



FOUNDED IN 1924

View from Poole

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



WINTER 2021

www.societyforpoole.org



The Society for Poole



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SocietyforPoole

TAPPER FUNERAL SERVICE

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TAPPER FUNERAL SERVICE

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Chairman's Note

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

It's the end of a difficult year for everyone and we lost some close friends, however the sun did come out in the summer, and we were allowed to join family and friends for long overdue get togethers.

The Society for Poole has been working hard in the background bringing the VE VJ Day event and with great success, the annual lunch in November. We welcomed the Mayor, Cllr Julie Bagwell to our lunch and had another excellent meal in the Thistle Hotel. A new chef did use and indeed himself proud and the sun come out to offer us one of the best views of our wonderful harbour. It also gave me an opportunity to confirm that we had presented the Royal British Legion with a cheque for £2,000 as part of the fund raising associated with the VE VJ Day event.

We have also started our talks again with over 40 people attending our talk by David Warhurst on Poole's war time defences.



We hope to be able to continue these in the new year and look forward to welcoming everyone in 2022.

We also look forward to working together with other like-minded organisations and plan to open discussions to share events etc with the likes of Poole Martine Trust who we are looking to work together with the see if we can get the Beating of the Sea Bounds back on the agenda for the Mayor and the town as a whole.

We don't know quite what 2022 holds for us however the Society will continue to work to highlight the heritage of the town with blue plaques and new projects.

Meanwhile, Merry Christmas to all our members, thank you for your support in 2021 and wishing everyone a safe 2022.

Mike Pearce
Chairman
chairman@societyforpoole.org
December 2021

The Society for Poole

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

Planning - serving the public interest

"Public interest" is notoriously very very difficult to define, even though the 'public interest' is one of the fundamental justifications for the intervention of planning in development decision-making for the common good.

In January, it is expected that BCP Council will be initiating a significant consultation on a proposed Local Plan for their whole area which may, it is hoped, correct the misjudgements of the Local Plan adopted by the Borough of Poole and ensure that Poole (with its partnering towns) can flourish for the next decade or so : well beyond any local elections. Any such plan must be legal and sound but planning law and associated guidance is currently in a state of flux as the new Secretary of State considers the suggestions made by his predecessor. Consequently 'soundness' (a reference relating to the 'public interest') is being considered by this article.

The 'public interest' requires doing today

those things that people of intelligence and good will would wish, five or ten years hence, had been done : a matter that should be acceptable to the good inhabitants of Poole.

Since the Local Plan for Poole was adopted we have all experienced severe changes in the Climate, in the Economy and in Health; changes that have resulted in greater respect for 1) the natural world, 2) reducing 'food miles', 3) improving the quality of our built environment with its ageing infrastructures and 4) improving our health and well-being by reducing pollution.

It is understood from a recent study of expected population movements in the BCP Council area, that Poole is very different from Christchurch and Bournemouth. Poole is expected to maintain a more stable population with very little change, from 2020 to 2025, between all of the age-range groups examined and therefore may not

need to respond to an expected a pattern of nett outflow from the age-ranges of 30-34 onwards (associated with student and elderly populations) forecasted for the BCP Council area as a whole. In any case the many and various constraints on implementing any change in Poole, and elsewhere, must also be respected in the public interest.

We know that all Local Authorities have been operating in a harsh environment for many years now which has made the resourcing of planning a serious challenge. The Government has also been promoting housing and growth agendas which has resulted in an overwhelming focus on those two issues. That focus has often been to the detriment of other important agendas and a more holistic model of planning, perhaps causing failures in meeting the priority for making enough affordable housing available.

We have sought to assist local decision-makers in



trying to ensure derelict, underused or misused urban land is used rather than greener peripheral land for developments, knowing that infrastructure issues should be easier to manage : less transportation, fewer sewer lines, fewer power lines, fewer roads and better connectivity being relevant. When the proposed Local Plan for the BCP Council is released for consultation, Members of our Society (and other readers of this magazine) are now asked to share their views with your Planning Sub-Committee (via me, if convenient !) who will appreciate that assistance in forging prompt responses to the public consultation. It is considered that (*irrespective of untenable suggestions that 'soundness' only means compliance with governmental policies*) the natural usage of English,

in the public interest, will require evidence of the following :-

- a)** the construction industry can cope with quality and timings,
- b)** the plan is co-ordinated with the plans of 'others' affecting the proposals – it being noted, amongst other organisations, that the Dorset Local Enterprise Partnership principally promotes growth and that the current NHS reconfiguration is not designed to cater for the many extra residents the government is currently seeking to impose on both Unitary Authorities in Dorset,
- c)** the impact on natural resources is acceptable – it being noted pollution of our harbour cannot be made worse, even during the initial twenty-year period associated with any change to agricultural policies for the Dorset land acquired by BCP

Council, and **d)** the sense of 'Place' (both natural and built) is enhanced.

Such evidence should allow the proposed plan to be consistent with serving the public interest in the 'soundness' of the plan. Obviously statements about 'work in progress' (relating to collaboration / coordination with others) are not sound plans but immaterial expressions of hope.

Lastly, no doubt evidence of appropriate compliance with legal requirements (*both statutory and guidance*) will be produced after the outstanding governmental action has occurred.

Gerald Rigler
Planning Sub-Committee
Chairman (2020/21)
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Poole and the Swash Channel Wreck

It was probably in 1630 or 1631 that a large merchant ship, sailing between the Low Countries and the tropics, was wrecked on the edge of the Hook Sands at the entrance to Poole Harbour. How she came to be wrecked we don't know but it seems that the vessel was intact enough to allow the salvagers to remove much of her cargo and some of her cannon. The ship sank on to the mud and was forgotten for four centuries. Then, in 1990 a dredger disturbed some of her timbers. After a brief excavation, the site was largely ignored until its rediscovery by a Wessex Archaeology survey in 2004 which led to the present Bournemouth University excavation. Now that parts of the wreck and some artefacts have been brought to the surface and put on display in Poole Museum, it is interesting to investigate what Poole was like 400 years ago when these objects last saw the light of day.

The Harbour – Poole harbour is vast (around 8,650 acres or 3,500 hectares) but notoriously shallow with what John Sydenham in his History of Poole calls



From Speed's Dorset Map 1610

'immense banks of ooze, intersected by a great number of channels'. The men of Poole made a virtue out of this difficult waterway by trying to prevent anyone other than Poole seamen piloting ships in and out of the harbour. This was not only to preserve their trade but also to protect the secrets of harbour navigation from strangers and foreigners. In the 1662, with the idea of draining and reclaiming all the mudlands of the harbour, a survey was carried out to find the extent of all the soft grounds which 'are or lately have been usually overflowed with the sea or salt waters and are for the most pt ozie, slubby or glibsey grounds'. The total area of such grounds was calculated to be 8,026 acres and a grant was made by Charles II to the Duke of Richmond and Lennox to enclose and reclaim them.

However nothing came of this ambitious plan or another grant made in 1666 to Charles Gifford Esq.



At the end of the century, the war with France highlighted the need for improved harbours for the navy. In 1698, the Lords of the Admiralty ordered a survey of the south coast ports to find out whether they could be improved for naval use. Their conclusions about the local area were not very favourable. Of Poole harbour they reported that it was 'Assisted by a Considerable Fresh from Dorchester, and is a Capacious Water when all its Shoale Grounds are covered with the Tyde Nevertheless not having above 8ft. Water for a great

Space without the Mouth of it at Low water, and that the Rise of the Spring Tydes doe not exceed 8 ft. more, those very uncertain and remiss, The Shoales very large, and the Channells very Crooked; There are very few Vessells will venture into it when they can choose to doe otherwise, The entrance into this Haven is covered by Studland Point, The Town stands about 3 Miles within the Haven, wch: together with its Generall Scituation affords nothing in our Opinion proper or improveable for the Service of the Navy.' The accompanying chart clearly shows the crooked channels and also the difficult entrance to the harbour with its sand shoals where the Swash Channel wreck had come to grief 70 years before. The key to the chart is as follows: a. a Sands under water / b. Shipp's pass over sometimes [my italics] / c. Old Corbands / d. Brownsea Island & Castle / e. Parkson / f. Heakford / g. Ham / h. Passage / i. Owar River / k. Road to Christ Church / l. Road to Hampshire / m. Road to Wareham

The Port – In spite of its apparent unsuitability for naval use, Poole was a thriving merchant port. An important part of the town's trade was fishing voyages to Newfoundland, while other Poole ships traded with Europe or round the British coast. In the

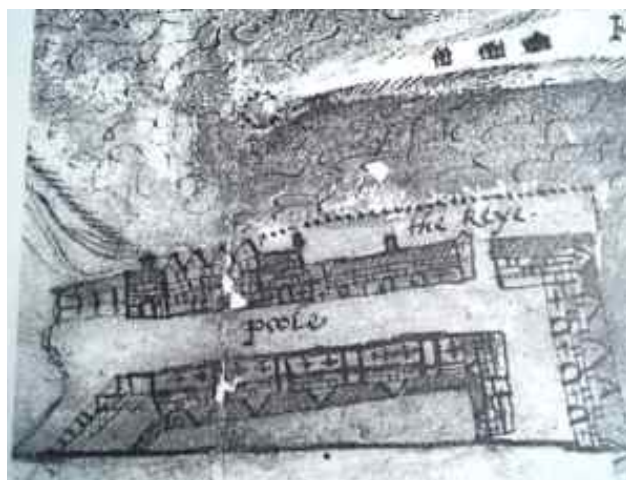


early years of the century, the Newfoundland trade was prosperous but the outbreak of war with Spain in 1625 meant the loss of a major market for fish and restrictions on trade. Pirates also took advantage of the war to prey on ships from the western ports. In 1628, the Mayor wrote to the Council, claiming that in four years, the town had lost twenty ships, totalling 1,465 tons and valued at £13,400. Where there had been twenty ships sailing to Newfoundland there were now only three. In the same year, an inventory was produced of all the shipping, masters, mariners, sailors and fishermen of Poole. Twenty ships were listed, nine being in port and eleven at sea, although the inventory did not indicate their destinations. Ships ranged from 5 to 150 tons, the average size being 60 tons. There were also 24

ship's masters, 50 sailors and 11 fishermen. The most prominent of the 15 ship-owners listed were John Bryard and Thomas Hill, joint owners of the 150 ton ships *Garland* and *Dragon*, Thomas Robarte, owner of the *Concorde*, *Amity* and *Vintye*, and George Skutt who owned the *Desire*, *Seaflower*, *Primrose* and *Susanna* and was joint owner of the *Jeane*.

Revenue came in to the Poole coffers from merchants using the Quay and its facilities. Charges included keyage (loading and unloading ships at the Quay), beamage (weighing goods on the town beam), cellarage (storing items in the Town Cellars) and cartage (use of the town carts). These were paid to the Water Bailiff and a ratall or charges list dating from 1579 exists in the archives, including such items as 'Appelles the barrell', 'Copperas the tonne', 'Fyshe of Newfoundlande drye the C' [100], 'Leamonds and oranges the mound', 'Sugar the cheste' etc. Details of the port income frequently appear in the 17th century town accounts such as these from 1605/6: 'Receved of the two flemons for ballasting of the 2 ships £3. 0. 0. 'For sellereg keg and pete custom for vinegar and plaister of parres £0.12. 00. 'Laden by Mr. William Hill viii packes of cloth mor 130

hh of wheat in the myrmaid
of pool John Fox Mr the
xvi day of August 1606
£1. 1. 8.



The Quay c. 1597

The Quay – At the beginning of the century, the Quay was only 240 feet (73m) long, stretching from the Quay head, (just beyond Thames Street) to Measurer's gap (an inlet in the shoreline near the present junction with High Street). The forward projecting area where the Custom House now stands did not exist and the limited space available for loading and unloading meant that congestion was a problem. In 1616, some leading merchants of the town signed 'A benevolence for the building of a new key at Messurer's Gap & a fish market this next year if god permits,' listing the sums that they were willing to contribute to the project. In 1618 the building began

and it was decided 'that the key shall be set forthe 8 or 9 foot without Mr. Dackhams furthest wall and without his

The Admiralty Court – The Admiralty Court of Poole was held once a year in the open air, either on the Quay or by the Broomhill Stone in lower Hamworthy. It was presided over by the mayor as Admiral of the Port, with the assistance of the Water Bailiff. All 'masters of shippes, mariners and ffisher men' were asked to attend by an announcement in St. James' Church and on the day, a jury of around 24 men were sworn in. The jurisdiction of the court included such matters as the maintenance of the channels, buoys and moorings, pilotage, fishing



wall to make a slype to land horses and lad horses which slyp ther shalbe made of gods will . . .'. The accounts give details of chalk, gravel, paving stones, timber to make piles and iron shoes for the piles. This new quay set the precedent for later extension eastwards.

regulations, the activities of pirates, felonies at sea and shipwrecks. The occasional perambulations of the sea bounds were also carried out as part of the Admiralty Court proceedings. In practice the court gave ordinary users of the port and harbour a chance to

voice their complaints and hold the town officials to account but it does not seem to have been very effective in inducing change. Some issues, such as the need to dredge the channel or provide more moorings, came up year after year. The proceedings of the court contain lots of interesting detail:

1607 – (Admiral and Mayor, Mr. John Bramble) – 'Item wee finde and present nicholas Gibbins William Bramble and John Bramble of Poole for suffering their ship the Orang Tree to lie against measurers wall neare the channell most dangerous for shippes barkes and boats that usuallie come into and outto the kaie of Poole . . .'. 'Item wee finde and present Nicholas Reekes for that he hath not placed sufficient posts at bulworcke, Maiden Waie and at the north west end of the kaye for moaring of shippes.'

1617 – (Admiral and Mayor, Mr. Thomas Francis) – 'Wee present Nicholas Gibbons that his people have throwne out 5 or 6 loads of ashes from his water gate into the sea.'

1631 – (Admiral and Mayor, Thomas Smedmore) – 'Mr Hill's wracke doth lye in the fayre way for boats and barks to come to the keyes.'

The Trading Companies – The merchants of Poole were not just focussed on local matters. With their



involvement in international trade, they must have been well aware of the global expansion of trade, exploration and settlement taking place in the early 17th century. European countries vied to set up trading companies which were given licences to settle in the new territories, to farm, trade and exploit the local resources. For forward-looking gentry and merchants, investment in trading companies was a fashionable business venture. Settlers were inspired to embark on the dangerous enterprise by a range of motives, religious idealism and commercial ambition among them. Two major trading companies were the English East India Company, set up in 1600 and the Dutch East India Company (Verenigde Oostindische Compagnie or VOC), formed two years later in 1602. By 1630, the English company was well established with a

trading post in Surat in India and ports in China and was engaged in fierce competition with the Portuguese and Dutch. The VOC had posts in Java and Kakarta and was developing a system of trade between Asian countries whose profits would be used to finance the European spice trade. It was to become an outstandingly successful multinational company. The European powers were also in competition to exploit the American continent. The Virginia Company was chartered by James I in 1606 to establish settlements on the North American coast. Some settlers chose the area around the James River and founded Jamestown but suffered near extinction from disease, starvation, Indian attack and other causes. Not all of the settlers were well prepared for the task which faced them. In 1622, a list was produced of the supplies which each settler family should carry across

the Atlantic 'for their better support at their first landing in Virginia'. This included clothing, tools, weapons, household goods and food including such items as 'five Ells course Canvase, to make a bed at Sea for two men, to be filled with straw 4s' and 'two broad Axes at 3s. 8d. a piece'. The total cost of the listed items was £20, a sum probably beyond many families' means. One success of the colony was the export of tobacco which earned the company good revenue. In 1624, the King dissolved the Company and made Virginia a royal colony.



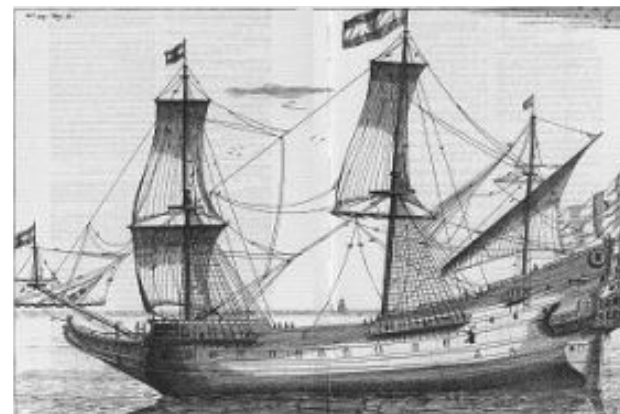
The seasonal fishery in Newfoundland from a map by Herman Moll

In 1620, other colonists seeking freedom from religious oppression had landed from the *Mayflower* at Plymouth, Massachusetts in what became New England. The landing of the 'Pilgrim Fathers' was to become part of the story of the founding of America but of more significance locally were a series of

voyages from 1623 onwards under the sponsorship of the Rev. John White, the puritan rector of St. Peter's and Holy Trinity, Dorchester. He helped to raise capital, involve local men of influence and obtain the necessary licence to settle in America. These colonising voyages laid the foundations of the cities of Boston, Dorchester and Charlestown. The Dutch were also active in the Americas, forming the Dutch West India Company in 1621, modelled on the VOC. It was granted a charter for a monopoly of trade and navigation, conquest and commerce in the Western hemisphere, particularly West Africa and the Americas. The company hoped to eliminate trade competition in the West Indies, particularly from the Spanish and Portuguese and gain a share of the African slave trade. By 1630, the company had set up the colony of New Netherland between New England and Virginia. They also had trading posts in the Caribbean, Brazil and on the gold Coast of Africa. Another of the companies affecting Poole very directly was the London and Bristol Company for the Plantation of Newfoundland. Merchants from western ports such as Poole had been operating a seasonal fishery on the island for around 100 years. Although the charter of the new company promised

to protect the fishermen's rights, the merchants feared that the settlers would squeeze them out of the best fishing harbours and establish a monopoly of the trade. The first settlement founded at Cupids Cove in 1610 was practical and well organised and high hopes were entertained by settlers and investors. A few years later, disillusionment began to set in. The fishermen were hostile to the colonists, hopes of finding minerals came to nothing, the climate was harsh and the cost of maintaining the settlements swallowed the profits. By the 1630s, the enterprise of the Newfoundland Company was more or less over but small intermittent settlements did gradually grow up around the island.

The Ships – The seamen of Poole would have witnessed some of this intense activity of the trading companies during their voyages across the Atlantic and to Europe. The town may have played a part in servicing the trade. Just beyond the harbour entrance, the English Channel was a great highway for the company ships, large and small as they headed out with supplies and settlers or homeward with the produce of distant lands. Some inevitably came to grief on their long journeys. In October 1627 seven ships of the Dutch East India Company loaded



17th century pinnace similar to the *Vliegende Draecke*

with Dutch silver daalders and Spanish 'pieces of eight' were caught in a gale, near the Needles. The 320-ton *Vliegende Draecke*, was holed and abandoned in Alum Bay after the crew had transferred most of the cargo to other ships. Another ship, the *Campen* sank just south of the Needles. Robert Newland, merchant and ship-builder of the Isle of Wight joined forces with a Dutch salvager, Jacob the Diver, to recover five cannon, 6,660kg of lead, and 2,635 coins. In 1630 as a result of a petition from the Dutch West India Company to Charles I, the King granted the company 'right to all wreck of their vessels cast away in his Majesty's dominions'. This was the world in which the Swash Channel vessel embarked upon her last voyage. A large merchant ship of 300 – 500 tons, around 40m long, and armed with at least 26

guns, she must have been an impressive vessel. The rudder alone was over 8m high and topped with the exuberantly carved face of a moustachioed man. Other baroque carvings of cherubs and mermen decorated the rails and gunports. Tests have shown that the ships timbers were felled around 1628 on the Dutch / German border and the vessel was almost certainly Dutch, maybe belonging to one of the trading companies. The hull was covered with pinewood sheathing with a layer of tar and hair between, as was the custom with Dutch ships bound for the tropics. However this protective outer layer showed no sign of damage by shipworm and it could be that the vessel was on her maiden voyage when she found her last resting place at the entrance to Poole Harbour.

Jenny Oliver



Rudder carving



RENAISSANCE

Recent months have left many reconsidering where they live and what they want from the next chapter of their lives. Many, who were living alone during the recent lockdowns have realised they would benefit from a supportive, close-knit community.

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Being part of Renaissance is more than just independent retirement living, it's about embracing everything life has to offer, joining in with social activities and building new friendships, all of which play a huge role in our overall happiness.

Shared areas are integral, with elegant communal lounges where homeowners can relax and socialise with neighbours, or just sit and read the papers amongst friendly faces. As restrictions allow, we'll see a return to regular events in

the lounge, like reading groups, games nights, afternoon tea or fish-and-chip Friday's.

Riverside in Wimborne or next to parks and lagoons in Poole?

Renaissance's new community in Poole follows this same ethos, with our team ready and waiting to welcome you to these stunning homes. For those who wish to remain flexible, we offer long-let tenancies and rolling contracts with Lifestory Choices. Live life on your own terms by renting a home and maintain your freedom, while still enjoying the benefits of living in one of our communities.

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The White Death

(Treating Tuberculosis in Poole)

Tuberculosis was one of the most feared diseases of the nineteenth century and a major cause of death for those aged 24-45. It affected all classes, but poverty and poor nutrition increased the symptoms and the disease was spread due to the poor's overcrowded living conditions. Tuberculosis was not recognised as an infectious disease until 1880.

The first sanatorium for the treatment of tuberculosis in the United Kingdom was opened in Bournemouth in 1855. The Royal National Sanatorium for Diseases of the Chest opened in Bourne Avenue on 2nd October 1855. There were 97 beds for consumptive patients and for those with other chest diseases. Bournemouth "welcomed" famous visitors to the town in search of a cure – Chang Woo Gow, the Chinese Giant in the 1880s, Robert Louis Stevenson

(1884-1887) and Aubrey Beardsley (1896).

If you suffered from tuberculosis in Poole at the start of the twentieth century you would possibly have been sent to Ventnor on the Isle of Wight for treatment but in 1900 a Dr Johns signed a 21 year lease at an annual rent of £75 on Alderney Manor. This was to be an open air sanatorium for tuberculosis patients. There were eleven double sleeping huts for male patients to live in all year round and three double day huts for female patients who slept in the cottage at night. In 1901 there were eleven patients (out of a capacity for twenty-five) none of whom were local. The staff seem to have outnumbered the patients – 1 doctor, 6 nurses, 1 secretary, 1 cook, 5 maids, 3 general staff, 1 gardener and 4 hut cleaners. By 1911 there were

only 4 patients and the sanatorium closed down later that year. Augustus John, the artist took over the lease of Alderney Manor.

During the first half of the twentieth century facilities for tuberculosis sufferers in Poole included Rizwan in Broadstone and Nirvana in Parkstone. Rizwan was run by Sister Grace Challis from around 1927-1928. The house was in Higher Blandford Road. It was advertised in newspapers across England e.g. in the Yorkshire Post "TB Nursing Home (registered), ideal climate for chest cases. Terms moderate. Rizwan, Broadstone, Dorset". The nursing home closed after the Second World War c. 1948-1950.

In 1919 a report was submitted from Poole Public Health and Housing Committee by Captain H G S Bower



re a proposed home for consumptives in Poole. The intended property was Nirvana, Castle Hill, Parkstone. It was situated at the junction of Bournemouth and Mansfield Roads. There were strong protests from 33 local residents against a home in a residential area too near to other properties which would result in a depreciation of those properties. Replies to the protests suggested that "there was no risk incurred by living in the immediate neighbourhood of institutions for the treatment of tuberculosis which are properly conducted". The Ministry of Health approved the site and the adaptation of the

property – a three storey detached house in 1¼ acres of ground secluded by trees and shrubs. The property cost £2500 plus £900 was allocated for adaptations such as converting the stables and outbuildings to staff accommodation. There was accommodation for 15 patients – adults and children for residential care and observation. The home had 4 nursing staff and 4 domestic staff but no resident doctor.

Nirvana opened in January 1920 and had been approved for 22 patients. In October 1920 there was an inspection report. The home had received 47 patients since opening.

There were 11 male beds and 9 female beds at a cost of 7/- a day. The patient's daily diet was substantial!

Breakfast:

eggs, kippers, ham, sausage

Dinner:

meat, potatoes and vegetables.

Milk pudding

Tea:

bread and butter (jam on Sunday), tea

Supper:

bread, cheese, cocoa (or soup)

½ pint milk per person

The report concluded that the patients were contented and comfortable. The patients were also entertained regularly. Newspaper reports show that at Christmas

1921 Santa Claus visited with gifts and the staff put on a concert of songs and sketches. During 1938 concerts were staged in February and May where the entertainment included the Tic Toe Party from Wimborne. In 1924 the Public Health Committee provided a wireless set and a $\frac{3}{4}$ billiard table for use by the patients.

In the 1925 Annual Report of the Dorset Medical Officer of

Health it states that before Nirvana and Beckford at Warminster were opened Dorset was dependent on outside institutions and many patients were refused admission. Critics felt that small institutions were not economical, but 5 years' experience had disproved this. Patients did not just come from Poole but also other areas of Dorset. Nirvana was the Dorset County Home for more advanced cases. During 1925 72 patients

were admitted, the average stay was 99.6 days and the average number of patients undergoing treatment was 19.2. In 1931 the home became the Dorset County Council Home for Tuberculosis and by 1955 was the Parkstone Sanatorium (Bournemouth and Poole Sanatorium Hospital Management Committee). On the site today is a block of flats called "Hillside".



Annual Lunch November 2021

Our annual lunch was held on Wednesday 17th November in the Thistle Hotel on Poole Quay. The Mayor of Poole, Cllr Julie Bagwell graced us with her presence and accepted the pennant of the Society and honorary membership for the duration of her term.

It was a pleasure to welcome so many members and guests to the event as we missed the event last year. It was an event where we were able to see everyone again and the hotel provided a wonderful meal – even the sun shone across the harbour for us!

During the event the Chairman Mike Pearce, was able to confirm that the Society had given £2,000 to the Royal British Legion as a result of funds raised during the VE VJ day. He also outlined our plan to move forward with a blue plaque for Louie Dingwall who had a racing stables on Sandbanks and was one of the first woman racehorse trainers in the UK as well as running a bus services during the war.

As a note Mike also outlined that the Society for Poole is looking to potentially work with the Poole Maritime Trust to resurrect the Beating of the Sea Bounds and explore closer cooperation between the two Societies, both of which champion the history and heritage of Poole





The Society for Poole

Promoting Poole; its history, culture and people

DATES FOR YOUR DIARY



18th January 2022 @7.15 for 7.30pm Members £3 Guests £4 Pay on door
ROYAL BRITISH LEGION 66 North Road Parkstone BH14 0LY

The combined AGM for 2020 & 2021



AGM

Annual General Meeting
Members only

19th April 2022 @7.15 for 7.30pm

ROYAL BRITISH LEGION 66 North Road Parkstone BH14 0LY



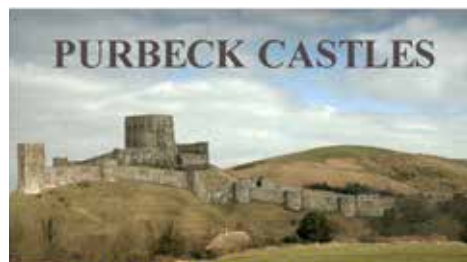
15th February 2022 @7.15 for 7.30pm Members £3 Guests £4 Pay on door
ROYAL BRITISH LEGION 66 North Road Parkstone BH14 0LY

Poole and My D-DAY

Eddy Gaines recalls his memories of D Day



17th May 2022 @7.15 for 7.30pm Members £3 Guests £4 Pay on door
ROYAL BRITISH LEGION 66 North Road Parkstone BH14 0LY

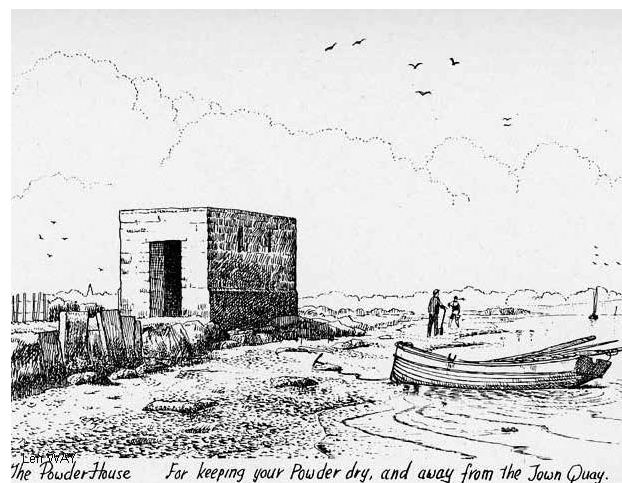
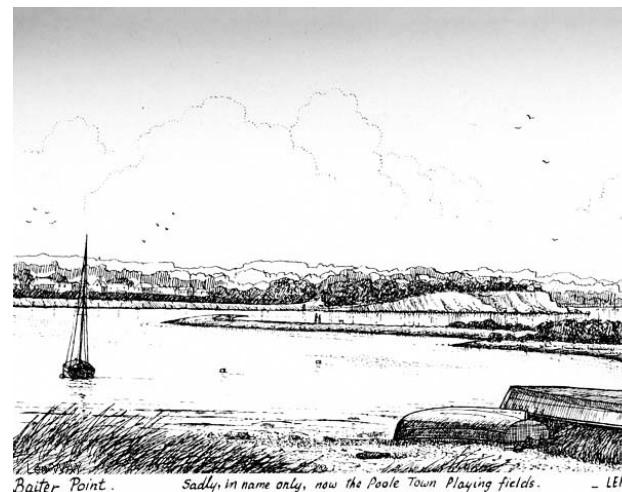


**Talk on the Castles of Purbeck
by David Warhurst**

15th March 2022 @7.15 for 7.30pm Members £3 Guests £4 Pay on door
ROYAL BRITISH LEGION 66 North Road Parkstone BH14 0LY

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

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
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