



POOLE MARITIME TRUST

NEWSLETTER
SEPTEMBER 2025

CHAIRMAN'S INTRODUCTION

A good time for a brief reflection on the work of the Poole Maritime Trust over the Spring and Summer months.

Although the year started on a sad note, with the passing of our President Captain Mike Fulford Dobson, the Trust has been busy both in terms of managing the ever-increasing archive and the organisation of events and exhibitions. The Trust's exhibitions held in the Lighthouse and the Dolphin centre in May to commemorate the 85th anniversary of the part played by Poole in the evacuation of both service personnel, and citizens from Belgium and the Netherlands, from Dunkirk and Northern Europe proved to be a great success. This event, and indeed the television programme concerning the 80th anniversary of VE day, which included an interview with our committee member, Jack Hawkins, all contributed to worthwhile publicity for the Trust. The Trust was also well represented at the more local event, organised by the Canford Cliffs Land Society for their centenary. A certain amount of 'dressing up' was undertaken! The autumn and winter programme of events has been planned and published separately.

Commodore G H Edwardes OBE RN

CANFORD CLIFFS LAND SOCIETY CENTENARY CELEBRATIONS

On 31st August, Poole Maritime Trust had a stand at the Canford Cliffs Land Society Centenary Celebrations. The celebrations included pirates and stilt walkers as well as the Poole Maritime Trust Programme Secretary (Julie Reid) dressed as a shark! Committee members manned the stand showing examples of our photographic collections and other material as well as handing out membership forms. Luckily the weather was kind.



DORSET QUEEN TRIP UP THE RIVER TO WAREHAM

On the 9th September 42 members of the Poole Maritime Trust and the Coastal Cruising Association made the trip on Dorset Queen across Poole Harbour and up the river to Wareham. It was a cloudy day and at times cold on the outside decks, but it did not rain! We had an hour ashore in Wareham but due to a very high tide getting off and on the boat was hazardous especially for those of us with shorter legs and dodgy knees!!! Once everyone safely back on the boat we began the return journey around the islands and back to RMYC for tea and cake. A very successful excursion enjoyed by all.



Dorset Queen arriving at Wareham Quay



Poole Maritime Trust
President, Chairman & Vice-Chairman at Wareham



Wareham Quay showing the high tide

CLOUD OF IONA

The loss of the flying boat Cloud of Iona on 31 July 1936 remains a mystery to this day. Piloted by Captain William Halmshaw, the aircraft took off from Guernsey shortly after 7pm, bound for Jersey. All contact was lost and it was not until wreckage of the seaplane was found at the Minquiers 13 days later that everybody's worst fears were confirmed. The Cloud of Iona had been carrying two crew and eight passengers. Their bodies were eventually recovered from the sea drifting towards France and it was discovered that they had all drowned, suggesting that the aircraft had not crashed, but had landed in the sea and failed to take off again, eventually drifting on to rocks and breaking up. Passengers on the inbound mailboat on the evening of the crash claimed to have seen the Cloud of Iona in the distance near Corbière, trying to push through heavy seas towards them.

It was rough and windy when Bill Halmshaw put the seaplane down off St Peter Port. It was rougher an hour later. At 6pm he'd brought eight passengers in from Alderney. At 7pm he was due to take eight passengers on the half-hour trip to Jersey. An ex-RAF flyer, he was 28 and came from

Southport. Married, he'd worked for Jersey Airways just six months and lived in a house – Windhover, St Brelade – named after the first flying boat he'd flown into Jersey. Partnering him for this journey was a young mechanic, W Sotinel. He'd joined the company only three months before, after being discharged from the French Air force. It was raining heavily and a strong south-westerly wind whipped up the sea.



Cloud of Iona

The *Cloud of Iona* bobbed around like a cork. A twin-engined flying boat, she'd been leased and then bought by Jersey Airways. She carried no wireless, but did have Verey lights and distress flares. She had enough petrol to last nearly two hours flying time. Up until that time Jersey Airways had never had an air loss. It was 31 July 1936.

During the hour stop in Guernsey, eight passengers embarked on the plane. Altogether there were three from Guernsey, two from Jersey and three holidaymakers over from Jersey for the day. First on was Miss Alice Judd, a 45-year-old typist on holiday from Rugby. She was staying at the Bay View Hotel in Jersey. The following Tuesday she was due to return to England, where she lived with her 70-year-old widowed mother. Then there were two engaged couples. C S Willia and his fiancée, Margaret Davies, both came from the Sparkhill district of Birmingham. They were staying at the Rendezvous

holiday camp at Bonne Nuit. While in Guernsey they'd posted a letter home. Margaret's parents received it the following day. The letter told them that Charles and Margaret were having 'the best holiday of their lives'. This was their first flight. The other couple were E Appleby and Elsie Marley, both from Guernsey. Mr. Appleby worked for the States Electricity Board. Before leaving to catch the plane, they'd had tea at the Marleys' home in St Sampson. Both were looking forward to a weekend in Jersey. Also travelling together were Charles Viel and his sister, Mrs. W J Sampson, who lived at Lower King's Cliff, Queen's Road. The son of a Jersey centenier, Mr. Viel was a retired businessman who'd worked for the Bon Marché stores in Paris. He lived at 10 rue de Four, Paris. The eighth passenger was Miss Maud Bean, of Cocagne, Vale, Guernsey, a 34-year-old schoolteacher, who was journeying to Jersey to visit her brother at 5 St Mark's Road.



The *Cloud of Iona* left on schedule. Watching from the quayside, PC J Grainger and Pilot George Renouf saw the flying boat make a perfect take-off. In Jersey the company's traffic manager, R Wieland, waited for the flying boat to arrive. At 7.30pm the weather was worsening and there was no sign of the plane. Mr Wieland waited another three quarters of an hour before phoning Guernsey in case the seaplane had turned back. Still nothing was

known. Soon afterwards the Guernsey lifeboat, *Queen Victoria*, set out on the same route. Meanwhile the French consul in Jersey, M Delalande, alerted all the coastal towns between Cherbourg and Carteret. Then came the first lead. The postmaster in Sark reported that the flying boat had passed overhead at 7.10pm. It was flying low in the misty rain and passed over the north of the Island heading north-east. Hearing this news, the Guernsey lifeboat changed course and searched the sea to the north. Visibility was down to 30 yards and rough seas forced *Queen Victoria* to shelter off Jethou. At 10.15pm the Jersey States tug, *Duke of Normandy*, steamed out into the storm and at the same time the cargo ship, *Roebuck* put out from Guernsey to help in the search. Two ships in the search saw lights flickering in the Channel. The Guernsey lifeboat found they came from a motor vessel off Sark and the *Roebuck's* sister ship, the *Sambur* made a detour at the Casquets. Then the lights vanished. At 5.30am a 16-seater Express owned by Jersey Airways took off from Southampton and flew the length of the French coast at a height of 50 feet. On the same morning an RAF flying boat made a search.

The day after a notice was put in the local newspapers. It read: "Will any person who may have seen or heard any aircraft over the Island, or over or on the sea in proximity to it, between 7pm and 9pm on Friday, 31 July, kindly inform Capt. Wilkins, of the Air Ministry, either in writing care of the States Greffe or by telephone care of the police station".

Slowly, haphazardly, information came in. On Monday flares were seen on the Paternosters, but a search the following morning yielded nothing. Another report

from Jersey's north-west coast was more helpful. The plane had been heard over Plemont at 7.45.

In Guernsey two passers-by had seen the *Cloud of Iona* earlier. The flying boat had been over Jethou and losing height, they said. At one point they thought the floats were about to touch the water; then the plane had disappeared into the rain and mist.

Later a resident of Guernsey's west coast reported hearing the plane at 8.20. It was above Lihou and officials estimated only 30 minutes of fuel could have been left. Evidently the pilot, completely lost, had left Lihou going east in a last, desperate attempt to reach Jersey. But where had the *Cloud of Iona* come down?

Two passengers arriving on the daylight mail steamer *SS St Helier* had a dramatic story to tell. F J Newark, from Kingston, and his daughter, Mrs. Gasson, claimed they'd seen the seaplane. About two miles off La Corbiere, Mr. Newark, standing on the promenade deck, had seen something in the sea four hundred yards away.

"As I looked, I saw it was an aeroplane. It was drifting towards a point somewhere in front of the steamer," he told the press next morning.



Wreckage found on the Minquiers

This was sensational news. Looking through binoculars, he had seen the plane

clearly until it disappeared in front of the ship.

"I ran across to the other rail. I waited some minutes and searched the sea with my glasses, but I never saw the machine again, he went on.

This account was confirmed by Mrs. Gasson, who remembered noticing the plane first. If anything, she was even more specific.

"I could hear the engine spluttering above the noise of the sea, but the plane seemed to me to be out of control," she told newspapermen. "I could see dark shapes through the cabin window of the plane. At the time I thought they were passengers sitting there quite calmly. There were no signs of anybody waving or any panic."

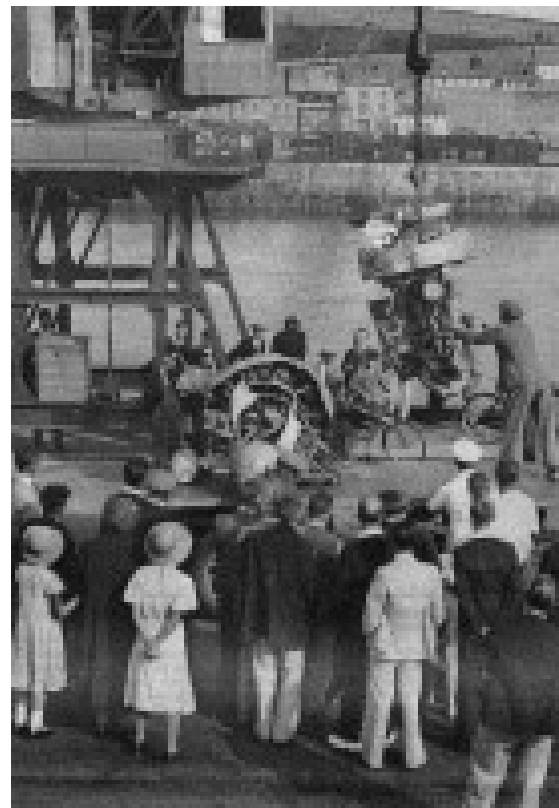
And Mrs. Gasson came to an even more dramatic conclusion. "Possibly, as it drifted in front of the *St Helier*, the aeroplane was hit by the bows," she suggested.

The following day Capt. Pitman of the *St Helier* dismissed this story as 'highly improbable'. But the possibility that the flying boat had been struck and sunk by the ship remained.

It remained for just 24 hours. On Sunday a French rescue craft sighted an aluminum float nine miles south-west of Corbiere. Then came a more important discovery. Wreckage was seen at the Minquiers and an expedition under Capt. H G Benest, the Lloyd's Agent, recovered the plane's emergency door three miles from *Maître Ile*. They found portions of fabric, plywood and air cushions from the pilot's cabin two miles west of the Pipette Rocks. As soon as the debris was found and brought back, all hope of survivors was abandoned.

In the next week there were more melancholy discoveries. On Tuesday a seaplane float was washed up on the beach at Anneville, near Coutances, and a French yacht picked up a piece of grey aeroplane wing; on Wednesday, Mrs. Simpson's body was found by fishermen on the coast near Armanville and the skipper of the yacht, *Chantecler*, reported seeing aeroplane parts floating in the sea off Cherbourg; on Friday a panel with the name *Cloud of Iona* was washed up at Conville sur Mer.

The fate of *Cloud of Iona* was known, but its last, catastrophic landing place remained a mystery. The task of piecing together the seaplane's last hours was puzzling enough. Strong tides and high winds had washed up wreckage from the plane so many miles apart.



The engines are unloaded in
St Helier Harbour

On Thursday, 13 August, almost a fortnight after the *Iona's* final flight, two Jersey fishermen, Winter Gallichan and George Marie, came upon the aircraft's engines and its smashed hull wedged between the rocks at Les Pipettes near the Minquiers. The rocks were only visible at low tide, but it was obvious that this was the *Cloud of Iona's* last resting place.

Over the weekend a fleet of boats set out from St. Helier. They brought back the wreckage and anything else they could find while scrambling over the rocks in the hour-and-a half gap at low tide.

The heavy engines were extricated, clothing was picked up scattered for 30 yards around the rocks: there was a wallet full of money, two umbrellas, a ladies compact, a gladstone bag, a silk shirt with a Guernsey outfitter's tag inside, a camera, a toothbrush, a woman's hat, several Guernsey pennies, and four women's shoes. All the shoes were odd; there wasn't a pair among them.

And this was all that was left, all that remained to record the last hours of the flying boat *Cloud of Iona*.



Cloud of Iona in St Helier Harbour

NAUTICAL TERM(S) OF THE DAY

The Devil to Pay

“Paying the deck seams” meant to seal them with tar. The devil seam was the most difficult to pay, because it was curved and intersected with the straight deck planking. Some sources define the “devil” as the below-the-waterline seam between the keel and the adjoining planking. “Paying the devil” was considered to be a most difficult and unpleasant task.

Rummage Sale

“Rummage” comes from the French arrimage, the word for a ship’s cargo. Damaged cargo was sold at a “rummage sale”.

A Square Meal

In good weather, the crew’s mess was a warm meal served on square wooden platters.

Son of a Gun

When in port and with the crew restricted to the ship for an extended period of time, wives and ladies of easy virtue were often allowed to live on board along with the crew. Infrequently, but not uncommonly, children were born on the ship and a convenient place for the birth was between the guns on the gun deck. If the child’s father was unknown, they were entered in the ship’s log as a “son of a gun”.

Let the Cat out of the Bag

In the Royal Navy, the punishment prescribed for most serious crimes was flogging. This was administered by the bosun’s mate using a whip called a “cat o’ nine tails”. The “cat” was kept in a leather or baize bag and it was considered bad news indeed when the “cat was let out of the bag”. Other sources attribute the

expression to the old English market scam of selling someone a pig in a poke (or Bag), but replacing the pig with a cat instead.

No Room to Swing a Cat

The entire ship’s company was required to witness flogging at close hand. The crew might crowd around so the bosun’s mate would not have enough room to swing his “cat o’ nine tails”, the term used for the whip.

SANDBANKS CHAIN FERRY

Information from Ernie Keene who was an apprentice at the Dorset Iron Foundry in the 1950s. Information given orally 24th October 2024 at the office of Poole Maritime Trust.

In 1958 Dorset Iron Foundry made the Driving Chain Wheels. Motor propulsion was by these pulling on the chains each side of the ferry. They were made in two half circles and then were bored together after being machined flat then mounted on a 6-foot face plate centre lathe and machined to a finished diameter.

I was the senior apprentice that year (1958) and I machined that chain wheel. I also was present at foundry when the two halves were cast (cast iron) and when the moulds were formed. Dorset Iron Foundry also worked on annealing the chain and making chain wheels with one less link in its circumference to allow for chains that had stretched with use.

To my knowledge all this was supplied to Bolson’s Boat Yard who serviced the ferry. The ferry was towed to the bottom of Dorset Iron Foundry’s Yard (West Quay Road) once a year for annual service.

NAVY'S WORK AT BEAUTY SPOT

Killing War Missiles

Hampshire Telegraph 23 August 1946

One year after the war's last gun spoke in anger, men of the Royal Navy are still facing sudden death – this time on the peaceful coast of Dorset, in one of Britain's loveliest beauty spots.

They are the 120 officers and ratings of H.M.S. Purbeck, helped by 100 Polish Navy men, who have already cleared over 22,000 unexploded missiles from the 24-square miles battle area of Studland Bay that was the scene six years ago of a prelude to the invasion of Normandy.

The grim task of clearing the debris and making the beaches really safe has been going on now for months. Latest target date shows that it will not end before Spring, 1947.

It was in March, 1942 that hundreds of ships steamed into Studland Bay and opened fire. On that grey morning the air was torn with the scream of more than 23,000 shells which played havoc with Dorset's holiday land.

Heavy bombers and rocket-firing fighter aircraft added to the rain of high explosive. Fighting their way ashore, infantrymen carried out the invasion rehearsal with live grenades, mortars, anti-tank bombs and small arms ammunition, adding to the holocaust.

The D-Day rehearsal was declared by the Allied High Command 100 per cent successful. H.M.S. Purbeck was commissioned on February 1, 1946 under Comdr. W Gardner, R.N.

SNIPPETS FROM THE PAPERS

*Southern Times and Dorset County Herald
15th July 1871*

A Sturgeon – A fine specimen of the common sturgeon (*Acipenser sturio*) was caught on Tuesday morning in Poole Bay. Robert Oates, Robert Allen and other fishermen captured it on a mackerel seine and brought it to Poole where it was inspected with some curiosity. Its weight was 68llbs, length 6 ft 4ins and girth 26ins.

THIS NEWSLETTER'S COVER PHOTO

We like to feature photographs of Poole Harbour or the immediate surrounding area on our Newsletter cover. The photo, from our archives, on the cover of this month's Newsletter was captioned,

"On-Steamer-Going-To-Swanage 1934"



'FINDING 3,500-YEAR-OLD WOODEN SPADE WAS EXCITING'



The wooden spade, that dates back to the Bronze Age, has been described as "really unique" (Image source: PA)

The archaeologists who unearthed an extremely rare 3,500-year-old wooden spade, believed to date to the Bronze Age, has been speaking about the experience.

It was uncovered in Poole Harbour during work on a scheme to create coastal habitat.

Phil Trim, who led the recovery, said "It's a really unique object, to find something that's wooden of that age."

He added the team initially had a certain amount of scepticism over what they had found, thinking it could be a tree root but that was followed by "amazement when we realised that it was actually a tool, almost complete".

"It was indescribable, it really was an exciting moment," he said.



Archaeologists thought it was initially a tree root. (Image source: PA)

The Moors at Arne project is taking place across 150 hectares (370 acres) of diverse wetlands and is in response to loss of coastal habitat such as salt marsh and mudflats as rising sea levels increasingly push up against sea defences in a process known as "coastal squeeze".

Archaeologists from Wessex Archaeology said it is very unusual for organic material such as wood to last for so long, surviving for more than three millennia because of the waterlogged nature of the site.

The tool was found in a circular ditch, which archaeologists think were cut by Bronze Age people to keep things in the centre dry from flooding.

Ed Treasure, from Wessex Archaeology who led the environmental analysis of the spade, said the tool had been preserved due to the waterlogged conditions.

"That occurs where it remains permanently wet through burial and excludes the oxygen".

"So unlike in a normal archaeological site, where organic remains like wood would disappear, they can become preserved for thousands of years, as this one demonstrates."

"But they are also very fragile, even when preserved", he said, adding the "field team did an amazing job lifting this on site", getting the spade out in one piece to specialists in the lab who are working to conserve it.

The Moors at Arne project is being delivered by the Environment Agency, RSPB and Natural England.

Katie Waple BBC News

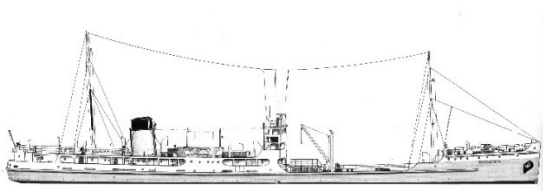
Published 23 October 2024, 06:22 BST

S.S. SHIELDHALL

SLUDGE CARRIER TO SEPTUAGENARIAN

by Andrew S. Cooke

The steamship Shieldhall is the largest working steamship in Great Britain, and, in 2025, she celebrated her 70th birthday. Based in Southampton, the ship is part of the National Historic Fleet, and rightly so. The Shieldhall was launched on the River Clyde on 7th July 1955 by the Lobnitz & Company shipyard at Renfrew. The keel had been laid in October 1954 as Yard No.1132, and she entered service on 16th October 1955. The ship was of essentially the same design as her predecessors, with an appearance and mechanical specification familiar to naval architects of the 1890s with a profile loosely resembling a 1920s steam tanker.



Shieldhall Profile

The vessel was operated by Glasgow Corporation to transport treated sewage sludge down the River Clyde for dumping out at sea. She also continued a long tradition for such vessels, offering disadvantaged families and wounded or disabled ex-servicemen and women free day trips down the river in the summer months.



Shieldhall at work on the Clyde 1973

This meant that the ship featured a large saloon and facilities to accommodate up to 80 day-passengers on trips down the Clyde. After 21 years of plying her trade on the Clyde, the Shieldhall was laid up prior to purchase by the Southern Water Authority in 1977. The ship's new lease of life saw her carrying sludge from Marchwood, Millbrook and Woolston in Southampton to an area south of the Isle of Wight 1980-1985. Rising fuel prices and operating costs led to her being withdrawn from service and laid up in July 1985. The 961gt, 1968-built and 78m long Haweswater took over the duties for a time and survived as a working vessel until scrapping in 2019.

A Classic Newbuild

The 1,792gt Shieldhall was built to a World War 2 design but as mentioned, could trace her ancestry much further back so, in a positive way, was a near-vintage classic from new. The ship is 81.70m long with a 13.50m beam, 4.10m draught, a service speed of 9 knots (13 knots maximum) and the as-built capacities were 1,800 tons of sludge, 80 passengers and 12 crew. The hull and superstructure are as they were when built. The ship features two Scotch boilers, each 12ft diameter and 12ft long, which produce saturated steam at a pressure of 180lb/square inch. The steam powers the main engines, auxiliary engines, all the deck machinery and a 25kW electrical

generator, plus a diesel generator was added on deck near the funnel for additional onboard power.



Shieldhall Engine Room

The boilers are of riveted construction and have approximately 320 firetubes. Fuel oil is forced under pressure to provide an atomised spray which is then burnt in the furnace. Air for combustion is supplied by a single cylinder, forced draught fan. To improve efficiency, the air is heated by the combustion gases before they exit from the funnel. The two main engines were constructed by Lobnitz & Co., of Renfrew and are of the triple expansion type. Each engine can provide up to 800 horsepower to its screw propeller. The normal service speed is achieved at 86 rpm. Waste steam from the engines is sent to a condenser where it is cooled by sea water passing through the heat exchanger tubes. This condensed steam is held in the hot well before being pumped back to the boilers as feed water, thus avoiding wasting water. The Shieldhall is one of the very few active vessels worldwide that can demonstrate the steam technology that eclipsed sailing ships in maritime trade. Indeed, the privilege of being able to visit not only the wheelhouse, but also the engine room, whilst the ship is in operation allows passengers to view the steam technology in action. Manoeuvrability is via a two-

cylinder reciprocating steam engine which alters the rudder angle through a rack and pinion arrangement working on the rudder quadrant. Rudder movements are transmitted from the ship's wheel on the Bridge by hydraulic pumps which form part of the wheel assembly.



Into Preservation

In the twilight of her career, serious consideration was given to the ship beginning a new era of active preservation and, because of an initiative by Southampton City Museum Services, a preservation society named Friends of Shieldhall was formed with the aim of acquiring and preserving the ship in operational condition. The ship was purchased from Southern Water in 1988 for £20,000, ultimately reflecting her scrap value at the time. The Solent Steam Packet Limited was formed and registered as an Industrial and Provident Society to own,

preserve and operate the ship. This later became a Community Benefit Society and in 2020 a new registered charity, named Steamship Shieldhall Charity, was established to take over all aspects of preserving and operating the ship, including fundraising, while ownership remained with the Solent Steam Packet Limited. After residing as a visitor attraction at Southampton's Ocean Village, the ship undertook her first sailing in preservation on 9th June 1991. The ship enjoys an active season based at Southampton each summer and hibernates at her berth for the winter. The vessel can also host events etc when not sailing. On occasions she has ventured further afield, including a return to her home port of Glasgow for her 50th birthday, where she met up with the P.S. Waverley, and to Holland for the Dordrecht Steam Festival. She has also attended the International Festival of the Sea events and Solent Fleet Reviews in the 1900s/early 2000s and visited Bristol. The ship also provides a venue for events such as the start of major yacht races, for spectators, corporate sponsors and VIPs alike. In 2012, to mark the centenary of the sinking of the RMS Titanic, and to honour all lives lost at sea over the previous century, the Shieldhall was repainted in White Star Line livery of black hull, white upper works, and buff funnel as her hull had been grey beforehand. The ship looked extremely well in this guise and has retained it ever since. There have also been plenty of TV appearances, including in Casualty, Lovejoy, Fred Dibnah's Age of Steam, and Coltrane's Planes and Automobiles. She represented the Titanic in Myths of the Titanic and played a Spanish ship, Begona, in Floella Benjamin's Coming to England.



Shieldhall at Bournemouth Airshow 2018

The Bournemouth Airshow became an annual destination for the ship, basing herself in Poole for the duration with day excursions into Poole Bay to view the air displays.



Shieldhall at Poole Quay

A Southampton-Poole and Poole-Southampton positioning cruise was also offered. In 2023 the Waverley met up with the Shieldhall as both attended the airshow and a rendezvous west of The Needles followed the next day.



**Shieldhall and Waverley in Hurst Narrows
4 September 2023**

The Waverley was heading Southampton-Poole whilst the Shieldhall was heading Poole-Southampton. The pair sailed in tandem into the western Solent before continuing their voyages. It is understood that the two ships had not met in service since 2005.

Anniversary Season

The ship celebrated her 70th birthday in July 2025 with another busy itinerary with cruises to Portsmouth Harbour, the River Medina, Nab Tower, The Needles and more. The Bournemouth Airshow was not held in 2025, but the ship still made her pilgrimage to Dorset, 8th-11th August with Needles and Jurassic Coast cruises offered whilst at Poole either side of sailings from/to Southampton.

The 2025 season also included a highly anticipated rendezvous in the eastern Solent at the Solent Forts with the paddle steamer Waverley during the latter's 2025 Solent itineraries.



Shieldhall and Waverley in Eastern Solent 13th September 2025

The Shieldhall was at the forts around 16.00 on 13th September and, once she had turned around to sail westward again, the Waverley joined her after an amended cruise as far as Sandown Bay. The Waverley sailed along the Shieldhall's starboard side, and they proceeded in tandem. This was a

fabulous spectacle for those aboard each vessel (the Shieldhall trip was a sell-out) plus spectators joining on board Solent Cruises' Solent Cat and the luxury charter vessel Seafin. There was much whistle blowing between the vessels and the Waverley also positioned herself ahead, astern and to the portside of the Shieldhall.

This wonderful occasion lasted around an hour as both ships sailed slowly along the Solent in the direction of Cowes. The Lee-on-Solent based Coastguard helicopter joined the Shieldhall towards the end of the event and winched a crewman down before hovering and retrieving him again.



Shieldhall and Needles Lighthouse 2025

The occasion marked the end of the Shieldhall's 2025 season whilst the Waverley remained in the Solent region until 21st September before heading to the River Thames and home to the Clyde.

What celebrations can we look forward to for the Waverley's 80th birthday and the Shieldhall's 75th?

(Special thanks must go to Lewis Folland and Graham Mackenzie (Chief Engineer) at Steamship Shieldhall for assistance with information and imagery).

ADVERTISEMENTS FROM A POOLE HARBOUR GUIDE

Donated to Poole Maritime Trust
by Nigel Metcalfe



J. COLOMBOS
(Lieut. Commander Keith Metcalfe, R.D., R.N.R.)
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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.