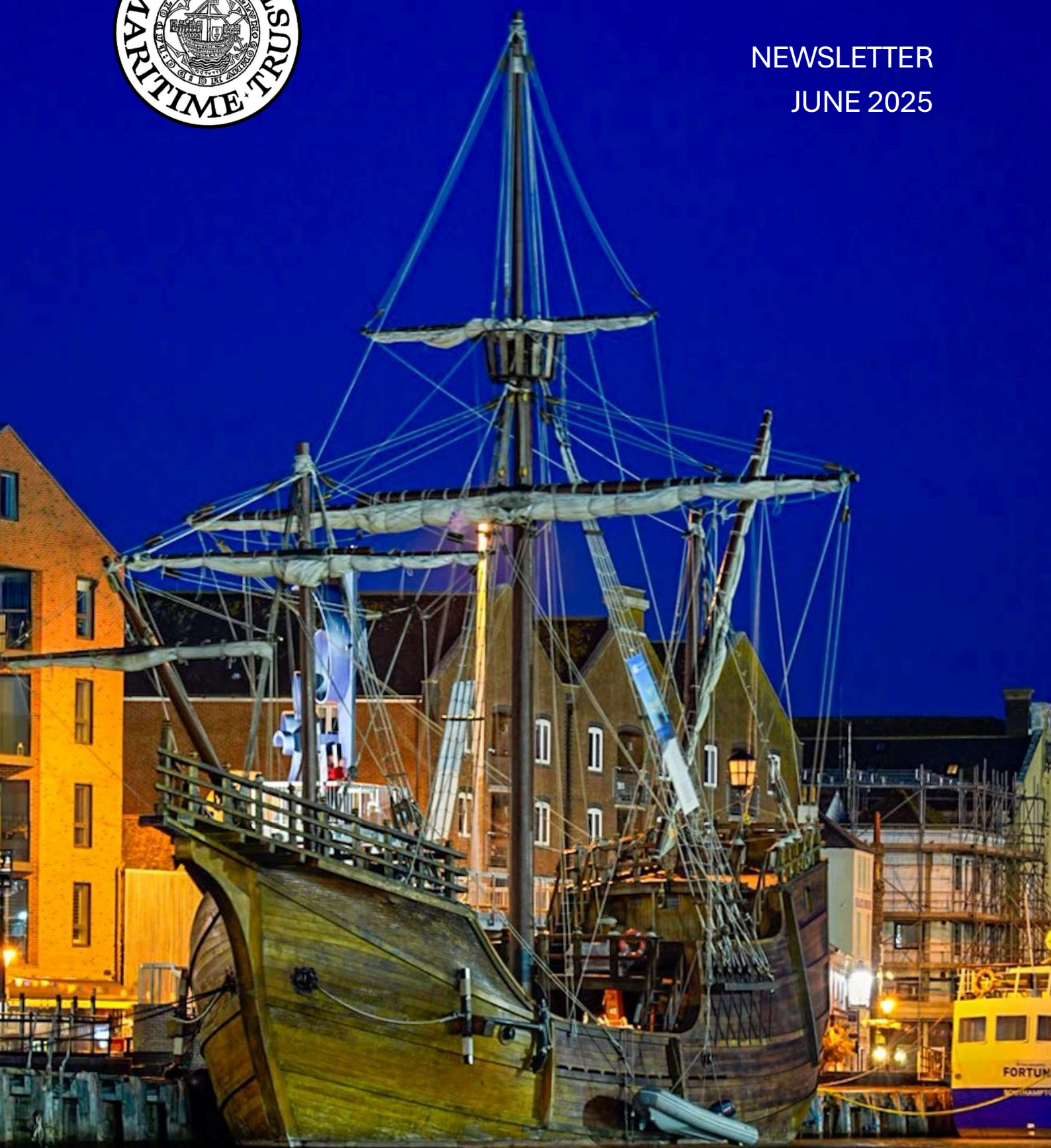


# POOLE MARITIME TRUST

NEWSLETTER

JUNE 2025



*Nao Santa María – Poole Quay*

Photograph - Ray Sexton



## PADDLE STEAMER "GRACIE FIELDS"

By John Megoran

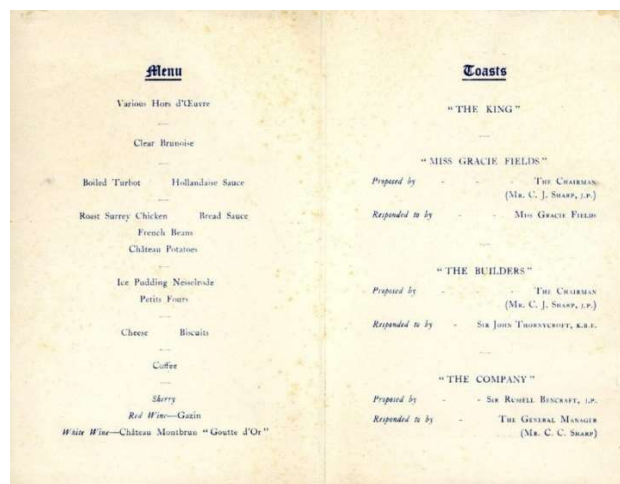
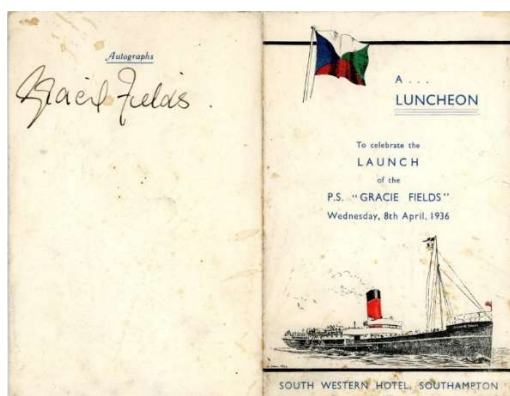
**NOTE: Whilst not a Poole-based steamer 'Our Gracie' spent a number of occasions in her short career overnighting alongside the quay whilst undertaking cruises from Swanage & Bournemouth.**



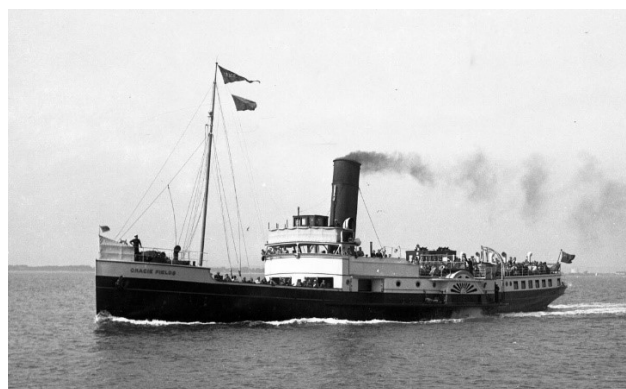
*Gracie Fields as built.*

On Wednesday 8th April 1936 *Gracie Fields* was launched from the Southampton yard of John I Thornycroft & Co by the great lady, popular singer and artiste herself.

Afterwards there was a lunch at the South Western Hotel in Southampton with a tempting menu including "Boiled Turbot and Roast Surrey Chicken with Bread Sauce, French Beans and Chateau Potatoes" followed by "Iced Pudding Nesselrode, Petit Fours, Cheese and Biscuits and coffee." There was also sherry, Chateau Mont Brun white wine and Gazin red. After that there were toasts proposed to the King, Miss Gracie Fields, the Builders and the Company.



The ship *Gracie Fields* ran trials on 29th May 1936 and made her first trip for invited guests from Southampton towards the Nab Tower and St Catherine's Point, with lunch included, on 9th June.



*In 1938 she acquired a wheelhouse.*

Designed for excursions, operating on the Southampton/Cowes ferry and for tender work to liners anchored in the Solent *Gracie Fields* had a pitifully short career of just four seasons of commercial operation. She was sunk on 29th May 1940 on the return leg of her second visit to the beaches of Dunkirk. More than 700 troops were evacuated onto the sloop *Pangbourne* after the air attack on her and she was taken in tow. However, she was badly damaged, continued to make water and eventually sank.

## MARALYN AND MAURICE BAILEY



In June 1972, Maralyn and Maurice Bailey set sail from Southampton aboard their 31ft Golden Hind, *Auralyn* in search of a new life in New Zealand. It was Maralyn who suggested to Maurice that they sell their house, buy a boat and live onboard.

At the end of February 1973, the couple left Panama for the Galapagos Islands, but six days out of Panama, the yacht hit a large whale. *Auralyn* was holed and sank as a result, 250 miles from their destination, and the couple spent the next 117 days on a 9ft dinghy, with their life raft tied to it.

They were eventually rescued by the crew of a Korean fishing boat, after drifting 1,500 miles.

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## AN OFT FORGOTTEN "TITANIC" TALE

*By Janda Desa*



One of the stories from the Titanic disaster which is very important but is not told enough is that of Harold Cottam - the wireless operator onboard Carpathia. On the evening of the 14th of April 1912, he was receiving general news from the Cape Cod long distance wireless station. Towards the end of the news, Cape Cod was sending many messages to Titanic who didn't seem to be acknowledging them. Cottam was set to retire soon, but was waiting on confirmation from the Parisien about a previous communication they had had. He had already taken his coat off and was ready to turn in.

Upon noticing the messages for Titanic, he called them up asking if they were aware of the batch of messages from Cape Cod. Titanic responded with "come at once. It is a distress message C.Q.D."

Cottam then reported this to the Captain who gave Cottam their position for him to send to Titanic. This part of the story is well known, Carpathia miraculously arrived at the scene of the disaster four hours later and picked up all of Titanic's remaining survivors. However, the surprising part is what Cottam did next. Upon picking up the passengers, Rostron ordered Cottam to send two official messages, one to the White Star Line and one to Cunard with identical wording stating what had happened. Next Rostron drafted a statement signed by himself for Cottam to send to the associated press.

Once these messages were sent, Cottam immediately started working the names of the survivors to the RMS Olympic. He had stayed up all night the previous night, stayed up all day on Monday, all night on Monday night and all-day Tuesday. During this time, he sent the full list of First and Second Class names to Olympic and the list of surviving crew members to the Minnewaska.

When he tried working through Tuesday night, Cottam finally fell asleep fully dressed at the Marconi apparatus with the set still over his head at around 1 or 2 in the morning. He woke up three hours later at half past 4 in the morning and went right back to work sending third class names to the Chester. That afternoon is when Titanic's junior officer Harold Bride was brought up to help Cottam with the workload, allowing him to sleep.

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#### **'CORDITE WAY' AT HOLTON HEATH – A NEW PUBLIC RIGHT OF WAY (FOOTPATH)**

Some two decades ago the *Open Spaces Society* (OSS), local to Purbeck, East Dorset and Poole with Bournemouth, campaigned for a public right of way from East Holton Farm by Holton Heath to Poole Harbour shore. There was an urgency, as it was noted that a bridge over the London to Weymouth main railway line was set to be removed, in effect severing access to the shoreline and the site of the ex-Rock Lea Jetty. The broad metal-bridge spanning a double rail-track, had been almost sealed by barbed wire due to the demolition of the jetty and all access was curtailed from the farm site due to security in development.

A new campus (and another in Poole) was being created for *Liveability*, supporting people with disability. So, our OSS proposed initiative was stifled - whilst other campaigners considered potential alternatives! In the meantime, the broad bridge which had been built as a rail link to

the jetty was sadly demolished. Its standard gauge railway had been laid in the Great War to serve the Royal Naval Cordite Factory which under the instruction of Sir Winston Churchill as the First Lord of the Admiralty, was built over 500 acres at Holton Heath, upon a north shore of Poole Harbour in the parish of St. Martin, Wareham, near Poole. In the Great War after the initiation of the RNCf in 1915, a Seaplane Detachment (Short Admiralty 184s) was based at Lake next to the Admiralty Shipyard, and there was an airship sub-station in Upton Woods.

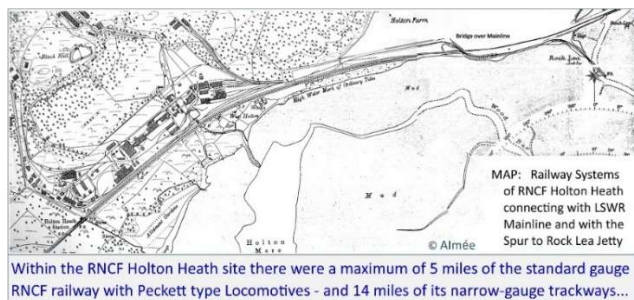
The production of cordite was potentially dangerous, so that it was spread out over this extensive site; especially as there were awful accidents in 1927 (3 died), 1929 (1 death + serious injuries) and 1931 (10 killed). A water supply to the RNCf's Black Hill Reservoir was piped 15 miles from the River Stour at Corfe Mullen. With completion in 1915, the workforce reached 2,000. In 1938 it topped 4,500 (a third of the workforce were women).

When the Royal Naval Cordite Factory (RNCf Holton Heath) was revamped in World War 2 it survived till 1957, though it remained for 40 plus years as an establishment under the auspices of RN Underwater Research. Incrementally a large area of the site was demolished and carefully cleared (over the years) before it was safe enough to be redeveloped as 'Admiralty Park' (from 2003) with an impressive range of businesses.

Only an area approximately one third of a square mile, including various derelict buildings has been left to go wild. It is heavily fenced, except for part that is protected as an isolated Nature Reserve (without public access). The woodland setting, interspersed with its superb glimpses of the Wareham Channel in Poole Harbour, looks across to Arne Peninsula and down to the village of Ridge, before the distant reaches to Wareham.



In WW2 Arne and West Brownsea had been deployed as decoy Starfish Sites, to attract the Luftwaffe Bombers away from RNCF Holton Heath and Hamworthy, with Military Bases (RAF & Combined Ops) and docks. [The Starfish Sites furthermore lured the enemy aircraft to come in range of Anti-Aircraft Gun Batteries]. Few raids inflicted serious damage, other than breaching a big RAF fuel tank fed by Lake Pier, Hamworthy and when a railway locomotive was derailed during its return journey to Poole – known as the Glamour Puffer. It was in 1942 (within a cutting) that bombs straddled the train filled mainly with women workers heading home, where mercifully the old railway carriages remained upright and withstood the blast - with no one injured.

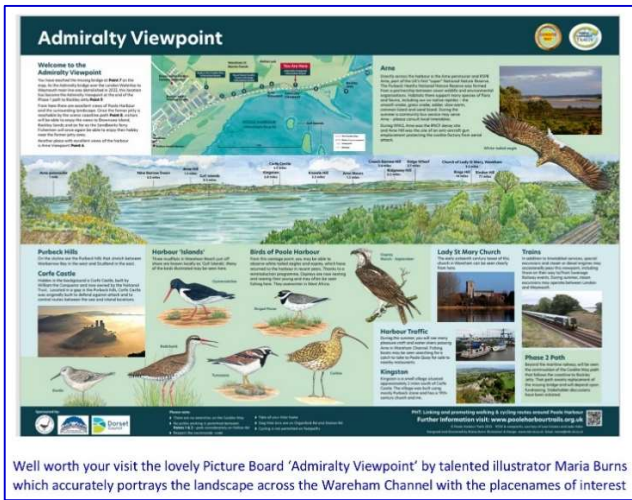


Holton Heath is still served by its station to the west of Admiralty Park, whilst at the other end of the site the new Public Right of Way (Footpath) has its entrance beyond the perimeter of the final industrial units. The route runs parallel to the mainline railway on a level where the RNCF had its sidings to form a junction, so that specially designed munitions wagons could be assembled ready for transport by rail or to the jetty. In total there were five miles of standard gauge RNCF railway and 14 miles of narrow-gauge trackways that for the most part have been removed or hidden beneath vegetation, with only sparse traces visible.



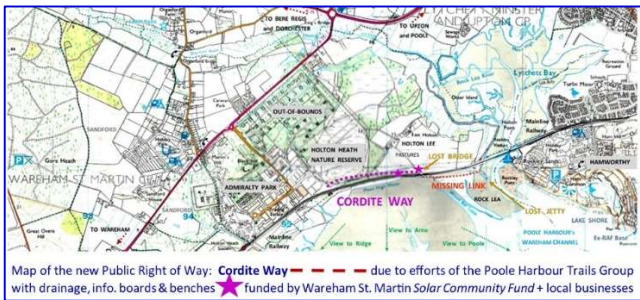
After a hundred metres or so, it is discernible that the 'designated' footpath continues at its gentle incline at the left hand-side where a dozen concrete railway sleepers remain, alongside a demolished 'control box' indicated by broken slabs of concrete and other rubble within an area of clearing that is significantly wider. There is a storyboard describing the history of the RNCF and providing information about the new public right of way. As the undergrowth has been cleared onwards for the pathway, through many hours of voluntary effort, it has revealed a cinder trackway, which once formed the base for the railway sleepers taking heavy weights moving gradually upwards to a height of the 'lost' bridge, that once crossed over the mainline to the jetty. The substantial former jetty extended out to a channel deep enough for sailing barges to come alongside, to be loaded with 'propellant' that was shipped to munitions works at Priddy's Hard, Portsmouth Harbour. The rail system and jetty were also deployed for the disposal of waste material by vessels - well out at sea. After the start of the gradual bend to the right, there is a group of oak trees with bluebells and foxgloves, fronting the pastureland of 'Holton Lee', leading to the farm buildings, presenting a very different vista. Following the pathway to this higher point, ramblers/ambblers, are treated to a viewpoint with a delightful picture board by local illustrator Maria Burns, which describes the lovely landscape opposite and the wildlife, with a pair

of welcome brown benches (in different styles) that are ideal for a breather and perhaps a picnic.



Again, there’s an opening at the summit, where the bridge once was, above the steep drop to the mainline, giving a glance across the current void to the other side, where there’s the start of a corresponding incline. It is hoped that the bridge demolished in 2023 will be eventually replaced with a footpath/bicycle structure, which will lead on to the track bed on the incline and continue to Rock Lea Point where the jetty once stood.

In a way we’ve visited a chapter of our fascinating local history about the prime site in the manufacture of cordite and other later propellants for use by the Admiralty whereas “Gretna’s CF” supported the Army.



© Harry and Aimée Alexander  
Local Representatives of the  
Open Spaces Society, 2025

Article dedicated to David Warhurst

**FROM EXPRESS TO VOYAGER**  
*By Andrew Cooke*

The highspeed cross channel services from Portsmouth offered by Brittany Ferries on a seasonal basis were effectively killed off by the Covid-19 pandemic. The 98m Incat Normandie Express concluded her 2019 season on 16<sup>th</sup> September that year and went to Dunkerque for overhaul, receiving the revised Brittany Ferries livery, before moving to Le Havre for routine winter layup.



Normandie Express leaving Portsmouth

Little did anyone know that the vessel would not see any use in 2020. On 27<sup>th</sup> March 2021 the Normandie Express went to Cherbourg and was subsequently renamed Condor Voyager having been taken in to the Condor Ferries fleet on charter in place of the 5,007gt/1997-built 86m Incat Condor Rapide, which was sold and is now Seajet’s Champion Jet 3 in Greece, running with her ex-Condor fleet mates Condor Vitesse (5,007gt/built 1997- now Champion Jet 1) and Condor Express (5,005gt/built 1996 and now Champion Jet 2). The livery was changed, and a new chapter began.





The 6,581gt/2000-built Incat 057, now Condor Voyager, was launched 29<sup>th</sup> July 2000 and began life as the Incat Tasmania, transporting the Olympic Torch around the Tasmanian coast on 3<sup>rd</sup> August 2000, one day after her sea trials. She was then a floating conference centre for the Olympics that September in Sydney. In November 2000 a charter to Transrail in New Zealand saw her renamed The Lynx for the Wellington-Picton service. In July 2003 she was laid up at Hobart before securing a charter to Brittany Ferries in December 2004 for delivery in 2005. Incat 057 became Normandie Express in January 2005 and then loaded supplies in Hobart for tsunami disaster victims in Indonesia as part of the delivery voyage. Also loaded aboard was the French yacht Sill et Voilia which had been forced to retire from the Vendee Globe yacht race, which travelled home to Roscoff, France, in style on board the wavepiercing catamaran. On 15<sup>th</sup> March 2005 the Normandie Express entered service on the Portsmouth-Cherbourg/Caen (Ouistreham) seasonal highspeed services. Portsmouth had also played host to the very first wavepiercing Seacat, the 74m, 3,003gt and 1990-built Hoverspeed Great Britain, on a not so successful service to Cherbourg 15 years earlier. On 5<sup>th</sup> March 2007 the Normandie Express was sold to Bretagne Angleterre Irlande (BAI) for Brittany Ferries' services.

A brief turn of service from Plymouth to Roscoff took place in Feb/March 2008 and May 2013 saw Le Havre added to the ports served from

Portsmouth. From 29<sup>th</sup> April 2015 the Normandie Express covered for the Barfleur on Poole-Cherbourg for around 2 weeks before resuming her seasonal duties from Portsmouth. April 2016 saw the craft concentrated on to the Portsmouth-Cherbourg link each season until 2019.

### Condor Moments

On 30<sup>th</sup> May 2021 the new look Incat 057 went to St. Malo in Condor livery for berthing trials, followed by St. Helier 3 days later and St. Peter Port/Poole on 3<sup>rd</sup> June. Services to Jersey/Guernsey/Poole then commenced with the vessel being based in St. Malo.



Voyager leaving St Peter Port

Built by the pioneer of the Seacat, Incat Tasmania, the Condor Voyager is 97.22m long (classified as a 98m Incat) with a 26.6m beam, 3.43m draught and is powered by a quartet of Ruston 20RK270 marine diesel engines, each with an output of 7080kW and coupled to Reinjtes VLJ 6831 gearboxes. The engines drive four Lips 120E waterjets that produce a service speed of 33 knots and a maximum trials speed of 46.5 knots. The passenger capacity is 850 and the vehicle deck can cater for 267 vehicles and light freight. She has a crew of 30.





**Vehicle deck, Condor Voyager**

Vehicle access to the main garage is via a stern ramp plus there is a mezzanine deck for cars only, with access via hoistable ramps on either side of the main deck. The passenger accommodation is above the garage deck, all on one level, and is one-class seating.



**Horizon Lounge**



**Horizon Bar**

At the bow is the Horizon Lounge and Bar with at-table seating slightly aft, followed by the shop and Casquets food servery with more at-table seating located centrally.

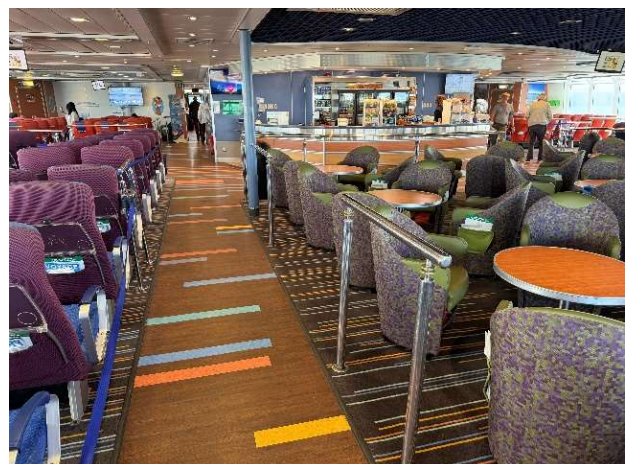


**Casquets seating area**



**At-table seating**

The Island Bar is located aft, with further at-table seating.





Airline seating is provided along each side of the passenger cabin, in the Horizon Bar.



The outside deck is limited to one area across the stern at passenger deck level, providing superb views of the trademark rooster tail arcs of water from the waterjets. From 28<sup>th</sup> March 2025 the Condor Voyager became the only fast ferry in the former Condor fleet due to the new 15-year service contract to Guernsey only and the subsequent withdrawal of the 6,307gt/2010-built Condor Liberation. So, the vessel is now based in St. Malo and serves Guernsey and Poole, with a mid-week St. Malo-Guernsey-Jersey round trip



Condor Voyager Poole

Alas the day trips are not possible from Poole for the time being but the St. Malo link and St. Malo-Guernsey day trip options are proving popular.

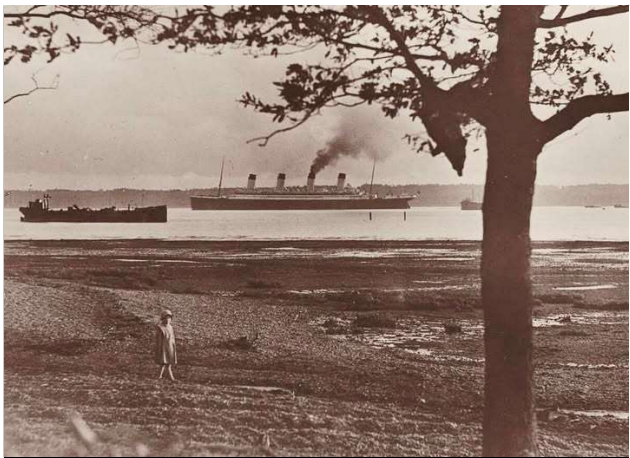
**END OF BOAC’s FLYING BOAT SERVICES**

The end of BOAC’s flying boat services on 3rd November 1950 was sudden and unexpected, The photograph shows management and staff waving goodbye to *Somerset* as she leaves for South Africa. It was the last BOAC passenger departure from Southampton. Extracts from the flight logs are provided below the photograph.



**RMS OLYMPIC**

RMS Olympic’s final voyage, her last time in Southampton Water, 14th October 1935. Source: Janda Desa



## **HMS BRITANNIA 1914**

Although superseded by Britannia Royal Naval College in 1905, *HMS Britannia* remained at Dartmouth for seamanship training and as a floating classroom, before eventually being towed away in 1916.



At Dartmouth Harbour.

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## **PORT UPDATE**

*by Kevin Mitchell*

Early May was a busy and interesting time for local shipping. On 4<sup>th</sup> May Frazer Hockey took this fine drone shot of the *Hartland Point* (built in 2002) at anchor in Poole Bay. *Hartland Point* is one of six Point class ro-ro cargo ships, of which four are available as naval auxiliaries to the British armed forces and was believed to be preparing for an anti-piracy exercise.



Hartland Point

On 7<sup>th</sup> May, with the PHC tug *Herbert Ballam* away for overhaul at Portland, a replacement tug *Lady Sarah* was at Poole to assist with the berthing of the ferry *MN Pelican*, then with the movement of the bunker tanker *Whitstar* away from the quay so it could refuel the *Pelican*. *Lady Sarah* then returned to Portland.



Lady Sarah assisting Whitstar

Another bunker tanker which has been a familiar sight at Poole for a number of years refuelling the cross-channel ferries, Whitaker Tankers' *Jayne W*, has recently been sold for service overseas.





Jaynee W

*Herbert Ballam* itself returned to Poole on 13<sup>th</sup> May. Two days later the Channel Seaways / Alderney Shipping cargo ship *Trinity* sailed to Hull for a major dry-docking. *Trinity* usually provides a regular containerised freight service between Poole and the Channel Islands.



Trinity

A slightly larger replacement vessel from the fleet of Faversham Ships, the *Clarity*, was brought in to provide continuity of service until the return of *Trinity* on 12<sup>th</sup> June.



Clarity

Channel Seaways provided regular updates on *Trinity's* refit on its Facebook page, which made for some very interesting reading. The hull was pressure-washed at a pressure of 41,000psi to remove old paint and marine growth, then two coats of undercoat applied before the top coat was put on. Over 1,000kg of paint was used during this overhaul. She emerged with a different, lighter shade of blue hull.

Also in May, Dorset Police held a naming ceremony for its two new patrol boats *Sentinel* and *Invictus*. Both funded by the Home Office, *Sentinel* is a Sargo flybridge design whilst *Invictus* is an 11-metre Ultimate Boats tactical RIB, both purpose-built to meet the needs of policing.



Invictus

The boats have a variety of uses including water searches, tackling anti-social behaviour on water, marine patrols and transporting officers and equipment to incidents along Dorset's 96 miles of coastline.

In early June the Port of Poole hosted the first successful trials of the Jupiter Bambi Bucket. These tested the Airbus H145, known in UK MoD service as the Jupiter HC Mk2, demonstrating its aerial firefighting capability. This helicopter, operated by UK MoD, is equipped with advanced firefighting equipment and supports vital emergency response tasks.

In cross-channel ferry news, both *Condor Voyager* and *Levante Jet* have settled down to

their regular duties serving Guernsey and Jersey. Both have been noted running ahead of schedule much of the time, possibly due to the fact that each ferry now only serves one of the Channel Islands, creating more slack in their schedules. On 29<sup>th</sup> April, one of its layover days, *Levante Jet* was berthed the wrong way round on ro-ro berth 2 so that maintenance could be carried out to its port side. On 6<sup>th</sup> May, following its arrival from Jersey, *Levante Jet* then moved briefly to the New Quay Extension for berthing trials.



Levante Jet at New Quay extension

The New Quay Extension is being used as a layover berth when the other berths are all in use, as *Levante Jet* is based in Poole but does not sail every day. Thanks to Kevin Walters for the photo. Also on 6<sup>th</sup> May, *Condor Voyager* transported 120 WWII era military vehicles from Poole to Guernsey ahead of the island's 80<sup>th</sup> Liberation anniversary. These included Willys jeeps, ambulances and motorcycles, plus Humber Heavy Utility and Canadian Military Pattern lorries, which all took part in a 350-vehicle cavalcade on the island on 9<sup>th</sup> May. *MN Pelican* continues to run twice a week down to Bilbao with freight. It is anticipated that the *Pelican* service will cease at the end of August following the opening of the rail freight link between Bayonne and Cherbourg, which will see much of the Spain-UK freight traffic move to rail transport. The former Mayor of Poole Councillor Pete Miles visited the *Barfleur* during May to make a presentation to her captain. The Mayor

commented "The Brittany Ferries *Barfleur* has connected Poole with our twinned town of Cherbourg for 33 years and been part of so many memories and adventures. She is a truly special ship, and a magnificent sight to see in Poole Harbour. As Admiral of the Port of Poole, it was an honour to present a Poole Mayor's Award to the Ship, Captain and Crew." Thankfully, it is understood that the *Barfleur* will remain on the Poole-Cherbourg route for around five more years. On 4<sup>th</sup> June, *Barfleur* carried five D-Day veterans from Poole, two days before the 81<sup>st</sup> anniversary of the Normandy Landings. In a fitting send-off, the departure witnessed a fly-past by a Hurricane, with a wreath-laying ceremony carried out on the journey to Cherbourg. Sadly *Barfleur's* former Senior Master, Captain Claude Lenoir, passed away a couple of years ago. Claude had previously served on other Truckline ships at Poole and was heavily involved in the design and entry into service of the *Barfleur*, which at the time was the largest ship to serve the port.



Claude Lenoir

Some good news for the Poole-Cherbourg ferry link was confirmed on 18<sup>th</sup> June. For the first time in six years, the route will remain operational for freight and passenger traffic for most of the winter. From 14<sup>th</sup> November through until 29<sup>th</sup> March, the *Commodore Clipper* will provide a daily service, after which the *Barfleur* will return to the route. Formerly a Condor Ferries' vessel, the *Clipper* has been used on various Brittany



Ferries' routes this year and is expected to be repainted into Brittany Ferries colours at its next overhaul.



Commodore Clipper

With the imminent withdrawal of the *MN Pelican* as already mentioned, it is anticipated that there will be a demand for a year-round freight service onwards to Poole.

The port has recently seen some improvements to the service offered to ferry passengers. The Harry Rocks cafeteria within the terminal building, and the snack bar adjacent to the car check-in lanes, had both closed-down having been operated by Condor Ferries. Happily, both have now re-opened along with new toilet facilities alongside ro-ro berth 3 for use by vehicle passengers waiting to board *Barfleur*, *Condor Voyager* and *Levante Jet*.

In local ferry news, for the first time in years, one of the yellow boats of Brownsea Island Ferries called at Swanage Pier. On 28<sup>th</sup> May, *Maid of Poole* was hastily pressed into service to cover the trips due to be operated by Coastal Cruises' *Fortuna*, which had developed a small technical problem. *Fortuna* was in the news again on 6<sup>th</sup> June, when the crew rescued two paddle-boarders who were in difficulty in the Swash Channel outside of the harbour entrance. Coordinating with Solent Coastguard, the two

persons and their equipment were safely landed back at Poole Town Quay.

It was all happening on Saturday 14<sup>th</sup> June. This was of course the annual Harry Paye Day festival of all things to do with pirates, and Town Quay was very busy throughout the day. Fittingly, the *Nao Santa Maria* (cover photo by Ray Sexton) was also moored alongside Town Quay that day as part of a ten-day visit. She is a full-scale replica of the ship that carried Christopher Columbus across the Atlantic in 1492. It was also the UKOPRA offshore powerboat racing championship in Poole Bay. These impressive craft had arrived by lorry at the commercial port the previous day, to be craned into the water then moved to the Boat Haven for scrutineering.



Powerboat racing

The freshly overhauled *Trinity* also came into port. Being a windy day, the afternoon departure of *Condor Voyager* to Guernsey necessitated help by the tug *Herbert Ballam*, whilst that evening's arrival of *Levante Jet* from Jersey was noted as being delayed, presumable due to the weather,

*Photos taken by Kevin Mitchell unless otherwise stated.*

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STEAMSHIP

**SHIELDHALL**



## Shieldhall cruises from Poole Quay in 2025

Saturday 9th August - Cruise to the Needles

Sunday 10th August - Jurassic Coast Cruise

Monday 11th August - Poole > Southampton



Tripadvisor  
Travelers'  
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Visit [ss-shieldhall.co.uk](https://ss-shieldhall.co.uk)

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023 8155 0242

to book  
your tickets



SCAN ME



# Poole Maritime Trust

## AFTERNOON HIGH TEA CRUISE ABOARD THE DELIGHTFUL “DORSET QUEEN”

*(A registered historic ship)*

**Tuesday AUGUST 19<sup>TH</sup> 13.30 – 15.00**



**Step aboard at Poole Quay (opposite the Poole Arms) from 13.15 and sail away at 13.30 for a 1.5 hour cruise through the tranquil waters and around the islands of Poole Harbour. An informed commentary will be provided.**

**High tea will be served in the cosy saloon.**

**Inclusive fare : £35.**

**Numbers are strictly limited and tickets are exclusively for members and guests.**

**The “DORSET QUEEN” is a fine vessel maintained to the highest standards with bar and toilet facilities.**

**Passengers are conveyed subject to the conditions of Dorset Cruises Limited.**

### **BOOKING FORM**

**Name..... Address.....**

.....

**Tel ..... e-mail.....**

**Please send me..... tickets for the afternoon high tea cruise aboard the DORSET QUEEN on 14.08.2023**

**I enclose a cheque (payable to POOLE MARITIME TRUST) to the value of £..... or**

**BACS : PMT Sort Code 30-99-50 Account no 17098962 (Lloyds) REF Dorset Queen**

**To Hon Prog. Sec PMT Offices, 6 Western Road, Canford Cliffs, Poole BH13 7BN**

**Email Julie Reid at [Programme@poolemaritimetrust.org](mailto:Programme@poolemaritimetrust.org) to confirm BACS payments**

**Bookings will close on Thursday 31<sup>st</sup> July 2025**

**POOLE MARITIME TRUST IN CONJUNCTION WITH THE COASTAL CRUISING ASSOCIATION**

**POOLE HARBOUR EXPLORER CRUISE TUESDAY SEPTEMBER 9<sup>TH</sup> 2025**

**Aboard M.V. "DORSET QUEEN"**



**09.30 Poole Quay – Embarkation from 09.15 – opposite the foot of the High Street**

**10.45 – 11.45 Wareham Quay – an hour ashore to explore the historic town**

**12.45 – 13.00 Lake Pier – a brief photo opportunity at this historic site**

**13.00 -14.30 Extended harbour and islands cruise – with a fully informed commentary**

**14.30 – 15.30 Royal Motor Yacht Club – Land for Tea/Coffee & Cake - a brief history will be presented.**

**16.00 Poole Quay (Approx) – Passenger dis-embark**

**Fare inclusive of Royal Motor Yacht Club refreshments £48**

**NOTES**

- 1. "DORSET QUEEN" is a registered historic ship that has been restored to a very high standard.**
- 2. The boat is NOT wheelchair friendly.**
- 3. "DORSET QUEEN" has ample covered accommodation & a licensed snack bar and toilet facilities**
- 4. Passenger numbers limited for customer comfort.**

**PASSENGERS CONVEYED SUBJECT TO THE CONDITIONS OF CARRIAGE OF DORSET CRUISES**

**BOOKING FORM**

**NAME :** \_\_\_\_\_ **Address :** \_\_\_\_\_

**E-Mail :** \_\_\_\_\_

**Tel : \_\_\_\_\_ . Number of tickets required : \_\_\_\_\_**

**INDICATE MODE OF PAYMENT : POST/BACS (DELETE AS NECESSARY)**

**BY POST** : Please complete this form and enclose a cheque payable to the COASTAL CRUISING ASSOCIATION to Peter Lamb : 11 Uplands Road, Bournemouth BH8 9SR. **Be sure to enclose a SAE** in order tickets may be issued. **BACS PAYMENT** : Please make payment directly into the CCA bank and e-mail a copy of this form to to : [swade@breathemail.net](mailto:swade@breathemail.net) . A confirmation mail will be sent and tickets issued at the gangway. Bank details : BANK OF SCOTLAND Account title : The Coastal Cruising Association Sort Code : 80-06-74 Account number : 00268983 Please provide reference : POOLE

**FOR FURTHER INFORMATION – PLEASE E-MAIL : [karllamb1@aol.com](mailto:karllamb1@aol.com) OR CALL 07718934425**