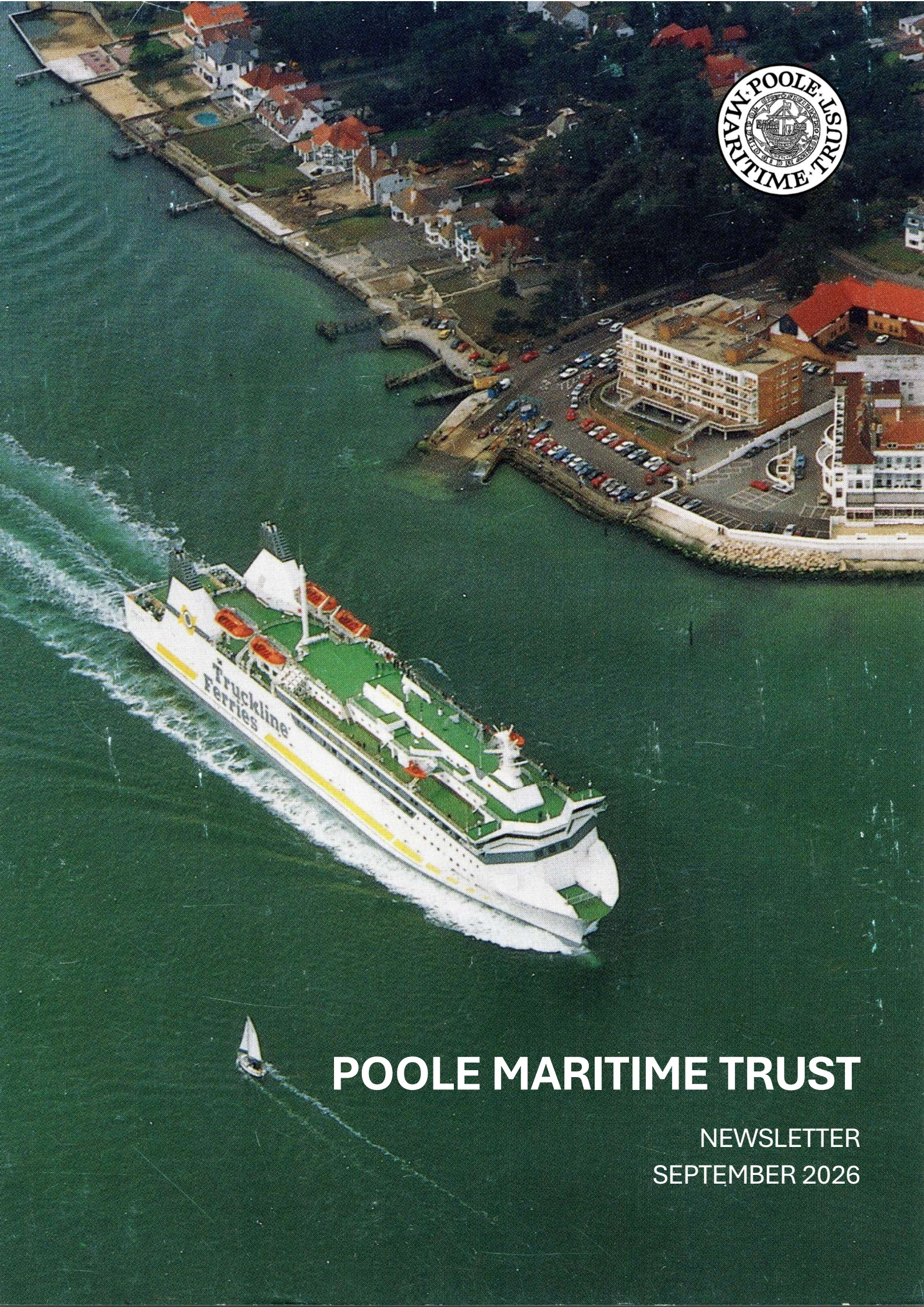


POOLE MARITIME TRUST

NEWSLETTER
SEPTEMBER 2026

EXERCISE SMASH

Courtesy "BYGONE DORSET"





Exercise Smash was a massive, top-secret live-fire military rehearsal held at Studland Bay, in 1944. It prepared Allied troops for the Normandy landings by testing amphibious DD Valentine tanks and infantry beach assaults under real battle conditions with 10,000 men.

They had a canvas screen around the outside and used displacement to float, and their engines were connected to propellers.

The tanks came from a need to provide cover for soldiers as they mounted their first attacks on enemy land.

The exercise was watched by King George VI, Winston Churchill, General Dwight D. Eisenhower, and General Bernard Montgomery, and directed from Fort Henry, a heavy concrete bunker built on the cliffs.

Rough seas and heavy swells swamped the Valentine Duplex Drive (DD) amphibious tanks on 4 April 1944 and six men were killed: Charles Robert Gould, Victor Hartley, Albert Victor Kirby, Arthur Jackson Park, Earnest Granville Petty and Victor Noel Townson, of the 4th/7th Royal Dragoon Guards.

Although it is thought seven tanks lie in Studland Bay, only six are mentioned in a diary that documented the exercise.



BOYS TACKLED LIVE MINE WITH A SHOEHORN

Robert Michael Shaw, an 11-year-old schoolboy, got bored with watching his friends trying to prise open a rusty metal object on the beach at Swanage, Dorset. So he walked away. "That was fortunate for you, wasn't it?" said the coroner yesterday. "Yes sir" said young Shaw, for – Soon after there was a flash and loud bang. Part of the cliff started to fall and three of his friends were dead. A fourth friend vanished. And a fifth who lay dying was covered over soon after by a nurse who took off her skirt to keep the dust and sand from his wounds.

The tragedy went on while 31-year-old Mr John Michael Fortt, French master at Forres Preparatory School, Swanage was looking out to sea. He had taken 15 or 20 boys on the beach for their usual Friday afternoon walk.



Forres Preparatory School

The boy Shaw whose home is in Panorama Road, Sandbanks, Poole described the sequence of events:- "I saw four boys bending over an object trying to open the top". (He identified a photograph of a land mine as the "object"). "I went over to see what they were doing. It was rusty and made of iron and the top was round and the base was square. It was partly buried in sand. I stayed and watched then trying to lever it up with a rusty iron bar. It was wedged between two rocks and they were digging underneath. "They got it out and tried to open the top, using a shoehorn". Then he walked away.

Major Arthur Hartley, of the Royal Engineers, said he supervised the clearing of the beach in 1950. It had previously been swept by a Canadian unit in 1943. After the 1950 survey a restricted clearance certificate was issued stating that as far as it was possible to ascertain the area was safe. He was asked if he would have allowed boys to walk in that area. Said Major Hartley: "Yes". Pieces of metal recovered from the explosion crater were fragments of a beach mine. Major Hartley: "I am convinced that the mine which caused the explosion had been in the sea because of the corrosion marks on the exterior. "There is no doubt about that. On these pieces of metal there were traces of marine growth actually on the base plugs".



Site of the explosion

The Coroner (Major R N Neville-Jones): "You have heard the evidence given by the boy Shaw of having seen somebody trying to open the mine with a shoehorn. Would that have been sufficient to detonate it?" Major Hartley: "Yes, quite sufficient". Then he said that while the beach was safe he could not be certain mines would not be washed up again. People should be told of these dangers by warning notices.

Verdicts of death by misadventure were recorded on David Henry North-Lewis, aged 13, of Holwood Park Avenue, Farnborough, Kent: Robin Anthony Ardagh, aged 12 of Frensham, Surrey: Jeremy Patrick Dennis, aged 12, of Sutton Poyntz, Weymouth: Richard John Laurence Birch, aged 12, of Berwick St John near Shaftesbury, Dorset: and on Jason Grant Oliver, aged 11, of Bon Accord Roa, Swanage, whose body was never found.



Memorial overlooking the beach at Swanage

Express Jun 1955

LILLIPUT SAILING CLUB IS 70 YEARS OLD (1956-2026)

This small sailing club, located on the Blue Lagoon between Salterns Marina and Parkstone Yacht Club, is celebrating its 70th anniversary this year

The very early years

Back in late 1956, a small group of amateur sailors based at 'Pizey's yard' (also known as the Lilliput Yacht Station, just to the south of what is now Salterns Marina), decided to form a sailing club of their own. They wished to form a club that would race, on handicap, those sailing boats not recognized as a class by other local sailing clubs. As a consequence, they were known in those early years, as the Menagerie Class club.



Pizey's yard, where the club was located from 1956-1960. Pictured are Lilliput SC members and their boats. Photo: Harold Matthews

In an early newspaper article, the newly appointed Commodore, Roy Humphry, stated,
"There are all sorts of oddments [at the new club]*, from catamarans to my own 14ft Elizabethan class boat sailing in Poole, which have no chance of regular racing"*.

The first sailing season for the new club was in 1957. By early 1958, the club had 80 members, with many more wishing to join. The club then went on to host its first full regatta in 1959, with over 100 boats participating. However it soon became apparent that the club had outgrown Pizey's yard and a more suitable club location would be required. Land was eventually found adjacent to the Blue Lagoon.

A new location

The move to the Blue Lagoon took place at the end of the 1960 sailing season. All club business and social functions were held at the Blue Lagoon Club next door, as there was no clubhouse at the new site. Indeed, these new club premises were later described as a "tangled marshy wilderness" with only a simple wooden hut on site.



Club member Vere Coates on the slipway at the club's new site on the Blue Lagoon. This photo was taken prior to the building of the clubhouse. The white building in the background (left) was the Blue Lagoon Club, where Lilliput SC socialised and held their club meetings and prizegiving events. Photo – thanks to Isobel Ross

An enormous amount of work was therefore required by members to create an area of hard standing, together with a slipway and a suitable carpark.

On the water, the club was forging ahead, hosting national championships for the 14ft Mercury class, Kenn Elevens, Shearwater Catamarans and Solos, culminating in the Shearwater Catamaran Class IV World Championships in 1965.

However, an important element of the club was the social sailing; namely sailing simply for the fun of it. This continues through to today, with organized and ad hoc social sailing events throughout the season for both for cruiser and dinghy sailors.



Newspaper coverage of the opening of the new Lilliput SC clubhouse 12 Dec 1966. Evening Echo

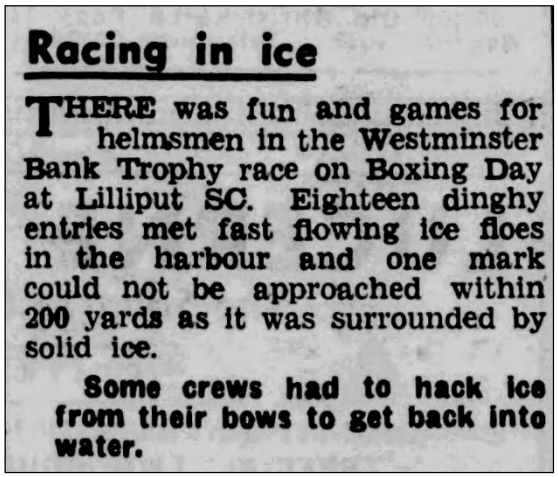
In 1966, the club moved into its newly built clubhouse, with much of its construction undertaken by its members. This well-loved clubhouse is still very much in use today, with its beautiful views over the Blue Lagoon and the harbour. Very recently, the balcony to the clubhouse was extended, in time for the club's very successful 70th anniversary regatta.

As with all the sailing clubs in the harbour, the size and classes of sailing boats at the club evolved over time. In the very early years, races were simply categorized for "boats over 14 ft" and "boats under 14 ft". In due course, distinct cruiser and dinghy class racing developed. The small, often bilge keel "cruisers" of the 1960s, from 18-20 ft in length, were later replaced by boats up to and exceeding 30 ft. Furthermore, a number of dinghy classes were adopted by the club, something that was perhaps not envisaged when the club was first formed.

Race formats changed as well. One of the more unusual cruiser races early in the club's history was the "Round the Wight by Night", starting and ending in Poole Harbour with a full night-time circuit of the Isle of Wight, raced under the burgee of Lilliput SC for the Poole Yacht Racing Association (PYRA). This was raced annually during the 1960s, 70s and 80s.

In those early days, dinghies were regularly racing to Studland and Swanage and for many years, they raced the 21-mile course to the Bar Buoy, then over to Bournemouth Pier and back to Lilliput. In 1969, club member Griffith Tedd, with his crew Bernard Collins, sailed his 16ft 505 dinghy from Lilliput to Cherbourg, taking just under 9 hours to complete the voyage. They repeated the feat by returning safely back to Poole.

Any history of Lilliput SC, however brief, is not complete without some mention of the affiliated sailing clubs. A number of Army sailing clubs joined as club affiliates; firstly the Royal Electrical and Mechanical Engineers (REME) and the Army Sailing Association, followed by the Royal Signals.



Racing in ice

THERE was fun and games for helmsmen in the Westminster Bank Trophy race on Boxing Day at Lilliput SC. Eighteen dinghy entries met fast flowing ice floes in the harbour and one mark could not be approached within 200 yards as it was surrounded by solid ice.

Some crews had to hack ice from their bows to get back into water.

Evening Echo 29 December 1962

As early as 1961, Westminster Bank SC joined as a club affiliate. They donated the wonderful Westminster Bank Trophy to the club, which was awarded to the winner of the Boxing Day race held in Poole Harbour each winter.

The 1962 race was memorable for the ice that covered the lagoon and parts of the

harbour. The event was covered by the Evening Echo (above).



Dealing with ice in the Blue Lagoon prior to a Boxing Day race, probably December 1962. No wetsuits or drysuits were used in those days. Photo: Harold Matthews (with thanks to Lionel Matthews)

Currently at the club

In July 2026, Lilliput SC hosted their 70th anniversary regatta, a two-day event with cruiser and dinghy racing as well as a host of social events at the club.



Dinghy handicap racing at the 70th anniversary regatta in 2026. Photo: Colin Ridley

Throughout the sailing season, competitive cruiser racing, including inter-club racing, takes place in Poole Bay and within the harbour and various rally races are organised to south coast destinations. Handicap dinghy racing takes place within the harbour, which includes a weekly inter-club race with neighbouring East Dorset SC. Annually, Lilliput SC and East Dorset SC participate in their joint "Twilight Races", organized for both the cruisers and dinghies.



Cruiser racing, in light winds, in Poole Bay during the 70th anniversary regatta in 2026

With almost 300 members, 100 cruisers and more than 50 dinghies, Lilliput remains a relatively small, but very successful and well-managed club. As with many small sailing clubs, the members take enormous pride in operating as a "self-help" club.

Long may this continue.

Gavin MacLachlan
Volunteer – Poole Maritime Trust
Dinghy Captain – Lilliput SC

A CRUISE UP POOLE HARBOUR

It is rather refreshing to find a place near Bournemouth to which the summer tripper – pure and simple – does not easily penetrate. For though some of the steamers make occasional trips up Poole Harbour, they seldom extend above Poole itself, as, except at high tide, no boat that draws more than four or five feet of water, can get to the upper and most beautiful part of the harbour. So, it is in a sailing boat that one can best explore, and get to know it, and thoroughly enjoy its many beauties. Poole Harbour is extensive, for it runs up nearly to Wareham, and with all its indentations, the circuit of it measures about five times its length. It is difficult so far as navigation goes, as the channel is continuously shifting, and he sand silting up to make new banks or alter the shape of the existing ones. Hence the large number of "booms" – some, tall posts, painted like buoys; some, bare sticks, looking eminently forlorn, others crowned with an old can or bucket, to make them more conspicuous, if not more beautiful. But all serve their purpose of marking the channel, and are moved according to its vagaries. Even in a small sailing boat it is not always easy to go to the upper part of the Harbour, but when wind and tide are favourable, there are many places – such as Arne, Ower, Wych, Russell Quay – all well worth exploration. Today we have aboard a passenger who does not care for going down the Harbour – "over bar" – so we gladly take advantage of the wind and tide to go up to Arne. Up above, the difficulties of navigation are much increased by the absence of "booms", and the boat needs to be sailed by a man who can keep the channel by the look of the water. To be run on a mudbank is depressing and unsatisfactory but we have no fear of such a catastrophe while we are in "Silver Star", with our old friend Ben Wills at the helm. The water ripples and hisses along the side of the boat, as the fair breeze takes us easily along. As there is plenty of water, we leave the channel and make a short cut through what the fishermen call "Ball's Lake". We get up to Arne very soon, "without a single tack", someone complains. "Going about" has attractions, perhaps, but some of us know well its monotony when night is falling, and on each tack you lose ground instead of gaining it.



View from Shipstal Beach (Arne) across the Wytch Channel

Just as we near Arne, a great heron drops slowly onto a mud-bank just showing through the water. He seems to unfold his legs somewhat after the manner of a folding chair as he alights, and sits there gravely watching us. We decide to go ashore before tea and make over the hill in the direction of Arne village. Before long we come upon sundew growing in great profusion. Two varieties grow side by side – the round leafed "Drosera rotundifolia"



Drosera rotundifolia

and “Drosera longifolia”, the leaf of which is long and narrow, and which is an altogether a slimmer and more delicate plant than D rotundifolia.



Drosera longifolia

Evidently both kinds have all they want in their peaty home, for the little hairy plants are unusually large and bright in colouring and the majority of them bear one or two spikes of the white flowers one so rarely finds open. These little plants are interesting because they belong to a carnivorous genus, which accounts for the many dead flies one notices on them. Yu will see each leaf is covered with red hairs, each of which, as is evident under a lens, has a clubbed end with a tiny drop of moisture on it, which gives the plant its dewy look and its name. The plant is highly sensitive to the touch of an insect of any kind, and it has the power, directly one rests upon it, of giving it, through the clubbed end of the hair, more of the shining moisture, which, by its stickiness, holds the insects fast. Slowly then all the little red hairs curl in upon the victim, much as do the tentacles of a sea anemone over its food, and the fluid in every hair or gland, which is highly acid, does its work of dissolving the insect’s body, the juices from which are carried by the glands to the rest of the plant. I wish it were in my power to show you the extreme beauty of one such gland under the microscope. I can only advise you to seize any chance you should have of seeing it thus, and also to keep a Drosera plant in a saucer, feed it with tiny bits of meat, and watch its behaviour at meals! When the leaf is fully expanded and the hairs are uncurled, then digestion is complete. Another plant here is Erica ciharis: it is a bell heather and very handsome, deriving its name from the soft hairs which fringe its leaves.



Bell Heather

It is a very local plant, and is only found in two other parts of England besides this. It used to be very abundant here, but is yearly less so, and will probably be exterminated by people whose instinct is to root up a rare plant “to take home”. The very fact of a plant being rare shows that it needs peculiarities of soil and aspect not to be found in an ordinary garden, and the transference of such plants to a quite different environment is, naturally, never a success. But the “lust of Having” never learns his, and grabs up the next rare plant with unbated avidity. May blindness descend upon all such grabbers! The other kinds of heather are here in all their beauty, and the scent of the honeysuckle and the aroma of the bog myrtle mingle in the bright, sunshiny air. Away on the salt marshes which skirt the sea one sees a

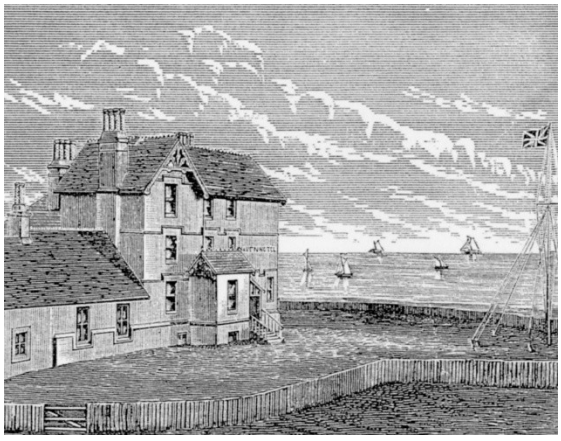
flush of purple, which we know by experience to be the sea lavender in flower. As we go near to pick some, a party of oyster-catchers rise suddenly, startled at our approach, and wheel and fly overhead, uttering their shrill cry. They are sometimes called sea pies, because of their likeness in plumage to the magpie. Here again, as with the sun dews, we find two varieties of sea lavender side by side, Statice bahusiensis, rather straggly in growth, and S. Limonium, rather stumpier, and with flowers of a deeper, brighter shade. We find sandwort, marsh pimpernel, and may other characteristic plants, but time presses, and all too soon we turn boatwards. Tea, however, is a matter of no reluctance, so we climb aboard and attack it with our usual seafaring appetites. As we lie at anchor, the curlews screaming overhead, we are looking down at Poole, picturesque as ever in the bright sunlight – away onto our left, the yellow and white cliffs, from whence comes the white clay exported from Poole to make china in other parts of the country; on our right far away, the entrance to the Harbour, Branksea Island, and the sweep of the Purbeck Hills. Nearer stands Corfe Castle, stately in the blue haze; nearer still, brilliantly green knoles, running down almost into the equally blue sea, dancing and sparkling in the summer sun; behind us a picturesque cottage against a heather and bracken covered hill.

But Ben warns us we must be moving, and in a minute or two we are shipping merrily down to Branksea. The Harbour abounds in sea birds, but we do not see many today except Shags, Cormorants, Blackheaded Gulls, and one or two others I have mentioned incidentally. Ben settles himself with his pipe in the stern, to keep an eye on the "young un" at the tiller. But the tyro makes no mistakes tonight, and we run quickly down on wind and tide; so quickly indeed that we yield to temptation of a spin below the town, thinking there is plenty of time to get up to the quay with the breeze we have. But when we turn we feel the full force of the ebb tide, and at each tack we gain less ground, till at last we are obliged to admit that the wind has played us its usual trick of dropping at sundown, and we are, as Ben says, "beat once more", within sight of the quay, but helpless to get there. The men get out the oars, and we sit silent in the stillness of the evening, listening to their click in the rowlocks, looking at the tall chimneys and the rigging of the ships against the ruddy evening sky, which pales as we watch it, till only a faint glow is left, and the tiny lights on each yacht at her moorings twinkle out one by one. The curfew bell has long since rung – for ring it still does in Poole – and still we are not at the Quay steps, so we get into the small boat, and Ben rows us speedily there. The frequency of the trams makes our delay a much less serious matter than in days of yore, when trains had to be reckoned with, and it is not long before we attain our ambitions of the moment, supper and bed.

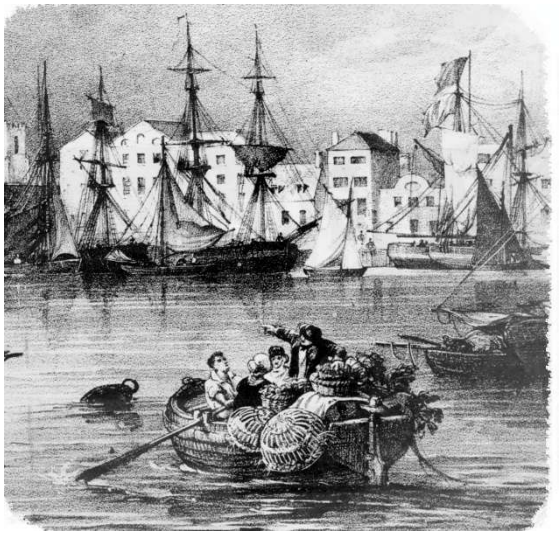
ANNE WYKE NEVILLE

Bournemouth Graphic 5th February 1903

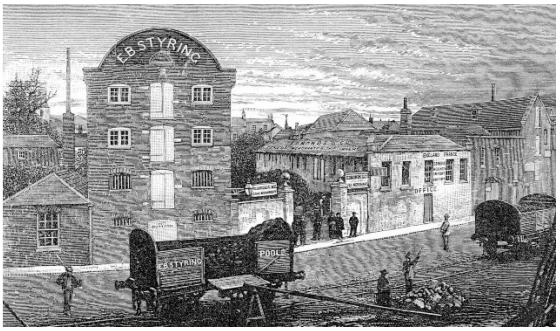
VIEWS FROM THE ANDREW HAWKES COLLECTION



Haven Hotel



Shipwright's Ferry, Poole Quay



Poole Quay

SPOTLIGHT ON……THV PATRICIA
by Andrew S. Cooke

The navigation buoys, markers, lighthouses and lightships that mark shipping channels, hazards etc around the coast of England and Wales are monitored and maintained by Trinity House, a charity that has a statutory duty as a General Lighthouse Authority (GLA) to deliver a reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners. The Corporation of Trinity House was incorporated by Royal Charter in 1514 to regulate pilotage on the River Thames and provide for aged mariners. With a mandate that has expanded considerably since then, Trinity House is today the UK's largest-endowed maritime charity a GLA for England, Wales, the Channel Islands and Gibraltar. Trinity House inspects and audits over 11,000 local aids to navigation, license Deep Sea Pilots and provide Elder Brethren as Nautical Assessors to the Admiralty Court. Trinity House maintains around 450 buoys and inspects those maintained by port and harbour authorities, utility companies and by oil/gas rig and wind farm operators. Trinity House built its first lighthouse at Lowestoft in 1609 and in 1836 bought up the remaining private lighthouses and upgraded them with masonry towers and brighter lights. Today Trinity House owns and maintains 66 lighthouses along the coasts of England, Wales and the Channel Islands.

Lady of the Fleet

The 2,639gt THV Patricia was built 1980-1981 at the Henry Robb Caledon Yard in Leith as Yard No. 530 and delivered in 1982.



Patricia at Southampton

She is now the eldest of the trio of Trinity House vessels with the other two being the 302gt/2006-built Rapid Intervention Vessel (RIV) THV Alert and the 3,672gt/2007-built THV Galatea. Both the THV Patricia and THV Galatea are buoy/lighthouse tenders and are now entering the twilight of their Trinity House careers. The classic multi-function THV Patricia was named in the Pool of London by Countess Mountbatten, in the presence of HRH Prince Philip, then Master of Trinity House. The third Trinity House vessel to bear the name Patricia, she

replaced Patricia (II), which served from 1938 to 1981. Today, Patricia (III) still carries out front-line maritime safety duties around the UK. She also carries various artifacts and paperwork appertaining to her predecessor and other former Trinity House vessels.

The logbook for the Patricia's career is fascinating viewing. Beyond her operational role, Patricia has long carried a ceremonial association with major maritime events. Her additional accommodation was once used by Elder Brethren of Trinity House and later offered passengers a distinctive holiday experience between 2003 and 2019, before the Covid-19 pandemic brought that chapter to an end.

Over the decades, Patricia has supported or attended a wide range of notable occasions, including Royal Yacht escorts in her early years, the D-Day 50th Anniversary commemorations in the Solent in 1994, Trafalgar 200 in 2005, the Queen's Colours in Plymouth Sound in 2003, the 2012 Olympic sailing events at Weymouth, and the P&O Cruises 175th Anniversary celebrations in 2012.



Patricia at Portsmouth for Trafalgar 200 Review 2005

The ship can fly the white ensign from her mainmasts for ceremonial duties and uses a ceremonial launch, named Duke of Edinburgh, for special events such as Cowes Week.



Trinity House launch Duke of Edinburgh

The THV Galatea can also accommodate this 8.4m launch, as could earlier ships in the fleet. The launch was previously known as THV408/No1 Boat when placed into service in 1975.

A Maritime Gem

During a visit to Patricia, the Writer met her Captain, Adam Keen, whose own career reflects a deep connection with seafaring and with Trinity House. Adam began his career at sea in 2010 with the cable ship company Global Marine Systems, undertaking Officer of the Watch training as a Deck Officer Cadet before serving as a newly qualified officer on vessels operating around the world. After his initial temporary contract ended, he saw a post advertised with Trinity House and joined the organisation in 2014 as Second Officer on Patricia. After three enjoyable years aboard, Adam took a secondment ashore to the Trinity House Planning Centre. He later returned to sea as Second Officer on THV Galatea and was promoted to First Officer in 2019. Shortly afterwards, he rejoined Patricia as First Officer and served on her for a further three years. In 2021, Adam first took command on a temporary basis and, six months later, he became permanent Captain of THV Alert. Eighteen months later he was promoted to permanent Captain of Patricia at the end of 2023 and became one of her two rotational Masters. In August 2026 he became New

Build Master - Operational Lead for the Future Afloat project.

At 86m long, with a 13.8m beam and 4.40m draught, THV Patricia has accommodation for an additional 12 people and benefits from a helicopter-landing pad. With a 20-tonne capacity main crane and a 28-tonne bollard pull and towing winch, she is also survey capable and has towed Lightships to/from their working locations. The ship has 5 decks of accommodation etc situated aft with an 80m2 work deck forward of the superstructure where navigation buoys are hauled out of and hoisted back into the water.

Beneath the work deck is a maintenance hold and store containing parts for the buoys etc that are maintained. One or more spare buoys are carried that can be painted/fitted out onboard to replace damaged examples. This capability avoids the time-consuming practice of having to return to the base at Harwich to collect another buoy.

The ship is propelled by a trio of Ruston 6RKcZ 750 kW @750 RPM diesel engines driving two fixed pitch propellers via two 1120kW @ 250 RPM propulsion motors to produce a service speed of 12 knots.



Patricia - Ruston main engine

The ship's endurance period (time spent at sea between replenishment) is 21 days and the bollard pull for towing is 28t. A unique style of bow thruster is fitted in the form of a 360-degree Whitegill 7 tonne thrust/690 kW @ 480 RPM output unit. The layout onboard has changed over the years, but the accommodation/facilities consist of 34x Single Cabins; 6x Double Cabins; 1x Office; 1x Conference Room; 1x Mess Room; 4x Recreation/TV Rooms; 1x Changing Room; 1x Workshop and a gymnasium. A helideck is also available aft ('D' Value 11.9m diameter with a maximum load of 10,000kg) with the ship able to carry 4 tonnes of bunker fuel intended for lighthouses/lightships and 283 tonnes of fresh water for the same purpose. This was either pumped from the ship or carried by helicopter, depending on the location of the facility being serviced.



Lounge on Patricia



Guest accommodation on Patricia

The THV Patricia visited the Pool of London 5th-6th February 2003 as part of a major publicity campaign to launch the introduction of passenger voyages on the

vessel. Voyages were marketed through Strand Travel, who specialised in arranging passenger voyages on commercial ships. The Patricia could accommodate up to 12 guests, with prices starting at £180 per day for a seven-night voyage. Revenue generated from the enterprise was paid into the General Lighthouse Fund, which is used to fund the lighthouse services provided by Trinity House and its sister authorities in Scotland and the Republic of Ireland. Alas the arrival of Covid meant the last season for passengers was 2019. The ship is no stranger to hosting members of the Royal Family and other VIPs with HRH Prince Philip, Duke of Edinburgh being a regular visitor during Cowes Week. He served as the official Master of Trinity House from 1969 to 2011, becoming the longest serving Master. His Daughter, HRH The Princess Royal (Princess Anne), has served as the Master of the Corporation of Trinity House since May 2011. During her reign, Queen Elizabeth II only visited THV Patricia (III) once, during an event in Plymouth Sound whilst the ship was alongside HMS Ocean, to change her attire. She was said to have remarked to Prince Philip, "you kept this quiet" as the ship is a real hidden gem. The passenger areas aboard reminded the Writer of a cross between a 1980s cruise ship and something more expected at Osborne House for example. The history that this ship carries with her is phenomenal.

Present & Future

During the bicentennial celebrations for the Cowes Week Regatta held from 1-7 August, Trinity House added its own distinctive presence to the occasion, with its flagship THV Patricia taking up position on the Trinity House mooring off Cowes.



Patricia at Bicentennial Cowes celebrations 2026 with Yarmouth lifeboat

Her visit combined ceremony with readiness: while Patricia stood as a visible symbol of maritime heritage, the ship and her crew also remained on standby to respond if a marine incident required their assistance. Just prior to this, on 22nd July, Trinity House confirmed the replacements for the THV Patricia and THV Galatea with delivery scheduled for Q2 and Q4 2029. They will boast hybrid propulsion with battery capability and a future methanol conversion potential. Following a competitive procurement process, the contract will see VARD (a Norwegian specialist shipbuilder and part of the Italian Fincantieri Group) deliver two highly capable and environmentally efficient vessels based on an original VARD design. On 2nd August HRH The Princess Royal announced the new names for the ships at a reception onboard THV Patricia during Cowes Week. The first ship to be delivered to Trinity House in 2029 will be named THV Princess Royal, the second ship, also due 2029, will be named THV Prince Philip.



New Trinity House generation

THV Patricia – Technical Specifications

Port of Registry	London
Year Built	1982
Call Sign	GBTH
Length Overall	86.3m
Breadth Moulded	13.8m
Depth Moulded	6.9m
Draught	4.4m
Air Draught	32.0m
Gross Tonnage	2,639gt
Service Speed	12 knots
Endurance	21 days
Bollard Pull	28t
Cranes	Speedcrane 20t SWL plus 1x Offshore Stores Crane 1t
Capstans & Winches	2 x 14t maximum pull – chain to 44mm
Towing Winch	30t maximum pull
Main Deck Area	80m2
Pressure Wash System	350bar/5000psi
Tween Deck	Storage & workshops
Hold	Storage & load handling
Flight Deck	'D' Value 11.9m (Maximum Load 10,000kg)
Main Engines	3 x Ruston 6RKcZ 750 kW @750 RPM
Auxiliary Engines	2 x Ruston 4AP230Z 240 kW @600 RPM
Propulsion Motors	2 x 1120kW @ 250 RPM Bow Thruster – 360-degree Whitegill 7 tonnes - 690 kW @ 480 RPM
Propellers	2 x Fixed pitch, outwards turning

With grateful thanks to Captain Adam Keen and Trinity House for the information and hospitality.
All photographs by Andrew Cooke

PIER SAFETY WORK TO BEGIN BUT RESTORATION DELAYED

The project to extend the life of Bournemouth Pier by 25 years had been due to start in winter 2024, then was put back until autumn 2026. But Bournemouth Christchurch and Poole Council (BCP) said the "scale of the works and the associated costs" meant it had not found a suitable contractor for the full 18-month project. It has allocated £9.6m of its £20m government Levelling Up funding to the restoration but rising costs have forced it to rethink the scheme, which is now expected to be completed by early 2028. BCP leader Millie Earl said: "Our priority is to keep the public safe. Acting on specialist engineering advice, we are prioritising the removal of the timber landing stages, which are in a deteriorating condition and pose a safety risk. We currently expect this work to take place in the autumn." Earl said BCP and other coastal communities faced "significant challenges in maintaining and investing in ageing seafront infrastructure. While our tender for the full restoration of the pier did not attract a

suitable bid, it has provided valuable insight into the scale and cost of the work required," she said. "With construction costs having risen considerably since funding was secured, we must ensure any proposals are both affordable and deliverable." The **Local Democracy Reporting Service** previously said the restoration would include concrete repairs, a protection system to prevent corrosion, and removal of timber landing stages. Beachgoers are urged to obey warning signs and not access the landing stages.

BBC News website 19 August 2026

BOURNEMOUTH TO SWANAGE – FIRST STEAMER TRIP FOR SEVEN YEARS

To inaugurate the resumption of steamer trips from Bournemouth to Swanage, now that a temporary wooden neck to the Bournemouth pierhead has been completed, the SS Princess Elizabeth, an oil-burning vessel of the Red Funnel Line, came from Southampton on Monday, carrying about 100 passengers, who disembarked at Bournemouth. The Mayor (Mr R H Old), members of the Beach and Pavilion Committee and officials went on board and were entertained by the company to lunch.

The Mayor referred to the days when it was possible for a man to live in Swanage and leave there by boat at ten o' clock in the morning, attend to his business in Bournemouth all day, and be back again in Swanage at half-past five at night. He congratulated the company upon having arranged the first steamer trip since 1939, and upon the excellent condition of the "Princess Elizabeth" which had an honourable career as a minesweeper during the war, and on one occasion shot down two enemy planes.

Hundreds of passengers were taken on board at Bournemouth, and amongst those who were on Swanage Pier to welcome the Mayoral party from Bournemouth were Mr J Woodford-White (chairman of the Swanage Urban Council), Mr F Wells, Colonel C Ross, Mr Thomas Arnold (clerk to the Council), Sir Ernest Scott (chairman of Swanage Pier Company), and Lady Scott, Mr W E Candy (director), Mr E A Hickson (secretary), Mr George Stevenson (pier master), and the Mayor of Weymouth (Mr E H J Kaile), general manager of Cosens & Co. The Company was entertained to tea on the steamer by the Mayor of Bournemouth, who was thanked by Mr J Woodford White.

Western Gazette 23 August 1946

THANK YOU TO THE NATIONAL LOTTERY

Poole Sea Cadets is delighted to announce that it has been awarded a National Lottery grant of £15,000 - a considerable amount for this charity. The monies have been specifically awarded to help Sustain Youth Training and Community Engagement in Poole and the surrounding area. Sea Cadets is a national organisation which aims to provide a safe, disciplined and supportive environment where young people between the ages of ten and eighteen can build confidence and resilience, learn practical and employability skills, improve physical and mental wellbeing, and develop teamwork and leadership

The National Lottery funding will be used for boat repair and maintenance of both hulls and engines. Safety equipment will be replaced whilst sails, covers, and oars will be a focus too. The unit boasts an award-winning marching band, and its musical instruments will be replaced or repaired. Poole Sea Cadets boasts an ageing building

in Sterte, part dating from 1939, so its running costs are considerable too.

Lee Hardy, OBE, the influential Chair of Poole Harbour Commissioners - and a former Chair of Poole Sea Cadets - said: "I was delighted to see the National Lottery grant of £15k made to Poole Sea Cadets, which will enable the self-funded organisation to continue their magnificent work with young people in the BCP and East Dorset areas. The unit is at the heart of our Poole maritime community and through the endeavours of an entirely volunteer staff team they bring nautical adventures, awareness, and fun to the cadets, sowing seeds for a future in the maritime and associated professions."

Echo 19 August 2026

POOLE MARITIME TRUST is preparing for a future display on

THE HISTORY OF THE POOLE CANOE

We are looking for the following examples – all traditional wooden canoes, in **ANY CONDITION.**

- A simple old transom canoe
- A double ender
- An early, inset outboard well
- A gunning canoe (possibly with its gun and retaining equipment?)
- Leg O' Mutton sail and mast

Have you or your family got a canoe you would lend or donate for the display? You may know of a canoe rotting in a garden or on the water. Used or unused, any condition.

We would accept anything historic and original on a lend basis or on a gift or donation basis.

Owners, previous owners' history, name of builder all acknowledged in the display. Family stories welcomed. Photographs and pictures.

We will also be looking for Seagull outboard motors and parts, especially ancient pre-war or unusual ones, on the same basis. Any condition. Loan or donation. **Plus** anyone who worked or relatives of anyone who worked at the Seagull factory, with any memorabilia they would be prepared to loan for the exhibition. The more curious the better!

Call: 07860 259688 (text) or email secretary@poolemaritimetrust.org

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COVER PHOTO



With thanks to Andrew Hawkes.

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



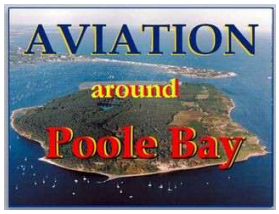
Speaker: Helen Baggott

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 that the re-telling of the voyage and early years in America

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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 Trust New Year Luncheon** 12 for 12:30pm

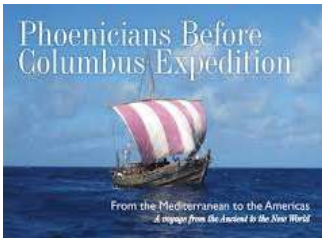


Speakers: Dave Parham & Thomas Cousins TBC

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 Poole Maritime Trust 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.

SOCIETY FOR POOLE

PROGRAMME SEPTEMBER–MAY 2027

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)*
19th January	**Steve Roberts** *The Ringwood to Christchurch Railway (Lost Hurn Branch Line)*
16th February	**Colin Elkins** *History of Broadstone*
23rd March	**Kit Pearce** *(Note change of date)* *Poole Congregationalism: Faith in bricks and mortar (Architecture)*
20th April	**AGM** *(Short talk tbc)*
18th May	**Charlie North Lewis** *History of the Tivoli Theatre, Wimborne*

All meetings held at The Oakdale Club, 92 Darbys Lane, Poole BH15 3EU. Talks begin at 7.30pm.

Members £3 Guests £4