



POOLE MARITIME TRUST NEWSLETTER MAY/JUNE 2023

CHAIRMAN'S REPORT – May 2023

The Trust committee remains busy as usual. The Annual General meeting, although a little limited in numbers due, in part, to some illnesses, seems to have gone well and was much appreciated by members. Awards were made to Kevin Michell and Hester Cribb for their most excellent contributions to the photographic competition. The Coates trophy, awarded annually to a committee member for work accomplished during the year, was presented to the Trust Secretary, Jan Marsh. The Ferguson trophy, awarded to a member of the local community who has undertaken outstanding work around Poole and the local area, was presented to Lillian Ladle whose work on local archaeological projects has been remarkable. A most interesting presentation was then given by Kira Bennett, an architect who is working on designs for wild life sanctuaries around Holes Bay, and who was also a previous winner of the Trust Turland award for the Arts University Bournemouth.

Other changes that have been undertaken by the Trust include a new committee member, Gavin MacLauchlan, who undertakes considerable work on the archive in the Trust offices, and a decision to allow non members to borrow certain books from the archive for four weeks subject to written declarations.

As for the future there is much to do in organising the office and the archive such that there is more room for visitors to study documents. More news on that in newsletters to come.

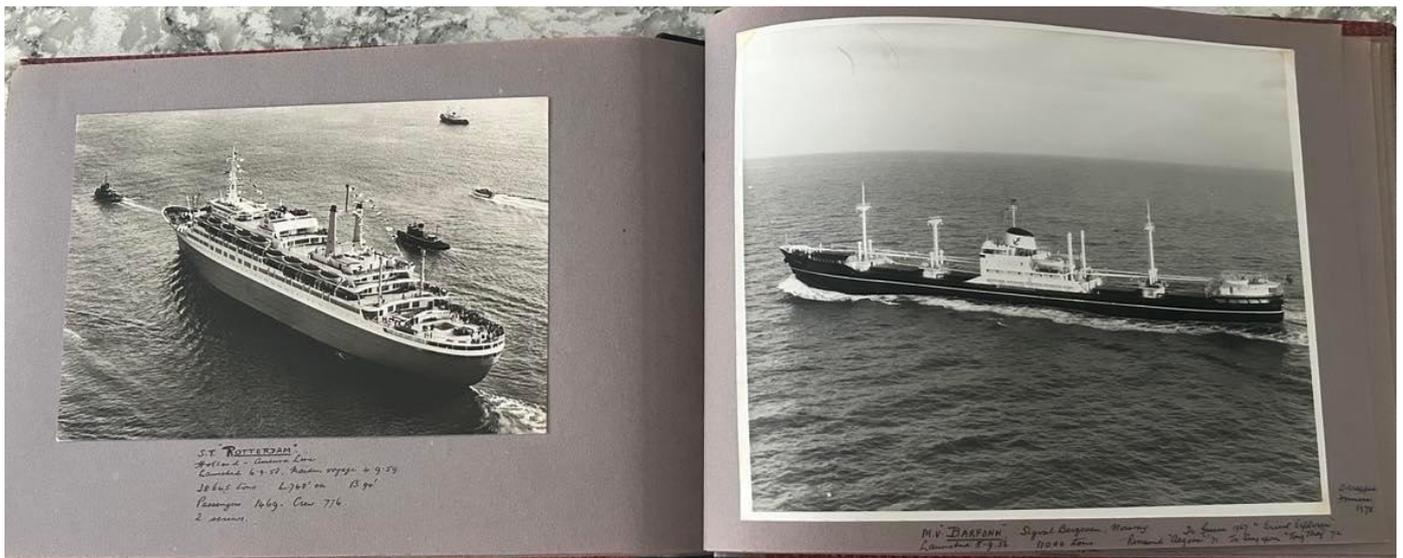
Commodore G H Edwardes OBE, Chairman

NEWS FROM THE LIBRARY.

The Trust are indebted to Douglas Munford for volunteering to undertake the onerous task of cutting down the line of dead bushes and removing the roots from the entrance approach to the Trust offices. The vintage Poole lamp-post will be installed within the walkway to the offices and new fencing is to be installed in lieu of the bushes. This will create a far more open and welcoming approach to the offices.



As a part of a recent valuable donation, the family of the late John Nicholson have generously given the Trust seventeen albums of maritime photographs from the 1950's and 1960's. This is a unique collection covering all aspects of the sea and ships during those decades. Special events, such as the 1953 Fleet Review at Spithead are covered. All of the images are supported by fully detailed accounts of the subject matter with both the date and location on which each photograph was taken.



As always, new team members are welcome. If you can afford a few hours a month and have a lively interest in both, local, and maritime history we have just the thing for you! We are also seeking a volunteer to deal with on-line sales. This currently represents a very modest part of our operation but is an area we plan to develop. The position would involve setting up and managing a PAY-PAL account and dealing with random sales.

If you have an interest in the history of Poole, its harbour and environs and all things marine and maritime from around the world, please drop in. The offices, abo706673ve Canford Cliffs Library, are open each week on a Thursday morning and at other times by prior arrangement. For more details, please call : 01202-706673/07718-934425 or e-mail : poolemaritimetrust@aol.com

CRUISING IN THE 1960'S

"HOMERIC" CRUISE SEPT 16TH – 20TH 1962

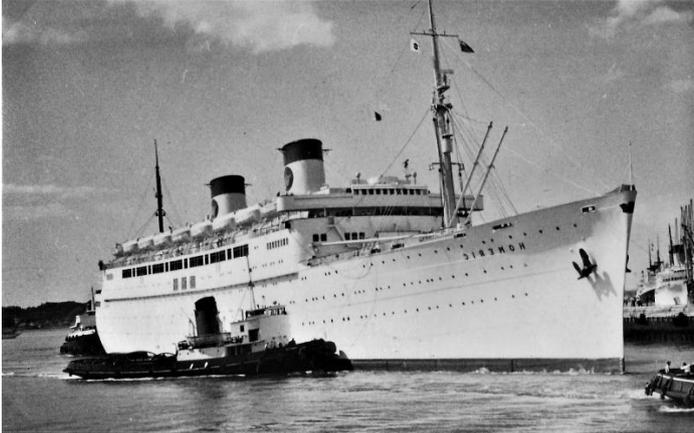
SOUTHAMPTON-HAVRE-CUXHAVEN-HAMBURG & BACK

7 hours. 24hours. 2 hours(train)

Italian liner of Home Lines flying the flag of Panama.

18500 tons. Length 638'. Two screws. 8 decks.

1230 passengers. Built 1931



Went aboard at No 31 berth Southampton about 10.30pm Sun Sep 16th and sailed about 12.30am. Fine moonlight night and an outside cabin with porthole enables us to see the fantastic lights and flaming chimneys at Fawley. Tried to settle down, but owing to generator humming and machinery noise not much sleep was had. Tied up at Havre at 7.30am and frequent heavy showers were experienced. The Russian ship "Mikhail Kalinin" was also berthed. Sailed at 10.45am for Cuxhaven. Pleasant trip up Channel, visibility good. The Elbe Estuary was reached next morning (Tues) and much shipping was seen – including the Elder Dempster ship "Ondu" wrecked on a sandbank. Tied up about 11am and landed soon after, leaving at 12.30pm by train for Hamburg (2 hours). Owing to late arrival of ship we had only 3 ½ hours instead of 6 hours in Hamburg. We visited the Zoo which is very fine, and saw much of the city on a 20 min tram ride each way. The return was made under darkness conditions as owing to heavy rain, shops and vehicles had lights. Arrived back on board at Cuxhaven at 9pm and after dinner settled down for the night. As we did not sail until 6am Wed the noise was not too bad and we had a better night in a different cabin (no Porthole). The morning was perfect, warm and sunny, and the colourings were beautiful. More shipping was again seen in the Elbe Estuary and along the Dutch Coast. Weather deteriorated in the afternoon. After dinner we went to the cinema and quite forgot that we were churning our way down the Channel at 20 knots. Before turning in took a turn on deck and the lights of Dover and Folkestone. Rather a restless owing to vibration etc. and a bit of a roll. However, 6am (Thurs) found us tied up at Havre once again and during the morning until 1pm when we sailed, it was very interesting to see loading and dockside operations. Many passengers came aboard. The new French liner "France", the longest ship in the world was tied up behind our ship. The last lap of the cruise to Southampton was very enjoyable and the weather perfect. Docked at the Ocean Terminal about 8.30pm.



The accommodation was excellent. Large cabins with 4 beds, 2 of which fold back to walls when not required and one of the lower berths is made into a settee for daytime use. Each cabin has its own toilet and shower. The whole ship is air-conditioned. She is kept in splendid condition, very clean and freshly painted, and for a vessel 31 years old she is well preserved. The dining room was well-appointed but the food was rather too "un-english" for our liking and the helpings were too generous. Taking all in all it was an excellent trip and was enjoyed by everyone.

Sequel

The above article and images are from the archive of the late John Nicholson.

The "HOMERIC" was designed by the legendary American marine architect Francis Gibbs.

She was launched in 1931 as "MARIPOSA" for the famous Matson Line on their service linking the US with Honolulu. Purchased by Home Lines she was refitted for cruising and entered service in 1953 operating until 1973 when she suffered a major galley and restaurant fire. She was withdrawn from service and sold for scrap in 1974. The following image shows "HOMERIC" being broken up in the company of the wonderful Dutch liner "NIEUW AMSTERDAM" whose two funnels may be seen beyond.



By the late 1950's many established passenger carrying shipping companies realised the 'writing was on the wall'. With, in many cases, ageing tonnage with numerous liners having been 'patched up' following rigorous service in the Second World War when, often, maintenance was at a minimum. The ever increasing passenger numbers taking to the air showed no sign of easing. The final straw was the advent of the jet airliners Comet 4 and Boeing 707. In order to try and keep the income flowing, a number of these unsuited and old liners were sent off 'cruising'. With no air conditioning and limited deck-space they were, of course, designed to cope with winter ocean storms rather than placid tropical seas. However, the practice had worked in the 'hungry thirties' when many laid up ships were sent off on short cheap cruises. Below, we see the scene aboard the Cunard Line's "ASCANIA" And, even, the dear old "QUEEN MARY" was sent off to the Canary Islands (Here, seen dominating the breakwater at Tenerife) at a time when winter Atlantic crossings were often patronised greater by more crew than paying passengers.



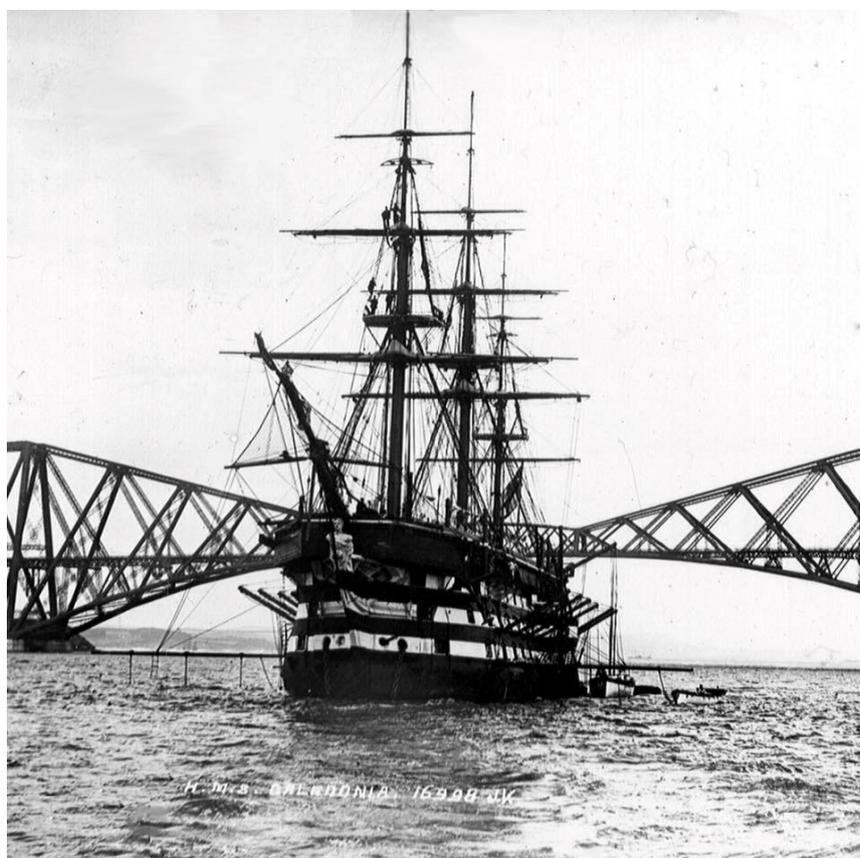
**PASSENGER LINERS IN THE 1950'S.
ABOARD THE CUNARD LINER "ASCANIA" IN 1955**



The tamed Atlantic greyhound.

A 'dressed' R.M.S. "QUEEN MARY" looking quite out of place in Tenerife.

A FEW RANDOM IMAGES FROM THE TRUST ARCHIVE



The impressive training ship H.M.S. "CALEDONIA" having passed beneath the Forth Railway Bridge.

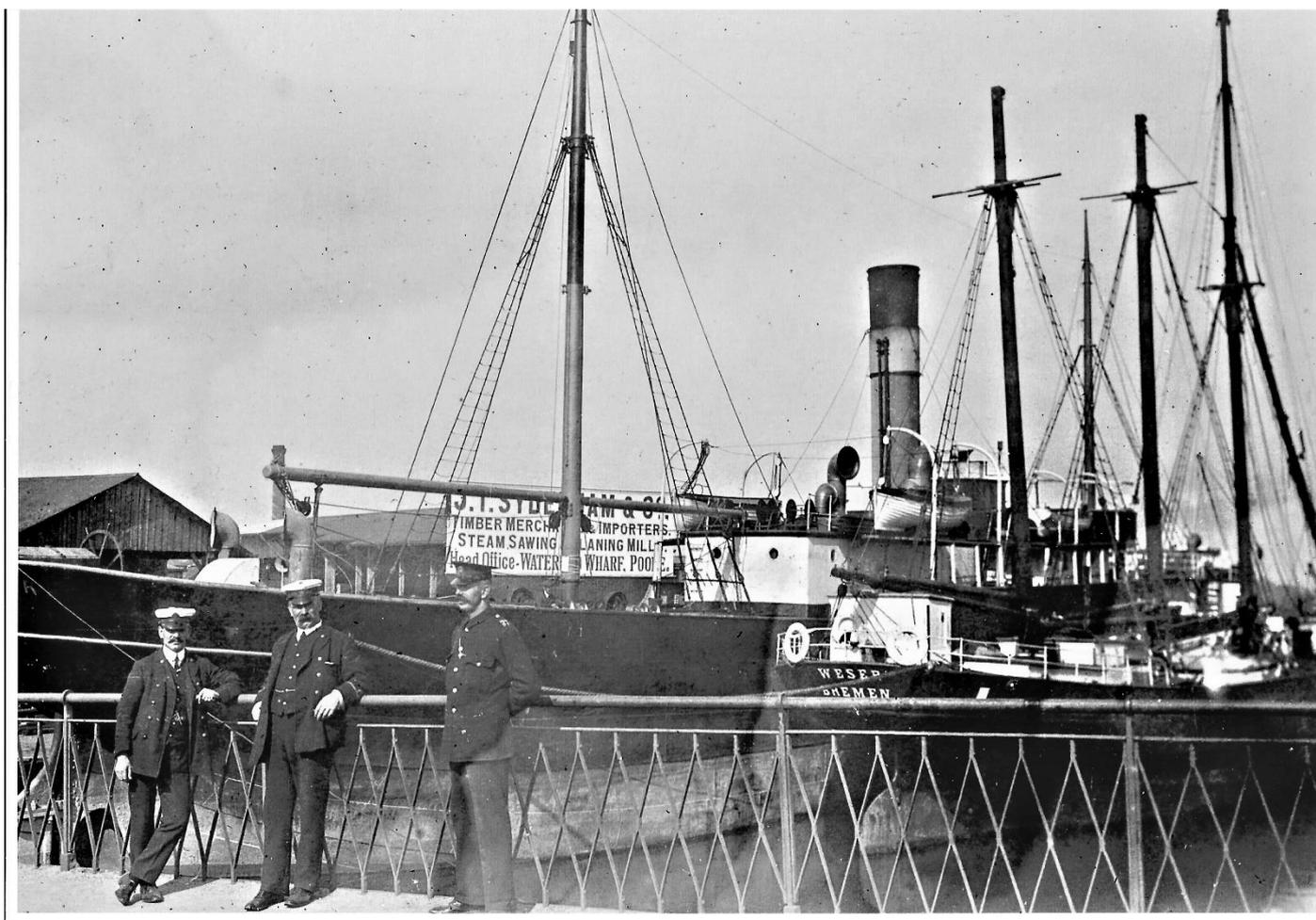


A Blackburn Shark II seaplane flying over HMS Nelson, Weymouth, 1938



H.M.S."CONWAY" was the name of a Royal Navy training school or "school ship". Founded in 1859 it was housed for the majority of it's life aboard a 19th century wooden walled ship of the line. The ship was originally moored on the River Mersey, near Liverpool. However, at the outbreak of World War II it was towed, for safety, to the Menai Strait in North Wales. Whilst being towed back to Birkenhead in 1953, for a refit, the old lady ran aground and was declared a constructive total loss. The wreck was subsequently burned. A tragedy that all of that wonderful oak went up in smoke.

A HISTORIC SCENE AT POOLE



This historic image shows two German seafaring captains on the old Poole Town Bridge with their respective vessels in the background. They may be seen in the company of a local constable. These two unfortunates were in Poole at the outbreak of World War 1. Their ships were, therefore, commandeered and one imagines they lived out the war as guests of His Majesty's government – probably saving their lives !

The Final Days of Harry Paye, 'Commander of the Cinque Ports' Colin Phillimore

Each June in the ancient town of Poole, Harry Paye 'Hero Pirate' is celebrated by the charity the Pirates of Poole. Much has been told of this legendary Privateer and a lot has been interpreted - drawing on in the main, descriptions by his enemies. In his 'Romance of Harry Paye' (with an emphasis on the 'romance' as the author himself confesses), 1934, Herbert Carter uses great literary interpretation of Sydneham's view of Harry as:

"A man of great valour and enterprise" very successful against the French, quelling the Welsh revolt".

Paye was surely a man of great repute, his enemies i.e. the invading Don Pero Nino in the *Cronica del Condg* (1405) referred to him thus:

“This town belonged to a knight ‘Arripay’.....He cruised in the Flanders Channel with such powerful forces that no ship could pass into Flanders without being taken”. And: “A knight who scour the seas as a corsair with many ships, plundering all the Spanish and French vessels that he could meet.....so powerfully that no vessel could pass that way without being taken”.

Anyone who has sailed in the Bay of Biscay will know how treacherous it can be and Paye frequented the northern coast of Spain regularly as we know.

Some may have asked “Where was Harry that day of invasion recorded in such detail?” One theory gives witness to his standing in the realm - Harry was ‘out East’. Why? Well - he had been charged with transporting royalty, possibly for an arranged marriage, therefore leaving the western approaches open to attack.

Presumably due to this standing Paye moved to Faversham in the 1400’s receiving a royal pension as *Commander of the Cinque Ports*, associated with Lord Berkley who held the post of *Lord Warden of the Cinque Ports* no less. Much has been expertly written about Harry (or Henry) Paye, and it is not my intention to re-visit the main facts (or fiction) relating to his key exploits. In this article I would like to share the resting place of Harry - Faversham in Kent (he died in 1419 making him approximately 59 years old).

Back in Time - Poole “a barren, dreary heath which affords no pleasant view”

To understand the Mediaeval context in which Paye operated it is important to suspend our experience of the town we know today. Several books and documents from the Poole Maritime Trust archives at Canford Cliffs have been useful in helping me to do this. Firstly the obvious role of key coastal ports in the defence of the Realm and the inter-play between England, France and Spain, before any kind of naval force, is also important.

“During the unhappy reign of John (1199-1216), the misfortunes of that monarch had thrown him greatly into the power of the Cinque Ports whose favour and protection he was solicitous of procuring and they were emboldened by a sense of their own importance and his weakness ...also to using power and authority over the maritime affairs of the kingdom.”

Following John’s reign, Poole was ‘kept in readiness for the King’s service’ (Henry III 1216-1272) and by 1310 such was Poole’s importance that a writ was published commanding that:

“No person belonging to their town is to attempt to do any damage to the barons and mariners of the Cinque Ports”.

Through its links with Canford Magna, Poole was part of the county administrative division of the *Hundred of Cogdean* for military and judicial purposes. The town was also granted certain privileges following the provision of “vessels and best men” in the reign of Edward II (1307-1327), however not before ‘neglecting to furnish’ this request in 1310. In 1324, 4 ships were provided and in Edward III’s reign (1327-1377) and as part of the Siege of Calais, 4 ships and 94 men from Poole were in the fleet.

In the 1340’s, representatives of Poole attended the Maritime Councils in London.

Secondly, of course, the Great Plague swept throughout Western Eurasia and North Africa from 1346 to 1353 and indeed Stowe suggests that the pandemic:

“entered in England via the ports of Dorsetshire , Poole being the greatest”

All this despite its unappealing environs (!) In the huge volumes of *The Historical Antiquities of the County of Dorset* 1861-74, page 1 Volume 1 (note that Poole is the first settlement reported on), J. Hutchins reports that :

“Poole lies on the border of a barren, dreary heath which affords no pleasant view to travellers who come from the more delightful parts of the county”.

This was the Poole that Harry Paye was born into around 1360, secondary in importance to the Cinque Ports but seen as fundamental in the defence of the realm (and in particular the monarchy).

“The Wardens of the Cinque Ports had the dominion of the sea, wherefore the king was fain to follow their pleasure”.



A 17th century map of the Oyster beds of Faversham (www.favershamlife.org)

Paye’s Promotion, Retirement and Resting Place - ‘The King’s Town’

Paye died in 1419 and was buried in the parish church at Faversham, Kent, at the age of approximately 59 years, where under the name of 'Henry Pay, Armiger' his death is recorded by a monumental brass that includes a coat of arms, *“paly, a mascle voided and flory”* for the interest of any heraldists.

In May 2017, to coincide with that year’s European and Poole Maritime Festival, The Pirates of Poole accompanied the then Mayor of Poole (Cllr Xena Dion) to Faversham along with Poole historian Michael Cullen and presented a new brass as the original had worn down.



The original brass plaque in the church floor (left) and the modern replica (right).

So what about this Medway town of ancient importance?

Established around AD 811 by King Coenwulf “The King’s little town of Fabersham” is listed as a royal manor in the Domesday Book of 1086. It became a centre for precious metal making and glass making and was an ancient market town.

The river Swale separates mainland Kent from the Isle of Sheppey in the Thames and the Estuary is handily local to the main Watling Street in and out of London (now the A2). Handy, (as with Poole Harbour) for multiple routes to scarper incoming contraband perhaps? Faversham became a ‘limb’ of the Cinque Ports from 1260 onwards.

The Westbrook Stream is an important factor in the growth of Faversham. It allowed the development of watermills and associated industries from the Mediaeval period onwards. As with other industrial towns and cities (see Dundee ‘Jam, Jute and Journalism’) - Faversham had three industries: **Beer, Bangs and Bricks**



15th Century roadside barn, Faversham

The plentiful supply of Hops saw the production of **Beer**. The ornate entrance of the *Shepherd Neame* Headquarters on Court Street with its front door decorated with a ceramic hop vine is very impressive.

A gunpowder plant was established in Tudor times around 1573 and between 1874 and 1919 Faversham was apparently the centre of Britain’s explosives (**Bangs**) industry, with no less than six factories in operation. There have been several incidents of fatal accidents due to lack of experience in production (several killed in 1874), chimney fires (100 dead in 1916) the Cardox factory, opened in 1924, still manufactures blasting cartridges today.

Due to its favourable geology and geography, Faversham has a longstanding industry of **Brickmaking**. Industrial-scale brickmaking began in Faversham in the early 19th century - first the ‘Owen’s’ which became the Cremer & Whiting Brickworks, produced ‘London’ stock brick and played a significant part in the building of the London Underground.

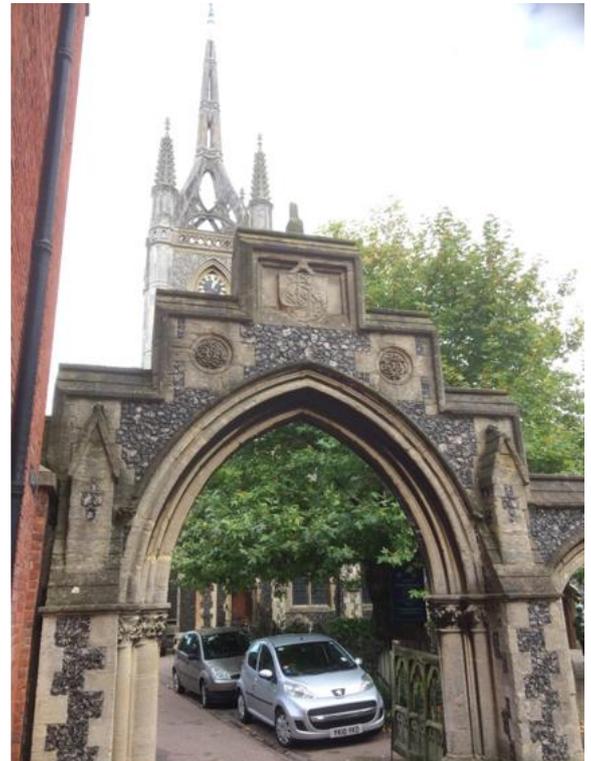
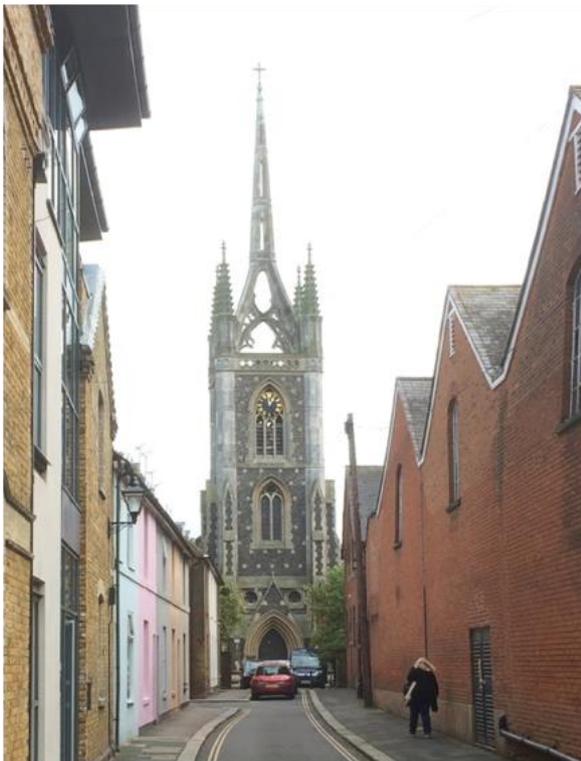


Riverside warehouse, on the river Swade

Harry's Resting Place, St.Mary's of Charity, Faversham

The great Abbey of St Saviour was founded by the infamous King Stephen and Queen Matilda in 1147. Stephen succeeded Henry I by default after the famous 'White Ship' disaster off Barfleur. 300 of Henry's household were lost after hitting the great 'Quillebeuf' reef in November 1120.

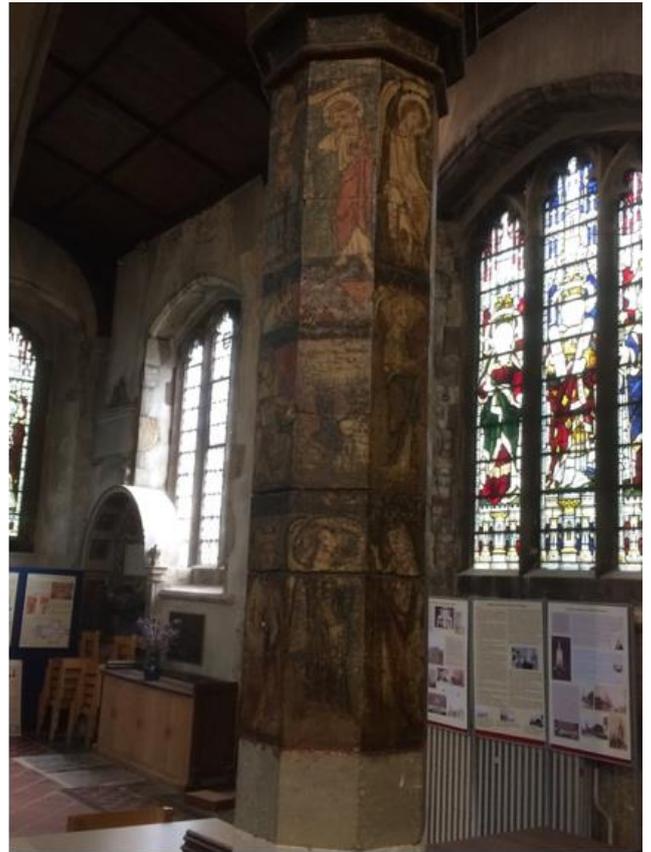
St.Mary's of Charity is one of the town's surviving links with Faversham Abbey. Legend has it that when the Abbey was sacked and dissolved, the remains of Stephen, Matilda and Eustace were dug up and thrown into the Creek. However, Stephen's were rescued and placed in the Trinity Chapel.



The approach to St.Mary's of Charity, Faversham

Inside, the church is a treasure trove of history and much of its interior was re-designed in the Victorian era. One of the greatest treasures in the church is the painted column featuring ten events in the life of Christ. Dating from around 1306, Harry Paye would most certainly have appreciated the column which is one of only a few to survive in Britain. 12 of the 16 mediaeval stalls with finely carved 'misericords' are the work of a gifted 15th century woodcarver (four are facsimiles made by a talented Victorian carpenter).

Misericords or mercy seats, are hinged wooden seats placed in the choir stalls of mediaeval churches which, when tipped up, presented a ledge for the user to rest on when attending long services. Beneath the ledge were carved figures. They were believed to have been removed from the Abbey before it was destroyed. Each is carved from a single piece of oak.



The interior to St.Mary's of Charity, Faversham, dating back to the 14th century.



Like some Dorset churchyards, St Mary's has some eerie stylised headstones (like those at the parish church of Portland - All Saints in Easton). As an excellent article in the Dorset Life magazine (April 2016) explains, these gravestones of a particular vintage are designed to indicate the mortality of the dead beneath the headstone, rather than the piety of the deceased and would certainly represent a greater status than a pirate's family would want to denote.



Gravestones in the graveyard of St.Mary's

So all things considered, Faversham was certainly a fitting resting place for Poole's very own 'Knight' who moved on from being "a corsair with many ships", prosecuted for his exploits (the fantastic resource of Poole Museum Online: <http://www.poolehistory.org.uk/taxonomy/term/2335> lists many of the multiple 'Orders for restitution or arrest of Henry Pay'), to commanding one of the highest roles in England's maritime defence as Commander of the Cinque Ports presumably answering to the (Lord) Warden who was (and the irony is surely not lost here):

"solely responsible for the return of all writs to the Crown along with the collection of taxes and the arrest of criminals".

Visitors might also be interested in visiting the fascinating Chatham Dockyards nearby with excellent vessels, displays and interactive tours. A ticket lasts a whole year!

Photographs: Colin Phillimore

Useful Website Links

[The Faversham Society](http://www.favershamsociety.org)
favershamsociety.org

St. Mary of Charity Website: History
stmaryofcharity.org/

[Harry Paye Day 17 June 2023 from 12:00](https://bit.ly/3lwwcXS)
<https://bit.ly/3lwwcXS>

[Dorset Life April 2016](#)

[Shepherds Neame Brewery History Page](#)

<https://www.shepherdneame.co.uk/brewery/brewery-history>

Poole Maritime Trust Newsletter May 2023

Port Update by Kevin Mitchell

A major incident was declared on 26th March after an oil leak was reported by Wytch Farm owners Perenco at Owers Bay within the harbour. Around 200 barrels of reservoir fluid escaped from the pipeline, which was immediately shut down and booms deployed around it to contain the spillage. Perenco stated that each barrel contained 158 litres (35 gallons) of fluids which were a mixture of 85% water and 15% oil and that "*The exact amounts discharged are not yet known. It was a limited amount which was quickly stopped, contained and is being cleaned.*" A Coastguard spillage response aircraft was spotted flying over the harbour during the afternoon and tv news crews were seen on Town Quay the following day. PHC, who had only recently held an oil spill response exercise, activated its emergency plan with around 100 people involved including the use of helicopters and drones to monitor the spillage. The incident involved PHC, Dorset Police, Dorset and BCP Councils, the NHS, the Environment Agency and Natural England. Wytch Farm produces approximately 14,000 barrels of oil equivalent per day.

P&O's brand-new ferry *P&O Pioneer* called into the Poole Bay Anchorage on 30th March, sheltering from bad weather in the English Channel on its long delivery voyage from China to Dover. *P&O Pioneer* was built for the Dover-Calais route and is the world's largest hybrid double-ended ferry, with a bridge at either end avoiding the need to turn around in port. She weighs 47,394 gross tonnes and is 230 metres in length. After moving to anchor off the Isle of Wight, *Pioneer* docked at the French port of Dunkirk, where Darren Holdaway got this photo of her. Meanwhile, Poole's favourite ferry *Barfleur* was due to arrive back on the evening of 31st March following its winter lay-up along the Caen canal in France. However, due to bad weather, she instead sailed overnight from Cherbourg to arrive early on the morning of 1st April in time for its first, fully booked, sailing back to Cherbourg. The Dolphin Marching Band was on hand to entertain passengers from the quayside. This year is the 50th anniversary of the Poole-Cherbourg route.



An unusual visitor arrived at South Quay on 17th April. *Rauma* was formerly a Norwegian car ferry but was on its way from the Dutch port of Eemshaven to begin a new career down in Mexico, a journey that was expected to take around four weeks. She left Poole for a stopover in Tenerife on 25th April.



The first cruise ship of the year was due to be the German-owned *Amera* on 4th May, however she diverted to Portland instead. At 204m long, *Amera* is almost at the limit of the size of ship that can be handled at Poole, and the wind conditions that day meant it was not practical to bring her into port. On 8th May the Algerian Navy dock landing ship *Kalaat Beni Hammed* arrived at South Quay to load a helicopter. As stipulated by the Algerian Navy, two tugs were on standby to assist her upon arrival if necessary, and these were *Herbert Ballam* and *Handfast*. *Kalaat Beni Hammed* was laid down in 1981 by Brooke Marine at Lowestoft and entered service in 1984. Photo by PMT Facebook member Paul Carter.



Thur13th May was the 60th anniversary of the National Trust opening Brownsea Island to the public. That day free pre-booked tickets were available and Brownsea Island Ferries carried some 900 lucky passengers to and from the island. That weekend also saw the annual Poole Bay 100 Classic powerboat race, part of the UKOPRA offshore championship which saw over 20 boats participating. The boats had arrived at the port on lorries to be craned into the water, then moved to the Boat Haven for scrutineering.



SEEN IN THE WESTERN SOLENT

We are indebted to sharp-eyed Isle of Wight photographer Andrew Cooke for these excellent images of a visiting Dutch submarine. HNLMS "ZEELEEUW" is A Walrus class submarine (S803) of the Royal Netherlands Navy. Having paid a courtesy visit to Southampton she is seen on May 29th outward bound through the western Solent and passing Hurst Castle light. Blocks of Bournemouth high-rise flats may be seen towering upon the horizon. .Andrew, and his wife Donna, combine their enthusiasm for marine photography with their 'proper' job running a long established and highly regarded Isle Of Wight based horology business.





Photos: Copyright Andrew Cooke

THE CORDITE FACTORY AND ASSOCIATED INDUSTRIES AT HOLTON HEATH

With thanks to : Bob Dukes, Malcolm Bowditch and Michael Lindley



Fire team provided by ladies of the main office



Interior of one of the two wards in the hospital. There was also a treatment room and offices for the doctor and matron. A common problem was acid burns and specialised treatments were developed including an early form of water bed to ease pressure on affected skin.



A group of ladies from the guncotton plant with their foremen. This was in the early years before ladies were also issued with trousers for safety reasons. This followed a case of a lady who suffered severe burns to unprotected legs.

ROYAL NAVAL CORDITE FACTORY

IN MEMORIUM

On the 23rd of June 1931 at 10:43, the Royal Naval Cordite Factory at Holton Heath was to bear witness to the most catastrophic accident in its whole history. The explosions themselves occurred during an abortive recovery operation to remove a charge of nitro glycerine that had inadvertently been allowed to enter the waste acid system as a result of an earlier mistake. To commemorate this frightful incident, a short service of remembrance will be held at the Black Hill Road memorial to pay tribute, and remember the 10 men and who lost their lives that fateful morning. The short service will begin at 10:20 culminating in the holding of a 2 minutes silence at 10:43. It is hoped, depending upon his availability, the commemoration service will be led by the Reverend Stuart Cocksedge. The memorial stone itself is made out of Purbeck stone and came from Keates quarry close to Swanage. It was dedicated by the Revd Canon Jean deGaris on Tuesday 23rd 2015. All are welcome to attend the service.



Let's take a trip back to Saunders Roe.

The SR.45 - Princess Flying Boat.

Landing in Cowes Roads on her maiden flight. The scale of this fine aircraft can be seen when compared to Cunard Line's RMS Mauritania.

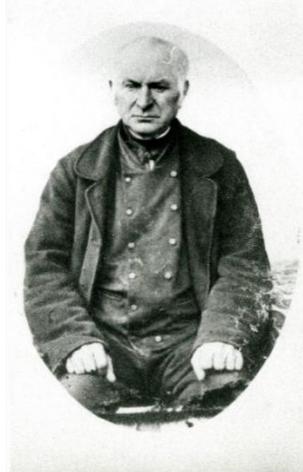


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INMAN'S BOATYARD, LYMINGTON

By Jan Marsh

Thomas Inman (1787-1870) was working as a boat builder in a modest way in Hastings when in 1819, he was persuaded by Joseph Weld to sell his business and bring his wife, three sons and three daughters to Lymington. For a while he was a farmer and timber dealer, and had a farm in Vagg's Lane, Hordle.



Thomas Inman

He then set up his boat building, at Pylewell initially but soon afterwards relocated to the Lymington River.

At this time Inman and Weld formed a famous partnership which was responsible for some of the most successful racing yachts of the time. Their first boat was *Arrow*, an 85-ton cutter built by Inman in 1821 to Weld's specification. She won the Gold Cup at the Yacht Club's first regatta in 1826.

As Inman became more established and experienced, he no doubt took greater control of the design and construction of the yachts, working with a number of wealthy patrons. It was the yachts he built with Joseph Weld however, that proved the most successful. Weld afterwards always remained his best customer and it is related that he spent no less than £30,000 at the time on his three famous yachts and £1,300 for their upkeep.

Arrow was followed in 1828 by the 127-ton *Lulworth*, their greatest achievement was *Alarm* (built in 1830) which could beat any yacht afloat at the time and dominated racing at Cowes. She even took part in the first America's Cup Race in 1851. All three raced against the schooner *America* around the Isle of Wight on 22nd August 1851, the forerunner of the Americas Cup. Sadly, *Arrow* ran aground, cheating the tide, *Alarm* went to her rescue and their race was over. *America* cut inside the Nab Light, *Lulworth* was beaten and the rest is history.



Alarm

Inman's Yard brought employment and money into Lymington which was appreciated by the town's traders. As well as racing yachts Inmans also built customs cutters. On the completion of *Lulworth*, they sent Weld a flag and a letter wishing the yacht success and its owner health and happiness. The yard continued to flourish and land was bought to extend it further down the river. Smaller boats were also built at the yard including a punt for the celebrated wildfowler Colonel Peter Hawker.

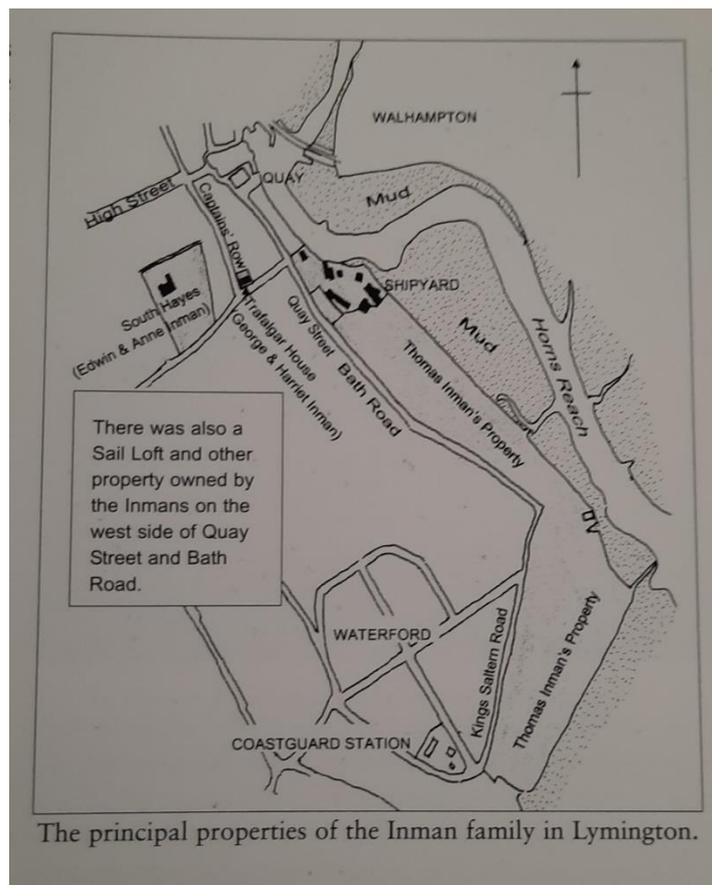


Inman's Yard c. 1875



Inman's Boatyard

Inman and his family promoted ambitious plans by the Lymington Harbour and Dock Company to establish the town as a premier south coast trading centre, but the project did not progress through lack of support.



Thomas retired in 1845, a successful and well-to-do businessman. He was succeeded by his sons George and James trading as G & J Inman. The yard now extended along the whole of the river front from the coal yard to the Baths. A couple of years later James became mentally unstable and ceased to have any direct connection. George remained as sole proprietor with help from his son Edwin. The partnership between George and James was dissolved in 1855. In 1855/56 the yard received a government order to build gun boats. In 1876 a new shed was built to house the yard's largest and most ambitious boat to date, the 366-

ton *Fortuna* built for Mr Adrian Hope. The Drill Hall was built as a sail-loft and the building on the corner of Nelson Place and Quay Street as a spar-loft. In 1878 the company employed about seventy men and boys building and repairing yachts. Sometimes there were six or seven yachts being fitted out at one time.



Drill Hall, formerly Inman's sail loft

George lacked his father's business skills and Inman's Yard went into decline. George and Edwin were too easy-going in business latterly and sadly the firm ended up in the hands of mortgagees. It was eventually sold in 1887 after the death of Edwin's widow, Alice. Over almost 70 years the company had built 118 yachts. Thomas Inman died in 1870. The Lymington Chronicle obituary read, '*Mr Inman who died at an advanced age was greatly respected, not only by his townsmen, but among a very large circle of acquaintances through the country*'. After passing through several owners, the business was taken up by Frank May in 1918 becoming the Berthon Boat Company, which flourishes on the same site to this day.

The sad tale of the Southern Railway Steamer "SARNIA"



“SARNIA” that operated on the Southampton – St. Malo service

SS Sarnia was a passenger vessel built for the London and South Western Railway in 1910. During the First World War, she served in the Royal Navy as the armed boarding steamer **HMS Sarnia**.

Sarnia was built by Cammell Laird in Birkenhead, England, and launched on 9 July 1910. Propulsion was by two double ended marine boilers providing steam for a set of Parsons turbines driving three shafts. Passenger accommodations were for 186 first and 114 second class passengers supported by 48 crew. *Sarnia* was one of a pair of ships ordered by the London and South Western Railway, the other being *Caesarea*. They were the first turbine steamers ordered by the railway company. They were deployed on the route to the Channel Islands for a few years until the outbreak of the First World War.

The Admiralty requisitioned her during the First World War for use by the Royal Navy and reconfigured her as the armed boarding steamer *HMS Sarnia*. On 28 October 1915 she collided with the auxiliary minesweeper *HMS Hythe* in the Dardanelles; *Hythe* sank with the loss of 154 lives. The Imperial German Navy submarine SM *U-65* sank *Sarnia* in the Mediterranean Sea off Alexandria, Egypt, (31°58'N 30°55'E) on 12 September 1918 with the loss of 53 crew.

The band aboard the S.S. Sarnia,



SCRAPBOOK SNIPPET

MELANCHOLY LOSS OF LIFE AT POOLE FROM THE GALE.—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 coastguardsmen 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 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.

Royal Pier, Southampton, Hampshire

By James Henton

THE ROYAL PIER

IN IT'S HEYDAY SERVING A FLEET OF PADDLE STEAMERS.

NOTE THE RAILWAY SIDING TO THE LEFT OF THE PEDESTRAIN WALKWAY.



A VERY IMPOSING AND IMPRESSIVE GATEHOUSE COMPLEX PHOTOGRAPHED IN 1947





ROYAL PIER AND I.O.W. STEAMERS, SOUTHAMPTON

Alongside in this post-war view are the Red Funnel Isle of Wight passenger ferries 'Vecta' and 'Upton'. Upton was a former Mersey ferry built in 1925 by Cammell Laird and acquired by Red Funnel in 1946 as a stop-gap measure. She went out of service in 1950 and was scrapped in 1953. Astern is Vecta, built 1938 by Thornycroft at Woolston, which did have some ability to carry a few cars. She became 'Westward Ho!' on the Bristol Channel in 1965 to a mixed reaction, particularly from the paddle steamer enthusiasts, but managed 6 years there. She became the inevitable pub (in Manchester) and was finally scrapped in 1996.



The Royal Pier still exists, but is currently in a very dilapidated state.

AN INTERESTING IMAGE OF BOSCOMBE PIER REMAINING BREACHED IN THE MID 1950'S AS A RESULT OF DEFENSIVE ACTION DURING THE WAR DETERRING LANDING UPON THE STRUCTURE. AND, BY THE WAY, YOU MAY HAVE NOTICED THE WELL-KNOWN ACTRESS DIANA DORS IN THE FOREGROUND.



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PLEASE REMEMBER

THE TRUST IS ALWAYS SEEKING PHOTOGRAPHS, NEGATIVES, SLIDES, MOVIES AND ARTIFACTS RELATING TO POOLE, IT'S ENVIRONS AND ANYTHING MARITIME OR MARINE RELATED FROM AROUND THE WORLD.

SOCIETY FOR POOLE

PROGRAMME JUNE-NOVEMBER 2023

ALL ARE WELCOME TO ATTEND

Meetings June to July will be held at Royal British Legion Hall, North Road, Poole BH14 0LY 7pm for 7.30pm start.

20th Jun 2023 David Warhurst – History of the Poole-Cherbourg Ferry

18th Jul 2023 Jack Hawkins – Poole and the D-Day landings

12th Sept 2023 The Society for Poole will open the Guildhall, Poole as part of Dorset Architectural Heritage Week 10am-12 noon. Short presentation at 11.45am

Meetings September to November will be held at Oakdale Club, Darby's Lane, Oakdale BH15 3EU 7pm for 7.30pm start

19th Sept 2023 Jeff Little – Battle of Britain – Dorset and Warmwell

17th Oct 2023 Jackie Winter – Villages of Dorset

21st Nov 2023 Steve Roberts – A duffers guide to history