

## **POOLE MARITIME TRUST**

### **NEWSLETTER DECEMBER 2024**

#### **CHAIRMAN'S REPORT – December 2024**

As we approach the end of the year, we can look back at yet another busy twelve months. Activity has ranged from major commemorative events, such as the 80<sup>th</sup> anniversary of D Day to more routine tasks involving yet more additions to the archive and collections held by the Trust.

As ever your committee and volunteers have kept up the work of digitizing much of our photographic and other material for future generations, together with the usual more routine tasks involving the necessary preservation and storage of the donations received. In terms of broader issues, establishing contact with other local and regional organisations which have a maritime interest in Poole and local environs is being pursued and promises to be beneficial to the Trust in the longer term. This has also meant that our membership numbers remain healthy.

A highlight for next year will be the 85<sup>th</sup> anniversary of the Dunkirk evacuation which personnel and vessels from Poole took an active part. This is currently involves considerable work and will be reported on in more detail early next year.

From us all on your committee a very happy Christmas and New Year.

Commodore G H Edwardes OBE, Chairman

#### **OBITUARY - Professor Tim Darvill OBE , FSA Chair of POOLE HARBOUR HERITAGE PROJECT**



It is with great sadness that Poole Maritime Trust reports the loss of our committee member Professor Timothy Darvill after being diagnosed with cancer. We were privileged to have had Tim as the Chairman of our archaeological forum 'Poole Harbour Heritage Project' since 2013. As the son of a civil engineer, Timothy Darvill was born in Cheltenham, Gloucestershire on December 22, 1957, and became fascinated by archaeology as a child. In his teens was involved in local archaeology projects, and before going up to university he worked as a site supervisor on

summer excavations in Cirencester. He read archaeology at Southampton University, staying on to take a PhD in the Neolithic period in Wales and the West of England. Between 1983 and 1985 he worked for the Western Archaeological Trust and the Council for British Archaeology before establishing himself as a freelance consultant. His academic career was extraordinary. He was only 33 when appointed a professor and head of archaeology at Bournemouth Polytechnic. It was the only scientific programme taught at the Polytechnic at that time. In due course Bournemouth University was formed and he played a pivotal role in helping develop the university's leading status. Tim was a passionate advocate for his department of Archaeology and Anthropology. Many thousands of students and practitioners will be deeply saddened to have lost someone so kind and inspiring.

Prof. Darvill was frequently on television, led major projects, and was the author of more than 20 books and more than 200 papers and articles. He was described as 'one of the foremost archaeologists and prehistorians of his generation with a prodigious work ethic', by his colleagues at Cotswold Archaeology. Tim was one of the founders of Cotswold Archaeology who are now one of the largest commercial contractors that work on a broad range of projects, and who are one of the biggest employers of professional archaeologists in the UK. At the time of his death, he was chairman of the board of directors of Cotswold Archaeology.

Through the 1980s and early 1990s Tim Darvill and Professor Geoffrey Wainwright, later chief archaeologist at English Heritage, worked on plans to move the Stonehenge visitor centre at the monument, and made recommendations for dealing with surrounding roads – including the proposal (recently abandoned) for the A303 road tunnel. He was internationally known for his association with Stonehenge where he directed the first excavation for forty years within the stones. In 2005, Darvill edited 'Stonehenge: an Archaeological Research Framework', an English Heritage report, which noted that it had been more than 50 years since substantial excavations had taken place at the monument, since when archaeological methods had increased in sophistication, highlighting a research gap that needed to be rectified. In 2020, with David Nash, he used geochemistry to identify the "geochemical fingerprint" of the Stonehenge sarsen sandstone and found only one direct chemical match: the area known as West Woods to the south-west of Marlborough. The fact that the stones were sourced from the same area and subsequently remained in the same formation indicated that they were erected with a single purpose in mind. In 2022 Prof. Darvill suggested that the sarsen stones were designed as an ancient calendar, based on a solar year of 365.25 days, with each of the 30 upright stones that were originally part of Stonehenge's outermost circle representing a day within a month. Such a solar calendar had been widely used in ancient Egypt, raising the possibility that the builders of Stonehenge may have been influenced by Mediterranean cultures. The theory is controversial, and in a 2021 interview with the magazine *Antiqvvs*, he acknowledged that it would be wrong to seek one unifying explanation for Stonehenge. 'It was a long-lived structure that changed purpose and meaning over time, starting as an enclosed cremation cemetery and later becoming a ceremonial structure unique in the whole of north-west Europe'. He organised countless conferences, including those for PMT, and directed many excavations across Britain, as well fieldwork in the Isle of Man, Malta, Russia, Germany and the USA.

"He was Chairman of the Institute of Field Archaeologists (now the Chartered Institute for Archaeologists), vice-president of the Society of Antiquaries of London, vice-president of the Royal Archaeological Institute and a Member of the Council of the National Trust. He published widely on the archaeology of early farming communities in north-west Europe, working closely with colleagues in Russia, Malta, Greece, and Germany, and on archaeological resource management. He led a "Monuments at Risk" survey commissioned by English Heritage which reported in 1998 that ancient monuments had been disappearing at the rate of one a day since 1945, lost to development, road building and agriculture. It provided recommendations for the monitoring of change at hundreds of historic sites. Locally, Tim worked extensively with excavations in and around the harbour on projects such as the Green Island Causeway. He also remained as the key consultant for East Dorset Antiquarian Society on the more complex issues including the Neolithic site at Druce Farm, Puddletown with our Lilian Ladle MBE, FSA. His favourite site was the Neolithic long barrow at Belas Knap near Winchcombe in Gloucestershire, which he had got to know as a boy: Belas Knap led to a long involvement with more than 100 stone-built long barrows scattered across the Cotswolds, dating to 3800-3300 BC, some with burials, some without, some single-phase constructions, others multi-phase. From 2016 he led excavations of a long barrow at The Sisters near Cirencester, a structure that had developed through several stages. "What we see in its final form... is the culmination of efforts spread over perhaps 70 or 100 years, four or five generations," he explained. "And where this all takes us is an appreciation that the process of building a monument may have been more important than the final product; indeed, it was perhaps never 'finished', but always in a state of becoming." When not wielding his archaeologist's trowel, Tim really enjoyed playing the guitar in his band, the Standing Stones. Whilst being a serious archaeologist, he was a supreme networker at every level and able to make subjects fun with his dry sense of humour. In 2006 he won the National Award for the Protection of the Archaeological Heritage of Russia presented by the Russian Archaeological Heritage Foundation. In 2010 he was appointed OBE for services to archaeology. He will be remembered as a leading scholar, both in the UK and globally, being an archaeologist of international renown. Radio 4 gave a warm tribute to Timothy Darvill on 'Last Word' (1st

November) that you can get on the BBC iPlayer. Much of the information here is based on the glowing tributes from BU and Cotswold Archaeology for which we are most grateful. Our work will continue at Poole Maritime Trust and Poole Harbour Heritage Project despite the loss of such an eminent figure.

**Timothy Darvill, born December 22 1957, died October 5 2024**

**Robert Heaton PMT & PHHP Vice-chair**

## **THE PURBECK MINERAL MINE**

A brief potted history of Purbeck clay exports.

*By Barry Cobb*

During the 1600s imported tea and tobacco were becoming increasingly popular in Britain, enough to demand the rise in production of china tea sets and white clay pipes therefore the demand for ball clay needed to be met. It was recorded that in 1669 a ton of Purbeck clay would cost 5s/4d delivered to Russell Point in Wareham Channel by pack horses or donkeys, onward boat transport was not included in the price. Around the mid 1700s a certain Thos. Hyde (a dubious character by some accounts) of Poole acquired mining rights on Arne for the sum of £30 pa.



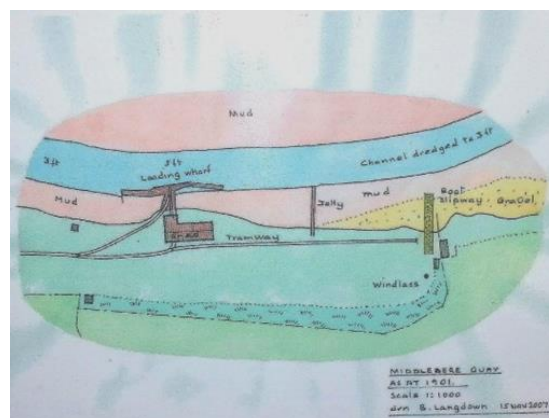
**Steam Tug *Frome* (of 1888) and Thames barges**  
(Courtesy Purbeck Mineral and Mining Museum)

Gaining a contract from Josiah Wedgwood, Etruria, to supply 1,400 tons of best pottery quality ball clay annually, transported by donkey to Hyde's Quay, also on the Wareham Channel. Transhipment was sometimes carried out in the harbour from smaller boats to sea going vessels rather than at Poole Quay to avoid the duty levied by Poole authorities. However, Hyde's business failed in the 1790s and mining ceased on Arne with Hyde's Quay becoming obsolete. Sometime around Thomas Hyde's business demise the Pike Bros. already clay merchants from South Devon arrived at Furzebrook House and commenced excavating a pit very close by, it would become what we know as the picturesque tourist attraction "Blue Pool" today. It appears that the Pike brothers had now won the prized Josiah Wedgwood contract to supply the clay from the "Blue Pool" pit.



## Launching motor tug *Allen* at Ridge 1932 (Source David Asprey)

Enter Benjamin Fayle a successful London shipping agent, who was also taking a great interest in the rising clay supply trade. He set to buying land at Norden and laying an expensively engineered 3 mile inclined gravity plate railway down to the shores of Middlebere which would deliver 10 tons of clay a trip on five 2 ton wagon loads and three times a day, horses would be utilised to pull the return empty wagons back up the gradient to Norden. 30 tons of clay a day delivered to the harbourside loading wharf was a revolution and now won him the prized contract. It wouldn't be until 1830 after finally purchasing the required land from Lord Rivers that Pike Bros finally completed their own line from Furzebrook to Ridge Wharf on the Wareham River Frome where they built a loading pier and also a boat building facility that built the clay transporting barges for the harbour and at least one motor tug launched in 1932 named "Allen" 1860 would see Fayles open a new pit at Newton serviced by a narrow gauge horse drawn tramway to Goathorn Pier in the South Deep channel. Around 1906/7 the Middlebere tramway was abandoned, Nordens tracks were extended and connected to Newton Pit and Goathorn Pier, the line was worked by several steam locos but the most notably known was "Tiny" the 1868 Poole built loco manufactured by Stephen Lewins, South Road foundry. "Tiny" served Fayles till 1948. By the latter half of the 1930s Goathorn Pier was being used less and less and with the likelihood of war approaching the ministry commandeered the heath and Newton village, the pier was destroyed lest it aided an enemy invasion. Road and rail transportation of ball clay became more favourable with only a comparatively small proportion still being exported through Poole Harbour, there were rail exchange sidings at both Norden and Furzebrook on the Swanage Railway.





After the war in 1949 Pike Bros. and Fayles Clay amalgamated their businesses until 1963 when English China Clay made a very generous takeover bid, the demand for good quality ball clay has never waned and today under the company name of IMERYS among their other large contracts for various grades of processed bagged clay I believe IMERYS has a contract to supply 5000 tons of ball clay monthly to Spain through Poole Harbour



### RECENT DONATIONS OF HALF-BLOCK HULL MODELS

For those that have visited our premises at Canford Cliffs, you may have seen our wide range of model ships mounted on the walls, cabinets and windowsills. However very recently, we have been fortunate to have been donated two half-block hull models, both with connections to Poole. These models were created by shipwrights at the ship building companies, prior to the advent of computer aided ship design.

David Hudson is a retired naval architect half-block hull model of one of the first designed, the tug 'Marton Cross'. This designed and built at Richard Dunston's company on the Humber. David had worked at Bolson's in Poole in the early he designed his first ship, a sewage vessel. He returned to the north-east of he took on the job at Richard Dunston at career in naval architecture continued at shipbuilding companies in the north-of England. His final such role was with

Poole.

The model of the 'Marton Cross' now Poole Maritime Trust. David described in detail how the model making process was integral to the design of the ship. The marks that are still clearly seen on (above) indicate the butts (vertical) and (horizontal). The model was not made piece of wood, but rather from a strips of wood that are sandwiched

David recalls that all the half-block hull ships designed at Richard Dunston's



*Figure 1 - Half-block hull model of the tug 'Marton Cross' built in 1963*

who donated a ships that he tug was shipbuilding previously 1960s, where disposal England where Hesse. His various east and south the RNLI at

hangs on the wall at the model the seams from a solid number of together.

models of the were hung on



the wall in the drawing office, as a model could always be accessed should replacement plate dimensions be required. These models were retained by the company until the end of the ship's life.

The second recent donation of a half-block hull model is of a ship built in Poole at Bolson's shipyard. The 'Chichester City' was a sand suction dredger, now classed as a 'trailing section hopper dredger'. This model is also built of laminated wood. Although most of the fine pencilwork on the hull has been worn away, the precise linework and notations can be clearly seen on the flat bottom of the hull.

'Chichester City' was built in 1970 and is still operating 54 years later around the coast of Denmark, under the name 'Lady of Chichester'.



Figure 3 - a full-length view of the model of the 'Chichester City'

We hope to shortly include an article about other models we have in our

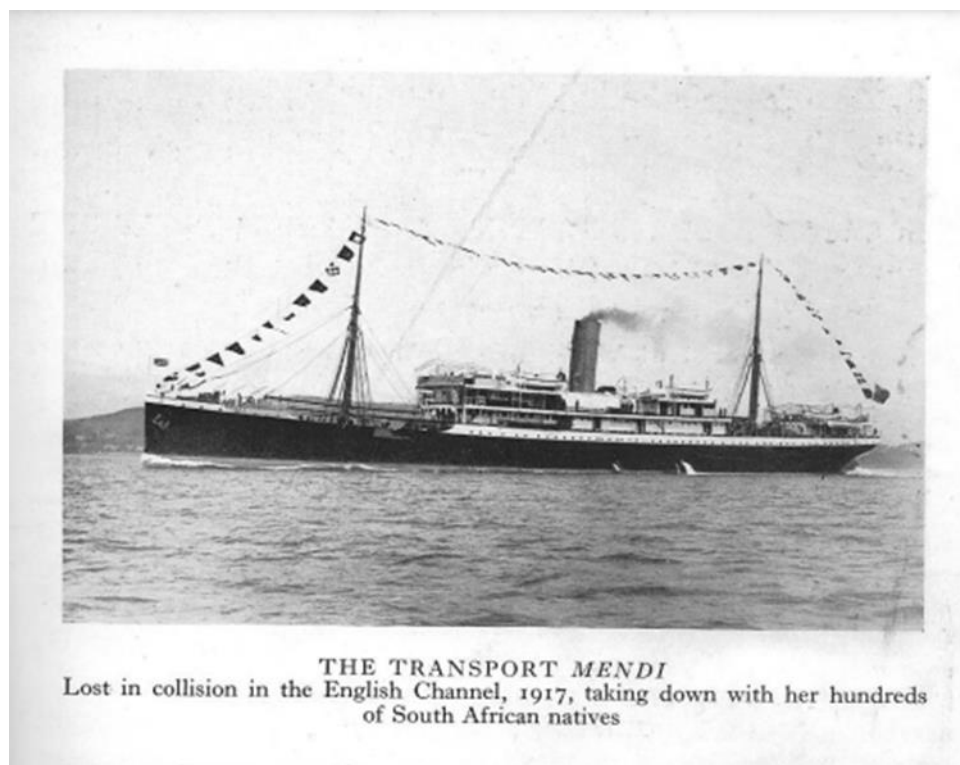
collection, including a

number of fine examples that we have recently received of yachts built at Southern Ocean Shipyard in Poole.

## The S.S. "Mendi"

### A FIRST WORLD WAR MARITIME TRAGEDY IN LOCAL WATERS.

[taken from Marischal Murray – *Ships and South Africa: a maritime chronicle of the Cape* (Oxford University Press 1933)]



It will be remembered that included in the convoy FROM South Africa which so nearly encountered the German Raider "Wolf" outside Capetown was the steamer "Mendi". An Elder Dempster West African mail liner of 4,230 tons,

she had in November 1916 taken a large portion of the Nigerian East African contingent from Lagos to Mombasa. On her return she put in at Capetown to embark the last batch of the South African Native Labour Corps for service in France. With a complement of 894 souls she set out from Table Bay on January 16th, 1917, reaching Plymouth about a month later. At 4.30pm on February 20th she began the last stage of her journey, from Plymouth to Havre, where the labour contingent was to be disembarked. It was rough and stormy in the Channel that night and the weather was bitterly cold. Below decks the natives lay huddled in their blankets trying to keep warm and to get what sleep they could. In the early hours of the morning disaster overtook the "Mendi". She was off St Catherine's Point at 5am when, suddenly, another vessel, also without lights, loomed up out of the darkness and crashed into her on the starboard side. The colliding vessel was the "Darro", an 11,000-ton liner of the Royal Mail Steam Packet Company bound from Havre to Liverpool. As the "Darro's" bows cut into the hull of the "Mendi" many of the natives were crushed to death as they lay asleep or were drowned by the sudden inrush of water. The "Mendi" immediately began to heel over; attempts were made to launch boats and rafts, but with little success, for the vessel was listing heavily to starboard. Within 20 minutes she had disappeared, leaving in the icy waters a struggling mass of humanity. The "Darro" had suffered little damage but her commander offered little or no assistance as it was considered dangerous to linger in that submarine-infested area. Within a short time 633 of "Mendi's" complement had perished. Several deeds of wonderful chivalry marked this tragedy. In the overcrowded lifeboats members of the "Mendi's" crew gave up their seats to natives and at the subsequent Court of Inquiry, special mention was made of the gallant conduct of the Quartermaster, Hugh Wilson, of Engineer Pascoe, and of Vincent Capter, an ordinary seaman. News of the loss of the "Mendi" was not published until several weeks later, when the names of all the victims had been ascertained. General Botha then announced the facts in Parliament at Capetown and South Africa was informed of one of the most terrible shipping disasters suffered in the course of her history.

## Port Update by Kevin Mitchell

The historic steamship *Shieldhall* moored at Town Quay from 26<sup>th</sup> August, to once again coincide with the Bournemouth Air Festival. Arrival was two hours later than planned due to adverse tides and mechanical problems experienced during the journey from Southampton. Launched in 1955, *Shieldhall* is Europe's largest operational steamship. Meanwhile, the paddle steamer *Waverley* returned on 9<sup>th</sup> September as part of its South Coast cruising season. *Waverley* sailed the following morning for around the Isle of Wight cruise, but was unable to return to Poole that evening due to poor weather, and ended up in Southampton instead. There were also problems to its schedules caused by the unavailability of Yarmouth pier, and later the piers at both Ryde and Portsmouth Harbour Station.



This nighttime photo of *Waverley* alongside Town Quay was taken by Ray Sexton.



The port's second cruise ship visit of the year was scheduled for 30<sup>th</sup> September, but poor weather meant that *World Voyager* continued onto Tilbury on its round Britain and Ireland cruise. In better news, the *Hamburg* arrived on the afternoon of 9<sup>th</sup> October from the Port of London for a maiden visit, with some of her 319 passengers taken by coach to such local delights as Lulworth Cove.



In Condor Ferries' news, their contract to supply ferry services to the Channel Islands of Jersey and Guernsey expires in March 2025. Both Island States have invited tenders for a new 15-year contract, with bids placed by Brittany Ferries (the majority shareholder of Condor Ferries) and DFDS. The joint decision was due to be announced at the end of September, but this was delayed. In a surprise move, on 31<sup>st</sup> October the States of Guernsey alone announced that it had selected Brittany Ferries as the preferred bidder. Meanwhile, the States of Jersey (which is believed to favour DFDS) has asked Condor Ferries for a seven-month extension to its current contract, so for the time being it is seemingly business as usual.



Condor's passenger and freight ferry *Commodore Clipper* arrived on 1<sup>st</sup> October, having sailed from the northern Spanish port of Santander following its dry-docking and overhaul at the Astander shipyard. Her short stay at Poole was to allow for further works including testing of the evacuation equipment.





The *Clipper* though had not long re-entered service when she was forced to spend 12 days at the French port of Dunkerque for repairs to a faulty bow thruster. Fleet mate *Condor Liberation* sailed to Cherbourg on 12<sup>th</sup> November for its annual overhaul. Darryl Morrell captured the testing of its evacuation equipment alongside South Quay a few days earlier, assisted by local dive boat *Skin-Deeper*.

The *Barfleur* completed her 2024 Poole sailings at the beginning of November, sailing overnight Poole-Caen on 4<sup>th</sup> November to take up service out of Portsmouth. Her schedule was disrupted on 3<sup>rd</sup> October when the sailing from Cherbourg was rerouted to Portsmouth, and the departure from Poole the next day cancelled. This was to enable the carriage of 42 freight trailers to St Helier, there being a backlog of freight caused by recent weather cancellations. *Barfleur* had already conducted berthing trials there, and in St Peter Port, earlier in the year.



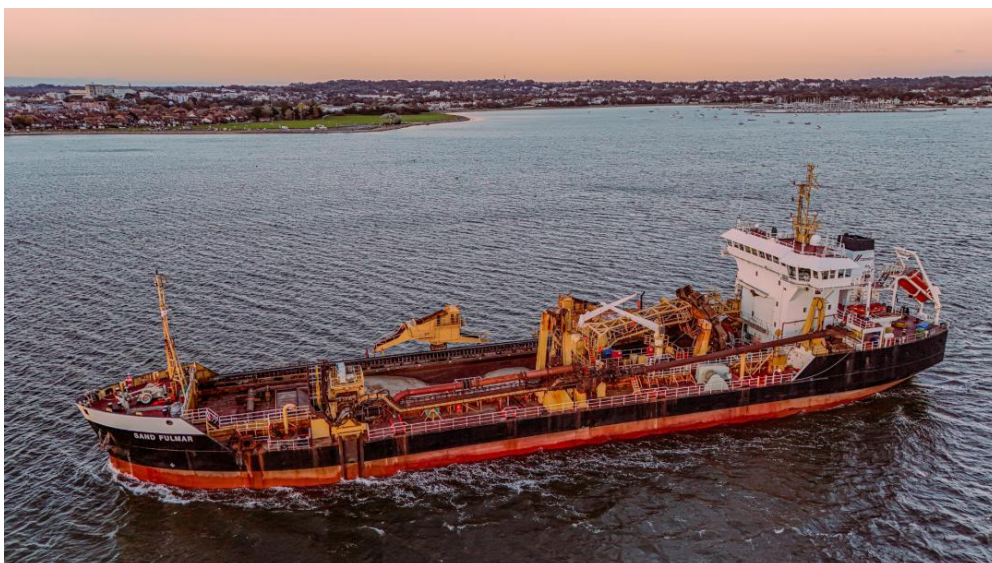
This photo was supplied by Mark Pulley of the Maritime Jersey Facebook group.



Another Brittany Ferries stalwart, the *Bretagne*, was retired from the fleet on 4<sup>th</sup> November after 35 years' service. This popular and stylish ship was the company's first superferry when launched in 1989, but in all those years she has only once served Poole, covering briefly for the *Barfleur* during 2007. The *Bretagne* was given a memorable send-off at both Portsmouth and St Malo at the end of its Brittany Ferries' career. Meanwhile their freighter *MN Pelican* had to miss a rotation to Bilbao at the end of September due to bad weather, instead spending time at anchor in Poole Bay. On 21<sup>st</sup> October it was announced that City Cruises' Poole operation had been sold by American owners Hornblower to a new company Coastal Cruises Poole Limited. This has been set up by City Cruises' former Poole-based director Carol Scott, employing most of the staff and crew as well as the three boats *Solent Scene*, *Island Scene* and *Fortuna*. On 2<sup>nd</sup> October the *Purbeck Pride*, which had been chartered by City Cruises, was handed back to Greenslade Pleasure Boats to rejoin their *Purbeck Princess* and *Purbeck Gem*. Meanwhile, Brownsea Island closed to visitors for this season on 3<sup>rd</sup> November, allowing for winter maintenance of the yellow boats *Maid of the Lakelands*, *Maid of the Islands*, *Maid of the Harbour* and *Maid of Poole*. It is believed that the National Trust contract to carry passengers to the island is up for renewal next year. The island was also closed on 20<sup>th</sup> October due to high winds, in fact no public harbour trips ran that day. On 22<sup>nd</sup> October the John Lewis Partnership ferry *Castello* was lifted out of the water at Lake Yard, Hamworthy, for routine maintenance. During its absence, Brownsea Castle guests were carried instead on the National Trust's *Brownsea Enterprise* from Sandbanks, or one of the yellow boats from Poole Town Quay. The Sandbanks ferry *Bramble Bush Bay* was removed from its chains on 5<sup>th</sup> November and towed by Jenkin Marine's *Polmear* to the Ballast Quay at the port, for an in-water overhaul expected to last around two weeks. The 100m long general cargo ship *Teos* arrived on 8<sup>th</sup> October from the Algerian port of Oran.



She was assisted onto the New Quay by the port tug *Herbert Ballam*, as photographed by Barry Quince.





Also during October, the dredger *Sand Fulmar* was spotted discharging at the Cemex wharf, standing in for regular vessel *Cemex Go Innovation*, as captured here by Frazer Hockey.

Finally, on 31<sup>st</sup> October Sunseeker Yachts was sold jointly to Miami-based investment firm Lionheart Capital and Milan's Orienta Capital Partners by its Chinese owners Wanda. Sunseeker was founded by Robert Braithwaite in 1969 as Friars Cliff Marine, becoming Poole Powerboats later that year and finally Sunseeker International in 1985. The company employs over 2,000 people at its Poole and Portland sites, so it is hoped the business has a bright future ahead of it.

***Photos taken by Kevin Mitchell unless otherwise stated.***

## **A Season of Challenges & Rewards**

### **P.S Waverley – Down South 2024**

**By Andrew S. Cooke**

Back on 30<sup>th</sup> April 2024 the 693gt/1947-built paddle steamer Waverley was announced as having been awarded the prestigious status of National Flagship of the Year by National Historic Ships UK. The award recognises the breadth and geographic coverage of Waverley's sailings in addition to the extended sailing programme planned for 2024 with a record beating seventy ports and piers included within this year's cruising itinerary. Throughout the season, the Waverley proudly flew a special Flagship Pennant to denote her national status and received an engraved brass plaque. The Flagship of the Year status has been awarded annually by National Historic Ships UK since 2009. The Waverley's 2024 sailing programme began on 17<sup>th</sup> May with the highlight being the return to the Southwest and River Dart in late August, where she rendezvoused with the Paddle Steamer Kingswear Castle on the River Dart for the first time. This allowed the last two operational paddle steamers in the UK to achieve their first meeting in over a decade on 31<sup>st</sup> August. The Kingswear Castle celebrated her centenary this year and the 78<sup>th</sup> anniversary of the Waverley's launch was celebrated on 2<sup>nd</sup> October. The year 2024 also marked the 50th anniversary since Waverley was gifted for £1 to the Paddle Steamer Preservation Society. The Waverley's much anticipated Southwest sailing programme took place from 29<sup>th</sup> August to 2<sup>nd</sup> September. This was the Waverley's first visit to the area since the late 1990s, and her very first visit to Fowey took place on 30<sup>th</sup> August. Based in Falmouth, Plymouth and Dartmouth, Penzance was visited from the former on 29<sup>th</sup> August. The next day the vessel arrived in Plymouth and participated in the Cattewater 150 celebrations. Following her visit to Dartmouth, the Waverley headed east to Swanage with passengers aboard on 2<sup>nd</sup> September to commence her South Coast season, which operated to 25<sup>th</sup> September. During this time, a return to Eastbourne was made for the first time in over two decades on 12<sup>th</sup> September with her 2 cruises carrying over 1,000 passengers from there. As usual, Poole, Swanage, Lulworth Cove and Southampton featured in the programme. On 3<sup>rd</sup> September the Waverley steamed to Portland Port for refuelling and storing ahead of her sailing to Swanage, Yarmouth and Round the Island on 4<sup>th</sup> September, with passengers aboard from Portland. This was the first Round IOW cruise to begin at the Dorset port. On 7<sup>th</sup> September the paddle steamer met Celebrity Cruises' Celebrity Apex in the western Solent off Yarmouth.





The 130,818gt/2020-built cruise ship now holds the record for the largest passenger ship in terms of gross tonnage to use the western Solent passage to/from Southampton.



After 10th September Yarmouth Pier became unavailable for use by the Waverley after some cracks were found in the structure at the pierhead. This saw a transfer of appropriate IoW calls to Ryde Pier Head, which was already on the 2024 itineraries. The situation was compounded after 17<sup>th</sup> September when the ship was prevented from using both Ryde Pier Head and Portsmouth Harbour Station. Local reports suggested an issue with the berth at Ryde. This had a serious impact on the south coast schedules with no calls on the Isle of Wight 19th-25<sup>th</sup> September.





Portsmouth International Port welcomed the Waverley at short notice, saving the remaining itineraries of the 2024 season with the exception of one day when the ship did not operate at all. Island passengers were able to travel to Southampton or Portsmouth to still join the ship if they so desired. On 25<sup>th</sup> September the Waverley concluded her South Coast season and departed Portsmouth for Ipswich. Unfortunately, she didn't get far from her starting point when an issue occurred with her starboard side paddle near Nab Tower. Tug assistance back to Portsmouth International Port followed. The repairs required involved replacing a radius rod and paddle arm as well as removing a section of belting to gain access to secure the large mounting which holds the Jenny Nettle Pin and supports the feathering gear. A work barge was placed alongside the vessel to provide a suitable platform. Alas the start of the London and Thames Estuary season was affected with almost 3,000 passengers due to sail 27<sup>th</sup>-29<sup>th</sup> September. These sailings were cancelled but the Waverley was able to depart from Portsmouth on 28<sup>th</sup> September in full health and arrived Gravesend the next morning. That evening a special cruise to Tower Bridge was provided, with all tickets priced at just £1. A further paddle issue curtailed a cruise at Whitstable on 7<sup>th</sup> October, but the ship was soon back in her stride again. On the night of 13<sup>th</sup> October, the Waverley began her voyage home to Scotland to conclude her 2024 operations.

Despite the ups and downs, the south/southwest season highlights included a sold out afternoon cruise to Land's End from Penzance, the first ever visit to Fowey, a sold out sunset cruise under the Tamar Bridges, meeting the Kingswear Castle on the River Dart for the first time, evening fireworks for Dartmouth Regatta, the first passenger sailing from Portland and once again linking up with the Swanage Railway and Isle of Wight Steam Railway. The Southwest sailings recorded almost 9,000 passenger journeys in just 5 days whilst the south coast sailings recorded over 21,000 passenger journeys. Revenue across the Southwest and South Coast topped £1m. Roll on 2025!







## S.S. UNITED STATES



The SS United States, the fastest liner to ever cross the Atlantic, prepares for one final voyage. It will then sink into the world's largest artificial reef. SS United States is a retired ocean liner built during 1950 and 1951 for United States Lines. She is the largest ocean liner constructed entirely in the United States and the fastest ocean liner to cross the Atlantic in either direction, retaining the Blue Riband for the highest average speed since her maiden voyage in 1952, a title she still holds. Since 2009, the 'SS United States Conservancy' has been raising funds to save the ship. The group purchased her in 2011 and has created several unrealized plans to restore the ship. Due to a rent dispute, she was evicted from her pier in 2024. As no other locations could be found, Okaloosa County, Florida bought her and planned to sink her as the world's largest artificial reef near Destin, Florida by 2026.

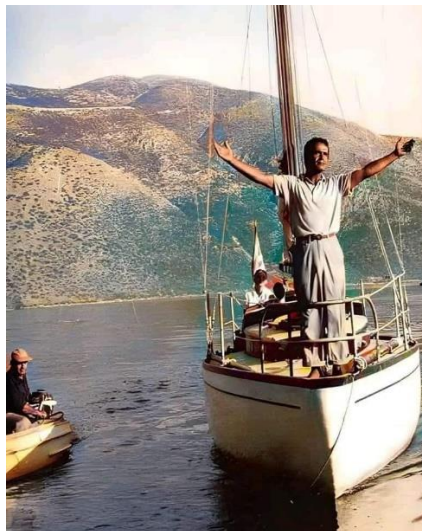




## MARINE TALES

In the summer of 1956, Savvas Georgiou, at 36 years old, fulfilled a lifelong dream by crossing the Atlantic Ocean in his 8.5-meter sailboat, "Hara." Starting from New York, he managed to navigate both the Atlantic and the Mediterranean, reaching Zea in Piraeus, Greece, in three months. This remarkable journey made headlines because "Hara" was considered the smallest boat to achieve such a long voyage at the time.

Georgiou's wife, Sue, a 22-year-old American with no sailing experience, accompanied him on this perilous trip. They faced severe storms, particularly in the Gulf Stream, battling massive waves for six days. Despite these challenges, they successfully reached Gibraltar on July 28, 1956. Their journey continued to Ithaki, Salamina, and finally Marina Zea in Piraeus. The Atlantic crossing in 1956 was particularly dangerous, with many recorded shipwrecks of large passenger liners. This made Georgiou's feat even more extraordinary, as they navigated treacherous waters in a small, engineless sailboat. Their successful journey remains a significant achievement in maritime history, highlighting the resilience and determination of the couple.



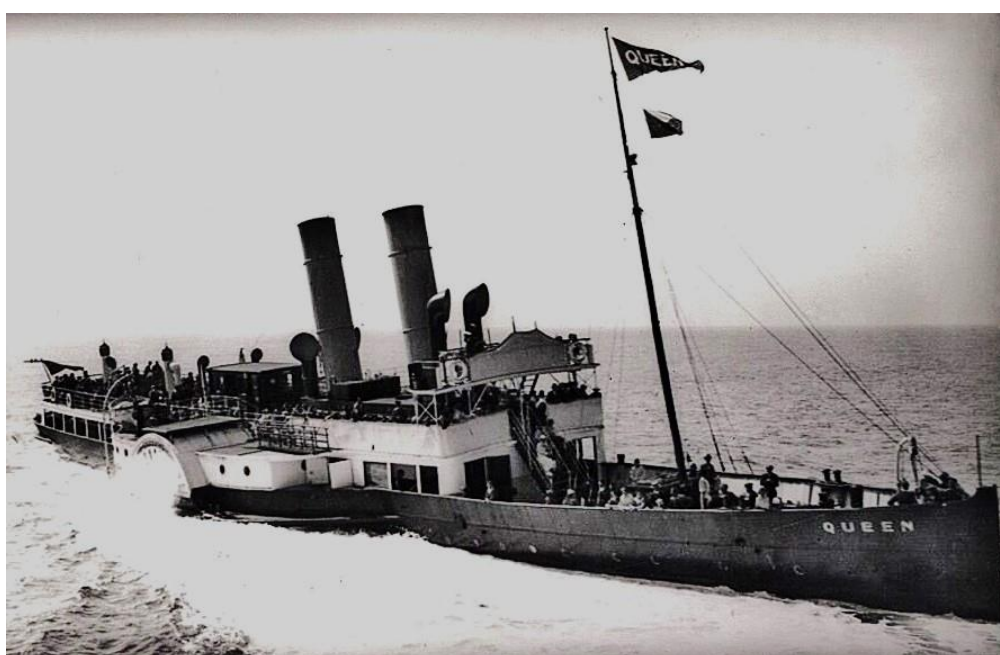
## A LONG TIME SUMMER VISITOR TO POOLE



*Photo – Red Funnel Steamers Archive*

### **A cheery crew onboard the paddle steamer “QUEEN”, pictured in 1918.🚢**

PS Queen was launched in 1902 and was based each summer. For many years, at Poole operating the Bournemouth to Swanage service. Renamed ‘Mauretania’ in 1936, as a favour to Cunard-White Star Line, before it was possible to reserve the name of a ship. Their four-funnelled Mauretania had been broken up and the replacement liner of the same name would not be ready until 1938. After the second liner Mauretania was launched, the paddle steamer became PS Corfe Castle, and sailed on the Swanage excursion route for one more year before being scrapped due to boiler issues.



**“QUEEN” in her prime leaving Bournemouth Pier**



**Travellers' Tales / Poole Maritime Trust Talks**  
at the

9 <sup>th</sup> January 2024	Poole Maritime New Year Luncheon at RMYC (PMT Members ONLY)
12 for 12:30pm	Philip Beale, explorer, adventurer, author and speaker. Leader of 3 ‘Kon-Tiki’ type expeditions – The Borobudur Ship, The Phoenician Expedition and The Phoenicians Before Columbus Expedition.
16 <sup>th</sup> January 2025 8pm	Dr. Jim Holmes - A talk on “How To Win A Virtual Regatta”
13 <sup>th</sup> February 2025 8pm	Project Krackern - A talk by Charlotte Baylis and Mark Felthams. Boarder Patrol
13th March 2025 8pm	John Smith - A talk about the ‘BATTLE OF BRITAIN over POOLE
16 <sup>th</sup> April 2025 11 for 11:30	Poole Maritime Trust AGM & Luncheon Speaker TBC -Luncheon to follow



<b>21<sup>st</sup> January</b>	<b>Local Landmarks</b> <b>Mike Webber</b>
<b>18<sup>th</sup> February</b>	<b>The Mortar Wreck</b> <b>Tom Cousins</b>
<b>18<sup>th</sup> March</b>	<b>The history of Carter &amp; Co</b> <b>Jo Amez</b>

Full details can be found on website [www.societyforpoole.org](http://www.societyforpoole.org)



