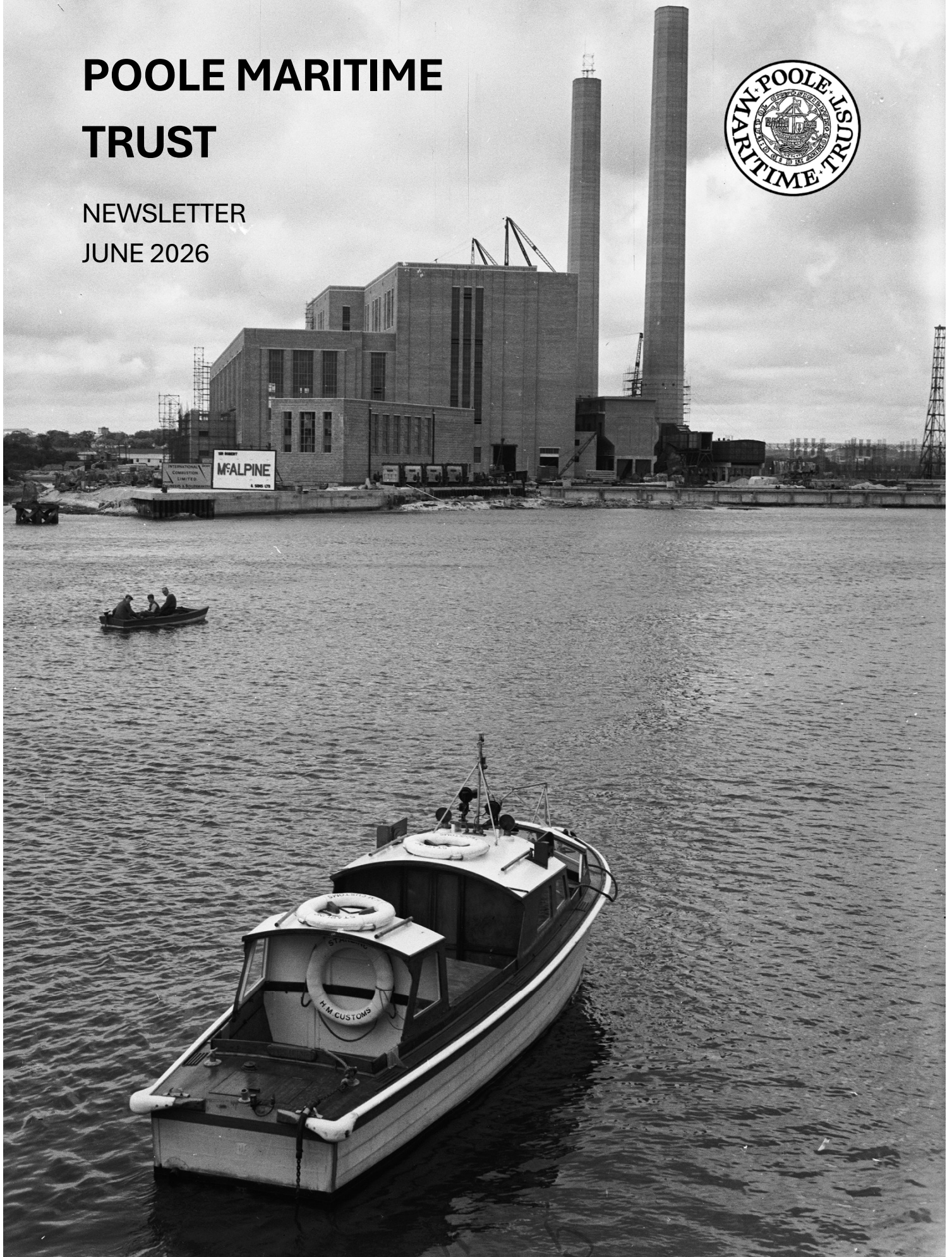
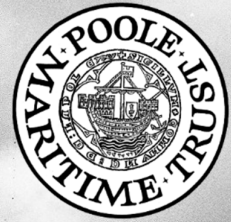


POOLE MARITIME TRUST

NEWSLETTER
JUNE 2026



ARCHIVE & LIBRARY UPDATE

I am pleased to report the recently introduced additional open days on the first Saturday of each month are proving a success with several new faces encouraged to pay us a visit. (Next Saturday opening – 4th July)

We are indebted to the increasing number of both members and non-members who are making valuable donations to our remarkable collection of material. We are always seeking historic ephemera, images and artifacts dealing with all aspects of the maritime world.

Whilst our primary focus is upon the history of Poole Harbour and its environs, we have accumulated a significant collection covering a wide spectrum such as the sinking of R.M.S. TITANIC to the Fleet Review of 1937 at Spithead by His Majesty King George V1 and the history of R.M.S. QUEEN MARY in war and peace. We now boast an unrivalled catalogue of images, held electronically or within albums. The collection may be viewed freely each Thursday (and the first Saturday of each month) from 10.00-12.00 or at other times by appointment. Visitors are always welcomed.



The Trust has embarked upon a major and long-term project to digitise all documents and photographs making everything available on-line via our website rather than gathering dust in some remote cupboard. We are very indebted to well-known Poole resident and historian Andrew Hawkes for permitting us to include his vast and unique collection of images that will be saved for the benefit and delight of future generations.



We must also give mention to member Jack Hawkins to whom we are indebted. Jack has been giving very successful and well-received presentations to various schools and groups on the role, played by the port of Poole, in Operation Dynamo, the evacuation of the British Expeditionary Force from the beaches of Dunkirk and the receipt of refugees from occupied Holland. For those who are unfamiliar

with this epic story of bravery and commitment that has been only sparsely dealt with in the past it is a tale that stirs the blood.

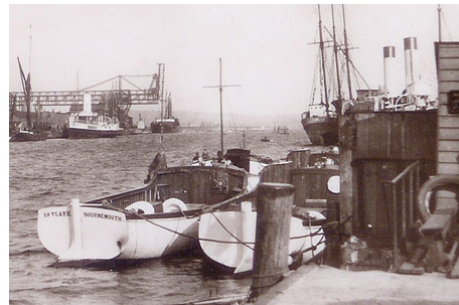
Jack, after a lifetime in the Royal Navy, is also the man to go to when seeking information relating to the 'Senior Service'. If you have not already done so, please visit our website as there is plenty to see! The content is updated with additional material on a regular basis.

If anyone has any material you consider would be of interest, we will gratefully accept donations or be permitted to borrow and copy. Full communication details may be found on the website.

We are always seeking volunteers who can spare a few hours each week working, either, at the office or in their own home. Please let us know if you are interested !

CROWDFUNDER FOR DIGITISATION PROJECT

The digitisation of all PMT records and images has now started and will continue as and when more funds become available. Our partner for this project is Stortec which has vast experience in this field of expertise and has been very helpful with advice and information relating to the security of our information and the possibility of creating some income for Poole Maritime Trust. The digitisation will allow better access for everyone, including members,



education organisations, local and national museums as well as history groups and individuals researching family or local history relating to Poole Harbour. This will benefit the community as a whole. We are trying to save images such as these – Maud Mary aground at Old Harry Dec 1939 and Skylarks at Poole Quay

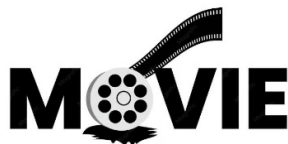


We still have a long way to go, but we would like to extend our sincere thanks to the Valentine Trust for their generous donation and donations from some PMT members which has really allowed us to start the project in earnest.

The Crowdfunder page is still open to receive donations:

(www.crowdfunder.co.uk/poole-maritime-trust-digitisation-project)

Alternatively, please contact us at PMT office at Canford Cliffs Library. We will continue to update you as the project progresses and if anyone has any corporate or individual contacts with a specific interest to help fund this project, please contact us at secretary@poolemaritimetrust.org



CAN YOU HELP?

The Poole Maritime Trust is anxious to acquire Cine film of all sizes that relate to both Poole and all aspects of the maritime world - old home movies or professional productions.

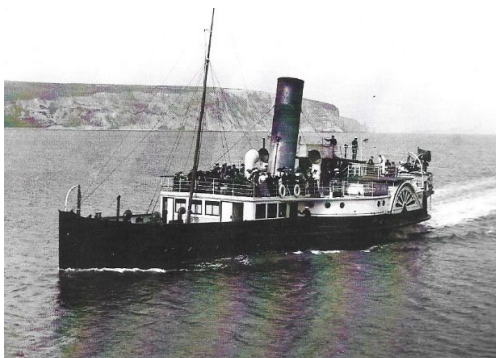
Suitable material will be restored and added to our growing catalogue. Donors of suitable material will receive an updated digitalised copy at no cost.

All films will be loaded onto both the Poole Maritime Trust web-site (www.poolemaritimetrust.org.uk) and the recently launched Poole Maritime Trust YouTube channel.

Please send details to: info@poolemaritimetrust.org

THE STORY OF THE PADDLE STEAMER "STIRLING CASTLE"

The small 271-ton excursion paddle steamer "STIRLING CASTLE" was built in 1899 for the Galloway Steam Packet Company. In 1907 the steamer was purchased by the Southampton based Red Funnel Steamers (The Southampton, Isle of Wight & South of England Royal Mail Steam Packet Company, to give the company their full title!) From 1908 to 1914 STIRLING CASTLE's home summer base was Poole operating the Bournemouth to Swanage route and other local services.



"STIRLING CASTLE" approaching Swanage Pier

The 35th Season of the Original Bournemouth and South Coast Steam Packets,
**MARINE EXCURSIONS BY
"BOURNEMOUTH QUEEN,"
"STIRLING CASTLE," etc.**
(weather and other circumstances permitting)
**DAILY SERVICE
BETWEEN BOURNEMOUTH, BOSCOMBE and
SWANAGE.**

Bournemouth to Swanage 10.30, 11 a.m., 12.15, 2.20, 2.45, 3.50, *5.10, 6, and *6.30 p.m.
Boscombe to Swanage 10.25 a.m., 1.40, 2.15, 4, *5.20, and 6.10 p.m.
Swanage to Bournemouth 9, 11.15 a.m., 12.10, 1.5, 3, 5.10, *5.45, *6.10, *7.15 p.m.
Swanage to Boscombe 12.10, 3, and 5.10 p.m.
Poole to Swanage 8 a.m.
*Wednesday and Saturday excepted.
†Wednesday and Saturday only.
Return Fare 1s., any part of boat; single 9d.
Children under 12 years of age 6d., single or return. Bicycles and dogs 6d. each way.

MONDAY, JULY 10th.
To TORQUAY. Nearly 3 hours ashore. Leaving Boscombe 9, Bournemouth 9.30, Swanage 10 a.m. Returning from Torquay 4.40, Swanage 8.30 p.m. Back about 9 p.m. Return Fare 5s.
To SWANAGE and WEYMOUTH. Leaving Bournemouth 12.15, Swanage 12.45 p.m. Returning from Weymouth 4.15. Return Fare to Weymouth 2s. 6d., from Swanage 2s.
Pleasant Afternoon Trip to SWANAGE and Up the Picturesque HARBOUR OF POOLE. Leaving Boscombe 2.15, Bournemouth 2.45, Swanage 3.30 p.m. Return Fare: To Swanage 1s.; Up Poole Harbour from Bournemouth 1s. 6d., from Swanage 1s.

Important Notice.—The Fares charged on this Company's Steamers include Pier Tolls at Southsea, Ventnor, Shanklin, Sandown, and Ryde.
Agents: Bright's Stores, Ltd.
L. T. WILKINS, Manager, Southampton.

An advert showing the array of interesting excursions on offer by "STIRLING CASTLE" and her other Red Funnel teammate "BOURNEMOUTH QUEEN", that was similarly based at Poole. At this time, it was usual for Poole to accommodate six

excursion paddle steamers. "MONARCH", "EMPOROR OF INDIA" & "MAJESTIC" formed part of the Weymouth based fleet of Cosens & Company who continued to operate from Poole until the withdrawal of the "EMBASSY" in 1966.



The South Coast career of the "STIRLING CASTLE" was uneventful until the fateful day in July 1911 when she was involved in a fatal collision off Old Harry rocks.

The official Board of Trade report states:

"On the 5th July 1911, the sailing boat OSIRIS was hired at Swanage by Mrs. Watson to take herself, her two children and governess for a pleasure cruise. With the intention of going either to Studland Bay or Poole Harbour, to land and have tea either at Studland or the Sandbanks and return to Swanage. They left at 3.15pm., the weather being fine and clear, sea smooth, with light variable winds from S.S.W. After tea had been partaken of at the Haven Hotel, the OSIRIS returned on her homeward journey. The wind failing, the oars were got out; as the men were standing up (the boom having been topped to allow them to do so), the OSIRIS was practically steered by the oars; as the men were facing forward, they were keeping a good lookout. The OSIRIS was kept heading off and along the land to get the advantage of any light air, and because the tide was setting the vessel in towards the shore. When off Old Harry Head, Mr. Grant first

saw STIRLING CASTLE. About a mile and a quarter away, heading to seaward, in the neighbourhood of Ballard Head. Shortly after this the STIRLING CASTLE headed towards the OSIRIS, on her voyage to Poole, being then about three quarters a mile off. It being the duty of the steamer to keep out of the way of the sailing vessel. Mr. Grant did not alter his course, but when STIRLING CASTLE was about 600 yards away Mr. Grant began to get anxious, but still thought the steamer would alter course, he remarking to his assistant, Brown, that the best thing they could do was to keep rowing, and told the ladies to wave their parasols. This they did and all commenced shouting and screaming at the same time. Then seeing the collision was imminent, the two men pulled as hard as they could. Thus, preventing the OSIRIS being struck by the steamer's stern. Aboard the STIRLING CASTLE – When off Ballard Head a sailing boat was sighted by the master, bearing about a point on the starboard bow, distant about three quarters of a mile. The master was standing on the starboard side of the bridge when he first saw OSIRIS; he did not alter his course, but walked over to the port midships side, remaining there for around three minutes. The boat was obscured from view in that position. Suddenly his attention was drawn by hearing shouts and screams from people; he at once went to the telegraph and reversed the engine and ordered the helm to be put hard to starboard. He then found that STIRLING CASTLE had collided with the OSIRIS. The steamer stopped and lowered the lifeboat and rescued two of the people – namely, Mr. Grant, the owner of OSIRIS and Miss Mills, Mrs. Watson's governess – The remainder, Mrs. Watson, her two children, and one man (Robert Brown, assistant to Mr. Grant) were unfortunately drowned. The outcome of the enquiry stated: The serious damage to the sailing ship OSIRIS and the loss of life was not caused by the

wrongful act or default of the master of the OSIRIS but by the default of the master of the STIRLING CASTLE."

STIRLING CASTLE was requisitioned by the Admiralty for auxiliary patrol on May 19, 1916, for the sum of £155 per month. Never styled "HMS", her unfortunate career ended when she sank on 16 September 1916 off Malta in an explosion, cause unknown. The STIRLING CASTLE had a very short operational life of seventeen years. The BOURNEMOUTH QUEEN survived until 1957 when she was sold to shipbreakers in Ghent, Belgium.

Peter Lamb

A VERY BRIEF HISTORY OF BRITISH OFFSHORE RADIO

by David Morris

Those of us who were teenagers in the mid-1960s will remember that this is the time that they would finally turn to colour after the vicissitudes of World War II had worn off. During the 1960s there was an explosion of youth culture revolving around music and fashion, and everything in between. One of these 'revolutions' was radio broadcasting and in protest to the very limited airtime given to pop music by the BBC, alternatives became available.



Radio Caroline (Pirate Radio Hall of Fame)

It was on Easter 1964 that Radio Caroline hit the airwaves. Radio Caroline operated from a ship, the mv Frederica, a 763 ton passenger ferry built in 1930 by Frederikshavns. Our local connection with Radio Caroline is that TONY BLACKBURN was raised in Lilliput, and began his entertainment career with the Jan Ralfini Orchestra playing at the Bournemouth Pavilion. Tony was the youngest DJ (disc jockey) at the time on British radio – and is still renowned for his corny jokes as he is now a broadcaster on BBC Radio 2 with his soul show.

The Caroline ship was moored in various places off the east coast and eventually moved to opposite Frinton-on-Sea, always outside of the three-mile limit. (The Caroline organisation subsequently used the mv Mi Amigo and the Ross Revenge – with the Ross Revenge, an ex-trawler, now an historical asset to be found in the Blackwater Estuary, Essex.) Caroline was not the only ship-borne radio station – others included Radio London from the mv Galaxy, Britain Radio / Radio England running two services from the mv Olga Patricia, and Radio 270 anchored off Yorkshire from the Ocean VII, to name but a few.

Following the Marine Offences Broadcasting Act, in force from 14th August, 1967 Radio Caroline was the only 'pirate' station that ignored the new law and anchored off Holland. Caroline survived, with considerable difficulty, and the main problems being money (lack of), the weather and tendering until Wijsmuller tugs towed the ship – and its sister ship Radio Caroline North within sight of Ramsey, Isle of Man – in March 1968 due to non-payment. The Caroline story does not end here – the radio station is now a legal medium wave broadcaster from Orfordness, Suffolk, as well as being found on DAB in many areas, and smart speakers.

The next 'wave' of offshore radio activity took place mainly off the coast of Holland, between 1969 and 1973 with the most famous of the stations, easily audible in Poole, were Radio North Sea International, and Laser 558. They joined Radio Veronica, broadcasting from the mv Borkum Riff, and subsequently mv Norderney, which, having entertained the Dutch since 1961, had become an institution. They were outlawed by the Dutch from August, 1973.



City Masonic Club – old Poole sailing lifeboat

LLOYDS REGISTER FOUNDATION HERITAGE CENTRE

The Poole Maritime Trust collection focuses on the area around Poole Harbour. However, if your need or desire for information on matters ship and shoreside is more far-ranging, there are national online research resources that are available from your computer or phone digitally (as indeed we hope to achieve with the current digitisation project of our own collection).

One of these is the Lloyds Register Foundation Heritage Centre, home to the world's largest open-access maritime

archive relating to over 260 years of marine and engineering science and history. The Heritage Centre is a part of the Lloyd's Register Foundation and is focused on the understanding of the development of maritime safety since the 18th century. Through their website <https://heritage.lrfoundation.org.uk> you can access millions of digitised documents, ship plans, and stories from across the globe, all free and available online.

In 1760, the Society for the Registry of Shipping was formed to provide shipping intelligence to those involved in the maritime industry. The Society was organised (as much London business was then), through meetings in coffee houses. In 1834, the Society was reconstituted as Lloyd's Register and stricter, more complete records were kept, which now form the organisation's core collection. They detail fascinating changes in the maritime world, through industrial revolution and engineering and navigational developments. The archives also include the records of the organisations that merged with Lloyd's Register over the years, such as the Liverpool Underwriters Registry for Iron Vessels and the British Corporation Register. This collection has been preserved with a digitisation project (Project Undaunted - begun in 2019 and finished in 2022), which makes over 1.1 million catalogued items freely available. This includes the entire iconic Lloyd's Register of Ships, published from 1764 onwards, which is used as a reference tool by maritime researchers and enthusiasts globally, plus a great deal more.

The HQ and library containing more than 60,000 books collected since 1852, about maritime history, naval engineering and safety at sea are based in a grandiose building at 71 Fenchurch Street in the City of London. Unfortunately, the Centre is no

longer open publicly, except to pre organised groups, but all of the collection is fully searchable through an online catalogue. You can search by collection - the collections include all of the main and subsidiary registers, mentioned above, plus a separate Register of Yachts, also information relating specifically to shipwrecks, World War II records and ship plans and survey reports.

Please consider browsing their website and maybe sign up for the free newsletter at

<https://heritage.lrfoundation.org.uk/newsletter-sign-up>

Tiffany Nield May 2026

EMBASSY

2026 marks sixty years since the withdrawal of *Embassy*, the last paddle steamer to spend the summer based at Poole running trips between Bournemouth, Swanage and the Isle of Wight. She was the last of a long line of excursion steamers originating on a modest scale in the 1840s. Their size and the range of trips they offered accelerated at Bournemouth after the opening of a new pier in August 1880 and reached their zenith in the Belle Époque of the Edwardian era in the run-up to the First World War, a period sometimes called "The Great Competition".

Rival companies competed for business and offered a huge range of short, medium and longer excursions. You could have boarded a paddle steamer at Bournemouth to take you not only to Swanage or the Isle of Wight, but onwards to Weymouth, Torquay or Dartmouth in the west. Some paddlers crossed the Channel to Alderney or Cherbourg, and

others served the piers east of the Isle of Wight. New ships rolled off the stocks. For the first time in history not only the well-off but also people across the social classes could travel to the seaside by train and enjoy a trip on the briny.

Services were restored after WW1 but never quite on the same scale. There was an initial boom after WW2, but the revival masked deeper problems: ageing hulls, rising labour and maintenance costs, and markets that were already beginning to shift. In 1946 there were still almost 60 paddle steamers operating nationwide. By the mid-1950s the fleets were in steep decline. By 1960 the number had almost halved, with more continuing to be scrapped every year after that.

After WW2 the services from Bournemouth were shared between Red Funnel of Southampton and Cosens of Weymouth, with each providing two ships. One from each company ran backwards and forwards between Bournemouth and Swanage. One from each ran to Yarmouth and, after the pier re-opened in 1951, Totland Bay. There were also extensions to Cowes, Southampton, Ryde, Southsea and the Isle of Wight's east coast piers, as well as westwards to Weymouth.

However, Red Funnel pulled out in 1951. Cosens stepped up and covered the gap by buying the ex-Portsmouth/Ryde ferry *Shanklin*, which they renamed *Monarch*, and transferring their Weymouth-based paddle steamer *Consul* to Bournemouth. But it was clear that the demand for excursions was in retreat. *Victoria* was withdrawn and scrapped in 1952, *Empress* in 1955, the huge *Emperor of India* in 1956, and their newly acquired *Monarch* in 1960. After that *Embassy* was on her own, although she did receive some unexpected and short-lived competition.

In 1961 the former Lymington/Yarmouth paddle steamer *Freshwater*, now renamed *Swanage Queen*, turned up to provide her own Swanage service and run one day a week to Yarmouth. She was replaced in 1962 by the former Red Funnel paddle steamer *Princess Elizabeth*, running just between Swanage and Bournemouth. Neither was a success. Neither returned.

By the 1960s *Embassy's* long day trips to more exotic locations were largely gone, although she did still sail occasionally around the Isle of Wight, to Cowes for the regatta, and during the seamen's strike in 1966 to Southampton Docks to view the laid-up liners. But for the most part she combined running two days a week between Swanage and Bournemouth at the tail ends of each season with, on other days and in the peak weeks, six days a week offering two round trips, morning and afternoon, from Bournemouth to Totland Bay or Yarmouth.



Embassy leaving Yarmouth

I sailed on *Embassy* quite often as a child in the 1960s. It was so exciting watching her come into Bournemouth Pier. I loved the Cosens livery of buff funnel with black top, black hull with white above it and separated by a sunflower-yellow band, and the emerald-green boot-topping with the draught marks picked out in white. One characteristic which defined *Embassy* until 1961, when the issue was largely resolved

by Chief Engineer Alf Pover, was the thick black smoke emanating from her funnel — so much, in fact, that in the distance, before you could make her out, you knew it was *Embassy* by the black cloud above her.

Seating on deck was mostly wooden-slatted, often over buoyant apparatus, but she did carry a large supply of deckchairs as well, stored under a tarpaulin on top of the starboard paddle box. This meant that when the seamen issued them to passengers their canvas seats were not always entirely dry.

Running paddle steamers was never easy. In their annual report for 1954 Cosens recounted: "The weather during the 1954 Season was almost the worst on record. Weather experts tell us it was the wettest Season since 1946, the coldest since 1920 and the least amount of sunshine since 1912. So far as the Company are concerned there were 13 blank days at Bournemouth and 49 trips had to be cancelled, whilst at Weymouth there were 8 blank days, 71 trips to Lulworth Cove had to be cancelled, and there were 14 days when no work could be carried out on the Weymouth beach. These were adverse factors which could not have been foreseen and, of course, seriously affected the Revenue from Excursion Services."

As the 1960s wore on the market continued to dwindle, as operating and maintenance costs accelerated. Most ships are built for a 25–30-year career, after which there is the expectation that they will be scrapped. And there is a hard economic reason for that. Steel corrodes. Wood rots. And the cost of keeping ships "in ticket" beyond that escalates disproportionately.

Embassy was built in 1911 as *Duchess of Norfolk* for the Joint Railway service between Portsmouth and Ryde. Generally speaking, it was railway policy to sell ships on when they reached 25–30 years. So, she therefore came on the market in 1937 when she was 26. She was bought by Cosens, which by then had a fleet of fairly antiquated paddle steamers that they kept going beyond 25–30 years courtesy of their own ship-repair business at Weymouth, where they could do major work in-house at cost price.



Embassy

Over the years they renewed sections of *Embassy's* steel hull plating as necessary, fitted new decks, and after the war gave her a new funnel and wider aft saloon. Even so, by 1966 the Board of Trade was making increasingly pointed remarks about the basic fabric of the ship. Her last master, Capt J. C. W. Iliffe, used to say that the deck above his bunk leaked so much that he slept with a tarpaulin ready to pull over himself when it rained. It was a small domestic ritual that said more about *Embassy's* overall condition than any surveyor's report. She suffered a major breakdown which took her out of service for more than a week in late July 1966. She was put up for sale after the season and sold for scrap in Belgium in May the following year, aged 55.

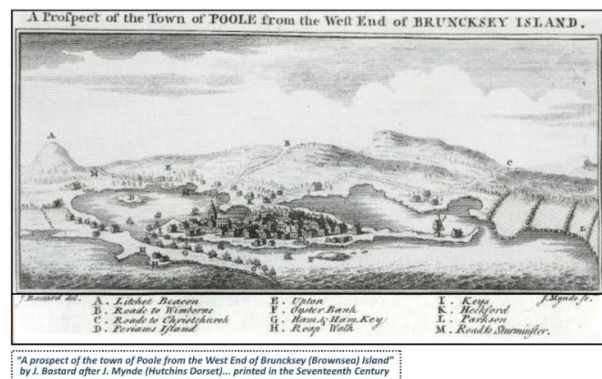
With *Embassy's* departure in 1966, a century of Bournemouth paddle-steamer tradition came to an end. She was not just the last of Cosens' fleet but the last in a long line of ships that had carried millions of holidaymakers, shaped the character of the Dorset coast, and defined summer for generations. Excursion steamers were a Victorian/Edwardian phenomenon built on cheap labour, an expectation of a thirty-year career and a captive seaside market. By the 1960s, every one of those foundations had disappeared."

John Megoran

TURNING THE TIDE OF POWER AT POOLE AND IN THE PURBECKS

The acquisition, production and use of Power & Energy have been prominent in the news headlines. This subject matter (*sometimes contentious*), has long featured in the history of Poole + its Harbour:

Early examples have been the harnessing of tidal energy to drive local mills at Bushell & Creekmoor and the tides were deployed in the production of salt in Salterns, with 2 named sites by the Harbour. Also, there are historical references to seven Poole windmills, notably those located at Longfleet & Baiter plus a *Smock Mill* type, with its shingled tower, within Poole Town deployed in the fashioning of rope.



A small plant which produced gas for limited use in Poole operated in 1819, until replaced by a larger unit in the 1830s, which benefitted in increased trade from the opening of Poole's first bridge in 1834. In the same year the former oil lamps which had lit the Old Town's streets were replaced by gas ones. Coal was unloaded from sloops, mainly at the eastern end of Poole Quay, where adjacent land was to become the site of the Town's first Gasworks under the auspices of the *Bournemouth Gas & Water Co.* By an Act of 1873 this was responsible for the production/provision of gas, up to nationalisation in 1949.

Circa fifty years on Poole Town Gasworks moved to the nearby location of Pitwines to cover 10½ acres, whilst a second works was formed at Bourne Valley nearer to Bournemouth, with coal *via* the railway. Both Gasworks employed nearly 1,000 workers who created proud traditions: especially the Bournemouth Gasworks Athletic team that reached the FA Amateur Football Cup Final in 1930 - and had its own stadium. (Note: I remember in the 1950s-60s *Poole Area Schools Sports* being held at the Alder Road Stadium.)

After half a century of Gas production Pitwines Gasworks closed due to the replacement of Town Gas by Natural Gas in a national network of pipelines - from fields accessed in the North Sea during 1973. This was spurred on by the Oil Crisis in the Middle East (embargo) in the wake of the Yom Kippur War. After demolition & remediation work, Pitwines remained derelict for 20 years before redevelopment.

This left Poolesiders with memories of the huge gantries with the expert operatives slung underneath dropping their grabs into the holds of colliers to hoist coal, which continued in bucket conveyors. Also, majestic colliers owned/managed by

Stephenson Clarke docking alongside East (Gasworks) Quay. Missing is the noise of machinery, the fine coal dust and the sulphurous smell which pervaded Poole !

The postwar Governments had made the commitment to ensure the alternative supply of electricity. On land at the neck of Holes Bay surveyed in 1936, reclaimed and stabilised by tons of quarried chalk Poole's Power Station was built out of local bricks (from Sykes Creekmoor ovens & Upton Brickworks) upon a thick, concrete raft (piled) foundation to support heavy machinery & the twin 100m chimneys. These formed an identifiably landmark which could be seen well out-to-sea and over much of Dorset.

In 1957 the decision was taken to switch from coal burning to oil-fired generation of Poole Electricity. The work was completed by 1960, which made our six colliers (Poole Channel, Poole Harbour, Poole Island, Poole Quay, Poole River + Poole Sound) that shipped coal from Goole to Poole superfluous (bought by Blue Circle Shipping) and replaced by Esso's oil tankers, shipping from Fawley. Poole Power Station supplied electricity across a sweep of Dorset & Hampshire and the national grid, until the 1970s when parts were decommissioned, leading to the spectacular demolition during 1993. This was 'essentially' due to the switch over to UK natural gas & nuclear power to generate electricity.

Just as there were significant changes associated with power in Poole and the Purbecks in the 1970s, especially with the closure of Swanage Gasworks, there was the momentous discovery of oil reserves. It was announced in 1979 that the Wytch Farm & Green Island Oil Field would be developed and screened. There was a great discovery & resource, though there had been small loads of Kimmeridge shale oil. A depot was developed on Furzey Island &

there are several pumping sites including Kimmeridge & Wareham. Crude oil is pumped over 50 miles via pipeline fringing Fawley, from the Wytch Farm in Poole Harbour. Taking over from shipments by rail from the Furzebrook Oil Terminal (via Wareham), the construction of the pipeline, storage tanks and the jetty improvements took 2 years to complete and settle down. Also, pipes are laid to Sopley to join the national gas network. Yet the field will be shut down by 2028 ! The reason for this, when given by the parent company (Perenco) is that without any possible further development, the current field is being quickly depleted and further exploration is stopped by Net Zero. There is the potential however, that with decommissioning, carbon dioxide could be stored in Wells.

[So... what does the future hold?](#)

If Drilling (and perhaps Fracking) are allowed once again will our largest European Oil Field be revived?

Will Winfrith be rebuilt, or Small Modular Nuclear Reactors be based in Dorset - and be security risk?

Are we ready to see BCP and our Open Spaces surrounded by solar farms covering Dorset's countryside ?

Are solar panels going to be put on huge rafts in Poole Harbour; and what about tidal and wave power ?

Also, will it be acceptable to put rows of wind turbines along the beautiful Jurassic Coast's shorelines ?

Will the very high price of energy in the UK compel Government decisions to be taken to alter Net Zero ?

*© Harry and Aimée Alexander, Local Reps
of the Open Spaces Society, 2026*



Poole harbour postman

CHANNEL SEAWAYS' TRINITY

by Andrew S. Cooke

Long before dawn breaks over Poole, the lifeline to Alderney is already in motion. Forklifts clatter, cargo is marshalled and another tightly timed Channel Seaways sailing edges towards departure, part of a service that, for island communities, is far more than a shipping schedule. It is a supply line, an economic artery and, at times, a vital link with the outside world. Behind it stands Alderney Shipping, founded in January 1969 by local builder John Chapman and still family-run today under Bruno Kay-Mouat. From modest beginnings moving around 1,000 tonnes of Lo-Lo cargo a year, the company has grown into a remarkably resilient operator handling more than 50,000 tonnes annually while maintaining the demanding Poole, Alderney, Guernsey and Jersey rotation as part of the network that helps keep the Channel Islands stocked and connected.

(Cont'd)



Alderney Courier (Nigel Lawrence)

The story has been written one hard-working ship at a time. The first, the 200gt/1940-built *Alderney Courier*, entered service in 1969 after a long life under other names and helped establish what would become one of the Channel Islands' most dependable freight operations. Over the decades, relief charters, stop-gap tonnage and a succession of regular vessels have all played their part, each helping the company adapt to overhauls, rising demand and the unforgiving practicalities of island logistics. What began as a once-weekly sailing between Alderney and Guernsey has evolved into a far more intensive operation, backed by offices in Poole, Jersey, Guernsey and Alderney itself, evidence of how a small island carrier quietly became an essential regional freight specialist.

Into that story steamed *Trinity*, arriving on charter from Faversham Ships in 2020 and giving Channel Seaways a larger, tougher and more versatile workhorse for the route.



Trinity at Poole (Channel Seaways)

Built at Karadeniz Shipyard in Türkiye and delivered on 20 July 2007 as *Nazim Bey*, the 2,102gt vessel measures 80.28m overall with a 12.50m moulded beam, a 4.90m design draught and a deadweight of 3,271 tonnes. Her cargo hold, measuring 51.60m long, 10.24m wide and 6.80m deep, can handle everything, including vehicles and light aircraft, with space for 110 TEU and capacities of 3,773.44m³ of grain or 3,698m³ of bale cargo (such as cotton, textiles, paper pulp etc). Beneath the Poop Deck, a MAK 6M20 main engine developing 1,140kW at 1000rpm drives a controllable pitch propeller via a gearbox for a service speed of 11 knots, while twin Cummins generators and a Rolls Royce 200kW bow thruster give her the power and agility demanded by these waters.

The first call to the Bailiwick was on 1 April 2020 and her cargo included the then Alderney-Guernsey passenger ferry Spike Islander, which had to be offloaded in St. Peter Port rather than in Alderney's Braye Harbour.



Trinity at St Peter Port (Channel Seaways)



Trinity arriving St Helier (Channel Seaways)

The *Trinity* replaced the 1,512gt/1992-built *Valiant* that had served the company since 2011 and was slightly larger thus providing increased operational resilience.



Valiant with vehicle deck cargo off Alderney (Nigel Larence)

When the ship entered service, she had a dark blue hull but in 2025 the vessel had a special survey in dry dock in the port of Hull

where she was water blasted and repainted in Bondi Blue, which is the original colour of Alderney Shipping vessels. For a route where reliability matters above all else, she has become not merely another ship in the fleet, but the latest guardian of a service the islands cannot do without. The *Trinity* operates with a standard crew of 7-8 (Master, Chief Mate, 2nd Officer, Chief Engineer, 2 Able Seamen, a Cook plus a Cadet as required). She can also accommodate up to 12 passengers if required during the summer season. The lowest level of the accommodation areas at the stern is on the Poop Deck and offers 3 cabins, Officer and Crew Mess Rooms plus a Provisions Room. Above, on Main Deck level, are 5 crew cabins plus 2 Officer cabins plus a washroom and stores. Moving up to Boat Deck level, here we find 2 crew cabins plus the accommodation for the Chief Engineer and Master. One deck above is the Bridge Deck which, as its name suggests, is where the navigation bridge is situated. The *Trinity* will be part of the maritime scene to the Channel Isles for some time to come whilst Channel Seaways/Alderney Shipping will celebrate its 60th anniversary in 2029.



Trinity departing Poole 20 August 2021 (Andrew Cooke)

M. V. Trinity Specifications

Building Contract Date: 23 June 2005

Date Keel Laid: 15 September 200

Owner: Faversham Ships
Charterer: Channel Seaways
Port of Registry: Peel, Isle of Man
IMO: 9396452
Delivered: 20th July 2007
Shipyard: Karadeniz, Türkiye
Class: Registro Italiano Navale
General Cargo Ship – Unrestricted Navigation

Gross Tonnage: 2,102gt
Deadweight: 3,271mt
Deadweight (Winter): 3,152mt
Freeboard (Summer): 964mm
Freeboard (Winter): 1,071mm

Length Overall: 80.28m
Length at Waterline: 78.49
Moulded Beam: 12.50m
Hull Depth: 6.10m
Scantling Draught: 5.35m
Design Draught: 4.90m

Main Engine: MAK 6M20 1,140kW @ 1000rpm
Propulsion: 1x Controllable Pitch Propeller
Service Speed: 11 knots
Diesel Generators: 2x Cummins 164kW/112hp
Bow Thruster: 1x Rolls Royce 200kW

Hold Dimensions: 51.6m long x 10.24m wide x 6.8m deep
Maximum Hold Load: 12m² per tonne
Tween Deck Top Load: 1.5m² per tonne
Tank Top Load: 12t/m²

Hold Capacities

Grain: 3,773.44m³
Bale: 3,698m³
TEU: 110
Bunker Capacity: 170.55m³ (Fuel Oil)
56.26m³ (Gas Oil)
Ballast Capacity: 1,369.25m³
Fresh Water Capacity: 124.54m³
Dity Oil: 5.14m³
Sewage Tank: 10.50m³
Sludge Tank: 3.28m³
Bilge Tank: 11.36m³

Principal Fleet List 1969-Present

<i>Ships</i>	<i>Years of service</i>	<i>grt</i>	<i>History</i>
Alderney Courier	1969-1978	200	built 1940 as Tasman 1941 Wim, 1954 Capricorn, 1955-Rejo, 1956 Wilca, 1965 Reiger, 1970 Alderney Courier, 1991 broken up
Alderney Trader	1969-1973	371	built 1952 as Lady Sylvia 1963 Glenbride, 1969 Alderney Trader, 1973 Memi, 1986 broken up
Sea Trent	1971-1983	209	built 1968 as Seacon 1971 Sea Trent, 1983 Nathurn, 1986 Silver River, 2025 Knudshorn Still in service
Ord	1976-1978	275	built 1939 as Ali 1961 Nova Zembla, 1976 Ord 1983 sank
La Pia	1979-1988	398	built 1963 as Janne Maria 1974 Marie Holmi, 1976 Pia, 1979 La Pia, 1989 sank
Courier	1981-1985	295	built 1966 as Truro 1975 Beta Nord, 1981 Courier, 1985 Canlill, 2010 Caral, 2010 Paben Still in service
Carrigrennan	1983-1989	387	built 1970 as Darell 1976 Carrigrennan, 1989 Free Trade, 1994 Mother Wood Still in service
Isis	1994-2011	664	built 1978 as David Dorman 1989 Deer Sound, 1994 Isis, 2019 Corneligue Still in service
Lancrese/Burhou 1	1996-2011	664	built 1978 as Edgar Dorman 1989 Bressay Sound, 1994 Lancrese, 1997 Burhou 1, 2018 Burho, 2022 Kas Kiara Still in service
Mungo	2001-2014	499	built 1980 as Tarquence 2001 Mungo Still in service

Pongo	2001-2006	492	built 1982 as Crescence 2001 Pongo, 2006 Fair One Still in service
Valiant	2011-2020	1,512	built 1992 as Lass Neptun 1993 Wolgast, 1994 Lass Neptun, 2008 Valiant, 2020 Venture Still in service
Trinity	2020-present	2,102	built 2007 as Nazim Bey

Special thanks for assistance with this feature must go to:

Bruno Kay-Mouat FICS (Managing Director, Channel Seaways Ltd/Alderney Shipping Company Ltd)

Janette Kay-Mouat (Director, Channel Seaways Ltd/Alderney Shipping Company Ltd)

Stuart Andrews (General Manager, Channel Seaways Ltd/Alderney Shipping Company Ltd)

Nigel Lawrence (Maritime Historian)

**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 & ADDITIONALLY FROM
3rd JANUARY 2026, THE FIRST SATURDAY OF EACH MONTH (NEXT DATE 4TH JULY).**

**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

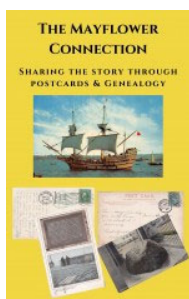
POOLE MARITIME TRUST TALKS

Autumn/Spring Programme 2026/27

at the

Royal Motor Yacht Club Sandbanks, Poole BH13 7RE

23rd September 2026 **Poole Maritime Trust Autumn Luncheon** 12 for 12:30pm

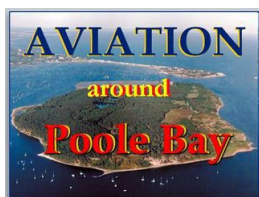


Speaker: Helen Baggott

THE MAYFLOWER CONNECTION

This talk focuses on a group of postcards sent in the UK and in America in the early 1900's that help share the story of the Mayflower. By illustrating the talk with postcards associated with the Mayflower, and sharing the stories of the people who sent and received them, this talk offers more than the re-telling of the voyage and early years in America

22nd October 2026 - Talk Starts at 2pm



Speaker: Kevin Patience

AVIATION AROUND POOLE BAY

A Sixty year odyssey of the important part Poole Bay and its surrounds played in the story of aircraft and men who flew around this part of Dorset between 1910 and 1976.

26th November 2026 - Talk starts at 2pm



Speaker: Nigel Philpot **THE SS SHIELDHALL**

Nigel will give a talk on the History of the SS Shieldhall, its importance as the last working steam ship in Northern Europe and its future preservation.

6th January 2027 **Poole Maritime New Year Luncheon** 12 for 12:30pm

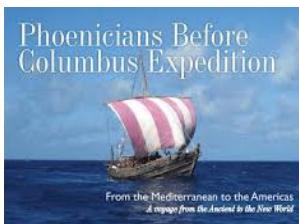


Speakers: Dave Parham & Thomas Cousins **TBC**

THE SWASH CHANNEL WRECK

The Fame set off from Holland in 1631 on a voyage to the West Indies. As a part of the well-worn trade route, the ship moored in Studland Bay but dragged its anchor in a storm and broke up on Hooks Sand, in Poole Harbour, in February 1631. After being raided by locals, the ships remained dormant on the Harbour seabed until it was rediscovered in a sand bank after being struck by a dredger in 1990.

14th January 2027 - Talk starts at 2pm



Speaker: Philip Beale

PHOENICIANS BEFORE COLUMBUS EXPEDITION

The Phoenicians Before Columbus Expedition (2019-2020), led by British explorer Philip Beale, successfully sailed a replica 600 BC Phoenician vessel, *Phoenicia*, from Tunisia to the Caribbean and Florida. This journey demonstrated that ancient Mediterranean sailors had the maritime skills and vessel technology to cross the Atlantic Ocean.

18th February 2027 Talk starts at 2pm



Speaker: Philip Brigstock

HOW TO FLY A SEAPLANE AND WHY ARE THEY SO TRICKY!

Philip has flown since he was 17. He will tell us about the tricky techniques needed to fly seaplanes, the Schneider Cup seaplane racing in the Solent in the 1920's, and the flying boats and seaplanes based here in Poole Harbour in WW2.

18th March 2027 Talk starts at 2pm



Speaker: Graham Sutton

POOLE QUAY RAILWAY

Graham has created a model of the Historic Poole Quay Railway and will give a talk about its history and decline.

14th April 2027

Poole Maritime Trust AGM & Luncheon

11 for 11:30

Speaker Mr Harry Gregory Poole Harbour Master

Luncheon to follow

The Club's bar will be open for PMT members to purchase drinks and take them up to the Edinburgh Suite. 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.



Autumn Luncheon – Wednesday 23rd September 2026

You are invited to apply for tickets at **£ 32.50** per head
to attend the Autumn Luncheon at
The Royal Motor Yacht Club on Wednesday 23rd September at 12:00 for 12:30

The talk will be by Helen Baggott - 'The Mayflower Connection'

MAIN

A

Confit Duck Leg, Red Wine Jus

Seasonal Vegetables and Roasted Herbed New Potatoes

B

Seared Fillet of Gilt Head Bream served with Dill Butter Sauce

Seasonal Vegetables and Roasted Herbed New Potatoes

C

**Arancini Served with Rocket Salad
Tomato & Red Pepper with Pesto Dressing
(Vegetarian)**

DESERT

A

Sticky Toffee Pudding

Orange Butterscotch Sauce and Vanilla Ice Cream

B

Lemon Posset

Puff Pastry Biscuits, Seasonal Berry Compot

C

Fruit Salad

Tea/Coffee included

POC: Julie Reid 01202 761380 or 07535713398 or
programme@poolemaritimetrust.org

**Please book no later than 11th September 2026
Bookings after 11th September will not be accepted.**



To: Hon. Prog. Sec., Poole Maritime Trust, 6 Western Road, Canford Cliffs, Poole BH13 7BN

Kindly let me have (Qty) tickets at **£32.50** each for the **Autumn Luncheon on Wednesday 23rd September 2026**, for which I enclose a cheque made payable to Poole Maritime Trust for £ or Pay by BACS - Poole Maritime Trust : (Lloyds) 30-99-50 Acc no 17098962 REF Autumn Lunch

Choices: Mains A.....B.....C.....

Dessert A.....B.....C.....

Mains A.....B.....C.....

Dessert A.....B.....C.....

Tea

Coffee

Name:Telephone:

Email Address:

PLEASE CLEARLY STATE NAME OF EACH PERSON'S FOOD CHOICE (ANY FOOD ALLERGIES) GIVING THEIR NAME AND IF YOU HAVE A PREFERENCE TO SIT WITH SOMEONE. MANY THANKS.