



POOLE MARITIME TRUST

NEWSLETTER

MAY 2025



POOLE MARITIME TRUST AGM 2025



Poole Maritime Trust members enjoying lunch at the Royal Motor Yacht Club following the 2025 AGM

NEW PRESIDENT FOR POOLE MARITIME TRUST

Due to the sad passing of our former President Captain Michael Fulford-Dobson, a new President was elected at the AGM.

Peter Burt, who has been involved with the Trust and indeed a range of other activities in Poole Harbour for many years is our new President. Peter has previously been Chairman of this Trust (twice) and in more recent years, served as one of our Vice-Presidents.

MARY COOPER

It is with great sadness that we learned of the recent passing of Mary Cooper whom many of you knew and loved.

Mary joined Poole Maritime Trust in 'the 70s'; she was a Trustee for a while and also Membership Secretary but, prior to that, she and her husband, George, (both ex naval officers) were instrumental in refurbishing Brownsea Castle into the magnificent building that it is today. Now owned by 'John Lewis,' many members of the John Lewis staff have enjoyed the castle as a wonderful holiday experience, largely due to the changes brought about by Mary and George Cooper. She will be sadly missed.



Curated by Poole Maritime Trust with the support of a range of local organisations, the exhibition **Poole at Dunkirk 1940** was unveiled at the Lighthouse on **Wednesday 30 April and will run until Tuesday 27 May**. The free exhibition includes a newly commissioned film as well as photographs, memorabilia and, above all, the stories of the Poole people and vessels that contributed to Operation Dynamo.

Running alongside **Poole at Dunkirk 1940**, is a sister exhibition on the ground floor GATHER space in The Dolphin Centre. This highlights the experiences of local people and life in Poole during World War II.

Photos of the official opening of the exhibition on 3 May are shown on the following pages



Jack Hawkins (right) and Gavin MacLachlan (left) received the Coates Trophy at the AGM for their work on the 'Poole at Dunkirk' exhibition

**THE OFFICIAL OPENING OF THE 'POOLE AT DUNKIRK 1940' EXHIBITION
AT THE LIGHTHOUSE**

3 MAY 2025



Clockwise (from top left): Peter Burt, President of Poole Maritime Trust; the main exhibition area with some of the 90 attendees; the film being shown at the exhibition.

In front of the screen is a recreation of the beach at Dunkirk;
Mayor of Poole, Cllr Peter Miles.



BAITER THE POWDER HOUSE



Gunpowder had always been stored in the town in readiness to repel any attack on the town. A good deal of gunpowder was stored in the attic above the Town Gaol behind the Town Cellar (or Wool house). In 1775 two incidents on Poole Quay proved Poole needed somewhere to store gunpowder safely. Great alarm was caused when the schooner named "*Industry*" arrived on Poole Quay with a cargo of 6 tons of finest gunpowder – it was ordered to the lower harbour further from the town for safety and there was also a fire in a bake house next-door to another warehouse storing another half ton of gunpowder. It was realised that storing gunpowder in the town was not sensible and so in 1775, it was decided a gunpowder store should be built well away from the town.

The Powder House was built at Baiter, from stone rescued from the old Quay wall which at the time was being rebuilt. It is rumoured that some of the stone used came from the Town Gate at the Kings Stair on Poole Quay, the remains of which can still be seen today in the walls of the Town Cellar, now the Poole History Centre.

The Powder House was about twenty feet square. Its walls were two feet thick, with a huge studded oak door that was opened

with a key eight inches long. It had one small window, with a light pitched stone roof. The walls would contain any explosion and the roof would be blasted off and not cause surrounding damage.

The building was kept in use till around 1900, when more reliable ways of keeping explosives were found. An inspection of the building in the 1930's revealed that it had been rebuilt several times. The building remained unloved and unused; the roof became unsafe and was eventually removed. In the 1940's, the building was used to shelter anti-aircraft crews protecting the town.

One ruin remains on the shore of Baiter. This is the remains of the open air sea-water swimming baths.



Swimming Baths

This was built in the early 1880s on the foreshore known as Wicks Field at the bottom of Green Road/Lane. The bath, brick built, was heated with waste hot water from the gasworks. The foundations which can be seen today were topped with a wooden fence to give privacy to the bathers. It was open two days a week; one day for males and the other for females, as there was no mixed bathing at this time. At the land end there were changing rooms.

The Society for Poole is soon hoping to erect an information board about the Powder House

POOLE MAN STARTS BATTLE



Joseph Simmonds

One of the Greatest Sea Battles, Trafalgar, was started by a Poole man; Joseph Simmonds who was the third Lieutenant on the *Royal Sovereign*. He distinguished himself by firing the first shot that opened the ever-memorable action at Trafalgar.

Minutes of the Battle of Trafalgar taken on board the "Bellerophon" and extracted from the ship's logbook.

"Oct. 21st 1805 - At daylight saw the enemy's fleet E.N.E. At 6h. 15m. answered to bear up and steer E.N.E. Out reefs and made sail. At 6h. 20 m. answered signals to prepare for battle. Beat to quarters and cleared for action. At 6h. 42 m. answered signals to steer E. 11h. 14m. answered telegraph sign from the "Victory" 'England expects that every man will do his duty.' 11h. 50m. Answered signal to make more sail from "Royal Sovereign". Set studding sails. 12h answered from "Victory" the signal to prepare to anchor at close of day. At 12h 10m. the "Royal Sovereign" Lieutenant Joseph Simmonds (afterwards Commander RN) fired the first shot which opened fire on the enemy's centre"



Royal Sovereign by B F Gribble

The *Royal Sovereign* was a 100-gun first rate ship of the line of the Royal Navy, which served as the flagship of Admiral Collingwood at the Battle of Trafalgar. She led one column of warships; Nelson's *Victory* led the other. Due to the re-coppering of her hull prior to her arrival off Cádiz, *Royal Sovereign* was a considerably better sailor in the light winds present that day than other vessels, and pulled well ahead of the rest of the fleet. As she cut the enemy line alone and engaged the Spanish three decked *Santa Ana*, Nelson pointed to her and said, 'See how that noble fellow Collingwood carries his ship into action!' At approximately the same moment, Collingwood remarked to his captain, Edward Rotherham, 'What would Nelson give to be here?'

Royal Sovereign and *Santa Ana* duelled for much of the battle, with *Santa Ana* taking fire from fresh British ships passing through the line, including HMS *Mars* and HMS *Tonnant*, while nearby French and Spanish vessels fired on *Royal Sovereign*. *Santa Ana* struck at 14h 15m., having suffered casualties numbering 238 dead and wounded after battling *Royal Sovereign* and HMS *Belleisle*. The *Royal Sovereign* lost her mizzen and mainmasts, her foremast was badly damaged and

much of her rigging was shot away. At 2h.20 m. *Santa Ana* finally struck to *Royal Sovereign*. Shortly afterwards a boat came from *Victory* carrying Lieutenant Hill, who reported that Nelson had been wounded. At 4.40 pm one of *Victory*'s boats, carrying Captain Henry Blackwood and Lieutenant Hill, came alongside and Blackwood reported Nelson's death to Collingwood.

Royal Sovereign had lost one lieutenant, her master, one lieutenant of marines, two midshipman, 29 seamen, and 13 marines killed, and two lieutenants, one lieutenant of marines, one master's mate, four midshipman, her boatswain, 69 seamen, and 16 marines wounded.

Joseph Simmonds was baptised at St James Church on 5 February 1766, the son of John and Elizabeth Simmonds. He joined his first ship, HMS Enterprize, on 1 January 1793.

He died in Southsea and was buried on 17 March 1838. [Information from Ancestry website by Jan Marsh]

WAVERLEY IN POOLE 2025

Welcome back, PS Waverley!

We are delighted to announce that the world's last seagoing paddle steamer, PS Waverley, will be returning to Poole Quay on Tuesday 9 and Wednesday 10 September 2025 as part of her South Coast & Isle of Wight season.

Launched in 1946, PS Waverley was built to replace her predecessor lost during the Dunkirk evacuation. She has carried millions of passengers around the British coastline ever since and was awarded the prestigious status of National Flagship of the Year in April 2024 by National Historic Ships UK. Sailing aboard PS Waverley is like

stepping back in time – with her traditional steam engine visible in action and her beautifully preserved features, she remains a cherished icon of British maritime heritage.

Cruises include sailings along the Jurassic Coast and to the Isle of Wight.

You can now view the full schedule and book your tickets on their website

<https://waverleyexcursions.co.uk>

THE TRAINING BANK – SAVIOUR OF POOLE PORT

This article was written to give a brief outline of the history of the building of the Training Bank, as it appeared that no record had ever been previously prepared. This information is, therefore, put forward for those interested in the harbour and Town of Poole.

Without the Training Bank being constructed it would not have been viable for larger sea going vessels to reach Poole Port as the encroaching sand bar, also known as Hook Sands, would have so reduced the depth of water at the mouth of the Harbour entrance to such an extent that it would have stopped ships with a deep draft gaining entry; thus Poole would have been severely restricted in the amount of trade it could conduct.

This has been a longstanding matter of concern. It is recorded that in 1784 consideration was given to what might be necessary to preserve the Port. The first brief stated, "To ascertain in some degree what effect certain proposed embankments may have upon the harbour and the Barr". The Barr refers to Hook Sands which had been identified as causing

a problem and that new proposals may assist in the tidal scouring effect by the building of embankments near the Harbour entrance.

However as far as can be ascertained little was done at that time.

The next major initiative to deal with the encroaching sand bar, was by Sir John Goode in 1858. He also advocated an embankment to increase the flow and direction of the ebb tide, with the embankment being outside the harbour. He proposed that an embankment of some 2250 yards made of rough rubble stone be used which could be obtained from quarries on the Dorset coast by ship and delivered directly to the site. It had previously been noted in 1843 that the Bar was reducing the depth of water at the Harbour entrance, and this was reported again in 1853, so the matter was seen as becoming serious by 1858.

Consequently, pleas and petitions were made to Poole Council to act, but to no avail. A Mr Joyner proposed that a "New Cut" be made in the neck of the Sandbanks peninsula in the direct line of the main channel, which together with the closure of the existing harbour entrance, was designed to improve the scouring effect of the ebb tides, but this idea was rejected.

At a meeting at the Guildhall on 9th January 1860 attended by the Mayors of Poole and Wareham, it was agreed that a petition be presented to the Office of the Admiralty for a loan from Public Funds to enable the necessary work to be undertaken. Unfortunately, the request was refused.

Poole then had to wait until 1865 before construction began on what became known as the "Training Bank". Poole must

have obtained a loan, although the lender is not known.

The length of the embankment built was 1320 ft and went southwest from near South Haven Point. Somewhat later, this was considered to be too short to be wholly effective, so in 1876 another attempt was made to increase the length and height of the existing embankment. The necessary capital was raised through the Poole Harbour Trustees and was assisted by a grant from Sir Ivor Guest (who later became Lord Wimborne) of £1,000 (£84,000 in today's money), to enable the works to take place.

In 1894 a group was formed which was titled the "Merchants Association of Poole" and who later submitted a private Bill to Parliament to transfer Harbour management from Poole Council to an independent Harbour Board. This was successful, even though the Council presented its objections to the Bill. The Bill became law as the Poole Harbour Act 1895. Thus was formed the "Commissioners for the Harbour of Poole".

In the period 1909/19 concern was again being expressed that the Training Bank was still neither long enough, nor high enough, to provide sufficient scouring action to keep the sand bank clear of the entrance.

Therefore in 1920 a meeting was held to consider "Proposals for the improvement and development of the Harbour".

The Consulting Engineer to the Poole Harbour Commissioners was Sir John Barry. The final agreed proposal was that the Training Bank be extended southwest, together with a further extension northeast towards South Haven Point.

At the meeting held on 18th August 1920 the estimated costs were: materials and construction work £120,000 (£6.5m in today's money) and dredging at the entrance of the Harbour £7,000 (£386,00 in 2016 money). As the work did not start until 1923, and was only finally finished in 1926, it would be reasonable to add extra costs such as inflation and other unforeseen items. Consequently the total cost must have been at least £15,000 (£8.1m), but no document has yet been found that provides the final building costs.

The stone for the construction was brought from the Seacombe Quarries directly by sea, although stone from other quarries was conveyed by lorry to Swanage, by rail to Hamworthy, and by road and rail to Goathorn then by barge to the site towed by the steam tug "Maudie S".



Maudie S – steam tug

A total of 13,646 tons was used in the extension, with a final length of 4,700 ft. The local legend that prisoners of war were used as labourers is not true, as prisoners from the First World War would have been sent home to Germany well before the date of commencement of the project. Similarly, no evidence has been found that prisoners from Weymouth were used as forced labour either, unless maybe on occasion they were used to help load the stone. However considering that construction work was skilled (and

dangerous) it is very unlikely that that unskilled convicts would have been employed.



Training Bank

It would appear that so far, this last improvement to the Training Bank has been successful, although the Hook Sands remains a problem. Poole Port can still receive cross channel ferries and small cargo coasters, so the costs and efforts made in previous years were well worthwhile. Although this still requires monitoring, at least Poole continues as a sea-going trading port.



The beacons of the training bank at high water
Photo: Michael Harpur

Beacons of the Training Bank

M W J Cullen 2017

**Images from Poole Maritime Trust
Collection**

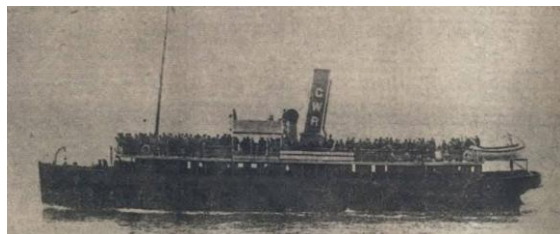
TITANIC SEQUEL

Article by David Lean

SUNDAY April 28th 1912 - After a week-long crossing, the S.S. Lapland drops anchor in Cawsands Bay, Plymouth and the Great Western Railway tender ship T.S.S. Sir Richard Grenville steams out to the waiting liner to disembark the Titanic's surviving crew.

After being denied access to the group consisting of 20 women, all stewardesses, and 147 men, President Phillips of the British Seafarers' Union pulls up alongside the tender in a small boat and using a megaphone he advises the crew to not speak with anyone prior talking with a union representative. Upon reaching shore, the survivors are detained in order to give depositions to officials from the British Board of Trade, the women are booked into the Duke of Cornwall Hotel while the men are held in temporary bunks at the dock. Before being allowed to leave, the crew are asked to not pass on any information to the press which has an insatiable hunger for first-hand accounts of the Titanic disaster.

By early afternoon, 81 of the survivors are released and they make their way to Plymouth Station where they will board the evening train to Southampton while 86 of the Titanic's crew, including all 20 stewardesses, are forced to stay overnight.



Sir Richard Grenville en route on her way to the docks with the Titanic's crew on board



Tenders alongside Lapland in Cawsands Bay; in addition to the Titanic survivors, the tenders carry the Red Star liner's other passenger as well as almost 2,000 sacks of mail that the Titanic was meant to bring to Europe on the return leg of her maiden voyage.



Surviving crew members gather on the deck of Sir Richard Grenville



Representatives from the British Seafarers' Union pull up alongside the tender and advise the survivors to not speak to any officials from either White Star or the Board of Trade without consulting a union representative first.



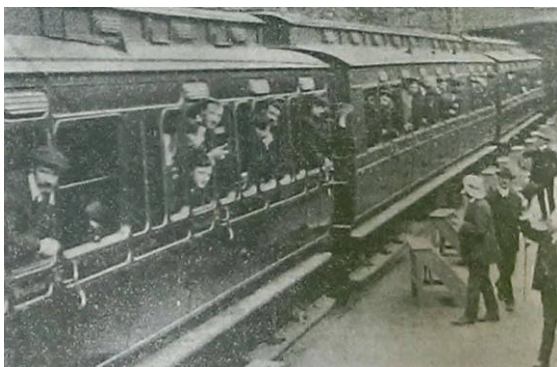
Survivors give their statements to Harold Wolferston and other officials from the Board of Trade



A group of male crew members is photographed by the press. Among them is 23-year-old Assistant Storekeeper Frank Prentice who jumped off the Titanic as it sank and was rescued from the water by Lifeboat 4



Titanic's stewardesses. Of the 23 that were on board, three died during the sinking



After being released, Titanic's crew board the train bound for Southampton

All images courtesy of Encyclopedia Titanica, Titanic Belfast and the Plymouth Herald)

TITANIC SEQUEL NUMBER 2

Article by David Lean

MONDAY April 29th 1912 - After arriving in Plymouth yesterday, the last of the Titanic's 167 surviving crew members who sailed back to England on the Lapland travel to Southampton by train...it is a bitter-sweet reunion. Of the 679 crew that died when the Titanic sank, 549 called Southampton home.



ALL CHANGE FOR THE CHANNEL ISLANDS by Kevin Mitchell

Anyone with an interest in shipping at Poole may have noticed a different ferry, the *Levante Jet* operated by DFDS, in and out of the ferry port over recent weeks. This is the brief story of why it is here.

Condor Ferries has operated ferries to Jersey and Guernsey for the past 60 years, since 1964. The trio of Incat 86m catamarans *Condor Express*, *Condor Vitesse* and *Condor Rapide* served the Poole-Jersey-Guernsey routes for many years. More recently, the high-speed *Condor Liberation* and *Condor Voyager* have both been a familiar sight at Poole, and occasionally the Portsmouth-based conventional ferries *Commodore Clipper*, *Commodore Goodwill* and *Condor Islander*. With the contract to supply ro-ro ferry services up for renewal towards the end of March 2025, the governments of Jersey and Guernsey launched a joint tender process to award a new contract to a single operator. Brittany Ferries (the parent company of Condor Ferries) submitted a bid along with Danish ferry company DFDS, also Stena Line and Irish Ferries. In the end, the choice was down to just two companies – Brittany Ferries and DFDS. However, for various reasons the two governments failed to come to a joint agreement. Guernsey opted for a 15-year continuation of the established service by Brittany Ferries, whilst Jersey offered DFDS a 20-year operating licence. Both companies now sail out of Poole, Portsmouth and St Malo, but each sailing to a single island (although Brittany Ferries does provide a weekly inter-island sailing). Brittany Ferries now deploys just the *Voyager* from Poole and St Malo and the *Islander* from Portsmouth.

Of course, this has resulted in a great deal of upheaval to the long-established ferry operation. After ten years' service between Poole and the Channel Islands, the impressive *Condor Liberation* made its final commercial crossing on the morning of 23rd March, on what was an emotional day for crew, staff and passengers.



Farewell Condor Liberation flotilla

Having departed ro-ro berth 2, she exchanged greetings with staff at Brownsea Castle as she sailed out of the harbour. Upon her return to Poole that evening, whistle blasts were exchanged with the Sandbanks chain ferry. *Liberation* remained at Poole before departing on 28th March for lay-up and potential sale at the French port of Le Havre. *Liberation* was escorted through the harbour for the final time by a flotilla of PHC and local commercial vessels, including the Poole lifeboat, *Island Scene*, *Fortuna*, *Maid of Poole* and, in a fitting tribute, the Jenkins Marine tug *DMS Condor* dressed overall.

Frazer Hockey took this fine drone photograph of the flotilla. On the same day, *Condor Voyager* arrived at Poole from St Malo via Guernsey with the first Brittany Ferries Channel Islands service. Also, let us not forget all the former Condor Ferries' crews and shore-staff (many at Poole) who faced redundancy.



Voyager first Brittany Ferries sailing – Poole - Guernsey

DFDS, meanwhile, uses two chartered conventional ferries from Portsmouth, the *Stena Vinga* and the freighter *Arrow*, although the former *Commodore Goodwill* has recently been purchased to replace the *Arrow*. The Jersey-St Malo route is now operated by the high-speed Incat ferry *Tarifa Jet* (a sister to *Condor Express*, etc), which had travelled up from Spain to Portland during early March for modifications and inspections by the UK marine authorities. She was due to conduct berthing trials at Poole on the afternoon on 26th March following the departure of *MN Pelican*, but these were cancelled following a Maritime & Coastguard Agency inspection, which delayed her 18th March scheduled start of service until 12th April. Another Incat vessel, the *Levante Jet*, also travelled up from Spain and a major refurbishment continued alongside at Portland before moving along the coast to Poole on the afternoon of 16th April for berthing trials.



Levante Jet berthing trials

Without any fanfare, *Levante Jet* then sailed on her maiden departure to Jersey the following morning. Two DFDS vehicle check-ins have been installed at Poole, in addition to the four Brittany Ferries kiosks. A DFDS desk has also been provided within the terminal building.



All Condor Ferries branding at the port has now disappeared in favour of Brittany Ferries. *Voyager* remains in Condor Ferries' colours, but will be repainted later this year. The *Voyager* and the *Levante Jet* met at Poole for the first time on 25th April, thanks to Davis Houston for the photo.



It is truly the end of an era, and all change at the Port of Poole.

PORT UPDATE

by Kevin Mitchell

Now 33 years old (an oldie but still a goodie) the *Barfleur* resumed the daily seasonal Poole-Cherbourg route on 24th March. *Barfleur* continues to look very smart thanks to its recent repaint, and her internal areas remain modern and comfortable.



Barfleur

This year Poole Harbour Commissioners is undertaking cathodic treatment to ro-ro berth 3 at the port to increase its lifespan by 20 years.

The commercial port was busy during the second half of March and into April with cargo ships. *Ayita* arrived at South Quay on the morning of 31st March from Wilmington, USA, following a short stay in the Poole Bay anchorage. After unloading a small number of containers, *Ayita* sailed that afternoon for Ardalstangen in Norway.



Ayita

The large 161m long *BBC Rhonetal* arrived from the Chinese port of Lusigang via

Singapore on the morning of 9th April to unload containers at South Quay, then sailed to Rosyth that evening. Jenkins Marine's tug *DMS Condor* was stood by to assist if necessary, during its passage through the harbour.



BBC Rhonetal

The French civilian training ship *Almak* spent the Easter weekend alongside at the port. Used to train overseas naval cadets, *Almak* (built in 2013) sailed to Zeebrugge on the morning of 21st April.



Almak

The first of this year's cruise ship calls took place on 28th April when the small 73m long expedition ship *Ocean Nova* arrived from Dartmouth as part of a round the British Isles cruise. Following its maiden call at Poole, *Ocean Nova* sailed on to Alderney that evening. On 30th April it was reported that the ship had briefly grounded around the Isles of Scilly, but was able to continue its journey to Oban.



Ocean Nova

Also on 28th April, the PHC tug *Herbert Ballam* travelled to Portland for overhaul. There it passed the pleasure boat *Coastal Vibes*, which is believed will operate around the Weymouth and Portland area this season. Previously called *Clyde Clipper*, it almost joined the Poole fleet of City Cruises a couple of years ago, until the deal fell through.



Coastal Vibes

Thanks to Smiler Purdy for the photo.

Photos taken by Kevin Mitchell unless otherwise stated.

SARO "LONDON" FLYING BOATS



A formation of

SARO 'LONDON'
FLYING BOATS

(Bristol Pegasus Engines) of
No. 201 (Flying Boat) Squadron
R.A.F. flying over Southampton
Water.



SAUNDERS-ROE LTD.
EAST COWES, ISLE OF WIGHT
Telephone: Cowes 315. Telegrams: "Cowes, Gwent."

The building in the background
is the Royal Victoria (Army)
Hospital at Netley.

BUILDERS OF THE SARO CLOUD AMPHIBIANS USED FOR NAVIGATIONAL TRAINING

A DECADE OF LIBERATION

by Andrew S. Cooke

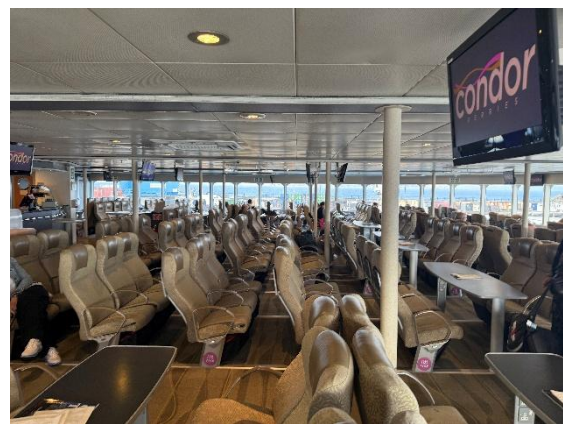
On 26th December 2014 a new era in ferry travel to the Channel Isles arrived at the port of Poole. Austal's Yard No. 270 (Auto Express 102) was acquired for Condor Ferries in August 2014, but her keel had been laid at Austal's Henderson Yard in Jervoise Bay, near Fremantle, Western Australia back on 27th November 2008. Based on the Auto Express 127, the 127m long, 8,973gt and 2005-built Benchijigua Express operated by Fred. Olsen Express in the Canary Islands, the 102 design was completed speculatively in December 2009. Although resembling a trimaran, the Auto Express 102/127 designs are stabilised monohull craft. The 102m long and 26.80m beam craft has a draught of 4.20m and a gross tonnage of 6,307gt.

Delivery

Unlike other fast ferry formats, the stabilised monohull Auto-Express concept was a less familiar one with only the Benchijigua Express in operation at that time. Data from the latter's performance was used in the design and build process for the 102m version. Other variants have since been built for Fred. Olsen Express and the U.S Military. In August 2014 Condor Ferries had decided to replace the existing pair of 86m Incat catamarans having negotiated a new 10-year service contract, and Austal 270 found herself a new home. The Incat 5,005gt/1996 built Condor Express and 5,007gt/1997 built Condor Vitesse were approaching 20 years in service at the time. The preparatory work for Austal 270 was undertaken at the Balamban Yard in Cebu including new bridge wings and a winch operated 10m x 10m stern ramp. The 10,500 nautical mile delivery voyage to Poole commenced on 4th December 2014, reaching her destination on Boxing Day 2014. Once in Poole, outfitting specialists Trimline set to work on Condor 102 to prepare her passenger spaces. This £50 million project included the installation of a new Duty-Free shop, children's play area, Information Desk and catering facilities. The team also finalised the three new seating lounges, including the Horizon Lounge in the bow and Club Class. On 15th January 2015 Condor Ferries unveiled a brand-new look for the company, with a complete refresh of the identify and, on 27th January, the Condor 102's new name, Condor Liberation, was announced, reflecting the 70th anniversary of the liberation of the Channel Islands in 1945.



Club Class lounge

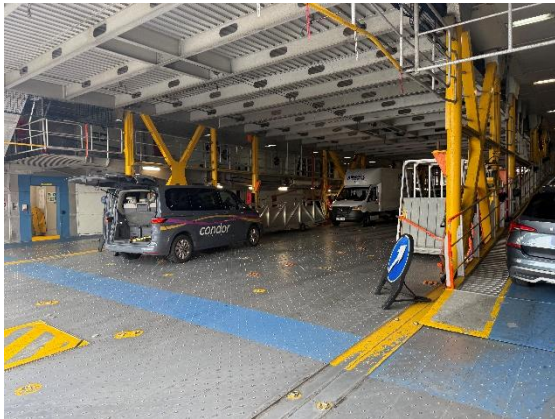


Horizon Lounge

Mixed Blessings

There were two major drawbacks to the introduction of the Condor Liberation, namely the company's withdrawal from the historic ferry port of Weymouth and the announced sale of the Condor Express (Incat 42, sold to Seajets in Greece as Champion Jet 2) and the Condor Vitesse (Incat 44, sold to Seajets as Champion Jet 1). Although both had issues during their careers, especially the 'Express in her early days, they gained in popularity. The Condor Express closed the Weymouth service on 23rd March 2015 in the face of considerable opposition. The new era began from Poole with the maiden voyage of the Condor Liberation on 27th March 2015 to Guernsey and Jersey. The craft can accommodate 880 passengers and 245

cars. Alternatively, the main vehicle deck can offer 190 lane metres for trucks in the central vehicle lanes plus 145 cars.



Main and Mezzanine Car Deck

The passenger accommodation is on one level and every passenger was assigned a seat. When introduced, there were three seating options, namely Ocean Club, Ocean Plus and Ocean Traveller. Located forward was the spacious Ocean Plus seating in the panoramic Horizon Lounge/Bar. Aft of here on the starboard side was the Ocean Club Lounge (later renamed Club Class). To port in this area is one section of the Ocean Traveller open seating plus Les Casquets Bistro food outlet, children's play area and guest services. The aft section featured the Island Bar, the Adore Duty Free Shop and further Ocean Traveller seating.



Island Bar



Les Casquets Catering Outlet

At the business end of the vessel below decks are three 9,100kW @ 1,150rpm MTU 20V 8000 M71L marine diesels connected to ZF 53800 gearboxes, which in turn drive a trio of Wartsila L13 1300 waterjets. Fast craft are fascinating beasts and have their niche alongside conventional ships but, unfortunately, the Condor Liberation had tempestuous periods during her career with Condor. A family of Gremlins was waiting in the wings and first struck on 28th March 2015 when bad weather blew the craft against the berth in Guernsey, causing a dent and a small hole in the portside hull. She was sidelined until 4th April. Technical issues blighted the 'Liberation's career as the least thing was highlighted on social media and in the local press. The craft was likened to the Concorde of the seas and, when in full health, was an impressive machine. A maintenance contract with MTU sometimes slowed down repairs (according to some much closer to her daily operation) but the vessel gained quite a following throughout her decade of service.

The Swansong

The Condor Liberation made her first call to Portsmouth on 27th September 2020 prior to summer seasons operating

Portsmouth-Cherbourg-Channel Isles-Poole for Brittany/Condor Ferries in 2022/2023 as part of a complex schedule. The 2024 renewal process for the ferry service contract for Guernsey and Jersey saw Guernsey opt for Condor Ferries (by then controlled by Brittany Ferries) in October and Jersey deciding upon newcomer DFDS. Coincidentally, Condor Ferries celebrated its 60th anniversary in 2024. Alas the division of the ferry operation meant that Condor/Brittany would only require two ferries and a back-up, leaving the Condor Liberation and the 11,166gt/1996-built Ro-Ro Commodore Goodwill surplus to requirements. The 6,581gt/2000-built Condor Voyager became the fast craft (St. Malo-Guernsey-Poole) and the 13,906gt/2005-built Condor Islander became the Portsmouth-Guernsey ship, with the Condor name being phased out in favour of Brittany Ferries. The first fleet member to conclude her Condor Ferries career was the Condor Liberation on 23rd March 2025, with a final Poole-Guernsey-Jersey-Poole rotation.



At Guernsey on the final day

The Writer was on the maiden voyage of the 'Liberation so wanted to be aboard the premature end to her Channel Isles service. Captain Edd Stickley was in command, the sailing was busy, the crewmembers were in good spirits and there was a contingent of crew/staff past

and present aboard. Upon the final departure from St. Peter Port to Poole, the shore staff assembled on the quayside to see the Condor Liberation off, with much waving, tears and horn blowing. After arrival back in Poole that evening the vessel was de-stored and departed from Poole one last time on 28th March with a flotilla seeing her off.



Condor Liberation departing Poole

Lay-up in Le Havre followed with a sale or charter being sought. From 28th March the Condor Voyager (Incat 57) took over Poole-Guernsey but the 85m long Incat 68 Levante Jet (ex-Akane), 5,537gt/2015-built, did not take up the Poole-Jersey service for DFDS until 17th April. The 86m long and 4,995gt/1997-built Tarifa Jet (Incat 43 - ex-Pescara Jet) also had a delayed start, not serving St. Malo-Jersey until 12th April. Incat 43 is the sister to the former Condor Ferries trio of Incats 42/44/45. March 2025 saw the Good Times turn to Sad Times, but the era of Condor Ferries to the Channel Isles brought so much development over a 60-year period. Now we move forward with two new trading names leading the way, albeit with a fragmented service. So much more could be written here about the 'Libby's career but space just won't allow it!

TECHNICAL SPECIFICATIONS

Delivery:	Dec 2015 (Condor Ferries)
Shipyard:	Austal
Place of Build:	Jervoise Bay, Henderson near Fremantle, WA
Yard No.:	Hull 270
Owner:	Condor Ltd.
Operator:	Condor Ferries Ltd.
Service:	Poole-Guernsey/Jersey
IMO:	9551363
Flag:	Bahamas
Port of Registry:	Nassau
Length Overall:	102 metres
Beam (Moulded):	26.80 metres
Hull draught (Max):	4.20 metres
Gross Tonnage:	6,307gt
Deadweight:	680.35dwt
Auxiliary Engines:	4 x MTU S60
Bow thrusters:	HRP 3011 RT
Ride Control:	3x T-Foils
Service Speed:	36-39 knots (90% MCR + 390t Deadweight)
Maximum Speed:	40 plus knots (with ride control fitted)
Range:	630 nautical miles
Fuel:	Marine Diesel Oil
Passenger Capacity:	880
Vehicles:	245 cars
Heavy Goods Vehicles:	188 lane metres for trucks (and 145 cars)
Crew:	24-30
<u>Deck Areas:</u>	
Main Vehicle Deck:	1520sqm
Upper Vehicle Deck:	1,620m2
Passenger Deck:	1,400m2 + 130m2 Viewing Deck above

PROGRAMME SECRETARY

My name is Julie Reid and I am a Trustee and volunteer for The Poole Maritime Trust. I organise the speakers for our Winter/Spring talks, which are held at the Royal Motor Yacht Club. The other side to me is organising Trips and Visits for our members. This year we are looking forward to a trip to Brownsea Castle for a 'History Talk and Cream Tea', a glorious 'Afternoon Tea' aboard the Historic 'Dorset Queen'. A visit to Southampton to the Sea City Museum and the Solent Sky Museum. Finally, I organise 3 Luncheons a year, at The Royal Motor Yacht Club, for our members. These are in Autumn, the New Year and following our AGM. Last year the Poole Maritime Trust kindly honoured me by awarding me The Coates Trophy, in recognition of the work I thoroughly enjoy doing.



Poole Maritime Trust

Autumn/Spring Programme 2025/26

Poole Maritime Trust Talks

at the

Royal Motor Yacht Club Sandbanks, Poole BH13 7RE

24th September 2025	Poole Maritime Trust Autumn Luncheon at RMYC
12 for 12:30pm	John Megoran - 'Keeping Paddle Steamers Afloat'.
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16 th October 2025	Peter Lamb & Chris Woods - TBC
8pm	
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20 th November 2025	Alan Watson - HMS ML 1387 Harbour Defence Motor Launch & The Medusa Trust.
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7 th January 2026	Poole Maritime New Year Luncheon at RMYC
12 for 12:30pm	Mike Randall 'Smuggling ' - from 1797 the stories of local Dorset People involved in this 'trade'.
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15 th January 2026	Kit Pearce - 'Closure, Storage & Re-Opening of Poole Museum.
8pm	
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19 th February 2026	Philip Beale - 2028-2010 Phoenician Ship Expedition.
8pm	
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19th March 2026	David Bailey - Wildlife Photographer.
8pm	
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15th April 2026	Poole Maritime Trust AGM & Luncheon at RMYC
11 for 11:30	Speaker: Robert Heaton - Luncheon to follow
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PMT members may purchase drinks from the main bar if the upstairs bar is not manned. There are disabled facilities on the ground floor and facilities on the first floor. If you arrive by car there is parking on the main road, Panorama Road. If arriving by Taxi, the main entrance to the RMYC is off Old Coastguard Road.



POOLE MARITIME TRUST
COACH EXCURSION to SOUTHAMPTON
15 JULY 2025

FROM
POOLE – CANFORD CLIFFS – WESTBOURNE

TO
MARITIME SOUTHAMPTON

VISITING BOTH

THE SEA-CITY MUSEUM
(With its remarkable TITANIC collection)
AND

THE SOLENT SKY MUSEUM
(The story of Flying Boats, local aviation and the Supermarine Spitfire)

TIMES

Depart : Poole Lighthouse, Seldown Lane **08.30** Canford Cliffs Library (opposite facing East) **08.45**
Westbourne Bingo Hall **08.55**

PROGRAMME

(All times are approximate and subject to traffic and other circumstances beyond our control)

10.00 Arrive Sea-City Museum – 13.15 Depart Sea-City Museum

Allowing for lunch – An in-house café serves a range of hot and cold snacks & light lunches.

Passengers preferring a picnic can enjoy it in the adjacent Andrews Park

13.30 Arrive Solent Sky Museum – 15.45 Depart Solent Sky Museum

Hot and Cold drinks are available at the museum

The museum also incorporates the story of the Hampshire Fire and Rescue Service

15.45 Return coach journey to Westbourne – Canford Cliffs – Poole

INCLUSIVE FARE £45.00

BOOKING FORM

Tickets must be purchased in advance and are subject to availability.

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

Kindly let me haveticket/s at £45.00 each for **Southampton Coach Excursion/Sea City Museum & Solent Sky Museum on 15th July 2025.**

I/We will depart from: Poole Lighthouse, Canford Cliffs Library, Westbourne Bingo Hall.

(Circle departure as appropriate).

Payment Details: BACs –PMT– Sort Code 30-99-50 Account No:17098962 (Lloyds) Ref: SOTON

Cheques will be accepted – Please make payable to Poole Maritime Trust.

(Please state method of payment BACS or Cheque) (Circle as appropriate)

Name: Telephone/Mobile.....

Address:.....

Email.....



**Poole Maritime Trust
AFTERNOON HIGH TEA CRUISE
ABOARD THE DELIGHTFUL
"DORSET QUEEN"**

(A registered historic ship)

Tuesday AUGUST 19TH 13.30 – 15.00



Step aboard at Poole Quay (opposite the Poole Arms) from 13.15 and sail away at 13.30 for a 1.5 hour cruise through the tranquil waters and around the islands of Poole Harbour. An informed commentary will be provided. High tea will be served in the cosy saloon.

Inclusive fare : £35.

Numbers are strictly limited and tickets are exclusively for members and guests. The "DORSET QUEEN" is a fine vessel maintained to the highest standards with bar and toilet facilities.

Passengers are conveyed subject to the conditions of Dorset Cruises Limited.

BOOKING FORM

Name..... Tel

Address.....

e-mail.....

I enclose a cheque (payable to POOLE MARITIME TRUST) to the value of £..... or

BACS : PMT Sort Code 30-99-50 Account no 17098962 (Lloyds) REF Dorset Queen

To Hon Prog. Sec PMT Offices, 6 Western Road, Canford Cliffs, Poole BH13 7BN

Email Julie Reid at Programme@poolemaritimetrust.org to confirm BACS payments

Bookings will close on Thursday 31st July 2025

POOLE MARITIME TRUST IN CONJUNCTION WITH THE COASTAL CRUISING ASSOCIATION
POOLE HARBOUR EXPLORER CRUISE TUESDAY SEPTEMBER 9TH 2025
Aboard M.V. "DORSET QUEEN"



09.30 Poole Quay – Embarkation from 09.15 – opposite the foot of the High Street
10.45 – 11.45 Wareham Quay – an hour ashore to explore the historic town
12.45 – 13.00 Lake Pier – a brief photo opportunity at this historic site
13.00 -14.30 Extended harbour and islands cruise – with a fully informed commentary
14.30 – 15.30 Royal Motor Yacht Club – Land for Tea/Coffee & Cake - a brief history will be presented.
16.00 Poole Quay (Approx) – Passenger dis-embark
Fare inclusive of Royal Motor Yacht Club refreshments £48

NOTES

1. "DORSET QUEEN" is a registered historic ship that has been restored to a very high standard.
2. The boat is NOT wheelchair friendly.
3. "DORSET QUEEN" has ample covered accommodation & a licensed snack bar and toilet facilities
4. Passenger numbers limited for customer comfort.

PASSENGERS CONVEYED SUBJECT TO THE CONDITIONS OF CARRIAGE OF DORSET
CRUISES

.....
BOOKING FORM

NAME : _____

Address: _____

E-Mail : _____

Tel : _____ **Number of tickets required :** _____

INDICATE MODE OF PAYMENT : POST/BACS (DELETE AS NECESSARY)

BY POST : Please complete this form and enclose a cheque payable to the COASTAL CRUISING ASSOCIATION to Peter Lamb : 11 Uplands Road, Bournemouth BH8 9SR. **Be sure to enclose a SAE in order tickets may be issued.**

BACS PAYMENT : Please make payment directly into the CCA bank and e-mail a copy of this form to : swade@breathemail.net . A confirmation mail will be sent and tickets issued at the gangway. Bank details : BANK OF SCOTLAND Account title : The Coastal Cruising Association Sort Code : 80-06-74 Account number : 00268983 Please provide reference : POOLE

FOR FURTHER INFORMATION – PLEASE E-MAIL : karllamb1@aol.com OR CALL
07718934425

C.C.A. CHARTER CRUISE TUESDAY SEPTEMBER 9th 2025
M.V. "DORSET QUEEN"
POOLE HARBOUR EXPLORER CRUISE

The delightful DORSET QUEEN will operate a cruise from Poole Quay, across Poole Harbour, and along the winding river Frome to the historic town at Wareham, landing at the old town quay where passengers may enjoy an hour ashore exploring the delightful old market town or, maybe, take a riverside stroll up or down-stream.

Following re-embarkation the QUEEN will cruise around the north of the harbour making a brief stop at Lake Pier. Built in 1939, Hamworthy's Lake Pier in Dorset was originally used as a fuel bunker for boats and a refuelling station for flying boats during World War Two. The 85-year-old structure has been strengthened with steel and new side beams along with rocks added along the harbour edge to give protection from coastal erosion.

A long harbour cruise will follow (Poole is the second largest natural harbour in the World) before a call will be made at the Royal Motor Yacht Club at Sandbanks (a first for the CCA), where complimentary tea and cake will be served. A short historic presentation will be given). Upon leaving Sandbanks the "QUEEN" will cruise back to Poole Quay via the North Channel.

DORSET QUEEN was built and launched as 'May Queen II' in Rothesay in 1938. The Board of Trade would not allow the name and she was renamed, 'Gay Queen', originally cruising the Isle of Bute and Loch Striven from 1938 to 1940. In 1940 she was requisitioned by the Royal Navy and served in operations in World War II. After the war she returned to Scotland to continue her sightseeing service. During the 1960s 'Gay Queen' was sold to the US Navy base at Holy Loch. In 1988 Rusty Greenslade purchased 'Gay Queen' and after changing her name to that of his granddaughter, Alice-Marie, she ran a service from Poole Quay to Brownsea Island and Wareham Quay within Poole Harbour. In 2007, 'Alice-Marie' became 'Queen of the Fal' operating in Falmouth. In 2010 Dorset Cruises purchased 'Queen of the Fal' and after a £170,000 restoration, re-launched her as DORSET QUEEN in 2011.

The cruise has been arranged allowing passengers to remain at Poole overnight and join the WAVERLEY on Wednesday 10th on her only advertised sailing from Poole in 2025. For more information please email : karllamb1@aol.com or call 07718934425.