

View from Poole



FOUNDED IN 1924

View from Poole

The Society for Poole: promoting Poole; its history, culture and people



WINTER 2020

www.societyforpoole.org



The Society for Poole



@SocietyforPoole



SocietyforPoole

TAPPER FUNERAL SERVICE

A fresh approach to funerals



Our independent family business was established in Poole in 1904. We now have funeral homes throughout East Dorset and West Hampshire.

We provide traditional and woodland burial or cremation and are available 24 hours a day, 7 days a week.

In 2017, we were proud to open a spectacular new crematorium, based at Harbour View, our woodland burial ground overlooking Poole Harbour and the Purbeck Hills.

We also provide prepaid funeral plans, tailored to your requirements, and can assist with memorials and floristry.

TAPPER FUNERAL SERVICE

32-34 Parkstone Road, Poole BH15 2PG

Chairman's Note

As reported via Facebook We have lost several members and our condolences goes to every family, but none more notable than **Robin Moy**. Robin had been part of the backbone of the Society and indeed Poole itself for decades. His sharp mind never lost him and either as part of the Executive of the Society or as the leader of the Poole Flag Trust he worked tirelessly to promote Poole and its heritage. He will be greatly missed by all who knew him and indeed the town has lost a true man of Poole.

Unfortunately, we are back under a form of lockdown and indeed it looks like we will have the endure some form of restrictions for some time to come. With this in mind we have to continue to suspend our activities, with no talks or annual lunch but hope that we can restart these in the Spring.

I know it is hard for everyone, but I must remind everyone that membership fees are due in January and although we have been unable to hold talks your fees are essential for us to continue to produce these magazines and to survive.

Meanwhile the BCP has been busy buying the power station site, proposing plans for the High Street and outlining schemes for the Dolphin Centre. It has also instigated new cycle ways and "covid"



road closures. It really does appear that there are greater funds available to kick start investment in Poole and it is hoped that these are translated through to real action.

The new cycle ways were an experiment of the previous leadership of the BCP, we will have to wait to see if the new leaders change direction and focus.

Similarly, there have been strategic initiatives regarding new planning strategies, specifically the controversial initiative to reduce the parking requirements for town centre developments. Gerald Rigler and the Planning team have been looking into this and responding but your assistance would be appreciated.

Despite the Covid crisis we still need to look to next year and hope to work with the Museum Society to complete more "Poole at War" information boards which we hope to display in the summer to mark the 75+1 year of VJ day. Fingers crossed that we are back to blue skies and are able to come together by then.

Nevertheless, as we run up to Christmas I would like to wish everyone well, happy Christmas and less look forward to a great 2021.

Mike Pearce
Chairman
chairman@societyforpoole.org

The Society for Poole

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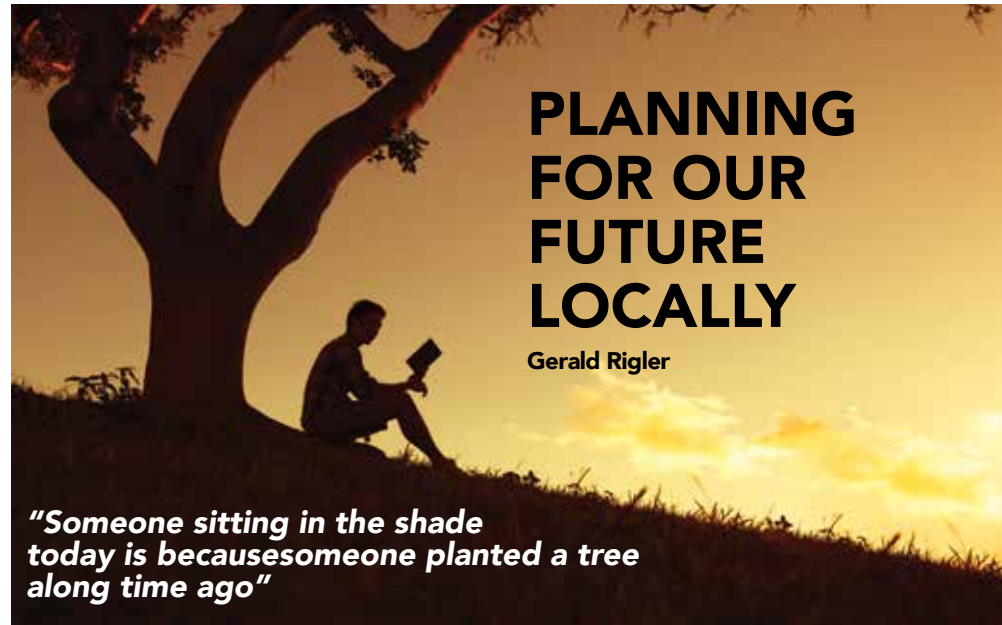
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VIEW FROM POOLE DISTRIBUTION

Jan Marsh
Janette.marsh@ntlworld.com

Executive meetings are held on the second Wednesday of the month at The Royal British Legion, North Road, Poole.



PLANNING FOR OUR FUTURE LOCALLY

Gerald Rigler

"Someone sitting in the shade today is because someone planted a tree along time ago"

Your Planning Group has consistently tried to help our locally elected decision-makers have access to the best information available and it seems particularly essential in these strange times when finding a suitable way to improve Poole is not always obvious. We know that Poole has its local traditions and expectations (*not readily understood by some*) and we do wish to maintain and develop them with relevant assistance to stand alongside any other available advice needed to develop "Localism", as required by the Act of Parliament.

Naturally some things take time. As an example, a few years ago and for reasons best known to the developer concerned, a planning

application was made to alter the Sandbanks Pavilion. At that time we objected to the proposal and suggested that should the Council property ever need alteration then agreed Terms of Reference should be prepared and used as a basis for encouraging competitive bids from credible developers. Just recently it was good to see such a strategy being implemented, with expressions of interest being required in the early Autumn.

It has also been good to be able to support the Poole Housing Partnership in making progress in meeting housing needs for all tenure types and specifically for the more affordable type of housing for local people, although we do have reservations about

plans at Turlin Moor that appear to involve the transfer of necessary sports facilities which will render them largely useless because of winter flooding issues.

However there may be a ray of hope, in so far as the revised ownership of the old power station site and the altered use of the stadium may now allow the single landowner concerned to reconsider the future nature of the appropriate use for both sites. Perhaps the stadium site could be used for required housing (*away from severe flood risks and foundation difficulties*) and the other 'waterside' site used for mixed sports facilities, visitor facilities and more housing (*well above flood risk level*) of interest to those seeking an

expensive 'pad' in a delightful harbourside location.

The Unitary Council (incorporating Poole) is starting to prepare a new plan for the whole conurbation and, subject to clarifying the views of its new Administration, is keen to ensure that its various communities flourish by promoting communications in an open and transparent way and we relish the opportunity to assist that process in the face of increasing centralising pressures. We have already registered an objection to the premature idea (*expressed in a draft supplementary planning document*) that some central housing developments should not allow for any car parking.

If you can help our Society try to ensure fully informed planning decisions are made, please contact the writer or any of our Executive Team, it is always appreciated.

Of course we all know that the Green Belt Zone was devised to help ensure that towns recycle derelict, underused and misused urban land (*to prevent towns from being 'hollowed out'*) and we have sought to keep it green. Such efforts, by all those involved, mean that a wild life corridor between the New Forest, the Great Heath and Purbeck might just be maintained.

Recently, like so many, we didn't know that central government had released

a large sum of money for providing cycle lanes (*including one at Evening Hill*). The adjustments at Evening Hill (*that were surprising*) do impact upon local expectations and we hope that matters will be refined suitably and as soon as possible, perhaps with your help ?

Central government also released (*during the Summer*) their long-awaited White Paper to aid consultation on Planning Reform – it came with 80 pages ! Our considered responses (*based upon the decades of experience gained by your planning group*) only ran to 8 pages (*available from me upon request*) and stressed that **(1)** current housing targets are flawed, **(2)** any attempt to reduce the ability of communities to have a meaningful 'say'

is unacceptable, **(3)** our environment, wildlife and heritage must be safeguarded and **(4)** that Poole has a real and urgent need for actual delivery of enough genuinely affordable homes.

It is understood that there is a drive to speed-up planning processes (*23 years to gain a safe crossing over the railway into Hamworthy Park was obviously too long !*) but current central government proposals to create a "developer's charter" and to side-line local consultations / opinions (*even those so carefully defined by Neighbourhood Forums*) are currently major matters for community resistance : thus some may say : **" Quo Vadis Local Democracy " ?**

Gerald Rigler
Planning Sub-Committee
Chairman (2019/20)
gerald.rigler@gmail.com





Stone Walls and Smugglers a stroll around Poole

Start outside Poole Museum at the bottom of High Street. On the north side of the street is Scaplen's Court, a 15th century house which has been a private residence, an inn, apartments, tenements and a museum in its long history. The front range was partially reconstructed in 1986.



Enter Thames Alley on the left-hand side of Scaplen's Court. The alley has existed for at least 400 years and was once called Hancock's Alley. In the late 17th century, Scaplen's Court was the George Inn, kept by sea captain, Robert Bennett. There are accounts of bales of tobacco being smuggled ashore and brought into the inn by the back way while customs officers were drinking with Bennett in the inn parlour. The route used by the smugglers could well have

been the one we are following in this walk.

Turn into Thames Street where 18th century merchants built their elegant Georgian houses with money made in the Newfoundland salt cod trade. Across the road to the right is the mansion house of leading merchants Isaac and Benjamin Lester, now a hotel.

Turn left, cross the street, and continue towards the sea.

Enter the lane between Nos. 3 and 5 Thames Street, named St. Clement's Lane after the inn which occupied No. 5, the large building to the right. Down the lane a right-hand turn brings you to a stretch of wall 3 metres high with an arched gateway and a The wall is thought to date from the 15th or 16th



century but whether it was an early town boundary or just a property boundary is a mystery. Excavations showed that the shingle once came up to the foot of the wall.



Turn left and continue down the lane (*skirting the dustbins*) to the Quay. This area was reclaimed from the sea from the 17th century onwards and occupied by lines of stores and warehouses. The walk finishes on the west quay near the old lifting bridge to Hamworthy. The third bridge on the site, it was opened on 9th March 1927 by the Mayor, Herbert Carter.

Backstreet Stroll - Source Poole Museum Society Part 1

Remembrance Day 2020

Despite the poor weather and of course Covid, there was a socially distanced crowd determined to pay their respects on Remembrance Sunday.

Mike Pearce, Chairman of the Society of Poole, joined with others to lay a wreath and observe the silence at 11pm.

There was no a representative leading the event or making themselves obvious however as our wreath was laid next to the BCP Council wreath it was clear that someone had attended the Cenotaph. Enterprising veterans had brought music and a bugler sounded the last post.

A fitting tribute.



A brief history of the Bolson Boatyards working in Poole during WW II.

Written by the Poole Maritime Trust



"Skylark" pleasure boats

In 1922 the Bolson family acquired a small yard on the Hamworthy side of the Quays from which they ran the "Skylark" fleet of pleasure boats. It was a time when everyone took their holidays beside the seaside. But by the late 1930s, war was looming with Germany and the Axis powers.

On September 3rd 1939 Britain found itself at war with Germany which had been preparing for more than 7 years with a huge programme of building Naval ships and their support vessels. Britain had very few large ships and even fewer small vessels to support them. The British Government asked Bolsons to build small ships and landing craft from this small yard. The company grew into a large industrial business occupying three different parts of Poole Town.

Government backing

Bolsons were producing small boats, with Government backing, on a mass production scale. They became the biggest builders of Assault Landing Craft, at one time producing 1 craft a day. As well as building ALCs and smaller personnel landing craft the yards also built Minesweepers, 72 foot Harbour Defence Launches and smaller craft. The workers were split into teams of eight men and a girl, each team building a complete boat. This was found to be more effective than each person doing one job and becoming bored.

Three sites

The three sites were the original one on New Quay near where Sunseeker's present yard is now located. The second yard was at Lake,

in Hamworthy, near where the present Lake Yard is now situated. In fact it was part of the same yard, which in those days was very much larger. The final yard was on mudland, known as Shutler's Yard, on what is now the RNLI site in West Quay Road. This site was able to launch quite large vessels. Amongst all this new boat-building work, repairs to damaged vessels was also undertaken.

Allied invasion onto the Normandy beaches

As the final preparations for the Allied invasion onto the Normandy beaches took shape, the company was working 24 hours a day, 7 days a week.

Over 800 employees

Over 800 people were on the workforce and Bolsons were the biggest employers in the Town. They employed shipwrights, carpenters and joiners, welders, platers and riveters, electricians, blacksmiths, plumbers and painters. After the Allied landings in June 1944 the work from the Government slowed down and finally in the summer of 1945 the contracts ceased. The yards returned to normal hours and



The workforce celebrate the launch of a Bolson Landing Craft

motor fishing vessels and other smaller craft started to become the norm.

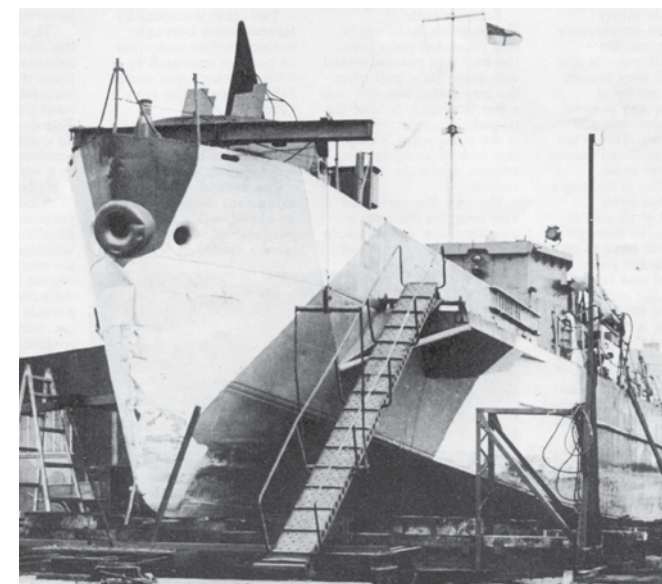
Very few survived

Very few of all the vessels from the Second World War have survived. The only landing craft are two LCTs, (Landing Craft: Tank) which are in the last moments of decay and are underwater in the Poole Harbour Commissioner's Marina wall in the Port. They are very difficult to see or understand. Over 30 years ago there was a 72 foot Motor Gun Boat (MGB) on one of the Island in the Harbour, being used as a live aboard but that has long gone.

All the Bolson Yards have changed hands and are either built on or have been modernised out of all recognition.

All that hard work helped to save our nation has disappeared, but the memories remain.

Construction of a Minesweeper in Bolson's ship yard



Poole's Ghost Walls

Pause in the middle of Falkland Square, level with the turning into Kingland Crescent, and you are probably standing on the line of Poole's long-vanished medieval defences. Cutting across this area four hundred years ago was a ditch stretching from Holes Bay in

the west to Parkstone Bay in the east, backed by the town walls. To the west near the site of the present railway station was the only landward entrance to the town, the 'embattled gate of stone' known as the **Towngate**, reached by a drawbridge.



Map of the defences c.1634

The defences were constructed in the 15th century following a grant from Henry VI in 1433 making Poole a Port of the Staple or customs port for Dorset. Permission for the Poole inhabitants to build defences was included in the grant: 'The mayor and Burgesses of the said town of Pole propose (as we conceive) sufficiently to wall, embattle and fortify (through our succour and licence) the said town and port for the more safe keeping of merchandizes and other goods coming thither, and also for the fortifying of the places adjacent.'

There is no record of the process of constructing the defences but it must have been a major operation. The chosen line of the wall and ditch took advantage

of the geography of the town, cutting across the narrow neck of land joining the Poole peninsular to the main land. Elsewhere the town was protected by the sea and mudflats. Why the towngate was built to the west rather than near the middle of the defences is not clear. Perhaps it was a case of choosing the highest and most solid piece of ground, but its location required the building of an access road from High Street known as Towngate Lane (later Towngate Street). There are several images of the towngate on old maps, showing it as a square castellated gate house flanked by two round towers. There are also many references to it in the archives, as for instance in the town accounts of 1524 when the two new posts and nearly 2cwt of

iron were needed to repair the gate or in 1645 when workmen were paid for mending the chain of the drawbridge. In contrast, the walls are only sketchily depicted and seldom mentioned in the records.



The earliest image comes from a map or bird's eye view of the Dorset coast dating from 1539 when Henry VIII was planning a series of forts and beacons against attack from the continent (one of which was the blockhouse on Brownsea Island). Confusingly to our eyes, south is shown at the top of the map and an added complication is that some of the depicted fortifications were never actually built. The Poole section shows the towngate with what might be a stretch of wall to the west and a cluster of buildings behind to represent the town. Two circular gun platforms are

also shown, one on the Quay and one at the end of the Hamworthy peninsular. We know from the records that a gun platform was built on the quay in 1524, decorated with carved and painted heraldic animals from the royal coat of arms. This platform or its successor may be the one shown on the map, but as space was tight on the Quay it would have probably been removed as soon as the invasion threat was over. The Hamworthy fortification was known as the bulwark and is mentioned in the archives into the 1600s. Shortly after the map was drawn up, the antiquary John Leland visited Poole and observed its layout. He described the town being connected to the main land 'by the space almost of a flite shot' and mentioned the towngate and the ditch, but not the walls at the north end of town. Instead he claimed that 'King Richard III began a pece of a Toun Waulle at one end of the Kay; and promised large thinges to the Town of Pole.' This may refer to a section of wall behind the buildings on Thames Street which still exists. Dating from the late 15th century or the

16th century (depending on which authority you consult) this wall of coursed limestone rubble is about 3m high, 30m long and in places nearly 1m thick. It contains an arched doorway and for part of its length, a projecting castellated top supported by corbels. On the inside are stone steps leading up to a parapet. Whether this was a town wall or a rather over-sized property boundary and whether it was originally longer and was ever finished are among the many questions surrounding the structure. What is clear is that at one time the shingle came up to foot of the wall but over time the shore was reclaimed, leaving the wall high and (literally) dry. By 1609, an inventory of a



house on Thames Street describes its two gardens, one within and one outside 'the battled wall'. In other words, by this date the wall had lost its function as a property boundary, let alone anything as grand as a town wall.

Map from the time of Elizabeth I (below)

In 1582, a legal settlement with the town's brewers over taxes made a rare reference to the town walls, describing how Poole's revenues 'must of necessity be from time to time employed used and bestowed upon the necessary provision and maintenance of the said town the church the haven the quay the walls and other necessary offices . . .' Around the same

time another map of the harbour seems to show the town completely walled around, with a structure, presumably the towngate, at the northern end of town. The details cannot be taken literally, but the map-maker clearly wanted to show a fortified town. It is not until the early 17th century that maps begin to show the layout of the town with some accuracy for the first time and it is from these that we get most information about the defences and their location.



Map c. 1630s from the Bankes family archive

By the time of the outbreak of the Civil War in 1642, Poole's defences like those of many towns must have seemed like a relic from the past. In changed

times, however, they were about to come into their own. Poole had declared its support for Parliament and one of the first actions of the authorities was to make an order that 'that a constant watch shalbe from henceforth kept for the preservation and the Defence of this towne, by the number of one watch man, one Rounder, and a gunner for the daye tyme att the towne gate, and six ordinary watchmen of the Comonalty, and two rounders for the night watch'. The inclusion of

'rounders' or roundsmen suggests a boundary which could be patrolled. The following year, there was an attempt by the Royalists to take the town by treachery which casts more light on the war

time defences. A Royalist Captain Thomas Phillips had been having secret meetings with Captain Francis Sydenham of the Poole garrison to persuade him to betray the town into Royalist hands. Sydenham pretended to accept but revealed the plot to Col. John Bingham, the Governor of Poole. Sydenham as officer of the watch was to blow a horn as a signal and then rush into the town, leaving the gates open for the Royalist troops to enter. On the chosen night the Royalists about 500 strong under the command of the Earl of Crawford approached the town in the darkness and hearing the signal, charged forward only to find the gate closed against them. Worse 'before the gate was a halfe-moon, at the entrance of which there were chaines to be drawne up at pleasure; the earle with his horse filling the halfe-moon, the chaines were then drawn up, and the muskets and ordnance . . . gave fire upon those that came on, which caused all that were not slaine to throwe downe their armes and runne away.' The earl barely escaped with his life and the Royalists lost valuable arms and about 50

horses, beside those killed, injured or taken prisoner.



A half moon (above)
Half moons were outworks, usually with two sides coming to a point and short flanks, used as a refuge for defenders outside the main fortifications or to protect a vulnerable spot such as a road or the entrance to a town. Where exactly the Poole half moon was and how it operated, we don't know but it certainly served its purpose on this occasion. The following year, the town was again under attack when the Royalist Sir Thomas Aston defeated a detachment of Poole horse and chased them to the edge of town 'where the Rebels' cannon and small shot played thick upon him from the walls', according to the Royalist newspaper, Mercurius Aulicus. There is evidence from the archives for other fortifications used during the Civil War. One was a fort at Hamworthy said to be built from stone taken from the Hamworthy



church. It was probably designed to prevent attackers coming down the peninsular and getting too close to the town. In 1645-6 the town accounts mention payments to 4 workmen 'to unrig the fort at Ham for lading it, bringinge it out and pillinge it and for the cartinge of it all'. It was not entirely demolished because in November 1646, Thomas Smedmore of Hamworthy was awarded compensation of £12 a year for his 'great losses by fortifications which were made upon his ground', making it clear that these were still standing. Other defensive structures mentioned in the same accounts about which very little is known are 'seaman's battery' and the

'western works', although the latter may be the same as the 'western fort' shown on a map of 100 years later near the western end of the ditch. After the Civil War some of the defences like the half moon were probably removed fairly quickly while other structures gradually fell into disuse. In August 1653, the Council of State ordered towns to demolish their fortifications and 'the town of Poole, Ham and all the works adjoining, to be immediately dismantled'. So the walls and the towngate were taken down after 200 years' existence and the ditch was filled in or gradually silted up. In 1745, at the time of the second Jacobite rebellion, an attempt was made to re-excavate the ditch but

this was discontinued after the town had spent around £300, according to the traveller Dr. Pococke.

Map of c. 1760 (left)

The defences had gone but their ghostly imprint on the streets of Poole remained. Towngate Street continued as the main road leading out of town and 100 years after the wall and ditch had gone, High Street still came to a stop at the northern end with a ropeworks built across it. When the turnpike trust was set up, the Poole tollgate was built on the site of the old towngate where it remained for another 40 years. It was not until the 1830's that High Street was extended into Longfleet and the toll gate was relocated there. The coming of the railway in 1874 reinstated a barrier more or less along the same line as the old defences, which remains today.

Over the years, reminders of the lost defences have unexpectedly surfaced. In 1835, workmen digging a well near the site of the wall found a skeleton with long hair still attached. Whether this was a victim of the Civil War or some other unfortunate

individual, we don't know. In the 20th century, shaped blocks were found in a garden in Rigler Road, Hamworthy, perhaps the foundations of the fort. In the early 1970s it was still possible to trace the old boundary line from Holes Bay in the west via the site of the gate at Towngate Street to the reclaimed area north of Pitwines. Later developments would sweep away most landmarks in the area. When the Towngate Bridge was being built in 1971, traces of the old town wall were discovered (below) and some of the stonework was taken to Scaplen's Court for display. An old boundary stone

was also found nearby and mounted on one of the bridge supports with a modern explanatory plaque. At least the name of the bridge preserves the memory of the old towngate and as we sweep over the bridge today we can imagine the deadly fight in the darkness nearly four centuries ago when the townsmen fought off the Royalist ambush.

Jenny

Main sources: 'An Old Town Boundary' Poole Corporation Report 1970 pp. 97-9 / 'The History of the Borough and County of the Town of Poole' H. P. Smith / 'History of the Town and County of Poole' John Sydenham.



Society for Poole Accounts 2019

In accordance with our constitution and desire for transparency attached below are the accounts for the Society for Poole. Generally, the Society has been prudent with it's finances. Income from talks and especially from the advertisements within the Newsletter has significantly assisted us to keep our head above water. We continue to invest in a high-quality newsletter and to maintain our web site and hope to support the plans for our "Poole at War" display which had to be postponed from May.

2020 will be a challenging year with talks stopping and advertising revenue reduced as we have not been able to attract a full set of advertisers this year. We have nevertheless attracted significant sponsorship from firms for the Poole at War display, but these funds will be corralled and returned should we not be able to hold the event.

SOCIETY FOR POOLE Income and Expenditure Account for Year ended 31st December 2019

2018		2019
	INCOME	
1552	Membership Subscriptions	1366
228	Social Events	196
7	Gross Interest received	13
853	Meeting Income	833
320	Magazine Advertising Income	887
51	Donations	90
117	Raffle Contributions	88
61	Sales	110
3189		3583
	EXPENDITURE	
1164	Magazines	1280
128	Administration Expenses	109
200	Rent of Meeting Rooms	200
150	Charity Donations	111
20	Sundry	200
102	Subscriptions Paid	87
136	Website Costs	146
315	Cost of Speakers	305
43	Stock Utilised	96
0	Donation to Book	50
0	Pleques	788
205	Depreciation	213
2463		3585
726	Net Income/Expenditure for the Year	2

We certify that these Financial Statements are a true and accurate record of the Financial Affairs of the Society

R. Clissold
Signed by the Independent Examiners on:-

A. H. H.
Signed on behalf of the Society
Treasurer

R. White
Signed by the Independent Examiners on:-
A. H. H.
President

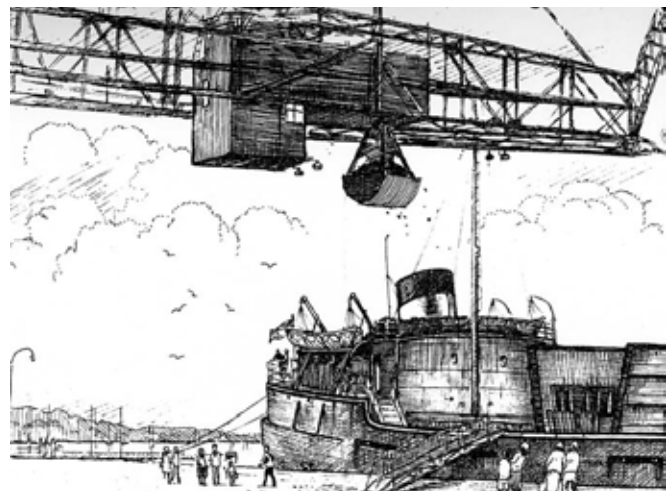
SOCIETY FOR POOLE BALANCE SHEET AS AT 31st DECEMBER 2019

2018		2019
661	FIXED ASSETS	661
384	Presidents Jewel	384
721	Chairmans Jewel	721
250	Society Marching Banner	250
251	Society Original Banner	251
2267	New banners	2267
272		383
1995	Less Depreciation on Banners	1884
	Equipment	406
276	Less Depreciation	195
2271		211
	CURRENT ASSETS	2095
75	Payments in advance	138
85	Debitors	270
211	Merchandise Stock	166
915	Bank Current Account	1342
6217	Bank Deposit Account	6280
7503		8196
9774		10291
	CURRENT LIABILITIES	
130	Creditors	509
298	Subscriptions in Advance	382
0	Charity	111
453		902
9341		9339
	FUNDS OF THE SOCIETY	
1743	Deposit Special Reserve	1743
	less transfer to SOPM history	500
635		1243
	SOPM History	635
	Plus Transfer from Special Reserve	500
	Donation	50
		1185
6963	General Fund	6963
	Less Excess of Expenditure	-2
9341		6961
		9089

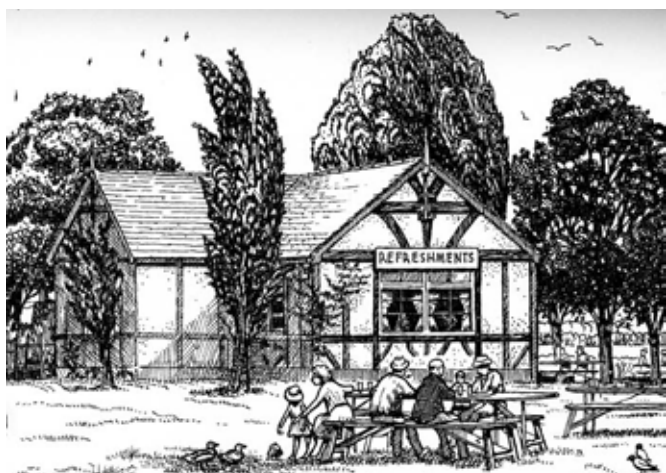
SOCIETY FOR POOLE Notes to Accounts as at 31st December 2019

2018		2019
	Location of Society regalia	
	Presidents Jewel	Andrew Hawkes
	Chairmans Jewel	Mike Pearce
	Society original banner	St James Church
	Presidents Board	St James Church
	Society Standard	Simon James
	Members Register	Michael Gale
	Past Accounting Records	Colin Hinwood
	Gazette and advertising material	Mike Pearce
	Barrel and Pirate Effigy	Loaned from and kept by PWC
	Equipment	Mike Pearce
	Embroidery Logo	Auxet Embroidery
	Sundry Expenditure	
6	Flowers	11
14	Pitch Fees	20
0	Wireless	17
0	Advertising Boards	14
0	Local Plan	30
0	Mayors Penant	43
0	Modoff Design	25
0	Register Repair	40
20		200
	Depreciation	
	At 5% straight line on Banners only	
	At 25% straight line on Equipment and New Banners	
1164	Magazine Print Costs	1280
320	Less Advertising Revenue	887
844	Net Cost	993
874	Income	833
200	Less Room Hire	200
315	Cost of Speakers	305
515		505
338	Net Income	328
56	Sales	110
43	Stock Utilised	96
12	Net Income	14

From the pen of
Len Way



"Watch out for falling coal", if its large lumps take it home!



Poole park's older Café, a calling point for all that used the park

Useful Phone Numbers

Adult Education
01202 262300

Adult Social Care
01202 633902

Bin & Street Cleaning
01202 261700

Birth, Marriages & Deaths
01202 633744

Blue Badges
01202 633605

Bus Passes
01202 634249

Children's Social Services
01202 735046

Council Tax payment line
01202 672932

Family Information
Services
01202 261999

Poole Hospital (A&E)
01202 665511

Housing Benefit Enquiries
0345 0344569

Libraries
01202 265200

Parking Penalties &
Permits
01202 634240

Pest Control
01202 261700

Road & Pavement
Maintenance
01202 265255

School Admissions
01202 261936

Street Lights
01202 262223

Toilets
01202 261700

Alexandra House



Registered Charity
No. 1014697

**A welcoming care home
in the heart of Parkstone**



A homely and safe place to live

In the heart of Parkstone, the newly rebuilt Alexandra House is a warm and comfortable home, offering residential and dementia care in a peaceful setting and at a reasonable cost.

Full ensuite bedrooms and a range of light, spacious, air-conditioned communal areas at Alexandra House offer an environment where everyone can feel at home. Our residents can be safe in the knowledge that someone is responsible for their well-being and care at all times, whilst relaxing and enjoying their surroundings with family and friends.

We are now open and welcoming residents

– for enquiries please call **01202 747001**
or visit **www.care-south.co.uk**

Alexandra Road | Parkstone | Poole | Dorset | BH14 9EW





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