

POOLE MARITIME TRUST

“Committed to recording and preserving the history of Poole Harbour, its people, surrounding environs, trading links, industries and everything maritime related”

NEWSLETTER OCTOBER 2021

Poole Maritime Trust and the future.

The Trust is rapidly outgrowing our headquarters in the flat above Canford Cliffs Library. We have been there since the 1970s but our collection has grown considerably over the last 5 or 6 years and we have been aware for some time that we would eventually run out of space in which to store what we have acquired.

To that end, we have, for a while, been searching for a space in which we could display the material we have gathered and acquired by way of generous gifts, donations and purchase.

Apart from half ship and table-top models of many ships and sailing yachts, there is an amount of material stored in Committee member's garages and homes. There are over a hundred box files of paper material, shelves full of research papers, over 4,500 photographs and other images, more than 2,000 books on the Maritime world and Poole Harbour and more material than we can possibly place in our current display cabinets. We are delighted to be the victim of our own success. Members and the public have been very generous with their donations. Every month sees us building or purchasing new shelving and we are within a year or two of not having any more surfaces to use.

We have taken the advice of specialist in raising the money for this project, and we are hopeful that over the next few years we will find a new home in which we could have a museum. We need a meeting room for lectures and talks, which could be loaned to other organisation for their talks and be offices for the Trust in order to continue our research.

We will update you on our progress towards this exciting goal and hope that you will support us as we go through the many twists and turns of achieving this scheme.

LIBRARY AND ARCHIVE COLLECTION NEWS.

The library and archive team are seeking new members. If you have an interest in Poole and it's remarkable harbour and have a couple of hours to spare each week, please come and join us in the relaxed atmosphere of our Canford Cliffs HQ. There is free car parking, the number 50 bus parks outside and there are liberal rations of tea/coffee and biscuits always at the ready ! Apart from the many and varied general jobs (filing/photograph identification/document recording etc.) we have specific vacancies in the following skills :

- Film archivist. We are always seeking to increase our collection of movie film. The post would involve downloading films, editing and converting, to DVD status. Old spool films can be converted using the services of a supporter in London. The current DVD list totals in the region of 120 but there is much work still to be done to record all of the historic material available.
- Image recording and identification – Should the volunteer not wish to regularly visit the Trust, this is a job that can be undertaken from the comfort of home.
- Negative scanning and recording.

Please pop in to see us on any Thursday morning if you are interested to meet the team or e-mail, Jan Marsh, the secretary if you are interested and for more information. : janette.marsh@ntlworld.com. You will be warmly received.

WE ARE ALWAYS SEEKING THE FOLLOWING TO BOOST OUR EXTENSIVE COLLECTION

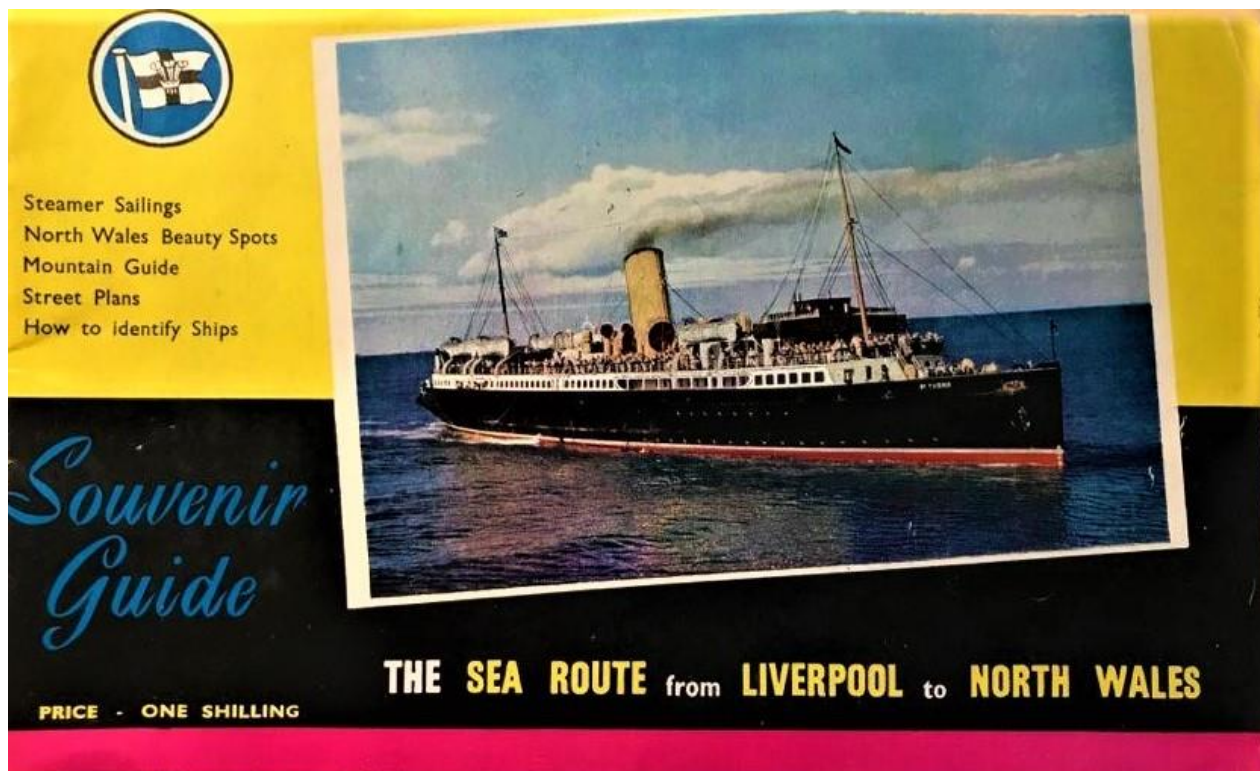
We will be happy to collect.

- 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.

This excellent and interesting publication recently arrived in the post (*Thanks to members David & Dorothy Parsons*). It is a valuable addition to our large Coastal Cruising Association collection and covers the history, ships and routes of the long defunct

LIVERPOOL & NORTH WALES STEAMSHIP COMPANY



The Trust is indebted to member Valerie Shrubbs for generously donating this splendid Water Colour of Cosens paddle steamer "VICTORIA" discharging passengers at Lulworth Cove. The practice of paddle steamers running their bows ashore within the cove for the purpose of passenger disembarkation continued until 1964 when the "CONSUL" was withdrawn from active service.



**The twilight of steamer services to Lulworth Cove.
Paddle Steamer "CONSUL" ashore 03.06.1964.**



**The delightful "SULA II"
that currently operates regular short summer coastal cruises from Lulworth Cove to Durdle Door**

Well-known to the older sailing fraternity
CALSHOT SPIT lightship that served the Solent until de-activated in 1978.



John Rutter: "Memories of Poole Harbour"

Born in 1899 John Rutter was a retired Solicitor when he gave this interview at his home in Hamworthy in June 1986. Asking the questions for the Trust's Oral History Project were Richard Teague and Alan Gregory. Thanks to Valerie Shrubbs for transcribing the interview.



A circa 1920 RPPC of Flag Farm, Sandbanks, Poole

My earliest sailing memories are when I was about 4, going with my father and a hand to Weymouth to fetch his boat back one Easter time. It was wind against tide. I was battened down below and we had a fairly heavy passage. I can remember sloshing around in the cabin with the cushions and saucepans and the bilge water and being very ill and poorly. Then we must have come around Old Harry because quite quickly the conditions became more comfortable and the sun came out and my father had time to talk to me and get me up from the cabin and I thought how wonderful sailing was. We had a splendid sail from the Bar up to Between Quays. I think that was my first memory.

What size of boat was this?

That would be, I suppose, about 8 tons – 30 feet overall plus bowsprit and drawing probably 4'6".

And after that?

My brothers, sisters and I sailed frequently with my father. His boat was an old clinker-built yacht of about 6 tons, and one of my principal memories was continually running aground and pushing off. It had no engine, of course. The boat had great sweeps and when father ran her aground we all had to get on the sweeps and push her off again.

What yacht clubs were there in 1910?

Before the War there was Poole Yacht Club, but not what it is now. It had its premises by the level crossing in the High Street. Apart from that there was Parkstone Sailing Club and I think there was a small club at the bottom of Evening Hill, a branch of the Royal Dorset which had its headquarters in Weymouth.



A 1904 view across the two bays showing Banks Road to the left. The house in the centre background is now part of Sandbanks Hotel.

How were moorings and buoys organised?

It was a free for all. You put your mooring where you liked. My father had a little place at Sandbanks and his boat had its moorings in what we called Harvey's Lake, which was a little creek running north of Sandbanks to where the Royal Motor Yacht Club and Davis's Boatyard are now.

Explain about the Training Bank.

The Training Bank was built somewhere between 1925 and 1928. Its spectacular improvement was on the Bar because before the Training Bank was there, the scour on the ground ebb lost itself over Studland Bay and I think the Bar had only about 6 feet of water at low water springs. The Training Bank tamed the ebb and made it go straight out over the Bar. This increased the depth of water over the Bar by about 4 or 5 feet.

And the Wych channel navigation?

It was possible to sail the Wych as one can now except that there were few withies. So, when my father sailed around the islands one of us would be using the lead all the time and he would zig-zag to port and starboard to make sure where the channel was going.

There were quite a lot of sailing yachts but nothing like today, even between the wars. After the Kaiser's War when I had my moorings here at Lake I think there were 4 sets of moorings up there, mine and 3 of my friends. Now, as you can see, there is scarcely swinging room between them

Outbreak of the First World War

I was still at school when war broke out. I remember going out with my sister in a dinghy getting caught by the tide up South Deep. We were collected and towed back to Sandbanks by the Harbour Master because there was a rule that no one was allowed out in the harbour after dusk.

What's the history of the ferry at The Haven?

Before the Act which permitted the new Car Ferry there was at first just a rowing boat that ferried you across from North Haven Point to Shell Bay. Back then, there was nothing at Shell Bay at all and one walked along the shore from the ferry to Studland. After the rowing boat I think there were 2 motorboats – Harvey's and Davis's. Harvey's motorboat was a continuation of the old

rowing boat ferry. The new Car Ferry Company had to have an Act of Parliament to permit it to start up. I don't think Harvey's woke up to the fact that this was competition to their ferry until after the Act had been passed. Harvey's then took out proceedings against the Ferry Company because they reckoned they had a franchise ferry. This was in the mid-20s I suppose. Lamport Basset & Hiscock acted for Harvey's (the Hiscock who acted being the father of Eric C Hiscock, who has written well-known books about his voyages around the world with his wife in their yacht *Wanderer*). The case went to the House of Lords but the Ferry Company won.

So anybody who wanted to take a vehicle from Poole to Studland had to go all the way to Wareham?

Yes. In the mid-20s there was no other way of doing Bournemouth to Studland except all the way round via Wareham and Corfe Castle.

Tell us about the flying boats.

I don't remember when they first started but it must have been during Hitler's War when I was away from home in Fighter Command.

Your pleasure boating and yachting interests?

I don't remember any great interest. The explosion [*in interest*] was after Hitler's War; before that we had a number of races out of Poole Harbour. I can remember particularly the Cruiser races. Norman Hibbs was the man who really organised the racing in those days, and very successfully too. He was a member of Parkstone Sailing Club and also a member of Poole Yacht Club – which was in those days the Bournemouth and Hamworthy Sailing Club. The Royal Motor Yacht Club started between the wars but I can't give a date.

It may be of interest to remember the history of Poole Yacht Club because it started as a fishermen's club with a wooden Army hut that they bought on Salisbury Plain. It was fetched down and erected where the present Poole Yacht club used to be, but what is now the premises of the Harbour Commissioners. It was a fishermen's club and the subscription was 5/- a year. I was invited by the fishermen to be a member, which was rather nice for me. I am interested in law and I was interested in helping some of the fishermen who needed a bit of legal help. Then the fishermen's side of it rather ceased and it became the Hamworthy Sailing Club. Norman Hibbs became the leading person in it and the name changed again to the Bournemouth and Hamworthy Sailing Club. He conceived the idea of getting the Blue Ensign and we were told that we could have a Blue Ensign if the tonnage of yachts belonging to the Club came up to a certain very large figure. Norman Hibbs got busy and persuaded all the people with large yachts to become members of the Club. The tonnage was reached and they got the Blue Ensign. Then everybody got the Blue Ensign and Parkstone Club did too. Poole Yacht Club became moribund and so its name and assets, such as they were, were taken over by the Bournemouth and Hamworthy Yacht Club, which then changed its name again to Poole Yacht Club. So, it is entitled now to call itself the senior yacht club in the Harbour because the old Poole Yacht Club was older than the Parkstone Sailing Club.

When did Parkstone Yacht Club start to put its buildings up?

I think it must have been since Hitler's War though they had a wooden clubhouse before. It came up year after year at the Annual General Meeting that the name should be changed from Sailing Club to Yacht Club. This was finally unanimously agreed with 2 abstentions from myself and my friend "Bones" Hoare. There was also a little club at the root of Sandbanks and a small club called the East Dorset at the bottom of Evening Hill. Then came Lilliput Sailing Club, Parkstone Yacht Club, Poole Yacht Club, and then the Redcliff up at Wareham.

What about handicaps before the War?

We had quite a strong fleet of cruising yachts sailing out of Poole Harbour. There was weekend racing fairly frequently during the season, some starting at Hamworthy and some down at Brownsea of course. Among the many cruising yachts racing out of Poole I remember in particular Horace Drake's *Minoru*, Norman Hibbs' *Suzanne*, Herbert Carter's *Heroine*, Graham's *Orne*,

Linklater's *Theodora* and of course my *Nance*. *Nance* was designed and built by Fifes of Fairlie in 1899. I raced her as a cutter setting a jackyard topsail. A few years after the wreck of his *Heroine* Herbert Carter bought her from me and converted her to a Bermudan rig. We had an annual race out of Poole, round the Bar Buoy, go as you please around the Isle of Wight and back into Poole. A tough race. Apart from that there were races to Cherbourg, Weymouth, Cowes and Yarmouth. On arrival we normally forgathered for a convivial meal again organised by Hibbs and would generally race home again on the following day.

The handicaps were generally fixed, or should I say arranged, at *The Antelope* during the week before the race. The owners would meet there to decide what the handicaps should be and we tried to arrange it in such a way that every boat would win at some time or other. I remember in particular one *Hillyard* would turn up and always came last – a splendid boat but with no speed so it was quite difficult to arrange a handicap in such a way that she could win – but she did on one occasion. That was Norman Hibbs idea again. It's pleasant for everyone to win some time or other.

Sandbanks in the early years – were there many houses on the Peninsula?

Very few. I remember a house on the seaward side as you came to Sandbanks called Rorke's Drift, which was of course a topical name at the time after the Boer War. Beyond that the sandy road went through to the Haven Inn but there was no other road at all. There were 2 or 3 houses about 1907. Before the war, about 1911, the development began and from 4 or 5 houses it came to be 20 or 30. But most of the Sandbanks hinterland was just gorse and sandhills with green lizards – no tarmac. From there to Canford Cliffs there were very few houses. The house I remember was Flag Farm because we used to walk there to get our milk. I remember a summer – 1907-1908 – with my sister and our governess at my people's seaside home on the seaward side of the road to the Haven. We bathed at high tide so lesson periods were dictated by the tides. After bathing we used to walk through the gorse bushes to Harvey's Tea Shop, where the RMYC is now, and spend our ha'pennies on sweets.

Baiter

Parkstone Bay had not silted to anything like the degree it has now. There was an island outside Parkstone Bay called Rats Island. It protected the Bay and made comfortable moorings for small boats towards what is now Parkstone Yacht Club. The island has now disappeared. I think the silting in Parkstone Bay is the result of parts of Poole Harbour being reclaimed. It started with the Park being made because the more land you reclaim the less scour there is when the ground ebb goes away, and reclaiming bit after bit in Parkstone Bay has reduced the scour and resulted in the silting up. I think that's the explanation.

Your thoughts on the new scheme to dam and make a marina?

I don't know. Personally, I don't think the moorings are much of a problem – it's the people who are no longer on the moorings but are sailing around in the harbour who are the problem. If you have a large commercial boat coming in she has very little room for manoeuvre, and if there is a whole fleet of dinghies racing out past her they can be a pain in the neck. A marina is not going to stop that. It is certainly more convenient to step aboard one's boat instead of rowing out to her.

Can we return to the Training Bank again?

Bones Hoare's wife came of an old Poole family and her father, an architect, was Surveyor to the Harbour Commissioners. He conceived the idea of the Training Bank, which I think was received with some derision to start with. But he got his way, and the result was to contain the scour of the ground ebb within the channel and so to increase the depth on the Bar north-east of Old Harry. As you know, in the Seine Estuary the channel for big ships going up to Rouen shifted with every gale, so it was a very hazardous trip and the Pilots had to know very surely all the time where the channel was. The French came across to see our Training Bank. They copied the idea and built what they called their "digue" (which is similar to our Training Bank but much larger) along the west side of the Estuary running out from Honfleur. The result of that was to reduce the bore and

stabilize the channel (which they have now buoyed) and which stays in the same place and doesn't chase around in the gales as it used to.

What of Herbert Carter's wreck on the Training Bank?

The story of Herbert Carter's wreck is twofold. One Easter about 1925 and before the Training Bank was built, Herbert was sailing his 12-ton yawl *Tern* back from Beaulieu. He had with him his young friend John Gibbons, a fine seaman. John was a school contemporary of mine who lived at that time in one of the new houses on the developing Elms Avenue estate. Later in the War he won the DSC and attained the rank of Commander RNVR. He died in South Africa in 1960. There was a strong easterly wind and as they were crossing the Bar a coaster overtook them close to leeward. The coaster must have been smelling the bottom and the resulting suction caused the yacht to sheer violently to port and, bows on, hit the coaster amidships. *Tern's* timbers burst apart at the bow and she sank immediately. John was on the foredeck at the time and went up the main mast as she sank. Herbert was at the helm and went up the mizzen. The depth must have been about 10 feet and there was quite a swell rolling *Tern* to and fro. As she rolled so the mizzen mast went under and Herbert of course went with it. John was a very strong swimmer and he swam from the main mast to the mizzen, collected Herbert and got him back to the main mast where they hung on until rescued. I saw it all happen as I was sailing the first *Criette* single-handed near the entrance to the Looe, but dead to leeward so unable to assist. There was a regular motorboat service in those days from Poole Quay to Sandbanks and on to a jetty at Studland. The motorboat happened to be coming out of Studland at the time, so stood across and took them off. I remember Herbert telling me that he sustained more bruises on being lifted unconscious into the motorboat than from anything else. *Tern* was salvaged, repaired at Newman's Between Quays and I met her under different ownership in Alderney two or three years later. After *Tern* Herbert bought the old 14-ton Falmouth Quay punt *Heroine*, and there must still be many senior citizens in Poole who like me had many happy sails in her.

After the Training Bank was built *Heroine* was its first victim. Herbert Carter lent her to John Gibbons for an Easter cruise about 1929-30. John had with him as crew his younger brother Oscar (later killed as a pilot in Bomber Command) and me. The plan was to sail to the Scillies. About midnight on Easter Thursday we took departure from Rum Row, opposite Parkstone Sailing Club, at first ebb with the wind easterly Force 6 gusting. I took *Heroine* down the Harbour and through the Haven then handed over to John and went below for more clothes. After sailing on two or three cables John saw something needing attention on the foredeck and saying "Keep her as she goes" handed the helm to Oscar. She was allowed to pay off a little to leeward and as a result hit the Training Bank a glancing shuddering blow. She was hard aground and pounding horribly. With the ebb hard away there was nothing we could do but take the sail off and get help, so in the little pram dinghy we came ashore on the west and leeward side of the Training Bank. We walked along to South Haven Point and found a boat there with no oars. There was a wooden shed and we could see the oars inside. Oscar held himself stiff and we lifted him and pushed him through a fan window that would open. He got the oars and we went to boatman Davis at Sandbanks and knocked him up at about 2 or 3 am on Good Friday morning. He said "With the ebb away and this easterly wind there's nothing we can do until the tide makes, so you gents better have some breakfast." He called his wife who came in her dressing gown and soon we had a wonderful meal of bacon, eggs, toast and coffee. Felt much better for it. The sad end of the story is that *Heroine* broke up, pounding where she struck, and became a total loss. Among all my personal gear I regretted the loss of my Cruising Association Handbook.

For some years after that Herbert satisfied himself with an interesting old clinker-built 6-tonner called *Ariel* which John Gibbons had discovered lying derelict in Yarmouth and brought back to Poole and refitted. Later we did a swap. Herbert took *Nance* and I took *Ariel* with suitable adjustment. *Nance* remained in his family until after the War.

A year or two before the War started I lent *Ariel* to my friend Max Hamilton for his honeymoon, and after that he insisted on buying her. At the outbreak of the War she was lying in Newhaven. *Ariel* was requisitioned by the Navy and anchored where they thought she'd be an obstruction to enemy seaplanes attempting to land. There she gradually filled and sank, becoming a total loss.

What about Fisherman's Dock?

I remember Fisherman's Dock being built and the controversy at the time, because there were those who said it wouldn't be practical to build a wall as the area inside would silt up. The Surveyor to the Harbour Commissioners got his way again. The wall was built to make a little harbour at the east end of the quay, just beyond the old lifeboat station. This was a great improvement for the fishermen.

There is a piece of land there which has always been used by the fishermen for pulling up their boats and drying their nets. If that were to be used for some other purpose they would have to find somewhere else to accommodate the fishermen.

What about the houseboats?

I remember several houseboats in Harvey's Lake which is now the RMYC Creek. In early summer 1919 I was released from my duties as a pilot in the RAF and my wife and I had a delayed honeymoon at Sandbanks. We became very friendly with Stanley and Jesse Ogilvie who lived on a houseboat he had built called *Linga Longa*, moored in Harvey's Lake. Stanley had a degree in chemistry but his passion was boatbuilding. In the mid-1920s the houseboats were a considerable nuisance in Harvey's Lake, so the Harbour Commissioners decreed that they mustn't be there anymore. They were moved across to Shell Bay where they have stayed ever since.

You mentioned that Linga Longa became a tea room. Tell us more.

Yes, they had no money and nothing to live on and discussed with my wife and me the idea of running a tea shop on the houseboat. I was rather against it for I could see them having a lot of work and no profit. They did do it however, until Jesse became pregnant and they had to stop. Jesse died in childbirth at the Cornelia Hospital and shortly after that Stanley emigrated to Australia. He ran a shipyard in northern Queensland specialising in the construction of vessels in reinforced concrete. He died 10 or 15 years ago.

What about the Lady Cornelia Hospital?

The hospital was called after her because Lady Cornelia Wimborne was a great benefactor to the town of Poole and I understand that she gave the ground on which the hospital was built. Later it became Poole General Hospital.

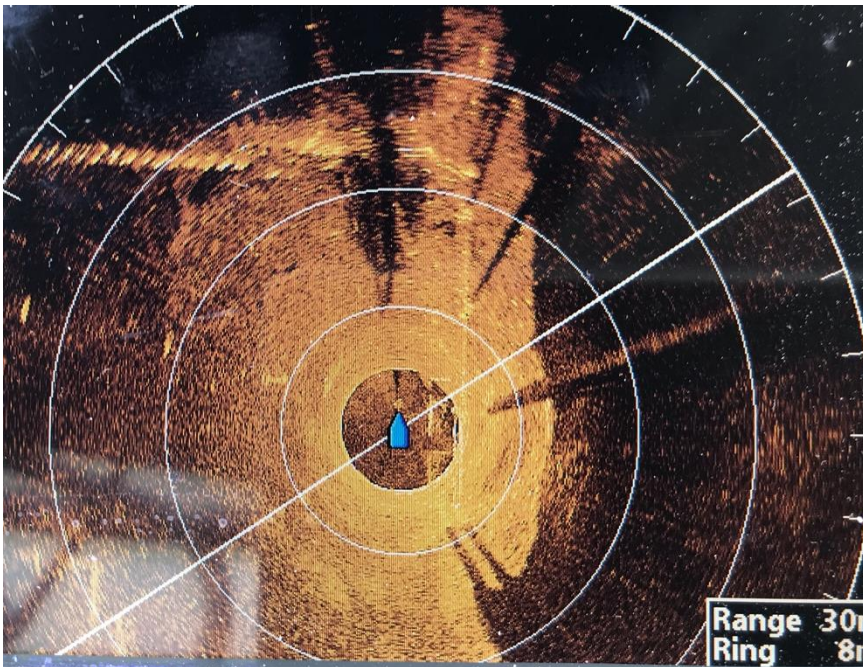


Postmarked 1934, this postcard takes a view across Sandbanks towards the entrance to Poole Harbour

Out On The Water In 2021

The long awaited summer finally arrived with the chance to get back out on the water. Whilst the air temperature rises rapidly with the season, the water temperature lags by a couple of months before becoming vaguely pleasant.

Early in the summer we tried out a new form of rotating sonar that was developed for the American fishing market. Normally a boat travels over the seabed and the fixed sonar reproduces an image based on the straight line of the boat. That is a problem if you are trying to study something underwater as you have to keep moving. If you make the sonar head move or rotate, then you can get an image whilst at anchor. The easiest way to visualise this is by comparing it to a ships circular radar screen. Out in Poole Bay we struggled to see any useful information that was helpful and targets were too small on the screen.



It was when we were in the marina that we could really see the benefits of the technology. The image showed the marinas' steel walls and also the hollow rectangular pontoons with remarkable accuracy. The big steel piles can clearly be seen as large shadows.

Americans use these devices in large lakes and I can see this equipment being of some use on large shallow underwater sites.

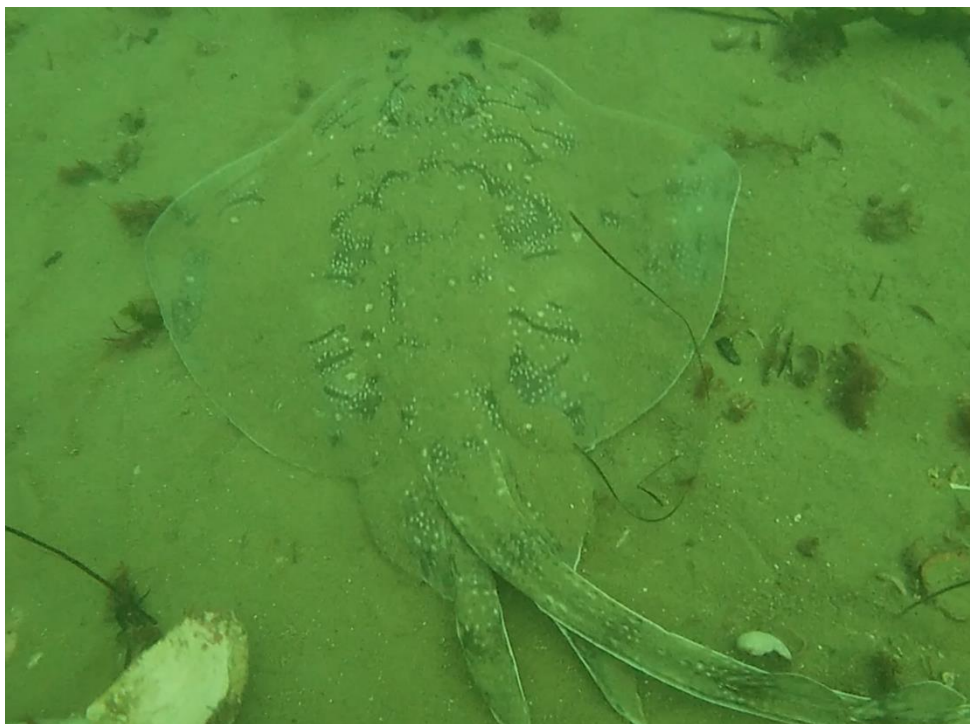
The 360 degree technology has the benefit of plotting GPS coordinates and giving measurements. The lucrative sport fishing industry has manufacturers coming out with better imaging equipment all the time and we look forward to where it leads.

Very windy and poor weather knocked out much of the boating this summer, although archaeology continued on land at two sites with EDAS on a mediaeval farm and an ancient long lost demolished church. We did identify an important site in a key part of the harbour and are currently seeking the necessary consents to take this to the next stage. This came about through the chance discovery of a rare map and researching some old and forgotten archaeological reports. A number of underwater peat beds are known to exist at various locations across Poole Bay and the Solent. We are hoping to plot some of these over the next few years and obtain radio-carbon dates so that we can produce a map of our prehistoric landscape prior to the much higher sea levels that we have today.

Dolphins appeared on a couple of occasions around the harbour entrance and we will need the drone to really get some good footage. But it is a good sign that the symbol of Poole has returned to



the cleaner and healthier waters that are stocked with fish. Our submersible ROV with its lights was often surrounded by large shoals of fish and the video footage is quite stunning. The deep water off Brownsea Castle continues to be of interest to us.



We ended the season with some footage of a rare large undulated Ray hiding in the sand off Old Harry whilst testing communication equipment. We do need more members to be involved with the practical work as there is always so much to learn and enjoy.

Robert Heaton and Peter Burt

Port Update by Kevin Mitchell

There is quite a lot to report this time around thanks to several first-time arrivals at the port.

For the entire summer period the port tug *Herbert Ballam* was away in Southampton for an extended overhaul. PHC tug duties were carried out by Jenkins Marine, which has acquired another tug, the *DMS Condor*. For the technically-minded she is a Damen 2509 Shoalbuster powered by 1,947HP Caterpillar engines and has a bollard pull of 24 tonnes.



The ban on cruise ships visiting Scottish ports during the pandemic saw the small but very luxurious *Hebridean Princess* move to the south coast this summer, including two visits to Poole. *Hebridean Princess* was launched in 1964 as the car ferry *Columba*, but since 1989 has operated as a cruise ship including spells as a Royal Yacht.



The beautiful *Golden Horizon* returned on 29th July for its second visit.



The planned departure that evening for Dover was delayed due to Storm Every, instead she spent the night in port before sailing the following day. *Golden Horizon* shared South Quay with the luxury yacht *Triple Seven*, which had arrived a few days earlier and is reported to be owned by Russian billionaire Alexander Abramov. It is rumoured that actor Tom Cruise had been using the yacht during filming around the coast of the UK, but it is not known if he was onboard during its stay at Poole. The cruise ship *Island Sky* also called at the port on 14th August, followed on 25th August by the brand new expedition ship *Ocean Explorer*.



Ocean Explorer was completed in China earlier this year and arrived at Poole for safety inspections and the loading of provisions before setting off on its maiden cruise on 28th August. She has an ice-strengthened hull and a distinctive, modern X-Bow, as shown in the photograph. Finally, the preserved steamship *Shieldhall* arrived from its Southampton home on 30th August for its customary visit to Poole, where she was open to the public before making trips out into Poole Bay for the Bournemouth Air Festival.

Mentioning the Air Festival, there was drama at the harbour entrance on 4th September when a bi-plane taking part in a wing-walker display crashed into the sea in front of The Haven Hotel after having suffered engine trouble. Thankfully the pilot managed to ditch the aircraft whilst avoiding the many nearby obstacles in the sea and on the land, and both he and the wing-walker escaped with minor injuries and were rescued by passing vessels. The wreckage was later recovered by Jenkins Marine and moved to the commercial port.



The cargo ship *Eemslift Nelli* made a first appearance at Poole on 4th August from Rotterdam to load yachts. She is a sister ship to the *Eemslift Hendrika*, which has often called at Poole in the past. After many years' service for Cemex at Poole, the aggregates dredger *Sand Heron* called for the last time on 19th August, having been sold for further use abroad. Her replacement, the impressive new *Cemex Go Innovation*, arrived at Poole for the first time on 5th September for berthing and discharge trials at Yard Quay.



The Society of Poole Men hosted a 'Poole and the Second World War' event on Town Quay on 15th August, featuring period vehicles and 1940s music. A few Dunkirk Little Ships also attended including *Caronia* (Cornish built in 1927), *Maimonde* (a 45ft Medina class motor yacht built in 1937) and *Our Lizzie* (a former Cornish fishing boat built in 1920). Poole's very own excursion vessel *Dorset Queen* was not actually part of the show but it is almost certain she took part in the Dunkirk evacuation, although she is not included on the official register of Dunkirk Little Ships. *Dorset Queen* was built in 1938 as the *Gay Queen*.



On 14th September the Greenpeace sailing vessel *Rainbow Warrior* tied up alongside Bulwark Quay for a couple of days during Greenpeace's 50th year.



City Cruises Poole has added another boat to its fleet with the purchase of the *River Escapes Fortuna*, a sister to their *Solent Scene* and which last operated on the River Tyne. She arrived at Poole during September towed by the *GPS Cambria* and will operate extra Swanage sailings alongside *Solent Scene* as well as serving as Santa's Grotto alongside Poole Quay this Christmas. Brownsea Island has been served by both Greenslade Pleasure Boats and Brownsea Island Ferries this season, each operator taking it in turns to provide the service.



REMINISCENCES OF POOLE HARBOUR PART 3 – By Bill Castleton

CRUISER RACING

I left Part 2 having been called up for National Service but there were series of overlaps in the transition from dinghy racing to cruiser racing and during my National Service.

Traditionally the Whitsun Poole Cherbourg Race started at Bournemouth Pier, and it was a pilgrimage for us to go and see it.

I particularly remember the Lymington Slipway 5 tonner called “Babar” which I think in those days came from Lymington.

It was a pleasant surprise when in 1960 Robin Phipps told me that he had bought her. He had previously owned a small yacht called “Bluen” which I knew from my Studland sailing days.



I had previously embarked on cruiser sailing with my father with Con Fullagar who had bought the old Fife 6 meter “Martell”

Con had raised the top sides forward to give additional accommodation.

I attach a photograph of her in Cherbourg.

Con later built a Yachting World Seahorse a Van der Stadt single chine yacht in which with my father I crewed in several races.



This led on to sailing with Graham Lockyer and his parents in “Salamander” which was a Charles Nicholson designed “Phoenix.” She was a the larger of two designs of which only a few were built.

Essentially, she was a cruising version of a 6 metre but with a raised topsides forward of two cockpits (Not self draining) one for the crew and the other for the helmsman originally being 3/4 rigged with runners reminiscent of 6 metre layouts. I attach a photograph of her during a Poole Week Race with her new masthead rig. I am sitting on the topsides abreast the mast and John Bolden is preparing the spinnaker pole. Bert Lockyer can be seen in the aft Helmsman’s cockpit -Graham is out of sight helming to leeward.

My first night trip was in her in 1959 to a party in Beaulieu.

There followed many years of sailing in her both cross channel and local racing. Sometime with Bert and Isobel just the three of us. She introduced me to Whisky and hot water during our cold Easter trips to Cherbourg!

It was due to these trips that I made lasting friends in Cherbourg indeed through these friendships I became an Honorary Member of the Cherbourg Casino!

I remain a member of YCC.

My first cross channel trip was with Robin Phipps in "Babar" in the 1960 Cherbourg Race

I must have been on extended leave from the RAF prior to my posting to Marham at the time- I jumped ship in Cherbourg and went cruising in Brittany in "Iyruna" a 12 metre which had been chartered from Godfrey Verner.

It was in this trip that I fell in love with Brittany.

After these trips I was posted to Marham which was a V Bomber Station in Air Traffic Control, so my sailing was then confined to Dinghy sailing at Denver Sluice on the river Ouse outside Kings Lynn.

Diverging slightly the coincidences continued I believe there are both a Castleton Street and Castleton Square in Kings Lynn. The spelling is different, but the name was spelt in several ways.

It is the same family and the Title finished there with typically Sir John Castleton meeting his end in dubious circumstances!

Upon Demob I resumed dinghy sailing in "Jelly Roll" but was gravitating to cruiser racing both with Robin in "Babar" and in "Salamander"

By then PYRA was in full swing.

Poole Week was a full sailing week in those days.



In 1963 Robin bought "Babarienne" Pionier 9 metre a Van der Stadt designed yacht introduced into UK by Frank King the founder of Southern Ocean Shipyards (SOS) with the Dutch built "Zeewijf" being the first Pionier 9 metre to be brought into the country. The factory was then located in the Wallisdown area -Later at Poole Quay now occupied by Sunseeker.

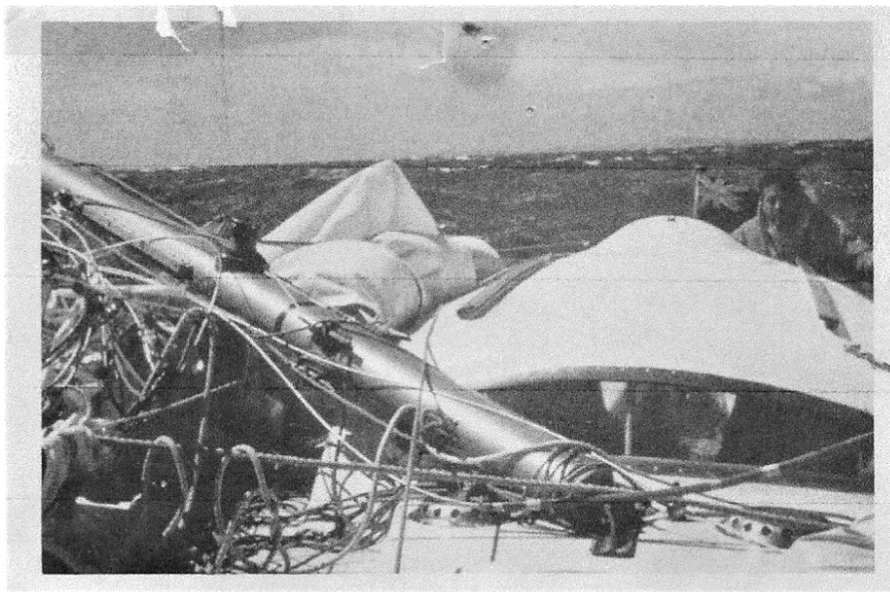
I attach a photograph of her at the start of the 1964 RORC St Malo Race from Cowes. I am standing in the stern helming her.

We did very well in that race -I think that we won or were second in our Class.

There was a further coincidence when in about 2016 I was working in Portimao in Portugal when I came across "Zeewijf" in a yard in good condition and well cared for.

Thereafter a successful racing and cruising campaign followed. Robin won the PYRA summer series together with RORC racing.

I also sailed intermittently in Salamander during this period – being mostly the cross Channel Easter trips to Cherbourg.



In about end of 1965 Robin sold “Barbarienne” but not before in 1965 I managed to lose his mast off the SW Shingles Buoy of which I attach a photograph.

I then for short time I sailed in “Norlethe” a Fred Parker designed 44ft teak-built yacht by Moody’s.

This included a RORC North Sea race one mark of which was the North Hinder Light ship.

Later when working in Zeebrugge I found her ashore in the Marina in an ornamental concrete berth. Having sailed round her I then walked around her!

After Norlethe I sailed with David Maddox in “Zillah” a near sister ship built at Newmans

This was a very enjoyable but sadly a short experience with local and cross channel racing. David sadly became ill with lung cancer and tragically died.

During this time, he kindly loaned me his XOD “Xanthe,” so I was introduced to the enjoyable idiosyncrasies of racing in that class -being made welcome and making many friends.

I later crewed with Maureen Hamann for two or three years in an XOD.

Having built “Jelly Roll” I had the obsessive desire to build my own yacht.

I had been inspired by Richard Roscoe when he designed and built “Solitaire” in a shed in his back garden at their cottage in Lytchett Matravers.

I was friendly with Russell Anstey who with June his wife had in about 1964 founded Anstey Yachts in Poole building Cuthbert and Cassian Yachts (Canada) under licence.

The first was the 28ft Trapper class -called Vikings in Canada.

I was able to purchase a bare hull from Russell at a bargain price.

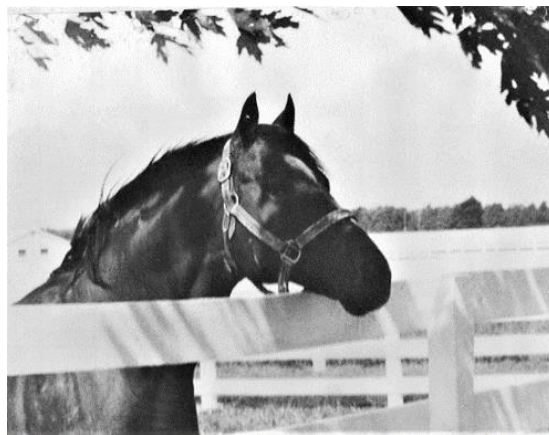
He later gave the original Canadian deck (Balsa Core) which they used as a mould for the production deck. He also gave me separated GRP inner moulding pieces forming bunks etc.

We lived in a cottage in Boundary Lane at St Leonards, so I was able to build her in our drive.

I attach photographs of her and of me working in her.



I attach a photograph of the real “Northern Dancer” sent to me by the Stud in Chesapeake Bay.



He became the primary worldwide bloodstock Sire.

I remember well my first experience in GRP which was dramatic and frustrating, but I persevered.

I bonded the deck to the hull and then bonded the various GRP items given to me by Russell to form the bunks etc.

By then my great friend George Wheatley upon his retirement from the Royal Marines became the Production Manager at Anstey Yachts. Uniquely she had an Oscar Plym GRP mast- being the first foray by mast makers into GRP (Later carbon) masts. She performed very well but I did know that the original Canadian designed rig had been reduced by Anstey Yachts.

I therefore replaced the GRP mast with an aluminum alloy mast and raised the rig by 3ft.

I attach a photograph of her with her GRP mast in the Round the Island Race 1973 .

This transformed her and we went through one season unbeaten.



In 1974 after recrossing the Channel after the Guernsey Race, I took Northern Dancer 1 to Falmouth for Falmouth Week where we raced with success making many lasting friendships. We took her again the following year.

It is a very exhausting Week as each Yacht Club organizes the Regatta for that day so after singing Cornish songs long into the night at each Yacht Club it becomes the survivor of the fittest!

Meantime in about 1973 I had become the Captain of Class 1 in PYRA

That year I was approached by the RMYC through Air Vice Marshall John Rotherham the Vice Commodore with a view to commencing evening racing in the Harbour.

The racing started in the season of 1973 and has continued to this day.

We agreed a strategy and I became a member of the RMYC and the Chairman of the Sailing Committee setting about the organisation of this unique event.

I became a member of the General Committee with Yard duties not least to put it back into profit and later a Rear Commodore jointly with Greg Windsor who was on the Power side under Lord (Donald) Stokes Commodore ship.

Thereafter the other Yacht Clubs in the Harbour soon followed suit so that on most evenings competitors are to be seen in various parts of the Harbour.

In the meantime, in the first Northern Dancer, I was a member of the Poole Yacht Club team which won the Lionheart team event in the Round the Island Race- being Chairman of the Sailing Committee in that Club.

However, the bug to build my own boat from scratch had not left me.

Derek Shaw of Argos Marine in Poole who was good friend had built a Stephen Jones designed Half Tonner called "Supernova" which was impressive and fast. With Cowes Week imminent I watched for her results anticipating that she would clean up – but she did not, being constantly beaten by a small Half Tonner from New Zealand called "Tohe Kandu" designed by a Naval Architect called Bruce Farr who was unknown over here at that time.

At the time I was practising as a solicitor and Hood Sails in Lymington were clients.

The New Zealand Admiral's Cup team were using their Loft as their HQ.

Included in their team was yacht called "Gerontius" designed by Bruce Farr who was with the team.

I mentioned to Bruce that I wanted to build "Tohe Kandu," but he showed me his latest plans for a Half Tonner. I fell in love with them and resolved to build her so bought the plans.

Bruce became a friend and visited us at our home -and thereafter for many years we remained in contact.

Through this friendship he asked me with my local knowledge to look after one of his designed One Tonners Called "Highland Fling" owned by Irvine Laidlaw later to become Lord Laidlaw in the One Ton Cup World Championships being held at the then Poole Harbour Yacht Club

She was helmed by Geoff Stagg and navigated by a young Chris Dickson who later became well known international yachtsman.

She was second in the series but only because a yacht helmed by Rodney Pattisson later to win was granted dispensation after a protest in which my 7-year-old son nearly became a witness!

Bruce then became renowned as possibly the world's leading Naval Architect designing amongst others the Volvo 65 Round the World Yachts

I commenced building Northern Dancer in September 1976.

In the meantime, I had campaigned "Casanova" a near sister to "Supernova" for Derek Shaw with success-winning Poole Week that year and local races.

I had built a Concrete block/Breeze Block tool shed and then constructed a cantilever scaffold framed shed Covered in 1000-gauge polythene shed in which I built her.

In 1977 we went cruising for a week to the Channel Islands with Bunty King the then MD of Hood Sails in Lymington in his yacht.

In 1978 we went cruising with Robert and Penny Davis in their yacht in Holland in the Veerse Meer where I saw a Porsche tractor!

In 1980 Donald organised the 75th Anniversary Lunch in the Cloisters of the Mansion House in London where I had the privilege of meeting and having amusing conversations with Prince Phillip who was then the Club Admiral about his exploits the previous very Windy Cowes Week prior to the Fastnet tragedy.

I was introduced to the Lord Mayor of London Sir Peter Gadsden.

I remember that he remarked to me that he was sure that we both would have preferred being out on the water!

I resigned from the General Committee in 1981.

I remember that Horace Mellery Pratt a former Commodore of RMYC had advised me not to continue as it was a full time task progressing up the Flag Officer ladder.

This was timely advice as in 1986 I suffered a severe breakdown which with medical treatment lasted for four years later to return in 1999 with disastrous consequences.

In 1980 I had launched the second Northern Dancer having completed her in the RMYC shed, I still own her and raced her for the first season but as is my habit I redesigned and increased the rig by 5ft but with the same sail area making the rig taller and narrower-which despite being told by "experts" transformed her.

I lost this mast when at the end of Poole Week when in the free for all race I took out a crew of Cadets- they were thrilled at the experience!

The then young Duncan Mc Carthy reassuringly exclaiming "Well worst things happen at sea."

I installed a higher spec mast which currently remains.

I attach a photograph of her with her new rig featured on an international website together with her at her launch at the end of the old pier at RMYC.

In the early 1980's I borrowed an old Yachting World Dayboat and with my son crewing we came 5th overall in a windy National Championships held at Poole Yacht Club

HISTOIRE DES HALFS

Introduction, Liste Half tonner, Architectes, Résultats, No Voile

Northern Dancer, K 5300

à jour au: janvier 2015

197? Plan Farr, design #54?, Built late 1970's by her owner Bill Caselton, a marine surveyor

19?? Home port – Poole, Dorset.

2015 January, mail from Ian Watson, with all information and pictures for this boat



I then bought a wooden YW Dayboat and raced her there for about three years up to the time of my breakdown.

My activities were not confined to sailing. I had bought from a client a 20ft open Chesil Beach Skiff. She was a lovely varnished wooden clinker built by Berry (Weymouth).

With her I did a lot of fishing with nets and lobster pots in and around Studland Bay and outside Old Harry Rocks (We called "Back of the Cliff").

Sadly, in October 1989 she came ashore in an easterly gale and was severely damaged.

I like my fishing having many years previously been long lining (Over 3,000 hooks all hand baited in those days) off St Ives being out in the Celtic Sea for two days or so.

With the advent of my breakdown, I did not go afloat for four years.

In September 1991 as a therapy, I had taken Northern Dancer to Studland where I put her in the field next to Alex Anderson's home at Harry Warren House.

I set about building another polythene shed and commenced virtually rebuilding her.

I attach photographs of her undergoing this restoration work.



I undertook the repairs on the fishing boat but to complete them would have delayed my work on Northern Dancer, so I had to make a sad choice.

I removed the coach roof and the deck making moulds of sections of them. Then re constructing them in GRP with foam padding replacing the original GRP sheathed plywood which was stronger and lighter.

After about 5 years at Harry Warren House, I took her to Ridge Wharf Yard and completed the rebuilding and the installation of a replacement engine -launching her in 2007 and taking her to the Parkstone Yacht Club where I kept her in the Club Marina.

In the meantime, upon my recovery in about 1994 on the basis that notwithstanding having been a member since 1957 I had done nothing for Parkstone Yacht Club. I therefore took over the Race Officer duties at Parkstone Yacht Monday Evening Racing for the next twelve years and becoming a RYA Regional Race Officer.

I also undertook Race Officer Duties the Poole Bay Regattas in class and National Championship events

This was a great joy especially in training many future Race Officers in particular Jenny Pipe being an Assistant Race Officer (ARO) then becoming and ARO at the 2012 Olympics in Weymouth being complimented for her work.

At that time, I also raced Bob Standbridge's R19 at Poole YC

In 2002 we visited my sister in law who lived in the Bay Area of San Francisco where I became a member of the Corinthian Yacht Club in Tiburon crewing in evening races there.

I was recuperating from surgery for bladder cancer.

Again, there was another coincidence in that the General Manager of the Yacht Club had crewed in a yacht called "Wizard of Paget" in the Round the Island race in 1982.

It so happened that I was helming a yacht called "Matchmaker" short tacking off Ventnor in thick fog at the same time with each of us calling out to each other and sounding fog horns!

When I related this to him, he invited me to become a member of the Yacht Club!

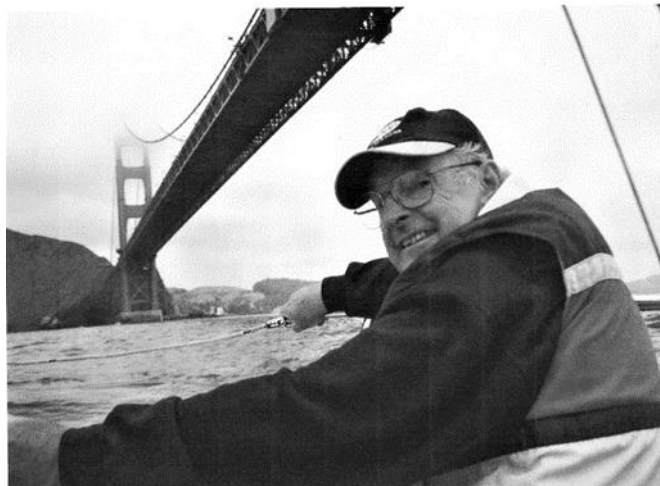
We had met before!

I later found "Wizard" in the yard at Arzal in Brittany where I was surveying another yacht.

I discovered that they had a biannual series in Folkestone with the Royal Lyngby and Royal Solent Yacht Clubs-so the sailing world is very small!

At that time, a friend was a sailing instructor of the Military in Fort Baker which is on the Sausalito side of the Golden Gate Bridge so through him was able to use one of their yachts.

I attach a photograph of me sailing under Golden Gate Bridge.



I raced Northern Dancer with some success in the Monday Evening Series at Parkstone Yacht Club until about 2011 when I took her back to Ridge for extensive refitting later bringing her back to the RMYC where I modified the rig yet again (I am a terrible fiddler) dispensing with runners and replacing them with swept spreaders – with the internal constructional modifications.

She is now back at her ancestral and spiritual home at the RMYC.

I will just conclude that as a Marine Surveyor I have had the privilege of working in beautiful places with it being easy to be intoxicated by them.

I then I return to this beautiful Harbour which is unequalled being less than 20 minutes from my home- How lucky is that?



Photo : Geoff Pritchard



The Dorset Branch of the World Ship Society meets on the second Saturday afternoon of the month between September and May at

The Centre - Ferndown in East Dorset, 2.15pm for a 2.30pm start.

Members of the Poole Maritime Trust will be welcome.

~

November 13th 2021 ~ All Around Panama Canal in 2017 ~

with Neil Davidson

A transit of the old locks ... views from visitor centres at Miraflores and Agua Clara ... plus ships at Pacific anchorage.

~

December 11th 2021 ~ Voyages & Visits – from the archive ~

with Bill Mayes

From a collection of over 60,000 shipping images previously on slides – we get to see Bill's "special selection".

~

January 8th 2022 ~ The Long Way Around Africa ~

with Andy Skarstein

A personal voyage the 70's ... "In the Wake of The Intermediates" ... Castles & Clans ... Suez, East Africa & more.

~

February 12th 2022 ~ Krispen's Travels to the Easter Baltic ~

with Krispen Atkinson

After our journey to the Far East in 2021 with Krispen ... in 2022 we get to see a variety of Baltic shipping.

~

March 12th 2022 ~ Clyde built ships – Cardiff Class bulk carriers ~

with Paul Strathdee

A series of 30 ships built in the 1970s ... each with deadweight tonnage over 26,000 ... launched on the Clyde.

~

April 9th 2022 ~ Shipping of Portland Harbour and Anchorages ~

with Paul Dallaway

An archive of 20 years ... Boat-master Paul gets up close to Cruise Ships, RFAs, Tankers and Specialist Ships.

~

May 14th 2022 ~ 154 Days aboard 4 Post-War Liners ~

with Steve Pink

Nevasa, Edinburgh Castle, Pendennis Castle & Reina del Mar ... ship facts, brochure graphics, images & stories.

~

POOLE MARITIME TRUST SOCIAL EVENTS

ALL ARE WELCOME.

Owing to the Pandemic Virus Covid-19 the programme of talks for 2020 had to be cancelled.

We arranged a Zoom talk by Gale Pettifer on the use of oak timber in shipbuilding from the New Forest in the reign of George 3rd, "Hearts of Oak", on 5th November 2020.
Changing rules and regulations made planning difficult. Our talks were held at Parkstone Yacht Club but with restrictions PYC has only re-opened for sailing and the use of members only.

We are delighted to advise our New Year Supper event, provisionally booked, at the Royal Motor Yacht Club on the 6th January 2022 with a speaker, looks like it will go ahead. Even better it now looks likely that we will be able to combine with the Royal Motor Yacht Club's "Traveller's Tales" and move our evening meetings and lectures to Thursdays to avoid clashing with the Bournemouth Symphony Orchestra's recitals at the Lighthouse on Wednesdays. We are, therefore, pleased to confirm a programme of talks for January, February, March, and hopefully, a live AGM in April. Full details of speakers will be published in the next newsletter.

For those unfamiliar with the Royal Motor Yacht Club, it is located on Sandbank Peninsula.
The Royal Motor Yacht Club, 54 Panorama Rd, Sandbanks, Poole BH13 7R



Plans for an "Open day" and Summer visits are being made and should be published soon.
We hope you will be able to join us.

You are invited to be part of living history... Your adventure awaits!

The history of Poole Harbour can be traced to the last ICE AGE (seven thousand years ago) and new discoveries are being made all the time. POOLE MARITIME TRUST invites you to join the adventure and participate in some of the exciting archaeological studies of the sea-bed, visits to other maritime places of interest, build your knowledge through a season of talks and lectures as well as meeting with other like-minded people at our social events. For those who would really like to get involved, we have several enthusiastic groups of volunteers that carry out cataloguing, research, archaeology and filming. Come and join us.

Membership to the Trust is £20 per annum for single membership and £30 for Family Membership. Applications for Membership can be obtained by e-mailing the membership secretary mjmmorris@btinternet.com, or via the office at 6 Western Road, Poole, Dorset, BH14 9QR.



Published in May sales of the book **Any More for the Skylark?** have already raised in excess of £500 for the Poole Maritime' Trust. *There are just a few copies left which would make an ideal stocking filler!*

To order by post please send cheque payable to Poole Maritime Trust to C J WOOD 10 WALSINGHAM DENE BOURNEMOUTH BH7 7RJ

Or to pay in advance by card please phone 07967 418038 ukcca@aol.com

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If you have enjoyed a trip on The MATAPAN, ISLAND QUEEN, SANDBANKS QUEEN, SOLENT SCENE etc., then this book is for you! This is a strictly limited edition with all profits donated to the POOLE MARITIME TRUST

Any More for the Skylark?

Was compiled by Chris Wood, who has been closely associated with the local passenger boat services for many years, and draws on his first hand experience.

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