



POOLE MARITIME TRUST

NEWSLETTER
APRIL 2026



POOLE MARITIME TRUST – AGM 15TH APRIL 2026



Chairman, President and Secretary



Trelawney Burt receiving the Coates Award from Sir David Coates



Grace Newton (winner of Turland Award) making her presentation



Lunch at Royal Motor Yacht Club

A NIGHT ON THE ROCKS
Bournemouth Ladies Stranded at
Studland

A Thrilling Experience

How four ladies had a miraculous escape from drowning off the Old Harry Rock on Wednesday of last week was described by Mrs Spencer Johnson, of 47, Parkwood Road, Boscombe, one of them, to a "Guardian" representative this week. She said that she and three companions – Miss Cooper and Miss Garard (of the same address) and Miss Emson (of Fitzroy Street, London) set out to walk from Shell Bay and past Studland to Swanage, the seashore, and via Old Harry Rocks.

Miss Emson is a worker in connection with Mr Shrimpton's Home for Girls, and the other ladies are associated with the Keswick Mission Hall, Boscombe East.

They took the motor-boat from Sandbanks to Sell Bay on Wednesday morning and asked one of the sailors whether it was possible to get round to Swanage by the beach. He replied "Yes, if you do not mind rough walking and a little paddling". Being quite prepared to paddle if it were necessary, they started on their walk to Swanage. On the way to the Old Harry Rock they had to take off their shoes and stockings and wade.



When they got to "Old Harry" they turned westward toward Swanage, and in order to

get to the last promontory before the tide turned made all possible haste they could, but as the rocks were wet and slippery and difficult to climb over their progress was slow. Eventually they reached the last promontory but one before Swanage, and, with great difficulty, climbed the slippery rocks to make a short cut to the last point, the water being too deep to wade in. On reaching the other sides of the rocks they found it was impossible to get down to the beach.

It was now 7p.m., and they thought in the dim light, it was unwise to go on, and decided to retrace their steps to Old Harry. However, when they got back to the other side of the rocky projection they found they were caught by the tide and that escape was impossible.

With great difficulty they managed to get on top of a rock where they spent the night. It was only just wide enough to provide room for all four, and they sang hymns all night, though exhausted as they were it was unlikely they would have fallen asleep. Dawn broke at 4.45a.m. on Thursday, but it was not sufficiently light until 5.30, when they again attempted to get down on the Swanage side. This, however, was impossible, and, turning towards Old Harry Rock, they managed by paddling to proceed 300 yards, and by 2p.m. the tide had settled quite low and they were able to proceed back to Studland where they were provided with food and rest. They had by this time gone 30 hours without either.

In the course of her remarks Mrs Johnson emphasised the fact that by answering their earnest prayers God had revealed Himself more fully to them. "It was a direct answer to prayer" she said, "as by all natural evidences we should not now be alive". During the time they were stranded they signalled to passing fishing boats and aeroplanes but were unable to attract

attention, being first seen by two young officers, one of whom fired his pistol in a vain endeavour to attract attention.

Before starting they had read the 91st Psalm, and whilst on the rocks two verses "There shall no evil befall thee" and "It shall not come nigh thee" held a deep significance for the ladies. Mrs Johnson contends that all their prayers were answered, and when it became intensely cold, they prayed and all realised at once the presence of a distinct warmth. Among the hymns the ladies sang were the following:- "Master the tempest is raging", "Jesus lives! no longer now", "Up from the grave He arose", "Keep our minds just side on Thee", and "Oh how he loves".

Miss Emson is Hon. Secretary of Mr Shrimpton's Homes for Girls and resides at Fitzroy Street, London W. 1, and the others – Miss Cooper and Miss Garard – are residing with Mrs Johnson.

None of the ladies are in any way the worse for their experience. A fact which is all the more remarkable because two of them were in a very delicate state of health. Mrs Spencer Johnson expressed the opinion that conspicuous warning notices might be erected at Swanage and Studland. She made her experiences the subject of an address at Keswick Hall on Sunday.

Bournemouth Guardian 12th April 1919

"GONDOLIER" BOATS POOLE & SWANAGE MOTOR & SPEED BOAT CO., LTD.

(Certificated by Board of Trade) are running
A REGULAR DAILY SERVICE
 (weather and other circumstances permitting—Sundays included) between
POOLE, SANDBANKS (for Shell Bay), STUDLAND and SWANAGE
SANDBANKS, POOLE and WAREHAM . . . BOSCOMBE and SWANAGE

Also **SCENIC TRIPS** Round the ISLANDS IN POOLE HARBOUR



Leaving Poole Quay 11 a.m. and 2.30 p.m. Fare 2/-
 Leaving Sandbanks 11.30 a.m. and 2.30 p.m. Fare 1/6.
 Poole is more than a Harbour— it is a vast lake!—Vide Post.

Beautiful Afternoon Trip to the Old-world Town of WAREHAM
 Leaving Sandbanks Pier 2.30 p.m. Fare 2/6 return.
 Leaving Poole Quay 3 p.m. Fare 2/- return.

SPECIAL QUOTATIONS FOR PARTIES
 LAUNCHES FOR PRIVATE HIRE
 Suggestions for Round Tours willingly given
 Time tables and information forwarded upon application

Apply —"Gondolier" Boats, 4, High Street, POOLE. Phone: Poole 352

Gondolier Boats

Phone: Poole 352.

These high-class, well equipped Boats run a Service between

Poole and Wareham

AND

Poole, Sandbanks, Shell Bay, Studland and Swanage.

Boat leaves Poole Quay for a delightful cruise through the Lakeland of Dorset to Wareham, at 2.40 p.m., daily.

Approx. 2 hours ashore -

Single	Return
1/3	2/-

 Arriving back at Poole about 7 p.m.

Extra Boats later in Season.

Also Boats leave for the Sandbanks, Studland and Swanage Service.

From Poole :
 10.20, 10.40, 11.45, 12.20, 2.20, 3.45, 4.30.
FREQUENT RETURN BOATS.

Poole to Swanage :

Single	Return
-	1/6
-	2/6

[SEE BILLS.]



Photo courtesy of Andrew Hawkes

The advertisements for Gondolier Boats (top and left) are taken from the Poole Maritime Trust archives

PORT UPDATE

by Kevin Mitchell

Commodore Clipper was due to finish her winter role covering the Poole-Cherbourg route on 30th March, with *Barfleur* taking over the same day.



Barfleur

However, the *Barfleur* had an incident whilst transiting the Caen Canal after its winter lay-up, and appears to have made contact with a quay resulting in a small gash above the waterline. Whilst repairs were made in dry-dock in Dunkerque, the *Commodore Clipper* remained on the route until 12th April, with *Barfleur* taking over the next day. DFDS' Poole-Jersey operation is due to resume regular sailings in May using *Levante Jet*, however some Easter sailings were scheduled using the St Malo-Jersey vessel *Tarifa Jet*, which has recently spent several months being overhauled in Dunkerque. Unfortunately, *Tarifa Jet* sustained damage after hitting the berth in St Helier (Jersey) on 29th March following a hydraulics failure, and had to be withdrawn for repairs at Portland. *Levante Jet* underwent its own overhaul in Dunkerque during March / April and restarted Easter sailings to and from Poole on 12th April.



Levante Jet

Brittany Ferries has released its winter timetables and the good news for travellers between Poole and Cherbourg is that there are plans for an uninterrupted passenger and freight service once again. *Barfleur* will operate the route until the end of December, then the *Clipper* will take over again for January. The *Clipper* is the last operational ship still carrying the Condor Ferries' blue-hulled livery and funnel logo, but by the end of the year she should have been repainted in Brittany Ferries' overall white. The *Armorique* will then make a welcome return to Poole for February, after which *Barfleur* will return to service.



Amorique

The largest superyacht to ever visit the port arrived at South Quay on 10th April on its delivery voyage from its German builders. The *Deep Blue* is an impressive 134m long and over 9,000 gross tons. With a steel hull and aluminium superstructure, *Deep Blue* is powered by eight MTU engines. She was photographed leaving port on the morning of 13th April.



Deep Blue

The new *Dolphin IV* was officially named by Poole-based ocean sailor Pip Hare on 16th April at a ceremony at the Poole Quay Boat Haven. The charity Friends of Dolphin have carried around 60,000 disabled guests around the harbour since 1982. *Dolphin IV* will enter service on 5th May.

The first cruise ship call of the year was due to take place on 20th April. The German cruise ship *Hamburg* visited South Quay as part of a cruise from its namesake port to various UK ports. Photographed on its previous visit to Poole during October 2024.



Hamburg

Photos taken by Kevin Mitchell unless otherwise stated.

THE SOUTH WESTERN HOTEL

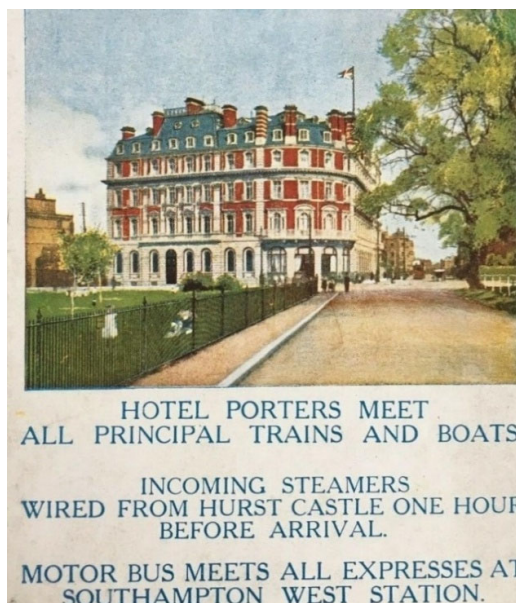
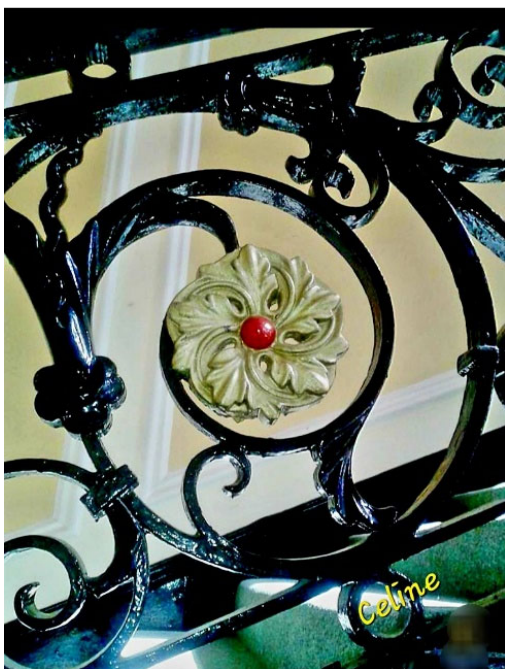
THE RITZ OF SOUTHAMPTON



This majestic Grade II listed building was designed by John Norton in 1872 to cater for the elite passengers using the liners then operating services around the World from Southampton Docks. The design heavily influenced by the French Renaissance, with elaborately framed windows and little balconies featuring twirly ironwork. The public areas are particularly beautiful, with a great deal of marble and elaborate ironwork on the passenger lift shafts and the staircases. In fact, the main staircase was the prototype for the grand staircase on the Titanic. The building still shows evidence of the grandeur of days gone by. The mural by A Scott-Moncrieff on canvas in the Summer Dining Room, of the Pilgrim Fathers setting sail to the new world can still be seen. The London & Southwestern Railway constructed the hotel to link with it's first, and then primary, station known as the Docks Station and later, Southampton Terminus. 'Ocean Liner' Express trains would whisk passengers from Waterloo to Southampton with just a few yards walk before they were installed in the hotel for

the night before embarking upon their 'Ocean Steamer'. It has been well recorded that many of the 'TITANIC's patrons took advantage of this facility. Looking closely at the hotel roof the small loft windows led to somewhat basic accommodation for passenger's butlers, maids and servants. Outside the hotel building is still linked by a fine canopy of steel to the original station terminus building.

The building played host to many distinguished guests Two very notable ones were Winston Churchill and Dwight Eisenhower during the Second World War. The men planned the D Day invasion in one of the small public rooms on the first floor. There is also photographic evidence that the Queen Elizabeth and the Queen Mother visited the Hotel and indeed danced in the Wedgwood Ballroom.





now comprises beautiful apartments and THE GRAND CAFÉ.



THE GRAND CAFÉ



Peter Lamb April 2026

All recent images courtesy Celine Sait of Southampton. Remainder from the Poole Maritime Trust archive.

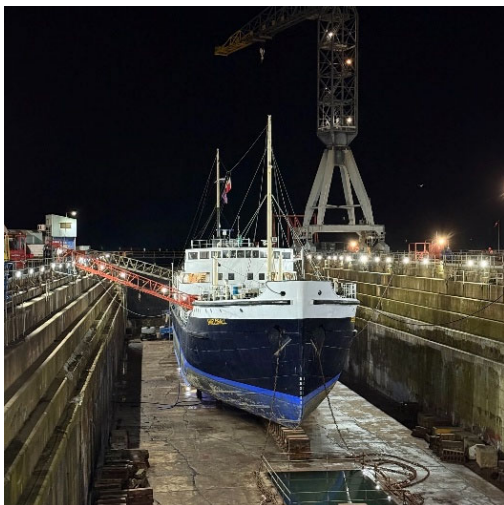
The demand for the hotel and its opulent facilities dwindled with the passage of time and the effects of the Great Depression. The railway company focussed more on the developed West (now Central) station with its lucrative services to such exotic destinations as Bournemouth, Poole & Swanage. A more modern hotel THE POLYGON, in the centre of town was built convenient to the Central Station with more up to date facilities. Thankfully the South Western survived the extensive bombing of the last war and was subsequently used by numerous commercial companies and organisations with the stunning bed and public rooms relegated to offices and stores. Occupants included the BBC local radio and television and the Board of Trade ship survey team. The building has survived with its Grade II status and has been tastefully restored and



SHIELDHALL

In advance of the 2026 steaming season, the volunteer crew of the steamship Shieldhall (the largest operational steamship remaining in the UK) has just taken her to dry dock in Falmouth, at a speed generally averaging 7 knots. At 166 nautical miles each way, this is the longest sea journey the old lady now makes annually. Amid a certain amount of predictable banter, it was announced that her bottom was looking cleaner than expected, but nonetheless a full removal of marine growth and certain repairs including fitting new sacrificial anodes were carried out. An MCA inspection of sea intake valves, rudder and hull was happily concluded with no issues.

She is expected to return to her home, Berth 110 in Southampton Docks on 21st or 22nd April. The first public sailing is on 23rd May and she will appear in Poole Harbour on the evening of 13th August. There will be a free open day alongside Poole Quay on 14th August and pleasure day trips towards the Needles and the Jurassic coast in the following days. For more details and tickets please see the website: www.ss-Shieldhall.co.uk where there is more information about the dry docking, including a lovely time lapse video of arrival and dewatering.



SPOTLIGHT ON CROSS-SOLENT CENTENARY

By Andrew S. Cooke

A ferry service linking Portsmouth with the Isle of Wight (IoW) has operated in one form or another since records began. Tow boats were used from 1825 for wheeled cargo and livestock, landing on the beach at Ryde. From the mid-1800s the tow boats used a slipway at Portsmouth Point, Broad Street in Portsmouth and a slipway east of Ryde Pier.

After the railway companies had reached Portsmouth and Ryde, they took control of the IoW ferries from Portsmouth in 1880 to exploit the island as a tourist destination. The first motor vehicles were carried in the early 1900s but as the tow boat era approached a century of operation the practice became increasingly cumbersome. The 1923 railway groupings produced the Southern Railway, which took control of these ferry services. They wasted no time in modernising the towboat operation with the service ending on 13 March 1926.

New Era

At 10am on 15 March 1926 the first voyage from Portsmouth Point departed for a brand-new terminal at Fishbourne in Wootton Creek, IoW. A long slipway permitted a regular timetable and annual car carryings ballooned to 4,451 in 1926 compared to 1,356 in 1925.

Initially operated using the 1912-built steam tug Adur II and towboats SR6/SR7/SR8 (built 1870/1904/1912), on 18 July 1927 the first purpose-built Ro-Ro ferry entered service, the 15-car/99-passenger capacity Fishbourne (i).



Fishbourne (Ray Butcher)

This functional uni-directional and screw-driven ship was a primitive prototype, the first railway-owned diesel-powered ferry and a template for many coastal/inland/river ferries since.

With the vehicle ferry era established, a refined example, the 16-car/100-passenger capacity Wootton, also designed for uni-directional operation, arrived in 1928 followed by sistership Hilsea in 1930 (17-cars/100 passengers). The service blossomed with new slipways opening at Fishbourne and Broad Street, Portsmouth in 1961, followed by the delivery of the new, 50% larger and Voith-Schneider propelled bi-directional Fishbourne (ii) and Camber Queen.



Camber Queen (Andrew Cooke)

Each ship could accommodate 34 cars and 165 passengers. The next newbuild was the 1969-built C-Class prototype Cuthred, 25% larger than the 1961 ferries and with accommodation above the vehicle deck. The car capacity was 72 after the later fitting of a hoistable mezzanine deck whilst

passenger capacity was 400. She was the first of 4 Solent ferries to follow the British Rail Shipping Service's "Dark Ages" naming policy.



Cuthred 1981 (John Faulkner)

The refined C-Class ferry, Caedmon, joined the route in 1973, the first delivered in Sealink livery, which had been applied to the fleet from 1970. The C Class could carry 76 cars (after the mezzanine deck had been added) and 756 passengers. A decade followed on this 6-mile link with little change except mezzanine car decks fitted to the C-Class pair.



Caedmon (Sealink) (Andrew Cooke)

On 21 February 1982 the Broad Street terminal in Portsmouth relocated to the adjacent site of the former Gunwharf Power Station, complete with a linkspan. Fishbourne's new linkspan opened in June 1983.

The Saint Class era created a huge leap forward in comfort and capacity compared to Caedmon. The St. Catherine and St. Helen made their debut in July/November 1983.



St Catherine in original Wightlink livery (Andrew Cooke)

878 passenger capacity St. Clare duly arrived on 16 July 2001, entering service 4 days later.



St Clare (Andrew Cooke)



St Helen at Fishbourne (Andrew Cooke)

The double-ended ship was close to the maximum length/beam for the Gunwharf terminal with increased capacity, a fixed upper car deck (accessed via internal ramp) and two passenger lounges. There was a 5-ship schedule on occasions but soon the fleet dynamic began to change with the St Catherine/Helen/ Cecilia being retired in 2009/2015/2019. The Lymington-Yarmouth W-Class vessel Wight Light initially took the place of St. Helen for the Easter 2015 period, being replaced longer term by Wight Sun.

Both carried a pre-privatisation version of the Sealink livery as the fleet became part of Sealink British Ferries (SBF) from 1984. The uni-directional ships offered a large vehicle deck divided by a central casing, two mezzanine decks, a large passenger lounge, smaller upper lounge, sun decks and were the first to have 3 main engines driving 3 Voith-Schneider propellers (one forward/two aft). A third Saint, St. Cecilia, joined on 27 March 1987, followed by a fourth, St. Faith, on 16 July 1990. The sale of SBF to Stena Line required Sea Containers to rename their Solent operation. The new name of Wightlink was revealed in November 1990. Four 142 car/771 passenger capacity sisterships produced the route's heyday. The new millennium brought a desire to add a fifth ship and the Remontowa-built, 186 car and



Wight Light and St Faith (Andrew Cooke)

Being smaller, these ferries were not an ideal fit for the berths and the need to maintain familiarity for the Portsmouth crews decreased their usefulness. The W Class ferries can carry 65 cars and 360 passengers.

Major Investment

A considerable project began in 2016 to install upper-tier loading ramps at Gunwharf and Fishbourne, the latter in May 2017.

The Gunwharf terminal also received a mezzanine marshalling area and new building. The upper deck on St. Clare was extended by 5m each end at A&P Falmouth to permit double deck loading (vehicle capacity increased by 5%) in February 2016 with the equipment commissioned in July 2017. The £45m project also included the £30m newbuild hybrid ferry Victoria of Wight, which was ordered in April 2016 and arrived in Portsmouth from the Cemre Shipyard in Turkiye in August 2018.

Her maiden voyage followed 14 days later. The new ship, a far cry from Fishbourne (i), offers two large, centrally divided vehicle decks and two well-appointed passenger decks. The propulsion system is of a diesel-electric hybrid form with battery storage to assist with peak shaving.



Victoria of Wight dressed overall for 100th celebrations (Andrew Cooke)

The 178 car and 1,176 passenger capacity Victoria of Wight was the first hybrid energy ferry in England and can use 17% less fuel than the next largest ferry on the route, St Clare. The ship's lift can generate electricity through kinetic energy while warmth generated by the engines provides heat for the hot water supply on board. Motion sensors are used to control LED lights in areas that aren't frequently used. The next chapter has yet to be written but a £35m newbuild to replace the venerable St. Faith may well be announced by the close of 2026. The centenary was marked quietly on 15 March 2026 but the official celebration with guests and VIPs invited aboard the flagship Victoria of Wight took place on the afternoon of 20 March 2026, a splendid occasion.

Special thanks to John Faulkner for invaluable assistance with images, and some data via the second edition of his book, The Fishbourne Car Ferry.

Name	Service Period	Gross Tonnage	Length/Beam
Fishbourne (i)	July 1927-Sept 1961	136gt	39.9m x 7.6m
Wootton	June 1928-Sept 1961	149gt	41.3m x 7.9m
Hilsea	June 1930-Oct 1961	149gt	41.3m x 7.9m
Fishbourne (ii)	July 1961-Sept 1983	293gt	50.6m x 9.14m
Camber Queen	Aug 1961-Oct 1983	293gt	50.6m x 9.14m
Cuthred	June 1969-Jan 1987	704gt	57.9m x 12.8m
Caedmon	July 1973-Feb 1987	764gt	58.0m x 12.8m
St Catherine	July 1983-June 2009	2,036gt	78.8m x 16.8m
St Helen	Nov 1983-March 2015	2,983gt	78.8m x 16.8m
St Cecilia	March 1987-Jan 2019	2,968gt	78.8m x 16.8m
St Faith	July 1990-	3,009gt	78.8m x 16.8m
St Clare	July 2001-	5,359gt	85.95m x 18m
Wight Light	Feb 2009-	2,546gt	62.4m x 14m
Wight Sun	May 2009-	2,546gt	62.4m x 14m
Victoria of Wight	July 2018-	8,041gt	89.7m x 19.4m

BAITER / WHITECLIFF RECLAMATION

The first stage of this scheme has been carried out by filling with granular material at Baiter and has resulted in the reclamation of some 25 acres of mudland. The original Baiter peninsula was approximately 16 acres; much of the total area of more than 40 acres has been soiled and seeded and is now in use as a playing field.

It is not possible to reclaim further area from the Baiter peninsula without extending and reconstructing the sluice gates controlling the inlet and outlet of water from the harbour to the Poole Park salt water lake. The second stage of this scheme is therefore being carried out from Whitecliff.

In August 1968 an access road was built at the western end of the Whitecliff Recreation Ground for lorries delivering stone for the sea wall and pulverised refuse for the reclamation. The construction of Whitecliff Road was insufficient to carry

the load which would be put upon it and additional macadam was laid before vehicles commenced deliveries.

A sea wall was then constructed by tipping some 20,000 tons of quarry waste, which is Purbeck stone with some clay content, along the seaward extremity of the area of about 7 acres to be reclaimed.

Five 16" diameter pipes have been laid through the sea wall to allow the enclosed area to be drained prior to the filling being placed. This will prevent nuisance from stagnant water.

The enclosed area is now being reclaimed with an initial layer of inorganic material. Above this, pulverised refuse from the new refuse disposal plant at Waterloo is being tipped. The tipping is rigidly controlled and all refuse is quickly covered with topsoil to prevent nuisance. The tipping commenced in November 1968 and some 650 tons of refuse are delivered weekly. So far an area of 2 acres has been reclaimed and it is

estimated the whole area will be completed by August 1970.

The 7 acres sea wall has been split into smaller sections by tipping stone between the sea wall and the original coastline. This facilitates each area being pumped dry as reclamation takes place and that no nuisance is caused by refuse being tipped into water.

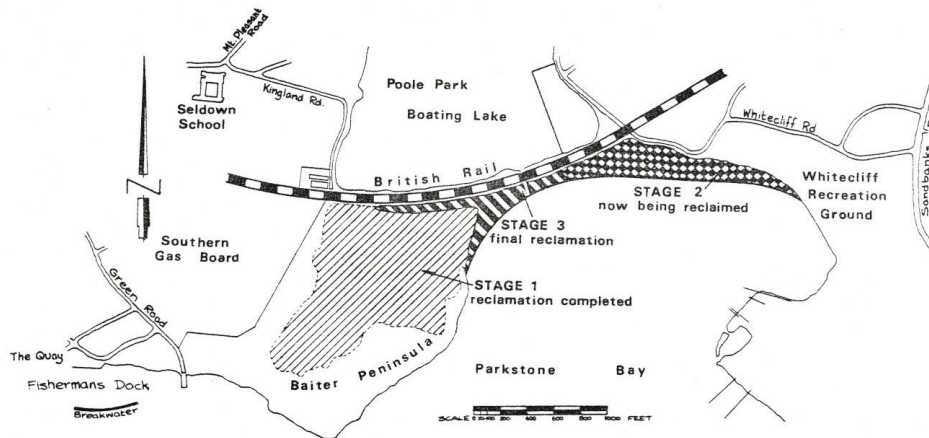
The topsoil will be graded and sown with seed as the work proceeds; this will provide an increased area of playing fields and recreation ground.

The estimated cost of this work is £39,000.

The final stage of the scheme involves the reclamation of some 4 acres of mudlands between this reclamation and the area already reclaimed at Baiter. It is expected that work on the sea wall and the extension of the sluice gates will commence early in 1970.

See map below

*Taken from Borough of Poole
annual report 1968*



BAITER RECLAMATION

CROWDFUNDER FOR DIGITISATION PROJECTS

The aim of this project is to digitise all our original archive documents and images for security and posterity. Many of the cover images of the newsletter are taken from the PMT Archives.

Poole Maritime Trust was founded in 1972 with a vision to secure the historical record of Poole Harbour and its Environs. The Trust is manned by volunteer Trustees on behalf of over 230 current members. The archive consists of over 100 thousand documents and 200 thousand original images going back to Roman times. The Trust has also amassed a library of books used for research and education.

The Trust is applying for grants to help finance this project, but we are also trying to raise funds by a Crowdfunder appeal. The link will appear on the Poole Maritime Trust website or you can go straight to the Crowdfunder site – www.crowdfunder.co.uk/poole-maritime-trust-digitisation-project

The money raised will be used to digitise all the records and images to make them more accessible and for security and posterity education and research.

**INVITATION TO VISIT
POOLE MARITIME TRUST
FIRST FLOOR CANFORD CLIFFS LIBRARY
6 WESTERN ROAD BH13 7BN**



**WE ARE OPEN EACH THURSDAY MORNING FROM 10.00 - 12.00 & ON
THE FIRST SATURDAY OF EACH MONTH - 2ND MAY, 6TH JUNE, 4TH JULY, 1ST AUGUST] .
VIEWING AT OTHER TIMES CAN BE ARRANGED
SUBJECT TO AVAILABILITY.**

**THE TRUST HAS AN EXTENSIVE ARCHIVE OF ALL THINGS MARITIME IN RELATION
TO POOLE AND FARTHER AFIELD. OUR IMAGE COLLECTION IS EXTENSIVE WITH
EVERYTHING FROM OCEAN LINERS TO OIL TANKERS, PADDLE STEAMERS AND CHAIN FERRIES !
THE LARGE COLLECTION OF POOLE IMAGES IS NOT RESTRICTED TO THE HARBOUR AND
SHIPPING ENVIRONS BUT COVERS MUCH OF THE HINTERLAND WITH OLD POST-CARDS
AND DONATED IMAGES.**

**WE ARE ALSO ANXIOUS TO ACQUIRE ANYTHING MARITIME OR PORT RELATED, BE IT IMAGES,
EPHEMERA OR ARTEFACTS. IF YOU HAVE MATERIAL THAT YOU FEEL WOULD BE OF INTEREST, WE
WOULD BE QUITE HAPPY TO COLLECT. DONATIONS OF THIS NATURE WILL BE PRESERVED FOR THE
INTEREST AND ENJOYMENT OF FUTURE GENERATIONS.**

**OUR RESEARCH TEAM ARE ALWAYS ON HAND TO EXPLORE AND STRIVE TO ANSWER YOUR
QUESTIONS.**

**EVERY COUPLE OF MONTHS THE TRUST PRODUCES A NEWSLETTER THAT IS FREELY CIRCULATED.
SHOULD YOU WISH TO BE IN RECEIPT OF THE
NEWSLETTER OR HAVE ANY OTHER QUESTIONS**

PLEASE E-MAIL : secretary@poolemaritimetrust.org

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 19 th May	Tales of the Riverbank – social & commercial history of rivers Stour & Avon Chris Wood
Tuesday 16 th June	The man who didn't succeed (John Bankes, Kinston Lacy) David Beardsley
Tuesday 21 st Jul	Hospital Blues – nursing in Dorset WWI Luke Mouland
Tuesday 15 th September	Policing in Poole & Dorset Richard Hutley
Tuesday 20 th October	A view from above (aerial view of Poole) Ken Standing
Tuesday 17 th November	The Voyage of the Molly (slave trade Poole) Steve Richardson