

## POOLE MARITIME TRUST

### NEWSLETTER SPRING 2024

Welcome to the spring 2024 edition of the newsletter. We are indebted, as always, to our regular contributors : Kevin Mitchell, Alan Dumelow and Andrew Cooke who keep us up to date the local maritime scene. It is good to welcome Graham Blackmore and thank him for his very interesting and informative account of a boyhood spent (like the writer) wallowing in the delights afforded by the fleet of paddle steamers that once graced the port. We are fortunate in getting seasonal visits by the "WAVERLEY" for a brief period, and rekindle the pleasures of old.

The Trust have worked to create an interesting programme of summer outings that are open to all. Also, in conjunction with the Coastal Cruising Association who arrange similar cruises around the coasts and waterways of the U.K. in an attempt to stimulate interest and help support these remaining fragile and seasonal businesses. Full details of these outings are enclosed and I would ask you please try to support where possible. The remarkable preserved steam-ship "SHIELDHALL" visits Poole each year in order to attend the Bournemouth Air Show. If 2024 spells, as has been suggested, the end of this popular event it is likely this will be the last year the "SHIELDHALL" sails into Poole. Be sure you don't miss the boat !

Work continues apace behind the scenes at the Trust base at Canford Cliffs. We can boast an enviable collection of artifacts and a world class collection of records, documents, photographs and the like. These cover over 120 subjects directly or indirectly connected to Poole harbour and it's history. However, maritime related material flows in from around the world and the perimeters of the collection are boundless.

#### **BEHIND THE SCENES**

##### **Among the many collections held**

**Cordite Factory archive and history thanks to Rod Hughes**

**Correspondence and associated ephemera**

**Historic Poole Harbour ledgers and records**



**Maritime relics**



Southern Sea Fisheries archives dating back to before World War II

Swanage Pier Records from the construction to the 'new' pier

Coastal Cruising Association – remarkable and unique collection covering over a century of coastal cruising

Audio archive of Poole Personalities and significant historic figures

Poole and the World Wars

The Flying Boat era

The industries and Trades of Poole

Ship-building AND MUCH MUCH MORE !

Vast collection of images.



Models



#### WANTED – ANYTHING POOLE OR GENERAL MARITIME RELATED

Ephemera

Ship and other maritime and Poole related models

Scrapbooks

Photographs and illustrations

Shipping periodicals – particularly pre-1960.

Personal memories – we have an archive of audio recordings from Poole personalities and older residents

*PLUS*

Volunteers – If you have an interest in helping to develop and maintain our remarkable collection and can spare a couple of hours each week we would love to hear from you. Work can be undertaken at home or within the friendly atmosphere of the Canford Cliffs offices. We are also seeking new members. For a modest £20 you can join Trust. A copy membership application is attached for the benefit of those who are yet to 'sign up'.

**THE TRUST HAVE A DISPLAY THAT IS OPEN TO THE PUBLIC THROUGH MAY IN  
THE PUBLIC LIBRARY AT CANFORD CLIFFS**

**PLEASE PAY US A VISIT**

## Port Update by Kevin Mitchell

Just a few items to report this time around. On 20<sup>th</sup> February the distinctive brand-new superyacht *Promise.D* arrived at the Port of Poole marina from the Feadship shipyard in Amsterdam. Costing a reported £60million, the 65m long and rather secretive *Promise.D* underwent sea trials last December and is equipped with a helipad. She sailed to its next port of call, Vigo, on 27<sup>th</sup> February. Photo by Barry Quince.



It is good to report that Poole's passenger traffic is starting up again after the winter break. Brittany Ferries' *Barfleur* made a welcome return for the first time this year on 14<sup>th</sup> March, arriving from Cherbourg that evening to restart daily Poole-Cherbourg sailings the following morning.



Unfortunately, she broke down during her first week back at Poole and had to miss a few crossings whilst a new part was ordered and fitted. It is hard to believe that this fine ship is now 32 years old, having been purpose-built for Truckline Ferries in 1992. Meanwhile, Brownsea Island reopened to visitors on 16<sup>th</sup> March, with the first ferry from Poole Town Quay that morning being fully booked. All of the local pleasure boats have been overhauled during the past few months, at the time of writing only *Dorset Queen* and *Island Scene* had yet to return to Town Quay. Trips to Swanage and the Jurassic Coast will resume at the end of March.



Maintenance dredging of the harbour's main shipping channel from the Swash Channel to the ro-ro terminal started on 18<sup>th</sup> March, carried out by the trailing suction hopper dredger *Freeway*, owned by the Dutch company Boskalis. The operation was expected to take around one week working 24 hours a day and ensures that the channels are maintained to the advertised depth of water at all states of the tide. Dredged material was disposed of at sea in the Swanage spoil ground.



Finally, the Algerian Navy's British-built landing craft *Kalaat Beni Hammad* berthed on South Quay on the morning of 19<sup>th</sup> March for a return visit to Poole, having previously called during May last year. It is thought she once again took on board one or more surplus Royal Navy Lynx helicopters. Photo supplied by Barry Quince.





# "MISS BRITAIN III" COMES TO GRIEF



**TRIUMPH AND TRAGEDY IN POOLE HARBOUR:** After setting up a new record for the British sea mile in his motor boat *Miss Britain III*, Mr. Hubert Scott Paine gave an exhibition run for the benefit of those who had not seen his earlier performance. Unfortunately a leak in the petrol system resulted in a disastrous fire, and the pilot only just managed to throttle down before the flames reached the driving seat. Mr. M. J. Willcocks, who was with Sir Henry Seagrave when he met his death on Lake Windermere, immediately rushed to Mr. Scott Paine's assistance and is shown in the picture on the right pouring the contents of a fire extinguisher on to the badly damaged engine. Mr. Scott Paine, who was unhurt, returned to England only last week after an unsuccessful but gallant attempt to beat Commodore Gar Wood in the race for the Harmsworth Trophy.

Excerpt from : THE BOATING SITE

CHARLES HERBERT LIGHTOLLER



Charles Herbert Lightoller, DSC & Bar, RD, RNR was a British mariner and naval officer.

He was the second officer on board the RMS Titanic and the most senior member of the crew to survive the Titanic disaster. On 1 June, 1940, Lightoller, his son Roger and another young sailor set off for the beaches of Dunkirk.

Twelve hours later the Sundowner, which had never carried more than 21 people before, returned to Ramsgate filled with 130 men crammed in. The motor yacht had picked up men from the destroyer H.M.S. Worcester as well as from other smaller stranded boats. Along the way, they'd taken fire from Luftwaffe fighters with Lightoller having to use evasive manoeuvres on countless occasions to avoid being hit. Not a single life was lost on board the Sundowner that day and Lightoller's actions became the inspiration for Mark Rylance's character in Christopher Nolan's 2017 WWII epic Dunkirk. He himself then sixty-six years old. Lightoller would live until the 8th of December, 1952.

Born in Chorley, Lancashire on the 30th of March, 1874. He is seen here at the age of 65 (in final image) c.1939 along with his eldest son Roger, who would join him shortly thereafter aboard the yacht Sundowner in his heroic and ultimately successful evacuation at Dunkirk. Twenty eight years earlier, Lightoller had narrowly escaped the Titanic disaster pulled down near the vessel's bridge as the liner went under and eventually finding lucky refuge aboard overturned Collapsible B. Even had it not been for Titanic, Charles Lightoller's life story is itself otherwise worthy of more than a couple riveting biographies. At sea from the age of thirteen beginning in 1888 (save for a brief period spent in western Canada as a prospector during the Klondike Gold Rush and later as a cowboy in Alberta), he served specifically with the White Star Line after 1900, sailing aboard vessels Medic, Suevic, Majestic, and Oceanic before transferring as Titanic's Second Officer in late March of 1912. He saw service as well during both World Wars, and directed the evacuation of Oceanic after her grounding off Shetland in 1914, seriously damaged German Zeppelin L31 from a torpedo boat under his command in 1915, destroyed German U-Boat UB-110 by ramming it in 1918, and famously his brave exploits at Dunkirk



## MEMORIES OF POOLE PADDLE STEAMERS by Graham Blackmore

I've always been fascinated by paddle steamers. I was born in Poole in 1945, just in time for the last golden era of pleasure steamers. This article is intended to be simply a personal view and I would like to acknowledge the great assistance and encouragement given by Richard Clammer both personally and through his two books on Cosens. Any errors are mine.

### Family connections

I suppose the interest must run in the family, because my father, William Blackmore, worked as a junior steward on PS Monarch in the summer of 1921 after leaving school, before taking up an apprenticeship with Hamworthy Engineering on the quayside at Poole. He appears (age 14) in the crew photo, reproduced below. Most usefully he has written the names of the crew on the rear. Although some were expressed phonetically in a Dorset accent, a little sleuthing has resulted in the names listed here.



***Back row: Black gang stokers***

***Middle row: J Carter, J Powell, W Herne, S Dayman, Joe, William Blackmore,  
E Cooke (slightly behind), J Halford, G Daimler, the Steward, the Cook, W Turner.***

***Front Row: H Nichols, L Henbest, Capt. H Garnett, A Hope, C Cobb***

Dad's mother's family (Brown) were pilots at Poole and staunch members of the lifeboat crew. Dad often used to go out with them in the pilot cutter to meet vessels off the harbour entrance when they took the ships in through the channels to the quay. They would play tricks on him by trying to slip off quietly, leaving Dad on the ship. Once he ended up at Gravesend and my Grandfather (who kept the Foundry Arms at Poole for 57 years) had to arrange a railway ticket back for him. My mother's family (Redmond) were fishermen and also played a large part in the lifeboats of Poole. My Great Grandfather (Henry Samuel Redmond, known to all as Sam) was a member of the Poole lifeboat crew from 1889 until 1931, eventually becoming Second Coxswain. He was water bailiff on Brownsea Island during the time of the van Raalte family's ownership in the early quarter of the 20<sup>th</sup> century and skippered the yacht Theodora for Cdr. Linklater during the 1920s and 1930s. She was originally a Bristol Channel Pilot vessel working out of Barry and has recently been restored under her original name of Kindly Light. Sam's father was a fisherman as well who married into another well-known Poole fishing family, the Wills. You will understand that with all this, including an uncle and cousin working for the Harbour Commissioners, two more at Newman's shipyard, a grandfather and uncle working at Poole Gasworks on the quay, Dad working at Hamworthy Engineering on Hamworthy quay and Mum spending the war years as a ship's dispatcher for Hamworthy wharf, and, in addition, I spent much time on the quayside, passing through four times a day on the way to and from school.



## **William Robertson Redmond**

Sam Redmond's uncle, William Robertson Redmond, followed the family tradition and went to sea, but rather than becoming a fisherman, he became involved in the new technology of steamships, of which there were very few in the 1860s along the coast, and so he was well placed to make a good living. He worked on two of Poole's early paddle steamers, the Royal Albert and the Telegraph.

### **Royal Albert**

Originally owned by Miss Charlotte Fayle she was used to tow clay barges from Goathorn pier to the quay for onward passage to the Royal Doulton potteries in Stoke on Trent. She owed her name to the connection with Doulton's Prince Albert ware, named after the Consort who took a keen interest in the pottery. In addition to this work Royal Albert operated a regular service from Poole to Swanage. Before the railway came to Swanage in 1872, this was the main way to reach Swanage, avoiding a lengthy road journey. Other duties involved towing the lifeboat Manley Wood from Poole quay to the harbour entrance, for which a fee of £5 was charged. In 1861 William Robertson Redmond was described as a Master Mariner, subsequently becoming boatswain of the Royal Albert in 1867. Between 1868 -1873 he became Royal Albert's Mate.



**P.S. "TELEGRAPH"**

### **outside Custom House steps at Poole quay, viewed from Shipwrights Arms**

By 1881 William Robertson Redmond was Master of Royal Albert's sister ship, the paddle steamer Telegraph. This largely operated in a similar manner to Royal Albert, being used for general towage, covering the Swanage service and being used more and more as a pleasure steamer operating in the Poole, Bournemouth, Swanage area. In addition, Telegraph ventured further afield to Portland, Weymouth, the Solent, Southampton and the Isle of Wight. He was recorded in the 1881 census as being on board Telegraph in Southampton. However, William was prone to epilepsy and had a weak heart, the combination of which would prove fatal to him in later life, so by 1891 he was relegated to being simply a Mate. He died in 1898.

### **Earliest Memories**

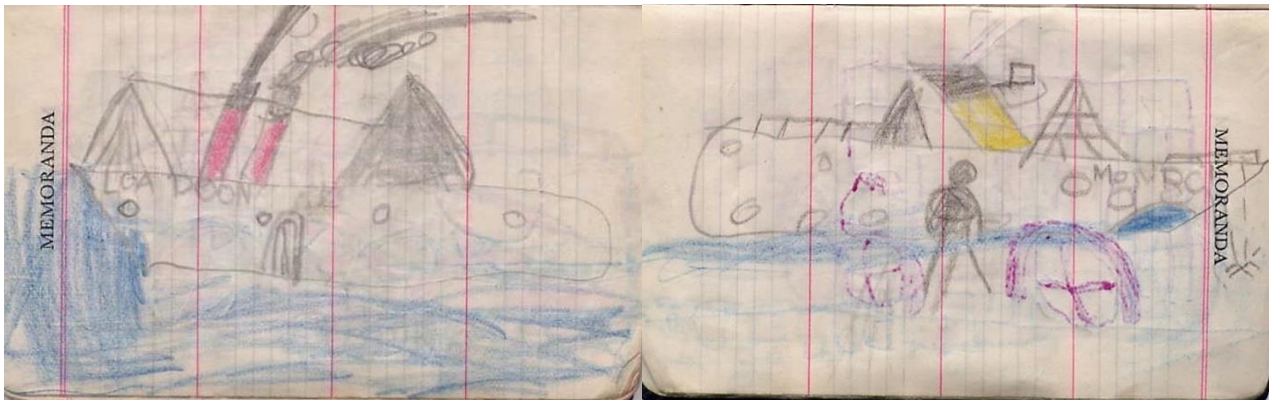
My first memories of the paddle steamers at Poole in the late 1940s and early 1950s were on seeing them from the bus as it went along the quay. The line-up started at Custom House steps where the Embassy was usually berthed, past the Emperor of India, Bournemouth Queen and Lorna Doone (often double berthed) down to the old Monarch which took up its usual position near the gasworks transporter cranes.





### Line up of Paddle steamers along Poole Quay

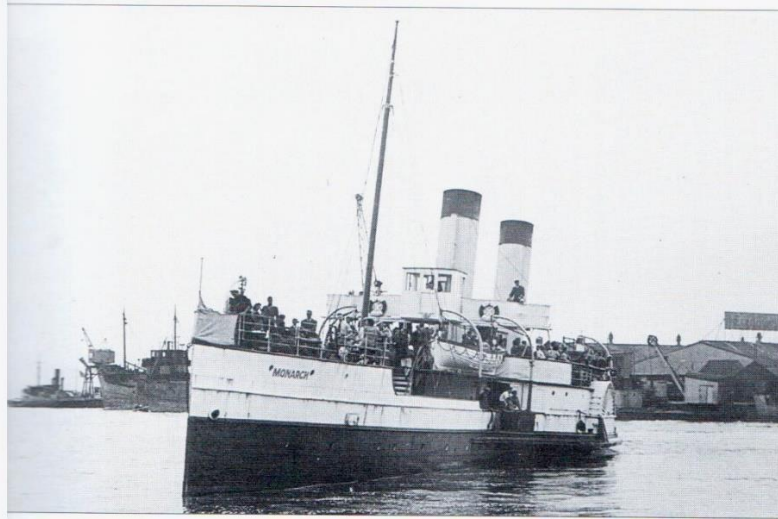
At the time my favourites were the two double-funnelled steamers. I have a drawing done in an old 1950/1 diary showing my interpretation of them (excuse the spelling!).



I remember being in the bath and soaking my grandfather while demonstrating the power of Lorna Doone. As you can imagine, he loved it and, as a result, he took me on my first trip from Bournemouth pier. I remember the excitement of seeing Lorna Doone approach the pier with her distinctive metal-railed paddle boxes spilling water as she manoeuvred ever closer. Unfortunately, it was a dreadfully stormy day and we had to stay under cover for a lot of the journey back to Poole, being unable to see the view. An associated memory was encounters with the Cosens oil tanker, Brownsea, while out in my uncle's fishing boat. We would pass close by the vessel and see a sad little girl on the deck. We would exchange waves and she would follow us all along the deck, but never spoke. We children imagined her as an imprisoned orphan, kept on board by a wicked stepmother.

### Over the Hills and far away

I have a vivid memory of seeing Lorna Doone when my parents took me on the bus to Studland on one of our expeditions to walk over the Purbecks to Swanage. As we climbed away from Studland we suddenly saw her anchored in the bay below. On closer inspection it seemed that she had been chartered for a fishing trip, I believe it was a Swiss fishing organisation because I have a memory of the Swiss flag flying from the mast head. There were rods and lines all around her decks. After climbing up to the seat known as "Rest and be thankful" and eating our picnic, we would descend into Swanage and spend the day on the beach before making our way to the pier for an ice cream and catching the steamer back to Poole. On one occasion, I remember seeing the old Monarch in her final season, manoeuvring by the pier, accompanied by the vigorous ringing of the pier bell which was primarily used to guide the steamers in when it was foggy.



**“MONARCH” (1)**

**Capt Cooke brings a rather rust-stained Monarch into Poole Quay towards the end of the 1948 or 1949 season. He is using the flooding tide to swing the ship round to moor bows out making her next departure far easier. (B Jackson collection)**

### **Summer days**

During the 1950s, weekends often took the form of catching the bus to Bournemouth, taking the steamer across to Swanage for the day and then returning to Poole on the last boat of the day; all great excitement for a child. I guess that I must have been on them all, Lorna Doone, Bournemouth Queen, Emperor of India, the new Monarch, Consul and my favourite, Embassy. One of the great thrills was to go down to watch the engines. Seeing those enormous cranks rotating in relative silence was quite awesome for a youngster. Dad would explain the workings and point out the reason for the different rods, motions and revolutions and the bells on the shiny brass telegraph. I was particularly fascinated by the small oil pads which were smacked by the big end as they revolved. Best of all was to see the rapid changes when manoeuvring near the quay when the telegraph bells would ring and the engines would thrash, first one way, then the other, often halting in mid cycle. When my relations from the midlands came on their annual visits, we children would play hide and seek all round the ship, often hiding in places we shouldn't. I remember one of my favourite places was near the steering gear at the stern of the Monarch. This was easy to reach because of the outside companionway shown here.



**Monarch II Alongside Poole Quay 27 July 1959 (Graham Blackmore)**

We roamed freely all over the ship, something that seemed quite natural to us children of the day, but would be totally frowned on in today's nanny culture. When we neared the harbour entrance and passed through the Haven, we would keep a sharp lookout for the porpoises, that's where they usually appeared just on either side of the bows.

## Poole Quay

During the first half of the 1950s Dad would take me down to watch the steamers come in during the evening. There was often a good crowd present to see the spectacle. The first boats would come into view off Stakes buoy, heeling over as the passengers moved to the side ready for disembarkation. You could hear the telegraph bells ringing out as the captain manoeuvred in to the quay. The onlookers were quite knowledgeable and would cheer and applaud a good approach. Embassy and the new Monarch were the best with their bow rudders which made docking easy, sometimes coming in right first time. However, the fun and games would start up when Emperor of India hove into view. The barracking would start up. It often needed the assistance of Harry Rose's Wendy Ann tugs to turn just off of New Quay. Sometimes the ropes would creak and groan as the weight of the ship took over and I remember more than once hearing the sharp crack as they parted. I'm amazed that no one was ever injured. Often the old Emperor would take five or six attempts to come alongside properly, sometimes nearly ending up at Hamworthy bridge in her attempts to dock. Pity the poor captain who used to get the blame and catcalls from the crowd, when, as we know now, the ship was so heavy and cumbersome. The docking gang was led by my cousin, Charlie Brown. He was a cheery fellow and the gang would comically move up and down the quay to collect the rope balls thrown from the bows, with the light rope enabling the heavy mooring cables to be hauled ashore to be fixed to the quayside bollards. The final act was the creaking and squashing of the fenders against the quayside when the accumulated water and seaweed cascaded out as the ship came to rest. The gangways would be pushed out with a squeal and a rattle, and the passengers would file off. Finally, the little B4 dock locomotive would bustle about in a cloud of steam to position the coal wagons ready to refuel the Monarch – all in amongst the people on the quay. Health and Safety regulations weren't around in those days, just a man and a flag, but I don't remember anybody being injured or hurt – we all were aware of the dangers and acted accordingly.



**B4 0-4-0T 30093 positioning coal wagon ready for "MONARCH" refuelling. (Roy Panting)**



**Photo of B4 and "EMBASSY" on the quay. (from Ivo Peters collection courtesy Julian Peters)**



The evening invariably ended with a fish and chip supper out of newspaper, being bought on the way home to Hamworthy.

### **A boy with a camera**

In July 1959 I bought a small camera with my pocket money. On the 27<sup>th</sup> July, the first day of the school holidays, I cycled down to the quay and took the following pictures. Monarch from the Hamworthy side at the Shipwrights Arms (incidentally once owned by my Great Grandfather's sister) with the crew going about their early morning duties.



**“MONARCH” (2) and “EMBASSY” alongside Poole Quay in the early morning. (Graham Blackmore)**

I then moved across to the Poole side to take a rear view of the Monarch (shown previously) and a close up shot of the paddle box of Embassy. showing the former Southern Railway crest, now modified to include the Cosens emblem.



**PS “EMBASSY” paddle box Poole Quay 27 July 1959 (Graham Blackmore)**

Most of the rest of the film that day comprised of railway scenes of the new diesel shunter being trialled at Hamworthy Junction. Sadly, most of the photos I took were of the unusual, how I wish I'd taken more of the mundane, everyday scenes, which are now what memories are made of.

### **The last trip**

In 1964 I took my girlfriend (now my wife) to Totland bay on Embassy. It was a beautiful late August day and the ship was comfortably full. We had a couple of drinks in the saloon, but I seem to remember it had become a bit shabby by this time. When we got to Totland pier we climbed up to the park area overlooking the bay and saw Embassy leaving

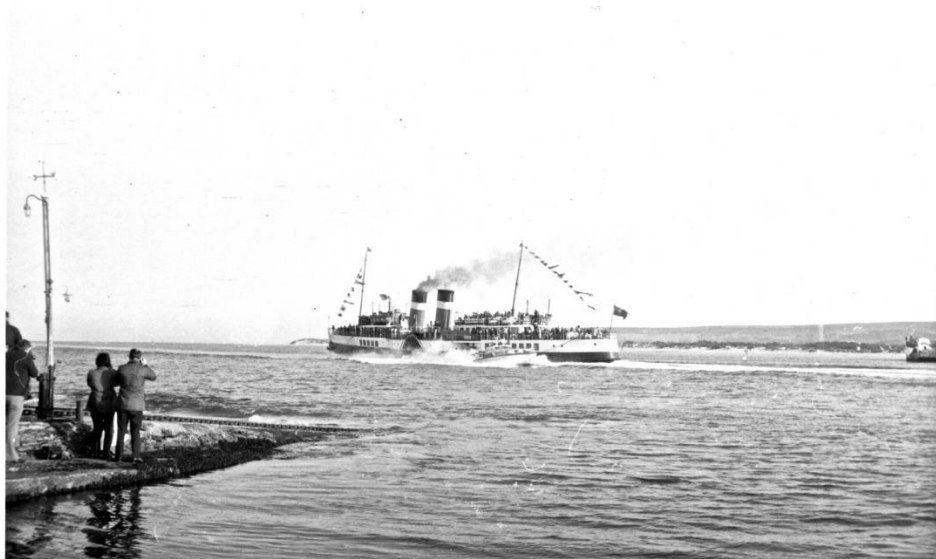
to return to Bournemouth, passing a new Esso supertanker leaving Fawley refinery. It was enormous and totally dwarfed the tiny paddle steamer; it was like seeing a shoe box next to a matchbox. It was a poignant reminder of the old being overtaken by the new, rather like Turner's painting of the Fighting Temeraire. On the way out we had our photo taken by the ship's photographer and when he met us on the way back, we didn't even have enough money to buy a copy. I had just left school and wasn't due to start work until the following Monday. My paper round money just stretched to buy the tickets and those drinks and we had only enough money for the bus fare home. The photographer took pity on us and gave us the proof copy shown here. In a way, that made it all the more memorable.



The day felt like the end of an era, which it indeed was. School, paddle steamers and holiday trips would be a thing of the past, working life now loomed. Next year was Embassy's last, being sold to ship breakers in Belgium, but not before the BBC made a documentary of her during her final season. I remember seeing that on TV as I had a hurried tea between work and college.

### **Resurgence**

Just when we thought it was all over, there came the news that "WAVERLEY" had been rescued by the Paddle Steamer Preservation Society and would tour the coast of Britain. She visited Poole on 16 May 1978 and I took up position at the Haven to see her. As she came closer, I could hear the evocative swish-swish of her paddle wheels before coming into view with the sun setting behind her. I took further shots as she passed through the Haven entrance at speed.



**"WAVERLEY"**

**Racing through the Haven, Poole Harbour, 16 May 1978 (Graham Blackmore)**

A year or so later I took my wife and son (then aged 7) to Bournemouth pier to cruise back to Poole quay on her. Sadly, a combination of a morbid fear of sinking and childhood sulks meant that I wasn't able to enthuse my son about the joys of Paddle Steamers. Ah well such is life!



**A 2023 image of the “WAVERLEY” alongside Poole Quay**

## **Channel Islander** **By Andrew S. Cooke**



**CONDOR ISLANDER IN THE WESTERN SOLENT** (*Andrew Cooke*)

On 4<sup>th</sup> August 2023 the port of Poole welcomed 13,906gt/2005-built Condor Islander upon completion of her berthing trials in the Channel Islands, France and Portsmouth. The docks played host to the ship during her technical and internal overhaul works, which also included a quick trip to Southampton 25<sup>th</sup>-27<sup>th</sup> August where some sections of steel belting were added on the starboard side of the superstructure under the bridge on Deck 7/8. The internal refit was undertaken by Trimline. It was back on 8<sup>th</sup> March 2023 when the welcome news came that Condor Ferries had acquired the Ro-Pax ship Straitsman from Bluebridge Ferries in New Zealand with her new name of Condor Islander announced on 17<sup>th</sup> March 2023. The ship was originally delivered in 2005 by Bodewes Scheepswerf Volharding in The Netherlands with her construction being subcontracted from sister-company IHC Merwede. She was launched as the Dueodde for service to the Danish Island of Bornholm with Bornholmstafikken (now BornholmerFaergen).





### THE DUTY FREE SHOP

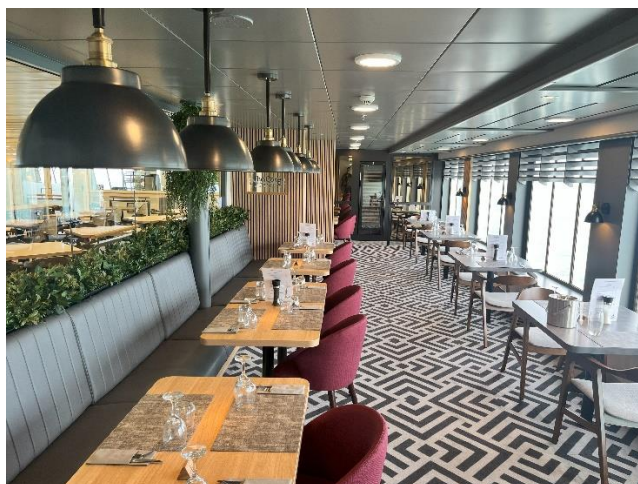
*Andrew Cooke*

Sold to Bluebridge in 2010 and renamed Straitsman, the ship has a sister, the Stena Vinga (with an additional freight deck installed in 2010) that operated as the Hammerodde 2005-2018 before purchase by Stena Ro-Ro. The Dueodde and Hammerodde were revised and shortened versions of the Van-der-Giessen-de Noord built Ben-My-Chree (12,747gt/built 1998) and 1999-built Commodore Clipper, making them ideal candidates for the Channel Islands fleet. Having been renamed on 4<sup>th</sup> April, the Condor Islander bid farewell to Wellington on 19th April 2023, sailed via Papeete, the Panama Canal and Santo Domingo before reaching Santander, Spain, ahead of her scheduled overhaul at the Astander Shipyard 26th June-27th July. The 'Islander completed her first revenue earning sailing on the overnight Portsmouth-Channel Isles service on 24th October 2023, postponed due to Storm Babet, but a family of gremlins decided to set up home aboard the ship and played havoc until the beginning of November, requiring the ship to make a visit to dry dock at Cammell Laird, Birkenhead. Although very similar in appearance to the Commodore Clipper, the Condor Islander is shorter at 124.90m with a 23.40m beam and 4,168t deadweight whilst the 'Clipper is 129.14m long with a 23.40m beam and a 4,504t deadweight. The 'Islander has capacity for 400 passengers and 1,250 lanemetres of freight/270 cars (approximately) versus 500 passengers, 1,265 lanemetres (92x 12m trailers) and 279 cars on the 'Clipper. The vehicle deck configuration of the Condor Islander is largely the same as the 'Clipper, Deck 3 having a 650 lanemetre capacity and Deck 5 has a capacity of around 600 lanemetres. Both ships are equipped with two 9M32 MaK Motoren GmbH & Co. KG 9-cylinder diesel engines. The output per engine is 4,320kW at 600rpm, so 8,640kW/11,740hp total. The 'Islander's 5m diameter controllable pitch propellers are direct drive whereas the propellers on the 'Clipper can be clutched in/out when the engines are running. The service speed is around 18 knots at 90% MCR. The emergency equipment includes two fast-rescue boats and two davit launch liferaft stations (the 'Clipper has 2 x Marine Evacuation Slides).



**CONDOR ISLANDER AT POOLE** (*Andrew Cooke*)

For manoeuvrability, the 'Clipper is fitted with two Wärtsilä CT200H bow thrusters but the 'Islander's bow thrusters are each 400kW less powerful, representing a slight disadvantage compared to her half-sister. In terms of passenger accommodation, the Commodore Clipper has a self-service café/lounge and reclining seat lounge forward on Deck 7, a bar and Club Lounge aft on the same deck plus cabins on Deck 8 above. The forward superstructure on the Condor Islander is full width to a greater extent than the 'Clipper with all passenger facilities situated forward.



**THE COVE RESTAURANT**

*Andrew Cooke*

The public spaces of the ship when new largely featured reclining seats (256 in total) but Trimline's refit resulted in a complete makeover of these areas and cabins. Deck 7 forward is now home to the Club Lounge (46 seats – supplement payable with soft drinks and light refreshments included); an 83-seater Courtyard Brasserie, with a mixture of tables of 2/3/4 and two self-service food and drink counters); a guest/cabin services reception desk; a Duty-Free Shop; a Children's Play Area with 8 seats at 3 tables and space for up to 10 children; the 44-seat Horizon Lounge on the port side (reclining seats with footrests – supplement payable) plus on the starboard side is the 18-seat Cove Restaurant with two lines of seating (tables of 2/4) including tables of 2 along the picture windows. The latter offers full table service and is simply a lovely place to sit and dine.



**CONDOR ISLANDER & COMMODORE CLIPPER** (*Kev Webber*)

The passenger accommodation is accessed via a short passageway on the port side from the lift and stairs hall on Deck 7, where passengers arrive from Decks 3 and 5. Deck 8 is also accessed from here, where the ship's passenger cabins are located. The highest category of cabin is the Luxury Cabin, 813, a minisuite for 2-4 persons with bedroom/seating area. Of the 53 cabins, there are also 17 inside cabins, 2 mobility cabins (with 4 berths), 7 standard 4-berth cabins, 17 standard 3 berth cabins (6 of which are pet friendly cabins), 10 superior cabins (2-lower berth/flat screen TV), 10 standard 2-berth cabins and eight 2-berth cabins dedicated to freight drivers. Above the passenger cabin deck is Deck 9, the crew deck. This features 21 crew cabins, a laundry, office, pantry, 18-seat messroom and a 25-seat day room. Along the front of Deck 9, port to starboard, is the accommodation for the Chief Engineer, 2<sup>nd</sup>

Engineer, Chief Officer and Captain. The ship's bridge is located above on Deck 10 and what makes the Condor Islander look "bigger" than the Commodore Clipper is the additional superstructure aft of the bridge, which the 'Clipper doesn't have. This houses the elevator room, air conditioning rooms, a gymnasium, and the emergency generator room. What the future held for Condor Ferries' conventional ferry fleet remained to be seen before Easter 2024 as it was revealed that the 11,666gt/1996-built Commodore Goodwill would revert to operating 6-days a week on the overnight services from Portsmouth on the rotation occupied by the 'Islander.

Where this left the Condor Islander was unclear but the interim CEO, Christophe Mathieu (Brittany Ferries' CEO), confirmed on 3<sup>rd</sup> April that the ship would move to the Clipper's schedule with the latter operating relief sailings at peak times/weekends, with possible use by Brittany Ferries in between these duties. Whatever the final deployment is, the resilience of the service to the Channel Islands has taken a step forward.

### Condor Islander Data Panel

Keel Laid:	20 July 2004
Delivered to Bornholmstafikken:	27 April 2005
Sold to Strait Shipping:	September 2010
Sold to Condor Ferries:	8 March 2023
Departed Wellington:	19 April 2023
Flag:	Bahamas
Port of Registry:	Nassau
Gross Tonnage:	13,906gt (12,504gt when built)
Deadweight:	4,168dwt
Net Tonnage:	5,142t
Length Overall:	124.90m
Length Between Perpendiculars:	114.95m
Beam:	23.40m
Hull Depth:	14.30m
Draught:	5.30m
Freeboard:	3,611mm
Trailer Capacity:	70



**POOLE MARITIME TRUST**  
**PROGRAMME OF SUMMER OUTINGS AND EVENTS**

*Tickets and full details of the following cruises may be obtained by mailing: [poolemaritimetrust@aol.com](mailto:poolemaritimetrust@aol.com)*

**FRIDAY MAY 10<sup>th</sup> – Kennet and Avon Canal Cruise**

Depart 10.00 return 15.00 – 15.30 (depending upon canal traffic)

Cruise the very scenic Kennet and Avon canal aboard the “Barbara McLellan” from BRADFORD WHARF BA15 1LE to the historic and dramatic Dundas Viaduct where members may dis-embark for a photo opportunity and exercise. The boat is enclosed and has light refreshments (card payment preferred) and toilet facilities. Fare: £28. Snacks and light packed lunches may be purchased prior to embarkation from the adjacent canal café. Passengers board and disembark using steps. There is a lift for anybody with mobility issues.

Nearest car park is Baileys Barn BA15 1BW (off Moulton Drive).

TOILETS : Whilst there is a toilet aboard, the toilet block by the boat is currently closed. Nearest public toilets are in Station Car Park, 56 Frome Rd, Bradford-on-Avon, Wiltshire BA15 1LA – three mins drive away or a return walk of approx 25 mins. Boarding begins 20 mins prior to departure.

**AFTERNOON TEA CRUISE AROUND POOLE HARBOUR**

ABOARD THE DELIGHTFUL

“DORSET QUEEN”

*(A registered historic ship)*

THURSDAY JUNE 13<sup>th</sup>

13.30 – 15.00

FARE : £35

- Afternoon high tea cruise aboard The Dorset Queen a 1938 vintage Motor Yacht
- Welcome glass of chilled Prosecco
- Enjoy a high tea comprising homemade sandwiches, scones and cakes served with Dorset tea
- Cruise around the back of Poole's five islands
- If wind conditions on the day are suitable the cruise will also take you into Poole Bay
- On the return to Poole Quay you will pass Millionaire's Row at Sandbanks.
- Soul and Jazz background music will be played as you cruise

**MONDAY 26<sup>th</sup> AUGUST**

**COMBINED COACH AND STEAMSHIP CRUISE**

SPECTACULAR SIX HOUR CRUISE FROM SOUTHAMPTON TO POOLE ABOARD

S.S. “SHIELDHALL”

EUROPES LARGEST OPERATIONAL STEAMSHIP

AS SEEMS LIKELY, THAT 2024 HERALDS THE LAST BOURNEMOUTH AIRSHOW IT IS UNLIKELY

“SHIELDHALL” WILL, AGAIN, VISIT POOLE

SO

***DON'T MISS THE BOAT !***

WITH A FEEDER COACH FROM THE POOLE & BOURNEMOUTH CONURBATION.

The combined steamer and coach fare is £59.50

Those with pre-booked cruise tickets may use the coach facility for a fare of £12

**OTHER OUTINGS ARE UNDER CONSIDERATION & FULL DETAILS  
WILL BE CIRCULATED ONCE COMPLETE.**

**DON'T FORGET – FOR FULL DETAILS AND TICKETS MAIL :  
[POOLEMARITIMETRUST@AOL.COM](mailto:POOLEMARITIMETRUST@AOL.COM)**

## **SOCIETY FOR POOLE - TALKS 2024**

**All talks take place at Oakdale Con Club, 92 Darbys Lane, Poole BH15 3EU**

**7pm for 7.30pm start      Members £3    Guests £4**

**21<sup>st</sup> May 2024      Harry Paye    by Jill Ford**

**18<sup>th</sup> June 2024      Lives & Letters of Faith (19<sup>th</sup> Century Poole)    by Kit Pearce**

**16th July 2024      History of Swanage Pier    by Nick Reed**

***No meeting in August***

**17<sup>th</sup> September 2024      Dorset shipwrecks    by Gordon Le Pard**

**17<sup>th</sup> October 2024      Mr Selfridge    by Steve Roberts**

**19th November 2024      The Tolpuddle Martyrs    by Brian Bates**

**ALL ARE WELCOME**

## **Dorset Architectural Heritage Week**

**Wednesday 11th September 2024 10am -12 noon**

**The Guildhall Open Morning**

**The Society for Poole will hold an Open Morning at the Guildhall, Poole. There will be a presentation on it's history at 10.30am.**