



POOLE MARITIME TRUST

NEWSLETTER
MARCH 2026



NEWS FROM THE LIBRARY

GREEN ISLAND CAUSEWAY

The Archive/Research team have been kept very busy over the past couple of months. A group spent a rewarding day at the National Archives, at Kew. Among the subjects under investigation was the story of GREEN ISLAND CAUSEWAY. Records tend to suggest the causeway never linked with GREEN ISLAND but was, in fact, an elementary pier. Some, however, believe the walkway was extended linking the two islands with the underwater remains of the centre section being blown up during World War Two by the military to facilitate the safe passage of Landing Craft being moved to secluded areas in the back of the harbour for safely. No conclusive evidence one way or the other was found.



Green Island Causeway

DIGITISING OUR RECORDS

Work has gone on, apace, at Canford Cliffs recording all of the wonderful and historic material we have been donated.

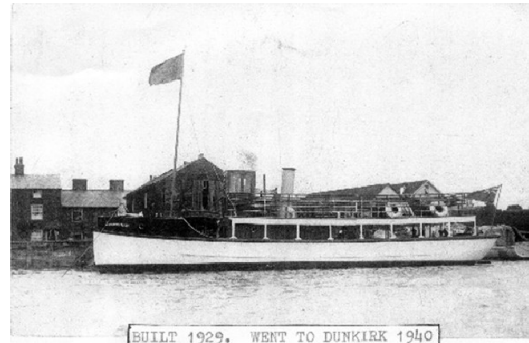
The Trust is raising funds to enable all of the important historic documents, records and images, we hold, to be digitalised and loaded on to our web-site making the material available to everyone, throughout the World.

Should anyone wish to kindly assist by making a donation the link is:

<https://www.crowdfunder.co.uk/p/poole-maritime-trust-digitisation-project>

LOCAL PASSENGER BOATS IN WWII

Other subjects under investigation included the important role of local passenger boats in WWII.



18th. Arrangements made for party from Portland to inspect demolition charges placed in Blockships on 19th March.
Gondolier launches repaired Dan buoy to East of Poole Bar buoy; while repairing buoy Gondoliers attacked by Junkers 88 which dived out of clouds from S.W. to within 100 ft of boats which opened fire with two Savage guns fired from shoulder and four rifles, burst seen to enter tail of plane which did not return fire.
Request received from D.N.E., Bath to lay trot 880' for British Power Boat Company for mooring M.G.B's.

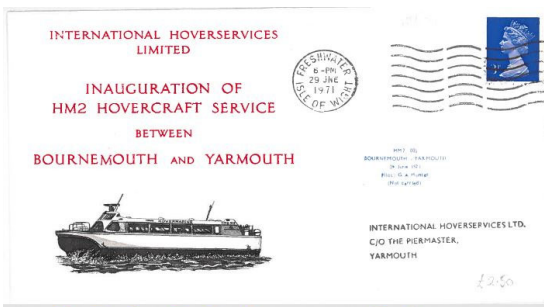
THE EXTRACT (ABOVE) FROM THE WAR DIARY ILLUSTRATES THE TYPE OF IMPORTANT WORK UNDERTAKEN, IN THIS CASE, BY THE GONDOLIER FLEET AND THEIR BRAVE CREWS.

The team has been busily engaged researching requests on a wide range of subjects including:

**THE HISTORY OF THE
SANDBANKS-SHELL BAY CHAIN FERRY**



**THE EARLY DAYS OF HOVERCRAFT
DEVELOPMENT**



**HISTORY OF THE LOCAL SEA-SCOUTS
and
THE STORY OF THE CANADIAN FORCES AT
STUDLAND DURING WORLD WAR II**

SEEKING VOLUNTEERS

The Trust is seeking volunteers with an interest in Poole Harbour and its environs or, perhaps, ships and the sea. We boast a wide range of subjects from ancient history to port activities, trading and local personality's stories. The offices are open Thursdays from 10.00 until 12.00 and on the first Saturday of each month. For more information, please contact :

secretary@poolemaritimetrust.org

Tel : 01202-706673

"MEMORIES OF POOLE HARBOUR"

PART 2

JOHN RUTTER

Born in 1899 John Rutter was a retired Solicitor when he gave this interview at his home in Hamworthy in June 1986. Asking the questions for the Trust's Oral History Project were Richard Teague and Alan Gregory.

Explain about the Training Bank.

The Training Bank was built somewhere between 1925 and 1928. Its spectacular improvement was on the Bar because before the Training Bank was there, the scour on the ground ebb lost itself over Studland Bay and I think the Bar had only about 6 feet of water at low water springs. The Training Bank tamed the ebb and made it go straight out over the Bar. This increased the depth of water over the Bar by about 4 or 5 feet.

And the Wych channel navigation?

It was possible to sail the Wych as one can now except that there were few withies. So, when my father sailed around the islands one of us would be using the lead all the time and he would zig-zag to port and starboard to make sure where the channel was going.

There were quite a lot of sailing yachts but nothing like today, even between the wars. After the Kaiser's War when I had my moorings here at Lake I think there were 4 sets of moorings up there, mine and 3 of my friends. Now, as you can see, there is scarcely swinging room between them

What's the history of the ferry at The Haven?

Before the Act which permitted the new Car Ferry there was at first just a rowing boat that ferried you across from North Haven Point to Shell Bay. Back then, there was nothing at Shell Bay at all and one walked along the shore from the ferry to Studland. After the rowing boat I think there were 2 motorboats – Harvey's and Davis's. Harvey's motorboat was a continuation of the old rowing boat ferry. The new Car Ferry Company had to have an Act of Parliament to permit it to start up. I don't think Harvey's woke up to the fact that this was competition to their ferry until after the Act had been passed. Harvey's then took out proceedings against the Ferry Company because they reckoned, they had a franchise ferry. This was in the mid-20s I suppose. Lampport Basset & Hiscock acted for Harvey's (the Hiscock who acted being the father of Eric C Hiscock, who has written well-known books about his voyages around the world with his wife in their yacht *Wanderer*). The case went to the House of Lords but the Ferry Company won.

So anybody who wanted to take a vehicle from Poole to Studland had to go all the way to Wareham?

Yes. In the mid-20s there was no other way of doing Bournemouth to Studland except all the way round via Wareham and Corfe Castle.

Sandbanks in the early years – were there many houses on the Peninsula?

Very few. I remember a house on the seaward side as you came to Sandbanks called Rorke's Drift, which was of course a topical name at the time after the Boer War. Beyond that the sandy road went through to the Haven Inn but there was no other road at all. There were 2 or 3 houses about 1907. Before the war, about 1911, the development began and from 4 or 5 houses it came to be 20 or 30. But most of the Sandbanks hinterland was just gorse and sandhills with green lizards – no tarmac. From there to Canford Cliffs there were very few houses. The house I remember was Flag Farm because we used to walk there to get our milk. I remember a summer – 1907-1908 – with my sister and our governess at my people's seaside home on the seaward side of the road to the Haven. We bathed at high tide, so lesson periods were dictated by the tides. After bathing we used to walk through the gorse bushes to Harvey's Tea Shop, where the RMYC is now, and spend our ha'pennies on sweets.

Baiter

Parkstone Bay had not silted to anything like the degree it has now. There was an island outside Parkstone Bay called Rats Island. It protected the Bay and made comfortable moorings for small boats towards what is now Parkstone Yacht Club. The island has now disappeared. I think the silting in Parkstone Bay is the result of parts of Poole Harbour being reclaimed. It

started with the Park being made because the more land you reclaim the less scour there is when the ground ebb goes away, and reclaiming bit after bit in Parkstone Bay has reduced the scour and resulted in the silting up. I think that's the explanation.

Can we return to the Training Bank again?

Bones Hoare's wife came of an old Poole family and her father, an architect, was Surveyor to the Harbour Commissioners. He conceived the idea of the Training Bank, which I think was received with some derision to start with. But he got his way, and the result was to contain the scour of the ground ebb within the channel and so to increase the depth on the Bar north-east of Old Harry.

As you know, in the Seine Estuary the channel for big ships going up to Rouen shifted with every gale, so it was a very hazardous trip and the Pilots had to know very surely all the time where the channel was. The French came across to see our Training Bank. They copied the idea and built what they called their "digue" (which is similar to our Training Bank but much larger) along the west side of the Estuary running out from Honfleur. The result of that was to reduce the bore and stabilize the channel (which they have now buoyed) and which stays in the same place and doesn't chase around in the gales as it used to.

POOLE

BANK HOLIDAY AT POOLE

The usual holiday exodus of inhabitants from Poole and district was exceptional this Bank Holiday, and the influx of visitors was somewhat less. The Liberal fete at Canford attracted very many Poole people, the railway returns showing that over 1,400 took train to Wimborne, while the

road was crowded with vehicles, mostly Canford bound. Bournemouth was, as is customary, the destination of a very large number. The tramway traffic was excessive, and the new line through Lower Parkstone was principally chosen as the route to Bournemouth, the ride over this this new line being favourably commented on as being an agreeable change to the Constitution Hill journey.

The railway people at the Poole, Parkstone, and Branksome stations were also actively engaged. From Poole 840 passengers were booked to Bournemouth; 284 to Swanage; 150 Broadstone; 130 Wareham and to Weymouth; while other bookings were:- Southampton 85; Corfe Castle 64; Portsmouth 43; Wool 38; Salisbury 35; and Fordingbridge (regatta) 31. The SS Brodick Castle also took a good many people from Poole Quay on her long day trip to Cowes and Portsmouth.

Bournemouth Guardian 11th August 1906

POOLE

POSEIDON SURVIVORS

POOLE MEN WHO WERE IN SUBMARINE

Two of the survivors of the Poseidon submarine disaster are Poole men. They are Able Bodied Seaman C Yetman of "St Margaret's", Oakdale Road, and Stoker V Rawlings, whose parents keep a fruiterer's business at 18 High Street, Poole.

Yetman, when interviewed, said that he could divulge none of his experiences and remarked that he found England very cold after the heat of India. He had been 16 of his 21 years' service in the Navy. Rawlings had been spending his leave at Bridport.

Western Gazette 4th September 1931

PORT UPDATE

BY KEVIN MITCHELL

Since the closure of Condor Ferries operations at the end of March last year, *Condor Liberation* has been laid-up in Le Havre.



Condor Liberation

She has now been acquired by the Spanish ferry company Baleària, and left Le Havre accompanied by the tug *Multratug 18* on 8th March. She will be renamed *Pepita Llamarse* and will start service next year after an extensive refit. Another former Condor vessel, *Commodore Goodwill*, has also been in the news. Now running for DFDS between Portsmouth and Jersey as *Caesarea Trader*, an engine room fire broke out off the Isle of Wight on 10th February. Thankfully all persons on board were safe but the ferry had to be towed into Portsmouth by two tugs, before leaving two weeks later for repairs at the Fayard shipyard in Denmark. The *Commodore Goodwill* was only an infrequent visitor to Poole, and was last here during February 2024. A surprise visitor arrived from Cherbourg on the evening of 20th February in the form of Brittany Ferries' *Cotentin*, which was last at Poole in 2021.



Cotentin

Due to bad weather delays on the Cherbourg-Rosslare route, the *Cotentin* swapped duties with *Commodore Clipper* for the weekend. Photographed heading out to France on the morning of 21st February, this was the first sailing that *Cotentin* had carried tourist passengers from Poole, as all previous visits had been freight-only. From 1st March, *Commodore Clipper* was once again needed to carry freight between Poole and Bilbao, leaving the Cherbourg service suspended until 12th March. Photographed in between Bilbao sailings on 4th March by Davis Houston.



Commodore Clipper (Davis Houston)

Saturday 14th February was notable as being a dry and sunny day after weeks of wet weather, and the day saw a fair bit of activity within the harbour. On the cross-channel ferries, both *Commodore Clipper* and *Voyager* provided Brittany Ferries sailings to Cherbourg, and St Malo via Guernsey. The cargo ship *Clarity* arrived from the Irish port of Drogheda to take over Channel Seaways' duties from *Trinity*,

which sailed for dry-docking and repairs at Hull that afternoon.



Clarity and Trinity

The small Icelandic search and rescue craft *Sjofn* arrived at the Poole Quay Boat Haven.



Sjofn

It was also the first day of public passenger boat trips from Town Quay, with City Cruises' *Fortuna* running harbour cruises. Meanwhile, Brownsea Island Ferries' *Maid of the Harbour* returned to Poole following its overhaul at Saxon Wharf, Southampton.

The port was busy with cargo ships at the end of February and into March. On 28th February, *Clarity* arrived from the Channel Islands then, having discharged its cargo, sailed empty to Rotterdam having concluded its duties for Channel Seaways. *Celtic Voyager* was also in port. On 3rd March *Ratingen* and *Baltic Sea* were discharging bricks and steel beams respectively, whilst *Hunzedijk* arrived from Fowey to load Purbeck ball clay. Frazer

Hockey captured this image of the aggregate dredger *Cemex Go Innovation* inbound to Yard Quay on 19th March.

On 20th February Poole's affiliated warship, the mine countermeasures vessel *HMS Cattistock*, arrived in port for a short visit. At first it was planned that she would moor alongside Town Quay as on previous visits, but on this occasion she used Ballast Quay at the commercial port.

An unusual visitor to South Quay on 24th February was the superyacht support vessel *Game Changer*, which was en-route from Antigua to Amsterdam.



Game Changer (Daryl Morrell)

The distinctive 72m *Game Changer* is reportedly the supply ship for the owner's seven other superyachts, one of which is *Leviathan*, which was photographed by Darryl Morrell at Poole last November. *Game Changer* was built by Damen Yachting in 2017 but in 2020 she was lengthened to incorporate a new swimming platform. Featuring its own helicopter, submarine and recompression chamber, it can accommodate up to 22 crew and 11 guests.

On 18th March, Friends of Dolphin's new Cheetah Marine catamaran *Dolphin IV* was doing sea trials around the harbour. Like all its previous craft, *Dolphin IV* has been specially adapted to carry disabled passengers of all ages and abilities, but has more deck space and features a Yamaha Helm Master control system which uses

computer control to turn helm inputs into instructions to the twin Yamaha outboard engines.

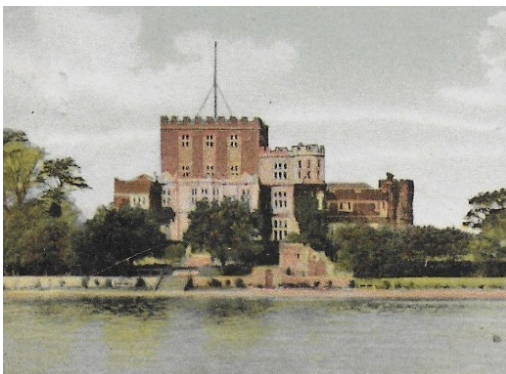


Dolphin IV

During March, re-fendering work began at Town Quay (near the Sea Music sculpture) using one of Jenkins Marine's barges. This work involved the removal of all the rotten timber piles, and will eventually extend to the full length of the quay.

Photos taken by Kevin Mitchell unless otherwise stated.

BROWNSEA ISLAND REBORN



Brownsea Castle on Brownsea Island was one of a series of castles Henry VIII built to guard the south coast against invasion by the French and other pirates.

The island belonged to Mrs Bonham-Christie from 1927 until her death in 1961. On taking over the island she dismissed most of the inhabitants, closed it to visitors

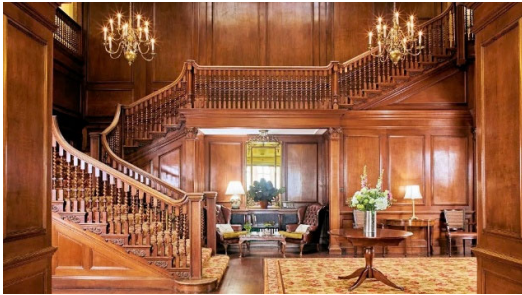
and lived as a recluse. All was left to nature. Needless to say, rats (which she fed), mosquitoes, weeds, brambles, etc. were rampant. In 1961 the National Trust, Naturalists and John Lewis Partnership took on the island. The Partnership was offered the castle, 16 acres of adjoining beach and ground and two cottages on a 99-year lease at £3,000 per annum.

Following a first visit in 1962, my late husband George was asked to co-ordinate the renovation of the castle and adjacent grounds, with a planned opening in 1965 – what a task. After a fire in 1897 the castle was empty and in a very poor state. The windows were cracked or broken, all ironwork rusty, timbers full of wet rot, dry rot and woodworm, the exterior covered in ivy, hundreds of rats and mosquitoes, the grass waist high, broken stone pillars and nine old military buildings in the grounds!!!! A less determined man would have refused.

Four options were offered – 1) leave it as it was and do nothing, 2) demolish and do nothing more, 3) demolish and build something else, 4) keep and renovate. Number 4) was decided upon. Fortunately, the main fabric proved to be in a better state than first appeared. It was decided to make the building and grounds a holiday venue for John Lewis employees. The locals imagined “a garish place, noisy and brash – those drapers from London disturbing the local peace !!!”.

The renovation was estimated to cost £100,000 with tight controls. The first task was to make the castle watertight and safe, as one could currently fall into the dungeons below! New windows were necessary. In those days the bedrooms were named after flowers reflected in the fireplace tiles. This was changed to numbers in case of offence – i.e. narcissus.

The interior décor was to reflect the exterior – greens, browns and blues. There were strict financial controls – ten shillings per roll of wallpaper and with some drops of 22' the curtains must have been a nightmare.



In room 22 there was an enormous marble bath – actually a 2nd century marble sarcophagus from Carthage weighing 1 ¼ tons. It was a valuable antique. Putting a hammer to it was considered!! Installed in 1908, but removal was another question. Eventually, taking 3 days and a cost of £75, it was transferred to the rose garden outside.

A submarine cable from Sandbanks brought electricity and telephone and an oil-fired boiler was installed. The National Trust provided fresh water from local sources. The old military buildings were an eyesore and not easy to destroy, as they were protected by 9" reinforced concrete. A local contractor with a bulldozer was found and the Royal Marines at Hamworthy agreed to transport the bulldozer to and from the island as a training exercise.

Major problems remained. The rats were removed by the rodent operator from Swanage, his dog and 300 lbs of warfarin. The mosquitoes didn't worry the Naturalists – food for their birds – the National Trust wasn't too concerned, but the Partnership was very worried and called in the malaria research unit from Epsom. Twenty-three different types of mosquito were identified and the main problem site was found and managed. Clearing the weed in Seymer's Marsh in March and letting the high spring tide flow in and out would take most of the larvae with it.

An all-weather sea boat was necessary to transport visitors, luggage, provisions, store, etc. to and from the mainland. George designed a craft based on an ex-police boat on the River Thames, with these provisos – the coxswain had to be for'ard, passengers needed weather protection with the capacity of 25 when full, embarkation for'ward and the ability to travel from the castle to Poole Quay in half an hour. A bar licence had to be obtained from the Justices at Wareham not to include the terrace, as it was felt inappropriate to drink in full view of passing yachts and ferries. The Justices were suspicious, but on visiting included the terrace.

The castle opened in April 1965, followed two years later by the National Trust. In conclusion remember the Partnership were allowed free hand with the castle, yet the National Trust had no qualms about it disappearing totally. Longer term the lease will expire in 2061, but perhaps the Partnership will obtain the freehold of the castle and adjoining land. Consider the possible alternatives – a holiday camp, massive hotel / block of flats, a speculative project – the Partnership kept its word and created a beautiful place. George deserves enormous thanks for his dedication in

seeing through this gigantic task to a wonderful result.

Mary Cooper

DRAMATIC RESCUE OF JAPANESE CREW BY POOLE LIFEBOAT

The Treaty of Versailles ordered the surrender of the German U-boat fleet and, in several instances, the submarines were given to the Allies as part of compensation for the war. A Culture volunteer on the Poole History Centre First World War project describes the dramatic rescue off Poole of one such U-boat.

The ex-German U-boat U 143 was on its way from Portland to Japan when it became stuck on Hook Sands, which are near the entrance to Poole Harbour, in the early hours of January 8th 1919. It had a Japanese crew and was being accompanied by the Japanese destroyers '*Kashiwa*' and '*Kanran*'. The submarine had approached the coast because it was having problems with its engines and found itself driven onto the sandbank during a gale. The destroyers were unable to get to the submarine because of their draught. For the same reason, the '*White Oak*', a Portland naval drifter, was not able to help and assistance from the Poole lifeboat was requested by the Portland naval authorities.

Around 11 am on the 8th, the '*White Oak*' went into Poole to tow the RNLI lifeboat '*Harmar*', to Hook Sands. The '*Harmar*' was 37 ½ feet long, was a self-righting lifeboat with twelve oars, and was the last sailing lifeboat stationed at Poole. It cost just over £1,000 – a legacy from the late George J. Harmar of Kensington, London.



The '*Harmar*' in the Lifeboat slipway, Fisherman's Dock. Notice the lack of protection from the weather.

A high tide was beginning to raise the submarine off the sands but the sea was still running very heavily. In difficult conditions, the lifeboatmen were able to get towing wires onto the submarine and then pass them back to the '*Commerce*', a tug which was helping in the rescue. However, the high tide passed with the submarine still stuck. The Japanese crew could not leave without orders and so the '*Harmar*' had to remain on-station using the '*Kanran*' to provide some protection from the rolling waves. Meanwhile the other destroyer had gone into Poole Harbour to have the hawser, which had been used to tow the U boat, removed from a propeller. The Mayor of Poole and Commander Ward of the Naval Base made an official visit to the destroyer a few days later.

The crew of the lifeboat had been on-station for around twelve hours when distress rockets were seen in the distance. The crew of the '*Harmar*' raised its anchor and set sail to rescue the crew of the Antwerp schooner '*Zwaluw*' which was perilously close to the shore. The crew of nine was taken off the schooner in a heavy sea.

The '*Harmar*' arrived back in Poole at 3.30am on January 9th and the crew had a few hours rest before venturing out again.

U 143 was found to be in a stable condition and so the lifeboat returned to base. Later in the day, the Japanese crew were given permission to leave the submarine so the 'Harmar' and its crew went out again at 1730. The navy drifter assisted by taking the 'Harmar' up to, and then from, the harbour. Twenty-eight crewmen of U 143 were taken off in two journeys to the Japanese destroyer which was in the harbour. It took several days before the submarine was eventually recovered and brought into Poole where it was found to have suffered little damage.

Taken from Poole, the First World War and its legacy (website) 2019



Charlie & Jim Harvey with Ferry Nymph

SPOTLIGHT ON: PILOT BOAT BARRACUDA

by Andrew S. Cooke

On 8 December 2016 Safehaven Marine delivered the Barracuda, a 12m long state-of-the-art Pilot Boat, to Poole Harbour Commissioners for operation from the Port of Poole and she continues front line service to this day.



Barracuda sea trials (Safehaven Marine)

The need for a pilotage system on rivers and waterways dates to the 1500s with a guild of shipmen warning King Henry VIII in 1514 of the dangers of leaving the pilotage of rivers in the hands of inexperienced young men. In response, the King granted a charter authorising subjects, shipmen and mariners of the Realm of England, in honour of the most blessed trinitie and St Clement Confessor, to create a guild. And so, Trinity House was born, with the safety of shipping and the welfare of sailors as its

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17 WEST QUAY ROAD, POOLE
SANDBANKS PIER, BOURNEMOUTH
and 20 STERTE ROAD, POOLE

Taken from Poole Harbour Guide c. 1950

objective. In 1694, James I conferred upon Trinity House rights concerning compulsory pilotage of shipping and exclusive rights to license pilots on the River Thames. However, pilotage in ports was much less satisfactory. There was no shortage of willing pilots, but they often lacked the reliability, sobriety and professionalism needed. In 1803, Parliament attempted to rectify this situation by passing an act 'for the better regulation of pilotage'. Trinity House was charged with setting the national rules, but responsibility for selecting suitably skilled, experienced and sober pilots for each port was placed on a group of leading local citizens. In Poole, these sub-commissioners of pilotage met for the first time on 9th January 1803 in the Town House. They drew up a series of regulations to govern pilotage in the Port of Poole, including the fixed dues pilots could charge, and penalties for failing to respond to a request for pilotage. Suitable candidates were chosen and recommended to Trinity House for licensing.

Piloting Change

The Trinity House pilot operation continued through the generations but in 1988 the government decided to curtail the responsibilities of Trinity House with Poole Harbour Commissioners (PHC) taking over the navigational management of the harbour, licensing of Pilots and established a new port control system. Described as controversial changes at the time, the reorganisation led to the redundancy of three of the seven pilots working in the port.



Poole Harbour Commissioners lineup – Vigilant, Vanguard, Herbert Ballam (PHC)

The role of the pilots had been significantly reduced as more ships' Masters were issued with pilotage exemption licences, which permitted them to sail into the port without a pilot once they had proved their knowledge of the area. This of course provided a smoother passage for the ship concerned to/from port and saved the operator the costs of a Pilot. All docks, marinas and other natural or artificial watered areas navigable by seagoing vessels which adjoin the natural harbour are under PHC's jurisdiction, including all such areas which are separated from the natural harbour by lock gates, sluices or other moveable devices through which seagoing vessels may pass. The pilotage area on the seaward side of the harbour extends, for the sake of simplicity, to the Pilot Boarding Point, the position of which is one nautical mile southeast of Bar Buoy No.1. An alternative boarding point outside of the Pilotage Area may be agreed between Poole VTS, the Master, the embarking Pilot and the Pilot Boat Coxswain considering the vessel size and type, master's local experience, other traffic and weather conditions. In the event of conditions that prevent a suitable lee for boarding outside the harbour area, a delayed boarding or early disembarkation within the calmer waters of the Swash Channel may be approved. The latter practice can sometimes be seen involving the regular fast ferry traffic to name but

one example. The notable Pilot Cutter Tom Sherrin, named after a pillar of public life in Poole who passed away in 1970, was delivered that same year and was a much-loved vessel, serving the port for almost 20 years.



**Tom Sherrin
(Tom Sherrin Restoration Project)**

Constructed by James & Caddy of Weymouth, the Tom Sherrin represents another example of robust, locally built pilotage craft serving the South Coast. Her build provenance places her firmly within the Weymouth boatbuilding tradition. When the pilot service passed from Trinity House to Poole Harbour Commissioners in 1988, the Tom Sherrin was subsequently disposed of, moving to the Harbourmaster in Alderney for use as a pilot boat, workboat and occasional push tug. In 2000 the Tom Sherrin was put up for sale by tender and Richard Rees, Head of the Poole Unit of the Maritime Volunteer Service, acquired her and back she came to Poole Harbour. Now a celebrity vessel, the Tom Sherrin enjoyed an array of duties and has more recently been the subject of a restoration project – see www.tomsherrin.org.uk. The last project update was 2023 when the vessel was moved by road, but the long project is understood to be tackling difficulties. Another Pilot Vessel from the 1970s was the JoJo, built in the early 1970s at Sandy Lane, Poole by Rusty Greenslade and Harold Greenslade. The latter was also

responsible for her design. A fine example of a locally built pilot craft, reflecting the practical, seaworthy designs typical of Poole’s small commercial boatbuilders of the period. The JoJo later became a fishing vessel and was based out of Fisherman’s Dock for a number of years. Her current status and location are unknown. A total of 20 “V Class” Trinity House 40ft Nelson pilot vessels were in service and two of these were among the craft to serve Poole, namely the Venture (No.25) and the Vandyke (No.44). The Venture was an aft cabin variant of the Nelson 40 and went to Newhaven in private ownership after retiring, thought to be for use as a houseboat. She was originally acquired from Trinity House, Ramsgate in 1988 and was deployed to Poole to support operations following the dredging of the Middle Channel, which was undertaken to accommodate larger vessels, notably the introduction of Brittany Ferries’ Barfleur. The Vandyke was of the traditional Nelson 40 pilot cutter design and served Portsmouth and the Solent, was operated by the Busher Brothers and moved to Poole around 1990.



Vandyke and Barfleur 2013

The 12m long Vandyke was joined by the 2007-built and 11.8m Vanguard.



Vanguard



Vanguard

It is understood that the Vandyke was purchased for use as a “Liberty boat” for Condor Ferries in 2017, operating out of St. Malo. However, this plan didn’t progress as expected. The vessel then found a new owner, understood to be in Northern Ireland, in June 2023 according to data online. Her present status and exact location remain uncertain.

Wavepiercer with Stealth!

Described as one of the coolest pilot boat designs ever, the Safehaven Marine SV11 has a single dedicated purpose, which is to conquer rough water and transport her crew safely, regardless of conditions. One cubic metre of water weighs one tonne, and a big wave comprises many cubic metres.



Barracuda

For this reason, the glass on the Barracuda is 25mm thick and the pointed bow takes the form that it does so that it can pierce through the water. Designed to punch a hole in rough seas, the Barracuda has four-point harnesses to hold her crew in place whilst a 22-degree deep-vee hull and X Craft C-Force suspension seats help cushion the time at sea. Besides being “all weather capable” the vessel is fully self-righting so can recover after a capsize in a large breaking sea.



Barracuda – self-righting trials (Safehaven Marine)

It is perhaps unlikely that the Dorset coast would test the Barracuda to her design limits on an operational mission, but the capability is there if needed! Believe it or not, the craft is also designed to operate in secret! Every panel is designed to disperse radar reflections rather than beam them back to whence they came. Again, not exactly a requirement for pilot boat operations on a normal day. The 11.5m

SV11 has an overall length of 12m, a 4.2m beam, a 1.35m draught and a 11,000kg lightship displacement. There is a seating capacity for 3 pilots and 2 crew with further seating for up to 6 passengers in the forward cabin, which incorporates a separate heads compartment and plenty of storage space.



**Barracuda – cabin interior
(Safehaven Marine)**



**Barracuda – interior
(Safehaven Marine)**

The pilots are well catered for in terms of facilities, a transom man overboard recovery system is fitted and a very heavy 150mm x 150mm gunwhale fendering is augmented with Safehaven's sacrificial shoulder fender system. Multiple diagonals further protect the vessel. Power is provided by a pair of 400hp Caterpillar C9 510hp engines linked to ZF 325I 'V' Drive gearboxes and twin propellers to provide a maximum speed of 28 knots and operational speeds of over 25 knots. Engine room access is via a deck hatch in the aft deck for daily inspections and large,

bolted deck hatches in the aft cockpit, facilitating engine removal and servicing. The engine room is spacious for the vessel size and allows easy access to all service components and is fully insulated for noise, allowing low noise levels of 78db in the main accommodation at operational speeds over 25 knots. The 1,450-litre fuel capacity in GRP fuel tanks provides a range of over 300 nautical miles, and the fuel economy is outstanding at 65 litres per hour per engine. The fuel tanks are situated midships and low down to increase stability. The Barracuda was built by Safehaven Marine, which was established in 1998 as a constructor of Professional FRP Pilot vessels, Patrol boats, Workboats, Naval/Military Interceptors & bespoke custom private yachts in sizes from 11m to 22m. Safehaven has built and supplied more than 170 vessels to 30 countries worldwide, including an unprecedented 60+ pilot vessels. The company was founded by its Managing Director Frank Kowalski, It is he who is responsible for the design and naval architecture of all his company's vessels over the past 30 years, which include the now renowned Interceptor 'Pilot' design of monohulls, which are produced in a range of 6 different sizes from 11m up to 18m. It is at the entrance to Cork Harbour where Safehaven's hull designs were refined during sea trials most often with Frank at the helm to fully test sea keeping abilities. Being exposed to the Atlantic, and having a strong tidal race at its entrance, Cork Harbour has a reputation for producing an evil sea during storms in the winter months. Anyone who is familiar with the company and its social media platforms, will be aware of the pictures and videos that Safehaven have taken over the years during the course of testing their designs. Featuring some truly incredible footage of their pilot boats being tested in up to storm force 12 with 92kts of wind, and up to 10m

breaking seas, it makes for some spectacular viewing.



Poole Harbour Commissioners Pilot Boat Fleet – 2026

PB VANGUARD

Builders: Delta Group
 Built: 2007
 Port of Registry: Poole
 Purpose: Pilot/Patrol Boat
 Length Overall: 11.8m
 Main Engines: 2 x Volvo D6
 Total Power: 700hp
 Propulsion: 2 x Penta Duo propellers
 Maximum Speed 35+ knots
 Capacity 2x Crew + 10 personnel

PB BARRACUDA

Builders: Safehaven Marine
 Year of Build: 2015
 Port of Registry: Poole
 Purpose: Pilot Boat

Length Overall: 10.95m
 Main Engines: 2x 400hp Caterpillar C9
 Total Power: Max 1020hp
 Maximum Speed: 35+ knots
 Capacity: 2x crew + 10 personnel
 Cost when launched: £1 Million

With grateful thanks to Frank Kowalski, Managing Director at Safehaven Marine, Capt. Neil Purdy (Smiler), Joe Lambert and the Tom Sherrin Restoration Project.

JOHN STEWART LULWORTH COVE AND DISTRICT: AN ILLUSTRATED GUIDE AND SOUVENIR 1946 p.23

Bathing The beaches of Lulworth Cove, St Oswald’s Bay, Man o’ War Cove and Durdle Door all provide excellent bathing and swimming localities. They are free from mines. Swimmers, and particularly non-swimmers, are warned that these pebble beaches sometimes have sudden, steep, step-like drops in them which, when concealed beneath the waves, can prove very dangerous. These steep shelves are particularly prevalent after stormy weather. When a heavy swell is running the under-tow on the open beaches of St Oswald’s Bay and Durdle Door is very strong and quite capable of sweeping a bather off his feet and sucking him away from the beach. On none of the beaches are there bathing huts or other facilities for changing but nature has been considerate and provided some cover in the form of odd rocks and nooks and hollows in the cliff.

MILTON ABBEY
Historic Tour of Abbey & Mansion House
Thursday 20th August 2026



We will be taken on a Historic Tour of the Abbey our guide Anne will explore the timeline of the Abbey and The Mansion House. We will then return to the Mansion House Refectory for our Buffet Lunch.

10:30 Arrival with Tea and Coffee

11:00 - Historic Tour of Abbey & Mansion House

12:30 - Buffet Lunch

Full Afternoon Tea Buffet Lunch including a selection of Sandwiches, Homemade Savory Items, Selection of Cakes & Sweet Treats, Tea/Coffee

13:30 - Anticipated Departure Time.

Milton Abbey, Milton Abbas, Dorset DT11 0BZ

This is a self drive trip. Parking is outside the front of Mansion House.



POC: Julie Reid 01202 761380 or 07535713398 or programme@poolemaritimetrust.org
Please book no later than 2nd July 2026 - Bookings after this date will not be accepted.

To: Hon. Prog. Sec., Poole Maritime Trust, 6 Western Road, Canford Cliffs, Poole BH13 7BN
Kindly let me have(Qty) places at £38.00 each for the Milton Abbey Visit on Thursday 20th August 2026, for which I enclose a cheque for £.....made payable to Poole Maritime Trust or pay by **BACS** - Poole Maritime Trust: (Lloyds) 30 - 99 - 50
Acc No 17098962 REF: **Name & Milton Abbey**

Name: _____

Telephone: _____

Email: _____

PLEASE ADVISE OF ANY DIETARY REQUIREMENTS/ALLERGIES



**SOCIETY FOR POOLE
TALKS 2026**

All meetings are held at the Oakdale Club, 92 Darbys Lane, Poole BH15 3EU 7pm for 7.30pm

Tuesday 19th May Chris Wood
Tales of the Riverbank – social & commercial history of rivers Stour & Avon

Tuesday 16th June David Beardsley
The man who didn't succeed (John Bankes of Kingston Lacy)

Tuesday 21st Jul Luke Moulard
Hospital Blues – nursing in Dorset WWI

Tuesday 15th September Richard Hutley
Policing in Poole & Dorset

Tuesday 20th October Ken Standing
A view from above (aerial view of Poole)

Tuesday 17th November Steve Richardson
The Voyage of the Molly (slave trade Poole)
