

POOLE MARITIME TRUST

NEWSLETTER FEBRUARY- MARCH 2024

CHAIRMAN'S REPORT – February 2024

The new year is with us and ahead there are many tasks your committee has under consideration. There is little doubt that we will continue to be very busy in the next twelve months and, as the archive grows, the task of cataloguing and transferring much of it into digital format to preserve valuable historic information for study in the long term continues. We are always grateful for the team of volunteers who undertake this work. Visitors to study the archive have increased, including some involved in research. A few other important aspects can be reported on at this early stage of the year. In addition to lectures already arranged and published, the programme continues to be developed and summer trips and visits are being prepared. These will be published in course. As some members will be aware, we now have a new bank account into which payments can be made 'on line'. Further information and a mandate form is being circulated to members by letter. Membership and the long term future of the Trust looks healthy, and your committee is expanding means of increasing publicity. It should be possible to give further information at the Annual General meeting in April.

Commodore G H Edwardes OBE RN, Chairman

WELCOME

Welcome to the first newsletter of 2024. We are indebted to our regular contributors, Kevin Mitchell, Andrew Cooke and Michael (Jack) Hawkins for their continued support. Submissions for consideration are always welcome and should be sent to : poolemaritimetrust@aol.com. The year has started busily for the Trust with, both, the office and archive team plus the 'field' squad under the stewardship of Robert Heaton have been out and about. We are always seeking new members and if you are interested in participating in, either, the admin and deskbound aspect of the Trust activities or fancy physically researching the past (boots not provided!) please contact us without delay. Research and record compilation can always be undertaken at home





Poole Harbour 80th Anniversary of D Day



This year will see the commemorations for the 80th anniversary of the Allied Invasion of France and with it the reflections of the substantial contribution that the people of Poole and Poole Harbour played in that historical event. In September 1939 as war was declared the eyes of the Royal Navy were returned to Poole Harbour and the significance of Poole as a Naval Base. Poole was as of strategic importance as Portsmouth and Plymouth. The responsibility of this was assigned to Commander Cosmo Bowyer Hastings RN who was appointed as Naval Officer in Charge Poole from the Staff of Flag Officer Portland Rear Admiral The Hon E R Drummond CB MVO. Commander Hastings was a WW1 Veteran who saw Service and was wounded at The Battle of Jutland and being a local man was affiliated with Poole Harbour and the local people who worked in and around it. By May of 1940 the Naval Base at Poole was well established and its HQ set up on the Motor Yacht Florinder (The Club House for The Royal Motor Yacht Club) and accommodation for the Naval personnel on the vessel Motor Yacht Sona on Poole Quay. The end of May and early June 1940 saw the successful Evacuation of the BEF and French and Belgium troops from Dunkirk, St Valery, Cherbourg, and St Nazaire all of which saw vessels from Poole play their part orchestrated by Commander Hastings and his Staff. This also included the defence of Poole Harbour and the surrounding area from imminent invasion. Over 330,000 troops in total were evacuated. After the Evacuations were complete and the realisation then of the need to re invade France at some point, planning had to be put in place in order to be able to achieve a successful outcome. The HQ for this was at Southwick Portsmouth where meticulous planning started to take shape. Poole played its part in the preparations for this epic task. There was a requirement for Landing Craft and vessels to be able to transport the troops across the channel with all their vehicles, weapons, ammunitions, and supplies for an initial landing. Then a continuous supply to be able to sustainably support this vast Allied Force for a long period of time. Poole Boatyards, Engineering Companies and other local businesses and the skills of local people were fundamental in the success of this operation. J Bolson and Sons started to convert Thames Barges into Landing Craft by taking off the bow section and replacing it with a ramp. Later came the design of the American craft and Bolsons started to build from new. These vessels had to be able to defend themselves and be able to take vehicles and Tanks. LCTs, LCVPs and LCAs all kinds of different designs to be fit for purpose. It was the skills and tenacity of the 800

strong work force at Bolsons that achieved this often through testing times under threat of invasion and targeted bombing raids. Other yards involved were Dorset Yacht Company and British Power Boat Company that built Motor Gun Boats. R A Newmans of Hamworthy that built launches and J R Smith engineering that produced Bailey Bridges. Sydenham's was taken over and was supplying wood particularly for the Mulbury Harbours which were to be towed across and secured off the beaches to allow vessels to tie up to unload once the initial invasion had taken place.



Launching an LCT



The last surviving Landing Craft from D Day

One of the biggest challenges was going to be the supply of fuel to be able to support the whole invasion force. The quantities were enormous and the vulnerability of vessels transporting it was high risk. Therefore, Operation Pluto was developed. This was to run an undersea pipeline from the Isle of Wight to France and then pump the fuel across. A feasibility study was done and a trial of running a pipeline from Poole to IoW was put in place and was successful. As preparations continued a force had to be assembled and trained. This meant a lot of co operation from the local area. The plan was to have Marshalling Areas and Embarkation Areas. In Dorset they were spread across the county: -

Marshalling Areas

Dewlish 1,800 personnel and 260 vehicles D1
Lychett Minster D2
Yellowham Dorchester 1,500 personnel 220 vehicles D3
Dorchester CAE House 2,900 personnel 410 vehicles D4

Broadmayne Park and West Knighton US African American Batt 3,000 personnel D5
 Puddletown 3,600 personnel and 510 vehicles D6
 Dorchester Poundbury Camp 3,300 personnel and 480 vehicles D7
 Downwood Blandford 1,500 personnel and 220 vehicles D8
 Bincombe 2,100 personnel and 220 vehicles D9
 Kingston Russell 2,400 personnel and 340 vehicles D10
 Winterbourne Abbas 2,400 personnel and 340 vehicles D11
 Bradford Down 3,300 and 470 vehicles D12
 Winterbourne St Martin D13
 Weymouth Charlestown Field Hospital D14

Embarkation Areas

Poole The third largest Embarkation Point for the whole Operation.

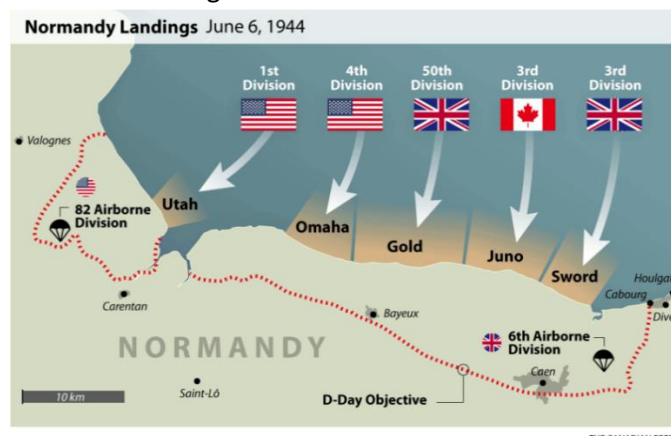
Weymouth

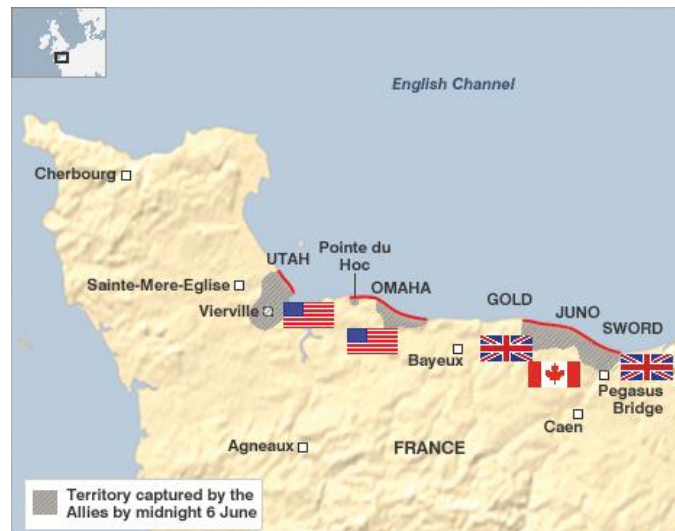
Portland

In May 1944 the US Coastguard arrived in Poole bringing with them 60 Coastguard Cutters. The HQ for US Forces was at Carters Pottery with some billeted Off Herbert Avenue.



These Cutters were to be used to rescue casualties of the beaches during and after the landings. They were split 30 off the American landings at Utah and Omaha and the rest split between the British and Canadian beaches. As preparations were well underway the decision had to be made as to when and where the Landings were to take place. A map was put together and the fine detail was established and under the most severe cloak of secrecy the who? and where? and when? were established and Operation Overlord was briefed. Initially to begin on 5th June 1944 all was put in place but due to inclement weather the actual landings had to be delayed by 24 hours. This date was chosen because of the tides. There was a need for high tide in the early morning so that the landing craft could get in and the men would not be as exposed against the fierce resistance which was expected. On the early morning of June 5th, 1944, over 300 vessels left Poole with 22,000 troops and their vehicles and equipment. They were predominately American heading for Utah and Omaha Beach. Getting these vessels out on time and in the right order was down to Commander Hastings and his Staff a task that was achieved in fine Naval Tradition





This was the beginning of the end and the dedication into the planning, preparation and execution of this Operation coupled with the bravery of the young men that carried it out was without doubt one of the greatest Military Achievements ever. But time should be reflected on the part that Poole and its people played in this epic achievement.

May those that paid The Ultimate Sacrifice Rest in Peace



D-DAY

The Trust library and archive has material on D-Day both nationally and locally. Trust members can borrow books from the library and any cuttings or images can be copied for a small fee.

Books

Beamish, D & Andrews, I	D-Day Poole	7/18; 53/1060
Blizard, Derek	The Normandy landings: D-Day the invasion of Europe 6 June 1944	68/2731
	D-Day: the story of the Allied landings	55/1799
	D-Day 1944: Voices from Normandy	48/670
De S Winser, John	The D-Day ships	60/2170
Lecoutrier, Yves	The beaches of the D-Day landings	72/2952

Images

HMS Wilton – D-Day anniversary Spithead 1994	11/5658
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Poole Quay: D-Day anniversary celebrations at Poole 1994

11/5813

D-Day veterans marchpast

11/ 5829 & 11/5837 – 38

Boxfiles

YB 27a

Poole and its role in World War II

YB 35b

J Bolson and Croson Ltd

Press Cuttings

Miscellaneous press cutting both national and local

Swanage Queen skipper tells of: A NIGHT IN THE FOG

The inside story of what happened when the paddle steamer “Swanage Queen” became fog-bound after leaving Bournemouth on Friday evening, and had to anchor off Swanage all night with 90 passengers, is told by the skipper, Captain George S. Carpenter. He says the vessel left Swanage at about 10 o'clock on Friday morning on a trip to the Isle of Wight. It was a pleasant, uneventful trip back to Bournemouth and although when the vessel left Bournemouth Pier shortly before 5.30 in the evening there was some fog visibility was not considered too bad, and the skipper thought he could make Swanage without difficulty. **Then visibility became very poor, and on taking soundings we found we were nearer the Peveril Shelf than we wanted to be.** We ran round the headland because the water was too deep to anchor: visibility was now very low and we steamed at dead slow speed. Captain Carpenter said they continued taking soundings and when they came to suitable water they anchored. **LIMITED FOOD :** The skipper said that tea and coffee, as well as food was made available to passengers but it was in limited quantities, for as he explained “you don't take food for 36 hours when you go on a day trip”.

Some blankets were issued, and many people made up beds and slept in the lounge. Throughout the night the chief engineer and he made periodical rounds to see all was well. Contact was maintained with the shore, through Niton radio, and passengers who wished to get messages to their friends and hotel were able to do so.

Captain Carpenter said that Chief Engineer Thomas McLurg and his fireman kept the fires up to maintain a full head of steam for any emergency. **WEIGHED ANCHOR :** It was well after dawn before there was any improvement in visibility, and then the vessel weighed anchor and sailed at slow speed back round the headland and the Peveril Buoy into the harbour. The skipper said that the children among the passengers behaved well, and there was very little sea-sickness. Piermaster Harry Marsh stayed on duty throughout the night, and said he estimated he answered 300 inquiries. Mr Herbert Jennings, head of the company owning the Swanage Queen, was also at the pier all night.

Evening Echo 4th September 1961



PADDLE STEAMER SWANAGE QUEEN IN SWANAGE BAY 1961

Port Update by Kevin Mitchell



Starting off with Condor Ferries' news. Following its dry-docking and overhaul in Falmouth, *Condor Liberation* arrived back at Poole on 14th December. Condor Ferries' freight ship *Commodore Goodwill* arrived for its regular Christmas layover on 24th December, due to the lack of available berths at Portsmouth. The *Goodwill* was scheduled to leave on 27th December, but this was delayed by one day due to the stormy conditions. Meanwhile, there was a bit of a 'Condor Moment' on the morning of 6th January when *Condor Liberation* and *Condor Voyager* passed each other in the Swash Channel just outside of the harbour entrance.



The *Liberation* was forming a sailing to the Channel Islands then onto Cherbourg whilst the *Voyager* was inbound from St Malo for testing of its MES evacuation equipment, with the assistance of local dive boat *Rocket*, as shown in this photo taken by Darryl Morrell. The *Voyager* sailed to Cherbourg the next day for an out-of-water refit on the port's synchrolift. On 18th February *Commodore Goodwill* was back again, this time for a week-long program of routine maintenance alongside South Quay. This maintenance had been missed in 2023 due to the refit of the *Condor Islander*, also at Poole, which had taken longer than expected.

Onto Brittany Ferries, *MN Pelican* was dry-docked at Brest during December for a major overhaul, arriving there on 20th December direct from Poole for a month's work by Damen Shiprepair. Work carried out included painting, attention to the cargo doors and overhaul of the boilers, pipe work and electrical wiring. It also appears that her experimental wing sail has been removed. The *Pelican* has been chartered by Brittany Ferries for twice-weekly sailings to Bilbao since 2016, but at the moment she does not appear in the timetables after September this year. Following lay-up in the French city of Caen, *Barfleur* was put to use on sailings from Portsmouth during January and February. This photo of her leaving Portsmouth on 7th January was supplied by Gary Davies of Maritime Photographic.



In other ferry news, the Sandbanks chain ferry *Bramble Bush Bay* provided some seasonal good cheer by offered free crossings to all types of vehicles as well as pedestrians on Christmas Day. Passengers were instead given the opportunity to donate their toll to the Royal National Lifeboat Institution, the company's nominated charity for 2024.



Towards the end of 2023 and into the New Year there was a procession of cargo ships in port loading barley for export.



One such example was *Fluvius Tavy*, which was loading barley on 13th December having earlier arrived from Belfast to discharge roadstone. *Manuela S* was photographed loading barley on 11th January having also brought roadstone into port. Meanwhile, a large 162m long cargo ship, the *BBC Rio*, arrived at South Quay for a short visit on 2nd February having departed the South Korean port of Masan on 19th December. *BBC Rio* was carrying wind turbine blades bound for Cuxhaven, Germany, but dropped off a small containerised cargo at Poole, where she also underwent a crew change, before continuing her voyage that afternoon. On 14th December City Cruises' *Harbour Scene*, which had been out of service for some time, left Poole under tow by the London-based tug *Hound Dog*.



Into 2024, on 5th January the harbour vessel *Purbeck Princess* arrived back from overhaul at Saxon Wharf on the River Itchen at Southampton, passing the *Maid of Poole* which was heading for the same shipyard for its own overhaul. The following day *Solent Scene* headed to Gosport, then onto Trafalgar Yard at Portsmouth, for its own dry-docking. As is normal, the passenger ferry fleets of City Cruises, Greenslade Pleasure Boats and Brownsea Island Ferries, as well as the *Dorset Queen* of Dorset Cruises, were all overhauled this winter. Finally, during December it was announced that the Jubilee Sailing Trust (Tenacious) had sadly ceased operating. The tall ship *Tenacious* was often seen in Poole, providing many people including those with disabilities the chance to experience life on a sailing ship.

POWER AT SEA

U.S.S. MIDWAY AND U.S.S. IOWA 1988



TAKING A BREATHER



THE SOMETIMES CHALLENGING AND POTENTIALLY PERILOUS LIFE OF A PILOT



THE WOOLWICH FERRY

By David Huxtable

The Woolwich Ferry is a free vehicle and pedestrian ferry across the River Thames in East London, connecting Woolwich on the south bank with North Woolwich on the north. There has been a connection across the Thames between what is now Old Woolwich and what would later be North Woolwich since the Norman Conquest. The area was also mentioned in the Domesday Book. The service was officially opened on 23 March 1889, with the paddle steamer *Gordon*. Two days before the first service, the Metropolitan Board of Works was replaced by the London County Council (LCC), and the opening ceremony was conducted by Lord Rosebery instead of the expected Bazalgette. The sister vessel *Duncan* was introduced on 20 April. By the end of the 1920s, the rise in motor traffic had put pressure on the ferry's capacity. A proposed bridge between Shooter's Hill and East Ham was rejected as too obvious a target for wartime bombings, and a third vessel was introduced instead. Because of the lack of a fixed crossing, the Thames became a psychological barrier for those living in the East End of London, who could only use a limited number of routes to cross the river, including the Woolwich Ferry.



THE COKE FIRED STEAM FIRED PADDLE FERRIES THAT LASTED UNTIL THE 1960'S



**ONE OF THE DIESEL FERRIES INTRODUCED IN THE 1960'S WITH H.M. THE QUEEN ABOARD
THESE HAVE NOW BEEN REPLACED BY MODERN ECO-FRIENDLY FERRIES.**

Southampton's Inner Dock & Outer Dock

By Alan Dumelow.

HAPPY DAYS

As a young teenager (and already a ship enthusiast since the age of four) in the early-60's, having relocated from the north to nearby Hythe in 1959, Southampton docks were a wonderland to explore every weekend and I still, to this day, have fond memories of both the Inner Dock and Outer Dock, and the British Rail steamers that used to depart from there for the Channel Islands plus St Malo and Cherbourg / Le Havre. (I was particularly fond of Normannia and Falaise, and I think I may have seen Isle of Sark in her last year), not to mention the cobble-stone quays and Victorian warehouses. The Outer Dock (initially known, at the time, as the Tidal Dock) was inaugurated in 1843, followed in 1851 by the Inner Dock – the first and only commercial dock at Southampton with lock gates – although this was not officially completed until 1859. The 'Inner' and the 'Outer' were the site of Southampton's first working docks but, by the 1880's they were too small to cope with the increasingly large ships of the time, so a new dock (Empress Dock) was constructed to the south and opened by Queen Victoria in 1890 and named in her honour. In the mid-60's, soon after British Rail ended their conventional passenger ferry services from Southampton, a number of private ferry companies began operating with RoPax ferries, the first (in May 1964) being the Norwegian company Thoresen Car Ferries. As a result, the Harbour Board filled in the old Inner Dock and converted the Outer Dock specifically to meet the demands of the increasing ro-ro passenger ferries, creating the Princess Alexandra Ferry Terminal. The new complex was opened in July 1967 by Princess Alexandra and named in her honour. But within two decades, ferry traffic had all but dwindled to nothing (with most ferry companies having moved to Portsmouth for the shorter distance) and the Princess Alexandra Docks, as it had become known, was closed to commercial traffic and redeveloped as the marina now known as the Ocean Village leisure complex.



POOLE ANTELOPE

By Alan Dumelow

[not to be confused with the inn-pub-restaurant Antelope at Poole.]



The “Poole Antelope” was a freight ro-ro ferry built in 1972-73 at the Dubegion-Normandy S.A. shipyards at Grand Quevilly, Rouen, on the river Seine, for the account of Truckline Ferries, to whom she was delivered in June 1973 and placed into service between Cherbourg and Poole, Dorset. With an overall length of 75 metres (246 feet) she was powered by two 10-cylinder B&W- Alpha type-10V23HU diesels giving her a speed of just 12 knots.



The “Poole Antelope” only operated for Truckline Ferries for 3 years, reputedly because she was considered unsuitable for the sea conditions in the English Channel. In 1976, she was sold to the Malta, Valetta-based Sea Malta Co., Ltd., a national shipping company established on 10th November 1973 during the tenure of the Labour government, which held the majority of shares in the company. Renamed “Quormi”, Sea Malta Co., Ltd. operated



the freight ro-ro between Valetta, Livorno, Reggio Calabria, and between Valetta, Tunis and Tripoli in Libya, serving on these routes for 13 years until 1989.



In 1989, the former “Poole Antelope” aka “Quormi” was sold to the Greek company Almar Shipping Co. Ltd., renamed “Panagia Faneromeni” and extensively converted to a Ro-Pax ferry with a capacity for 206 passengers (with 50 cabins and a total 156 berths) plus 192 lane metres capable of accommodating up to 80 standard-sized cars. As “Panagia Faneromeni”, she did not have a long career – just 2 years. Records suggest that in 1991 she may have been sold to unknown French buyers and renamed “Yeye” but, soon after, within a year, was sold again, renamed “Casablanca” and placed under the brass plaque flag/registry of Saint Vincent & Grenadines with, again, un-named buyers.



Interestingly (well, I think so) in 1992, the former “Poole Antelope” was purchased by the Société de Développement et d'Investissement des Îles Loyautés (the Loyalty Islands Development & Investment Corp.) a provincial semi-public and governmental body providing equity investments to aid the economic development of the Loyalty Islands archipelago northeast of New Caledonia, a French territorial collective. The Ro-Pax was renamed “President Yeiwene” and used on services between Noumea, New Caledonia, and the Loyalty Islands of Lifou and Maré, and also once-a-week trips to Ouvéa Island, where she would lay-over for the weekend as a hotel.



In 1997, after 5 years trading in the Pacific, she was purchased by the Ukrainian, Odessa-based company Gosl. Sudokhodnaya Kompaniya "Ukrferri" (to Ukrferri State Shipping Co.) and, unusually renamed “Caledonia”, being partially rebuilt as a passenger ferry before being placed into service between Odessa and Istanbul. In 2003, the former “Poole Antelope” aka “Caledonia” was transferred by her owners to the Georgian flag/registry but transferred back to the Ukrainian flag/registry 5 years later in 2008. On 10th July 2010, she was laid up at Ilychevsk (near Odessa) for sale. In fact, at this time or shortly after, I recall expressing an interest in her – but didn’t pursue the matter. In 2015, the “Caledonia” was purchased by the Ilychevsk Marine Trade Port authorities, although for what purpose is unclear. A couple of vessel tracking websites suggest that “Poole Antelope” aka “Caledonia” is still at the port of Ilychevsk but, given the recent years’ war scenario, it is difficult to ascertain if this information is correct. If she IS still in existence, she is now 50 years old.

RECENT ADDITIONS TO THE POOLE MARITIME TRUST LIBRARY

The following books have recently been added to the library. They are all available to borrow as are the many other books in the library. Come along to the office at Canford Cliffs Library on a Thursday 10am – 1pm.

Brinnin, John Malcolm (75/3276)	The story of the Grand Saloon: a social history of the North Atlantic
Coles, Alan	Three before breakfast: a true and dramatic account of how a German U-boat sank three British cruisers in one hour (75/3264)
Divine, A D	Destroyer War: a million miles by the 8 th Flotilla [Firedrake 1943] (75/3274)
Morris, Ronald	The Captain’s Lady [Beatie Fry / Mercury] (75/3277)
Reade. Leslie	Ship that stood still: the Californian and her mysterious role in the Titanic disaster (74/3252)
Simpson, Colin	The ship that hunted itself [Carmania / Cap Trafalgar 1914] (75/3281)
Woodman, Richard	The real Cruel Sea: Merchant Navy in the Battle of the Atlantic (74/32)

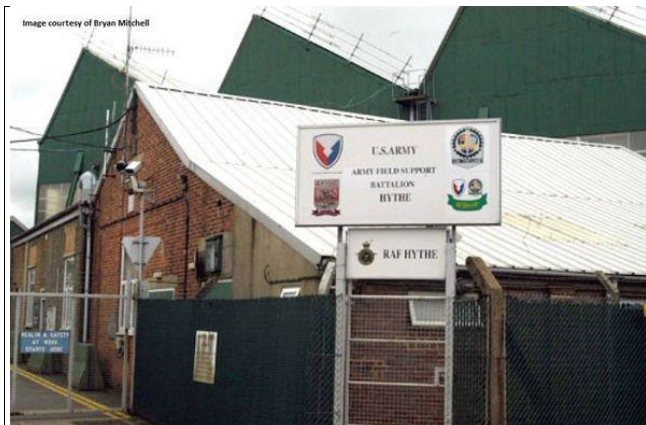
HMS DILIGENCE / RAF HYTHE ~ A TRIP DOWN MEMORY LANE

As a schoolboy and teenager in the 60's, Shore Road on the outskirts of Hythe, was a frequent route for me on my way to and from Hythe Pier (mostly on my way between home and Southampton Docks). And, on Shore Road, one could not avoid seeing the huge hangars between the road and the Solent. And from Hythe Pier, in those days, you could not avoid seeing the rows of anchored, mothballed RN minesweepers and, later, the assortment of anchored U.S army craft. Inevitably, it's only now, nearly 60 years on, that I learn (and share) the historic significance of these facilities.

By the late 1750's Hythe already had a thriving shipbuilding yard run by George Wadmore. Positioned on the southern edge of the village in what is now Shore Road it had good access to Southampton Water and had a dry dock as well as several slipways. George's cousin John Wadmore inherited the business and his two daughters married shipwrights who carried on the family business. John's three grandsons William, Mark & John Richards continued the family tradition and built small vessels for the Royal Navy during the Napoleonic Period. The shipyard continued in various ownerships and intensities until it was bought in 1927 by Hubert Scott-Paine. Adjacent but prior to this, during WW1, the company of May, Harden & May occupied a ship building yard at Shore Road and were building Felixstowe flying boats for the Royal Naval Air Service and subsequently for the RAF. On the southern side of the shipyard was a large private house called Winterton Hall, which the War Office took over and demolished, and the Admiralty built what became the Hythe Flying Boat Depot. The Depot was designed by HM Office of Works under Sir Frank Baines and constructed by John Mowlem and Co. between 1917 and 1918, and consisted of the well-known large hangars, concrete apron, and a slipway into Southampton Water. The area covered by the hangars was nearly 7,000 square metres although there were a number of later additions which included a re-clad brick building extension at the east end. A number of the most famous flying boats produced in Britain between the wars were constructed in these hangars. The large size of the sheds at Hythe were important because they demonstrated a trend towards building bigger aircraft. This was illustrated by the fact that May, Harden & May soon took over the management of the facility for the construction of the large Felixstowe flying boats and subsequently the Fairey Atalanta. In September 1925 the Hythe hangars were taken over by Supermarine; the Southampton firm famous for the racing aircraft which won the Schneider Trophy between the wars. In 1928 Vickers took over Supermarine, but did not start producing aircraft again until 1935 when it manufactured Supermarine Stranraers for the RAF. This work lasted until 1938, and was followed by work on the Walrus flying boats until the operation was transferred to the Woolston works in 1939 and the aircraft production at the Hythe Works ceased. As Supermarine gradually used less of the site, Imperial Airways progressively took over more until, with the closure of the Works in 1939, they took control of the whole site. Imperial Airways had, through negotiations with the British Government, established the Empire Air Mail Scheme, which was an intercontinental air service linking the countries of the British Empire. This Scheme began in 1937, and the Supermarine hangars and other buildings were used for the maintenance of the new fleet of flying boats. Even when, with the advent of the Second World War, the Empire Service was transferred to Poole Harbour, maintenance of the flying boats was retained at Hythe's Shore Road facilities. When WW2 ended, the British Overseas Air Corporation (the successor to Imperial Airways) brought their commercial flying operation to Hythe, but the company changed to land-based aircraft and in December 1949 the BOAC flying boat services ceased and the Hythe base was closed down. In 1953 the facilities were taken over by the Royal Navy as a care and maintenance base for the minesweeper, known as HMS Diligence, and remained as such until 1963 when it was closed again. During these ten years, though, it was always interesting to see the mothballed minesweepers sitting at anchor off Hythe Pier. Strangely, as a Royal Navy establishment, it was operated by civilian contractors for the next few years. Preparation for storage (mothballing) was done by White's Shipyard or Camper & Nicholson Ltd. The minesweepers M1139, M1152, M1183 and M1185 were immediately placed in storage following acceptance by the RN. Subsequently, M1102 in 1957 and M1121 in 1958, along with many other Tons awaiting the mine blockade by the Russians that caused them to be built in the first place, but which never eventuated.

When France left the military structure of NATO in 1966, the US army facility near La Rochelle was closed, and the British Government offered the Hythe depot to the US army, an offer it accepted. The U.S Field Army Support Brigade/Combat Equipment Battalion began occupation of the Hythe site in 1967, and used the base mainly for small ship repairs. The craft included 100-foot tugboats, self-propelled landing craft, 100-ton floating cranes as well as barges and floating causeways. For administrative purposes all American bases in the UK need to have a British name, and the Hythe facilities became RAF Hythe. The U.S Army installation closed on 30th September 2006 as the result of a cost-cutting exercise. More than 200 workers bid farewell to their jobs and workplace at a ceremony marking the end of 40 years of U.S presence at the Shore Road facility. Colonel Bobby Ray Pinkston, of the US Field Army Support Brigade, said: "There is some heartfelt sorrow for folks leaving here, but we also understand that we

live in a changing world and that we just have to move on to those changes." In October 2007, the site was acquired from the Ministry of Defence by the South East England Development Agency (SEEDA) and has since been developed into the Hythe Marine Park, home to a number of maritime and marine production facilities. The Solent Waterfront Study, prepared by Adams Hendry in 2007 on behalf of SEEDA, highlighted a strong economic justification and a strategic need to encourage and support marine industries in the Hythe and Solent area.



A row of anchored, mothballed RN minesweepers.



Temporary Lt Henry John (Ralph) Bankes RNVR



14th July 1902 to 19th August 1981

(by Michael (Jack) Hawkins)

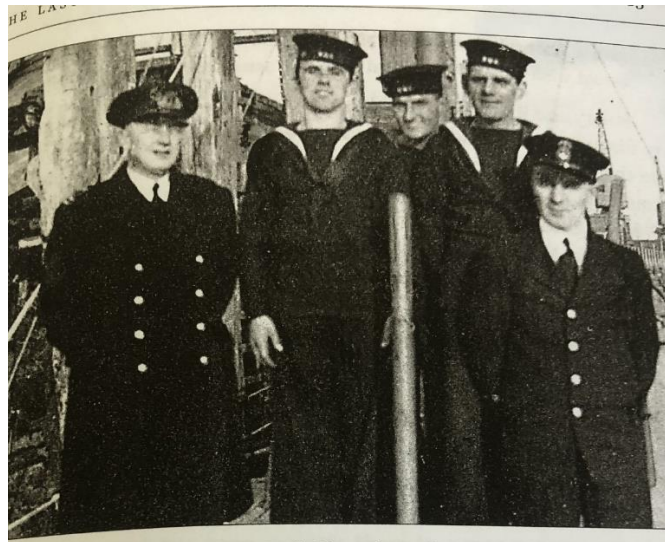
Henry John Bankes was born in St George Hanover Square District London on 14th July 1902. His family resided on the Kingston Lacey Estate near Wimborne Dorset. He was educated at Eton in 1916 where he remained until he left in 1920. He continued his education at Magdalen College Oxford where he studied Law. In 1925 he was called to The Bar at Inner Temple and in 1935 he became a Justice of the Peace and married his long term school friends sister Hilary Margaret Strickland – Constable. He was known as Ralph Bankes to distinguish him from his father. In early 1939 Ralph was appointed as the High Sherrif of Dorset and the ceremonial role of Lord High Admiral of Purbeck. He was a keen yachtsman and believed to be a member of the Royal Motor Yacht Club in Poole where he kept his Motor

Yacht Ace. When WW2 broke out in September 1939 Ralph was a member of the Royal Naval Volunteer Reserve and held the rank of Temporary Lt with effect from 4th September 1939 until he was discharged on 24th October 1945 on the completion of Hostilities. He still had the responsibility of The Kingston Lacey Estate and was based on the Staff of Commander in Chief Portsmouth based on HMS Victory.



Temporary Lt Ralph Banks

During this period, he was involved in the evacuation of the British Expeditionary Force from France. Although missing Dunkirk he volunteered his Motor Yacht Ace to participate in Operation Cycle the evacuation of troops from St Valery 10th to 13th June 1940. He was supported by his loyal employee from The Kingston Lacey Estate Harry Payne who was designated as the Engineer and four Royal Naval ratings.



Temp Lt Ralph Banks on the far left. Harry Payne on far right

The Motor Yacht ACE was a 45ft wooden ketch built vessel with a beam of 10ft and a draft of 6ft built by Ramparts. She was powered by 2 Morris 6 cylinder Petrol Engines and weighed 15.5 tons. On the night of June 10th, 1940, they were anchored off Le Harve until dark. They then proceeded to St Valery where they embarked soldiers from the BEF that were in a dire state having run out of provisions and ammunition. When loaded they then proceeded to Portsmouth to unload. On the 15th March 1941 Ralph was appointed as the Flag Lt to The Commander in Chief Portsmouth. He remained there until December 1942 when he was appointed as the Commanding Officer of HMS Shrapnel at Southampton. As the build up for the Invasion of France grew Ralph was appointed to take charge of HMS Cricket in December 1943. Here he was fundamental in training the Landing Craft Crews on the river Hamble near Bursledon. He remained there until D Day June 1944. He returned in November 1944 and was appointed as The

Staff Officer Operations to the Naval Officer in Charge at Leith based at HMS Claverhouse. After discharge from the Royal Navy Ralph continued to manage the Kingston Lacey Estates until his death in April 1981. His wife Magaret had successfully managed the Estate during WW2 but the main house did suffer from lack of investment. On his death Ralph left £50K to each of his children and the rest including the land and collections amounting to nearly £30 million he left to the National Trust.

Dredging Operations for the 21st Century

By Andrew S. Cooke

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The Marine Aggregates sector is a vital part of the shipping scene around the shores of the U.K, supplying the construction and highways industries with various grades of stone and sand. A variety of dredging vessels perform these tasks in designated areas, bringing the dredged material ashore at ports such as Shoreham, Southampton, Portsmouth (a new cargo flow), Cowes, Ipswich and Poole.



The 21st Century has welcomed a new era of dredger newbuilds that also feature economic and environmental characteristics which are now commonplace among new ships. Damen Shipyards Group has been at the forefront of bringing new designs to the table with their Marine Aggregate Dredger MAD 3500 Trailing Suction Hopper Dredger (TSHD). The MAD 3500 is a new class that is said to represent a quantum leap forward in terms of both the quantity of product it can carry (20% more) and operational costs. This vessel design is also intended to operate 24 hours a day, 7 days a week with just 9 crew. The hopper dredger of the MAD 3500 is designed for mining marine aggregates at 55m below sea level, has a hopper capacity of 3,500m³, a deadweight of around 6,500t, a trailing pipe diameter of 700mm and a service speed of 11-15 knots. The 700mm diameter trailing suction system and drag head (which effectively acts as a giant vacuum cleaner) is located on the port side of the vessel and is lowered over the ship's side hydraulically to the seabed. The material is pumped into the hold behind the superstructure. Two adjustable over-flows are installed plus a modular fixed screening installation, with two loading chutes. The dry discharge system, manufactured by PLM Cranes BV and mounted on rails either side of the hold, consists of a clamshell with a 1,200m³/h average discharge capacity @ 1.75t/m³ dry material. Two retractable spud poles are fitted into the hull to support the ship when unloading, negating the requirement for mooring lines. Aft on the starboard side is a hydraulically powered conveyor belt system. A high-capacity drainage system is also fitted to the working area with other systems including dredging indication software, a dredge control system, a dredge monitoring system, an automated dredge pump controller and a TSP automatic launch/recovery system. A telescopic boom deck crane is mounted on the dry unloader with a 6t capacity at a 20m outreach, capable of working over the entire vessel area. This class of dredger is powered by two 6L26 Wartsila 6-cylinder diesel engines with a bore/stroke of 26.00cm/32.00cm @ 1000 rpm and a power output of 2,040kW per unit. Propulsion is provided by a pair of 2,800mm diameter controllable pitch propellers in high efficiency nozzles. Manoeuvrability is assisted by two 1,265mm diameter transverse tunnel bow thrusters, 300 kW each, plus a pair of Fishtail 60° rudders. The machinery spaces below deck are located aft, with the funnel forming part of the deck furniture aft of the dry unloading system. The accommodation, located forward, covers 4 decks including the bridge, which also offers 360-degree visibility for navigation and dredging operations. The lower 3 decks house the crew accommodation with single en-suite cabins.



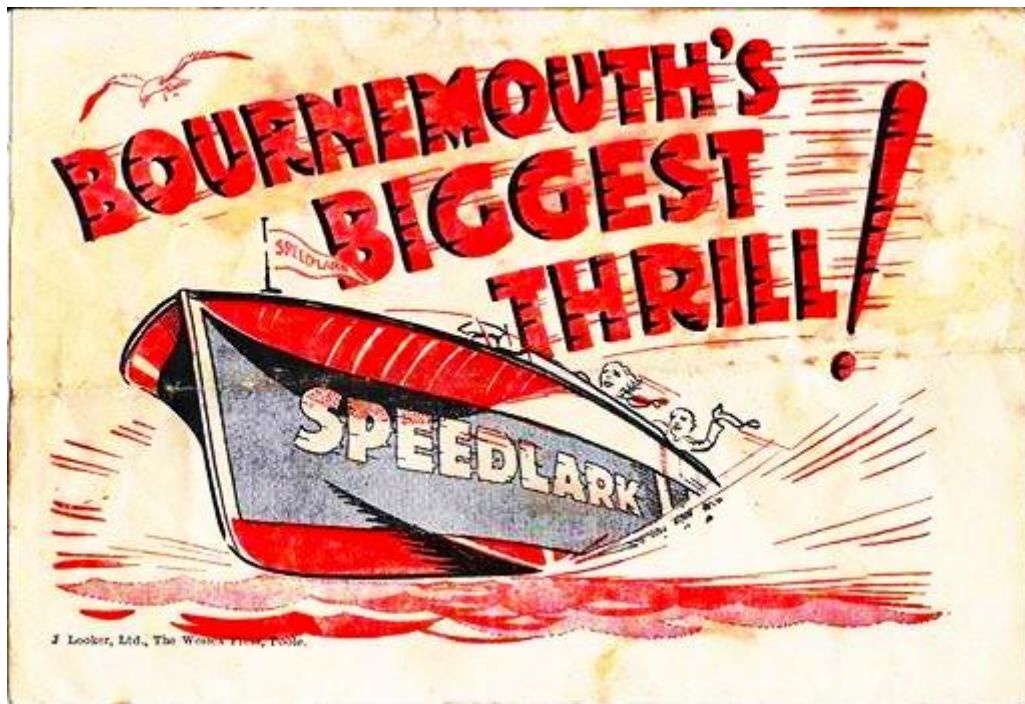
The Galley has dry/cold/freeze storage with capacity for 14 days plus there is also a waste area, changing room, laundry, contractor area, meeting room, office, messroom and a gym. On 19th December 2017 CEMEX UK Marine Limited signed a contract with Damen in Southampton for the very first Marine Aggregate Dredger 3500. CEMEX UK is a leader in the building materials industry with over 3,000 employees, supplying aggregates, cement, concrete, and other building solutions. The company had a pre-existing relationship with Damen, having utilised the service of Damen Ship repair Amsterdam for maintenance of their vessels. The newbuild was named CEMEX Go Innovation and replaced the traditional 3,751gt/1990-built dredger Sand Heron. This once familiar ship at south coast ports was sold to Gulf Dredging & General of Shuwaikh Port, Kuwait City, Kuwait, in August 2021. The keel-laying for the CEMEX vessel took place in October 2018 at Damen Shipyards Mangalia, on the Black Sea coast of Romania, a facility that Damen had taken over the management of in July 2018 from Daewoo. The contract yard for Yard No. 563351 was Damen Shipyards Galati, Romania with the launch of the completed vessel taking place on 7th August 2019 at the Galati yard on the River Danube. Delivery for the vessel was stated as 15th December 2020 but ongoing trials and adjustments saw the vessel make her operational debut from Southampton and Shoreham in summer 2021. The 4,919gt, 103.50m long, 16.42m beam and 7.00m draught ship made her first western Solent passage in service on 25th August 2021 with an inaugural call at Poole not long after. Hanson Aggregates Marine signed with Damen Shipyards Group on 10th May 2019 for the construction of the second MAD 3500 vessel. The Galati Shipyard was the venue for the construction of this, Yard No. 563352, with the keel being laid on 3rd October 2019 and the launch following on 17th September 2020. This ship was named Hanson Thames with both THSDs now playing a part in dredging operations around our coasts.



FUTURE PROGRAMME

THE POOLE MARITIME TRUST PROGRAMME OF SOCIAL EVENTS WILL BE AVAILABLE SHORTLY AND A SUPPLEMENTARY NEWSLETTER CONTAINING FULL DETAILS WILL BE CIRCULATED WITHIN THE NEXT FEW WEEKS.

PLEASURE CRAFT OPERATED BY J.BOLSON IN THE 1930'S



MONDAY AUGUST 26TH

SPECIAL EXCURSION ABOARD

“SHIELDHALL”

EUROPE’S LARGEST REMAINING OPERATIONAL STEAMSHIP



SAIL FROM SOUTHAMPTON TO POOLE WITH CONNECTING COACH FROM POOLE & BOURNEMOUTH – PASSENGERS ENJOY DISCOUNTED GROUP CRUISE RATES



EXPERIENCE THE GOLDEN AGE OF STEAM ABOARD THE REMARKABLE “SHIELDHALL”
WIDE OPEN DECKS, COMFORTABLE SALOON, BAR & REFRESHMENTS.
PASSENGERS HAVE FULL ACCESS TO THE WONDERS OF THE ENGINE ROOM AND BRIDGE
TIMES

Coach departs : Poole – Old Orchard (adjacent to the Quay) 08.00, Westbourne (Bingo Hall) 08.15,
Wessex Way (Bus pull-in alongside the golf course) 08.25.

SHIELDHALL : Sails from Southampton (Berth 110) at : 10.00 – Due Poole 16.00

FARES : Combined coach and boat : £59.50, Cruise only £49.50, Coach only (for pre-booked boat passengers) £12.00

Tickets : Please make cheques payable to : COASTAL CRUISING ASSOCIATION and send (along with a SAE) to: Peter Lamb, 11 Uplands Road, Bournemouth BH8 9SR. For more information, please e-mail : karllamb1@aol.com or call : 07718934425 (please leave message if no response). Patrons MUST indicate boarding point and provide a telephone number (mobile if possible)

A BOOKING FORM WILL BE ENCLOSED IN THE NEXT NEWSLETTER

EXCURSION PROMOTED, JOINTLY, BY THE COASTAL CRUISING ASSOCIATION & POOLE MARITIME TRUST