WWII 1939-45

+1

75

VE · ANNIVERSARIES · VJ

POOLE AT WAR

THE SOCIETY FOR POOLE

CHILDREN
are safer in the country
. . . leave them there

WELCOME

To the Poole VE VJ Day Heritage Event organised by the Society for Poole.

Today, 15th August, marks the 75th (+ 1) anniversary of the end of WW2
With victory in Japan having been achieved the war was finally over and
the "forgotten" servicemen and women were all heading home.

For much of the war Poole was a quiet "under the radar" location. However, the town and harbour grew in importance and activity throughout the period. New Naval bases were established in the harbour and the Flying Boats maintained air links with the rest of the world.

The town provided a flotilla of boats to Dunkirk including the Thomas Kirk Wright which now resides in the Lifeboat museum on the Quay. It also provided a base for raiding parties across the channel as well as a practice location for the D Day landings, the building many of the landing craft in the town's boat building yards and the port itself was the 3rd largest embarkation point for US Forces on D Day.

Behind the scenes the people of Poole worked in the local factories, gave up the iron railings etc and raised money for the war effort in general. The town, together with neighbouring towns, welcomed evacuees and dug for Britain as well as enduring bombing raids.

Information boards have been erected down the High Street and along the Quay since VE Day on May 8th with these and this event we hope to tell the fascinating story of Poole's role during the period 1939-45.

I would like the thank our sponsors for the event, Sunseekers who have assisted in providing moorings for our special guests the Dunkirk Boats, the owners of the Dunkirk Small Ships Association who have travelled to be with us, as well as the owners of the military vehicles and vintage cars etc, The Royal British Legion and the organising committee who all have contributed to make this event happen.

Mike Pearce
Chairman The Society for Poole Ltd

The Society for Poole was founded as The Society of Poole Men in 1924 and has since been saving, supporting and promoting Poole: its history, culture and people. The Society for Poole, open to all with a passion for Poole, has been responsible initially saving Scaplen's Court, supporting events such as Beating of the Bounds, and raising money for local charities and other organisations throughout Poole.

www.societyforpoole.org

OPERATION DYNAMO

The Evacuation of the British Expeditionary Force from Dunkirk 26th May 1940 to 4th June 1940

During May 1940, the British Expeditionary Force were fighting to stop the Nazi Invasion. Part of that force was the 2nd Battalion Dorset Regiment commanded by Colonel Stephenson. After five days of fighting, beating off attack after attack by a greatly superior German force, Colonel Stephenson assembled his 245 survivors plus 40 men from other units and led them to the beaches at Dunkirk where they joined over 380,000 troops being assembled for evacuation.

Meanwhile in Poole, Commander Cosmo Hastings, supported by Captain Cavendish Rtd, summoned local owners of small craft, ferrymen, pleasure craft and private yachts. He ordered them to have a hot meal, fuel up their vessels and be prepared for a "Special Task". A small flotilla assembled including Harvey's yellow Ferry Nymph and Southern Queen, Tom Davis's blue Felicity and Island Queen and Bolson's Skylark VI, Skylark VIII, and Skylark IX plus lifeboat Thomas Kirk Wright. These craft were manned by local men some who had never been to sea before. There were also fishing smacks from the Poole fishing fleet and those already at sea were signalled and joined the group later.

The flotilla under the command of Captain Quick left on 28th May. In charge of the Skylarks

Bolson's Skylarks
(Photo courtesy Poole Maritime Trust)
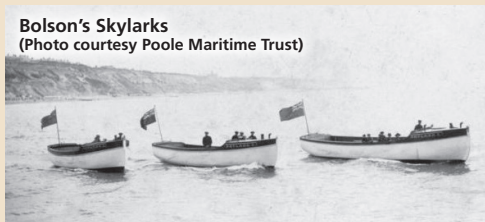
was experienced Captain Bennet who at 75 could get the craft safely to their destination. The weather was good as they tracked along the South Coast and the Poole Flotilla arrived safely after 28 hours at sea and reported to the Royal Navy ready for the task ahead.

Other craft that left Poole were Dutch Schuits who had landed Dutch refugees on Brownsea Island. These boats were manned by men of the Royal Naval Reserve from Portsmouth.

Poole boats assisted in bringing off over 338,000 troops, including many French soldiers. The last trip for the Thomas Kirk Wright was all French Soldiers despite being damaged by heavy machine gun fire. The Island Queen and Southern Queen were both sunk off Dunkirk. Skylark V1 was damaged and abandoned with bomb damage but later was salvaged and towed back to Bolson's Shipyard in Poole.

Thomas Kirk Wright – Poole lifeboat
(Photo courtesy Poole Maritime Trust)

AIR RAIDS ON POOLE
1939-1945

Poole and its harbour presented many prime targets for German bombing raids during the war. These included two major war factories, the Royal Naval Cordite Factory at Holton Heath and the Royal Ordnance Factory in Creekmoor. There were also military establishments like RAF Hamworthy, later HMS Turtle, and the RN Air Station at Sandbanks, while the harbour was home to both RAF and BOAC flying boats. Also vulnerable were the many local civilian factories and shipyards involved in the war effort and the gas works at Pitwines and Bourne Valley.

In preparation for war, public air raid shelters were erected in all areas of Poole, with capacity for over 3,000 people. Anti-aircraft gun emplacements, with additional searchlight posts, and barrage balloons protected some of the vulnerable sites. Decoy sites at Arne and Brownsea were constructed with the aim of diverting bombers from the main town.

The first air raid on Poole was on the 21 August 1940 when a single Junkers 88 dropped 6 bombs across the old town. Two people were killed, and several buildings destroyed including the Fifty Shilling Tailors in High Street. Shop dummies blown across the street were at first mistaken for bodies by the ARP wardens.

A number of attacks by lone aircraft and raids with incendiaries and high explosive bombs followed in the winter of 1940-1. On the 27 March 1941, a bomb hit the canteen of Bourne Valley Gas Works, killing 34 workers, and injuring 23 others. The Brownsea decoy was successfully fired on the 24 May 1942, saving Poole from the worst of a bombing raid targeted at its naval and air bases, and what would prove to be Poole's last raid came on 23 April 1944.

Damage to the Fifty Shilling Tailors, High Street
(Photo from Andrew Hawkes Collection)

In total there were 31 air raids on Poole, resulting in 68 deaths and over 100 people injured. At least 5,000 properties were damaged, including the Canford Cliffs Hotel, St. James School, Yeatman's Mill and Bolson's shipyard. Poole was nevertheless fortunate not to suffer many targeted raids, unlike some neighbouring towns.

CIVIL DEFENCE AND THE HOME GUARD

Poole Council had provided money for ARP (Air Raid Precautions) including air raid shelters in Poole Park and Green Park. Street lighting was banned in September, a blackout was enforced at night and people were asked not to use their cars unnecessarily. 7,500 gas masks were distributed to residents, many of which were stored in the roof of the Municipal Buildings. Pillboxes, anti-tank blocks and dragon's teeth were put in place during 1940 and beaches were all protected by barbed wire.

Fire watching parties were established in 1941 to ensure that all incendiary bombs were quickly located and made safe. Almost all the Borough was covered by the stirrup pump parties that had been formed. Two bags of sand were distributed to every household.

In May 1940 Anthony Eden, called for volunteers for the Local Defence Volunteers (often known as "Look, Duck and Vanish"). This was aimed at those men who were either too young or too old for active service or those in reserved occupations. In July 1940, their name was changed to the Home Guard. Poole Home Guard No 1 Company had platoons based in all areas

Gas masks stored in the roof of the Municipal Buildings
(Photo from Andrew Hawkes Collection)
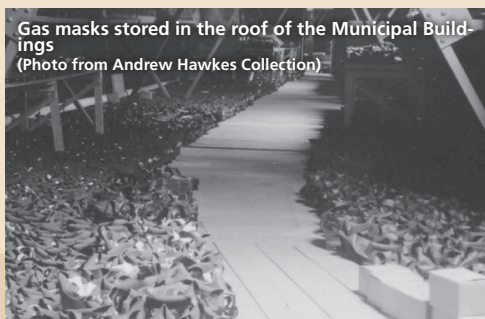
of Poole. Major Mervyn Wheatley, a retired Army officer, commanded the Poole Company. Their headquarters were at 279 Ashley Road, Parkstone. Initially the Company had no arms or ammunition just one revolver to a patrol with 2 shot guns and 12 cartridges among 10 men on average. By the end of 1940 each man was fully equipped and armed though there was limited ammunition. Each platoon had been issued with 25 old Lee Enfield rifles in July 1940. The volunteers carried out dawn to dusk patrols and had to attend drills and training sessions.

The Home Guard were operational until 1944 and finally disbanded in December 1945.

Poole Home Guard
(Photo from Andrew Hawkes Collection)

DUNKIRK LITTLE SHIPS

CARONIA

Caronia was built in 1927 at Tolcarne, Cornwall. She was laid in the form of a St Ives gig and wore SS70 the registration mark of a St Ives fishing vessel. At the outbreak of war Caronia was in Le Havre. She returned to Newhaven where she was commandeered by the navy and steamed to the beaches of Dunkirk. After Dunkirk she stayed with the navy for the rest of the war before going back into private use.

DORIAN

Dorian was originally built in 1915 at Portsmouth Navy Yard – a 42ft rowing launch with a crew of 38 men transferring goods and ammunition between harbour and warships moored in Harbour. She was later fitted with a petrol engine before being retired by the Navy in 1930 and went into private ownership. She was requisitioned by the Navy and taken to Dunkirk, after which she was kept by the Navy as a harbour launch in Chichester Harbour. After the war she retired to private ownership.

LADY LOU

Lady Lou was built by the Rampart Building Company of Southampton in 1936. In 1939 Rampart Building Co had 9 of its ships commandeered for war service. It is believed that a Rampart was the last boat to leave Dunkirk, and several remained there permanently. Lady Lou was one of the survivors released from service in 1942.

Lady Lou

Maimonde

MAIMONDE

Maimonde was built in 1937 by Saunders Roe in Cowes, Isle of Wight – a 45-foot Medina class motor yacht. She was commandeered by the Navy in June 1940. There is no more specific detail of her service, but research is ongoing.

OUR LIZZIE

Our Lizzie was built in 1920 in Porthleven, Cornwall as a fishing lugger. She was converted into a sailing yacht at the end of the 1930s and then went to Dunkirk. She was left lying at Newhaven and then compulsorily purchased by the War Office and went to the Isle of Bute in Scotland where she was used for supplying anti-aircraft batteries and searchlight positions.

RIIS 1 (WHITE HEATHER)

White Heather was built in 1920 by McGruer and Co, Dunbartonshire and was initially used as a pleasure boat cruising the Western Isles. White Heather joined the many hundreds of small craft assisting in the evacuation of Dunkirk, ferrying soldiers from beaches to warships and steamers. She suffered a mechanical problem and was effectively abandoned but made operational again by the soldiers themselves and returned home. She was requisitioned by the Royal Navy and renamed HMS Manatee and served throughout the war. She was released back into private ownership in 1946 and renames RIIS 1.

MARY SCOTT

Mary Scott, a RNLI lifeboat, was built in 1925 by J S White, Cowes, Isle of Wight. She was towed to Dunkirk by Empress of India (paddle steamer) with 2 other boats. Between them they took 160 men to their mother ship and when it returned fully laden to Dover the made the journey with 50 men to another transport vessel. Her engine broke down and could not be restarted so she was beached and abandoned at La Panne, east of Dunkirk. She was later refloated and returned to England as the Southwold lifeboat.

PAPILLON

Papillon was a motor yacht built in 1930 by Leslie W Harris, Burnham-on-Crouch. She arrived for service at Dover on 30th May 1940 and sailed on 2nd June 1940 crewed probably by volunteers. After Dunkirk she remained in service with the Admiralty and provided local coastal and river patrols.

Our Lizzie

Papillon

THE FLYING BOATS OF POOLE HARBOUR

Poole played a pivotal role in Britain's communications throughout World War II. For nearly 10 years, between 1939 and 1948, Poole Harbour served as the country's principal international airport. Flying boats made daily scheduled flights both to North America, and across Africa to the Middle East and to Australia. Important passengers, mail and vital freight were kept flowing to and from the USA and Canada, and right across the British Empire, whose help we depended to win the war.

Poole was the birthplace of the British Overseas Airways Corporation. BOAC was formed in 1940 from a merger of Imperial Airways and British Airways, both acquired by the Government under emergency wartime regulations. The first Operational HQ for the new company was Airways House, No.4 Poole High Street, where the Museum is today. Here flights and world-wide schedules were planned. A Passenger Arrival (and initially Departure) Hall was in the Poole Pottery factory, Customs and Immigration at the Antelope Hotel and the Cargo Section operated from a quayside pottery warehouse.

The Navy had surveyed the harbour at the time of the Munich Crisis, and marked out various landing and take-off strips, use of which depended on wind direction and state of the tide. The flying boats were kept on moorings

Hythe class at buoy disembarking passengers 1943
(Poole Flying Boats Celebration)

off Salterns pier and required launches to take passengers, freight, flight crew, fuel and servicing personnel out to them. Male launch hands were called up into the military and women took their place. These 'seawomen' proved highly competent, as well as adding a bit of glamour to Poole Quay. Despite enemy action, there were generally two outbound flights each morning, and two inbound flights each evening.

In addition to the civilian flying boats of BOAC, between August 1942 and December 1943 the military flying boats of Coastal Command operated at RAF Hamworthy, flying long patrols out into the Atlantic to search for the Nazi U-Boats. The small seaplanes of the Fleet Air Arm which, between 1940 and 1943, were based at the Royal Motor Yacht Club on Sandbanks, where Naval pilots were taught the additional skills of taking-off and landing on water.

Empire class flying boat coming in to land 1941
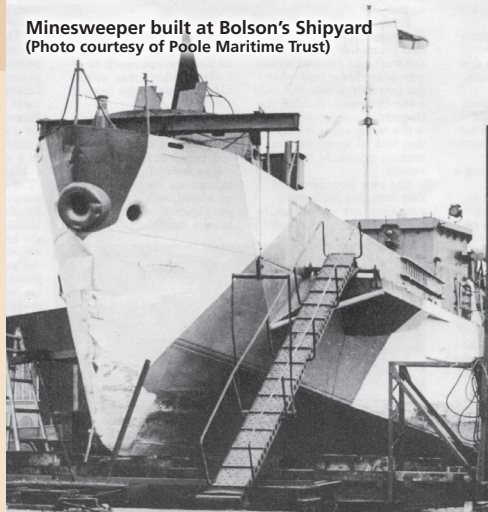(Poole Flying Boats Celebration)

A BRIEF HISTORY OF
BOLSON BOATYARDS
DURING WWII

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, but by the late 1930s, war was looming with Germany and the Axis powers.

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. 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.

Launching a landing craft at Bolson's Shipyard
(Photo courtesy of Poole Maritime Trust)

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. The final yard was on mud land, 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.

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

Minesweeper built at Bolson's Shipyard
(Photo courtesy of Poole Maritime Trust)

THE NAVY AT POOLE

Poole was a vital naval base during the war but remained slightly under the radar, avoiding some of the strategic bombing suffered by nearby Southampton. At the outbreak of the war, 280 dockers were employed here and the town was a major centre for boat building and engineering works, beside the Royal Naval Cordite factory at Holton Heath which eventually employed nearly 4,000 people.

Commander Cosmo Hastings RN was appointed Naval Officer in Charge, Poole and set up his headquarters in the National Provincial Bank (more recently Alcatraz) in High Street. Early in the war, German forces laid mines in the harbour, and minesweepers from Portland were employed to keep the channels clear, with the help of ten shallow-water open boats, armed with Lewis guns. The boats were also used for mooring duties, salvage work and transporting troops around the harbour. Local seamen were frequently given naval training and rank for their vital knowledge of local waters.

In May 1940, with Britain on the defensive, 60 small boats from Poole were assembled for an unknown mission. A few days later some were under enemy fire, helping to evacuate troops from the beaches at Dunkirk, Cherbourg and St Vast. Meanwhile, refugee boats were arriving in Poole from continental Europe, particularly Belgium and Holland. A reception centre was established on Brownsea Island with over 3,000 refugees processed. Poole was now a front-line port and its sandy beaches were vulnerable to military landings. The role of the local forces changed to one of defence.

A boom was positioned across the harbour entrance, consisting of 6 miles of wire with torpedo warheads set in concrete, the firing circuits improvised by local electricians. Two 6" guns were placed on Brownsea Island to guard the harbour entrance, and an old German vessel, the SS Empire Sentinel, was moored alongside the main channel so it could be scuttled to block access. Old Belgium trawlers were commandeered to act as guardships at the harbour entrance.

After Dunkirk, Poole had to strengthen its defences. As well as sea activities, the navy was in charge of all anti-aircraft guns and created the 3 'Starfish' decoy sites where false fires could
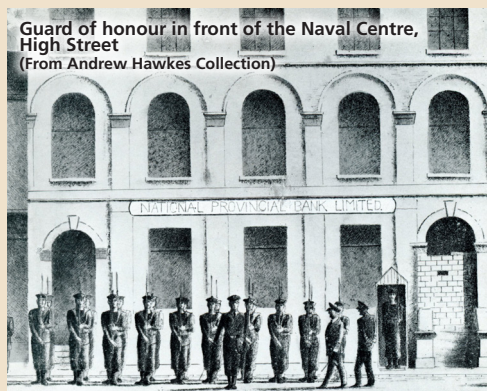
Guard of honour in front of the Naval Centre, High Street
(From Andrew Hawkes Collection)

Wiring the beach at Sandbanks
(Photo from Andrew Hawkes Collection)

be started to divert bombers away from the town. The site on Brownsea proved invaluable on Whit Sunday 1942, when it took the brunt of a concerted attack on Poole. Nevertheless, 456 high explosive and 10,000 incendiary bombs fell in the area of the port during the war.

The harbour was a hive of activity. Merchant ships continued to use the docks and quay, some needing repair after German attacks. Commandos were training near Poole, using the Antelope Hotel as their unofficial base. BOAC still operated their seaplanes and required clear channels in the harbour, whilst the Royal Naval Air Service used Poole as a training base for their flying boats, and the Royal Canadian Airforce flew from their base in Lake, Hamworthy.

In October 1942, a naval establishment, HMS Turtle, was commissioned at Hamworthy under the command of Lieutenant Commander Hibbs, a local estate agent and sailing club commodore. The base became an amphibious warfare training centre and grew to accommodate 1,700 personnel. Activities within the harbour increased with training and yet more training for the anticipated invasion of Europe. King George visited Poole and Studland to witness beach landing exercises.

Significant numbers of landing craft were being built and other craft adapted. Eventually over

Flames on Studland Bay
(Photo from Andrew Hawkes Collection)

300 landing craft were ready to sail in Poole making it the 3rd largest embarkation point for the invasion. American forces arrived with 60 US Coastguard cutters and the Stars and Stripes was seen flying alongside the Royal Ensign. Ships were moored up to 7 abreast in the harbour.

On the 4th June, 320 vessels sailed from Poole carrying their often young and inexperienced crews towards the French coast. The town's role turned to repairing damaged ships and resupplying the invasion forces with men, fuel, ammunition, rations, and equipment, until the bridgehead it had helped to establish was finally secure.


Anti-aircraft gun on Brownsea Island
(Photo from Andrew Hawkes Collection)

OVER HERE: THE US IN POOLE

Poole was the third largest embarkation point for US Troops leading up to. D-Day. They were destined for Omaha Beach in Normandy. There were some American soldiers in the area pre 1944 but many more arrived during May and the beginning of June. They included the 1st US Infantry Division many of whom were housed in Branksome Park, Longfleet and Fernside Road. The 29th US Infantry Division came from tents near Dorchester and left on landing craft from Poole for Omaha Beach. Also leaving from Poole on landing craft were the US Army Rangers. The United States Army Transportation Corps were based on the Quay between Baiter and the High Street and at Ballast Quay, Hamworthy. They stockpiled rations, ammunition and other stores ready for the invasion. The 743rd US Tank Battalion was based at HMS Turtle in Hamworthy where the hards were used for the embarkation of tanks.

The United States Navy arrived in May 1944 and set up their HQ at Carter's Pottery on the Quay. Dorset Yacht Club was used as a US Navy operations HQ. The American Navy also used Slade's old yard on the Quay. US Coastguard Rescue Flotilla 1 had 60 cutters berthed 8 deep at the far end of
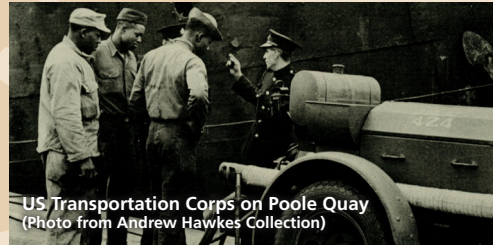
US Transportation Corps on Poole Quay
(Photo from Andrew Hawkes Collection)

the Quay – known as "the Matchbox Fleet". Their petrol was stored in Poole Park with a line to Baiter and then on to the Quay.

Many American servicemen were billeted in private homes. They used the Kings Head and the Lord Nelson as well as the Red Cross canteen set up in the Guildhall. Many youngsters would get Hershey bars and chewing gum from the servicemen and the older ones would have cigarettes.

Over 3000 young American servicemen were killed at Omaha Beach – many of these would have set off from Poole.

Information from "Poole and World War II" by Derek Beamish, John Hillier and Harold Bennett (Poole Historical Trust 1980)

US Coastguard Cutter berthed at Poole Quay

D-DAY POOLE

"We stood by the chain ferry and saw a long line of ships snaking its way out of Poole Harbour, rocket ships, tank landing craft, ships of all kinds. They came from their many hiding places around the Harbour. We knew instinctively what this meant".

It was 5th June 1944, and the long-awaited invasion of Europe was at last underway.

Preparations had started as far back as October 1942 when the Royal Navy commissioned HMS Turtle in Hamworthy as an amphibious warfare training centre. In 1943, a demonstration of the use of floating tanks was held at Studland before Lord Louis Mountbatten, Generals Montgomery and Eisenhower and King George VI. Local ship and boatbuilders stepped up their production of launches, gunboats and landing craft of all kinds while other Poole firms made decking for the 'Mulberry' harbours to be used off the coast of France.

By 1944, it was decided that Poole should be a starting place for U.S. divisions attacking 'Omaha' and 'Utah' beaches, and American troops started moving into the area for training. In anticipation of casualties the Americans built 3 hospitals designed to accommodate 10,000 injured. In May, military and civilian flying boats were moved elsewhere so that the harbour could hold the 500 or so vessels involved in the invasion fleet.

Sherman tanks stored for D-Day

Supplies were stockpiled on the Quay, guarded by the US Army Transportation Corps. Fuel oil storage was improved. The US Coastguard Rescue Flotilla 1 arrived with 60 cutters and invasion vessels lined the quays seven deep. At the last minute, the weather caused the invasion plans to be delayed for a day, but then Eisenhower gave the order to go ahead.

On 6th June, the assault on the beaches began. Fierce fighting on 'Omaha' beach resulted in 3,000 casualties but 'Utah' was less strongly defended. Landing craft and US Coastguard Cutters returning to Poole brought back injured men. With scarcely a pause, Poole switched from preparations to resupply of the bridgehead and servicing of vessels. In the 6 weeks following D-Day some 900 craft were restocked and refuelled.

D-Day landing craft

HMS Poole

VE DAY

VICTORY IN EUROPE

On Monday 7th May 1945, the Echo headline "Hostilities in Europe at an end" was the cue for VE Day celebrations to go-ahead.

Churchill made the official announcement on the radio at 3pm and in Poole red, white and blue bunting blossomed throughout the town. Sirens were sounded along the Quay and rockets were fired. The local fishermen collected material for a bonfire at Fisherman's Quay. Above it they built gallows from which hung a figure in German field grey complete with moustache. Another bonfire was built at Stanley Green with some fireworks. There was dancing in Poole Park and the boats on the lake were illuminated.

The following day the main events of the day were centred on Poole Park. A football match between WRNS and male members of the naval service took place – the men played with their hands tied behind their back and their goalie was on crutches! There was a tug-of-war between the police and American soldiers. The police won in 2 straight pulls. Sports were held for the children and boxing events. There was a display by the Girls Training Corps and the massed bands of the Army Cadets, Sea Cadets, Sea Scouts

Poole Quay VE Day 1945
(Photo from Andrew Hawkes Collection)

and Nautical School beat retreat. The evening ended with dancing in the Park with music from Poole Town Band and Poole Military Band.

Dozens of street parties were held for the children. Bunting was strung across the streets and trestle tables set up down the middle of the roads. Cake and jelly had pride of place. Rationing was still in force, but some hoarding of food had taken place to put on a good spread.

A United Service of Thanksgiving was held by the Cricket Pavilion in Poole Park on Sunday 13th May. All local organisations including the Home Guard, WVS, Fire Service and other auxiliary services as well as the Armed Forces paraded in Ladies Walking Field before marching to the Park.

VE Day TATNAM Poole 1945

VJ DAY

VICTORY IN JAPAN

At midnight on 14th August, after Hiroshima, Clement Attlee announced that the war in Japan was over. This led to a procession of motor cars, motorcycles and bicycles through Poole. There was a blast of sirens from all the ships on the Quay. The ships were dressed in bunting and flags. Searchlights "tapped out" the V sign in the sky. Bonfires were lit (using ladders and scaffolding from building works in the vicinity!!). There were crowds singing ("Roll out the barrel" and "Rule Britannia" were heard) and dancing in the High Street, finally making their way home about 3am and beating the drums on any dustbin they could find along the way.

On 15th August an enclosure was set up in the Park for a band and dancing. A large raft was piled with tree cuttings and towed out into the lake. The Mayor rowed out to it to light the fire. Beacons were lit at Constitution Hill and Hamworthy.

On the Quay every ship seemed to have a jazz band on board plus sirens, hooters, rattlers and anything else that would make a noise! A dance was held at the Fish Shambles.

Street parties were held all over the Borough with one at Hatchard's Field, Rossmore attended

Japanese prisoners of war returning to Poole Quay

by 2000 people with a bonfire and fireworks. A bonfire was started near the Guildhall but was soon extinguished because of the danger to the building. However, the effigy of Hitler which was to be burnt was hung on a line above the street.

Poole played a role in repatriating British prisoners-of-war. On 19th September prisoners-of-war arrived at Poole Quay in a Sunderland flying boat. They were greeted by the Mayor, Sheriff and Col Wheatley plus residents and reporters. From here they travelled on to London. For a few days these repatriations were a daily occurrence.

Poole Quay – VJ Day 1945
(Photo from Andrew Hawkes Collection)

Poole Town Trail

1.   Thomas Kirk Wright (Lifeboat Museum)

2.   USS Coastguard Memorial

3.   D-Day Memorial (Dolphin Quays)

4.   Poole Pottery (now Dolphin Quays)

5.   Operation Overlord Memorial (Customs House)

6.   St James Church

7.   Guildhall

8.   Airways House (Poole Museum)

9.   Antelope Hotel (Commandos)

10.   Royal Naval Command HQ (40-42 High Street)

11.   Fifty Shilling Tailors (80 High Street) (3rd bomb)

12.   National Savings Office (110 High Street)

13.   Globe Lane (2nd bomb)

14.   South Road National School (1st bomb)

15.   Aish & Co, North Street

16.   Poole Railway Station (old site under Towngate Bridge)

17.   George Hotel (National Savings indicator)

18.   Dorset Iron Foundry, West Quay Road

19.   J Bolson & Son, Shutler's Yard (RNLI)

Poole Borough Trail

1. Sydenham's Timber Yard
2. J Bolson & Son (New Quay and Lake)
3. Dorset Lake Shipyard
4. RAF Hamworthy (Memorial in Hamworthy Park)
5. HMS Turtle
6. St Michael's Church, Hamworthy
7. Wallis Tin (Lake Road, Hamworthy)
8. Royal Ordnance Factory, Creekmoor
9. Holton Heath Royal Naval Cordite Factory
10. Chalwyn Lamps
11. Hamworthy Engineering
12. Henry Harbin School (Poole High)
13. Poole Park
14. Baiter
15. Green Park, Longfleet Road
16. St Mary's Roman Catholic Church (Wimborne Road)
17. 279 Ashley Road (Home Guard HQ)
18. Salterns Hotel (now demolished)
19. Harbour Heights Hotel
20. Haven Hotel
21. RNAS Sandbanks (HMS Tadpole)
22. Brownsea Island
23. Bourne Valley Gas Works (Worst air raid)

Gold sponsors:

Silver sponsor:

PKF FRANCISCLARK
Chartered accountants & business advisers

SHAREDAMBITION

Bronze sponsors:

LACEYS SOLICITORS

JENKINS MARINE

Greendale
Construction Limited

Designed by: earthstorm
grounded creativity

10 Years