



POOLE MARITIME TRUST

NEWSLETTER

JULY 2025



RECENT DONATIONS AND ACQUISITIONS.

Local resident Tony Morton, whilst not a PMT member, has been a regular and valued donor of much historic maritime related material, primarily in the form of rare books, photographs and ephemera. A life-long sailor, Tony spent much of his sea-going career as an engineer aboard deep-sea oil tankers. He is a prolific ship modeller and is blessed with a remarkable photographic memory of all things maritime.

Thanks to the family of the late Mary Cooper, a long-standing Poole Maritime Trust member, we are in receipt of a unique collection of ephemera Mary collected whilst she and her late husband worked on Brownsea Island at the time of its opening to the public on 15th May 1963.

We are indebted to the family of the late Lionel Fynn for a remarkable collection of historic books, models, images and ephemera covering both local and international maritime matters. Lionel was a prolific collector of all things transport and produced a number of DVD's on local shipping matters in co-operation with the late Bernard Cox of Bournemouth. Examples of Lionel's archive may be seen, to the right.



A wonderful model of the legendary "QE2" in a Perspex case with a mirrored rear panel



A souvenir brochure and invitation to the launch of R.M.S. "QUEEN ELIZABETH"



An enamel facsimile of an advert for the soap supplied to the ill-fated R.M.S. "TITANIC"

THE JOLLIFF MEDAL

The Jolliff Medal is one of the most historic and valuable pieces in Poole Corporation's possession and dates back to 1694, when it was presented to Peter Jolliff of Poole by King William III and Queen Mary for what was undoubtedly a most courageous exploit.

At this time war was raging with France, and William III himself was none too securely seated on the throne of England. England had suffered a severe reverse at sea and, although this had later been neutralised by the victory of La Hogue, the English Channel was infested by French privateers.

One summer morning in 1694, Peter Jolliff accompanied by two friends, set out for a fishing expedition off Purbeck in his hoy [small, single-masted sailing vessel] *Sea Adventurer*. Suddenly a break in the mist disclosed a French privateer in the very act of seizing a Weymouth fishing ketch. Although the privateer was three times the size of his own craft, Jolliff immediately attacked; he not only rescued the Weymouth boat but hammered the privateer so severely with his small guns that it took flight. Jolliff chased it and the enemy ship went aground near Lulworth and the crew were captured.

In recognition of his bravery, Peter Jolliff was not only awarded the captured ship but was also given a gold chain and this medal; the medal weighs 2ozs. 17dwt. and is of solid gold. The front bears the head of the King and Queen and an English translation of the inscription reads as follows:

"WILLIAM AND MARY BY THE
GRACE OF GOD
GREAT BRITAIN FRANCE AND IRELAND:
KING AND QUEEN"



Image from Poole Museum

On the other side of the medal is this inscription:

"His Maties Gift as a reward to PETER
JOLLIFF of Poole
for his good Service agt the Enemy in
retaking a ketch
of Weymouth from a French Privateer and
chaceing the
said Privateer on Shoar near Lulworth in
ye Isle of Purbeck
where she was broken in pieces. 1694"

Jolliff also greatly distinguished himself on other occasions against the French and was eventually made naval and military commandant of Poole.

The medal remained in the Jolliff family for very many years and we know that it was in the possession of the Reverend Peter Wm Jolliffe, who was Rector of St James Church from 1791-1861. Eventually, however, it must have passed into other hands for on 23rd April 1926 Messrs. Glendening & Co., Art Auctioneers, offered it for sale. The Poole Corporation did not buy it and it went to a private bidder for £255.

Late in 1943, however, it was discovered by Lord Lyle in an antique dealer's shop in Exeter and was purchased jointly by Lord Lyle and Alderman Herbert Carter and presented to the Borough. The medal itself is housed in the Archives Collection strong room but a replica, given by Mr J S H Jolliffe,

a descendant of Peter Jolliff, is in the Poole Museum.

Poole Corporation Report. 1968

THE THOMPSON MEDAL

In 1695 William Thompson, a cousin of Peter Jolliff, also received a medal for a similar exploit against a French privateer, but unhappily all trace of this medal has been lost.

Thompson, the master of a fishing boat belonging to Poole, was fishing on 30th May, 1695, near the Isle of Purbeck accompanied only by one man and a boy. Suddenly a privateer out of Cherbourg bore down on his tiny craft yet, as Sydenham says in his "History of Poole" (1839), "he was far from avoiding the enemy that he made ready to defend himself the best way he could, with two little guns which he had mounted and some small arms". Thompson was so successful in his defence, indeed that he wounded the French Captain, a Lieutenant and six more of the privateer's crew, which so discouraged the rest that they broke off the action and turned away. Noting deterred, Thompson chased the privateer fired at her incessantly and after a two hour chase "made the enemy strike, being for quarter and surrender". Thompson bought away the captured craft with 14 prisoners, including the Captain, into Poole Harbour.

For this daring and gallant proceeding, the Lords of the Admiralty gave Thompson not only the vessel he had taken, but a gold chain and medal similar to that presented to Peter Jolliff in 1694.

Poole Corporation Report. 1968

SS LAERTES



The S.S. Laertes was attacked by U-2 in the North Sea on 10th February 1915. Captain William Henry Propert managed to evade the submarine and get his ship into a Dutch port.

Reporting the next day, G. F. Stewart, the 'Daily News' correspondent in Rotterdam, recounted what happened. "The steamship Laertes, belonging to the Ocean Steamship Company, Liverpool, arrived at Ymuiden this morning with a stirring tale of attack by a German submarine in the North Sea and an escape from the enemy's craft, and after a chase lasting for an hour. Yesterday afternoon between four and five o'clock the ship, which had come from Japan with a valuable cargo, was to the north of the neighbourhood between the Schouwer Bank and the Maas Lightship when it was challenged by the German submarine U2 (or U9) and ordered to stop. At that time it was not flying a flag and refused to pay any attention to the submarine's orders.

"Full steam ahead" was ordered. The stokers were asked to get the utmost out of the engines, and they responded with a will. Meanwhile the vessel was steered along a zigzag course to escape any torpedo that might be launched at her. The

submarine continued to steam on the surface in order to get greater speed and thus approach the escaping vessel. Unable to launch a torpedo, she commenced to fire at the ship with her light gun. One of the shots took effect almost immediately, it passed through the funnel. Others followed from the submarine, and it was obvious that the latter's commander was disappointed and angry that the ship was steadily holding its own, and in fact appeared to be widening the distance between him and his potential Iron Cross.

"On board the ship there were neutrals, and the captain in order to save them hoisted the Dutch flag, but the Germans refused to honour this, and continued to fire. One shot struck the compass, others crashed into life-boats, and one to the upper deck, putting the lives of the neutrals on board in the utmost danger.

"As the fight continued the stokers, working with tremendous energy, managed to get more speed out of the ship, sending her along a good sixteen knots. At this speed the submarine could not hope to get alongside and make a hit with a torpedo certain. Further shots were rained at the Laertes, but Captain Propert absolutely refused to give in. In his anger at not being able to cripple the ship and compel her to obey his signals the German commander ordered a torpedo to be launched. The white wake of a torpedo was seen speeding towards the Laertes. The speed and course of the ship saved her, although the torpedo passed just astern, missing the ship by a few yards.

"Beaten in the chase and unable to frighten the totally unarmed crew, the submarine acknowledged defeat and made off. The Laertes steamed into Ymuiden with the whole crew proud of having saved the ship from the pirates.

"From inquiries made in Ymuiden it is evident that the captain of the Laertes is to be congratulated on a very fine performance, whilst I have every reason to believe that the submarine which was the cause of the anxiety is now probably at the bottom of the North Sea. As a matter of fact, she gave up the chase when gaining, but disappeared in a cloud of steam." [1]

Chief Engineer J. McDonald, of Whiteabbey, Belfast Lough, gave an account of his experience.

"When the submarine was first sighted, the second engineer was on duty. I was summoned and went down to the engine-room. At that time the Laertes, which is a twelve-knot boat, was doing her average.

"The order given by the submarine to stop, I understand, was signalled back as if it were to be obeyed, but our real intentions were otherwise, and between the order and the answer time was afforded us to work up.

"The whole engine-room staff and all the firemen were ordered out, and soon the eight furnaces were going. As soon, therefore, as the cloud of black smoke began to pour from the funnel the submarine evidently tumbled to our game and immediately gave chase.

"By this time we had got up to the fullest pressure, and I reckon that we were making up to or beyond 15 knots. We had never through the ship capable of that speed, but we got it out of her all right, and between the speed and clever manoeuvring from the bridge we managed to show the Germans a clean pair of heels.

"Everything worked smoothly in the engine-room, and the whole staff showed the utmost devotion to duty. Fortunately

the sea was calm, so that our progress was not impeded, while the submarine was undoubtedly troubled by our rough wake, and being a short boat, was ducking badly.”

NEW LIFE-BOAT FOR THE DORSETSHIRE COAST

The Royal National Life-boat Institution has sent to Poole a new life-boat, to replace the one stationed here by the Institution some years ago. The new life-boat, built by the Thames Ironworks Company, is of the self-righting type, 37ft. 6in. long; with 9ft. 3in. beam, and is fitted with two drop-keels. She is named *Harmar*, as desired by the late Mr George John Harmar, of Kensington, who generously bequeathed a sum of money to the Institution for a life-boat to bear this name. The Committee of Management are much indebted to the Local Committee and to Mr H E Shave, the honorary secretary, for their co-operation in the management of the life-boat at Poole.

Bridport News 6 May 1910



Harmar (from website)

The Harmar was the last sailing life-boat at Poole. It cost £1,000 and saved sixty lives.

One of the most significant events involving the Harmar was the rescue of the Japanese crew of the U-143 submarine in January 1917. The submarine had run

aground off Studland Bay during a storm. The Harmar, along with other vessels, was involved in rescuing the crew and later assisting in the recovery of the submarine.

The final launch of the Harmar was in 1938.

REWARDS FOR GALLANTRY

The Royal Humane Society have awarded a certificate to a young fellow named James Price, and William Bartlett, a night watchman at the gas works, for their gallantry in saving ??? from drowning in Poole Harbour.

*Southern Times & Dorset County Herald
24 November 1905*

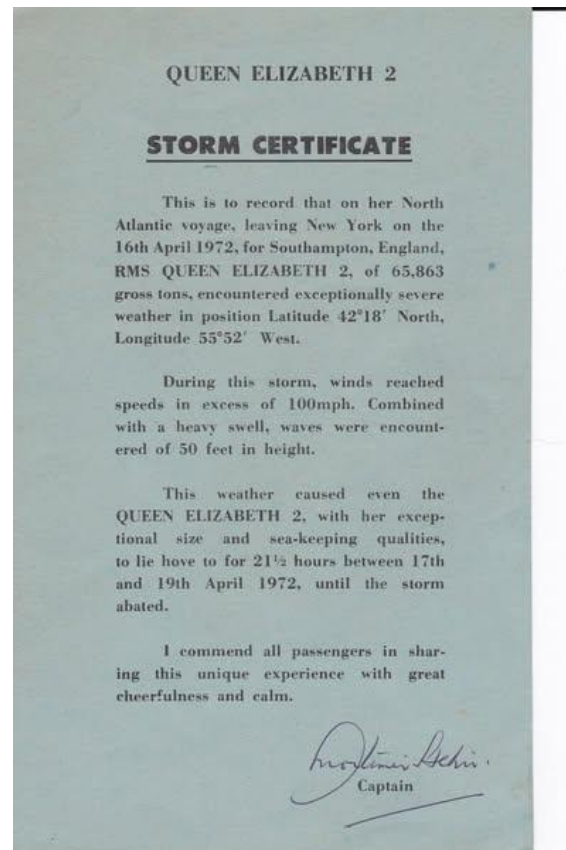
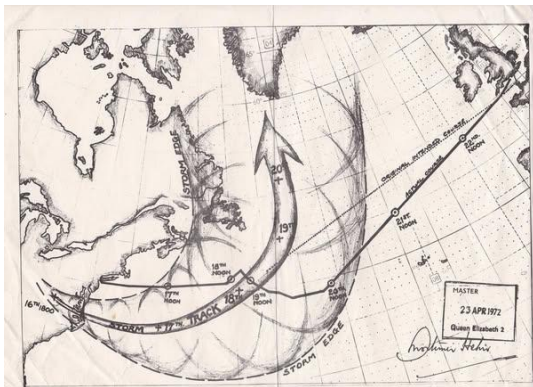
QE2 STORM 1972



This was my last voyage and transatlantic crossing aboard the QE2. We hit hurricane force winds coming off of Cape Hatteras in April of 1972 - 100ft plus seas plus fierce winds. We had many scary moments but when she rolled 28 degrees to starboard and 32 back to port in super slow motion, I thought we were a goner, a-la The Poseidon Adventure. This is known as a Parametric roll - past the point of no return. We were virtually laid up, traveling

only 24 miles in 36 hours and eventually arrived two days behind schedule into Southampton! The ship normally covered 720 nautical miles daily!

Natalie Wood and Robert Wagner were just a few of the notable celebrities and famous dignitaries aboard; most like me were seasick. Several passengers kissed the ground after disembarking at Southampton Terminal building. Thousands of people showed up, but there in the crowds was my Mum and Dad with tears rolling down their cheeks who had traveled down hours on a charabanc from Wolverhampton just to welcome home their prodigal Son. Twas indeed a memorable crossing



Michael Crowe

ICONIC SHIPS AT SOUTHAMPTON

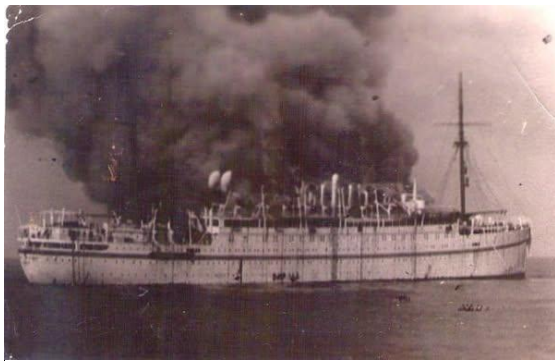
In the foreground, the iconic "Empire Windrush" and, astern of her, the iconic "New Australia" with, in the distance, the Union Castle Line's "Edinburgh Castle" or "Pretoria Castle".



EMPIRE WINDRUSH

The "Empire Windrush" was originally built at the Blohm & Voss shipyard at Hamburg as the passenger liner "Monte Rosa" for the Hamburg Südamerikanische Dampfschiffahrts-Gesellschaft (Hamburg-Süd) and launched on 13th December 1930. After World War 2, she was seized by the British government as a 'prize of war' and converted for use as a troopship, subsequently being used as a migrant ship famously associated to the 'Windrush Generation' bringing thousands of West Indians to the UK before resuming trooping duties.

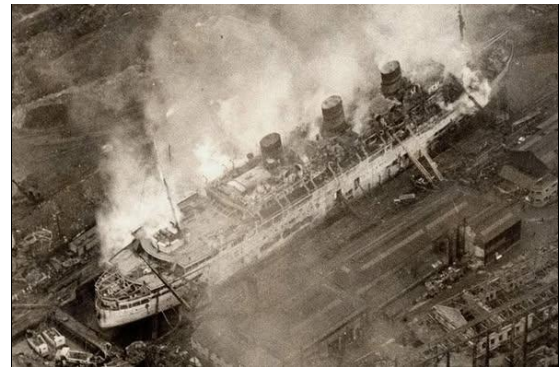
Tragically (and infamously) on 28th March 1954, the "Empire Windrush" suffered a disastrous explosion and fire off Algeria while on route home from the Far East with 1,276 passengers aboard (including military personnel, women and children) plus a complement of 222 officers and crew.



The ship was abandoned and, despite attempts to salvage and tow her to Gibraltar, she sank on 30th March 1954 at a position 37°00' North / 2°11' East. The iconic "Empire Windrush" had an incredible career of 23 years which is the subject of quite a few books written about her. As a summary of this career, you may be interested to refer to: www.wikipedia.org/wiki/HMT_Empire_Windrush

NEW AUSTRALIA

The "New Australia" was originally built as the 3-funnelled passenger liner "Monarch of Bermuda" at the Vickers-Armstrong shipyard at Newcastle-upon-Tyne for the account of Furness Withy & Co.'s Furness Bermuda Line and launched on 17th March 1931. Following her World War 2 service as a troopship, she was dispatched to the Palmers Shipyard at Hebburn, Tyne & Wear, to be overhauled and refitted for commercial service. Unfortunately, whilst fitting out, on 24th May 1947, she was gutted by fire. Declared a total constructive loss, she was sold for scrap.



However, after re-assessing the scale of damage, the British government's Ministry of Transport purchased the wreck and dispatched her to J I Thornycroft & Co. at Woolston, Southampton, to be totally rebuilt as the migrant ship "New Australia".

Placed under the management of Shaw Savill & Albion Co. Ltd., she operated as a migrant ship, transporting thousands of Brits to a new life in Australia.

The (to many) weird-looking "New Australia" operated until 1958, whereupon she was sold to the Piraeus-based Greek Line and, following a refit and remodelling (including a new curved bow) at Blohm & Voss, Hamburg, renamed "Arkadia". She successfully operated transatlantic

voyages and cruises for 8 years until sold to Spanish shipbreakers, arriving at Valencia on 18th December 1966, to be scrapped after a lifespan of 35½ years. For those interested, a more-detailed summary of her career can be seen on: [www.wikipedia.org/wiki/SS New Australia](http://www.wikipedia.org/wiki/SS_New_Australia)

Alan Dumelow

BUILDING YACHTS FOR FIRST AMERICA'S CUP

The Wanhill brothers were ship-owners and shipbuilders in Poole, large employers in the town. The 1841 Census lists Thomas WANHILL as a shipbuilder living in High Street, Poole (a street with many of the grandest mansions and merchants houses in the town at the time) along with his wife, daughter and mother-in-law who were all called Eliza. Thomas served as Mayor of Poole on three occasions, in 1843, 1845 and 1848.

In the 1851 Census Thomas is listed as an alderman and ship-owner, employing 76 men and boys and a clay merchant employing 45 men. Thomas and Eliza are still living in High Street, Poole and had seven children by this time, though one son is at boarding school.

Meanwhile James WANHILL and HIS WIFE Mary Elizabeth were on their way to having six children, although their only son died as a baby three days after his baptism and only four of the daughters reached adulthood. In the 1851 Census James Manlaws Wanhill was not at the family home in Market Street, Poole, possibly being away on a voyage. Mary Elizabeth was listed as head of the household and a ship-owner's wife, while four daughters were also present plus three servants.

Thomas Wanhill was very keen on building and racing fast yachts and the summer of 1851 was also the year of the first race in the Challenger Series now known as the America's Cup. The first regatta for the RYS 100 Guineas Cup, the trophy still presented to the winner, was a fleet race over a course that went clockwise around the Isle of Wight, starting and ending in Cowes. The New York Yacht Club formed in 1844, were invited by the Royal Yacht Squadron (RYS) to participate and their purpose-built yacht *America*, a 170-ton schooner, won the race, hence the naming of the trophy.

Finishing in third place was the cutter *Bacchante* and in fourth place the cutter *Eclipse*, both of which were attributed as being designed and built by the Wanhill brothers. The cutter *Freak* owned by William Curling and built by the Wanhills competed but failed to achieve a timed finish. The cutter *Alarm*, designed by Sir Joseph Weld and built by a boatyard in Lymington but subsequently re-designed to be sleeker and faster by Thomas Wanhill also competed but failed to finish, having gone to assist another yacht *Arrow* that had run aground.

The Poole Yacht Club was founded soon after in 1852 with William Curling elected as its first Commodore. Thomas Wanhill became the third Commodore of Poole Yacht Club in 1855.

Ryan Weller (Taken from Under the Greenwood Tree – S&DFHS Mar 2023)

SOUTHAMPTON DOCKS COLD STORE BOMBED

A STORY OF COURAGE



The story of Southampton hero Voluntary ARP Warden, William Charles Fisher.

On the 1st of August 1940, Adolf Hitler issued Directive No.17:

“The Luftwaffe will use all the forces at its disposal to destroy the British air force as quickly as possible. August 5th is the first day on which this intensified air war may begin, but the exact date is to be left to the Luftwaffe and will depend on how soon its preparations are complete, and on the weather situation”.

To the Germans, the Battle of Britain began on the 13th of August, Adlertag (Eagle Day) as they called it, and was the original date set by Adolf Hitler for the invasion of Britain. On this day, waves of strong attacks at different times over a ten-hour period came in against Essex and Kent, Sussex and Hampshire.

In the afternoon came a series of raids by Luftflotte 3, from the Cherbourg peninsula,

aimed at south coast ports including Southampton. Several interceptions were made by RAF squadrons but several German JU88 aircraft managed to get through to Southampton.

At 16:23 hours, the docks were bombed, causing major damage and setting fire to The International Cold Store building at Berth 40 of the Eastern Docks. The store contained 2,345 tons of imported butter and margarine which, fuelled by animal carcasses, burned for nine days before finally being extinguished.

During the blaze, an anti-aircraft gunner positioned on the roof of the store, Sydney W. Jones of the 21st Light AA Battery, was seriously wounded in the face and head and rendered unconscious. As the fire from below quickly spread, the sergeant in charge of the gun realized the danger to the rest of his men and ordered them to abandon the post. However, the wounded man could not be moved over the parapet wall and down the ladder on to the crane platform.

Voluntary ARP Warden, William Charles Fisher, aged 33, on learning about the wounded gunner, made a rough seat of a sling rope and fastened it to the hook of the jib crane. After obtaining the assistance of the crane driver, (F.C. Clouder), he allowed himself to be hoisted on to the roof of the building. He then attached the sling under the arms of the wounded soldier and waited on the roof until he had been lowered on to the quay. The sling was then detached and returned once more to the roof for the rescuer himself to be lowered. During such time as Fisher was on the roof he was in constant danger from the fire, the gas fumes, and the almost continuous explosions of shells. His conduct throughout was a fine example of initiative, bravery and coolness.

Although the account states that Fisher was lowered in the sling, other reports show that there was no time to get the sling untied and sent up on the crane, and that he descended hanging to the hook by his hands.

Fisher was awarded the George Medal, the first recipient in Southampton, and one of the first in the country to receive the new civilian bravery award initiated by King George VI. Clouder was also commended and was awarded the British Empire Medal for "showing great presence of mind and courage in carrying out this operation in spite of flames and smoke as well as exploding A.A. shells."

Fisher's courageous action was never forgotten, and when he died, in October 1987, at the age of 80, Sydney Jones, the man he rescued from almost certain death, was amongst the funeral congregation to pay his own silent tribute to the Southampton hero.

Clive Sweetingham

SS HABANA



On this day in 1937, SS Habana arrived in Southampton from Bilbao. On board were around 3,840 Basque children who had been evacuated from the Spanish Civil War. They were taken to a volunteer-run

camp at North Stoneham before being relocated to homes across the country.



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ETHIOPIAN



Aberdeen built clipper ship *Ethiopian* (838 tons) owned by Aberdeen White Star Line. Launched in August 1864 and used in the Australian trade until 1886. Made her maiden voyage to Melbourne in 68 days. She was abandoned mid-Atlantic in 1894 after a storm and condemned.

PORT UPDATE

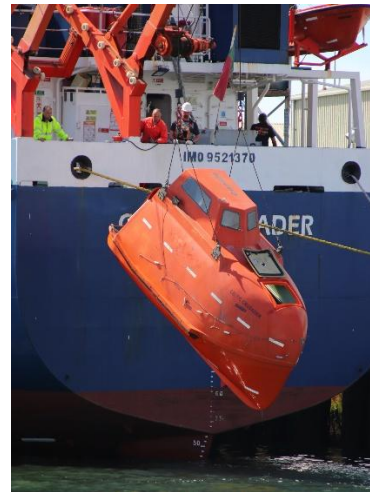
by Kevin Mitchell

It has been a fairly quiet month at the Port of Poole, although one event could have been much more serious. The cargo ship *Celtic Crusader* arrived from Torrevieja, Spain, on 22nd June to load Purbeck ball clay.



Celtic Crusader

In windy conditions, the ship came astern towards its berth between the quays but was observed to be out of position and to come into very close proximity to moored Coastal Cruises vessels alongside Town Quay. The smaller boats did not have passengers on board at the time, but the crews had a shock to say the least! Engines on *Island Scene* were hastily started and the boat moved to safety, whilst the crews on *Fortuna* and *Solent Scene* swiftly disembarked as a collision seemed imminent. Thankfully, *Celtic Crusader* managed to achieve headway just in time, and it was later revealed that her bow thrusters had failed. The ship returned to Poole during July again on the clay trade. During her time in port the opportunity was taken to lower then recover her free-fall lifeboat, which caused some interest to by-standers on Town Quay.



Celtic Crusader lifeboat recovery

A nice close-up view was obtained of the high-speed *Condor Voyager* on 14 July as it accelerated away from Poole on its daily run down to St Peter Port, Guernsey. For comparison, a photo of the DFDS Poole-Jersey vessel *Levante Jet* is also included. Both catamarans are the product of the Australian Incat shipbuilders – *Condor Voyager* is a 97m design built in 2000 whilst *Levante Jet* is an 85m version built in 2015.



Condor Voyager



Levante Jet

On 19th July a former Clyde class lifeboat was spotted arriving at the Poole Quay Boat Haven.



Clyde Class Lifeboat

One of only three such 70-foot vessels built by Yarrow Shipbuilders as the first lifeboats constructed from steel, 70-001 *Charles H Barrett* was delivered to the RNLI in 1966 and remained in service at such places as Kirkwall and Clovelly until 1988. During 2023 it was renamed *Dolphin* as an all-weather cruising yacht based in The Netherlands.

It has recently been announced that the veteran cruise ship *Astoria* has been sold for scrapping. Operated by Cruise & Maritime Voyages, *Astoria* made several cruises from Poole but was laid-up during the covid pandemic and never returned to service.



Astoria in Poole 2019

For those unaware of her fascinating history, she was originally built as Swedish

American Lines' cargo liner *Stockholm* and entered service in 1948.



Stockholm Bell

She achieved notoriety on 25th July 1956 when in collision with the Italian liner *Andrea Doria* in fog off the eastern coast of the United States. Whilst the *Andrea Doria* sank, the heavily-damaged *Stockholm* remained afloat and was eventually rebuilt in 1993 as a cruise ship, and renamed *Astoria* in 2016. She retained her iron rivetted hull and carried on board the dented ship's bell from the *Stockholm*, which became dislodged during the collision and was salvaged from the wreck of *Andrea Doria* in 1959. This classic ship and one of the last of her kind sailed from Poole between 2018 and 2020 and had been laid-up in Rotterdam ever since.

Photos taken by Kevin Mitchell unless otherwise stated.



AFTERNOON HIGH TEA CRUISE ABOARD THE 'DORSET QUEEN'

(a registered historic ship)

Tuesday 19 August 2025

13.30 – 15.00

Inclusive fare: £35

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.

Numbers are strictly limited and tickets are exclusively for members and guests of Poole Maritime Trust. The "DORSET QUEEN" is maintained to the highest standards with bar and toilet facilities. Passengers are conveyed subject to the conditions of Dorset Cruises Limited.

BOOKING FORM

(Bookings close 31 July 2025)

Name

Address

Tel

Email

Please send me tickets for the afternoon high tea cruise aboard the
DORSET QUEEN on 19 August 2023

PAY BY CHEQUE

I enclose a cheque, payable to:
POOLE MARITIME TRUST
to the value of: £.....

**POST TO: The Programme Secretary
Poole Maritime Trust
6 Western Road, Poole BH13 7BN**

PAY BY BACS

Account name: POOLE MARITIME TRUST
Sort code: 30-99-50
Account no 17098962 (LLOYDS)
Ref: Dorset Queen

Please then email Julie Reid at:
programme@poolemaritimetrust.org
to confirm your BACS payment.

POOLE HARBOUR EXPLORER CRUISE

ABOARD M.V. 'DORSET QUEEN'

Tuesday 9 September 2025

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



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 disembark

PLEASE NOTE

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 are limited for customer comfort*

PASSENGERS CONVEYED SUBJECT TO THE CONDITIONS OF CARRIAGE OF DORSET CRUISES



BOOKING FORM

Name

Address

Email

Tel **No. tickets required**.....

PAY BY CHEQUE

I enclose a cheque, payable to:
THE COASTAL CRUISING ASSOCIATION
to the value of: £.....

POST TO: Peter Lamb
11 Uplands Road,
Bournemouth BH8 9SR

Please include a stamped addressed
envelope in order for tickets to be issued

PAY BY BACS

Account: THE COASTAL CRUISING ASSOCIATION
Sort code: 80-06-74
Account no. 00268983 (BANK OF SCOTLAND)
Reference: POOLE

Please then email a copy of this form to:
swade@breathemail.net
to confirm your BACS payment. A confirmation
email will then be sent and tickets will be issued at
the gangway.



Autumn/Spring Programme 2025/26

Poole Maritime Trust Talks at the Royal Motor Yacht Club Sandbanks, Poole BH13 7RE

24 September 2025 12.00 for 12.30pm	Poole Maritime Trust Autumn Luncheon at RMYC John Megoran 'Keeping Paddle Steamers Afloat'
16 October 2025 8.00pm	Peter Lamb & Chris Wood 'Confessions of a Cruise Escort'
20 November 2025 8.00pm	Alan Watson HMS ML 1387 Harbour Defence Motor Launch & The Medusa Trust
7 January 2026 12.00 for 12:30pm	Poole Maritime Trust New Year Luncheon at RMYC Mike Randall Smuggling from 1797 - the stories of local Dorset people involved in this 'trade'
15 January 2026 8.00pm	Kit Pearce 'Closure, Storage & Re-Opening of Poole Museum'
19 February 2026 8.00pm	Philip Beale 2008-2010 Phoenician Ship Expedition
19 March 2026 8.00pm	David Bailey - Wildlife Photographer.
15 April 2026 11.00 for 11:30am	Poole Maritime Trust AGM & Luncheon at RMYC Speaker: TBC Luncheon to follow

Poole Maritime Trust members may purchase drinks from the main bar (if the upstairs bar is not manned.)

There are disabled facilities on the ground floor and facilities on the first floor.

If you arrive by car there is parking on the main road, Panorama Road. If arriving by Taxi the main entrance to the RMYC is off Old Coastguard Road.

WANTED

If readers can assist in respect of any of the following it would be greatly appreciated by the Poole Maritime Trust team at Canford Cliffs.

HISTORIC ARTICLES AND IMAGES relating to all aspects of Poole Harbour and the maritime industry are always welcome.

Please be sure never to dispose of any historical maritime ephemera or artifacts. The Trust is actively seeking material to boost our excellent collection. We can call and collect, or donors are welcome to visit the Trust offices at Canford Cliffs Library.

VISITORS to the library are always welcome. We are open each Thursday from 10.00 – 13.00. Park freely in the library car park, walk through the white gate and turn left around the back and into the building (it is signposted). We are upstairs.

VOLUNTEERS are keenly sought to assist the archive team. Much of the work can be undertaken from home.