

POOLE MARITIME TRUST

NEWSLETTER – AUTUMN 2023

CHAIRMAN'S REPORT – September 2023

Despite it being the 'holiday season', work in support of the Trust has continued. Underwater surveys have taken place in various areas of the harbour and archaeology has continued in South Dorset including areas local to the harbour. As ever, work on the archive has been maintained, including preservation using computer technology. Work has also been undertaken on the electrical supplies in the office so the safety aspects have been much improved.

The website is developing at pace and members are encouraged to visit it in order to see both the work being undertaken and the programme of talks/visits which have been arranged over the Autumn, Winter and Spring period. The talk by Helen Baggott, concerning the loss of the Empress of Ireland in 1914, given at our Autumn lunch was well received.

Membership remains stable and there are some new 'arrivals' who have been welcomed. As ever, a long-term solution as to storage of the ever-increasing size of the archive remains a topic of discussion and a number of solutions continue to be considered.

Commodore G H Edwardes OBE RN, Chairman

FORTHCOMING 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

- | | |
|--------------------------------|---|
| 09 th November 2023 | Lilian Ladle- Will give a talk entitled: DELIVERING THE GOODS
The Development of Early Trade in Southeast Dorset.
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. |
| 8pm | |
| 4 th January 2024 | Poole Maritime New Year Luncheon at RMYC (PMT Members ONLY) |
| 12 for 12:30pm | 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? |
| 11 th January 2024 | Peter Burt and Robert Heaton (Poole Maritime Trust) Talk |
| 8pm | 'Underwater with PHHP 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. |
| 8 th February 2024 | David Bailey (Wild Life Photographer) will give a talk entitled |
| 8pm | 'Good Hare Days' . David is an author and fabulous photographer. |
| 7th March 2024 | Leigh Merrick and Richard Balmforth (Reuters – Eastern Slav
Specialist and Bureau Chief) will give a talk on the Ukraine. |
| 8pm | (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

PROGRAMME SEPTEMBER-NOVEMBER 2023

PLEASE NOTE NEW MEETINGS VENUE

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

19 th Sept 2023	Jeff Little – Battle of Britain – Dorset and Warmwell
17 th Oct 2023	Jackie Winter – Villages of Dorset
21 st Nov 2023	Steve Roberts – A duffers guide to history

COMMODORE BISSET – A REMARKABLE CAREER.

*From Rob O'Brien – Classic Ocean Liners and Vintage Cruise Ships Unlimited.
17.07.23*

Happy Birthday to Commodore Sir James Gordon Partridge Bisset, born on this day in English maritime history, 15 July 1883, in Liverpool, England. At the age of 15, James stowaway voyage on a windjammer began his intrigue and long love affair with the sea. After some ten voyages on the cargo Cunarder BRESCIA, James was transferred to the PHRYGIA and promoted to Second Officer for a brief term. He became Fourth Officer aboard the CARONIA in 1907. As 2nd Officer under Captain Rostron on the morning of 15 April 1912, James was aboard CARPATHIA which of course transported survivors of the TITANIC sinking to New York. He was presented with a gold medal as was his Captain for their rescue work. From his *Tramps & Ladies* among the words written about that morning: "When the TITANIC was in her death throes, everything that is admirable and superb in human nature came to fore. This was what made the survivors and everyone else in the CARPATHIA when the facts were known, feel dazed, in silent, bewildered reverence and humility, with a feeling of pride, too, that so many men, of so many different kinds, had responded to death's imminent threat with courage and dignity." James served on the MAURETANIA and later promoted to Captain in 1931 serving in that capacity on the: AURANIA, ASCANIA, LANCASTRIA, SCYTHIA and LACONIA (& Staff Captain onboard BERENGARIA). He then went onto Captain the two QUEENS, with QUEEN MARY being his first love and then finishing up his career on the QUEEN ELIZABETH. He handed over command in January 1947, and enjoyed his retirement in Australia with his wife, until passing away in March 1967 at the age of 83. Considered not also the cheeriest, good-natured, but one of the most decorated of Cunard Captains, Commodore Bisset leaves behind this legacy, all of which is recorded in a trio of autobiographies which includes: *Sail Ho! My Early Years in Sail* followed by ** Tramp and Ladies*, *My Early Years in Steam and Commodore- War, Peace and Big Ships*. There is also his book which predates these as it sold onboard Cunard ships: *Ship Ahoy! Nautical Notes For Ocean Travelers* *that was published in 1920.



Researchers have launched a mission to find wrecks of ships lost during the evacuation of Allied troops from Dunkirk during World War Two.

More than 305 vessels were sunk during Operation Dynamo - in which 338,226 surrounded troops were evacuated from Dunkirk between 27 May and 4 June 1940. Some 1,000 ships, including pleasure craft and fishing vessels, took part in the rescue - a key moment of the war. The project will search for 31 wrecks believed to be in French waters. It is a partnership between France's marine heritage agency Department of Underwater Archaeological Research and Historic England and builds on research by Claire Destanque, of Aix-Marseille University, which revealed new information about the location and condition of the wrecks. Divers from Dunkirk and the surrounding area have already located 37 shipwrecks in the area and the new project will use high-tech survey equipment to document the sites that are already known. Dr Antony Firth, Historic England's head of marine heritage strategy, says some of the vessels would have been heavily loaded with troops, and would have sunk "within minutes" with very heavy loss of life. "Undoubtedly a lot of people were wrapped up in Dunkirk. Most of them survived, got back to the UK and carried on their seafaring histories, and that's obviously very good." For some people, their family stories had a catastrophic element at Dunkirk, and that, I know for certain, still resonates with people today. By using sound technology, Dr Firth believes the shipwreck surveys will be able to build a detailed picture of the condition of the wrecks, and what happened to them - such as if they were hit by a torpedo or a mine. The evacuation saw vessels being attacked from land, sea and air as well as colliding with each other. The initial results of the study will be shared with the public at an event in October.

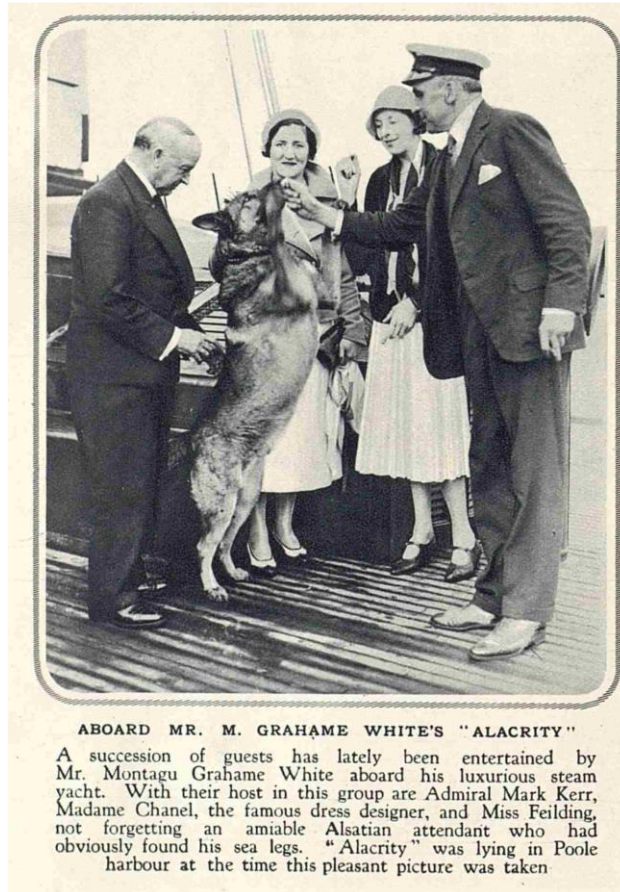
'ALACRITY' – AN EVENTFUL YEAR IN POOLE HARBOUR

By Gavin MacLachlan

(Part 2 – the drawn-out departure)

By June 1932, "Club Alacrity" in Poole and running and was being advertised Temporary membership for one month and was being offered. Tatler was no doubt Alacrity and they subsequently published a Grahame-White with his guests aboard the by the August, advertisements in the local that there was insufficient wealthy clientele club a going concern. Advertisements for a Dress Ball and Supper, and a 'Gala Dinner being offered with day membership, with yacht by launch from Sandbanks landing.² Nevertheless, it was reported that ball was a success, with over 150 member It went on to state that, 'Judging of the conducted by Madame Chanelle. In order to numerous requests of yachtsmen and Poole Harbour at week-ends, the committee decided to arrange for day membership holders to the full use of the club cocktail and ballroom from noon to 2 a.m. The this innovation is evidenced by the fact that

day memberships have been issued since their institution.³ However, official enthusiasm about having such a large steam vessel moored semi-permanently in the harbour was on the wane. Due to safety issues about having the vessel moored close to the shipping channel and with the winter storms approaching, 14 days-notice for the removal of the vessel was given on 21 November 1932. This was later extended to 11 January 1933, a spring tide. *Alacrity*, however, remained moored in the harbour. In early March 1933, Grahame-White was summoned to appear before Swanage Magistrates by the Poole Harbour Commissioners through the Harbour Master, Commander Charles Euman R.N., for not complying with their orders concerning his yacht *Alacrity*. The case was lengthy and complex. The Harbour Master had first met with Grahame-White at Christmas 1931 or early 1932 at the Haven Hotel. Grahame-White had talked to Euman about the proposals to bring *Alacrity* into Poole Harbour, where it was to be moored to serve as a private club. A friendship had grown between the two men and Euman was appointed to the committee of the club setup by Grahame-White. Euman stated that he regretted taking on this roll and it was Euman who initially permitted and supervised the mooring of the yacht within the harbour.



ABOARD MR. M. GRAHAME WHITE'S "ALACRITY"

A succession of guests has lately been entertained by Mr. Montagu Grahame White aboard his luxurious steam yacht. With their host in this group are Admiral Mark Kerr, Madame Chanel, the famous dress designer, and Miss Feilding, not forgetting an amiable Alsatian attendant who had obviously found his sea legs. "Alacrity" was lying in Poole harbour at the time this pleasant picture was taken.

Harbour was up locally.¹ even one week invited onto picture of yacht. However papers suggest to make the 'Gala Fancy Dance' were access to the

the fancy dress guests present. fancy dress was meet the others using recently cards entitling bar, restaurant popularity of over 500 such

¹ Swanage Times and Directory 10 June 1932

² Swanage Times and Directory 19 August 1932

³ Swanage Times & Directory 2 September 1932

Over the summer of 1932, it appeared to Euman that the *Alacrity* in the Brownsea Roads. He argued that he was not aware mooring was likely to be '...he was under the impression be cruising and coming into the periodically'. However Grahame-responded, by stating that he this directly with Euman and that winter cruises failed to then *Alacrity* would remain in Euman stated that he believed was only to remain moored in during the summer months. He immediately that the yacht

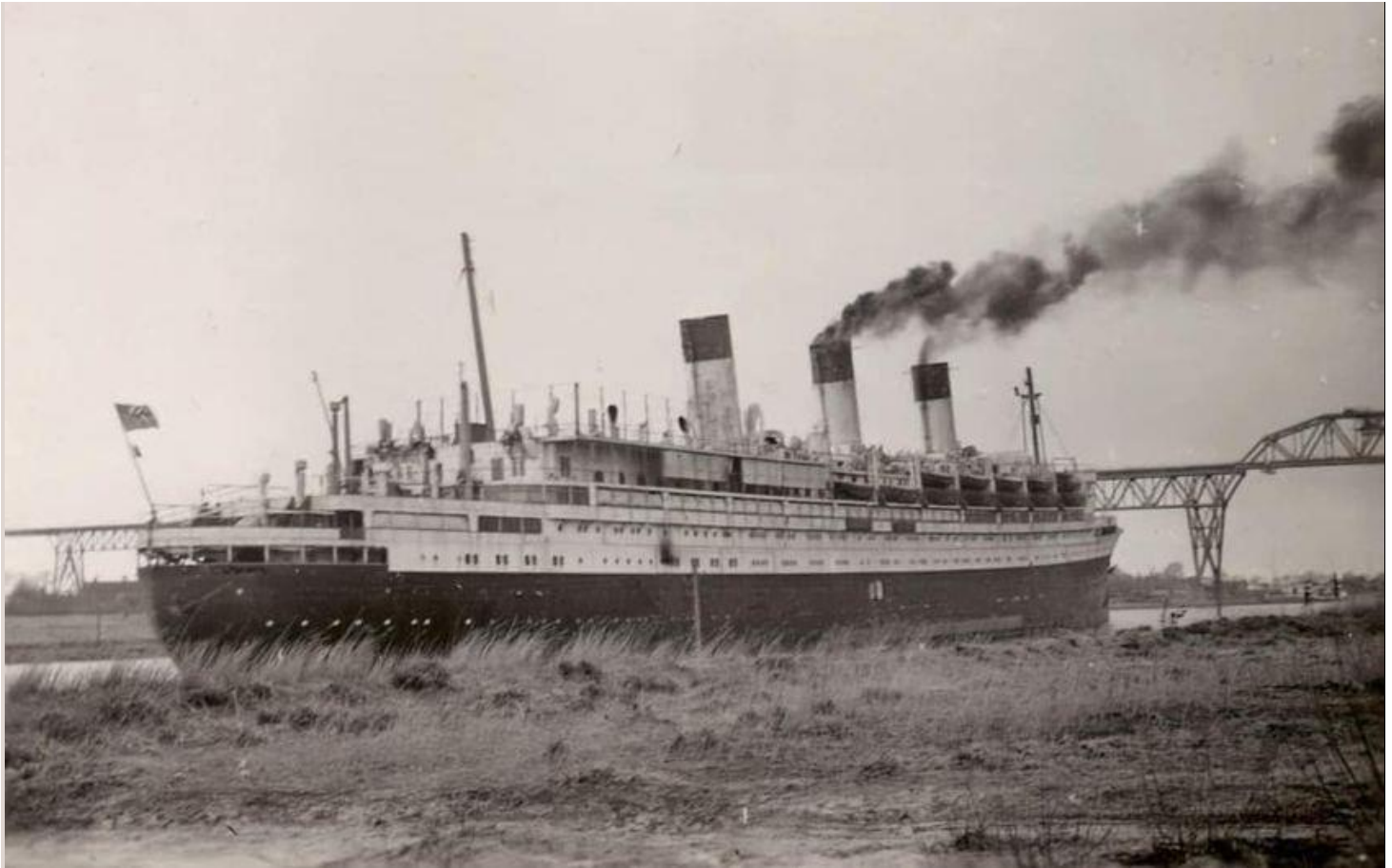


became mooring of was not safe. that the permanent; that she would harbour White had discussed if the proposed materialise, Poole Harbour. that *Alacrity* the harbour realised almost should not

have been moored in that position, but didn't wish to let down Grahame-White, after the expense he had incurred. The relationship between the two men during the summer and autumn of 1932 had soured. Notice was given to Grahame-White to remove the yacht. Grahame-White argued that he could not find a suitable alternative mooring in Southampton or Portsmouth, hence the delay. Many witnesses were called by both sides. Much court time was spent discussing how far the yacht had moved on its mooring and the impact the yacht had on the main shipping channel. The magistrates finally agreed that the Harbour Master had grounds for ordering the removal of the yacht. Various fines were imposed on Grahame-White and it was ordered that if the yacht was not removed on 10 May, this being the next spring tide, then a 5/- per hour penalty would be imposed until the yacht cleared the harbour.⁴ On Wednesday 10 May 1933, *Alacrity* with Grahame-White at the wheel, was towed out to sea,⁵ having spent just over a year at anchorage in the harbour. It took two days for the yacht to be towed to the River Medway,⁶ where it was moored and continued as a private members club. Just three years later, *Alacrity* was sold for scrap. One article that highlighted the scrapping of *Alacrity* noted that, 'There are few things afloat that are more beautiful, or less saleable, than the old clipper-stemmed steam yachts of a generation ago'.⁷

“CAP ARCONA” - Sequel TO THE ARTICLE IN THE LAST NEWSLETTER

Cap Arcona was a very depressing sight when Tobis Films were using her as a large exterior set for the infamous Nazi propaganda epic Titanic in summer of 1942. She was already in very bad shape from years of neglect and abuse by the Kriegsmarine. The paint is chipping, rust stains everywhere, and her masts have been mutilated for easier maneuvering through bridges in Baltic ports. Her lavish art deco interiors were also in a state of disrepair at that point and completely unusable for any of Titanic's scenes. Other than the bridge and some parts of the engine room, all of the interiors seen in the 1943 Titanic film were large sets constructed on a soundstage at Johannisthal Studios in Berlin.



UK Debut for Luxury Newbuild By Andrew S. Cooke

Back on 10th June 2021 the MSC Group revealed its new luxury cruise brand, Explora Journeys, described as having been created for the next generation of luxury travellers. Built by Fincantieri, the first of a quartet of luxury ships was scheduled to enter service in 2023, with the remaining ships ready in 2024, 2025 and 2026. The coin ceremony for the keel laying of the Explora I took place on 24th February at the Monfalcone Shipyard. Construction work had commenced on the Explora II in November 2021 at Genoa's Sestri Ponente Shipyard, also in Italy. On 30th May 2022 the Explora I was floated out and, at this time mention was also made of the installation of LNG powered engines aboard the Explora III and Explora IV. A few weeks later, on 4th July, the company announced the ordering of Explora V and Explora VI, for delivery in 2027/28. These will be powered by both LNG and hydrogen, and this will require them to each be lengthened by 19m to accommodate both the LNG system and storage plus a 6-megawatt fuel cell.



On 20th July Fincantieri and MSC Group were pleased to announce that the 996-guest capacity Explora I had been delivered at the Monfalcone Shipyard, around 7 weeks later than planned originally. The ship then sailed to Barcelona to welcome her first admirers before she continued to Portsmouth on a hastily revised itinerary, arriving early on 29th July to mark her UK debut. That afternoon invited guests and media embarked the ship for either an overnight stay or a 3-night cruise to Copenhagen. At 08.00 on 30th July the ship departed Portsmouth International Port bound for Denmark and was escorted through the harbour by the SMS Towage tugs Scotsman (144gt/built 2007) and Yorkshireman (144gt/built 2012). Having reached Copenhagen on 1st August, the ship welcomed her first paying guests that day and departed on her 7-night maiden voyage to Reykjavik via Kirkwall and Lerwick. The ship then made her Southampton debut on 24th August. The 63,621gt Explora I has an overall length of 248m, a moulded beam of 32.60m, a maximum draught of 7.10m, a 56m air draught and 14 decks also features a strong influence of the modern superyacht profile, enhanced by a sleek dark blue hull. Embarkation was via Deck 4, starboard side, leading guests into the Lobby & Lobby Bar, the hub of the ship, which features a three-tier atrium and a soothing and refined chic décor. The whole ship has an abundance of fine-crafted woods, gleaming marble and ample space that generates an uncluttered modern, boutique hotel setting for up to 922 guests. It was not difficult to be impressed or think “wow” at every turn. The main Lobby is 891m². The 638m² and 198-seater Journeys Lounge (theatre) is located in the bow on Deck 4 whilst aft are two of the 6 restaurants, the Med Yacht Club and the Fil Rouge with a combined area of 1,125m² and open seating.



One of the venues on Deck 5 is the Crema Café (a stylish coffee shop/lounge) whilst decks 6-10 feature 461 ocean-front suites and residences and no inside accommodation. The options include one Owner's Residence, 22 Ocean Residences, 67 Ocean Penthouses, and 371 Ocean Terrace and Ocean Grand Terrace suites. The generous outdoor decks boast an area in excess of 2,500m² overlooking the sea, with 64 private cabanas split between 3 outdoor pool areas. Aft on Deck 11 is the 985m²/271-seater Emporium Marketplace (buffet - taking up around 50% of Deck 11) with the Conservatory Pool & Bar situated forward. This has a sliding roof and an area of 1,162m². In all, there are six restaurants as well as 12 bars and lounges, with the former having a combined area of 2,795m² and a total of 951

seats. Overlooking the bow on Deck 11 is the 584m²/131-seat Explora Lounge/Bar with open air seating forward of this. Above on Deck 12 is the open-air Helios Pool, Bar and sun deck - again located forward. The retail outlets on board are located on Deck 4 on either side of The Lobby and one has become the very first outlet for premium Swiss watch brand Rolex. What makes the ship herself tick is a quartet of Wartsila engines with a total output of 38,400kW. These drive a pair of MMG fixed pitch propellers. For manoeuvrability the Explora I has a trio of transverse tunnel bow thrusters from Fincantieri Marine Systems and a further 2 at the stern. A comfortable passage is maintained by a pair of Fincantieri Marine Systems fin stabilisers and the ship's service speed is 18.00 knots. Here's wishing Explora Journeys fair seas and calm winds as each newbuild arrives. Don't just be a guest, be an *explora*!

Port Update by Kevin Mitchell

Quite a lot to report this time around. Poole has had a disappointing cruise ship season, with only two vessels visiting to date. Of the five scheduled visits, only one actually took place when the *Deutschland* arrived on 3rd August from Bremerhaven. She sailed that evening to the Isles of Scilly. The visit from *Corinthian* at the end of May was unscheduled. Vantage Cruise Line was due to send *Ocean Odyssey* three times this year, however they have now filed for bankruptcy following difficult trading during the pandemic. The sister ship to *Ocean Odyssey*, *Ocean Explorer*, came to Poole during 2021.





During July the Harbour Defence Motor Launch *Medusa* (ML1387) visited the Poole Quay Boat Haven. Built in Poole by R.A. Newman in 1943, *Medusa* is the last of the 464 vessels of her class in original and seagoing condition. She is also one of the 200 vessels making up the National Historic Fleet. Thanks to Tim Tyrrell for the photo.



Slightly away from Poole, but the former Hampshire Police Marine Unit patrol boat *Commander* was noted at Swanage and Poole during the summer. It is thought she will be used as a dive boat.



On 3rd August Condor Ferries' latest ship *Condor Islander* arrived at the Poole Bay anchorage following berthing trials at Portsmouth. Built in 2005, she has been operating in New Zealand waters as *The Straitsman* and is a near sister to *Commodore Clipper*. Following an overhaul and repaint at the Astander shipyard in Santander, Spain, *Condor Islander* visited various Condor ports before coming into Poole on the morning of 4th August. After ramp trials at both ro-ro berths, *Condor Islander* moved to various berths and quays for a full internal refit by Trimline and preparations for service. She spent the August Bank Holiday weekend at Southampton where work included the welding of new rubbing strakes. She is due to enter service opposite *Commodore Clipper* out of Portsmouth during October or November.

During late August the John Lewis Partnership's ferry *Castello* was out of service for a few days. Guests were taken to and from Brownsea Island instead by the yellow Brownsea Island Ferries, which also called at the Sandbanks jetty.

The cargo ship *Wilson Loviisa* spent several days alongside Bulwark Quay before sailing for The Netherlands on the afternoon of 22nd August. However, due to non-operational bow thrusters, she had to be pulled astern from the quay by the PHC tug *Herbert Ballam* and with both anchors deployed to assist with manoeuvrability.



Meanwhile, the offshore supply ship *Coco* spent a week at the Poole Bay anchorage in early September, en-route from Birkenhead to Falmouth, with her rescue boat making a visit to Poole for a crew change. Photo taken by Barry Quince.



Two beautifully preserved ships made return visits to Poole from late August and into September. The steamship *Shieldhall* made its customary journey from Southampton on the August Bank Holiday Monday, over the following week offering trips out to Poole Bay to view the Bournemouth Air Festival and also a new Jurassic coastal cruise on 29th August, which reportedly had to be cut short due to engine problems. In between these trips the *Shieldhall* was open to the public alongside Town Quay.



The paddle steamer *Waverley* also made its annual visit to the south coast from its home Scottish waters, a journey of 500 nautical miles, arriving alongside Swanage Pier on the afternoon of 30th August for crew familiarisation trials. Her sailings along the south coast included several visits to Poole and Swanage Pier. Coincidentally, both ships were alongside at Poole on 4th September, sadly though not at the same time. It was planned that *Waverley* would moor alongside Town Quay that day, but a last-minute change saw her moor at Bulwark Quay with her passengers transferred by PHC buses to the ferry terminal. Sadly, *Waverley*'s south coast season had to be cut short by three days due to poor sea conditions.

H.M.S COMPASS ROSE



The Flower-class corvette HMS Compass Rose is memorably immortalised by both Nicholas Montsarrat's 1951 best-selling book 'The Cruel Sea' and, possibly more-so, by the 1953 film of the same name starring Jack Hawkins, Donald Sinden, Denholm Elliott and Stanley Baker, amongst others. In the film 'The Cruel Sea', the fictional HMS Compass Rose (K49) was, in real life, the ex HMS Coreopsis (K32). She was built at the A&J Inglis shipyards at Glasgow and launched on 23rd May 1940. She was loaned to Royal Hellenic Navy on 10th November 1943 (some resources say April 1941) and renamed RHNS Kriezis, continuing to serve in the Greek navy after the war until returned to the Royal Navy on 1st June 1952. When Ealing Studios began the film production of the adaptation of Nicholas Montsarrat's 'The Cruel Sea', records show that the Admiralty, while anxious to co-operate in the making of the film, had reputedly got rid of all its wartime Flower-class corvettes, but eventually located HMS Coreopsis (the ex RHNS Kriezis) laid up in Malta, waiting to be sent to the shipbreakers. One Captain Broome (a naval captain with war service in such vessels) was dispatched to inspect and report, and he arranged for some repairs before sailing it back to Plymouth under its own steam. Jack Hawkins recalled asking him about the condition of the ship. "We shall get her going all right," was the reply, "but God, what a state she's in. I can only tell you that when those Greek sailors went to the heads they must have turned cartwheels!" On completion of filming 'The Cruel Sea', HMS Coreopsis (aka HMS Compass Rose) was sold to shipbreakers Thomas Young & Sons and arrived at Sunderland on 22nd July 1952 to be scrapped.



Postscript

In Royal Navy service, HMS Coreopsis (aka the fictional HMS Compass Rose) was employed on convoy escort duty in the Atlantic – very much as portrayed in the book and film ‘The Cruel Sea’. On 20th October 1940, she rescued 33 survivors from the British cargo ship *La Estancia*, sunk by the U-47. On 16th November 1942, she rescued 169 survivors from the British merchant ship *Clan MacTaggart* that was sunk by U-92. And on 5th March 1943, she picked up survivors from the British merchant ships *SS Fidra*, *SS Ger-y-Bryn* and *SS Trefusis* which had been sunk by U-130. As RHNS Kriezis in the Royal Hellenic Navy, she also served as a convoy escort, including escorting Convoy ECM6 as part of Operation Neptune, the allied invasion of Normandy on 13th June 1944. In October 1944, RHNS Kriezis (aka the fictional HMS Compass Rose) became part of the British Mediterranean Fleet until the end of the war.

THOMAS AT 86

By Alan Dumelow ·

I’m not really a ‘tuggy’ type enthusiast apart from my affinity with Southampton’s past tug-tenders but, seeing the tug “Thomas” with Southampton as her port of registry and, being somewhat baffled, I had to research her history. The “Thomas” was originally built as “Oner II” at the Cochrane & Sons Ltd. shipyards at Selby (12 miles south of York on the River Ouse) for the account of the London, Thames-based company James Contracting, Towage & Shipping Co. Ltd., launched on 5th October 1937, completed on 18th December 1937, and registered to the commercial owners on 4th January 1938. As built, she was 91 GRT with an overall length of 87.0 feet (26.52 meters) and powered by a 6-cylinder diesel built and supplied by Glasgow-based British Auxiliaries Ltd.



Within the same year as delivery to James Contracting, Towage & Shipping Co. Ltd., in 1938, she was purchased by the British Admiralty and, renamed "C10", becoming the Navy's first motor tug, and assigned to Portsmouth for use on fleet fuelling duties and towage at the naval port. During World War 2, she assisted with the laying of the PLUTO (Pipeline Under the Ocean or Pipeline Underwater Transportation of Oil) pipelines from Sandown to Cherbourg and from Dungeness to Boulogne, and with the movement of Mulberry harbour sections. Post-war, she returned to her pre-war duties at Portsmouth and, in 1958, was renamed "Destiny" becoming part of the Navy's Port Auxiliary Services, remaining based at Gosport at the Forton Oil Depot until 1961, when she was replaced by the new diesel-powered tug "Alice".



On 13th November 1963, the "Destiny" was sold to the well-know Portsmouth-based shipbreakers H G Pound's Pounds Shipowners & Shipbreakers Ltd. but, soon after, in December 1963, she was acquired by Marchwood-based Husbands Shipyard Ltd., renamed "Affluence" and used for commercial services on Southampton Water, the River Itchen and in the Solent for 1½ years. Researched records indicate that, in 1985, the tug was the subject of a sequence of three sales & purchases. In July 1985, records suggest that "Affluence" was acquired by Southampton-registered Yacht & Harbour Services Ltd. but that, the same month, she was acquired by one Alan Chidwick,

reputedly of Fowler, a small hamlet on the un-navigable River Evenlode, a tributary of the Thames. Despite researching, I can find no information on neither Yacht & Harbour Services Ltd. nor Alan Chidwick, or if the two are associated. Either way, records indicate that 2 months' later, in September 1985, the "Affluence" was acquired by one Peter Bullen, Southampton. Interestingly, perhaps, cross-referenced research confirms that in 1989, the tug was acquired by Shepperton-based Star Tug & Marine Co. Ltd. and, reputedly, used for (quote) 'film work'. In fact, delving further, Star Tug & Marine Co. Ltd. was owned by the late David Mitton, the British film director, producer, writer, model maker and special effects technician best-known for producing and directing the children's television programs 'Thomas & Friends' and 'TUGS'. One resource suggests that David Mitton renamed (or rebranded) the "Affluence" as "Thomas" in acknowledgement of 'Thomas & Friends' and 'TUGS' but I have found no evidence to support this suggestion – even though it would be nice to think it's true.

In 1991, the "Affluence" was purchased by the Swansea-based businessman Ken Thomas, who (in contradiction to the afore-referenced suggestion) renamed the tug "Thomas", having bought her purely for preservation – not for commercial use. In 2005, however, "Thomas" was acquired by a new owner (un-named) and is reportedly now located at Sharpness Docks under continued preservation. It is worth noting that, in 2 weeks' time, on 5th October 2023, the "Thomas" will celebrate her 86th (EIGHTYSIXTH) birthday.



THE CHANGING FACE OF THE ROYAL NAVY



H.M.S. DREADNOUGHT passing H.M.S. "VICTORY" 1906



"AQUILA AIRWAYS" OPERATED THE LAST COMMERCIAL FLYING BOAT SERVICE FROM SOUTHAMPTON
(1949 – 1958)



SOUTHAMPTON'S HISTORIC TOWN QUAY

By : Alan Dumelow

From my years as a schoolboy ship enthusiast in the late-50's / early-60's (and subsequently in my maritime career) Southampton's docklands are always a nostalgic and happy memory for me, not least the Town Quay, to and from which I regularly travelled (twice a day when working at Union Castle's offices) on the Hythe "Hotspur" ferries. As an important and historic part of Southampton's docks, the Town Quay is often overlooked for its significance and the part it has played in the docks' development. As a teenager and young adult, I was always fascinated by the variety of coasters and small cargo ships that berthed at the Town Quay as I embarked or disembarked the Hythe ferry from the (often slippery) steps at the city end of the quay. The first quay on this site is recorded as being in 1411 and was known as Watergate Quay. Prior to this, the Watergate Quay area was the centre for the building of naval warships during the mediaeval period. By the 18th century, Watergate Quay had fallen out of use and was demolished and replaced with a Town Quay used for passenger services by paddle steamers and the movement of cargo. But subsequent overcrowding made it unsuitable for continued passenger services, resulting in most of the passenger steamers relocating to the Royal Pier when it opened in 1833. In 1847, a horse-drawn tramway was installed on the Town Quay connecting to the Southampton Terminus railway station and, in 1871, the tramway was directly connected to the main railway lines. And in 1876, upgrades to the tramway lines enabled a switch from horses to locomotives. During the First World War the quay was used for military traffic - mainly barges travelling across the English Channel - while the railway lines to the quay were used as sidings for the main docks. Post-WW1, by the 1930's, with construction and improvements to other areas of the docks (notably, the 'New Docks') most of the shipping had moved away from the Town Quay, with the last major freight traffic being recorded as Scandinavian timber imported by Montague Meyer. However, as I recall, cargo services to the Isle of Wight (notably by Carisbrooke Shipping Co.) and small coastal ships continued to frequent the Town Quay throughout the 1960's and early part of the 70's. On 4th May 1970, the Town Quay's railway ceased being used (although some of the iconic railway tracks may still be seen today) and, subsequently, most of the warehouses on the quay were demolished and replaced by offices with, more recently (in the 80's I believe), along with the development of the marina on the west side, the Town Quay has been substantially redeveloped as a prime waterside location with shops, restaurants and cafes. But the Town Quay still remains a successful maritime hub handling around 1.5 million passengers travelling to and from the Isle of Wight and Hythe every year.



c.1960's (Image courtesy of Southern Echo archives)



PRE-WAR c.1930's (Image courtesy of Southern Echo archives)



HOTSPUR III leaving the Town Quay for Hythe (Image courtesy of Ian Boyle)



TOWN QUAY TODAY (Image courtesy of marinas.com)

GREEN WATER OVER THE FLIGHT DECK

HMS Indefatigable (R10) battling through the Bay of Biscay in March 1954 on her way to her final Med Fleet deployment before paying off in September. This a good illustration of why the RN were not big fans of the deck park in their carrier development history.



INVINCIBLE CLASS AIRCRAFT CARRIERS

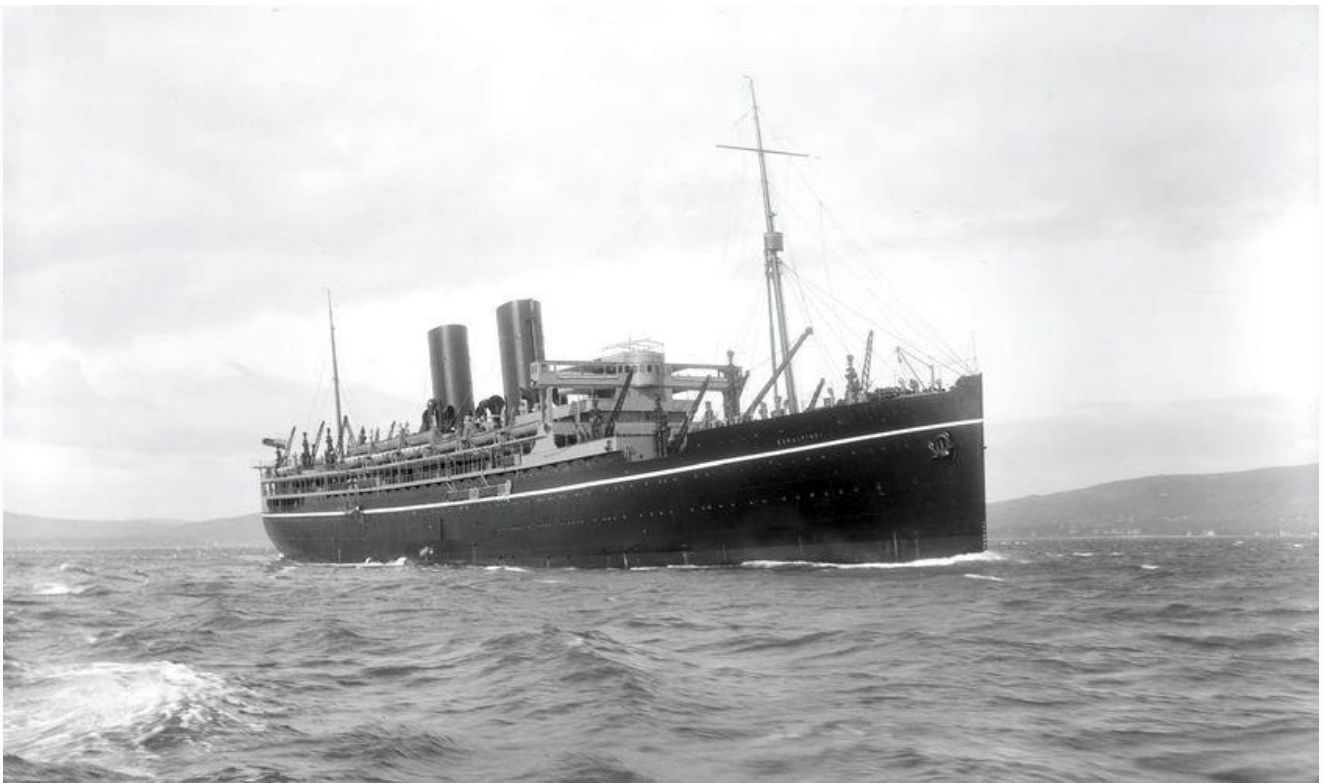
All three Invincible class carriers together at sea. Possibly the only time this has happened. I think this is 1989 just after Invincible's refit. HMS Invincible (R05) is closest, then HMS Illustrious (R06) and then HMS Ark Royal (R07). Generally, two were active while one was in maintenance.



THE BRAVEST OF THE BRAVE

Passenger Ship Rawalpindi running trials in Belfast Lough on 3rd September 1925. Designed and built by Harland & Wolff Ltd., Belfast, Rawalpindi measured 547 feet in length by 71 feet in the beam and had a tonnage of 16,688 gross. She was powered by two sets of quadruple expansion reciprocating steam engines capable of a top speed of 14 knots. Employed on the Indian and later the Far Eastern service, Rawalpindi was requisitioned at Tilbury in 1939 by the Royal Navy for service as an armed merchant cruiser and converted by R&H Green & Silley Weir, London. She was the first P&O ship taken up for service in the Second World War. Her after funnel was removed and eight 6-inch and two 3-inch guns were fitted. On 23 November 1939, HMS Rawalpindi encountered the German battleships 'Scharnhorst' and 'Gneisenau' off of Iceland and attempted to hold them off as the rest of the convoy scattered. Though he knew Rawalpindi was hopelessly outgunned, 60-year-old Captain Edward Coverley Kennedy RN decided to fight both battleships, rather than surrender as demanded by the Germans. He was heard to say "We'll fight them both, they'll sink us, and that will be that. Good-bye". She managed to score one hit on Scharnhorst, which caused minor splinter damage. With such enormous odds against her, the vessel was hit continuously and soon ablaze fore and aft. After one hit the lights in the magazine went out and she was burning amidships. A 1st class Petty Officer RNR stated - "I was in charge. It was an inferno. There was nothing else to do but flood the magazines to prevent the ammunition exploding. I called eight men to come up with me to B deck, live shells and cordite were in the path of the fire amidships and shooting from the fire. Our guns were still firing. 30 or 40 of us went over the side. We saw a waterlogged boat floating past. It was a 1000-1 chance we would reach it. Some of us did. We thought we might make the Hebrides but luckily we were picked up by the Chitral. I think the action lasted 40 minutes." HMS Rawalpindi eventually sank with the loss of 265 of the crew including the captain, E. C. Kennedy". Thirty-seven men were rescued by the German ships, a further 11 were picked up by HMS Chitral (another converted passenger ship). Captain Kennedy, the father of naval officer, broadcaster and author Ludovic Kennedy, was posthumously Mentioned in Dispatches.

Caption and picture courtesy of Bass Moog with Clydebank Battlecruisers



MEMORIES OF A GOLDEN ERA OF HOLIDAY EXCURSIONS.

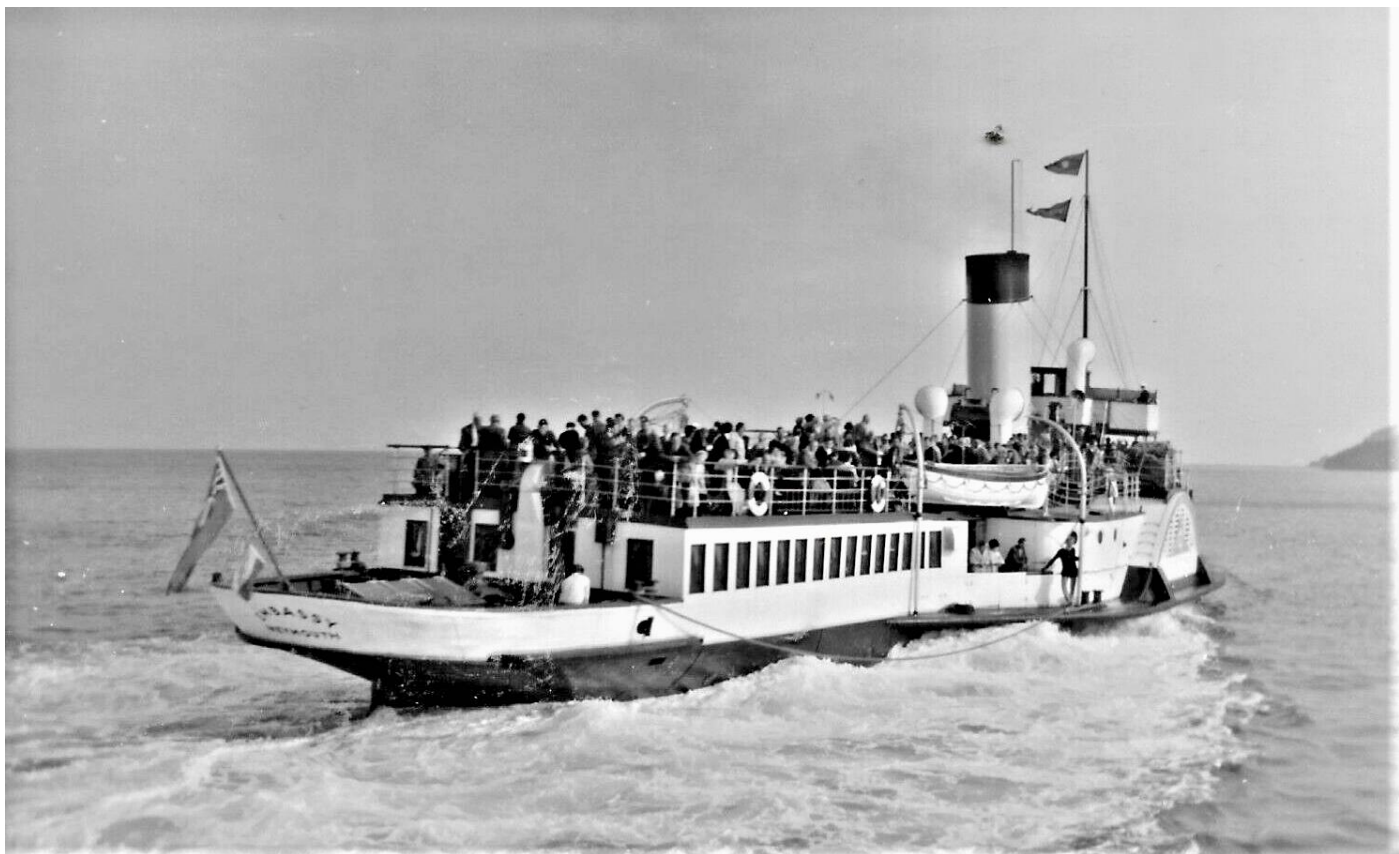
Peter Lamb

The recent visit to Poole by the paddle steamer "WAVERLEY" will have re-kindled memories in older inhabitants when Poole hosted fleets of excursion paddle steamers and latterly, large passenger carrying motor vessels.

This image is of a never to be repeated scene at Lulworth Cove. Messrs. Cosens and Co's "VICTORIA" (1884 – 1953) glides into Lulworth Cove and with her engines set at 'slow astern' eases her nose on to the banked shingle of the beach. This was a practice also commonly used at west country resorts, such as Sidmouth and Seaton, that had no pier or harbour. The boatmen, astern, may be seen paying out the lines to secure to the stern anchors that held the ship steady



A forward line would be run out and looped upon a bollard mounted upon the beach. Passengers disembarking would use the mobile walkway (in the foreground) that was linked to the ship by a rickety plank system. The small door in the port bow plating may be seen having been dropped in readiness for connection to the archaic system that worked wonderfully well for over a century. Cosens were a Weymouth based company. They operated cruises from that resort but their primary base, each summer, would be Poole. Long day cruises were offered so far as Brighton in the east and Dartmouth in the west, plus cross channel excursions to France and the Channel islands. These feats were all the more remarkable given the steamers had only the most basic navigation equipment. The luxury of radar was still a distant dream. Local paddle steamer cruises and those to the Isle of Wight survived until 1966 with the withdrawal of the "EMBASSY" and the last paddle steamer, the "CONSUL", to call at Lulworth did so in 1964. Such cruises could not operate today as modern health and safety regulations regarding embarkation coupled with the popularity of the cove as a safe haven for private pleasure craft would make navigation of a large vessel within the cove, at best, challenging. i



Here, a well patronised “EMBASSY” may be seen pounding across Swanage Bay

The Trust have a substantial archive of material covering the paddle steamer and pleasure boat era where at Poole it was not uncommon to see five steamers tied up in the port on a summer evening. We will be pleased to hear from anyone with memories or anecdotes who are happy to share. We are also keen to receive any relevant material be-it memorabilia, images or ephemera. Please drop into the Canford Cliffs Library (first floor – entrance via white gate at the end of the car park) any Thursday morning or contact us to arrange a time convenient, to you. Tel : 01202-706673 or Mail : poolemaritimetrust@aol.com

AFTERNOON TEA ABOARD THE “DORSET QUEEN”

A registered historic ship.



The Trust members, family and friends enjoying a harbour cruise and an afternoon High Tea cruise aboard the delightful
"DORSET QUEEN"
Many thanks are due to Julie Reid for organizing these popular events.



THE TRUST COLLECTION

The Trust is, once again, in debt to those members and non-members who have made further significant donations of historic material. We now boast a remarkable and, perhaps, unique collection. The archive is available, to all, for viewing or research every Thursday morning from 10.00.

Poole Maritime Trust
First Floor, Canford Cliffs Library.
6 Western Road, Branksome Park BH13 7BN

SUBMISSIONS FOR CONSIDERATION FOR INCLUSION IN FUTURE

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