



FOUNDED IN 1924

View from Poole

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



AUTUMN 2021

www.societyforpoole.org



The Society for Poole



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SocietyforPoole

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Chairman's Note

Welcome to this the Autumn edition of the View from Poole.

I am writing this a few days after the VE VJ Day Heritage Event on Poole Quay which was organised by The Society for Poole. Many thanks to everyone who helped and contributed to the success of the event. Jan Marsh was key to pulling the information together to make the boards work, she and Medi Bernard from BCP Libraries worked wonders to make them concise and clearly interesting to the many who spent time reading them.

We worked closely with the Royal British Legion to secure the military stands and help persuade the Dunkirk Little Ships to set off for Poole, even if not all made it. Poole Quays Forum and, in the background, BCP Events team also gave guidance and support.

Overall the event appears to have gone down well. I hope many of you attended and enjoyed the day. The WW2 military vehicles were brought to the quay by private owners, many of whom dressed of the occasion. The old WW2 fire engines reminded me of Trumpton and their owners who did so well to look the part. Music was by the Sodapops and the Jemz Band as well as the Parkstone Singers and



of course the Sea Cadet Band. Special guest was Eddie Gaines, a WW2 D Day veteran who came into Poole during the war, he was honoured by the Society giving him a certificate of appreciation. Through the work of your Society we honoured the end of WW2, highlighted Poole's war time heritage, brought trade to the Quay and High Street, raised the profile of Poole on TV and radio and raised money for military charities.

I am not too sure how we can top that but would welcome ideas!

Meanwhile, we can all enjoy our new freedom after months of darkness and lets hope we are "back to normal".

Talking of which, we are looking to swiftly arrange our usual November lunch on Wednesday 17th November. Please put the date in your diary as I hope you all can join us. With this in mind, please let Jan Marsh know as soon as possible if you would like to come and with your menu choices.

Mike Pearce
Chairman
chairman@societyforpoole.org
August 2021

The Society for Poole

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Vacant

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TBC

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VIEW FROM POOLE DISTRIBUTION

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

VE VJ DAY Heritage Event



On the 15th August The Society for Poole held the VE VJ Day Heritage event on Poole Quay.



It was initiated after several people approached the Society 2 years previously, after the national D Day commemoration, and asked what Poole was doing to remember the end of WW2. The response from BCP was that a standard ceremony would be held at the cenotaph but that there were no plans or budget to do more. Not being satisfied that this was sufficient to recognise Poole's role, it set in motion the idea that the Society for Poole would initiate, manage and if necessary, finance an event



which would highlight the role that the town of Poole and it's people played.

Initially we planned for there to be a parade down the High Street and displays on the Quay however as we got close

to the day covid changed everything. 18 months later we had secured sponsorship from local organisations and had been successful in our applications for 3 different BCP funding pots of money. Bands we lined



up, a specialist events team hired for the stages and sound, security was hired and the application for the Quay to be closed submitted. The music was provided by the Sodapops, Jemz Band, The Parkstone Singers and the Sea Cadet Band. Our special guest was Eddie Gaines, a D Day veteran living in Poole. Jan Marsh and Medi Bernard had worked hard to bring together 15 information boards erected on VE day





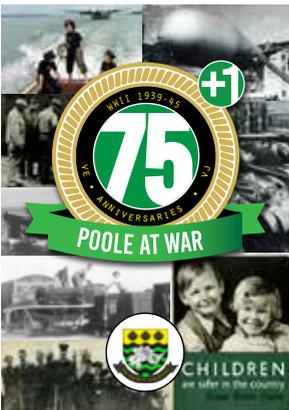
(8th May) down the High Street and we added 8 large banners along the Quay for the day.

The historic military and vintage cars were all privately owned and so a great deal of work was required to convince them that this was an event to be seen at, none regretted it! The Dunkirk Little Ships Association were pleased to bring together 8 of their own members plus a WW2 harbour launch and the Estrallita, which was originally a Poole Dunkirk boat, but was to return home to Poole from Lowestoft for the event. Unfortunately, as the weather the week before the event deteriorated, so it made it increasingly difficult for the boats to get to us and gradually, must reluctantly, they peeled

away. We did nevertheless manage to be joined by 4 boats on the day which was a great sight.

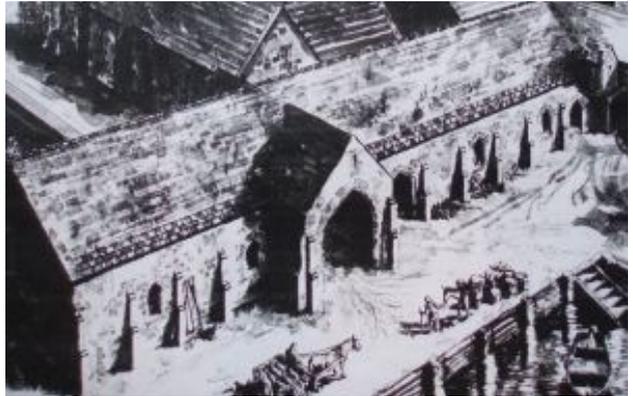
By bringing in the Royal British Legion, who worked well with us to make it happen, the Society for Poole held one of the most successful events on the Quay. The event brought many people to the bars and restaurants and there was great interest in the history and information provided, raising the profile of Poole by being on TV and radio and the awareness of the next generation who may not have appreciated the role our town played.

It is hoped that many were able to attend and enjoyed the event. We have included the brochure, provided free on the day, with this magazine for those that may not have made it. **Mike Pearce**



Poole Quay described

One day in 1524, the Poole waterfront rang with the sound of sawing and hammering as carpenters constructed a wooden platform on the quay to carry guns. This was not just a grim warlike structure because we know from the town accounts that it was decorated with wooden lions and griffins (from the royal arms) painted by John Nightingale of Christchurch at a cost of 13s 4d (66p). It is a rare and tantalising glimpse of the quay in the early Tudor period. What the quay really looked like at the time is hard to guess. It may not yet have been paved because excavations in the 1970s revealed medieval layers covered by a sandy surface containing 16th century pottery, suggesting that the area was not covered until some time in this century or later. The earliest description of the quay comes from a document entitled 'The Bounds of the Key', dated 1558. This states that the length of the quay 'from James Mesurer's gatte to the key hed which is from the est to the west' is 80 yards (73 m). 'From the north side of the key hed to the sowthe side of the same to the low watter marke' is 16 yards (14.6 m). The



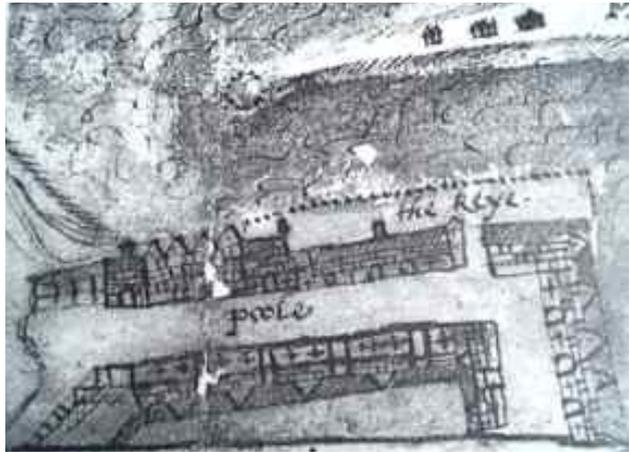
The Town Cellars as it may have looked

description also refers to a howse commonlye cawled the Kynges Halle or Wolle Howse on the northe pte of the key'. The mention of low water mark suggests that the sea did not then come up to the quay at all states of the tide. Perhaps there were jetties from the shore to deeper water or maybe ships moored offshore and were unloaded by carts at low tide. The house of James Mesurer was at the east end of the quay, probably somewhere near the present Museum entrance and a close neighbour to Scaplen's Court. A small inlet in the shoreline at this point was known as Mesurer's gap. To the west, the quay ended at the quay head, just beyond Thames Street. A list of town property of

1563 defined the status of the quay as '*porchacyd, edefyd and buylded by the towene as well for the ease and commodyte of the straunger as also the Inhabytantes of the same towene*'. One 'commodity' in use on the quay in Tudor times was a conking-stool or ducking-stool for scolds or gossips. Former property of the brotherhood of St. George purchased by the town included 'a lyttel prysson by the Keye callyd Salsburye' and 'a howse of office upon the Kaye'. The successor to this Salisbury lock-up can still be seen behind the Town Cellars and the house of office or privy remained on the quay into the 18th century.

During the next few decades, the proceedings of the Admiralty Court mention the quay quite often in connection with

various misdemeanours. For instance ships' masters are presented to the court for staying too long at the quay, fastening mooring ropes to the quay piles and heaving ballast between 'the key hed and the stairs'. (The 'stairs' or steps seem to have been located about the middle of the quay.) The 'house of office' was often reported as being in a poor state. In 1599, it was in decay and 'lyeth noysomlye not clene kept to the greate nuisance of the Quene's leage commynge neare unto yt'. The whole area was also frequently encumbered with sunken ships and items left lying about such as planks of wood, ballast and old cannons.



with the south at the top. At first sight, the map looks rather crudely drawn but there is actually quite a lot of detail. It shows a single line of quay buildings without the forward projecting area where the Custom House

quay head. The Town Cellars building is drawn with a chimney or tower on the roof, perhaps a look-out post to observe ships entering the harbour. That the building did have a tower is known from town accounts in the mid 17th century when workmen were paid to demolish it. One mystery is that Thames Street is not shown as blocked by the Town Cellars, as it is probably was at this time, but appears to lead straight through to the quay. Perhaps this can be interpreted as a cart entrance which passed through the building. The Thames Street buildings shown on the map are identifiable with those in old photographs, a point in support of the map's accuracy. In 1600, the quay itself was reported to be decayed with loose posts and 'walls like to founder'. The following year the authorities were warned again that 'the posts



The rear of the Town Cellars and present Salisbury (far left)

The earliest map of the quay, dating from around 1597, is on the corner of a map of Brownsea and is orientated

now stands. One of the buildings at the eastern end of the row is presumably James Mesurer's house. Beyond this is the shore of what is probably Mesurer's gap and to the west is the



The site of the fish shambles. James Mesurer's house was also in this area, probably looking out on 'Mesurer's gap'.

do bowe and some are wanting'. Repairs were at last started in 1604 and some items in the town accounts show how bad the situation was: 'to 10 men for careng of the ballast from the Keayhed when it foundered' / 'for taking up stones to mend the Key' / 'for men to help fill the holl of the key'. However this seems to have been just a temporary measure because in 1611 it was reported despondently at the Admiralty Court that the 'Great water key of Poole' was 'much ruined decayed and fallen downe for want of sufficient repaiering and

amending thereof att whose chardge the same ought to be made and donne wee know not'. More repairs were undertaken but the basic problem of congestion remained.

From 1618 to 1620, the Corporation embarked on a long overdue project to extend the quay. Subscriptions were raised and it was finally agreed that 'the new quay to be built att Mesurer's gap shall proceed and go forward'. The quay was to be 'set forthe 8 or 9 foot without Mr Dackham's further wall and without his wall to make a slype to land horses and lade horses'. George Dackham or Dackombe, mayor in 1619-20, seems to have lived in or near James Mesurer's former

house. The new quay was to be built across Mesurer's gap at the east end of the great quay and to project forward 2 to 3 metres, giving ships some much needed extra mooring room.

As the accounts reveal, ballast and gravel had to be dug out and a 'meckson' or waste dump cleared away (with extra beer, bread and cheese for the workmen), before the ground could be levelled. Boats brought in 90 tons of stones and 8 tons of chalk. Bushels of sand, lime, clay and timber for 65 feet (59.4 m) of piles were purchased. Iron work included 13 shoes for the piles weighing 35lb (15.8kg). There is also mention of 'taking downe of the howse at Mr Major' (or mayor?),

so maybe part of George Dackombe's property had to be demolished. The slip which was 30 yards (27.4 m) long was paved by Matthew Muston and his boys at a cost of 8s 6d (421/2p).

This major construction was the first of what were to be many extensions of the quay over the centuries. The new area created an opportunity for development and one of the first buildings to be put up there was a fish shambles or market, funded as part of the new quay project. The building stood next to High Street near the present side entrance to the Stable. It seems to have been a small wooden building with caulked walls and a tiled roof and it cost the Corporation £4 11s 6d (£4.571/2p). A line of other buildings followed, constructed in front of part of the great quay (and blocking the view of the harbour from the Town Cellars). By the 1630s when the first detailed map of the town was produced, the area was fairly built up. The quay section of this map (here shown with the south at the top to compare with the 1590s map) shows the new quay projecting forward and new High Street buildings where Mesurer's gap used to be. Unlike the earlier map, there appears to be no way though from Thames Street to the quay. The steps are shown as a square block in the middle of the quay and there has also clearly



The quay in the 1630s

been much reclamation of land behind the houses on Thames Street.

Around 1680, the bounds of the quay were defined again. *'The Key is 192 feet long, beginning at the dead wall commonly used for heating pitch adjoining to Henry Harbin's house and land, and WSW along the said Key to the head thereof, with a pair of stone stairs about the middle, being in depth at the said head 42 feet, and in depth at the ENE about 54 feet'*. The great quay had therefore lost about 14.5 m of length because of being overlapped by the new quay but was now wider at the eastern end. According to the historian H.P. Smith, the phrase *'a pair'* of stairs was an old Poolism for a flight and did not refer to just two steps!

Henry Harbin had probably inherited former Dackombe property at the east end of the quay through his wife Mary who was a daughter of George and Edith

Dackombe. A later deed gives details of some of his property including premises formerly called the old Custom House containing three messuages and a garden and situated near the quay with the High Street to the east, the King's Hall (Town Cellars) to the south and the sea to the west. This suggests that the original Custom House was located behind the Town Cellars in or near Salisbury Street before moving to its present location. The deed also mentions property built at the *'upper end of the Great Key'* on a parcel of ground taken from the sea by Dennis Smith and his father (probably an example of Thames Street reclamation). Poole landowners and merchants had worked to expand the waterfront but by the end of the 17th century the growth of trade meant that it was again becoming inadequate. The scene was set for further expansion

Jenny Oliver



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Poole's Logboat in Context

From time to time over the years, amazing discoveries have been made in river valleys, lakes and fens, a gravel pit in Derbyshire, a sea lough in County Antrim and the waters of Poole Harbour. Fragile, water-logged fragments of logboats have emerged from the mud, bringing us face to face with the ingenuity of ancient people. Logboats have an extremely long history. The earliest ones known in Europe date from 7,000 to 8,000 BC and the most recent are still in use in Scandinavia. In the British Isles the oldest examples are from the middle Neolithic period, the 4th millennium BC, and the last may have been made in the 18th century. The Poole logboat dates from around 300 BC making it part of an already ancient tradition. Most logboats have been found in freshwater contexts, such as rivers, lakes and estuaries where they must have been mainly operated, being unsuited to the rougher waters of the open sea. These are also areas where fine grained silt and mud can settle and aid preservation of the



The Poole logboat at Hamworthy after discovery.

timber. A few boats have been turned up in sheltered marine areas such as the north east coast of Ireland, but the Poole logboat is one of very few English examples to be found in a marine

setting. It was discovered in 1964 during dredging near Brownsea Island and brought up in two pieces. One other example of a marine logboat was found in Langstone Harbour between Portsmouth and

Poole boat, are made of oak. There are very few examples of other wood being chosen, but it is not clear why. Oak trees are long-lived and can grow to considerable size. They were often used as 'timber' trees for big building uses while other species were coppiced. They also have a reputation for strength and durability which may go back to ancient times and could have influenced the boatbuilders' choice for such an important project.

The first stage of making a logboat was to choose a suitable tree, with a long, straight trunk and wide diameter, and without many low branches or a pronounced taper. After felling the tree and removing the branches, the bark would be stripped off and the interior hollowed out using an axe or adze or in some cases, burning. The boat had to be both strong and light and also well balanced, and the holes found in some vessels are thought to be for measuring the thickness of the hull during construction. The interior would then be smoothed out and



Working on a replica of the Poole logboat at Cranborne.

Hayling Island, like Poole Harbour a sheltered area of the coast. At the time that the Poole logboat was in use, the harbour was more like a large lake. The sea level was then 2-3 m lower than today,

exposing large areas of mudflats now submerged, and only shallow draft vessels would have been able to navigate most of the channels. Around 96% of the British logboats, including the



A close up of the Poole boat showing one of the holes in the bottom.

the whole boat shaped and streamlined. Many logboats had a transom or panel at the stern, fitted into a slot and then caulked to make it watertight. The Poole boat obviously had one, as the slot is visible, although the transom itself is missing.

The size of a logboat is obviously dependent on the size of the tree trunk. One of the largest English logboats, found near the River Humber at Brigg in Yorkshire, was 14.8m long and 1.4m wide. It was destroyed in an air raid in 1942. Another Yorkshire boat found at Hasholme was 12.8m long and was

probably worked from a trunk of about 14m. A tree of this size must have been 700 or 800 years old and have weighed 20 tons or more. At this age it would probably have a rotten core, which would make it lighter and easier to hollow out. Smaller boats of 4-6m were also made, like one of just over 4m from the River Hamble dating from Saxon times. At 10m, the Poole boat was among the larger ones.

Although the basic structure of logboats is standard, there can be many refinements. Tool marks and repairs using

strips of thin wood and stitching are often found. One of a number of logboats found in Lough Corrib, County Galway has a raised spine running along the bottom with 4 cross ridges dividing the boat into sections. The Poole boat is also divided by ridges but without the central spine. There are also a number of holes drilled in the base, perhaps as thickness gauges or to fix some internal structure. A medieval boat from Lough Corrib has 4 plank seats and holes for oars while the Hasholme boat is fitted with washstrakes, movable boards attached

to the bows to protect against spray when in motion. Most spectacular of all are the 8 or 9 Iron Age logboats found at Must Farm near Peterborough some of which are decorated with elaborate tool marks while one is fitted with oak handles for carrying. Over the millenia, logboats must have been put to many uses. The charred fragments of one boat found near St. Albans, dating from around 4,000 BC, contained burnt human and animal remains, and probably played a role in funerary practices.

Another one of about 1,400 BC, found in a gravel pit at Shardlow in Derbyshire, contained a cargo of sandstone from a local quarry and may have been used as a barge, towed behind another boat. Axes and spearheads were found in the same quarry, and weapons have been found in connection with quite a few boats, suggesting use in warfare or as a power statement. The Must Farm boats seem to have been deliberately sunk at different times, although they were still in good condition, so there might

have been a ceremonial aspect to their role. There are no particular clues to the use of the Poole logboat. It would have certainly been handy for transporting agricultural and other products along the winding channels of the harbour, and maybe for fishing or hunting birds. A replica of the Poole logboat made in 2013, provided insight into how the original was built and also the impressive seaworthiness and speed of such a vessel.

Jenny Oliver





The Society for Poole
Promoting Poole; its history, culture and people

All talks are held at the
Royal British Legion, 66
North Road, Parkstone
BH14 0LY. 7pm for 7.30pm
start

DATES FOR YOUR DIARY



21st September – Talk

Andrew Hawkes

Dorset Lakes & Parkstone on Sea

19th October – Talk

Jan Marsh

*A delightful Watering Place -
Bournemouth as a health resort*



16th November – Talk

David Warhurst

Poole Defences

Annual Lunch

Just a quick note to confirm that we will be holding our annual lunch on the 17th November at the Thistle Hotel on the Quay.

Within the magazine we have added a menu which we would encourage everyone to complete and forward to Gill Kershaw along with you payment so we can swiftly confirm numbers.

Hopefully we can all get together, the first time in a long time, to welcome new members and to chat about the direction of the Society. So please put your thinking caps on!

Meanwhile, as we open up and gain confidence, hopefully everyone can ink in the date and I look forward to seeing everyone there then.

Mike Pearce

17th November – Annual Lunch

Thistle Hotel 12:30

December – no talks

18th January 2022 – Talk

Kevin Patience

Aviation around Poole Bay

15th February – Talk

Chris Walker

Glen Miller

15th March – Talk

David Warhurst

Purbeck Castles

Society Accounts

As we have not been able to hold a conventional Annual General Meeting the Financial Statements are being circulated to all members for approval (or adjustments).

If you have any observations, please contact Colin Hinwood as per the details in this magazine before 20th September 2021 to enable The Society to satisfy the filing commitments of the Registrar of Companies by the 30th September 2021. The original documents have been

signed as approved by Richard White, Robin Clissold, Andrew Hawkes and Colin Hinwood.

It should be noted that the finances received towards VE/VJ day celebrations have been carried forward as a creditor (*as they were not our funds*) and were used to finance the 2021 event.

Many thanks must be recorded to Richard and Robin for their involvement in reviewing the figures



Please see the following 3 pages

SOCIETY FOR POOLE LTD
Income and Expenditure Account
for the Year ended 31st December 2020

2019		2020
	INCOME	
1366	Membership Subscriptions	1234
196	Social Events	0
13	Gross Interest received	6
833	Meeting Income	170
887	Magazine Advertising Income	392
90	Donations	0
88	Raffle Contributions	19
110	Sales	10
	Donation to SOPM History	20
0	VE/VJ Celebration Income	2597
3583		4448
	EXPENDITURE	
1280	Magazines	1010
109	Administration Expenses	150
200	Rent of Meeting Rooms	100
111	Charity Donations	0
200	Sundry	57
87	Subscriptions Paid	87
146	Website Costs	110
305	Cost of Speakers	115
96	Stock Utilised	8
50	Donation to Book	0
788	Plaques	0
213	Depreciation	214
0	Transfer to SOPM History	20
0	Transfer to VE/VJ Celebration Reserve	2597
3585		4468
2	<u>Net Expenditure for the Year</u>	20

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

..... R Clissold R White
Signed by the Independent Examiners on:-

Signed on behalf of the Society

.....TreasurerPresident

SOCIETY FOR POOLE LTD
BALANCE SHEET AS AT 31st DECEMBER 2020

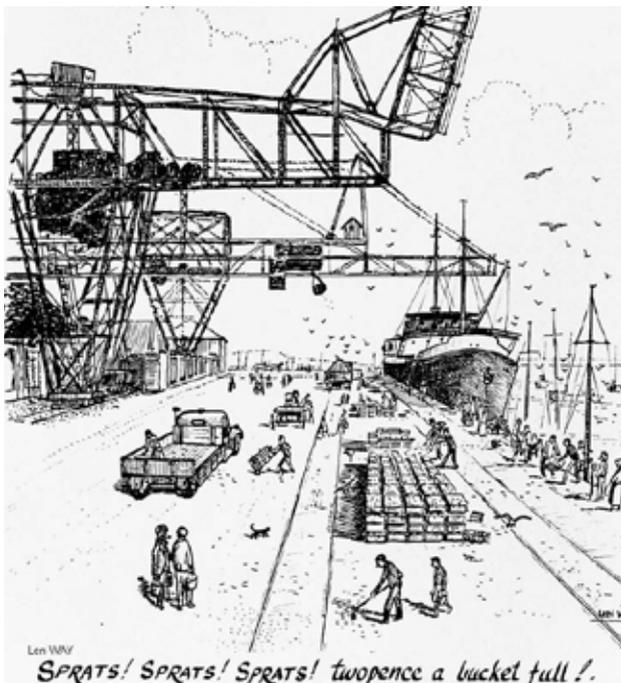
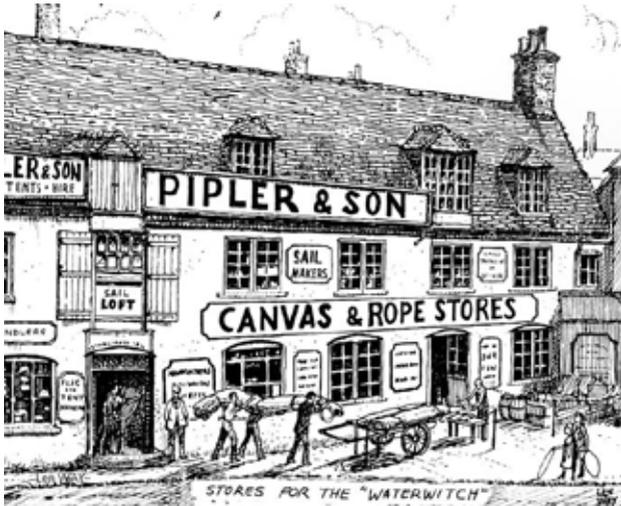
<u>2019</u>		<u>2020</u>
	FIXED ASSETS	
661	Presidents Jewel	661
384	Chairmans Jewel	384
721	Society Marching Banner	721
250	Society Original Banner	250
<u>251</u>	New banners	<u>251</u>
2267		2267
<u>383</u>	Less Depreciation on Banners	<u>496</u>
1884		1771
	Equipment	406
<u>211</u>	Less Depreciation	<u>296</u>
2095		1881
	CURRENT ASSETS	
138	Payments in advance	75
270	Debtors	0
166	Merchandise Stock	158
1342	Bank Current Account	3752
<u>6280</u>	Bank Deposit Account	<u>6383</u>
<u>8196</u>		<u>10368</u>
10291		12249
	CURRENT LIABILITIES	
509	Creditors	45
282	Subscriptions in Advance	266
111	Charity	0
<u>0</u>	VE/VJ Celebration	<u>2597</u>
<u>902</u>		<u>2908</u>
<u>9389</u>		<u>9341</u>
	FUNDS OF THE SOCIETY	
1243	Deposit Special Reserve	1243
1185	SOPM History	1185
	Donation	<u>20</u>
	General Fund	6961

SOCIETY FOR POOLE LTD

Notes to Accounts as at 31 st December 2020

<u>2019</u>		<u>2020</u>
	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
	Gazebo and advertising material	Mike Pearce
	Barrel and Pirate Effigy	Loaned from and kept by PHC
	Equipment	Mike Pearce
	Embroidery Logo	Axent Embroidery
	Sundry Expenditure	
11	Flowers	0
20	Pitch Fees	0
17	Wreaths	29
14	Advertising Boards	0
30	Local Plan	0
43	Mayors Penant	0
25	Motiff Design	0
40	Register Repair	0
0	Registrar of Companies Fees	13
0	Stationery	15
<u>200</u>		<u>57</u>
	Depreciation	
	At 5% straight line on Banners only	
	At 25% sraight line on Equipment and New Banners	
1280	Magazine Print Costs	1010
887	Less Advertising Revenue	392
<u>393</u>	Net Cost	<u>618</u>
833	Meeting income	170
200	Less Room Hire	100
305	Cost of Speakers	115
<u>505</u>		<u>215</u>
<u>328</u>	Net Income/Expenditure	<u>45</u>
110	Sales	10
96	Stock Utilised	8
<u>14</u>	Net Income	<u>2</u>

From the pen of Len Way 



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



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