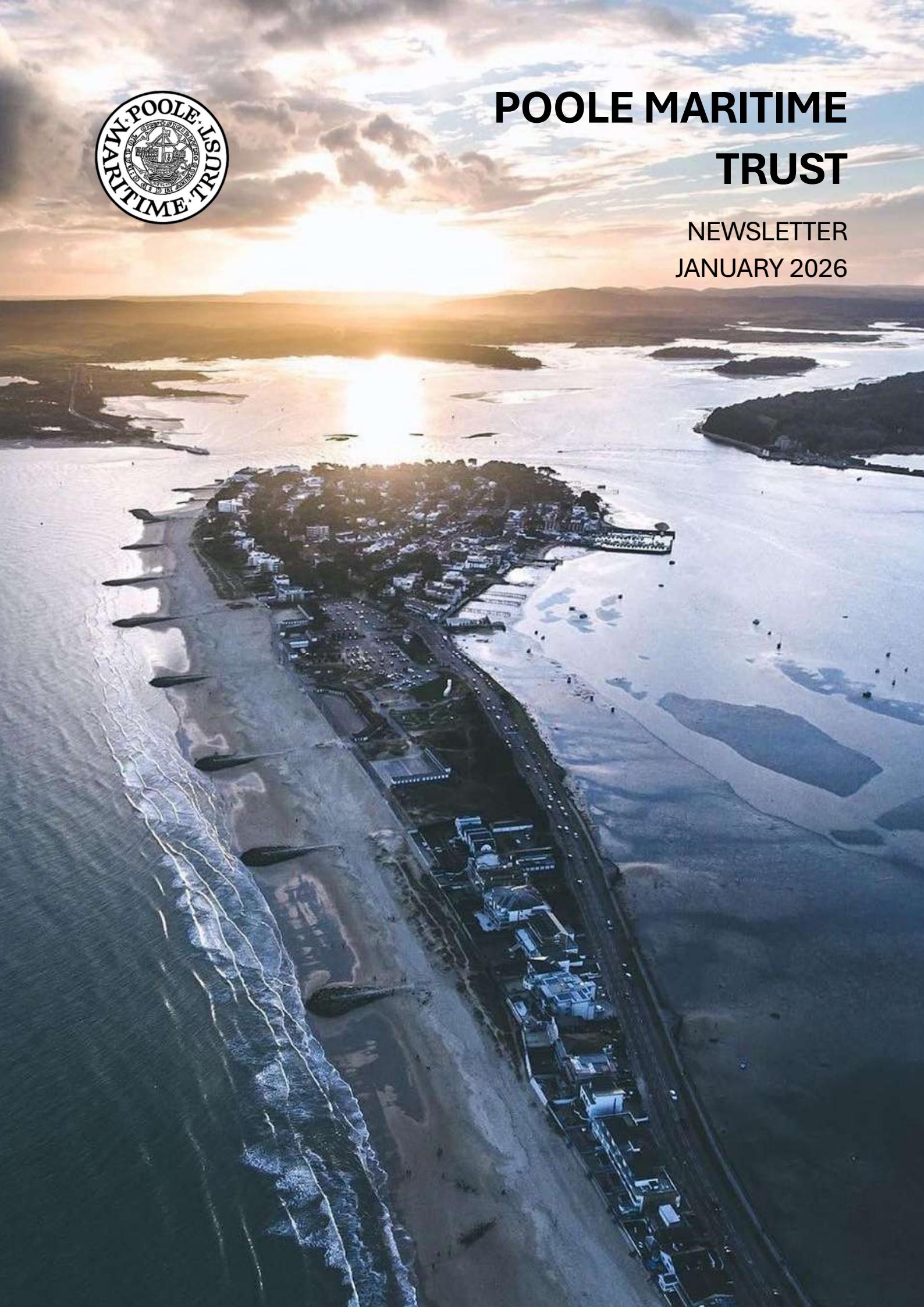




POOLE MARITIME TRUST

NEWSLETTER
JANUARY 2026



EARLIEST ENGLISH MEDIEVAL SHIPWRECK STORY ON DISPLAY AT POOLE MUSEUM

The earliest English medieval shipwreck to be discovered by Bournemouth University (BU) Maritime Archaeologists off the coast of Studland in Poole Bay back in 2020 has been turned into a display at Poole Museum, which is now open to the public for the first time after a seven-year, £10 million heritage-led regeneration project.

Visitors to the museum can learn about how the 13th Century old shipwreck was first discovered by local charter boat skipper Trevor Small of Rocket Charters in Poole Bay on the edge of the Swash Channel, and how Maritime Archaeologists from BU helped to uncover its history.

BU's Maritime Archaeologist, Tom Cousins, who led the project and organised multiple dives to the wreck site to raise the contents of the ship to the surface said: "Bournemouth University is in a unique position situated next to one of the oldest harbours and maritime trading routes in the UK. We are fortunate to be able to discover wrecks as old as the medieval Mortar Wreck. Seeing the cargo and items that on display in Poole Museum is a great testament to the last twenty years work by the Maritime Archaeology Department at BU."

BU Archaeology students also got the chance to dive the Mortar Wreck during their course as Tom said: "As part of our general archaeology degree programme we teach students how to dive. In their second year they have the option to dive these wrecks, and this year we took a group of students out to the Mortar Wreck to practice their survey skills and learn how to become a scientific diver."



The contents of the ship included several Purbeck stone mortars, which are large stones used in mills to grind grains into flour. Two Purbeck marble gravestone slabs were also found in the wreck in remarkably good condition. These items are now on display at Poole Museum in a new exhibition called the 'Mortar Wreck' exhibition.

Joe Raine, Collections Officer at Poole Museum said: "We're really lucky to have a great collaboration with Bournemouth University here at Poole Museum in that we are the receiver for a lot of the artefacts that they bring up from the wrecks they find. When we first heard about the discovery of the Mortar Wreck we were just so excited to play our part in the whole story which is to put the items on display to members of the public who may know nothing about the trade in Purbeck stone, or medieval seafaring, and we can tell that story."

Members of the public can now learn more about how trading of Purbeck stone took place in the mid 1200s and the vessel itself. This is known as a 'clinker' ship, which is made from overlapping planks of wood.

Several of the planks have been sent for testing where tree ring analysis indicates that the timbers used to construct the hull are from Irish oak trees, felled between 1242-1265.



In a special episode, broadcast on Saturday 29 November 2025, the 'Time Team' television series, now on [YouTube](#), featured the work from first discovering the wreck in 2019, identifying it in 2020 to analysing it, bringing up the contents and displaying them in the museum in 2025. The 'Time Team' crew, presented by Derek Pitman, also Associate Professor at BU have spent three years following the work of the BU Maritime Archaeologists. Derek said: "One of the best experiences of my life was sitting on that boat, watching a live feed of Tom, as he gave me a tour underwater, and we got to incorporate that in the episode as well. So, the viewers can follow me being taken on a grand underwater tour by one of the best experts in maritime archaeology."

The Mortar Wreck exhibition is now on display at [Poole Museum](#), which is open daily from 10am to 5pm and is free admission.

For further information about Bournemouth University's [Archaeology and Anthropology](#) courses please visit the BU website.

To watch the 2022 interview with Tom Cousins please visit the Bournemouth University [YouTube](#) channel.

BU November 2025

A BIG SCHEME AT POOLE

BOURNEMOUTH GAS COMPANY'S PROPOSALS

Bournemouth Echo 17th October 1902

A report of considerable importance was laid before the Poole Town Council this morning, and which had relation to the scheme of the Bournemouth Gas and Water Company, consequent upon the latter having, by Parliamentary powers, acquired the undertaking of the Poole Gas Company.

Some time ago it was foreshadowed in our columns that the company would most probably have to greatly extend their premises, their suggestion being to manufacture in Poole not only the gas for that borough, but for the large and important borough of Bournemouth as well. It will thus be readily seen that a huge impetus would be given to the commercial life of Poole, whilst the large number of workmen necessary would lead to a development in the building line. Besides this the volume of the trade of the port would be largely increased by the bringing into the harbour of vast quantities of coal.

At this morning's Council meeting, Councillor Andrew moved, and Councillor Merton seconded, that the report of the Land Committee on the subject be discussed in Committee.

Councillor Curtis moved, and Councillor Hawkes seconded, an amendment that the Council should consider the report at a subsequent date. They remarked that the scheme had only just come before them, and before the Council passed a binding resolution thereon opportunity should be given to the public to know what was proposed (including the closing of one road and a section of another), and especially should those financially interested in property there have a chance of expressing

their opinion. At the same time they readily conceded that the committee had dealt very wisely in the matter, and that undoubtedly the scheme was a good one, and they did not oppose it.

It was pointed out that in Vestry, in Quarter Sessions, and in the promotion of the bill before Parliament, there would be the opportunity of bringing objections if there were any, and upon this point considerable doubt was entertained.

The Mayor, Alderman Farmer, and Alderman Wheeler expressed regret at the amendment having been submitted. IT would indeed be, it was remarked, a thousand pities if any obstacle was placed in the way of a scheme which would be so greatly beneficial to the town generally, and the parish of St James's, and the port in particular, besides bringing hundreds of workmen into the place. At the same time it was observed that doubtless the Gas Company would make any reasonable modifications if such were desired. As matters stood, it was felt that very satisfactory terms had been arranged.

Under the circumstances Councillor Curtis withdrew his amendment, and the Council then proceeded to discuss the report in committee, and they subsequently adopted it.

The report dealt, among other things, with the purchase on lease of certain lands, the closing of the public road in front of the present Poole Gas Works, and a portion of the newly made East Quay Road, near the sewerage pumping station.

PORT UPDATE

by Kevin Mitchell

DFDS concluded its first season operating the Poole-Jersey route at the beginning of November. Their *Levante* Jet has moved to the Jersey-St Malo route but is due to return to Poole at the end of May. Meanwhile, Brittany Ferries' high-speed *Voyager* returned to service at the beginning of December following overhaul at Cherbourg, during which the engines were overhauled a more fuel-efficient underwater coating applied. She also lost her Condor Ferries livery. *Voyager* was due to restart Poole sailings on 5th December, but this sailing was cancelled due to weather conditions.



Voyager

Instead, she came in on 8th December and shared the port with *Barfleur*. *Commodore Clipper* returned to Poole on 7th December, and it was planned that she would lay-over at the port until taking over from the *Barfleur* on Cherbourg sailings on 15th December.



Commodore Clipper

Having moored at ro-ro berth 3, when the time came to shift to the New Quay Extension, strong winds and a very high tide made this difficult, even with assistance from the tug *Herbert Ballam*. Instead, the *Clipper* returned to Portsmouth, but came back to Poole on 12th December. That afternoon, the *Clipper* deployed its Marine Evacuation System as part of a safety drill



(Photo thanks to Don Williams / Ships Dorset).

Barfleur is enjoying a well-earned rest and spot of maintenance in the French city of Caen, at the end of the canal.

On the morning of 6th December the passenger vessel *Solent Scene* spotted a wind foiler in difficulty in gusty wind conditions off the ferry terminal and requesting assistance. Due to the size of *Solent Scene* and the location of the incident, the skipper made a MAYDAY call to Solent Coastguard, who tasked the Poole lifeboat to attend. In the meantime, both *Solent Scene* and another passenger *Island Scene* stood by to observe the casualty until the lifeboat quickly arrived on scene. The wind foiler, who was extremely cold, was returned to the lifeboat station with their equipment then, once warmed up, the person was taken by lifeboat to Hamworthy from where he had launched. This was the 177th launch by Poole lifeboat so far this year.

Two cargo ships were in port on 10th December. *Icelandica Hav* was loading gravel on Bulwark Quay whilst *Wesertal* was discharging steel beams on South Quay.



Icelandica Hav



Wesertal

As has become customary, the Sandbanks chain ferry *Bramble Bush Bay* (was) free to all users on Christmas Day. Instead, passengers (were) encouraged to make a donation to Poole lifeboat station using on-board collecting tins.



Bramble Bush Bay

Photos taken by Kevin Mitchell unless otherwise stated.

ISLAND NATURE RESERVE'S SEAGRASS TO BE MAPPED



Image source - National Trust

Initial surveys were carried out by Dr Ken Collins, accompanied by Brownsea ranger Sophie Giles

The waters around an island nature reserve are to be surveyed for the first time to map seagrass habitats.

Initial surveys at Brownsea Island in Poole Harbour, Dorset, revealed an abundance of seagrass, which is a haven for wildlife including some species of seahorse.

Oceanography experts from the University of Southampton are expected to carry out a detailed underwater survey in the first half of 2026.

National Trust ranger Sophie Giles, who instigated the project, said it was important for seagrass beds to be mapped so they could be better protected.



Image source - The Seahorse Trust

Seagrass habitats are fragile and have been in serious decline

The initial surveys were conducted by Dr Ken Collins of the National Oceanography Centre, Southampton, in August.

Ms Giles, who lives on the island, said: "At the moment, seagrass beds are vulnerable to dredging, trawling and recreational activities so it's really important we get them mapped.

"We've got two seahorses in Poole Harbour and Studland Bay - spiny seahorses and short-snouted seahorses - but seagrass is also home to lots of other life.

"It's a protective, sheltered habitat."

Taken from BBC website

A POOLE MAN'S BRAVERY.

Mr. James Matthews, a yachtsman, of Poole, the son of a widow residing in Llandaff-street was yesterday presented with the Royal Humane Society's medal. The Mayor of Poole, who made the presentation, said that Matthews had been responsible for saving five persons from a watery grave. About midnight on Boxing Day last year a man, named Lynch, fell over the Quay, and an attempt made by a constable to rescue him by means of a plank having failed Matthews jumped into the water and got the man out with considerable difficulty. The medal and certificate, which bore the signature of the Duke of York, were then presented, and Mr. Matthews suitably responded.

The Bournemouth Daily Echo 14 May 1901

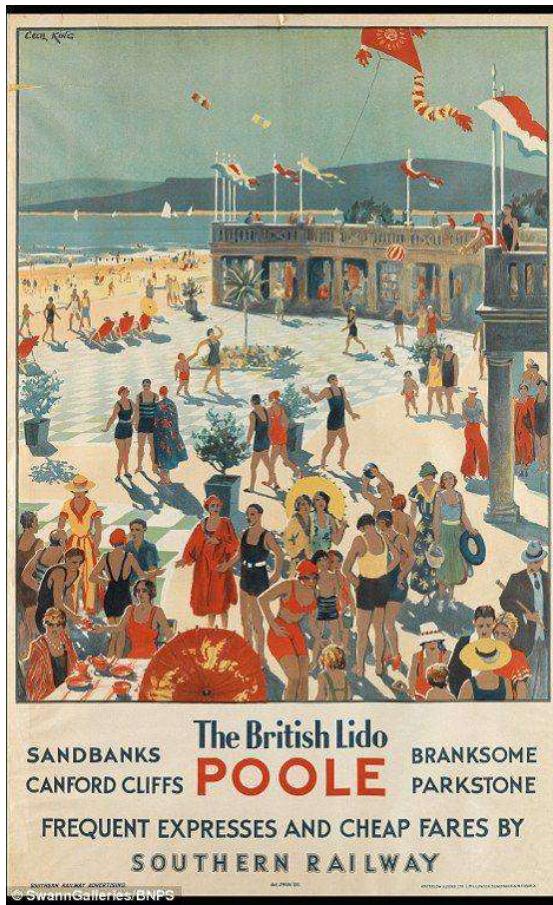
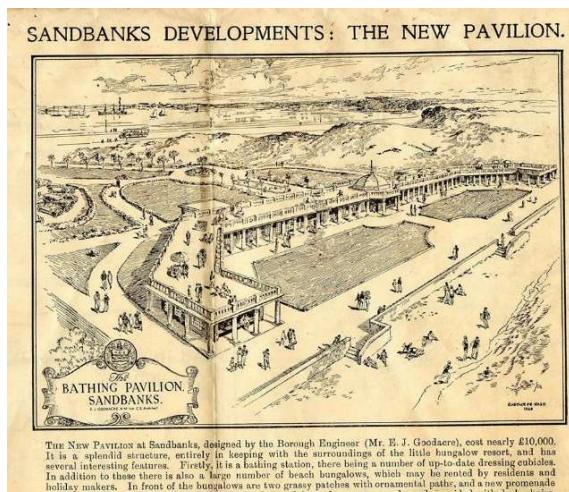
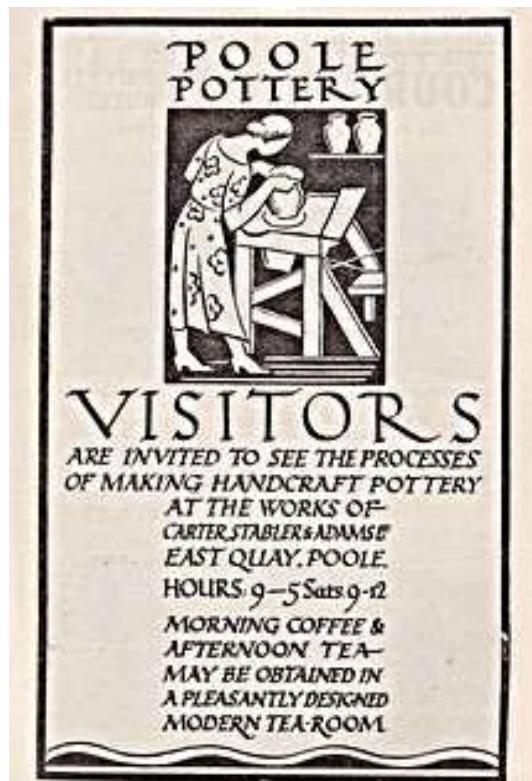
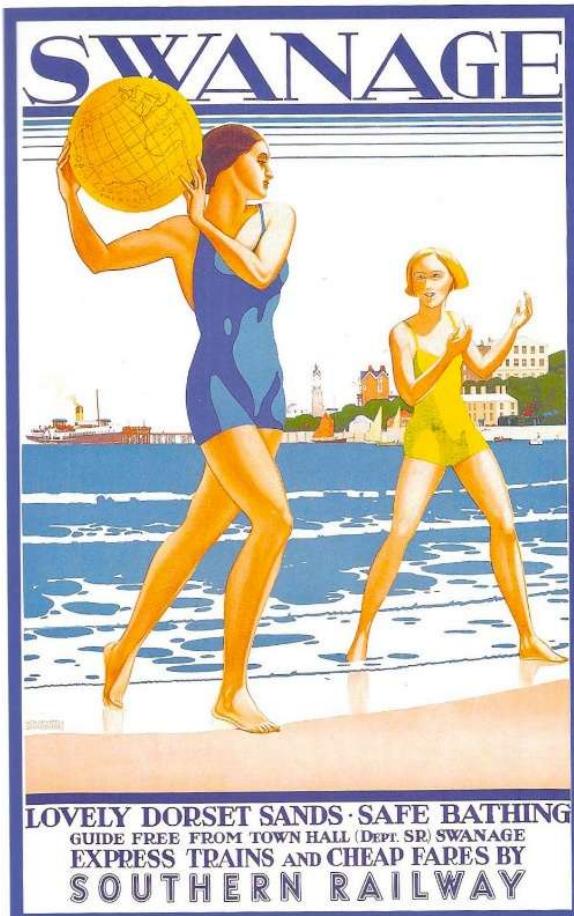
December 31st, 1817

Salvage of the Sloop
"Frona" of Exeter

Statement by John Tilsed and other leading up to the saving of the "Frona" by John Tilsed, Benjamin Palmer and Moses Palmer the Younger, Pilots of Poole. On Saturday night, December 27th, Tilsed and the others were at sea in the "Greyhound" pilot boat. There was a heavy gale blowing and they were hailed by the "Frona" which was in a "sinking state". On Tilsed's instructions, the sloop was run "on shore between two Ledges of Rocks" and Tilsed and the others boarded her to help keep her afloat. Next morning, "Ten Men and a Boy and two Boats" were employed and they unloaded "part of her cargo into the pilot boat and hove some of her Clay over Board ..." The sloop was eventually brought into Poole Quay about 9 p.m. on Sunday. The sum of £170 appears to have been claimed, but there is a written endorsement at the end of the statement indicating that £85 was awarded.

*Taken from Poole Borough Archives
in Poole Borough Annual report 1968*

ADVERTS FROM THE POOLE MARITIME COLLECTION



MARITIME TRAGEDY CLAIMED 36 LIVES OFF THE DORSET COAST

By Ian Crump

Dorset Echo Fri, 12 December 2025



The Treveal ran aground on rocks at Kimmeridge. (Image: Echo)

On the stormy night of 9th January 1920, the Dorset coast was the scene of one of its biggest maritime tragedies. The story of the wreck of the SS Treveal is not only a tale of a ship lost in a storm, but of institutional failures and the contrasting selfless heroism of local Dorset villagers. The SS Treveal, a steamer of some 5,200 tons, had been returning from Calcutta with a cargo of jute and manganese ore.

The ship had entered the English Channel in appalling weather conditions and the storms had driven her so far off course that Captain Paynter had decided to seek shelter. He had tried to obtain a pilot to take him into Portland, but had been told that none was available. Originally under orders to attempt to complete her journey regardless of the gale, she was soon being driven dangerously in towards the Kimmeridge Ledges, a particularly vicious barrier of sharp massive rock below St Aldhelms Head.

The disaster that unfolded was a tragic tale of failed communication and ineffective action by the authorities. When the Captain radioed for help, the Admiralty tug was not available and the Weymouth tug was out of action and being repaired. Crucially, a confused correspondence with the Coastguard based at St Aldhelms Head

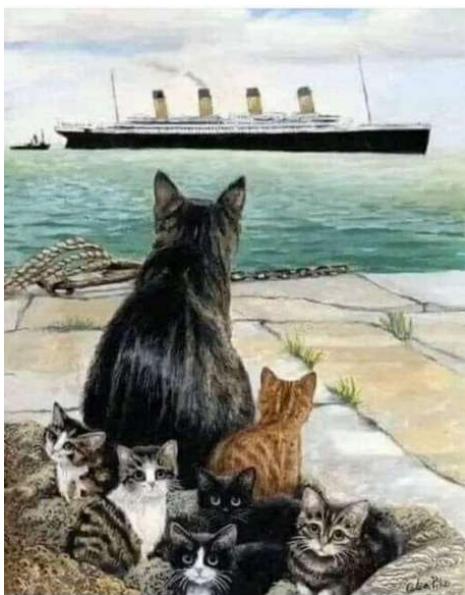
sealed the fate of the ship. When Captain Paynter asked where he should try and land safely, he was told to come "straight ashore", probably meaning the refuge of the lee of Chapmans Pool but in the pitch-black tossings of a winter storm, this advice would prove to be fatal. The ship struck the Kimmeridge Ledges and began to break up.

While official channels floundered — tugs from Portland failed to reach the vessel in time due to the ferocious sea state — the drama shifted to the shore, and it was here that Dorset went from being the backdrop of official inadequacy to the setting of profound human bravery. As the crew of the Treveal took to the lifeboats, they were swamped immediately by the pounding surf of Chapmans Pool. Thirty-six men, including the Captain of the ship, were to drown in those freezing waters. But, amid that horror two local men fought the instinct for self-preservation.

The Reverend Horace Piercy, the young curate of Worth Matravers, and Frank Lander, a local fisherman, did not wait for official rescue teams but, seeing the situation of the survivors clinging to wreckage in the roiling surf, tied each other to a stout iron bar and waded chest deep into the dangerous, freezing waters. Braving the undertow and the crashing waves, they dragged seven exhausted survivors to the safety of the shore.

The aftermath of the SS Treveal disaster tore at the fabric of the small local community. The bodies of the drowned were hauled up the steep winding tracks on the cliffs above and laid out in the village Reading Room before being interred in the churchyard at Worth Matravers. The inquiry that followed exposed the gross shortcomings of the official rescue response, but Piercy and Lander's place in the night's legacy continues to this day. They were awarded bronze medals by the Royal Humane Society for their actions.

THE TALE OF THE 'TITANIC' CAT



The absolute proof that cats are the most mystical creatures on the Planet!.....

The "Titanic Cat" who foresaw the sinking and retrieved her babies before the ship sailed.

Jenny the cat was the Titanic's mascot, brought on board to help fight rodents. She lived in the ship's galley and was cared for by a laborer named Jim Mulholland.

During the sea trials, Jenny gave birth to kittens and Jim found them a comfortable place next to the ship's galley. Caring for the mother cat and her kittens broke up the monotony of Jim's work preparing the Titanic for sailing. Jenny seemed content with her warm place near the boilers, her babies, and the kitchen scraps that Jim brought her. However, as soon as the ship docked in Southampton, England, just before it began its maiden voyage (to New York), Jenny took a good look at her surroundings and quickly began grabbing her kittens by the necks and carrying them out. One by one, down the gangway she led them out of the ship.

Jim watched her carefully and realized that "this cat must know something that no one

else does!". He then quickly gathered his few belongings and left the ship as well.

Years later, Irish Road published Jenny's story after a journalist spoke to a very old man - Jim, who told the story.

He survived thanks to the cat and her kittens who warned him.

Artist: Celia Pike

JOHN RUTTER: "MEMORIES OF POOLE HARBOUR"

Born in 1899 John Rutter was a retired Solicitor when he gave this interview at his home in Hamworthy in June 1986 – the following is an excerpt from that interview.

My earliest sailing memories are when I was about 4, going with my father and a hand to Weymouth to fetch his boat back one Easter time. It was wind against tide. I was battened down below and we had a fairly heavy passage. I can remember sloshing around in the cabin with the cushions and saucepans and the bilge water and being very ill and poorly. Then we must have come around Old Harry because quite quickly the conditions became more comfortable and the sun came out and my father had time to talk to me and get me up from the cabin and I thought how wonderful sailing was. We had a splendid sail from the Bar up to Between Quays. I think that was my first memory.

What size of boat was this?

That would be, I suppose, about 8 tons – 30 feet overall plus bowsprit and drawing probably 4'6".

And after that?

My brothers, sisters and I sailed frequently with my father. His boat was an old clinker-built yacht of about 6 tons, and one of my principal memories was continually running aground and pushing off. It had no engine, of course. The boat had great sweeps and when father ran her aground, we all had to get on the sweeps and push her off again.

How were moorings and buoys organised?

It was a free for all. You put your mooring where you liked. My father had a little place at Sandbanks and his boat had its moorings in what we called Harvey's Lake, which was a little creek running north of Sandbanks to where the Royal Motor Yacht Club and Davis's Boatyard are now.

Your pleasure boating and yachting interests?

I don't remember any great interest. The explosion [*in interest*] was after Hitler's War; before that we had a number of races out of Poole Harbour. I can remember particularly the Cruiser races. Norman Hibbs was the man who really organised the racing in those days, and very successfully too. He was a member of Parkstone Sailing Club and also a member of Poole Yacht Club – which was in those days the Bournemouth and Hamworthy Sailing Club. The Royal Motor Yacht Club started between the wars but I can't give a date.

It may be of interest to remember the history of Poole Yacht Club because it started as a fishermen's club with a wooden Army hut that they bought on Salisbury Plain. It was fetched down and erected where the present Poole Yacht club used to be, but what is now the premises of the Harbour Commissioners. It was a fishermen's club and the subscription was

5/- a year. I was invited by the fishermen to be a member, which was rather nice for me. I am interested in law and I was interested in helping some of the fishermen who needed a bit of legal help. Then the fishermen's side of it rather ceased and it became the Hamworthy Sailing Club. Norman Hibbs became the leading person in it and the name changed again to the Bournemouth and Hamworthy Sailing Club. He conceived the idea of getting the Blue Ensign and we were told that we could have a Blue Ensign if the tonnage of yachts belonging to the Club came up to a certain very large figure. Norman Hibbs got busy and persuaded all the people with large yachts to become members of the Club. The tonnage was reached and they got the Blue Ensign. Then everybody got the Blue Ensign and Parkstone Club did too. Poole Yacht Club became moribund and so its name and assets, such as they were, were taken over by the Bournemouth and Hamworthy Yacht Club, which then changed its name again to Poole Yacht Club. So, it is entitled now to call itself the senior yacht club in the Harbour because the old Poole Yacht Club was older than the Parkstone Sailing Club.

What about handicaps before the War?

We had quite a strong fleet of cruising yachts sailing out of Poole Harbour. There was weekend racing fairly frequently during the season, some starting at Hamworthy and some down at Brownsea of course. Among the many cruising yachts racing out of Poole I remember in particular Horace Drake's *Minoru*, Norman Hibbs' *Suzanne*, Herbert Carter's *Heroine*, Graham's *Orne*, Linklater's *Theodora* and of course my *Nance*. *Nance* was designed and built by Fifes of Fairlie in 1899. I raced her as a cutter setting a jolly yard topsail. A few years after the wreck of his *Heroine* Herbert Carter bought her from me and

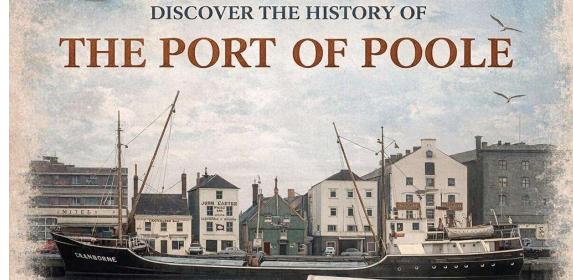
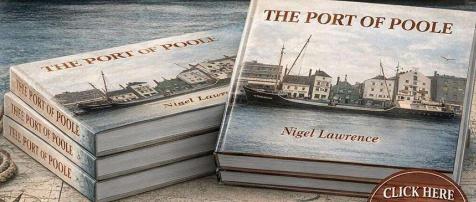
converted her to a Bermudan rig. We had an annual race out of Poole, round the Bar Buoy, go as you please around the Isle of Wight and back into Poole. A tough race. Apart from that there were races to Cherbourg, Weymouth, Cowes and Yarmouth. On arrival we normally forgathered for a convivial meal again organised by Hibbs and would generally race home again on the following day.

The handicaps were generally fixed, or should I say arranged, at *The Antelope* during the week before the race. The owners would meet there to decide what the handicaps should be and we tried to arrange it in such a way that every boat would win at some time or other. I remember in particular one *Hillyard* would turn up and always came last – a splendid boat but with no speed so it was quite difficult to arrange a handicap in such a way that she could win – but she did on one occasion. That was Norman Hibbs idea again. It's pleasant for everyone to win some time or other.

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THE PORT OF POOLE

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Poole Maritime Trust proudly promotes a new book on the **Port of Poole** by Nigel Lawrence

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<https://mainline-maritime.myshopify.com/collections/ports-harbours/products/the-port-of-poole>

PADDLE STEAMER PRESERVATION SOCIETY

FORTHCOMING MEETING

Suncliff Hotel, East Overcliff Drive, Bournemouth BH1 3AG

7 March 2026 at 14:00

Richard Turner presents another of his excellent film shows featuring steamers around the coast plus other transport related films including one of Silver City Airways.

Entry is free and open to all.



"EMBASSY" ALONGSIDE POOLE QUAY IN 1966

THE WESSEX TRANSPORT SOCIETY

NEXT MEETING
SATURDAY 31st JANUARY 2026

ANNUAL GENERAL MEETING

starting at 1:30pm followed by
**AN UPDATE ON THE
BUS INDUSTRY &
PRESERVATION SCENE**

Presented by JAMES FREEMAN

starting at 2:00pm

**The Denis Gooding Centre Rear of
53 Layton Road Parkstone BH12 2BJ**

£4.00 Donation for entrance Tea or Coffee and Biscuits
Further details from christopher.wood460@ntlworld.com



PORT SENTINEL - HERBERT BALLAM

by Andrew S. Cooke

By the 12th century, Poole had become one of the most prosperous ports on the south coast of England and, in 1895, an Act of Parliament gave responsibility to the Poole Harbour Commissioners (PHC) to conserve, regulate and improve the Port and Harbour. At that time, the port's main business was carried out on what is known nowadays as Poole Town Quay. Poole Harbour Commissioners today operate the port as a Trust Port and the PHC is responsible for the safe navigation and depth of the Swash Channel from the Bar Buoy to the Chain Ferry, the Haven Channel from the Chain Ferry to number 16 buoy, the Middle Ship Channel from number 16 buoy to Stakes, the Turning Basin off the ferry port, and the Little Channel from Stakes to Poole Bridge. The Port of Poole has one tug on permanent standby and is available at one hour's notice for operations within the Port Authority limits. This tug is none other than the locally built Herbert Ballam and is fully certificated and manned by fully trained personnel employed by Poole Harbour Commissioners.



Herbert Ballam launched at Poole (PHC)

The 18.25m long, 6.00m beam, and 2.40m draught (extreme) and 63gt Herbert Ballam was launched in 1997 having been built by the J. Bolson and Son Ltd shipyard. A specialist lorry and cranes were brought in

to transport her down to the commercial quay at New Quay and lift her into the water.



Herbert Ballam after launch (PHC)

No precise dates for the process appear to be available but various sources state that the launch was in 1997 with delivery in to service in 1998. The Herbert Ballam was built as Yard No. 584 and was named after a PHC commissioner at the time. The tug's berth at the Port of Poole is adjacent to her place of birth, at the shipbuilding and repair yard established in 1922.



Herbert Ballam at her berth on Poole Quay 2020

The 209gt hopper Hop was built there in 1955, which operates with the dredger C. H. Horn that was completed in 1968 for PHC. The last coaster to be completed by the shipbuilder was the 798gt Parkesgate for the Hull Gates Shipping Co. Ltd. of Grimsby. The Bolson yard then continued in business as a ship repairer and was purchased by the PHC in 1994. The yard employed 80 men and eventually closed four years later. It was perhaps most appropriate that the last vessel to be built

was Poole Harbour's new sentinel, the Herbert Ballam.

Before the Herbert Ballam was delivered, Poole Harbour Commissioners operated the tugs Wendy Ann (72gt/built 1934) and Kingston Lacy (108gt/built 1960).



Former PHC tug Wendy Ann at Laxey IOM



Kingston Lacy (courtesy Fotoflite)

The Wendy Ann was at the port from 1970 (still named Vespa until 1974) with Harry Rose and received a Blackstone diesel engine in 1972. The tug's duties at Poole included assisting colliers, coastal tankers, coasters and ferries plus maintaining the sewerage outfall buoys, and towing hopper barges. In 1981 the Wendy Ann was sold to PHC and continued in service until 1996 when she was sold to the Laxey Towing Co. in the Isle of Man. To this day she is still employed berthing ships in Douglas harbour. The Kingston Lacy served PHC

1984-1998 and was built as the Kingston Buci in 1960. The tug's name honoured the historic Kingston Lacy house in Dorset. Built by P.K. Harris & Sons Ltd, the Kingston Lacy continued to serve locally and further afield around the UK after leaving PHC ownership and, in 2012, was reported as being renamed by Murray Tugs on the River Medway as the Nore Crest.

The Herbert Ballam has a deadweight tonnage of 22dwt, a crew of 6 and a bollard pull of 17 tonnes.

The main engines installed are two Cummins KTA 19 diesels, 650hp each @ 1800rpm with a total power of 969.80kW. The engines are linked to a pair of Reintjes WAF 360 6.4:1 gearboxes and shafts that drive twin propellers in fixed Kort Nozzles. Steering is provided via two rudders. The service speed is 10.50 knots. The deckhouse features a Mess Room and a forward rope store. The tug was fitted with knuckle boom deck crane, starboard side aft of the deckhouse, from new but photos indicate that this was removed 2019-2020. The Herbert Ballam has worked with a plethora of ships thus far in her career but rarely leaves the PHC limits. The exception is generally when a refit is required. One such occasion took her to Hythe on Southampton Water with the most recent overhauls taking place in 2023 when she returned to work in October 2023 and whilst away at Portland from 7th May 2025 her absence was covered by the tug 364gt/1991-built Lady Sarah.

Notable vessels that the Herbert Ballam has worked with include the 16,144gt/1948-built cruise ship Astoria,



Herbert Ballam with Astoria

the 15,187gt/1997-built cruise ship Deutschland and the 8,784gt/2021-built sail cruise ship Golden Horizon. Also, on 18th November 2024 the 22,863gt/2011-built and 180m long AAL Paris visited the Port of Poole to unload around 100 containers, having departed the South Korean port of Masan the previous month. The ship took the title of the largest to visit the port and was duly escorted to the South Quay berth by the Herbert Ballam and the specially chartered Fowey Harbour tug Cannis (285gt/built 1982).



Herbert Ballam off Sandbanks

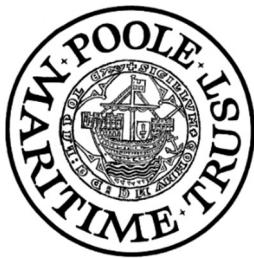


Herbert Ballam with Waverley

Herbert Ballam – Technical Specifications

Naval Architects:	J. Dudley King & Associates, Blandford Forum
Shipbuilder:	J. Bolson & Son Ltd., Poole, Dorset
Yard No:	584
Launched:	1997
Delivered:	1998
IMO:	900671
Callsign :	MXVPS
Class:	MCA Workboat
Port of Registry:	Poole
Length Overall:	18.25m
Length between Perpendiculars:	16.00m
Breadth :	6.00m
Draught (midships):	1.85m
Draught (extreme):	2.40m (aft)
Gross Tonnage:	63gt
Deadweight Tonnage:	22dwt
Crew:	6
Bollard Pull:	17.00 tonnes
Propulsion:	2x Reintjes WAF 360 6.4:1 gearboxes and shafts driving twin propellers in fixed Kort Nozzles
Manoeuvrability:	2x Rudders
Main Engines:	2x Cummins KTA 19, 650hp each @ 1800rpm
Total Power:	969.80kW
Service Speed:	10.50 knots
Frame Spacing (Throughout):	0.50m
Deck Crane:	1x knuckle boom unit, starboard side aft of the deckhouse

With special thanks to Harry Gregory, Harbour Master (PHC), Ellen Reynolds (PHC) and Paul Matson (PHC) for the invaluable assistance with information and images.



Autumn/Spring Programme 2026

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

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.

SOCIETY FOR POOLE MEETINGS

THE HISTORY OF THE TANK MUSEUM, BOVINGTON



A TALK BY JAMES DONALDSON

TUESDAY 17TH FEBRUARY 2026 AT 7.30PM

OAKDALE CLUB, DARBYS LANE, POOLE

BH15 3EU

MEMBERS £3.00 GUESTS £4.00



DOWNSTREAM DORSET RIVERS

RIVER TALES & LOCAL
HISTORY



A TALK BY MARY VAN COLLER

TUESDAY 17TH MARCH AT 7.30PM

OAKDALE CLUB, DARBYS LANE, POOLE BH15

3EU

MEMBERS £3.00 GUESTS £4.00



SOLENT PORTS & RIVERS CRUISE

ABOARD SOLENT CRUISES 'SOLENT CAT'

Saturday 16 May 2026

Inclusive fare - £55

EMBARKATION

From: Cowes 0945 (back 1645) – departs Thetis Wharf, Medina Road, PO31 7BX. This is a short distance north of the Floating Bridge, West Cowes

From: Portsmouth 1045 (back 1545) – departs Gunwharf Quays PO1 3TZ (ten minutes stroll from Portsmouth Harbour Railway Station and Bus & Coach Station. If you are travelling by car, Gunwharf Quays offers an excellent 1532 space public car park. The departure berth is situated in the marina on the waterfront at Gunwharf Quays

FREE COACH CONNECTION to Portsmouth from:

Poole (depart 0830 Selsdown Road) and

Bournemouth (depart 0845 Westbourne Bingo Hall)

ITINERARY

THROUGH THE SOLENT AND ALONG SOUTHAMPTON WATER,
VIEWING THE DOCKS AND SHIPPING.

THE FOLLOWING CRUISE-SHIPS ARE IN PORT:

CELEBRITY APEX – IONA – VIRTUOSA

AFTER CRUISING ALONG THE RIVERS ITCHEN AND TEST, WE WILL HEAD DOWNSTREAM AND INTO THE RIVER HAMBLE (FAMOUS FOR 'HOWARDS WAY' & YACHTING) BEFORE RETURNING TO PORTSMOUTH FOR A HARBOUR TOUR, VIEWING ALL NAVAL & COMMERCIAL SHIPPING



PLEASE NOTE

- "SOLENT CAT" IS A MODERN PURPOSE BUILT PASSENGER BOAT WITH WIDE OPEN DECK AND COMFORTABLE OBSERVATION LOUNGE. CATERING : THE BOAT HAS A LICENSED BAR DISPENSING HOT AND COLD DRINKS, CAKE, BISCUITS & LIGHT SNACKS.**
- AN INFORMED COMMENTARY WILL BE GIVEN.**
- PASSENGERS FROM THE MAINLAND MAY WISH TO JOIN AT COWES AND CATCH THE 'RED JET' FROM SOUTHAMPTON. FULL DETAILS OF THIS SERVICE MAY BE FOUND ON THE RED FUNNEL WEBSITE. PASSENGERS TRAVELLING BY RAIL TO SOUTHAMPTON CAN ENJOY A BUS LINKING THE STATION (OUTSIDE PLATFORM 4) WITH THE RED JET TERMINAL.**
- PASSENGERS ARE CONVEYED SUBJECT TO THE CONDITIONS OF CARRIAGE OF SOLENT**

BOOKING FORM

Name

Address

Email

Tel **No. tickets required**

I/We will be embarking: Coach and boat Poole:..... Bournemouth:..... (tick as appropriate)

Boat only: Cowes:..... Portsmouth: (tick as appropriate)

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: SOLENT

Please then email a copy of this form to:
karllamb1@aol.com

to confirm your BACS payment. A confirmation email will then be sent and tickets will be issued at the gangway.