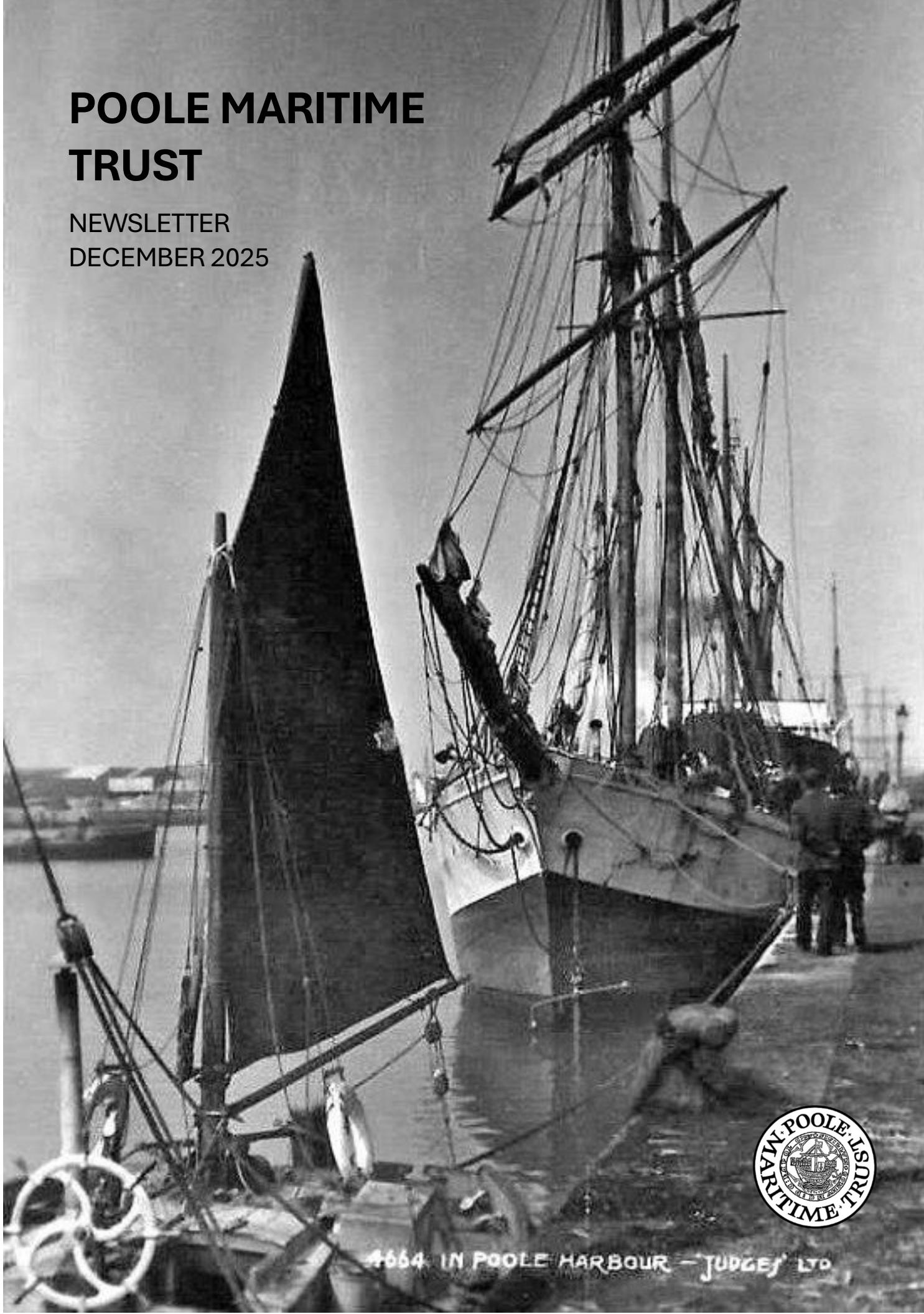


POOLE MARITIME TRUST

NEWSLETTER
DECEMBER 2025



4664 IN POOLE HARBOUR — JUDGES LTD

CHAIRMAN'S REPORT – December 2025

The committee, and indeed our helpful volunteers, have had a busy but successful year for the Trust. Perhaps the highlights were our exhibitions in the Lighthouse and Dolphin Centre (Gather) which commemorated the 85th anniversary of the Dunkirk evacuation in which Poole personnel and many of the vessels based here took part. The event not only received press coverage and interest from many educational establishments but also featured on ITV News in which one of our committee members who organised the exhibitions was interviewed. Holding other such exhibitions in the future is currently under consideration and this will be published in forthcoming newsletters.

The process of preservation and digitizing parts of our archive has continued. We have been grateful for the gifts of a number of items, relevant to Poole Harbour and its environs, which have been received over the past year. As always, these can be viewed at our Canford Cliffs office.

From all of us on your committee, we wish you a very happy Christmas and New Year.



Commodore G H Edwardes OBE Royal Navy. Chairman

NOW OPEN FIRST SATURDAY OF EACH MONTH

**Come and have a coffee or a cup of tea and a biscuit on a Saturday morning
10am -12:00 noon.**

From Saturday 3rd January 2026 and then on the first Saturday in each month, Poole Maritime Trust will be opening their headquarters above Canford Cliffs Library, in addition to Thursday mornings.

We would be delighted to show you our collection of books, models, pictures, ephemera, etc.

Our HQ entrance is on the free car park side of the library. Look over the fence at the back of the new conservatory and you will see a sign to our front door and then up the stairs.



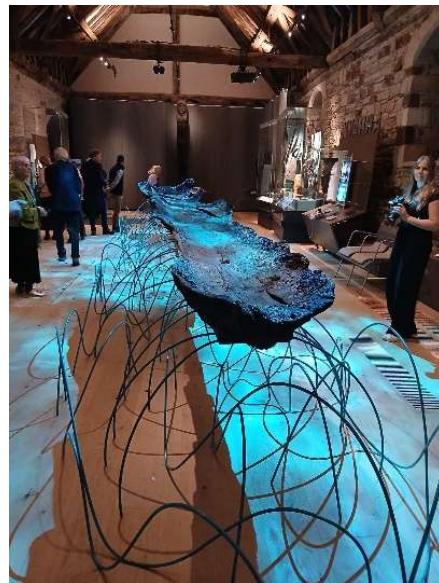
You can find our website at:
www.poolemaritimetrust.org

We look forward to seeing you.

POOLE MARITIME TRUST COMMITTEE
Visit to the new Poole Museum



17th Century binnacle



Iron age logboat
in its new setting



Copy of Benjamin Lester 's
jacket created by Verity Joy –
winner of the
2024 Turland Award



Poole Museum's
"Welcome to POOLE Dorset"
tiled panel, made by
Poole Pottery

SWASH CHANNEL WRECK – some background from the Netherlands

Doing some more research recently on the wrecked Dutch merchant ship the *Fame*, (otherwise known as the Swash Channel Wreck), I came across an online article in Dutch which filled in some of the background from her home port of Hoorn. It is not new information because the article was published in 2017, but it was new to me and adds to the story we have of the *Fame*'s last voyage.

After the shipwreck near the entrance to Poole Harbour in 1631, the merchant owners were in communication with the English High Court of Admiralty and their names appear in the records in anglicised form as Hercules Garretson and Cornelius Vene.

Research in the Dutch archives by John Brozius, the writer of the article, and Peter Swart identified them as Hercke Gerritsz and Cornelis Claesz Veen the younger, important Hoorn merchant shipowners. They were joint owners of several vessels and also had a family connection since Gerritsz was married to Veen's cousin. Both men lived on the Grote Oost, one of the city's grandest streets.



The Grote Oost

References in the Westfries Archives and the National Archives in the Hague suggest

that they were involved in the salt trade. As owners of the *Neptune*, they brought a court case in 1624 over a salt delivery for which they had not been paid. Another lawsuit involved an Amsterdam dealer who was blocking the sale of a large quantity of stockfish salt belonging to Veen. In 1632 the crew of Veen's ship, the *Son*, sued him for not paying their full wages for a four month voyage to take on salt in Brazil and the West Indies.

Salt was a valuable commodity, vital for the North American salt fish business among other trades. During the 1620s, the merchants of Hoorn were trying to prevent the Caribbean salt trade being included in the patent of the Dutch West India Company (WIC), but by the middle of the decade, the company was winning the dispute. Merchants were required to pay a levy to the company on all salt unloaded at their home ports. If a ship were hired by the company, the strict contract would lay down what crew, guns, and ammunition she should carry and where she must call to collect and load the salt. Payment was made only when the cargo was unloaded at the home port, and the company bore no risk if the voyage were unsuccessful.

It is likely that loading salt was also the purpose of the *Fame*'s voyage to the West Indies, either independently or under contract to the WIC. When she came to grief on the sands near Poole, the master Jacob Jansz Bootmaecker reported the loss to the owners along with the news that local people were plundering the wreck for '*provisions of victual, tackle, furniture and other necessaries.*' Gerritsz and Veen promptly petitioned the High Court of Admiralty in London for the return of their property. Nowhere was there any mention of cargo or passengers being carried on the ship, so this would fit the pattern of a salt voyage. The article suggests that a salt ship would be carrying a large number of

barrows and shovels, but if there were any on board, they were lost in the wreck or perhaps removed by scavenging locals.



The information from the article tells us more about the *Fame* and the probable purpose of her voyage but does not resolve one mystery, the identity of the carved face on the rudder head of the ship. It looks like an individual but could it be Gerritsz or Veen? As far as I know there are no portraits of the merchants in existence.

*Jenny Oliver, Poole Museum Society
January 2023*



Boys on the Quay

SMUGGLING STORY

Daring and Successful Adventure in Poole Harbour

In the spring of 1840 a smart clipper schooner left a French port on a Saturday, just about 6pm, with a cargo of kegs for Bridport and as they got clear of the land a strong south-easterly wind came on, so they had a good time across Channel. At break of day on Sunday morning, the captain, with his glasses, saw a craft away in the west, beating up Channel. He said to his mate, "that's a revenue cutter I can see. I must alter my course, for it will never do to run down on that cutter. If we do, we shall have to fight for it, so I shall run for Poole Harbour." Then they squared away for Studland Bay where they hove to and took in a pilot. Then they went off to Russel Quay. Taking the flood tide, together with the strong fair wind, she went up the main channel like a spirit, and was moored to Russel Quay just before 11am, and worked out all the kegs before 2 o'clock, and hid them away inland while all the good people were in the churches and chapels, and before 9 o'clock on Sunday evening some of these kegs had found their way into Poole High-street.



Russell Quay today

Now the captain was a smart man and owner of the schooner. He also did a little speculation of this sort on his own account. I may say that Russel Quay is about 2 $\frac{1}{2}$

miles by water west of Poole, situated in Wareham Channel. From this quay is shipped a large quantity of clay every year. On Monday morning the captain made arrangements to commence loading the ship with clay at once, whilst he and two of his men went to Poole in his boat.

Arriving at the Customs House, the captain reported his vessel as being in ballast and going to load with clay for Runcorn. After they had done a little business in the High Street, they left the Town Quay for their ship again and before Tuesday morning all the kegs were carted off, some to one place and some to another. By this time the schooner was loaded and the captain intended sailing on Wednesday morning. Now on Wednesday morning the Poole fishermen had just arrived with their boats and fish, which had been out all night.

Now old Pilot Tom, as he was called, had just landed on the Town quay with his basket of fish. I may say that old Tom was a typical sea dog. He was a Poole pilot, a fisherman, and could do a little smuggling when a convenient opportunity was given him. The Customs officer, seeing old Tom, went out to see what the old man had caught. The officer "Good morning Thomas. What luck tonight?" The old pilot: "Not much zir; only these vew herrin' we ketched in Studland Bay. The herrin' season is most over now zir". The officer: "But why don't you catch a few sprats or flats or few soles, Thomas?" The old pilot: "Why zir, because it is no use for you or nyone else to try to catch sprats, flat bodies or zoulz; vor it is too late in the day, zir." Officer: "Why can't I or anyone else catch any of these fish, Thomas?" Old pilot: "Why, because they be all too wold to get into your nets, zir" (this was a gentle hint to the officer).

Then suddenly the officer said, "Look, there is that fine clipper schooner running down the main channel." The old pilot

turned quickly round and looked at her, and said, "Yes zir, that's a slippery customer. She is a very smart craft." Officer: "Did you see her come in Thomas?" "Yes zir; about 10 o'clock. We were out in Studland Bay when she came in and she went up the Main Channel like a spirit." Officer: "What did you say Thomas, that she had spirits on board?" Pilot: "No zir; she was in ballast going to load with clay for Runcorn." Officer: "Yes that is what is written in my book in the office, but I have heard this morning that she had a freight of kegs aboard."

The pilot: "Nonsense, zir. She came to Russel Quay for clay." Officer. "When you were in Studland Bay, did you see her name or her draught of water?" Pilot: "Well, zir, I didn't take particular notice. Diden' you zee her goo up on Zunday mornin', zir?" Officer: "No, Thomas. I heard that old Parson Jolliffe was going to take the service in St James' Church, and so I went in the morning, Thomas." Old pilot: "Oh! That's how it was you didn't zee then, zir. My Old Book tells me that we ought to watch as well as pray, and if you had been watching you would have zid her as well as I. zir. Officer: "can you tell me who the pilot was that took this schooner up to Russel Quay?" The old sea dog took another whiff of his pipe, and looking up under his sou'wester with one eye half closed at the officer, said, "I shoulден' like to zay, zir." I may say that many of the town folk in Poole know that the old pilot knew more about the ballast the schooner had on board than the Custom House officer.

Swanage Times and Directory

15th January 1921

PORT UPDATE

by Kevin Mitchell

Photos taken by Kevin Mitchell unless otherwise stated.

The local pleasure boat refit season has begun. The first to be taken out of service was Greenslade's Brownsea Island ferry *Purbeck Pride*, which is currently at Manor Marine in Portland for an extended refit during which the aft deck will be remodelled to provide improved passenger access, the wooden lower saloon deck replaced with steel and the installation of new bulkheads. Meanwhile, Coastal Cruises' *Fortuna* sailed to the Wight Shipyard at Cowes on 17th October for an out-of-water overhaul, returning to Poole on 8th November. During its passage to the Isle of Wight, a Coastguard helicopter conducted a winching exercise during which two personnel were landed on to the ferry's deck.



Fortuna at Cowes (Coastal Cruises)

Towards the end of October, the John Lewis passenger ferry *Castello* spent a short period at the Dorset Lake Shipyard in Hamworthy.



Castello at Dorset Lake Shipyard

Thanks to Tim Tyrrell and Coastal Cruises Poole for the photos. Brownsea Island closed to visitors for the winter on Sunday 2nd November, Greenslade's *Purbeck Gem* running the ferry service over the final weekend.



Purbeck Gem

On 22nd October the high-speed DFDS Jersey ferry *Levante Jet* sailed empty to the French port of St Malo for berthing trials, returning to Poole later that same day. She is covering the Jersey-St Malo route from 22nd November to 1st January to allow for the refit of *Tarifa Jet*. The contract between the Government of Jersey and DFDS to operate ferry services between the UK, France and Jersey has recently been (mostly) made public. With reference to the Poole operation, there is surprisingly no requirement to run services from Poole after 2025, which explains why only an initial one-year agreement was signed with Poole Harbour Commissioners earlier this year. Thankfully though, sailings will continue to operate from Poole during 2026. DFDS is contracted to operate high-speed sailings from the UK only for the first seven years of the 20-year contract. The Poole-based *Levante Jet* will be replaced after 2032, assuming that DFDS continues to run high-speed services after then.

Nearly 40 years of Condor high-speed sailings from Poole closed on 2nd November when *Condor Voyager* made her final visit as a Condor Ferries' vessel.



Condor Voyager

The occasion was recorded by Oliver Lee Park in the aerial view of the port (also showing *Levante Jet* and the cargo ship *Ponem*) then later by Don Williams as *Condor Voyager* sailed to Guernsey.



She has been repainted into the livery of parent company Brittany Ferries during an overhaul in Cherbourg and will be renamed *Voyager*. She previously operated for Brittany Ferries as *Normandie Express*. *Voyager* is due back at Poole during December for the busy Christmas period.

The superyacht *Leviathan* arrived at South Quay to refuel on 13th November. Delivered earlier this year, the impressive 111m-long vessel was photographed by Darryl Morrell.



Leviathan

Another superyacht, the rather smaller 65m *Nectar*, made a short visit later in the month.



Nectar

Both departed Poole for Santa Cruz de Tenerife, and both required pilotage due to their size.

Finally, Frazer Hockey has provided another fine aerial image, this time of the cargo ship *Tide Navigator* leaving for the Swedish port of Sundsvall on 21st November.



Tide Navigator

R A NEWMAN & SONS

**Do you remember R A Newman & Sons,
yacht builders and engineers at
Hamworthy?**

**Do you have any photos, ephemera, etc.
which the Poole Maritime Trust could
copy for their archives?**

**Please contact Poole Maritime Trust
01202 706673 (Thursdays 10-12) or
info@poolemaritimetrust.org**

STUDLAND & THE "STUDLAND BELLE"



Studland Belle alongside Bournemouth Pier 15th July 1913

With a strong entrepreneurial flair in his makeup, former Cosens and Co., of Weymouth employee Captain Sidney Shippick set up in business on his own account in 1912 buying the wooden clinker built 73ft LOA paddle steamer *Advance* which had been built in 1904. He steamed her round to Poole from Dundee under his own command and, according to E C B Thornton, encountered bad weather along the way and had to take shelter in Ramsgate.

Renamed *Studland Belle*, Captain Shippick put her on a service between Boscombe, Bournemouth and Studland where passengers were transferred onto a

pontoon which was hauled to and from the shore. This did not compete directly with any other paddle steamer service from Bournemouth and provided an easy link to Studland in the days before the chain ferry started running across Poole Harbour entrance. E C B Thornton records that *Studland Belle* did not regularly run to Swanage although she was advertised for one sailing from Poole to Swanage on Sunday 3rd August 1913. This was a particular novelty in breaking the Sabbath, as in those days, Sunday was a day of rest not only for the paddle steamers at Bournemouth but also for the population at large.



The passenger pontoon at the beach with the flimsy
embarkation walkway to the left.



Studland Belle alongside Studland Bay pontoon

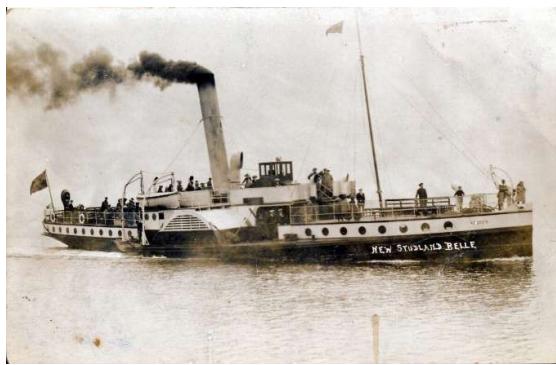


Captain Shippick's first experience of paddle steamers was sailing as Chief Officer, under Captain Rawle, with Cosens *Majestic* which was built in 1901 for longer coastal excursions and cross Channel work from Poole, Bournemouth & Swanage to Cherbourg.



Brodick Castle alongside Swanage

In a letter to the Bournemouth Echo dated 7th February 1957 about the then situation of paddle steamer excursions in the area, Captain Shippick recounted that he had been the last master of *Brodick Castle* which was withdrawn in 1909.



Audrey marketed as "New Studland Belle"

Unfortunately, *Studland Belle* caught fire during her 1913/14 winter layup and, being made of wood, was completely burnt out. Captain Shippick cast his eyes for a replacement and hit upon the 126ft LOA *Audrey* which he would have noticed in 1911 when she was briefly on charter to Cosens at Weymouth. She had been built in 1897 for service on the Tyne before being acquired by the Cork Steam Packet Company in 1909 and then by the Cork, Blackrock and Passenger Railway Company in 1913 for tendering work in and around the waters of Cork.

For 1914 Captain Shippick expanded his service with his new *Audrey* to include calls at Swanage and a trip up Poole Harbour in the afternoon which was dubbed, as a handy marketing tool, "The Dorset Lakes".

Billed as the "New Studland Belle" *Audrey* was programmed to start the day at Poole at 9am, before steaming on to Boscombe 10.15am, Bournemouth 10.45am for Studland 11.15am and then on to Swanage 11.45am. She then returned via Studland to Boscombe for another departure at 2.15pm and Bournemouth 2.45pm once again for Studland 3.10pm and Swanage 3.45pm before setting off for Studland again and a trip round the "Dorset Lakes" (around Brownsea Island) and then back to Studland and Swanage 5.30pm for Bournemouth, Boscombe. The steamer notice says 6pm return, but that must have been a tight fit as Cosens allowed a journey time between Swanage and Bournemouth of 45 minutes.

*Compiled by Peter Lamb from
John Megoran material
November 2025*

FAREWELL TO JAYNEE W by Andrew S. Cooke

Between 1996 and 2024 the bunker/product tanker Jaynee W was a common sight along the south coast and a regular caller to Poole to bunker some of the ferries and other shipping when required. She was operated by John H. Whitaker (Tankers) Limited of Hull, UK, which can trace its roots back to 1880 when John Henry Whitaker set up his Dry Cargo lighterage business on the River Humber. Less than 20 years later he died suddenly, aged 51, and John Henry's two teenage sons were left to run the company, and it prospered. In 1955, with the encouragement of BP, Whitaker's purchased a 450-tonne coastal tanker, previously used as a German U Boat tender in WW2. This vessel operated out of

Falmouth. The company had built up a fleet of 65 vessels by 1965 and in 1988 successfully tendered for new business bunkering out of Southampton and created a southern fleet of coastal tankers.

The first notable advance in the Southampton fleet was the ordering of a 2,750dwt product/bunker tanker. Designed by ShipTech (UK) Naval Architects, Yard No.340 was built by Yorkshire Dry Dock Co. Ltd., Hull. The keel was laid on 16th July 1995. At the time, Whitaker owned Yorkshire Dry Dock Co. Ltd. The new ship was launched on 22nd January 1996 and delivered to John H. Whitaker (Tankers) Ltd on 12th August 1996. The Hull registered newbuild proceeded to Southampton and was put on show to invited guests. The new flagship of the fleet was named Jaynee W after the sister of Mark Whitaker.



Jaynee W on trials

The ship is 75.26m long overall with an extreme beam of 12.77m, a hull depth of 6.65m and a loaded draught of 4.91m. The vessel is powered by a pair of Cummins Engine Co. Ltd. KTA38-M2 12-cylinder diesels with an output of 1,724bhp/850.21kW, a cylinder bore of 634mm and a cylinder stroke of 158.75mm. Two auxiliary engines in the form of Cummins 6 CTA 83G units, each with a 241hp output, are also installed plus a 62.5 KVA emergency harbour generator. Propulsion is via two outward turning fixed

pitch screw propellers, each powered via a gearbox whilst manoeuvrability is assisted by a canal system 360-degree Verharr Omega bow thruster, driven by its own Cummins engine in the bow. The canal system thruster is specially developed for ships that operate in shallow waters and have a very shallow light draught. The system can be installed not only as a bow thruster but also as an emergency and even a primary propulsion system. The canal system can be powered electrically, hydraulically, or by a diesel engine. The basic principle of the Verhaar Omega canal system is simple yet highly effective. Using a horizontal propeller, water is drawn from beneath the ship. Once in the so-called steering drum, the water is redirected 90 degrees, after which it can be directed to one of the four channels. Since the drum is rotatable in both directions by 360 degrees, the thrust and direction can be controlled quickly and accurately.



Jaynee at work

The ship's loaded service speed is 10 knots. Built as a double bottom only tanker but later double skinned to comply with regulations, the ship was also designed to conform with NAABSA (Not Always Afloat But Safely Aground) regulations, meaning the vessel is of a strong enough construction to sit on the bottom in tidal ports if the berth is suitable. This was particularly important for calls at the tidal St. Sampsons harbour in Guernsey, which has a maximum length limit for ships of 80

metres. The accommodation aboard the Jaynee W is located aft in the deckhouse on three levels. The Main Deck level contains cabins for the Chief Officer, Chief Engineer, 2nd Mate and 2nd Engineer plus an AB Double Cadet Cabin and the Laundry. The Mess Deck above houses the Master's Cabin, Duty Mess, Galley, Clean Mess and Office. The uppermost level is the Bridge Deck which is dominated by the wheelhouse. Located at the stern is a Freefall Lifeboat, which is accessed from the Bridge Deck.

Well-Travelled

The Jaynee W was primarily intended for Southampton, Portsmouth, Poole and Jersey use when new, with Guernsey being added when the old BP ships were retired.



Jaynee W in the Western Solent

When the Whitcrest was sold, the Jaynee W became the sole vessel to Jersey, serving the power station, carrying Black Fuel Oil and Diesel. Plymouth also became a port of call when the Whithaven lost the contract and Exxon took over. The Jaynee W went to Dublin once to cover for the Whitcrest and called at Dover on 23rd June 2020. For her cargo, the ship is equipped with 7 pairs of wing tanks and 1 centre tank aft, designated as 7 Centre. The latter was originally the 77m3 slop tank with 4 individual 26m3 lube tanks immediately forward of it. When the bulk lube trade declined, all five tanks were combined into

one, still designated as 7 Centre. The combined capacities for the pairs of wing tanks to port and starboard (P/S), listed from bow to stern along with product type, are as follows, with Heavy Fuel Oil shown as HFO and Marine Gas Oil as MGO. Tank 1 P/S - 358m3/HFO; Tank 2 P/S - 370m3/HFO; Tank 3 P/S – 358m3/MGO; Tank 4 P/S – 366m3/MGO or HFO; Tank 5 P/S – 408m3/HFO; Tank 6 P/S – 408m3/HFO and Tank 7 P/S – 200m3/HFO. As mentioned beforehand, at the stern is also Tank 7 Centre with capacity for 181m3 HFO. The cargo capacity of the 15 tanks is 2,649 cubic metres of which 2,291m3 is for HFO (including the Tank 4 MGO/HFO tanks) and 724m3 is for MGO (including the Tank 4 MGO/HFO tanks). The vessel is fitted with Blackmer Vane cargo pumps, hydraulically driven by hydraulic packs on the forward end of each main engine. There is one 450m3/hour @ 90 PSI pump and two 250m3 per hour @ 90 PSI pumps (one for Black Fuel Oil and one for Marine Gas Oil). The maximum loading rate is 750m3 per hour and the maximum discharge rate achieved is 600m3 per hour via 2 pumps.



Jaynee W in 2003

The fleet grew still further in 2002 when the 2,958gt Whitchallenger was delivered, followed by the 2,965gt sistership Whitchampion in 2003 and the Dubai-built 4,292gt Whitonia in 2007. The latter

became the fleet's largest vessel and was the fifth ship to carry that name, the first being 41 years prior. The Whitchallenger and Whitonia bolstered the Southampton Empress Dock based fleet with the Whitchampion also serving the South Coast when not elsewhere. On 30th January 2025 came the news that the acquisition of John H. Whitaker (Tankers) Limited by Lindsay Blee had been completed, so the company ceased to be a family-owned business after 144 years. The new era looks set to see new tonnage added to the fleet. Lindsay Blee was established in 1959 and has evolved from a small bunker broker to a physical supplier, trader, and broker of marine fuels across the globe. The first change to the south coast fleet after the takeover concerned the Jaynee W, and her sale out of the UK operation was officially logged on 28th April 2025. The ship was renamed Blue Star and headed for Dakar and a new career under the ownership of Selim Shipping Ltd of Ajeltake, Majuro, Marshall Islands. The Jaynee W's place was taken by the 2,159gt/2009-built Whitstar due to her 75m length and NAABSA compliance. The ship made her first visit to St. Sampsons, Guernsey, on 14th March 2025. The Jaynee W's profile is missed from the waters that she plied, plus the ship was significant to the Writer as being the subject of the first photo that he had published in Ships Monthly magazine in 1996. The occasion was when she was dressed overall at her service debut.

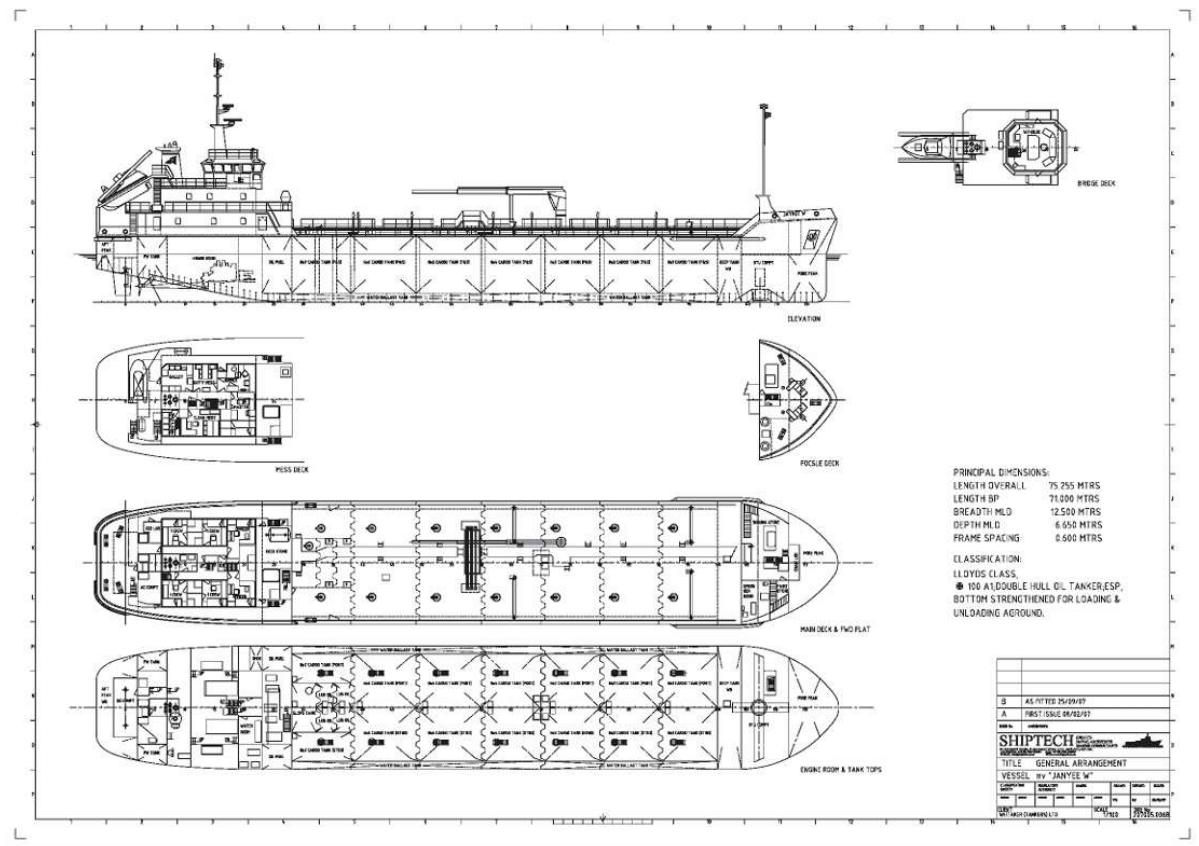


Jaynee W in Western Solent

TECHNICAL SPECIFICATIONS - JAYNEE W

Ship Type:	Product Tanker
Designer:	ShipTech (UK) Naval Architects, St. Andrews House, 33 Beverley Rd, Hull, HU3 1XH
Shipbuilder:	Yorkshire Dry Dock Co. Ltd., Hull
Yard No.:	340
Keel Laying:	16 th July 1995
Launched:	22 nd January 1996
Delivered:	12 th August 1996
Initial Owner:	John H. Whitaker Tankers Ltd, Tower Street, Hull, UK.
Sold:	28 th April 2025
Renamed:	Blue Star
Present Owner:	Selim Shipping Ltd, Trust Company Complex, Ajeltake Road, Ajeltake, Majuro MH 96960, Marshall Islands.
Port of Registry:	Kingston upon Hull/Basseterre
Flag:	UK/ St. Kitts and Nevis
Class:	100 A1, Double Hull, ESP, LMC, NAABSA Certified
Trading Area:	Limited European Trading
Gross Tonnage:	1,689gt
Net Tonnage:	666nt
Deadweight Tonnage:	2,750dwt
Lightship Tonnage:	1,130.80t
Length Overall:	75.26m
Length between Perpendiculars:	71.27m
Beam (Moulded):	12.50m
Beam (Extreme):	12.77m
Draught (Maximum):	5.20m
Loaded Draught:	4.91m
Hull Depth:	6.65m
Main Engines:	2x Cummins Engine Co. Ltd. KTA38-M2 12-cylinder Oil 4SA, 1,724bhp/850.21kW output
Auxiliary Engines:	2 x Cummins 6 CTA 83G – 241hp output
Emergency Harbour Generator:	62.5 KVA
Propulsion:	2x outward turning fixed pitch screw propellers
Bow Thruster:	1x 360-degree Verharr Omega, driven by a Cummins engine
Speed:	10 Knots @ full load
Total Cargo Capacity:	2,649m ³ (at 95% capacity)
Heavy Fuel Oil Capacity:	2,291m ³ (including 2x Tank 4 MGO/HFO tanks)
Marine Gas Oil Capacity:	724m ³ (including 2x Tank 4 MGO/HFO tanks)

Lubes: 96m3 (when built – capacity now combined as part of 7 Centre)
 Ballast Water Capacity: 1,363.00t
 Fresh Water Capacity: 36m3
 Bunker Capacity: 75m3
 Boiler: Wanson 1000B
 Ballast Pumps: Desmi S70 250m3/hr
 Onboard Crane: Extendable SWL 2 tonnes @ 15 maximum length



GA Diagram Jaynee W (Whitaker Tankers)

With grateful thanks to Mike Boyle, Master of the Jaynee W 1996-2002, for his invaluable help with information. The other principal source was the John H. Whitaker Tankers Ltd datasheet for the Jaynee W.

RNLI STORIES OF COURAGE 1939-45 EXHIBITION

Lighthouse Arts and Entertainment
21 Kingland Road, Poole, Dorset BH15 1UG

Thursday 15 January 2026 - Saturday 28 February 2026
Open Tuesday to Saturday 10am-8pm.



Through rarely viewed artwork and artefacts from the RNLI's heritage collections, this exhibition explores how volunteer crews continued to save lives at sea in extraordinary conditions. From the front line to the home front, discover their stories and how their bravery continues to inspire us today.

Visiting with children? Test your knowledge and express your creativity by picking up an activity trail.

ADVANCE NOTICE SS SHIELDHALL SAILINGS FROM POOLE 2026

Thursday 13th August cruise from Southampton to Poole 10am to 4pm.

Friday 14th August Poole alongside open day (timing TBC).

Saturday 15th August cruise to The Needles 10am to 4pm.

Sunday 16th August Jurassic Coast Shanty cruise 12 noon to 4pm.

Monday 17th August cruise from Poole to Southampton 10am to 4pm.

For further information see Shieldhall website

<https://shieldhall.co.uk/bookings/category/public-sail/>

Spring Programme 2026
Poole Maritime Trust Talks
at the
Royal Motor Yacht Club Sandbanks,
Poole BH13 7RE

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.