

# POOLE MARITIME TRUST

## NEWSLETTER

### DECEMBER 2021.

#### CHAIRMAN'S CHRISTMAS MESSAGE

In the past, members of the Poole Maritime Trust received a quarterly report from the Chairman. Due to a number of circumstances, this has not been achieved for the past three years. The advent of a new web site has provided the opportunity for the Chairman to publish a quarterly report once again, not just for the membership but for all those who take an interest in what the Trust is undertaking now and for the future.

As many will be aware, much of the Trust's usual event activity has had to be largely curtailed for the past eighteen months due to the pandemic. Hopefully this situation will now improve and a full list of evening lectures and other events, to take place starting early in 2022, is being circulated by Bob Reid, the Programme Secretary of the Trust committee. Members will wish to note that our New Year supper will be held at the Royal Motor Yacht Club on 6 January 2022. Details are in the October 2021 newsletter which is circulated to members.

While pandemic restrictions have impacted on events, the other work of the Trust has continued apace. The archive has increased substantially, largely due to generous donations by members but also through donations from local people who have an interest in maintaining a maritime history of Poole and its environs. Peter Lamb, Vice Chairman and Archivist, assisted by Pat Woodruff, has been indexing the material and storing it in box files. Our Secretary, Jan Marsh, has also been at work indexing our paintings and helping set up a new Titanic display. Another volunteer, Jack Hawkins, has been carrying out research on Dunkirk and the little ships that went to the beaches from Poole in June 1940.

Two years ago, the Trust procured an underwater remotely operated vehicle (ROV) which has allowed a considerable amount of research into the harbour seabed to be undertaken. This has been largely undertaken by Robert Heaton who, in addition, operates his privately owned drone, which will permit the Trust to provide some interesting material for the new website.

As ever, the Trust welcomes those who are interested in the nature and the maritime history of Poole harbour to become members, who are given access to both the archive and the many lectures and visits which take place throughout the year. Applications can be made to the above address and applicants will be welcomed by our Membership Secretary, Margaret Morris.

It will not surprise those who follow the Trust activities to learn that with the increase in archive material, much of which requires to be saved through digital means, the Trust committee is giving consideration to finding new premises

from which the Trust can operate. Nothing has been established to date but a number of options are under review. Information will, of course, be updated as things develop.

I hope you have a Happy Christmas and an excellent New Year.

Best Wishes,



Geoffrey Edwardes. Chairman, Poole Maritime Trust.



## Davis's Boats 1924

Mr. Davis, of Sandbanks, is having an Ailsa Craig Kid 10-14 h.p. four-cylinder marine motor fitted in his passenger boat 'Gertom', which will be run under Board of Trade regulations. The work of installation is being carried out by Messrs. Wilkins and Wilkins, of Poole.

UNDATED

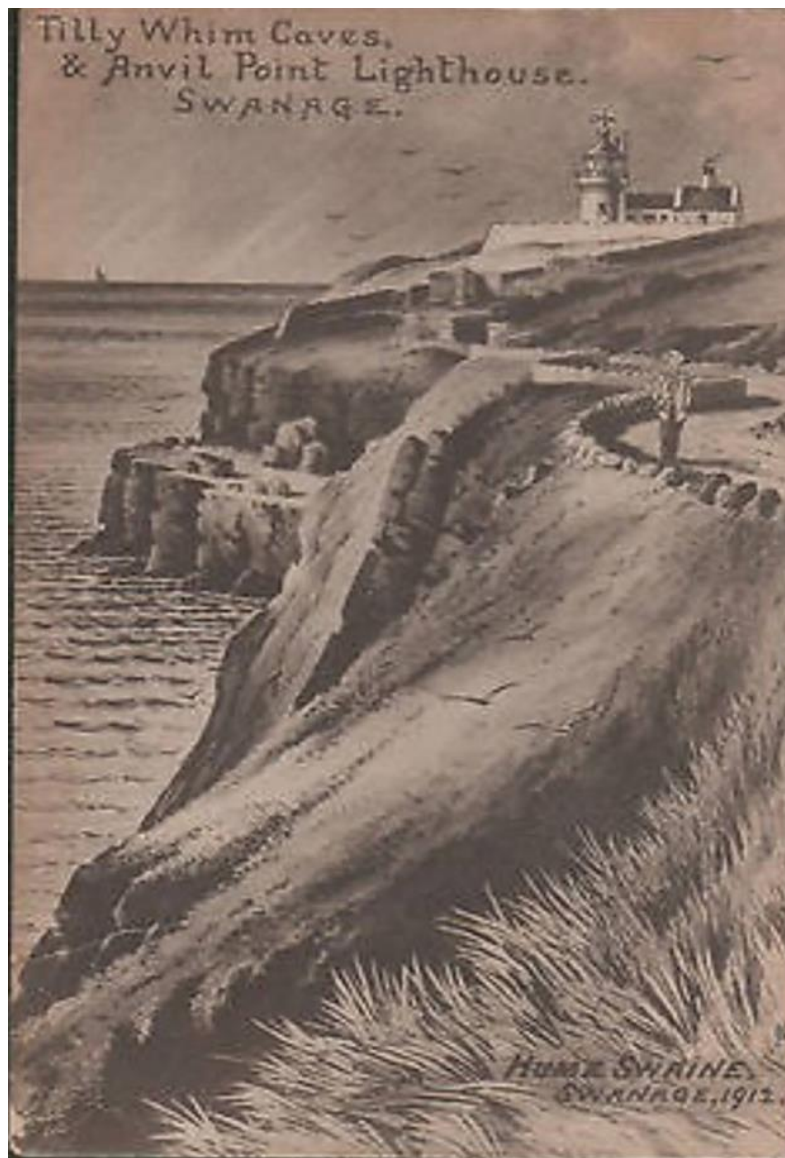
## SAILING BOAT SUNK AT BOURNEMOUTH.

### HAMPSTEAD LADY AND CHILDREN DROWNED.

The pleasure steamer Stirling Castle, while making a final trip yesterday evening from Bournemouth to Poole, *via* Swanage, came into collision with a sailing boat off the Old Harry Rock.

The sailing boat contained a Mrs. Watson, of Hampstead, who was on a visit to Swanage, and her two children, aged six and seven respectively, a lady's maid, and the two boatmen, Robert Brown and Dick Grant. All were thrown into the water, and Mrs. Watson and her children and Brown were drowned. Grant was rescued by a sailor who jumped from the deck of the Stirling Castle, and the lady's maid was picked up by a boat.

The survivors were taken to Poole by the Stirling Castle.





## **MARCONI**

In a letter to the *Bournemouth Daily Echo* Percy Newlyn declared:

These experiments were then, more or less secret, and were conducted between here [Bournemouth] and the Needles [Isle of Wight], but the point which gives Bournemouth the claim to priority in regard to them is that it was between these two points that he achieved the first fulfillment of his dreams, i.e. a 2-way communication.

I well remember the day on which the 2-way communication was achieved, as the man who held the purse strings [believed to be Scottish physicist and mathematician Lord Kelvin] was residing in the Royal Exeter Hotel, and a private luncheon to celebrate the occasion was held by those intimately concerned.



In another letter to the *Bournemouth Daily Echo* dated 4 May 1940, F A Olding of Moordown wrote that he too could:

...well remember the day on which the 2-way communication was made, since I was privileged to see something of the delight with which the inventor declared his triumph on that occasion. On a warm sunny afternoon, early in the season I think, I walked up the Bournemouth Pier with a message from my mother to her cousin, Capt Cox of Cosens & Co's paddle steamer Victoria, just as that vessel was berthing.

I was startled to see a slight, dark man in a blue suit, dash excitedly across the gangway, waving his right hand to the pier-master on the upper deck and shouting 'I've done it – I've done it'. With a

small black box tucked under his left arm he continued a run down the pier shouting 'I've done it', as he went.

Going on board, I soon enquired from the captain the reason for the excitement, and was told that the man was an Italian named Marconi, and that he had told the captain that the 'box' he had under his arm had enabled him that day to send, as well as receive signals by 'wireless', and that it was the first time that it had been done in that way. Previously, he had been able to receive only on the island [of Wight], and not send.

It was on 3 June 1898, that 'Sandhills' had the honour of receiving the world's first, paid 'radiogram' – transmitted from the isle of Wight by Marconi on behalf of Lord Kelvin (who insisted on paying a shilling for each message of greeting he sent to his friends, who had assembled on Marconi's cliff-top station in Bournemouth),

PADDLE STEAMER "VICTORIA" – Pictured in Weymouth Bay.



## THE POOLE CURIO SHOP 1924



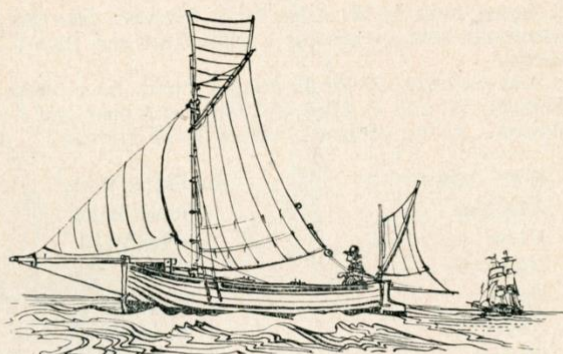
WE ARE INDEBTED TO DR. CHRISTINE COUSINS FOR HER VALUED DONATION COMPRISING A REMARKABLE COLLECTION OF IMAGES OF HISTORIC GALSSWARE AND POTTERY RECOVERED FROM THE HARBOUR FLOOR OVER A PERIOD FROM 2005 – 2007.

CAN ANYONE IDENTIFY THE SHIPPING COMPANY FROM WHOM THE FRAGMENT, BELOW, ORIGINATED ?





# CHANGES IN THE POOLE FLEET



*The author's sketch of a Poole yawl, 1889*

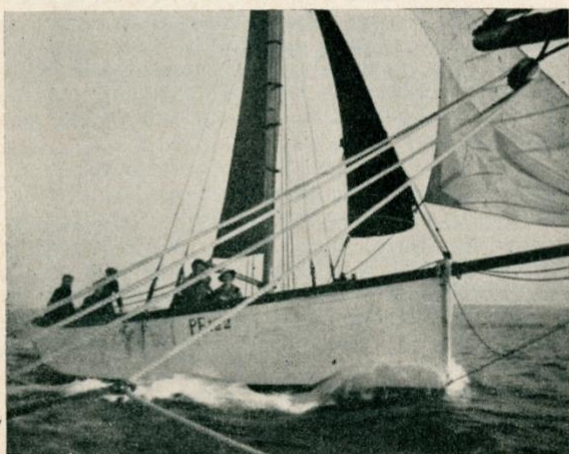
*From the coast where Alfred the Great built his fleet and  
defeated the Danes, Poole fishermen still sail their craft*

*by ARTHUR BRADBURY A.R.W.A.*

**S**AILING MEN WHO have entered Poole Harbour must have observed with interest the fine fleet of Poole trawlers at work off Christchurch ledge or in Poole Bay. The fleet consists of about 30 boats, but sad to say fewer are used for full time fishing. For all that, a good spratting season will see the whole fleet out in Poole Bay. They work from Christchurch ledge buoy The Dogger bank to the Poole bar buoy—or westernmost haul.

There has been a considerable change in the hull design of the fishing trawler during the past 60 years; originally the boats were smaller, of 14 to 20 ft. in length, yawl rigged, carrying a gaff mainsail, spritsail mizzen, jib, and topsail.

*PE 122 passes PE 56 near the finish of the fishermen's race*



MARCH 1956

The old boats were of full lines and heavy clencher build, and usually spent much time fishing inside the harbour.

## **Met the East Indiamen**

One hundred years or more ago, some of these boats would await the homecoming of the East Indiamen bound up Channel, and smuggle ashore goods brought home by the crews of these ships. In those far off days Poole Harbour was an ideal place for this form of business. The sandy shores were deserted and uninhabited; large tracts of heathland stretched for miles inland and the only roads were mere tracks used by pack horse and carrier.

## **Modern boats are cutter rigged**

The expression Yawl is still used by some of the older fishermen, but the more modern boat has been cutter rigged since about 1890. These early cutters were also clinker built of 20 to 25 ft. in length, with fairly deep keels carrying iron ballast and iron keels.

The oldest boat in the fleet is the *Sunshine* owned by J. Mathews, built in 1892, and is still in use.

After 1900, larger boats were built with deeper keels of 30 ft. in length, such as the *Prince of Wales* for T. Newman, *Sea Gull* for J. Wills, and *Jubilee* for R. Wills.

Having to travel so much farther for the catch larger boats were built up to 35 ft. long with 11 to 12 ft. beam. These big boats had centre boards, the first being built in 1906, *The Boy Bruce*, for Bob Cartridge. These centre board boats proved to be faster and handier than the old deep keeled boats. Up to the end of the first world war, it was a fine sight to see the fleet put to sea for a night's fishing, coming down the Wych channel under full sail with their large jackyard topsails set. One of the finest and largest of the fleet was the *Secret* of 35 ft. by 12



ft. beam, built by W. Allen for E. Harvey. She was eventually sold to become a pilot boat and then a yacht.

The builders of Poole fishing boats have been Barfoot, W. and J. Allen, Ashton and Kilner and J. Bolson. A list of boats, names is of interest :

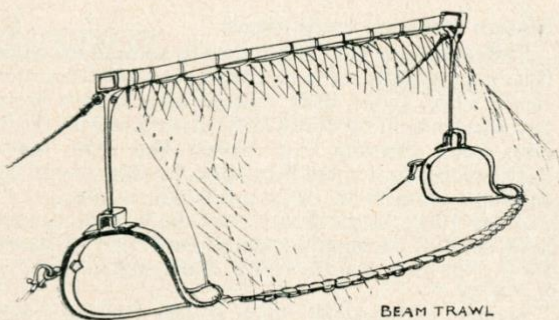
<i>Ethel Maud</i>	..	..	..	for Frank Wills
<i>Sunbeam</i>	..	..	..	„ Jessie Baker
<i>Clipp</i>	..	..	..	„ John Wills
<i>Alexander</i>	..	..	..	„ Wills
<i>Polly</i>	..	..	..	„ R. Hayes
<i>Secret</i>	..	..	..	„ E. Harvey
<i>Walrus</i>	..	..	..	„ J. Brown
<i>Sunshine</i>	..	..	..	„ J. Mathews
<i>Alarm</i>	..	..	..	„ Jim Mathews
<i>Cariad</i>	..	..	..	„ Morgan Jones
<i>Gertrude</i>	..	..	..	„ Morgan Jones

#### “Roughest and toughest sea dogs”

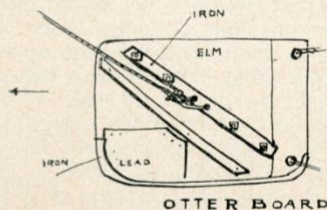
What of the men who sailed these fine yacht-like boats? It was A. W. Roberts, author of *Coasting Bargemaster* who wrote (and he should know): “Poole has produced some of the roughest and toughest sea dogs that have ever wetted their fleet in sea water.” For hundreds of years Poole seamen have been sailing the seas. Did not Alfred the Great build his fleet at Wareham, and defeat the Danes off Swanage? Poole men manned a large fleet of over 200 vessels, trading to Newfoundland and other parts of the world, during the 17th to 19th centuries. Many went into sailing coasters and a Poole fisherman makes a first rate-yacht hand.

During the last war, the young men went into the Royal Navy, or minesweepers, some receiving decorations.

As a boy, when I have been fishing outside in



BEAM TRAWL



OTTER BOARD

SHIPS AND SHIP MODELS



“Silver Spray” (J. Collett) makes a brave sight in the fishermen’s race

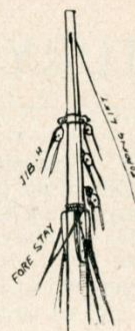
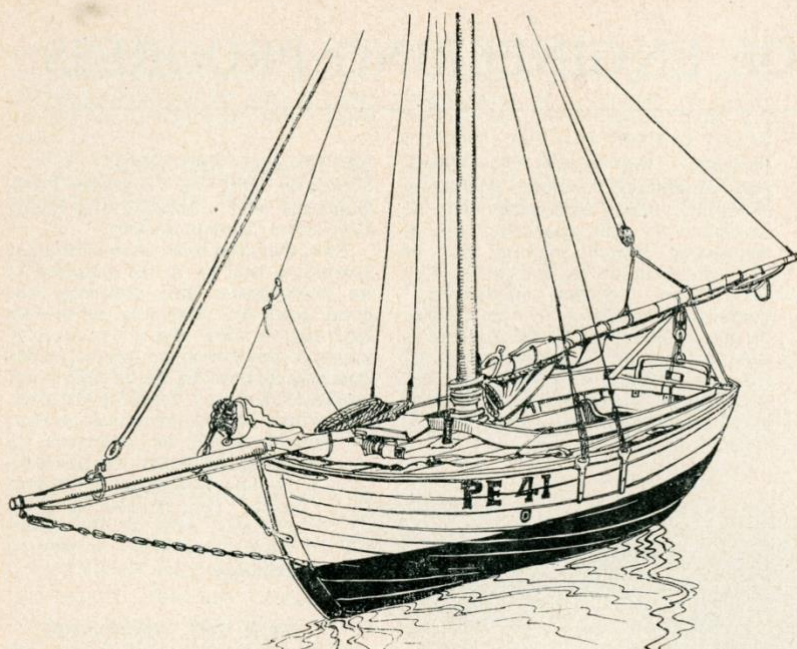
Poole Bay, I have seen some of the older fishermen sailing and working their boats and nets, wearing bowler hats and side whiskers. Now, all has changed. About 1915-1916 the first motors were installed: single cylinder Britt 8 h.p. engines. *Cariad* and *Boy Bruce* were the first. The rest followed, centre boards were taken out, and up to 1939, sails were still carried. Now, a trysail is often set, and one headsail, during the fishermen’s race. This autumn, over 25 boats turned out but many of the sails set had seen better days.

#### Latest addition to the fleet

The latest addition to the fleet, is *Gertrude II*, owned by Morgan Jones built in the Isle of Wight by the brothers Atrill. A fine sturdy boat, she is used for fishing during the winter months and for charter and yachting parties during the summer. She has a powerful diesel engine and is a Bermudian rigged sloop.

One recalls with interest how some years ago the fleet was caught out in winter time when a heavy westerly gale sprang up, putting the fleet 12 miles to





Left: "Sunshine", oldest boat in the Poole fleet. She was built in 1892 and is still in use

Below: The author's sketch of "Polly", owned by R. Hayes, coxswain of the lifeboat

leeward. The smaller boats had worked their way to windward at the first sign of a gale brewing, but some of the larger boats were caught out and caused great anxiety in Poole town.

The lifeboat has been called out on a few occasions, but fortunately no loss of life has been recorded.

The author once witnessed the lifeboat putting to sea under sail, before the motor lifeboat came to Poole; she went out through the Looe Channel, and made a brave sight. The wind and sea on this occasion sprung up with hurricane squalls. Many sails were blown to ribbons, and some of the engines broke down. A Poole man who was out in this blow told me that the wind was blowing so hard that it was difficult to breathe when facing into it. His boat, *The Little Tom*, PE 68, broke the gaff of her mainsail but with the engine alone no headway could be made. So they repaired the gaff and put three reefs in the mainsail.

#### The call to Dunkirk

I should like to end this short sketch with a mention of the Poole fleet of about 20 boats answering the call for small boats to assist at the Dunkirk evacuation. The fleet left Poole at 2.45 pm. and arrived at Dover at 12.45 pm. the following day. One boat *Island Queen*, PE. 33, was lost on the beaches of Dunkirk; she was owned by Mr. Tom Davis. Many of the boats were too deep for the beaches so did not go over, but it was a good performance for these small boats.

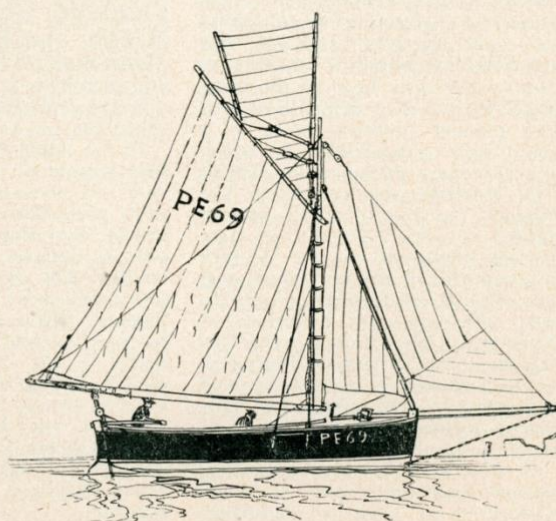
As in many other seaports, there are certain families who have lived at Poole for generations, such as the Wills, Mathews, Brown, Cartridge, Baker, Davis and Hayes.

#### The fisherman's advice

You will rarely see a Poole boat in trouble or ashore; for my own part I am grateful for being

rescued twice by Poole fishermen; on the first occasion at the age of 13. With my father I was caught out in a summer gale—near the Hook Sands. With the boat half full of water; we were glad to see Wills turn up, who took us aboard and towed our boat in. (This fisherman's wife was with him and at times took the helm.)

On another occasion in a capsized sailing boat, when alone, I hung on until J. Cartridge came up and took me aboard. He and his mate righted my boat and bailed her out; fortunately I had a large bucket in the boat, and I was able to sail away, but I shall always remember his last words; "Always carry a bucket, sir. It will save your life."





# THE LOSS OF THE 'TITANIC', 15<sup>th</sup> April 1912.

## Titanic Exhibit. December 2021.

John and Hester Cribb have been members of the Poole Maritime Trust for many years.

Before John died earlier this year, they agreed that they would donate a piece of important family history to the Trust. We are delighted that Hester has now given the PMT a wonderful family heirloom that gives us a direct link between John's family living in Parkstone, and the sinking of the Titanic.

We have a charming picture of John's Grandfather, John Hatfield Cribb, in a most unusual frame, along with a copy of a handwritten graphic description by his daughter Laura, of the few hours in which the Titanic hit the iceberg and sank and how Laura was rescued and taken to New York.

Thank you Hester, for this generous and important donation. We have created a small, temporary display which can be seen at our library HQ, above the Public Library in Canford Cliffs.

At the moment, we are open every Thursday morning 10:00 – 12:30 or at other times by request.

Peter Burt.

*The Poole Maritime Trust thanks the late **John Cribb**, (grandson of the man who lost his life on the Titanic) and his wife **Hester Cribb** for donating the material displayed here, from their family archive.*





## **MY EXPERIENCES ON THE R.M.S. TITANIC by LAURA M CRIBB (SURVIVOR)**

Set sail for New York on April 10<sup>th</sup> 1912 with Father, on the largest steamer afloat, the White Star Line "Titanic" on her maiden trip, which was the first and last, for, when within about 40 hrs; journey from New York, she struck a monstrous ice-berg, the upper portion of which crashed onto the deck, the lower crashed into the bows of the boat, which split in the middle in less than three quarters of an hour after we were in the life-boats. The ship struck at 11-15 on Sunday April 15<sup>th</sup>; I was not in bed till 10-50, but was soon fast asleep. I have a very powerful instinct and very clearly remember that I suddenly awoke, and, with a slight shiver sat bolt upright in my bunk. I am sure I sat thus for quite three minutes, hearing only the deep breathing of my companions who were still fast asleep, and the splash of the waves against the port-hole, when suddenly the ship trembled violently, then stopped with a jerk, and a second after one of my companions awoke, and fervently clasping her hands, cried out "Oh! My God what has happened" then she turned to me and said "I can't leave my two children, will you go and find out if any serious accident has happened". So I got down from my bunk, dressed as quickly as I could and went out into the passage, which was soon full of people all eagerly asking the same question, "What has happened?" I had only been in the main passage a few minutes when I heard my father calling my name, and I answered as loudly as possible above the din, and soon he was beside me, and he asked me if I was fully dressed, and I replied that I was, so we went a little further up the passage to talk with some of our fellow passengers. After we had been laughing and chatting for about five minutes, my father turned to me and said that we should probably have to go out in the life-boats for half an hour or so, as we had met with an accident and they would want to lessen the weight of the ship, to try and repair the damage. But I am sure Father knew that something very serious had happened and that once away from the ship we should never return to it. Just as Father had finished speaking to me, the Captain and Officers came hurrying along, and shouting as loudly as they could "Gentlemen, assist the women and children to get their life-belts on, then go up on deck all of you". So I immediately pushed my way back to my cabin, where I found my companion and her two children dressed, so I told them what I had heard, then I got up on my bunk and took down all the life-belts that

were there, I then took one down for myself and gave the others to my friend and I told her that if she came out in the main passage some-one would assist her to put them on. I then rushed back to Father, who took the life-belt from me and told me to hurry along with him at once to the upper deck, and we were the first there, so we ran swiftly across to the little iron stair-way leading to the second-class deck, which we ascended and easily got over the little gate at the top. Then we went through the saloon and up to the first class (~~deck~~) state-rooms and out on to the deck where the life-boats were ready to be lowered. As soon as we appeared, an Officer came up to us and told Father to put the life-belt on me, which he did at once, and then Father told me to go and get as close to the life-boats as I possibly could. I then left him, and neither of us spoke as we expected to meet again in a short while. I was able to get into the 3<sup>rd</sup> life-boat being lowered, but when we had been let down about halfway, one of the pulleys got stuck, whilst the other one was still working, and we all thought we should be overturned into the sea, but however, it started working again just in time to prevent such a calamity. We had a very difficult time indeed in getting away from the "Titanic" as the suction was so very strong, but however the sailors, with the help of four females managed to get it away from the gradually sinking ship. I must say here, that there was very little panic indeed, as the truth of what had happened was not known by a great number of people until we were away from the ship, then we could see for ourselves what had happened, as a huge portion of the ice-berg had ~~crashed~~ crashed on to the deck near the wireless operating room. We had only been out about half an hour, when suddenly the lights of the doomed ship went out, and immediately after there was a terrific thunderous explosion, followed by the most terrible shrieks and groans of the helpless and doomed people that were left on the wreck of the great ship, the explosion having caused the ship to split in half, and then it sank very rapidly indeed. Since leaving Father I had not uttered a sound, but as soon as the ship exploded and split I gave one awful shriek and fell unconscious. When I became conscious again it was dawn, and a more beautiful scene you could not have wished to see and there was no sign of the "Titanic". I asked how long I had been unconscious, and was told "Nearly six hours". I was pretty well frozen through and my limbs ached dreadfully but gradually the sun came out stronger and brighter, and I very very slowly got a little warmth into me. After a



while the Quartermaster (who was with us) lifted me up a little and pointed to the "Carpathia" to which we were rowing as quickly as possible, but it seemed as if we should never reach it, every minute seemed an hour. But in about an hour and a half we reached it. I was so stiff with the intense cold, that I could not climb the rope ladder which had been let down over the side of the "Carpathia", so I had to have the belt and rope adjusted under my arms and round my waist. As soon as I reached the top two blankets were thrown around and over me, and I was carried to the saloon which served very well as a hospital that morning. After I had rested about 10 mins; a nurse came and rubbed me and gave me a cup of black coffee, boiling hot, and without sugar or milk, this she made me drink almost at once, then she wrapped me up again and went to attend some-one else. After I had become warmed up a little, I was helped to a cabin, where a nurse was waiting to put me to bed. I had to sleep on the top bunk, and as my nerves were very much strained I became excited in my sleep, and only woke up just in time to prevent myself from falling out. After breakfast next morning I was able to go out of my cabin, and as I went through the saloon I found everyone looking at the notice board for news of their loved ones. It was not till then, that I fully realized what had happened and what it would mean to me in the future, and yet I could not give up my hopes entirely of seeing my Dear Beloved Father again. It was very foggy next day. A dense yellow fog hung about us, so that we made very little progress, and the fog-horn was going the whole time. The third day was glorious, and we had a very dazzling view of an immense field of ice. The first two days we were on the "Carpathia" the Bandsmen were not allowed to play their instruments at all, and were told to assist the ladies as much as possible on deck, but on the third day they played Hymns and some beautiful soothing selections of music. At last we arrived in New York under cover of darkness about 9-30pm, on April 18<sup>th</sup>. We were taken to a room and given a little food and money, (and clothing to those who needed it, as a number of people were very scantily clad). Then after answering a few questions, we were whirled away to various hospitals in ambulance cars. I was taken to St Vincents Hospital and was soon in bed, but friends managed to locate me very quickly and came to fetch me about 10 mins after I was in bed, so I had to get up again, and home where we arrived about 12-30pm that night. At noon next day I was

taken to the city of my birth, Newark, New Jersey, where I had relatives and friends anxiously waiting for my arrival.

Laura M Cribb

Survivor of the

“S. S. Titanic”

## ITCHEN FERRY – GAFF CUTTER



This beautiful old gaffer, sold recently by Wooden Ships yacht brokers, was built in 1898 by Hayles on the Isle of Wight on lines of the classic Itchen Ferry boats.

Itchen Ferry gaff cutters were first built on the River Itchen during the 19th and 20th centuries. They were originally used for fishing in the Solent and surrounding waters.

This beautiful example was discovered as a derelict wreck in the late 1980s. A complete professional rebuild commenced that eventually saw the boat re-launched in 2003.



## Skylark 9 Restoration Project

### A small boat with a big history

The Skylark IX Recovery Trust cares for a 'Dunkirk Little Ship' that saved lives during Operation Dynamo in 1940 and was herself later saved from a watery grave at Loch Lomond in 2012. Today, as a symbol of recovery and resilience, Skylark sits at the heart of our projects inspiring people to make positive changes to their lives and communities.

## SKYLARK 9

The commissioning of SKYLARK 9 in 1934 marked the culmination in the development of the open boats operated by Jake Bolson on "Trips Around The Bay" from the Bournemouth foreshore from 1900. Designed by Jake's son H J (Dick) Bolson Number 9 was built at their SKYLARK YARD opposite Poole Quay, on the site now occupied by Sunseeker Yachts. Measuring 50ft loa by 14ft beam and powered by a PARSONS petrol paraffin motor driving a single screw she was certified by The Board of Trade to carry 115 passengers. Featuring the trademark varnished raised focsle head, which contained the heads and stores, Number 9 (Bolsons' never used Roman Numerals) was a close copy of Number 8 which had been built in 1931. Their introduction into service enabled some of the older and smaller SKYLARK craft to be withdrawn.

In 1934 a major fire on BROWNSEA ISLAND, which burned for a week and devastated a lot of the island's vegetation, provided an attraction and Bolsons' met the curiosity of the general public with cruises into Poole Harbour which circumnavigated the Island. The popularity of these cruises continued after the fire ended and resulted in the later commissioning of SKYLARK 10 which was a wholly different type of craft being flush decked and powered by diesel motor, and later the TITLARK class of larger vessels better suited to the two hour cruises, as distinct from the 45 minute Trips Around the Bay which continued using the open boats.



SKYLARK 9 Under construction and rafted up alongside another craft on Poole Quay shortly after launch.



SKYLARK 9 With fleet sisters at Bournemouth Jetty loading for an angling trip



# THE "SKYLARK," "TITLARK" & "SPEEDLARK" PASSENGER BOATS

Services from Boscombe Pier and the Bournemouth Beach Landing Stage, weather and other circumstances permitting.  
CHILDREN HALF PRICE — PRIVATE PARTIES CATERED FOR.

## 30-MINUTE CRUISES ROUND THE BAY. (Routes 1 and 2).

A short Trip for those who are limited for time. Remember even though your holiday be short, you must have a trip on the brio. See the Piers, Promenades, Zig-Zags, Chines, Lifts, Pine Cliffs, Sandy Hill, Joseph Steps, Simpson's Folly, Sandbanks, Hengistbury Head, etc. The Chines alone are worth seeing, Dorley, Alarn, Middle, Branksome, etc. Hengistbury Head was fortified in prehistoric times with large earthworks and was the landing place of Hengist the Viking, when he made his second invasion of England.

Boats leave every 15 minutes. Fare 1/-.

## THROUGH THE DORSET LAKES—ROUND THE ISLANDS OF POOLE HARBOUR. Route 4.

A Voyage Westward past the Chines, Branksome Solarium, Canford Cliffs, Sandbanks and Shell Bay, through the Brownsea Roads Yacht Anchorage, round Brownsea Island with its historic Castle (built in the reign of Henry VII and fortified to guard the Harbour). Furzey Island, and Green Island via Wych Channel, South Channel and East Looe, passing Cleavel and Goshoben Points with Corfe Castle in the background. The finest scenery in the district.

Ask the boatman about the "Hawklurst Gang" of smugglers who terrorised this part of the coast, raiding the Customs House and killing several Revenue Officers, or "Harry Paps" the pirate who sailed from Poole on many a raid along the Breton and Spanish Coasts.

Depart from Boscombe at 10.30 and 2.45

Return to Boscombe at 1.0 and 5.15

Depart from Bournemouth at 10.45, 2.45 and 3.15

Return to Bournemouth at 12.45, 4.45 and 5.0

Fares—From Boscombe or Bournemouth 2/-.

Refreshment saloon and bar on board. Music provided.

## TO SANDBANKS. (Via Routes 4 and 6)

This Service is a rapid and pleasant way of reaching Sandbanks or Shell Bay, affording a splendid view of the coast to the Westward passing the Chines, etc., facilities for bathing or picnicking at either destination. Sandbanks is noted for its new bathing pavilion and splendid beach.

Depart from Boscombe at 10.45 and 3.45

Return to Boscombe at 1.0 and 5.0

Depart from Bournemouth at 10.45 and 3.45

Return to Bournemouth at 12.45 and 4.45

Arrive at Sandbanks at 11.15 and 3.15

Depart from Sandbanks at 12.15 and 4.15

Fares—From Boscombe or Bournemouth 1.6 return, 1/- single.

Landing Tolls Included. Refreshment saloon and bar. Music provided.

## FISHING TRIPS EVERY WEDNESDAY AND FRIDAY.

Anglers can now fish over the best grounds in the Bay. It is no longer necessary to spend time and energy rowing there and back. Fish in comfort from a large motor boat somewhere where it is worth while.

Depart from Boscombe at 6.15 and return at 9.15

Depart from Bournemouth at 6.30 and return at 9.30

Fare 2/6 Bait and Fishing Gear supplied to order.

## TO STUDLAND. (Route 5).

The beauty spot of Dorset. An old-world village, with thatched cottages, Saxon Church, and other places of interest, including Agglestone Rock, Old Harry Rock, Shell Bay, etc. Legend states that the Devil during a fit of rage threw the Agglestone Rock from the Isle of Wight. It is an amazing fact however, that this stone did not come from any of the surrounding districts, and the question is, how did it get there?

Depart from Boscombe at 10.30 and 2.30

Return to Boscombe at 1.0 and 6.15

Depart from Bournemouth at 10.45 and 2.45

Return to Bournemouth at 12.45 and 6.0

Arrive at Studland at 11.40 and 3.45

Depart from Studland at 11.45 and 5.20

Reduced Fares—From Boscombe or Bournemouth 2/- return, 1.6 single. Landing Tolls included.

## OUR SPECIAL MYSTERY TRIP EVERY EVENING.

Somewhere different every Trip; enjoy fresh scenery. Make this cruise a weekly habit. Not only do we provide music for your entertainment, but part of the time is devoted to travelling. All the fish caught in the net being handed over to the holders of the lucky numbered tickets.

Depart from Bournemouth at 8.0 and return at 10.0

Depart from Boscombe at 7.45 and return at 9.45

Fare—From Bournemouth or Boscombe 2/-

Refreshment Saloon and Bar on board. Music provided.

## A GRAND LATE EVENING CRUISE

A delightful sea voyage past Hengistbury Head and across Christchurch Bay giving a splendid view of the combined estuary of the Rivers Avon and Stour, also Modford, Highcliffe, Milford-on-Sea, Barton-on-Sea and the Needles, Isle-of-Wight. Fare 1.6.

Depart from Bournemouth at 8.30

Return to Bournemouth at 10.0

## SINGLE TRIPS TO SANDBANKS AND POOLE QUAY EVERY EVENING. (Route 6).

A cheap evening's amusement, make the combined boat and bus tour of Poole or Sandbanks. Travel there by boat and return by bus.

Depart from Boscombe at 6.45, 7.45 and 9.45

Depart from Bournemouth at 6.0, 7.0, 8.0 and 10.0

Arrive at Poole Quay at 7.0, 8.0, 9.0 and 11.0

Fare—From Bournemouth or Boscombe 1/-

## SPEEDLARK SPEED THRILLS.

These 225 h.p. super Speedboats provide a sensational marine thrill that cannot be imitated. A ride that must be experienced to be believed, exhilarating excitement at 45 m.p.h. The fastest passenger Speedboats operating in the British Isles. Reduced Fare 1/-

From Bournemouth Pier or Beach Landing Stage.

1938-9 TIMETABLE SKYLARK s 8 9 & 10 would have been operating alongside TITLARKs 1 & 2

*With thanks to Chris Wood for the history of the "SKYLARK 9"*

On 25<sup>th</sup> November the Trust were delighted to host Fergus Sutherland from the Skylark 9 restoration project. He is continuing to research her history including her involvement as part of the Flotilla of Little Ships that left Poole on 28th May 1940 to take part in Operation Dynamo, the Evacuation of the BEF from the beaches of Dunkirk.

Chris Wood and Jack Hawkins assisted Fergus who now wishes to maintain the links with PMT and further research in our extensive archive of Bolson's Shipyard and Poole Naval Base 1939 to 1945. He found Chris's book, "ANYMORE FOR THE SKYLARK" a rich source of the vessel's history and had his copy signed by Chris. Jack advised with the references held in the Trust library as a result of the research undertaken regarding the Motor Yacht Estrallita.

"SKYLARK 9" and the restoration project are continuing to help others. She is proving a focal point for people within the community of Glasgow community who need to gain confidence and skills in order to improve their lives. The vessel's history itself is a lesson of overcoming tragedy and adversity.



Two days after the 70<sup>th</sup> Anniversary of Dunkirk Skylark 1X sinks at her moorings and remains there for two years.



In 2012 she was discovered and although in a sorry state was recovered.

From this Little Ships inspiration, the Trust has set up courses for Skiff building, Boat building and Coastal Rowing to encourage young men and women to engage and reach their full potential. We wish them all the very best and look forward to working with Fergus again soon. You can find out more on the link below. <https://skylarkix.co.uk/recovery-project/restoration/>

JACK HAWKINS & FERGUS SUTHERLAND taking a break





## **FURTHER REVELATIONS CONCERNING THE ROLE OF POOLE BOATMEN**

### **IN THE EVACUATION OF DUNKIRK.**

*(With many thanks to Jack Hawkins for his tireless efforts in researching this important historic event)*

*“We have submitted our documentation to Association of Dunkirk Little Ships which has been reviewed and revised by a Naval Historian who is an academic with his field being Naval Intelligence. This was our first indication that Private yachts left Poole on 28th May 1940 to deploy to Dunkirk.”*

### **“Lend Your Boats To Bring Troops!”**

#### **Fishermen Said “Yes”**

When an appeal was made to Poole fishermen and yachtsmen to lend their boats to help in the transport of troops from Dunkirk a ready response was made by the fishermen.

Volunteers were asked to make up crews. The regular seamen were not able to go, so many of the crews consisted of tailors, fishmongers, and men who had never been to sea in their lives before.

About 20 small boats were eventually got together, and left Poole Harbour late on Wednesday night for a south-east port.

The boats including smacks from the Poole fishing fleet, Skylarks, and motor launches belonging to Councillor Tom Davis and Harvey's.

Captain H. Bennett, age 75, took charge of the Skylarks. The Poole lifeboat was also in the procession.

Captain H. Quick, who was in charge of the small fleet, told a “Herald” reporter that at daybreak he found one of the boats anchored about 10 miles out to sea with engine trouble.

Later on they found a tug which had lost its bearings. Mr Quick explained where they were going and the captain of the tug joined in the procession.

### **THEY ALL GOT THERE**

The journey which was about 200 miles took most of the boats 28 hours of continuous sailing.

In spite of numerous breakdowns and other troubles, all the boats arrived safely.

“It's really amazing how they got there at all” said Mr Quick.

Yesterday the crews left Poole by train for the same port in order to sail their boats back again.

*Poole and Dorset Herald*

*June 1940*

## Poole Maritime Trust Newsletter December 2021

### Port Update courtesy Kevin Mitchell

Over the weekend of 16<sup>th</sup> / 17<sup>th</sup> October the large 145m long cargo ship *Haren* was in port to unload two large helicopters which it is believed are destined for the Royal Naval Air Station at Yeovilton in Somerset. This photo of *Haren* alongside South Quay was taken by Darryl Morrell.



The PHC tug *Herbert Ballam* returned from prolonged maintenance work in Southampton on 3<sup>rd</sup> December, and went straight to work assisting the *St Helena* to berth at South Quay.



Due to *Herbert Ballam*'s absence and a lack of other tugs, the *Afon Las* belonging to Holyhead Towing was brought to Poole during October and moored at the Jenkins Marine pontoon and was in use on the evening of 19<sup>th</sup> October to berth the freight ferry *MN Pelican* in strong winds.



Brownsea Island closed for this year on 31<sup>st</sup> October, Greenslade's Pleasure Boats running just their *Purbeck Pride* that weekend. The Poole fleet of harbour ferries generally get overhauled and repainted over the winter, although City Cruises continue to operate harbour trips throughout the winter. Their *Harbour Scene* was dry-docked at Gosport during October and *Island Scene* at Lake Yard, Hamworthy. The City Cruises fleet are all being repainted with blue hulls ready for next summer. Brownsea Island Ferries' *Maid of the Islands* and *Maid of the Lakelands* were noted alongside Poole Town Quay at the beginning of December with freshly repainted yellow hulls.



Condor Ferries had a busy summer with both *Condor Liberation* and *Condor Voyager* sailing from Poole to the Channel Islands, but as from November a reduced winter timetable is in operation. Each will take it in turn to be dry-docked at Falmouth this winter. Brittany Ferries were not able to offer any passenger sailings from Poole this year, with the popular *Barfleur* remaining laid-up in the French city of Caen until early 2022 (see photo taken on 5<sup>th</sup> November).



A new seasonal high-speed service has been announced for 2022, with the *Condor Liberation* operating Portsmouth-Cherbourg-Poole on Fridays, Saturdays and Sundays on behalf of Brittany Ferries, before making an afternoon sailing to the Channel Islands for Condor Ferries.

On 23<sup>rd</sup> November the former Royal Mail Ship *St Helena* arrived at South Quay for the first time. Having spent most of her career carrying passengers and cargo to the remote island of St Helena in the South Atlantic from Cape Town, she now transports cars and equipment around the world for the Extreme E motor sports series. The latest event was at Bovington during December. Having unloaded around 80 containers, *St Helena* proceeded to Falmouth for a brief period of maintenance before returning to layover in Poole on 3<sup>rd</sup> December. Also in port on 23<sup>rd</sup> November were the general cargo ships *Wilson Rotterdam* discharging steel beams, and *Ventura* loading barley. Due to the national lorry drivers' shortage, some goods are instead being transported around the UK coast by ship, and Poole has benefitted from this extra trade.







### **BOURNEMOUTH QUEEN**

Alongside Bournemouth Pier 20<sup>th</sup> June 1929. BOURNEMOUTH QUEEN was owned and operated by Red Funnel Steamers, of Southampton. Each summer, for many years, she would be based at Poole operating a variety of, mainly, long distance excursions from Bournemouth, Poole and Swanage.



### **A POOLE SUNSET 1990**

# FORTHCOMING MEETINGS AND EVENTS

## **POOLE MARITIME TRUST**

January Talk 20 <sup>th</sup> January	The work and resources of the Poole Maritime Trust	Poole Maritime Trust Members
February Talk 17 <sup>th</sup> February	"Cunard History and Glamorous Stars"	Steve Herra
March Talk 17 <sup>th</sup> March	"Crossing The Severn"	Brian Margetson
AGM April	To Be Confirmed	TBC

All events and talks will be at 8pm. in The Mountbatten and Edinburgh Rooms on the first floor of the Royal Motor Yacht Club, Entrance from Old Coastguards Road, 54 Panorama Rd, Sandbanks, Poole BH13 7RE

## **PADDLE STEAMER PRESERVATION SOCIETY**

**SATURDAY MARCH 5<sup>th</sup> 2022**

**SUNCLIFF HOTEL – EAST OVERCLIFF BOURNEMOUTH BH1 3AG**

AT 2pm – an illustrated talk

### **"FROM THE NEEDLES TO THE NAB"**

Peter Lamb recalls the halcyon days of the 1950's & 1960's

Revisiting the

Ports, Harbours and Resorts and looking back at Ships and other craft that serviced them

Entrance is FREE and all are welcome





## **NEWSLETTER**

The newsletter is published every 2 – 3 months. Submissions are invited for consideration in the form of articles, stories and images. If you have anything you consider would be of interest relating to the Harbour, it's history, or other maritime related subjects, please e-mail it to : UKCCA@AOL.COM

## **LIBRARY AND ARCHIVE COLLECTION NEWS.**

WE ARE ALWAYS SEEKING THE FOLLOWING TO BOOST OUR EXTENSIVE COLLECTION

We will be happy to collect.

- Photographs, slides and negatives – Anything maritime or harbour related.
- Films
- Ephemera – Posters/Leaflets/Tickets/Letters/Documents etc.
- Artifacts of any kind however loosely linked to the harbour or the maritime trade world-wide.
- Family history relating to Poole and it's environs
- Books
- Magazines & Periodicals
- Paintings
- Discarded lap-tops and surplus office equipment and supplies

We are very fortunate in receiving regular donations covering all aspects of Poole, it's fabulous harbour and shipping interests around the world.

Volunteers are always welcomed – Each Thursday morning from 10.00

First Floor, Canford Cliffs Library (Entrance at the rear of the building)



**WITH MANY THANKS TO THOSE WHO HAVE CONTRIBUTED MAKING THE PUBLICATION OF THIS NEWSLETTER POSSIBLE AND WISHING EVERYONE A VERY HAPPY NEW YEAR.**

**THE NEXT EDITION IS ON THE STOCKS AND PUBLICATION IS AIMED FOR THE END OF FEBRUARY.**