



FOUNDED IN 1924

View from Poole

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



SUMMER 2023

www.societyforpoole.org



The Society for Poole



@SocietyforPoole



SocietyforPoole

TAPPER FUNERAL SERVICE

A fresh approach to funerals



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

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

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

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

TAPPER FUNERAL SERVICE

32-34 Parkstone Road, Poole BH15 2PG

 01202 673164

 pooleoffice@tapperfuneralservice.co.uk

 www.tapperfuneralservice.co.uk

Chairman's Note



Welcome to this the Summer 2023 edition of the View from Poole and I hope you had a wonderful coronation weekend and didn't get too wet.

Congratulations to Jan Marsh for her work on the unveiling of the Blue Plaque to Louie Dingwall at Sandbanks which is now on display for everyone to see and for fronting an excellent discussion with BBC Solent/Dorchester when interviewed about the plaque.

Meanwhile within Poole the Society continues to "punch above our weight". We have now secured £42,000 from BCP for the restoration of the Shore Road heritage lights and hope that this summer the work will finally commence.

We also plan to continue to put up more blue plaques; aim to pursue the stabilization of the Powder House at Baiter through further grants and continue to support the East Dorset Architectural Heritage Week by manning the opening of the Guildhall in September. We also aim to liaise with Future Places in the creation of design guidelines for developments along the harbour shoreline from Sterte to the Lifeboat Museum.

In addition to our general activities, we are now up and running with the organisation of the Beating of the Sea Bounds 2024. Please put a date in your diary of 7th July 2024. Our organising committee, which brings together BCP Cllrs and the Mayor, PHC, PQF, Poole Maritime Trust, Pirates of Poole and Poole Rotary, are now committed to the event. Funding will however be a major issue with costs likely to be up to £30,000 but without any financial support from BCP.

We will therefore need significant commercial sponsorship, not an easy task but one I believe Poole based companies will embrace in order to make the event a success.

We will however have to move the location of our meeting from September due to reorganisation of the RBL Hall in North Road. From September we will be holding our meeting in the Oakdale Hall (Con Club) in Darbys Lane, BH15 3EU, please do make note of the change!

Despite the challenges we therefore go deep into this year with drive and confidence that we both have a voice, we have ideas and projects and the drive to make a difference. Many thanks for your support to date and I hope everyone has a warm and enjoyable summer.

I hope everyone has a warm and enjoyable summer.

Mike Pearce Chairman

chairman@societyforpoole.org

The Society for Poole

General Contact for the Society:
info@societyforpoole.co.uk

PRESIDENT

Andrew Hawkes
99 High Street, Poole BH15 1AN
01202 674292
(work number with answer phone)
president@societyforpoole.org

CHAIRMAN

Mike Pearce 70, Haven Road, Poole,
BH13 7LY
chairman@societyforpoole.org

TREASURER

Colin Hinwood, 14 Hatherden Avenue
Poole BH14 0PJ
01202 747432
treasurer@societyforpoole.org

HERITAGE SUB COMMITTEE CHAIRPERSON

Jan Marsh
Janette.marsh97@gmail.com

SECRETARY

Jan Marsh
Janette.marsh97@gmail.com

PARKS & GREEN SPACES CHAIRMAN: TBC

PRESS OFFICER

Vacant

PLANNING SUB COMMITTEE CHAIRMAN

Gerald Rigler, 9 Sundew Road
Broadstone, Poole BH18 9NX
gerald.rigler@gmail.com

REGISTRAR

Mike Gale, 10 Manor Avenue Poole
BH12 4LD
07836740048
registrar@societyforpoole.org

SOCIAL SECRETARY

Vacant

VIEW FROM POOLE DISTRIBUTION

Jan Marsh
Janette.marsh97@gmail.com

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

Louie Dingwall 1893-1982

On the day of the Grand National, The Society for Poole unveiled a blue plaque to Louie Dingwall at the Beach Office, Sandbanks in honour of her pioneering work as one of the UK's first female racehorse trainers who trained horses along Sandbanks beach and who worked several businesses from her home on the peninsula of Sandbanks itself.

Louie Dingwall (née Louisa Foott) (1893–1982) was one of the first English female racehorse trainers and a resident of Sandbanks. Louie Dingwall was born in Exeter. In 1903 she acquired her first horse, a colt apparently left behind in Weston by Buffalo Bill. During World War I Louie volunteered at a local hospital and became a member of the Women's League of Motor Drivers as well as working as an ambulance and dispatch driver for the Canadian Army. When she moved to Sandbanks in Dorset and at first, she rented one of the rough cabins that were dotted about Sandbanks. After the war she owned



a Model T Ford, possibly a gift from the Canadians and using the Model T she began a taxi service for visitors, becoming one of the first women in the country to obtain a PSV licence. She would take passengers to and from Poole via County Gates and provided a late-night taxi service from the Amity Cinema. Louie lived in different bungalows in Sandbanks eventually acquiring stables in Panorama Road (opposite what is now the Royal Motor Yacht Club). During the 1920s Louie had a bus company but after problems with the local Bus Company, Hants and Dorset, she sold her Poole route and concentrated on the Upper Parkstone and Rossmore routes – “Monkey’s Hump” and the “Heavenly Bottom Express” These routes remained independent until 1966.



Louie married Archibald Dingwall in 1930. Louie and Archie now had several businesses – two shops (an ironmongers and a chemist) and a small hotel – Foott's Folly. Louie bought her first racehorse in 1938 – Old Gold, who won at the Devon and Exeter meeting in 1939. During the Second World War she provided transport for officers stationed in the area and converted Foott's Folly into a canteen for soldiers with Louie and her staff making up to 200 meals each night. Together with Archie, Louie also served as local wardens and operated the air raid siren. After the war Louie continued to buy, breed and race horses. Her husband had to own the licence for the Jockey Club, as they at the time looked unfavourably on women licensees. The horses were ridden along the sand each morning as there were no grass gallops. One of her most successful horses Pink Stripes won five races on the flat and

was placed twenty times. Jockeys such as Lester Piggott, Willie Carson and Scobie Beasley rode for Louie. Archie died in 1954. Louie sold the hotel but kept the bus service, garage and the stables. In 1966 the Jockey Club finally allowed women to have licences and Louie became one of the first female licensed trainers in the country. Louie won seventy-six races during her career. She died in 1982 at the age of 89. Information taken from *Horsewoman* by Alan R Bennett (1979). The Plaque was unveiled by Andrew Philpott who used to remember her running the horses along the beach and reminisced about living with horses on the Sandbanks peninsula. Indeed several people who attended the unveiling remembered her and reminisced about living close by and seeing her as a true character of the area.

Jan Marsh



Beating the Sea Bounds of Poole

A brief history



The original purpose of the Beating of the Bounds of Poole Harbour was to check the various marks and boundaries of the original Winchelsea Certificate, awarded to Poole in 1364, to see that the "bounds" or boundary markers still exist, that they are in the correct position and that there has been no encroachment upon waters belonging to the Port of Poole.

The Winchelsea Certificate confirmed the limits of the town's maritime jurisdiction over the port. As it was Mayor, being "Admiral of the Port" who presided over the locally held Admiralty Courts it was essential to know his jurisdiction.

Although many of the boundary points were well known they weren't all properly defined, however from approximately 1612 one boundary was deemed to commence at "Brome Hill" (now Broomhill in New Quay Road, Hamworthy) thence to "Shag Rock" above Russel Point "right against a little hill called Redcliffe Atwell" in the Wareham Channel some 3 miles from Poole. Indeed, various methods have been used to define the boundaries including in 1609 an Admiralty Court in Poole held that the "liberties, franchises and privileges of Poole extend from "the North Hauen Poynte as farr to seaward as a Humber barreill maie be seene and described in the sea" which is about 3 miles from shore.

In 1661 it was recorded that an event to "beat the bounds" was done for enjoyment and public participation. Some 20 boats set out with drums beating and colours flying, and the town was saluted with a gun "The good company made merry with the good liquors and provisions they carried with them for that purpose"

In 1778 ha'penny pieces were, for the first time, thrown by the Mayor to children and music started to be played with two bands accompanying the party 1834.

The event was growing, in 1821 several thousand were noted to be assembled at North Haven and a 21-gun salute fired from Brownsea Island. Indeed, the Council provided dinner for 500 people and a fireworks display was seen at Heckford Field lasting until midnight.

Unfortunately, the ceremony lapsed in 1834 but was revived in 1921 as a consequence of legal action taken against local residents for trespass on parts of the Harbour Shores.

Since 1921 the ceremony has been undertaken many times with hundreds of boats escorting the Mayor and with parties and entertainment provided. In 1961 the ceremony was joined by the Jolly Pirates of Poole who added spice and fun to the event whilst collecting for the Mayor of Poole's Charities. The Society for Poole, which was then The Society of Poole Men, played a pivotal role in all ceremonies since 1924 by



providing Jurors escorting the Mayor on his journey across the waters of the Harbour, but also supporting each Mayor on every Organising Committee. The Society for Poole aims to re-establish the event on Poole's event calendar, restoring this ancient ceremony, unique to Poole, by creating the pageant, a spectacular and fun event with sea shanty music and stalls along the Quay as well as Pirate "fights" and the Jurors parade. It is planned that the Quay will be closed on 7th July 2024 for the day with music, stalls, funfairs and entertainment. Whilst on the water the Mayor will inspect the boundaries and fight off an "attack" from the

Pirates of Poole then return to the Quay for the ancient ceremony of the pins and points which aims to make a memorable impression of two children to remember the day. As BCP are unable to financially support the event we will need the assistance of commercial sponsors. If there are any organisations out there able to support please contact me, any offers will be thankfully received. Meanwhile the organising committee is continuing to plan in order to make this event happen and continue to happen into the future.

Mike Pearce



HARBOUR CEREMONY AT POOLE

the boats with their strange crews leaving Poole Quay for the ancient ceremony of beating the bounds of Poole Harbour, Dorset.

A Poole Harbour crossing

For centuries, travellers around Poole Harbour have been crossing the narrow strip of water between Hamworthy and Poole, to save a journey of twenty miles or so around the shore of Holes Bay. This article gives some background on the Hamworthy crossing.

When the antiquarian John Leland visited Poole in the 1530s or 1540s, he described the Hamworthy peninsular as 'a Point of Land as a Causey (causeway) after the Fashion of a brode Swerd and by this Causey Men come from Lichet to the Fery.' We don't know when a regular ferry service across the water was first established, but it certainly existed by then and a document of 1541 records the operation of the ferry and the passage house being leased to a John Henbury by the Poole authorities for the yearly rent of two capons.

By the 1600s, the ferry operators were paying the Corporation £7 a year, so it must have been a good money-making investment.

The service was probably provided by a boat drawn by a rope from one shore to the other.

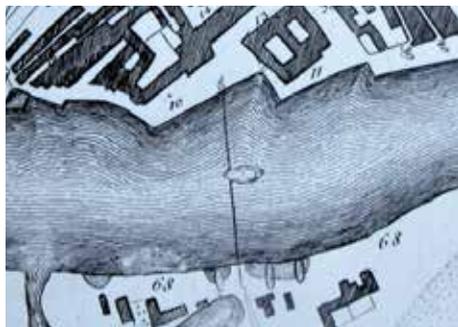
Certainly there seem to have been no oars available in 1613 when an accident occurred involving the passage boat, described at that year's meeting of the Poole Admiralty Court: 'One Joseph Long mariner was in the passage boat of poole coming over the passage att wch instant time a young mare was in the same boat wth a halter on her head wch halter then the said Long held in his hand this said mare suddenlie starting and affraide strake the said Long over the boate into the sea. The saide mare fell also over board into the channell by meane whereof the said Long was drowned.'

The passage operator, Richard Dolbury, was brought before the court for not having two good oars ready in the boat to preserve the lives of his passengers in an emergency.

The 1613 report shows that the 17th century passage boat was big enough to carry a horse. By 1788, when Joseph Moore published a History of the Town and



County of Poole, the population and trade of the town had grown considerably, with quays, yards and stores on both sides of the water. The history describes a passage boat 'large enough to hold eighty persons, which continues to ply all day, and is hauled by a rope stretched from one side to the other, for which every family pays only 4d a year, and every stranger a halfpenny each time.' If it could hold so many passengers, I wonder whether it was a conventional boat or more like a raft or floating bridge, an early forerunner of the Sandbanks Ferry?



Map showing the Great Quay and passage boat 1771

The idea of a bridge across the water was discussed from at least the 1820s, but it was not achieved without considerable argument and controversy. The background to the debate was a slump in the Newfoundland trade and a deep recession in Poole, combined with agitation for parliamentary reform, both of which threatened the dominance of the local merchant elite. The Hon. William Ponsonby, the trustee for the manor of Canford and one of Poole's M.P.s from 1826 to 1831, was a keen advocate for reform which made him an opponent of most local Tories. The Poole Corporation first supported the idea of a bridge, but finance was a problem. Instead, William Ponsonby applied for an Act of Parliament to sponsor the building of the bridge himself and charge a toll for its use. The Corporation opposed the scheme but lost the argument and the Poole Bridge Bill was passed in 1834.



The 1837 bridge

On Friday 14th July 1837, as reported by the Salisbury and Winchester Journal, the completed bridge *'was opened by the workmen employed in its erection forming a procession, and walking over it, accompanied by Wadham's brass band – the bridge being decorated with numerous flags and banners, and the event being announced by a salute of twenty-one guns.'* The account in the Hampshire Independent is far more controversial, condemning *'the disgusting conduct of the Tories of Poole'* in first supporting the bridge idea and then opposing it with *'selfish blindness and folly'*

as soon as Mr Ponsonby became involved. The new bridge was a wooden structure with a central hand-operated swivel section to allow ships to pass through. The roadway was narrow, only 2m wide, and the pavement just 50 cm. It also had quite a steep slope which was to prove rather difficult for horses and wagons at times. In spite of the design and the toll, however, it did improve communication with Hamworthy, Wareham and the west of the county and when the railway reached Hamworthy in 1847, it provided a vital link for the rail passengers to reach Poole.

This first bridge lasted nearly 50 years, operated by the Poole Bridge Company. Over the decades it became increasingly creaky as the traffic rolled across it. Meanwhile the Poole Corporation continued to debate the possibility of buying the bridge and abolishing the tolls which, as was frequently mentioned, particularly disadvantaged the people of Hamworthy. In 1885, the wooden bridge was replaced by an iron one, with a much gentler gradient. The opening central section, 13m wide, had two leaves which could be wound open by hand to a position at right angles to the bridge for ships to pass. It was not unknown for people on foot to try to cross by swinging from the supports under the bridge.



The second bridge

By the early 1920s, the second bridge, now nearly 40 years old, was showing signs of wear and was reckoned to be unsafe. The Poole Corporation entered negotiations with the Ministry of Transport and Dorset County Council for help with financing a new

bridge. The contract was awarded to the Cleveland Bridge and Engineering Company. The Corporation at last achieved their aim of buying the old toll bridge from the Poole Bridge Company, but only in order to demolish it. The total cost of the project was about £70,000, with £17,000 spent on the old bridge. The Ministry paid 65% of the cost and Dorset promised an annual contribution. Designed in bascule style, the new bridge was 101m long with an 18m wide central opening with lifting spans. The 5.4m wide roadway was made of 25cm slab covered with asphalt. The cylinders to support the lifting spans had to be sunk to a depth of 15m causing problems when the builders encountered wooden piles from the 1837 bridge which had been cut off level with the sea bed. The superstructure was built of reinforced concrete and included four cabins, two on each side. One of them on the Poole side contained the controls. It was the first Poole bridge with a powered opening mechanism, (a 62 horse power motor generator), as well as being the first Poole bridge to be free of tolls. After completion, the structure was tested with loads of 200 tons, far heavier than any working load anticipated.



Crowds at the opening ceremony

The bridge was opened on 11th March 1927 by the Mayor, Alderman Herbert Carter. The first choice of opener had been the Minister of Transport but he was involved in cabinet business and the second candidate, the Lord Lieutenant of Dorset, Lord Shaftesbury, was thrown from his horse while hunting and

broke his collar bone so the Mayor stood in. Elementary schools in the borough were closed for the day and crowds of people thronged the Quay. The mayoral party, accompanied by the town band and troops of scouts and guides, processed from the Guildhall 'through flag bedecked streets' to the Quay. Alderman Carter cut the ribbon and after the national anthem was played, he led the official party across the bridge. Then it was time for a procession of boats, led by the Harbour Master, Mr. H. W. Chislett and another vessel carrying a huge effigy of Father Neptune, after which the officials returned to the Guildhall for lunch and speeches.



The third bridge has done great service for many years with various alterations. During the Second World War, the movement of ships and boats to and from Holes Bay was vital. In case of power cuts, the Home Guard were trained to operate the lifting spans using giant winding keys which fitted into slots in the towers, and if the bridge were damaged in a closed position, another method was devised using all available manpower pulling on ropes. Fortunately, this was never put to the test in earnest.

Over the decades, traffic has increased enormously, taking its toll on the structure. In 2006 it was estimated that the bridge was performing about 6,000 lifts a year (an average of about 16 a day). It was said to be 'worn out' with cracks in the concrete and in 2016, it stopped operation for major repairs expected to cost £4.2m and last 9 months. In fact it was 16 months before bridge was

in action again and in December 2022 it was once again stopped for emergency work on remaining problems. By this time, another bridge had come on the scene, with its own controversies, problems and triumphs.

Jenny

Main sources: Cullingford, Cecil. *A History of Poole*, Phillimore 2003. / Hillier, John. *Ebbtide at Poole*. Poole Historical Trust, 1985 / *Twin Sails and the History of the Harbour crossings in Poole* Poole Museum, / *Local newspapers*. **Jenny Oliver**



The Face on the Jar

Within Poole Museum's ceramics collection are several striking pots featuring the human face, in particular, a selection of 16th to 17th century bellarmine jars or jugs, and a recently acquired vase made 400 to 500 years later, designed by local potter, Guy Sydenham.



Bellarmine jugs have been found in various archaeological excavations in Poole such as the High Street / Old Orchard dig in the 1970s. Many were in fragments but some of the most complete are on display in the museum. Bellarmines are salt-glazed,

stoneware jugs in brown or grey, rounded in shape on a narrow base with a tall narrow neck. They were made in Germany from the early 16th century onwards and later in the Low Countries and other parts of Europe. Tough and hard-wearing, they





The face on the jug and a 17th century orrtrait of Cardinal Bellarmino

were used as drinking bottles and storage vessels and for the transport and trade of various commodities. In the 17th century they increasingly found their way out to the growing colonies in Asia and North America. Characteristically they were decorated with the face of a bearded man on the neck, and sometimes with a medallion on the body of the pot showing a local coat of arms. The face was an ancient motif based on the European folklore figure of the wild man and gave the pots the name 'bartmann' or bearded man jugs. In the early 17th century, the face became associated with Cardinal Roberto Bellarmino, a Cardinal Inquisitor and leading figure in the counter reformation against Protestantism. Naming these hearty, rotund jugs, associated with drinking, after the small, learned, and abstemious cardinal must have seemed like a good joke to Protestants at the time. So, the name 'bellarmine' is a religious and political satire

which has lasted 400 years. The jugs depicted the square-cut beard used by clerics of the time, known as the 'cathedral beard', and the face became increasingly grotesque as the century wore on. Perhaps because of the grim face, bellarmines were also used as 'witch bottles' to ward off evil spirits. They were filled with a variety of everyday items and substances as a spell or cure against witchcraft, stoppered up and then hidden under the floor, at the threshold or up the chimney of the house.

The 20th century vase featuring a human face was made in the 1970s for Poole Pottery's 'Atlantis' range. It was designed and made by Guy Sydenham, a talented potter who lived and worked in Poole for many decades. He started as an apprentice at Poole Pottery in the 1930s and after service in the far east during the war, returned to the pottery and set up the craft studio with a trainee team. At that time, Sydenham was living with his

family on a converted motor torpedo boat, first on a mooring, then on Long Island and then on Green Island in Poole Harbour. Using clays found on the islands, he set up his own pottery with a home-made kiln and experimented with making salt-glazed stoneware inspired by marine themes. The pots in the Atlantis range were mainly thrown on the wheel by the artist potters giving them the sensuous appeal of forms worked from the wet clay by hand. They were decorated using different clays, glazes and techniques. At Sydenham's insistence, each piece was marked with the monograms of the artists who had helped to create it. This vase with its enigmatic face was one of six thrown heads inspired by African masks. There may also be a stylistic echo of the other-worldly faces of the mermaids that Sydenham made in his island pottery. As to the link between these pots from different eras, they all present intriguing images of the human face from the past.

In his private work, Guy Sydenham was using very similar techniques to the old German and Dutch potters turning out their bellarmine jugs in the 17th century. In the 1960s, he was asked by another local potter if he could make reproduction bellarmine bottles and jugs for an American customer. As he later wrote in his autobiography, 'By using a very similar clay and adopting the techniques used by the German craftsmen, I was able to reproduce these salt-glazed bottles, jugs and mugs to the point where few people, and even some experts, could tell which were which. . . . I enjoyed this work for many years.'

Jenny Oliver by *poolemuseumsociety*

Main sources: Horsey, Ian P. Excavations in Poole 1973-1983 Dorset Natural History and Archaeological Society. 1992 / Sydenham, Guy. A Potter's Life. The Island Potters of Poole. Sansom & Co. 1999

Guy Sydenham at work and the mask head vase



More than 300 children let loose on Poole roads

Imagine hundreds of children all cycling at the same time in Poole's busy shopping and holiday traffic. Sending a huge group of nine to thirteen year-olds out on Poole's streets today would be very perilous. The chance of casualties would be high. Risk assessment documentation would fell several trees.

Back in the late 1960s and 1970s each October with the encouragement of the then Poole Corporation hundreds of children did indeed take to the roads in Poole's annual children's cycling competition. Of course roads were much quieter then and Sunday was primarily a day of rest with no shops open. Sunday 26th October 1969 was a record year for the contest when 302 children took part.

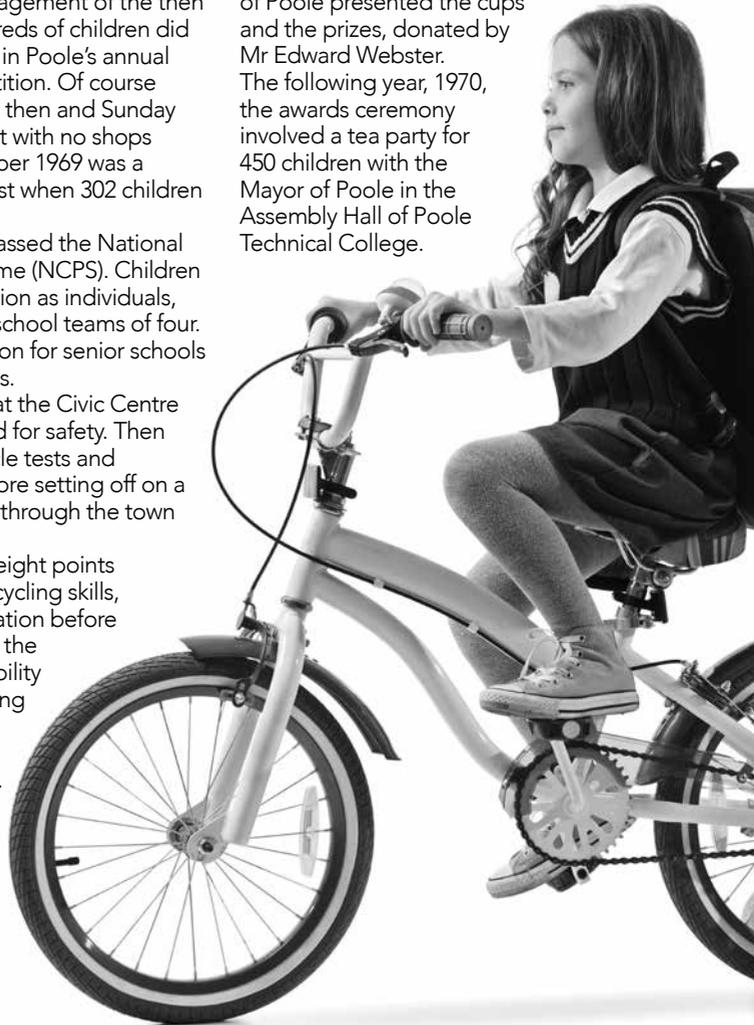
Each child had already passed the National Cycling Proficiency Scheme (NCPS). Children could enter the competition as individuals, but the majority were in school teams of four. There was one competition for senior schools and one for junior schools.

Starting in the car park at the Civic Centre each bicycle was checked for safety. Then contestants faced obstacle tests and emergency braking before setting off on a two mile observed route through the town cycling in the traffic.

Judges were placed at eight points awarding marks for safe cycling skills, particularly traffic observation before signalling or moving out, the appropriateness and visibility of hand signals, positioning the cycle on the road, obeying road signs and general traffic awareness. Judges were all volunteer local NCPS instructors or examiners. The event had over 60 adult helpers and plenty of police support.

Competition was keen with cups at stake for winning school teams and new bicycles for the senior and junior school child achieving the highest marks from the 100 available.

In 1969 the awards ceremony was held on 26th November with an audience of more than 600. The Mayor of Poole, accompanied by the Sheriff of Poole presented the cups and the prizes, donated by Mr Edward Webster. The following year, 1970, the awards ceremony involved a tea party for 450 children with the Mayor of Poole in the Assembly Hall of Poole Technical College.



Led by Sue Duffett, chair of Poole's Junior Accident Prevention Council, the children were delighted to welcome to the event Mr Bert Riggs, well known for his commitment over many years to Poole road safety. Mr Riggs had suffered a stroke while on holiday in Italy earlier in the year and was now on the way to recovery. The Sheriff of Poole, Alderman Mrs R Montague presented

Sue with the Wilson Cup for the most outstanding contribution by a girl to road safety in 1970. The Webster Cup for the best contribution by a boy went to Richard Soffe.

Councillor W. S. Rigler introduced the Mayor, Alderman James Steptoe, who presented the prizes for the 1970 annual cycling contest.

Poole Children's Cycling Contest Winners 1969 - 1971

Year	Senior School	Junior School	Senior Champion	Junior Champion
1969	Parkstone	Hamworthy Junior	Sally Winwood Parkstone Grammar	Philippa Mead Broadstone Primary
1970	Henry Harbin Girls	Broadstone Primary	Melanie Heather Parkstone Grammar	Catie Lawford Broadstone Primary
1971	Parkstone Grammar	Alderney Junior	Danusia Beldowska Herbert Carter	Keith Hampton Alderney Junior



continued over page

Road Safety Poster Competition Winners 1970

Age Group	1st Prize	2nd Prize
13-15 years	Jane Felton Ashley Cross Girls School	David Pollock Seldown Boys School
11-13 years	Catherine Drayton Ashley Cross Girls School	Virginia Norris Broadstone Primary School
9-11 years	Julie Augustus Broadstone Primary School	Kevin Froud Broadstone Primary School
7-9 years	Matthew Rogers Hillbourne Junior School	Andrew Bungay Springdale Primary School



The driving force for children's road safety in this era was Poole Corporation's Accident Prevention Sub-Committee, very ably assisted by Mr R.A. Stephens, the Road Safety Officer. The NCPS was promoted across the town with free training being provided and tested by a cadre of volunteers in schools and at the Civic Centre car park. Between 1968 and 1971 more than 1,800 children passed the NCPS test. Poole Corporation was recognised in 1970 for its work on children's road safety. The Sub-Committee was presented with a glass plaque having been chosen from 124 local authorities to represent the South West

of England in the Shell-Mex and B.P. Ltd national children's road safety competition. Poole was placed in the final four along with Monmouthshire, Waterside (Southampton) and the winners Dalton-in Furness from Lancashire.

Stephen J Annandale

References: Poole Corporation Reports 1969, 1970 and 1971 and Poole and Dorset Herald 1 December 1970.

Many thanks to Katie Heaton, Local History Librarian, Poole Museums for assistance in locating these documents



**DORSET
HOUSE**

A Care South home for residential and dementia care



9.7/10 – April 2023

Get in touch today to see how we can help create
a new home for you or a loved one

01202 712463 | care-south.co.uk

Coles Avenue, Hamworthy, Poole BH15 4HL

Proud to be part of the Care South family of care
homes across Poole and Bournemouth, including:



Elizabeth House
Parkstone, Poole



Alexandra House
Parkstone, Poole

**Care
South**

It's the care that counts...

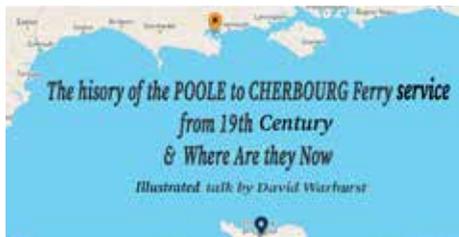
Care South is a **not-for-profit charity**.
Registered Charity No. 1014697

Society talks

All Society for Poole talks **up to September 2023** take place at the Royal British Legion Hall, North Road Poole BH14 0LY at 7pm for 7:30pm start

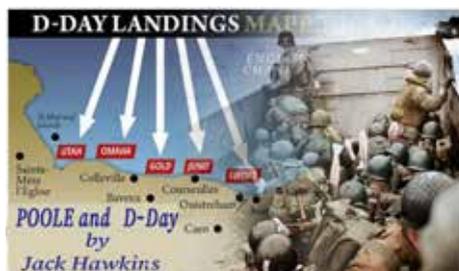
20th June – Talk

The history of the Poole –
Cherbourg Ferry Service
David Warhurst



18th July – Talk

Poole and the D Day Landings
Jack Hawkins



12th September

at Poole Guildhall (Tuesday)
Dorset Architectural Heritage Week
Poole Guildhall Open Morning
10-12:00hrs

NEW LOCATION FOR SEPTEMBER ONWARDS
THE OAKDALE HALL (CON CLUB)
DARBYS LANE BH15 3EU

19th September – Talk

Battle of Britain –
Dorset and Warmwell
Jeff Little



17th October – Talk

Villages of Dorset
Jackie Winter



21st November – Talk

A duffers Guide to History
Steve Roberts



Poole Maritime Trust

**Autumn/Spring Programme 2023/24
Travellers' Tales / Poole Maritime Trust Talks
at the Royal Motor Yacht Club Sandbanks,
Poole BH13 7RE**

21st September 2023(PMT Members ONLY)12 for 12:30pm

Poole Maritime Trust Autumn Luncheon Helen Baggott will give a talk following the Luncheon.

When the RMS Empress of Ireland sank in 1914, more passengers lost their lives than on Titanic – yet few have heard of the tragedy. She will reveal the story of the sinking –and three families from Dorset and Somerset that were affected. Illustrated by

Postcards and photographs, this talk remembers a forgotten tragedy.

5th October 2023 8pm

Jack Kitching – Master onboard the Condor Liberation. Join him on a virtual bridge tour of the Condor Liberation and an insight into his life as a Master of a high-speed ferry.

9th November 2023 8pm

4th January 2024 (PMT Members ONLY)

Poole Maritime New Year Luncheon at RMYC

11th January 2024 8pm

8th February 2024 8pm

David Bailey (Wild Life Photographer) will give a talk entitled 'Good Hare Days'.

David is an author and fabulous photographer.

7th March 2024 8pm

Leigh Merrick and Richard Balmforth (Reuters – Eastern Slav Specialist and Bureau Chief) will give a talk on the Ukraine. (Full details to follow)

The Upstairs Bar at the Royal Motor Yacht Club will open from 7:30 pm the talks will start at 8pm. (RMYC members only allowed in the main bar downstairs).

There are disabled facilities on the ground floor and facilities on the first floor.

If you arrive by car there is parking on the main road, Panorama Road. If arriving by Taxi the main entrance to the RMYC is off Old Coastguard Road.

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



COMPTON ACRES



Compton Acres – Not Just

Dorset's Finest Gardens...



Compton Acres is renowned across the UK as one of the country's finest private gardens... BUT

Did you know that the multi-award winning tourist attraction is also home to a wide variety of charming gifts and culinary delights?

Visit the Compton Acres Gift Shop & 'Gifted Moments' store for:

- Locally sourced and fair trade treasures
- Scrumptious confectionery
- Sophisticated wines
- Hand crafted children's toys
- Stylish kitchenware
- Luxury beauty products
- And more!

Compton Acres is also home to one of Dorset's most popular Café and Tearooms. Indulge in wholesome, home-cooked dishes, inspired by Great British classics, as well as a mouth-watering variety of traditional homemade cakes and pastries.

If you're looking for a world of elegant gifts, tastes, smells and delights - right on your doorstep, **visit Compton Acres...**

164 Canford Cliffs Road, Poole, Dorset BH13 7ES | Tel: 01202 700 778

WWW.COMPTONACRES.CO.UK