked closely with Chris who has generously donated any profits to the Trust. If you are interested in the history of the pleasure boats of Poole and it's neighboring resorts I would commend this book to you.

Peter Lamb.

 <p><b>Any more for the Skylark?</b></p> <p>The story of the passenger boats that sailed from Bournemouth, Boscombe and Swanage Piers, Studland and Sandbanks Beaches 1905 to 2020</p>	<p>We are delighted to give you advance notice that this book will shortly be released for sale <b>and to give you the opportunity to reserve your copy!</b></p> <p>Printed in A5 size (210 x 148 mm) it contains 280 pages and 397 pictures, split into 27 chapters, starting with <b>The Skylarks</b> and finishing with <b>The Covid 19 Ghost Ships</b> and return of the <b>Dorset Belle</b> to BOURNEMOUTH PIER.</p>
<p>FROM</p> <p>(Mr/Mrs Title) ..... Surname &amp; Initials</p> <p>Address.....</p> <p>.....</p> <p>Post Code.....email.....</p> <p>Please reserve me .....Copies of ANYMORE FOR THE SKYLARK? Price £20.00</p> <p>Please note that Books sent by post/courier will incur an additional cost of for pp and payment will be requested by Bank Transfer or by cheque Copies may also be purchased by calling at the Poole Maritime Trust Office on Thursday mornings when Covid 19 restriction s permit.</p>	
<p><b>ANYMORE FOR THE SKYLARK?</b></p> <p>Is published by THE POOLE MARITIME TRUST in association with PISCES MARINE and created by The Team that produced the successful RIVER BOOK series. There are chapters covering all the principal boat operators and their vessels and features many previously unpublished pictures and timetables etc.</p>	

