



POOLE MARITIME TRUST

NEWSLETTER MARCH 2023



H.M.S. "VICTORY" THAT IS CURRENTLY UNDERGOING MAJOR RESTORATION AT PORTSMOUTH MAY BE SEEN HERE UNDERGOING A PREVIOUS REFIT (IN 1925) FOLLOWING HER MOVE INTO THE PERMANENT DRYDOCK.

CHAIRMAN'S REPORT – SPRING 2023

We are now into a new year and the Trust activities have continued to be very busy. Not only has there been a large amount of material donated through the generosity of members, but also, somewhat sadly, from donations to the Trust by the families of members who have passed away. This includes a quantity of Royal Naval documents and books. While we have always been fortunate to have gifts of mercantile material, Royal Naval documentation has been somewhat limited.

As ever we are most grateful for those members who volunteer to undertake the task of logging and scanning all the material we collect, however, we are keen to have more people to visit on Thursday mornings to assist in this task. The volume of material we now possess means that we may now have to seek dry storage for some of our archive. While we do have some offers, any members who might be able to provide such facilities would be welcomed.

Our hard copies of the printed newsletter, which was circulated both at the end of last year and, indeed, to celebrate our 50th anniversary, proved to be a great success. However, as I expressed in my last report, to do this in future we are seeking a limited amount of advertising as producing such booklets does come at cost. Along with this, members will have noticed that our website is being updated on a regular basis and all are encouraged to visit it both to see what we are undertaking, and also the lectures and visits which have been programmed.

As we move towards warmer weather, we will continue to carry out surveys with our underwater facilities, and such material should be available on the website in due course.

The situation regarding our premises remains somewhat in the balance. For the time being we will stay where we are and, hopefully fairly soon, the work on improvements to the library, over which our office sits, will be complete making access somewhat easier.

Our AGM will take place at lunchtime on 26th April in the Royal Motor Yacht Club but more details will be circulated soon.

Commodore G H Edwardes OBE, Chairman



THE FIRST POOLE PIRATES BOAT

Image : Andrew Hawkes

Gondolier Boats

Phone : Poole 352.

These high-class, well equipped
Boats run a Service between

Poole and Wareham

AND

**Poole, Sandbanks, Shell Bay,
Studland and Swanage.**

Boat leaves Poole Quay for a delightful
cruise through the Lakeland of Dorset to
Wareham, at 2.40 p.m., daily.

	Single	Return
Approx. 2 hours ashore -	1/3	2/-

Arriving back at Poole about 7 p.m.

Extra Boats later in Season.

Also Boats leave for the Sandbanks,
Studland and Swanage Service.

From Poole :

10.20, 10.40, 11.45, 12.20, 2.20, 3.45, 4.30.

FREQUENT RETURN BOATS.

Poole to Swanage :	-	-	Single	Return
			1/6	2/6

[SEE BILLS.]

THE ROYAL NAVY AMENITY SHIP

"MENESTEUS"

(By Peter Chick "—Totland & Freshwater Today")

The Day The World's Only Floating Brewery Went Aground Off The Needles.

During the Second World War, the Government regarded beer as essential for maintaining morale and sustaining the war effort. Supplying beer to the troops was regarded as an essential part of the rest and recuperation, which for breweries meant that production rose. But, shelf-life and conservation were very different at this time. Beer from home could find its way to a soldier in the Pacific ocean, but it certainly didn't taste like home. All attempts to import beer to the troops produced pretty poor results. Furthermore, at this time, the beer industry was undeveloped in Asia and unable to meet the British soldier's needs. Therefore, 'HMS Menestheus' was fully kitted out to be a floating brewery ready to make house calls across the Pacific.

Head Brewer was Lieutenant Commander George Brown RNVR from the famous Truman's Brewery (active from the 17th century until its demise in the 1980s). He produced the ship's first batch of beer on New Year's Eve 1945. Needing only eight days to ferment and settle, the second batch was on the go by January 7th, 1946. Though the ship wasn't fitted out to be working while in motion, when it was stationary the HMS Menestheus was able to pump out over 250 British-sized barrels per week. Using the heat that came from the ship's boilers themselves, distilled seawater, and malt extract, Brown further defied the odds of brewing in such an unusual location by using a closed-fermentation system which was developed to make up for the lack of a mash tun (*Editor: pronounced as mash ton - is a vessel used in the mashing process to convert the starches in crushed grains into sugars for fermentation*).

The 'Menestheus' was classified as an amenity ship, which meant it hosted all sorts of leisure activities and had a theatre, a cinema and reading rooms. I'm guessing that the troops appreciated the fresh beer most. It's arrival in the Far East was a little too late, occurring just after the Japanese surrender. Though I'm sure its beer was welcome despite hostilities being over. 'HMS Menestheus' had served the British navy throughout the war and before its conversion to an amenities ship had been a minelayer.

The photograph below captures 'HMS Menestheus' aground just off The Needles on the 28th June 1946 whilst making passage home from the Far East. She was re-floated a short time later and continued her journey to Southampton.



THE ROYAL NAVY AMENITY SHIP
"MENESTHEUS"

~ BEER ~

ENGLISH MILD ALE

Brewed in

Davy Jones Brewery

"THE WORLD'S ONLY
FLOATING BREWERY"

On Sale at all BARS of the AMENITY SHIP

9d per Pint

SUPPLIES UNLIMITED

Operated By

NAVY, ARMY & AIR FORCE INSTITUTES

SPONSORED BY BOARD OF ADMIRALTY

FACEBOOK SNIPPETS

The following have recently been posted to the POOLE MARITIME TRUST "Facebook" page. If you are not already a member, please consider joining the other 12,500 patrons. The page is interesting and informative.

Ex Poole Lifeboat 'Thomas Kirk Wright' by Andrew Hawkes (Poole Historian)

Why is the 'Thomas Kirk Wright' preserved as a museum piece by the National Maritime Museum ?

Most people associate 'Thomas Kirk Wright' with saving lives at Dunkirk is the reason, but this is far from it. Why send a 5 knot lifeboat to Dunkirk when there were other lifeboats nearer and faster that could hold more survivors? So slow she had to be towed over to Dunkirk and she was not self righting although she was unsinkable? The reason why is she was an experimental Lifeboat with propulsion system which is now fitted to the fast modern lifeboats in service today. She was the first Lifeboat, No 1 of 8, to be fitted with a *Hotchkiss Cone Propulsion* , which powered the boat with water jets thus having no propeller which enabled her to operate in extremely shallow water with no fear of getting fouled. This is the reason why so much trouble was taken to get her to Dunkirk where she was credited with rescuing numerous troops, working close in on the beaches some 40 yards away from the relentless German barrage where she was bombed, machine-gunned and damaged.

According to her Admiralty Log she made three trips across the channel before returning to Dover on one engine on 3rd June 1940.



Barry Cobb provided the following

I have found a B/W photo of the elusive, 'Gannet' built as a steam trawler in 1884 for the Grimsby fishing fleet. She was then acquired in 1902 by H&A Burdens of Poole as a general cargo coastal trading ship. As seen, her main ports of call were London, Cherbourg, Guernsey and occasionally Portsmouth. It seems that she disappeared from the registers in 1935 possibly scrapped.

Gannet GY 939

By Trevor Hallifax 6 July 2020

Gannet Built 1884 Earle's Shipbuilding & Engineering Co Ltd Hull for Great Grimsby Ice Co
08/1896 To London



Her Details are

- Official Number 90353
- GT 244 NT 140
- Dimensions 133.7 x 21.7 x 11

gy-939

DRAUGHT OF WATER AND FREEBOARD.

The Draught of Water and Freeboard are to be entered upon the vessel having any Deck, wharf, part or harbor, for (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100) (101) (102) (103) (104) (105) (106) (107) (108) (109) (110) (111) (112) (113) (114) (115) (116) (117) (118) (119) (120) (121) (122) (123) (124) (125) (126) (127) (128) (129) (130) (131) (132) (133) (134) (135) (136) (137) (138) (139) (140) (141) (142) (143) (144) (145) (146) (147) (148) (149) (150) (151) (152) (153) (154) (155) (156) (157) (158) (159) (160) (161) (162) (163) (164) (165) (166) 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86 Gannet	IronS&Mstr	1112	1879	M. Pearse	GeneralStm. Nav.	245-3'33"0'17"	London	32Cy 37"48"-48"
8188 E. Hutchings -07	274	1034	Stockn	Co. Ld.	F61 F27	British	H&A Burd Co. (Lim.) Stockton	

1908-09 LLOYD'S REGISTER. STEAMERS. GAN-GAR

No. in Deck	Steamer's Name, Material, Rig, &c.	Builder's Name	Particulars of Classification	Built	Owners	Register's Dimensions, Deck Erections, &c.			Port of Registry	Engines	Moulded Depth	No. & Dia. of Cylinders - Stroke	Horse Power	Speed
						Length	Breadth	Depth						
87	Gannet	Earle's	Hul d	1884	Henry Burden, Jun & Co. Ld. (Henry Burden, Mgr.)	133-7'21-7"	11-0'	11-0'	Poole	32Cy 31"40"-34"	12-0'	68HP	12	11
88	Gannet	Earle's	Hul d	1884	Gannet S. Co. Ltd.	134-1'22-11"	11-0'	11-0'	Poole	32Cy 31"40"-34"	12-0'	68HP	12	11

MELANCHOLY LOSS OF LIFE AT POOLE FROM THE GALE OF 1866. – Submitted by Douglas Munford.

A letter from Poole, Dorset, describes the gale of Sunday as very destructive to shipping in that locality. The 'Eliza', of Tynemouth, was driven ashore at Christchurch. While in her distressed condition at the mouth of Christchurch Harbour, Mr Henry Cutler, fishmonger, of Bournemouth, took a boat, and succeeded after great difficulty in reaching her. He found the crew, seven in number, huddled together. On taking them ashore, three of the men were found to have perished from exposure. The captain and the remaining three men are alive. The brigantine 'Elizabeth', of Tynemouth, drove ashore in Studland Bay. She soon began to break up, and the master and crew left in the boat, which capsized, and four of the six men who formed the crew were drowned. One remained clinging to the boat until taken off by some coastguardmen at the Branksea station, and the other succeeded in swimming ashore. A party of fishermen and others were on the sandbank at the entrance of Poole harbour during the height of the gale on Sunday morning, and they report having seen two vessels go down at a short distance from the shore. Apparently all hands were lost. From 15 to 18 sail were observed at one time in Studland Bay, the fate of which, excepting the 'Eliza' and the 'Elizabeth', is entirely unknown.

Edinburgh Evening Courant 15th February 1866

**Poole Maritime Trust Newsletter March 2023
Port Update by Kevin Mitchell**

As the ferry port celebrates its 50 years, here is a look back at two of the early ferries sailing between Poole and Cherbourg for Truckline – *Purbeck* and *Tourlaville* (photo Neil Purdy).



Earlier in the year it was reported that the cruise ship *Astoria* has been sold for scrap, although her owners have stated she is being sold for further service.



Astoria had a long and eventful career, starting service in 1948 for Swedish American Line as the cargo-liner *Stockholm*. In July 1956 she collided with the luxury Italian liner *Andrea Doria* in fog off the North American coast. *Stockholm* was badly damaged but managed to continue to New York, whilst *Andrea Doria* sank. *Stockholm* was later totally rebuilt as a cruise ship but retaining her sleek, riveted hull, and joined the fleet of CMV in 2016 as *Astoria*. She visited Poole in 2018, 2019 and 2020, but her cruise due to leave Poole on 12th March 2020 was cancelled due to the pandemic. Instead, she sailed for layup at Tilbury, moving to Rotterdam after CMV ceased trading.

The French naval vessel *Garonne* (A605) paid a short courtesy visit to the port at the beginning of February. She is the fourth and final Loire class tug and offshore support vessel and entered active service during January 2020.



On 6th February the cargo ship *Danica Violet* arrived at Bulwark Quay carrying two new steel prow sections for the Sandbanks chain ferry *Bramble Bush Bay*, that had been made in Poland and loaded on board in Gdansk.



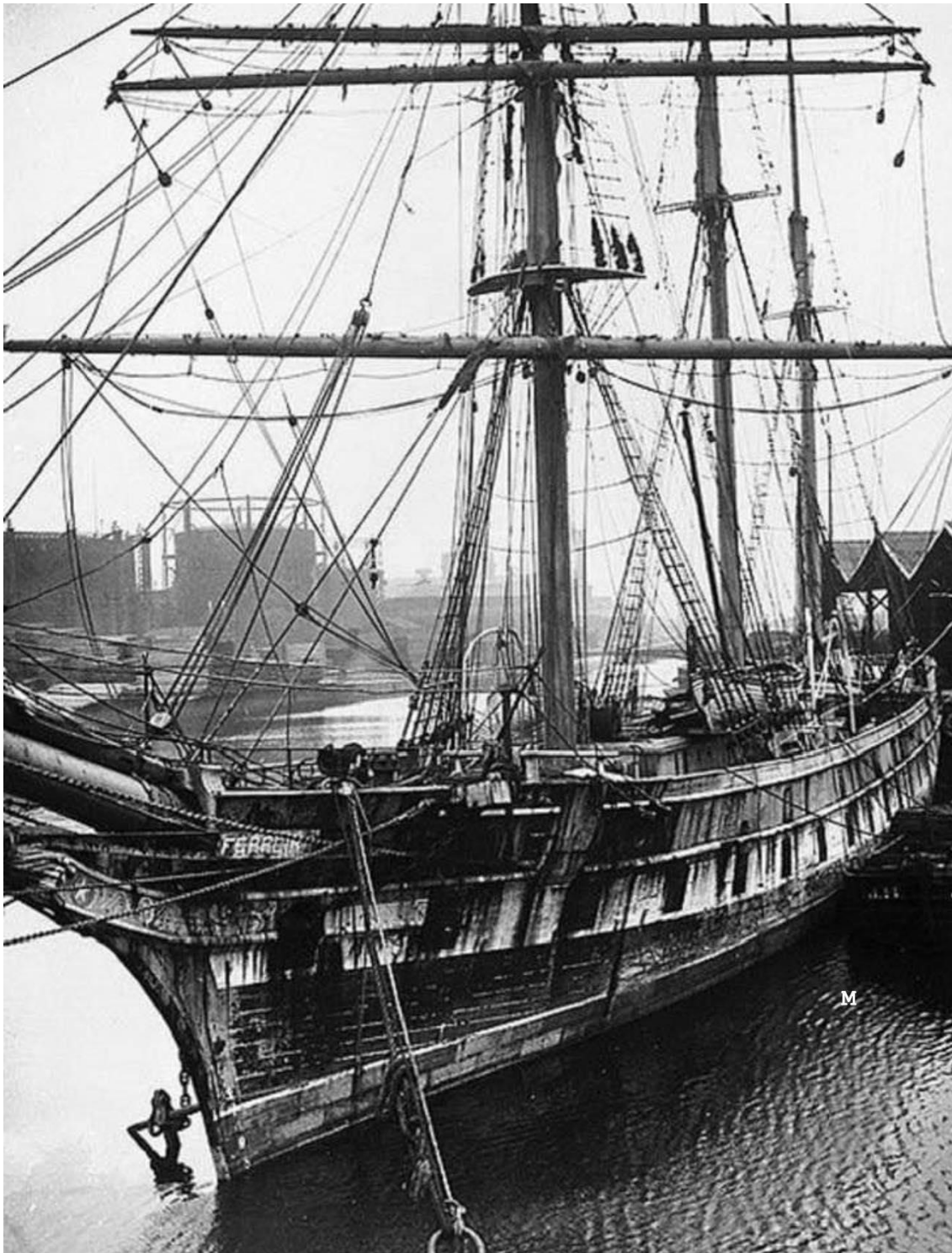
One of the prows had become seriously damaged during the tow to Falmouth last November and needed replacing. The chain ferry itself arrived back at Poole the following day under tow by the tug *Mercia* (photo supplied by Barry Quince) and it was a surprise to see its blue hull has been repainted red.



CUTTY SARK

'Ferreira' in the Albion Dock, Surrey Commercial Docks, London.

This ship was initially launched in 1869 as the now famous 'Cutty Sark'. She was involved in the tea trade and from 1885 to 1895 the Australian wool trade, but due to the owner's financial problems, was then sold to the Portuguese and renamed the 'Ferreira'. By the early 1920s she was in a sorry state of repair and underwent a refit at London's Surrey Docks. She was discovered by Captain Wilfred Dowman who remembered her from her heyday in the 1880s and bought her from her Portuguese owners to have her restored and re-rigged. After his death in 1938, his widow presented the clipper to the Incorporated Thames Nautical Training College at Greenhithe on the Thames, where she remained until after the Second World War up to 1954 when she was moved into a specially constructed dry dock at Greenwich. Her Majesty the Queen opened her to visitors in 1957 and she has been a popular visitor attraction ever since.



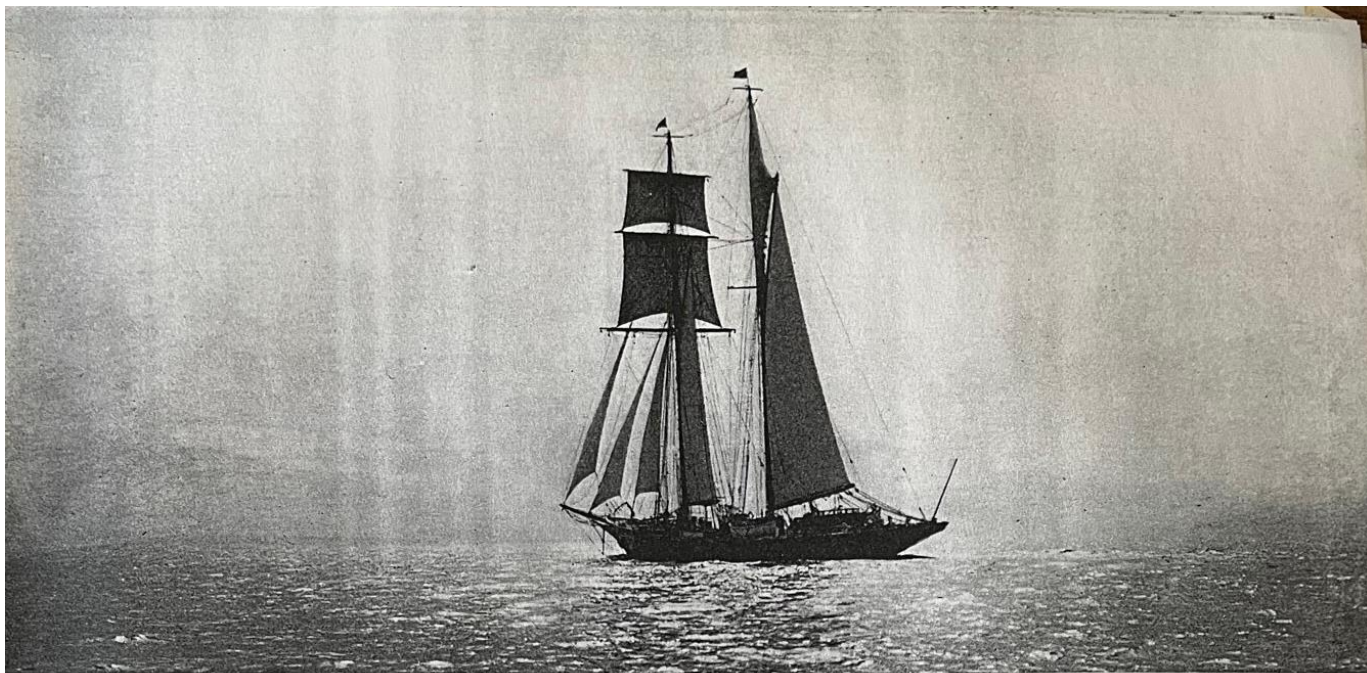


ROWING FERRY BETWEEN THE QUAYS



BOUND FOR POOLE

SHIP DEVELOPMENT



CRESSIDA, a most successful auxiliary topsail schooner, represents the latest development in this class of vessel made possible by the use of the modern Diesel engine.

With an essentially seaworthy hull and one suited for good speed under sail, she has unusually attractive accommodations and yet sufficient power to make nine knots readily under power alone. The two-bladed feathering propeller does not materially affect her sailing qualities and the engine takes up a very small amount of room.

While the accommodations are all below deck, the rooms are of good size, well lighted and ventilated. A sunken house between the masts, designed primarily for navigation work, can also be used as a lounging space. The small house at the break of the poop is utilized for access to the Owner's and guests' quarters, also forming a wind shelter and a protection in bad weather. Below, in addition to the comfortable sleeping cabins, there is a large dining room and a most attractive library. The officers and servants' quarters are forward of amidships and separated from the fore-castle by mess room and galley.

No more attractive looking, comfortable nor practical type of yacht of this size can be found than shown in this design. Her Owner can voyage around the world in comfort and safety, is independent of the wind, and yet has a yacht that will make fast time under sail in any weather.

On her maiden voyage across the Atlantic, CRESSIDA met a succession of heavy gales and was thoroughly tested out. She performed splendidly, proving herself an unusually fine sea boat.

"CRESSIDA"

L. O. A. 172' 0"—L. W. L. 125' 0"
Beam 28' 0"—Depth 21' 2"
Draft 16' 6"

Machinery—Single Screw, Feathering Wheel,
Diesel Engine. H. P., 250. Speed 9
knots. Cruising Radius, 4,000 miles.
Crew, 22. Staterooms, 5. Baths, 4.



COX & STEVENS, Inc.
521 FIFTH AVENUE
NEW YORK CITY
—
Telephone:
VANDerbilt 8011

Tom Sherrin – Introduction

(By Brian Margetson)

The name Tom Sherrin has been synonymous with the Poole and Bournemouth area since the 1930's.

Thomas William (Tom) Sherrin was a well-known and much loved local character, who lived life to the full and dedicated much of his time to serving young people in the area, and the community as a whole. He was a large burly man, who had a distinguished war service record as a naval officer before serving the town of Poole as a councillor, Sheriff and then Mayor and Admiral of the Port, as well as a Poole Harbour Commissioner.



In recognition of this, a Poole pilot vessel was named in his honour and continued Tom's legacy of service in Poole Harbour for twenty years. During this time she became a regular sight in local waters, delivering pilots to hundreds of ships and sailors navigating a safe passage through the harbour. A further ten years were spent working in the waters of Alderney Harbour before she returned to Poole. She is now in the care of the Maritime Volunteer Service, a national registered charity providing maritime training and experience to all its members and voluntary support to a variety of organisations in accordance with the charity's aims. The Poole Branch of the MVS also provides support for the Harbour Master in the ongoing safety management of harbour activities and environmental protection of harbour waters. MVS Poole are dedicated to preserving the seafaring history of their town, and are committed to restoring this particular vessel which has played such an important role in the harbour for so many years to her former glory.



History of pilotage

In 1514, a guild of shipmen had warned King Henry VIII of the dangers of leaving the pilotage of rivers in the hands of inexperienced young men. In response, the King granted a charter authorising '*our trewe and faithfull subjects, shipmen and mariners of this our Realm of England in honour of the most blessed trinitie and St Clement Confessor*' to create a guild. And so Trinity House was born, with the safety of shipping and the welfare of sailors as its objective. In 1694, James I conferred upon Trinity House rights concerning compulsory pilotage of shipping and exclusive rights to license pilots on the River Thames. However, pilotage in ports was much less satisfactory. There was no shortage of willing pilots, but they often lacked the reliability, sobriety and professionalism needed. In 1803, Parliament attempted to rectify this situation by passing an act 'for the better regulation of pilotage'.

Trinity House was charged with setting the national rules, but responsibility for selecting suitably skilled, experienced and sober pilots for each port was placed on a group of leading local citizens. In Poole, these sub-commissioners of pilotage (mostly ex shipmasters who had become ship owners) met for the first time on 9th January 1803 in the Town House. They drew up a series of regulations to govern pilotage in the Port of Poole, including the fixed dues pilots could charge, and penalties for failing to respond to a request for pilotage. Suitable candidates were chosen and recommended to Trinity House for licensing. From that day forth, generations of Poole families guided visiting ships safely into Poole. On receiving a request for pilotage, the pilot launch would leave Poole Quay, and head for the Havens and Bar Buoy, where the pilot would join the ship. He would take charge of the bridge, and guide the ship through the narrow deep water channel to a safe berth, avoiding the dozens of smaller craft enjoying the harbour.



The New Launch

In the late 1960's, a new Pilot Launch was commissioned for Poole Pilots, to replace the now ageing launch 'Endeavour'. The new launch cost £7,000 and an extract from 'A History of Trinity House 'Pilotage at Poole 'noted: *'Midland Bank Limited was prepared to make the necessary loan on the basis of annual repayments of £1,500 to include interest and charges, and that Trinity House would guarantee the loan'.* The new launch was designed by the well-known naval architect John Askham of Bembridge, Isle of Wight, and built by James & Caddy of Weymouth. Their brief was to build a launch of contemporary design from traditional materials of oak, elm and teak. This traditional method of construction is now superseded by the use of fibreglass and its derivatives. The power unit was a well tried marinised Ford Sabre 6 cylinder diesel engine driving a four bladed propeller. The new vessel was launched in October 1970, and in a simple ceremony alongside Poole quay, was named 'Tom Sherrin'. Mr Alasdair Ferguson, chairman of the Sub-Commissioners of Pilotage for Poole said they had decided upon the name as a spontaneous tribute to the late Alderman Sherrin. 'Tom Sherrin' then went on to give almost twenty years of service to the Poole Pilots. One of these, the late Captain Martin Rowsell as senior pilot took personal responsibility for her. As one coxswain put it "she was his baby". This relationship has been commemorated by an etching of 'Tom Sherrin' scribed on a stone memorial plaque mounted in the wall of the Pilot Office on Poole Quay.

The end of an era

In 1988, the government decided to severely curtail the responsibilities of Trinity House, and Poole Harbour Commissioners took over the navigational management of the harbour, licensing of Pilots and established a new port control system. The controversial changes led to the redundancy of three of the seven pilots working in the port. The role of the pilots had been significantly reduced as more ships 'Masters were issued with pilotage exemption licences that allowed them to sail into the port without a pilot, once they had proved their knowledge of the area. As a result, 'Tom Sherrin' was sold to the Harbourmaster in Alderney, Channel Islands, for use as pilot boat, workboat and occasional push tug having been fitted with a fender on the bows. In 2000, 'Tom Sherrin' with her single engine no longer complied with Pilot Boat Coding requirements and the Alderney Harbourmaster was obliged to acquire a twin screw replacement vessel. 'Tom Sherrin' was put up for sale by tender and Richard Rees, Head of the Poole Unit of the Maritime Volunteer Service, heard of the sale and flew to Alderney to inspect the vessel. Here was a safe, stable

craft, with wide decks and grab rails, and a good-sized wheelhouse with chart table, radar and GPS. She would be ideal for teaching nautical skills, one of the main aims of the Maritime Volunteer Service.

In addition, Richard would be returning the vessel to her home port, where she meant so much too so many people. His bid was accepted and the boat returned to Poole.



Serving the Poole Community

'Tom Sherrin' was now berthed by Poole lifting bridge, close to where she was originally named, and from where she set off on so many of her pilotage duties. Since returning to Poole, 'Tom Sherrin' continued Alderman Sherrin's legacy of service to the community. Throughout the summer months, the MVS assists the Poole Harbourmaster by carrying out weekend patrols around the harbour, ensuring that water-skiers and jet-skiers stay in the designated areas for their activities, have the appropriate permits, and behave in a safe manner. In addition to this, and her role in training MVS members in all manner of nautical skills, she has carried out numerous other official duties. The year 2000 saw 'Tom Sherrin' fly the MVS ensign for the first time. In October of that year, she was dis-masted in storm force winds, and the mast was subsequently shortened. In early 2001, she was used to conduct a survey of fresh water aquifers in Studland Bay on behalf of Bournemouth University. At the Poole Fishermen's Regatta in July, she provided valuable assistance, including escorting the wartime patrol boat HDML Medusa through the harbour. October and November of that year saw a major refit, during which time she was repainted from the Pilot Boat livery of black and orange to the navy blue and white colours of the Maritime Volunteer Service. The following year she assisted a Cardiff University project water sampling in the harbour, in 2003 assisted with the Poole Fishermen's Regatta, and took part in the Beating of the Sea Bounds ceremony. In July 2004 she escorted the Royal National Lifeboat Institutions lifeboat carrying Her Majesty the Queen, Prince Philip and the Duke of Kent from the new RNLI College to the Royal Marines depot at Hamworthy.

Tom Sherrin – Refurbishment

Although a much loved vessel, 'Tom Sherrin' was beginning to show her age and required considerable attention to maintain her in a seaworthy condition. An ongoing work programme was required to repair any damage, wear and tear and rot in the wooden structure. Members of the MVS have always donated their time and effort to assist with her upkeep. Amongst important tasks identified to be undertaken was the replacement or refurbishment of the wheelhouse roof, toe rail and sections of the hull woodwork. The save-all which collects oil and water leakages from the engine needed replacement. A chain locker for the anchor was needed and the engine required a major overhaul. 'Tom Sherrin' was taken to the International Boat Training College in Boathouse No.4 at Portsmouth's Historic Dockyard in December 2015, where she awaited funding from the Heritage Lottery Fund for a comprehensive re-fit. The MVS was and is committed to ensuring this vessel, which means so much to so many people, is restored to her former glory, and continues to be a frequent sight in the waters of Poole. In 2016, MVS Poole were fortunate to be

awarded a Heritage Lottery Grant of £46,423 to contribute towards the cost of restoration of the launch. The IBTC is itself Lottery Funded and trains volunteers and students in traditional carpentry skills to work on wooden boats. A partnership of the Boatyard's apprentices and MVS's volunteers progressed work until a succession of unforeseen events blighted the project.

Firstly, the International Boat Training College became insolvent not once, but twice! Control of the College then passed to Portsmouth Naval Base Property Trust (PNBPT), with whom a new agreement was entered into. Just as it seemed things could not get any worse, the global pandemic caused by the Covid virus struck. As a consequence all work on 'Tom Sherrin' ceased for several months. Despite the gradual relaxation of Covid restrictions, work never fully resumed and a point was reached where PNBPT felt they could not continue to support the project and expelled 'Tom Sherrin' from their premises. This change of mind was a bitter blow for the project, and MVS Poole were forced into taking some difficult decisions.

The launch was brought back to Poole where, with the generous support of the boatyard run by Chris Sumner's CServe at Creekmoor, work resumed again with MVS Volunteers under Chris's shipwright's guidance. The professional work however was no longer in the hands of apprentices who used the work on the vessel as practical experience but by professionals who, not unreasonably, required payment. It should be pointed out that much of the work has been carried out at cost and MVS Poole has benefitted from many acts of generosity on the part of various service providers. MVS were able to receive a further minor grant from, the now, National Heritage Lottery Fund and a separate grant from BCP Council. Work progressed steadily into 2023 with a genuine belief 'Tom Sherrin' could be back in the water in the summer. However, in the late winter months various items of substantial expenditure for work not foreseen by the Shipwrights gradually drained MVS Poole of funds which were needed to complete the restoration. As a consequence, work has been curtailed to just making her weatherproof whilst various options for the future are considered.

MVS Poole is seeking partners/sponsors to allow the project to continue and for 'Tom Sherrin' to go back on the water as was always intended. It is hoped a partner/sponsor can be found locally, but help may need to be sought nationally. A future for her needs to be assured by August 2023 otherwise there is likely to be little choice but to dismantle her and recover what can be salvaged.

Contact brian.margetson@mvspoole.org.uk if you can help.

www.tomsherrin.org.uk

HURST CASTLE

Latest News from HH Lookout via RNLI for ALL BOAT OWNERS AND SAILORS

RNLI Lymington Lifeboat

We have been watching the progress of the shifting shingle bar, which emerges at low tide states to the east of Hurst Spit, for some time now. We have circulated several videos taken by the crew from the sea and the shore amongst the rest of the RNLI team at Lymington and other boat users. We have also passed them on to Solent Coastguard to let them know what is happening. Having successfully navigated eastwards around the shallow bar off Hurst Castle known as 'The Trap', sailors will need to be extra careful if they intend to head towards Keyhaven as the new shingle bar extends a few hundred metres east of Hurst Spit in an area that many boaters would have previously used to turn northwards towards Keyhaven. Racing boats should also take extra care to the north of mark A which is close to where the shifting shingle bank has appeared. The water is considerably shallower than before and it would appear that it's location and size continue to change, and our advice would be to consider current nautical charts inaccurate in this area. [RNLI](#)



The Castle and Light House at Hurst Point on the Solent.



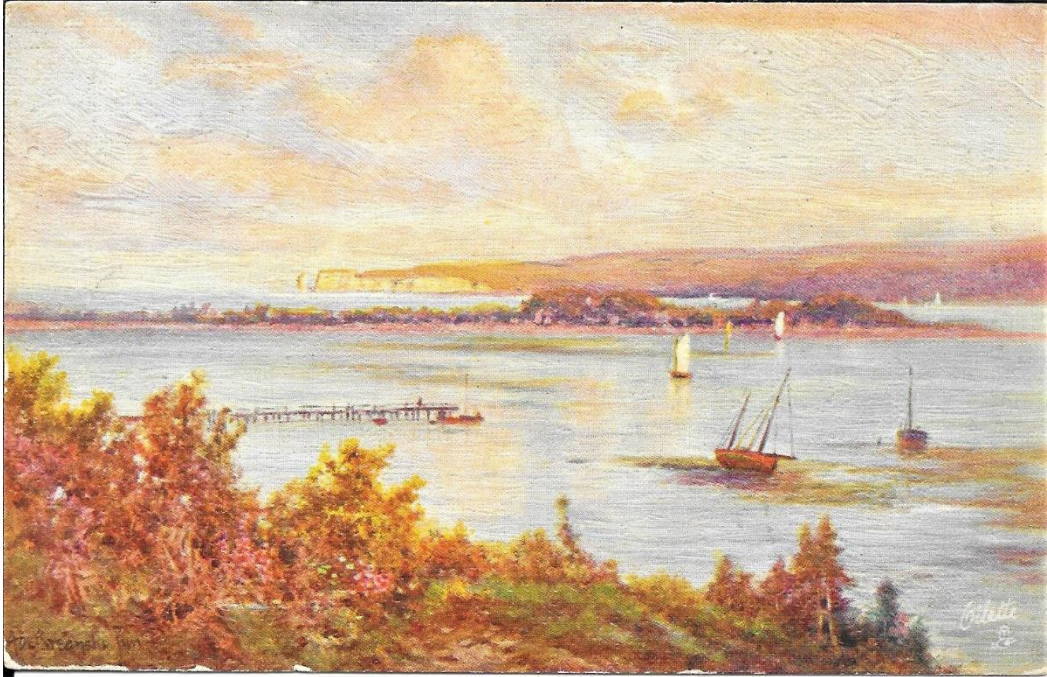


A DIP INTO THE TRUST IMAGE ARCHIVE

This charming post-card has the following inscription on the reverse.

Sandbanks and the Old Harry Rocks from Evening Hill.

Lilliput Hill has been appropriately renamed "Evening Hill" because of the glorious sunsets that may be seen from it's summit in the peaceful calm of eventide.....sunsets that gladdened the heart of Turner and were the inspiration of some of his best pictures. There is a splendid mile-long promenade from the East Dorset Sailing Club headquarters to the pleasure grounds of Sandbanks, and in the Lilliput district are some charming rural walks with exquisite vistas of the Dorset Lakes.

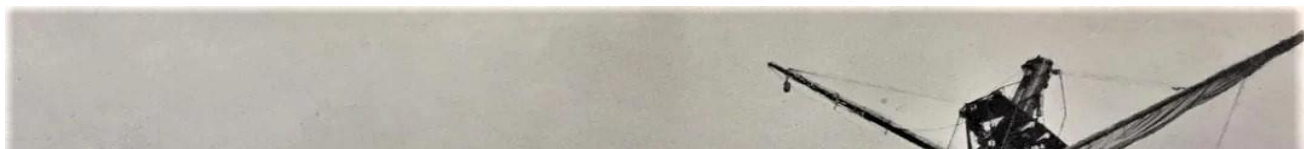


THE BEACH AT ROCKLEY SANDS. IN THE BACKGROUND MAY BE SEEN THE TWILIGHT OF THE FLYING BOATS WITH THREE ANCHORED MID-STREAM OFF HAMWORTHY.

FROM THE 'MISCELLANEOUS' FILE



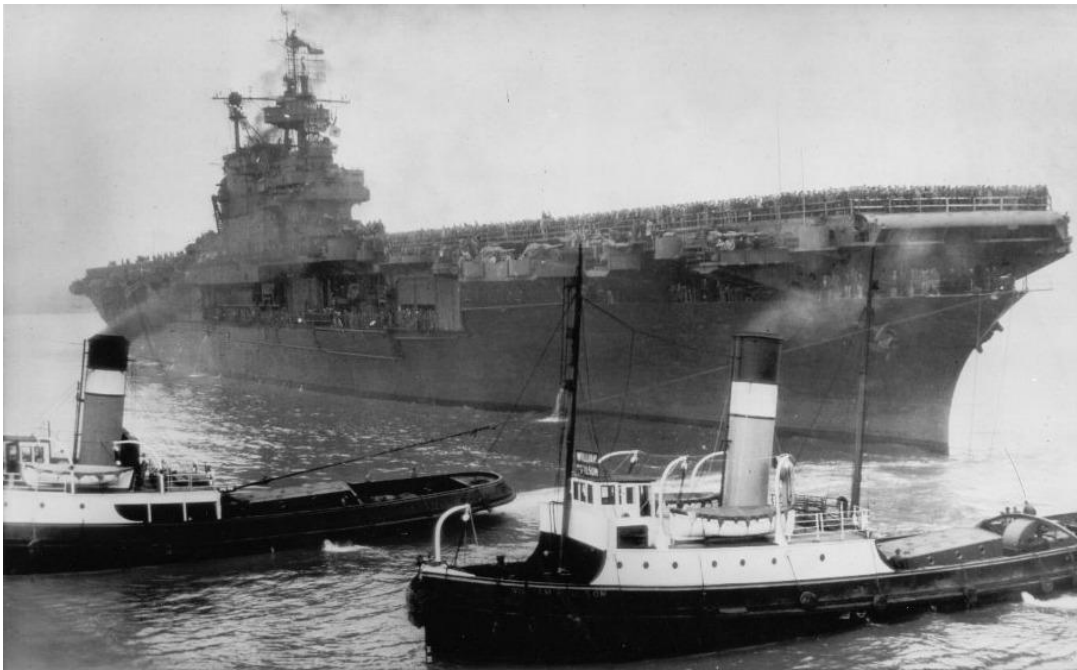
THE PADDLE STEAMER "CONSUL" ARRIVING AT LULWORTH COVE TO LAND PASSENGERS ON AN EXCURSION FROM WEYMOUTH – A PRACTICE THAT CONTINUED UNTIL 1964



HMS Foudroyant, one time flagship to Lord Nelson, wrecked off Blackpool in 1897.



Supermarine Flying Boats crossing Southampton Water



The veteran U.S.N. WWII aircraft carrier 'ENTERPRISE' that was hastily converted to assist the repatriation of the U.S. Army at the end of hostilities. Here seen leaving Southampton on her first Atlantic crossing. Note the mass of troops crammed on the one-time flight-deck.



The ever-impressive Stacks and Chalk Cliffs of the Jurassic Heritage Coast

ARCHIVE AND LIBRARY REPORT

It is with great pleasure that we welcome two new valued members to the archive team. Both Colin Phillimore and Gavin MacLachlan are undertaking important projects, the results of which, will be significant additions to the Trust archive. We still seek volunteers. If you can spare a couple of hours, or more, a week and have an interest in the maritime world and, in particular, Poole we would love to hear from you. Please e-mail :

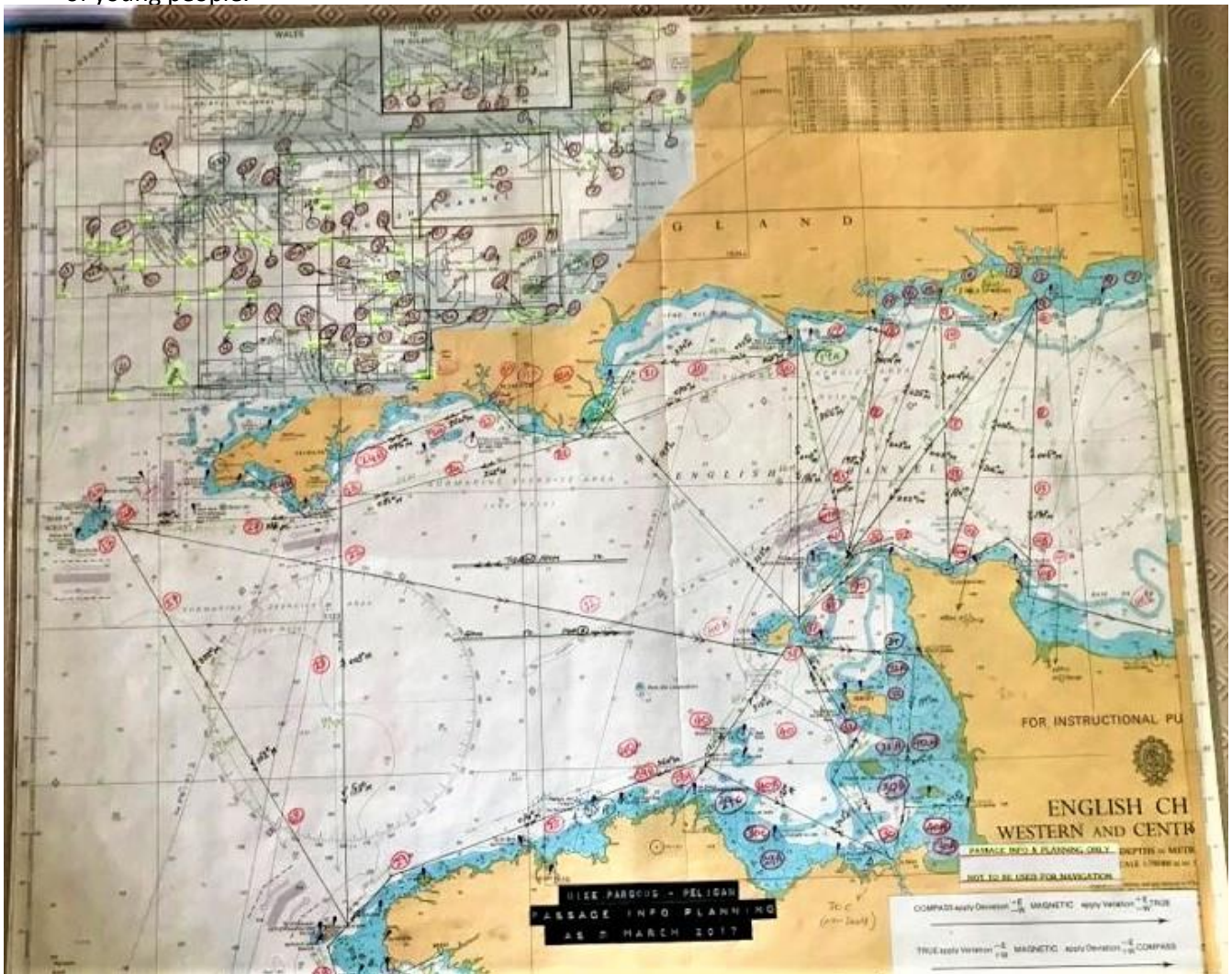
poolemaritimetrust@aol.com

Once again I am able to report the Trust archive collection has been blessed with some very historically valuable donations.

1. Many thanks to David Docherty who travelled from Worthing with a collection of pristine books and ephemera.

2. **Donation of chart collection** by *Pat Woodruff*

These charts have been presented to the Trust by Lt Colonel Mike Parsons for broadening the sailing education of young people.



Mike was a keen sailor of a Contessa and a great support to helping other boat owners achieve their goals. From Parkstone Yacht Club he created flotillas of yachts whose crews needed experience of sailing across the channel to the Channel Islands, specifically to France and thereafter to other French ports. He arranged all the berthing needs and restaurants bookings at Cherbourg and the other ports plus anything else that was required.

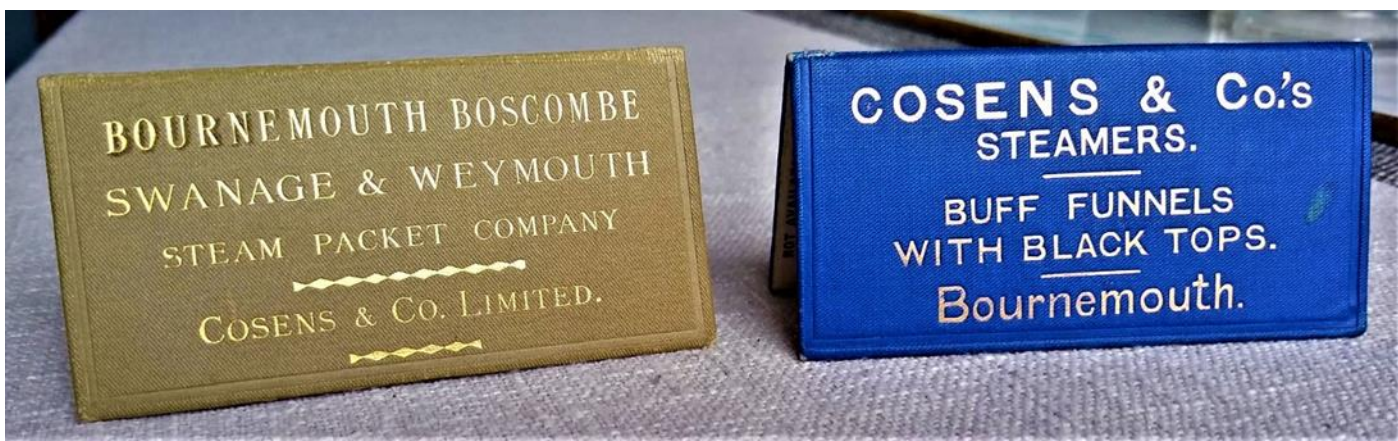
Always a strong supporter of others, Mike also sailed a lot on his own and these charts show how important it is to have prepared sailing information to hand.

The 'mother chart' shows his workings out of different sailing routes which then correspond with the chart applicable to his current needs. Vital information to have at the ready because inclement weather can happen at any time and as a single sailor he therefore wasted no time in searching for the necessary chart.

Mike sadly passed away on January 28th 2022 and leaves memories of a much valued friend, teacher and supporter of maritime agencies.

SEASON TICKETS FOR THE YEARS OF 1925 & 1933 DONATED BY KEITH ULYATT

THE EXCURSION VESSELS OPERATED BY THESE COMPANIES AND THEIR SUCCESSORS WERE BASED AT POOLE, EACH SUMMER, UNTIL 1967 WHEN THE LAST PADDLE STEAMER "EMBASSY" WAS SOLD TO BELGIAN BREAKERS.



The Trust has developed a vast collection of, mainly, nautical memorabilia and ephemera. We are always seeking new and historically valuable material. Donations are always welcome and, in the case of images, we can scan and retain copies in the cases of 'loaned' material. We have a small and dedicated team and we are always seeking fresh blood in the form of volunteers. If you are interested, please get in touch or just come along one Thursday morning (from 10.00) to our headquarters on the first floor of Canford Cliffs library. Call 07718934425 or e-mail to :

poolemaritimetrust@aol.com.

I appeal to any reader who has a historical story or information relating to Maritime matters, to let the Trust know, and allow us to record the information before it is lost.

If, ever, anything we print is inaccurate, or can be added to, please let us know !

Thanks to all of those who have given of their time and precious memories enabling the Trust to create a wonderful and unique archive. We seek to bring to light the most remarkable and, previously, unsung maritime related stories.

The next edition of the newsletter will be published in, approximately, two months.

I would like to thank all contributors. If any reader has any material they wish to be considered for inclusion in future editions, please send it to : poolemaritimetrust@aol.com

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FUTURE MEETINGS AND EVENTS

POOLE MARITIME TRUST

Autumn/Spring Programme 2023/24

Travellers 'Tales / Poole Maritime Trust Talks

at the

Royal Motor Yacht Club Sandbanks, Poole BH13 7RE

- 21st September 2023
12 for 12:30pm
- Poole Maritime Trust Autumn Luncheon (PMT Members ONLY)
Helen Baggott will give a talk following the Luncheon.
- The Canadian Titanic**
When the RMS Empress of Ireland sank in 1914, more passengers lost their lives than on Titanic – yet few have heard of the tragedy.
Helen will reveal the story of the sinking – and three families from Dorset and Somerset that were affected. Illustrated by postcards and photographs, this talk remembers a forgotten tragedy.
- 5th October 2023
8pm
- Jack Kitching – **Master onboard the Condor Liberation.**
Join Jack on a virtual bridge tour of the Condor Liberation and an insight into his life as Master of a high-speed ferry.
- 9th November 2023
8pm
- Lilian Ladle - will give a talk entitled: **DELIVERING THE GOODS - The Development of Early Trade in Southeast Dorset.** Lilian is an independent Dorset archaeologist, awarded the MBE for services to archaeology in 2008 and was elected a Fellow of the Society of Antiquaries in 2021. She is a Visiting Fellow in the Department of Archaeology and Anthropology at Bournemouth University.
- 4th January 2024
12 for 12:30pm
- Poole Maritime New Year Luncheon at RMYC (PMT Members ONLY)
Richard Hutley will give a talk on **ATLANTIS -The Myth, Legend and Facts** about the antediluvian lost civilisation of Atlantis first reported by Plato 3000 years ago. What do we know, where could it be? Is there evidence that exists today?
- 11th January 2024
8pm
- Peter Burt and Robert Heaton (Poole Maritime Trust) Talk
'Underwater with PPHP in '23' – An archaeological update for work in and around Poole Harbour over the last year with our own PMT team from Poole Harbour Heritage Trust.
- 8th February 2024
8pm
- David Bailey (Wild Life Photographer) will give a talk entitled **'Good Hare Days'**. David is an author and fabulous photographer.
- 7th March 2024
8pm
- Leigh Merrick and Richard Balmforth (Reuters – Eastern Slav Specialist and Bureau Chief) will give a talk on the Ukraine (Full details to follow).

The Upstairs Bar at the Royal Motor Yacht Club will open from 7:30 pm the talks will start at 8pm. (RMYC members only allowed in the main bar downstairs).

There are disabled facilities on the ground floor and facilities on the first floor.

If you arrive by car there is parking on the main road, Panorama Road. If arriving by Taxi the main entrance to the RMYC is off Old Coastguard Road.

**'SOCIETY FOR POOLE' TALKS
JUNE-NOVEMBER 2023**

20 th JUNE	HISTORY of the POOLE TO CHERBOURG FERRIES from the 19 th CENTURY to 1973, WHERE ARE THEY NOW? by DAVID WARHURST
18 th JULY	POOLE and 'D 'DAY by JACK HAWKINS
AUGUST	NO MEETING
19 th SEPTEMBER	BATTLE of BRITAIN (including WARMWELL AIRFIELD) by JEFF LITTLE ***** BATTLE of BRITAIN DAY September 15 th *****
17 th OCTOBER	EXPLORING the QUIET LANES & VILLAGES of WEST DORSET by JACKIE WINTER
21 st NOVEMBER	DUFFERS GUIDE to HISTORY by STEVE ROBERTS

**All meetings held at Royal British Legion Hall, 66 North Road, Poole, BH14 0LY
at 7:30pm.**