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The A&CNC introduced a steam-powered towing service for its own dumb craft between Goole and Leeds in 1831. The Goole-Wakefield service was added shortly after and, in 1857, both services were opened to by-traders craft. Vessels waited for one of these 'General Merchandise' tows in Barge Dock, probably having sailed or been towed from Hull on the first stage of their voyage to inland ports of the West Riding. At their peak, in the late nineteenth and early twentieth centuries, four or five of these tows left Goole each day and the photograph shows one such tow heading out along the canal away from the port in the 1900s. BM

Goole Docks Part 1

by Brian Masterman and Mike Taylor

THE port and town of Goole in Yorkshire were created by the Aire & Calder Navigation Company (A&CNC) following John Rennie's 1818 report to them stating that this then small hamlet was the furthest point up the Ouse to which ships could trade without being obstructed by large shoals in the river. The company opened their Knottingley-Goole Canal and port here in 1826. Goole itself rapidly became the Ouse's major port, replacing Selby where the A&CNC had produced a boom half a century earlier with the opening of the Selby Canal.

The docks at Goole originally comprised Barge Dock, Ship Dock, Basin (Harbour) and two entrance locks from the Ouse. To these were added Ouse (Steamship) Dock and entrance lock in 1838, Railway Dock in 1848 as the Lancashire & Yorkshire Railway entered the estate, Aldam Dock in 1881, Victoria Lock in 1888 and Stanhope (Railway Extension) Dock in 1891. Hydraulic power to operate cranes, swing bridges, lock gates and other dock

apparatus, was introduced in the early 1860s.

W. H. Bartholomew's effect on the A&CNC was outlined in *Archive's* 8 and 9. Essentially, he joined the company in 1852 and made an enormous contribution to its prosperity, not least by the introduction, in 1864, of the Compartment Boats (Tom Puddings) which brought huge tonnages of coal from West Riding collieries to Goole for export.

During the twentieth century, part of the canal was converted into South Dock, West Dock was built, steam was replaced by electricity in the production of hydraulic power and Ocean Lock was constructed. Nationalisation came in 1948, with allocation of the former A&CNC's docks to one administrative body and its canal to another.

By the 1970s, traffic to and from the port by barge and railway wagon was in serious decline and most cargoes were handled by lorry. As foreign ships replaced British-registered vessels visiting Goole, the once

distinctive nature of the port was steadily eroded by car-import storage areas, container-handling terminals, palletised-timber facilities, steel terminals and even coal-import areas. Dock police began to patrol the now heavily-fenced cargo-handling areas surrounding the metal sheds that replaced several of the original warehouses and the whole area became less observer-friendly.

This article concentrates on Goole's former uniqueness, using photographs covering the first eight decades of the twentieth century. These are arranged in no chronological order and have been chosen mainly from the authors' collections (BM or MT) and that of the Waterways Museum at Goole (WVG), whose help in the preparation of this article is gratefully acknowledged.

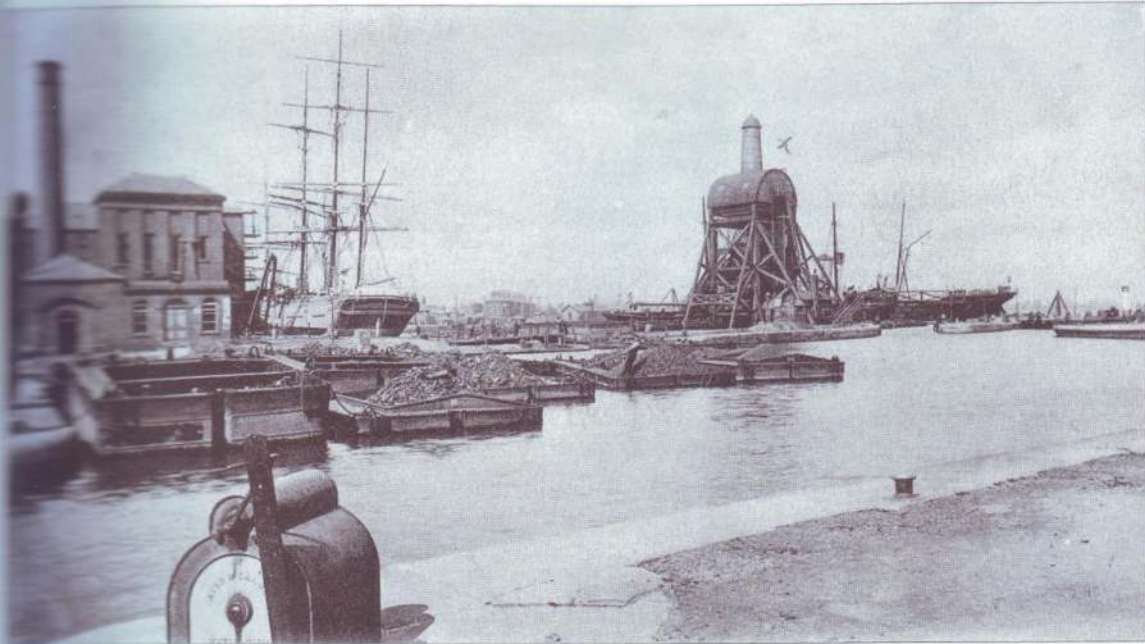
Part 1 outlines Goole's inland waterway links whilst Part 2 will cover shipping and shipbuilding, though some overlap between the two parts is impossible to avoid.



The general merchandise tows were hauled by either cargo-carrying tug/barges (as in the previous illustration) or 'Merchandise' tugs. *Tug No. 12*, one of the former vessels, built by T. Scott & Company at Goole in 1891, is shown here in the 1900s posed against Lowther Bridge in the docks with a hydraulic accumulator and compartment hoist No. 2 in the background and the East Salt shed to the right. WMG



Tug No. 2, one of the steam-powered merchandise tugs is shown heading into Goole past lines of coal-filled railway wagons and compartment boats. The towing service was terminated shortly after World War II, as demand fell away because most cargo-carrying craft had been motorised by this time. Only tugs No. 2, No. 7 and No. 8 remained by the mid-1930s and these maintained the services to the end as their frequency gradually decreased to two tows per week. MT



Originally, the Harbour at Goole was used as a half-tide basin, but this practice ceased in the late nineteenth century and it became an assembly point for the 20ft x 15ft x 8ft, 35-40 ton capacity compartment boats shown on this postcard which was sent by a member of the crew of France Fenwick's *Queen* in 1905. The A&CNC had over 1,000 Puddings / pans / compartment boats at this time. The picture also shows the 1864-built wooden-framed compartment boat hoist No. 1 'where we load coal for London' from compartment boats as they were tipped through 130ft. The 1889-built No. 2 hoist is obscured by No. 1 which was demolished in 1930. Hoist No. 2 was scrapped in the 1960s. Both were in Ouse Dock. The steam-powered hydraulic power house is visible to the left of the view, close to one of the sailing ships that visited the port at the time. MT



Looking north, this postcard view shows No. 3 compartment boat hoist that was installed during 1900 in Aldam Dock, with St John's church visible as it is on so many dock views. At busy times, the hoists often worked until midnight. This hoist acted as reserve to No. 5 in South Dock for the final few years before the Pudding traffic ended in the mid-1980s. MT



All the steel parts for the hoists were manufactured by Armstrong Whitworth of Newcastle but compartment hoist No. 4 was markedly different from the others in that it floated. It was built in 1908 and launched into the Dutch River from the yard of the Craggs family's Goole Shipbuilding and Repairing Company. The floating hoist spent most of its time in South Dock and is shown here in May 1957 being moved by steam-powered compartment tugs so that its berth could be dredged. The A&CNC's compartment tugs had dimensions 48ft x 15ft x 9ft whereas their general merchandise tugs were 62ft x 15ft x 8ft. The floating hoist was last used in December 1967 and subsequently scrapped.

WMG

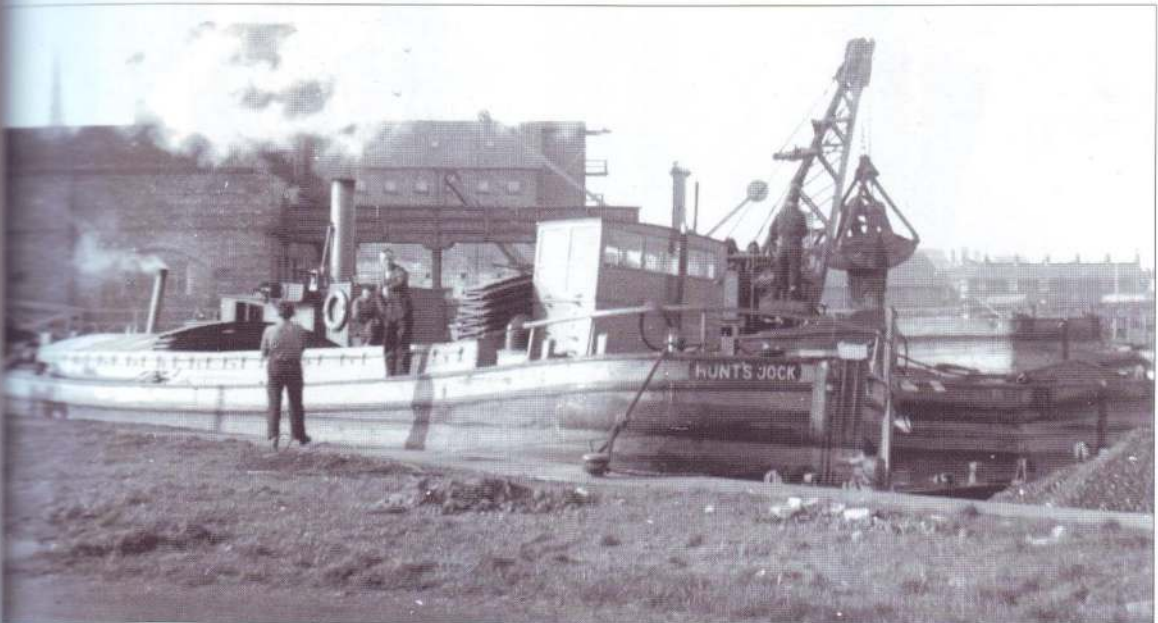


The substitution of steam compartment tugs by diesel tugs began after compartment tug No. 6, built in 1889, had been fitted with a diesel engine to replace its original steam plant in the mid-1950s. Subsequently, a total of seven new diesel compartment tugs, with dimensions differing only slightly from their predecessors, were ordered from Brentford (3), Thorne (3) and Goole (1). They were built between 1958 and 1960 and named after Yorkshire collieries. The launch of *Hatfield* from C. Campling (Goole)'s yard in November 1958 is pictured. This tug brought the final three compartment boat trains to Goole in April 1986 loaded with smokeless fuel for Norway that had been collected from the lorry-fed staithe at Doncaster. The pans were tipped at hoist No. 5 in South Dock and a system that had operated for 122 years and delivered over 55 million tons of solid fuel was ended.

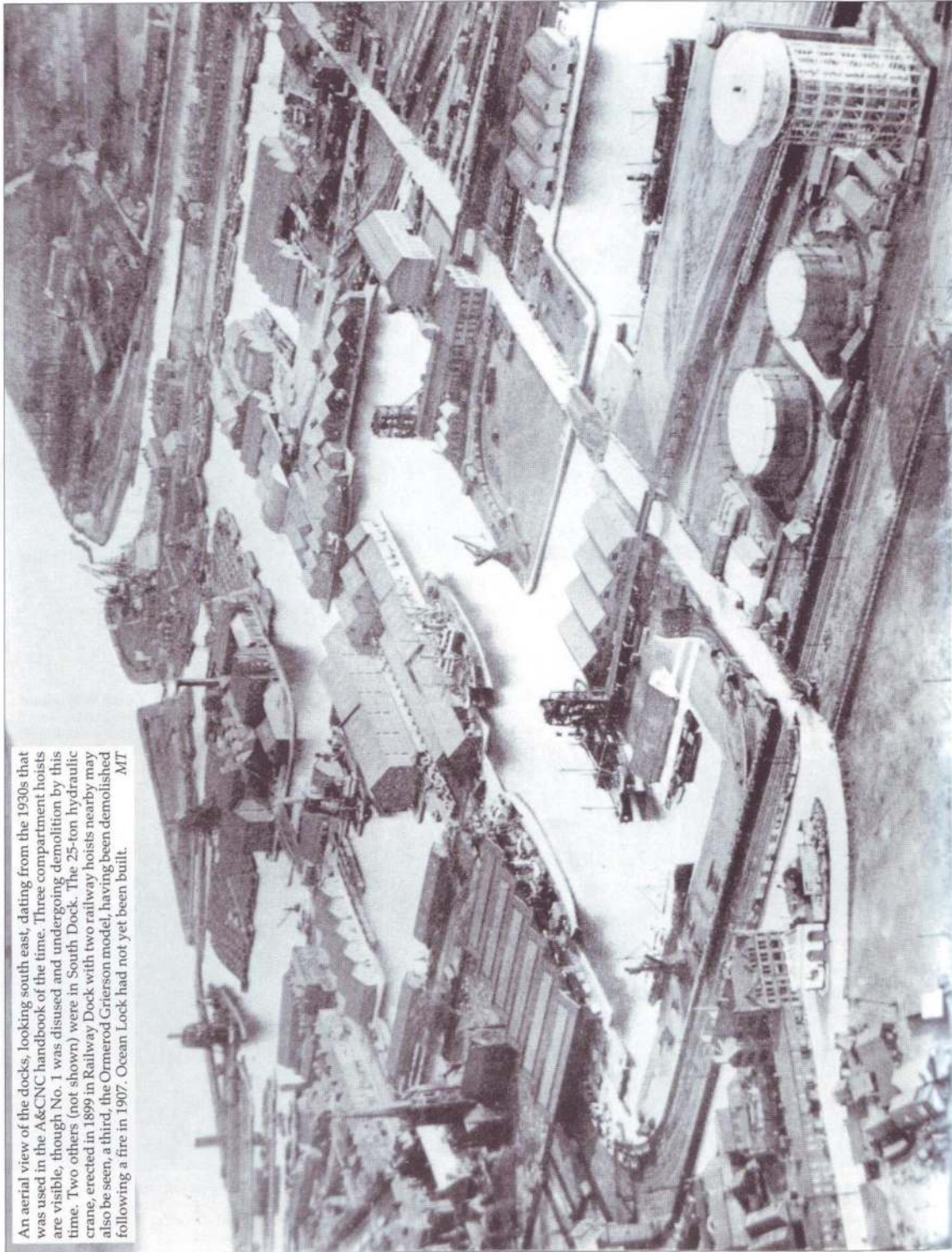
Norman Burnitt



Compartment boats are here being moved about the docks by one of the diesel tugs in March 1965, close to Aldam Dock's No. 3 compartment boat hoist. Notice the 'jebus' placed immediately behind the tug to lift the first few pans and deflect the tug's wash beneath them. This was customary in front of the tug when empty pans were being taken to the collieries to be loaded. To the right, loaded puddings wait to be tipped at the hoist.
Norman Burnitt



Seemingly never mentioned in waterways literature was the loading of puddings at Goole from barges that had brought coal from wharves, such as those at Denaby and Rotherham, not normally serviced by the compartment boats. Here *Hunt's Jock's* cargo of coal is being transhipped in the Basin during April 1952 by G. D. Holmes' crane boat to puddings that will be tipped at one of the hoists almost immediately. The now-disused coal-fired hydraulic powerhouse is visible to the left with East Salt shed beyond.
MT

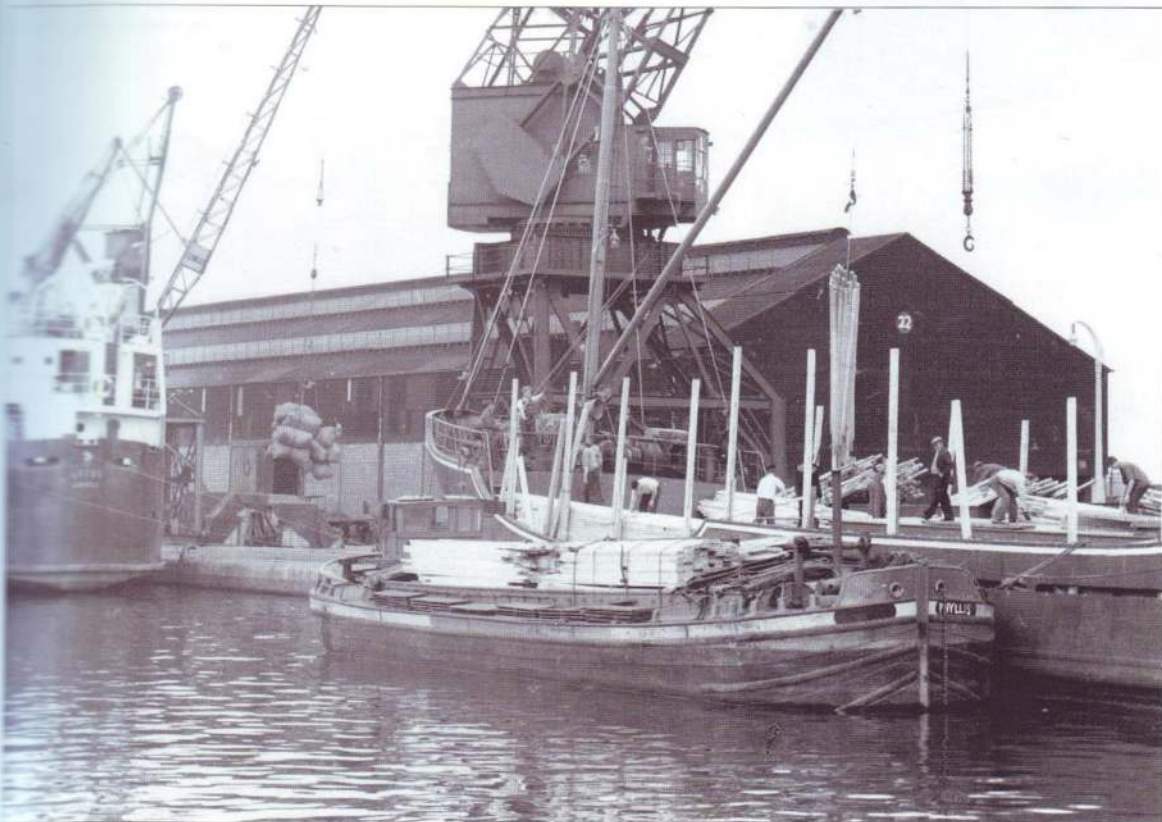


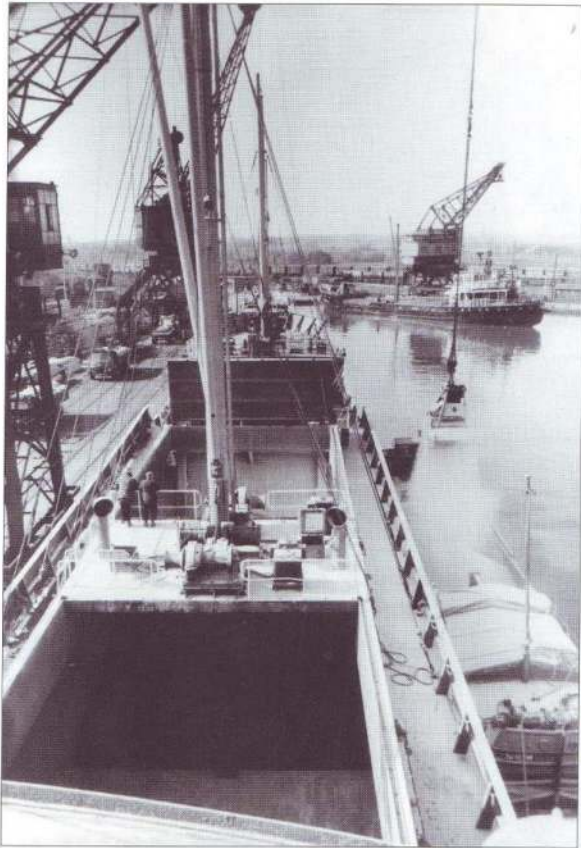
An aerial view of the docks, looking south east, dating from the 1930s that was used in the A&CNC handbook of the time. Three compartment hoists are visible, though No. 1 was disused and undergoing demolition by this time. Two others (not shown) were in South Dock. The 25-ton hydraulic crane, erected in 1899 in Railway Dock with two railway hoists nearby may also be seen, a third, the Ormerod Criterson model, having been demolished following a fire in 1907. Ocean Lock had not yet been built. MT



A Hull-registered lighter is here receiving a bulk cargo from a foreign ship in West Dock via a chute rigged up on the ship's side.
WMG

Below: Transshipment of sawn timber in West Dock to Barracloughs' motorised former sailing sloop *Phyllis*, August 1960.
Norman Burnitt





Transshipment of cargoes from ship to barge was once an extensive activity at Goole as these next illustrations show. Here, in the 1950s, part of a 1,800 ton cargo of sulphur is being transferred to barge by a grab in West Dock for onward delivery to a chemical works. The 1924-built LM&SR's electric crane is visible in the background. WMG

Another Goole barge-owning company was Hudson Ward and their barge *Mimo* is shown discharging grain by elevator at their South Dock mill in the 1950s. The mill was established by Hudson, Robinson & Hanley in 1886 before South Dock was built, on the site of a canalside boatbuilding yard. Silos have since replaced the older buildings beyond the mill which is presently owned by Timm Grain, linked with former extensive users of the waterways, E. Timm & Sons who operated a mill in Boothferry Road, Goole. WMG





Part of the fleet of local barge owners Acasters in West Dock loaded with imported coils of wire in September 1965. From left to right, the craft are *Lacey*, *Demont* and *Prodesse*. WMG



Inland waterway craft used one of the locks to pass between river and canal. This photograph, taken in the 1950s shows craft in double figure numbers penning up the 360ft x 80ft Ocean Lock prior to heading into the docks or passing through to reach the A&CN. *Michael* is loaded with wheat for Rotherham, collected from the silo in Hull's King George Dock. One of Everards' ships and one of Hull Gates' are waiting to lock out into the river. NT



Goole Docks saw an extensive amount of through traffic passing between the River Ouse and the A&CN. This photograph, taken in the 1950s from atop Hudson Ward's mill, shows Harkers' tanker barge *Emerald H* heading through Barge Dock towards South Bridge with a cargo of petrol loaded at Saltend, near Hull, for Leeds. *Bostondyke* is moored in Carr's Corner probably awaiting repairs, whilst the two ships moored side by side beyond will eventually pass through South Bridge to load coal at the hoists in South Dock.

Norman Burnitt



The Goole & Hull Steam Towing Company handled most inland waterway craft passing between the two ports as well as some coastal lighter traffic. Their paddle tug *Shah* is shown in the Ouse during the 1900s ready to tow barges downriver to Hull. The tug was built at South Shields and originally had two funnels side by side. A hydraulic accumulator tower may be seen and the stern of an inland waterway vessel visible as it prepares to enter Ship Lock and pen up into the docks. BM



Often, the longest delay on a barge's voyage from the Humber to or through Goole was the wait in the Ouse to enter the docks. Shipping took precedence and here, in the 1950s, the tanker barge *Middledale H* and dry cargo barge *Hunts Roger* are amongst craft waiting as Hughes Holden Shipping's collier s.s. *Foch Rose* passes. MT

Goole Docks

Part 2

by Brian Masterman and Mike Taylor

PART 1 of this article concentrated on inland waterway aspects of the port. This part deals mainly with the development and shipping which accompanied them, though inevitably, there is some overlap and a few canal craft are also mentioned. The sketch map published in Part 1 may be found helpful in locating the various docks and furniture mentioned in this article.

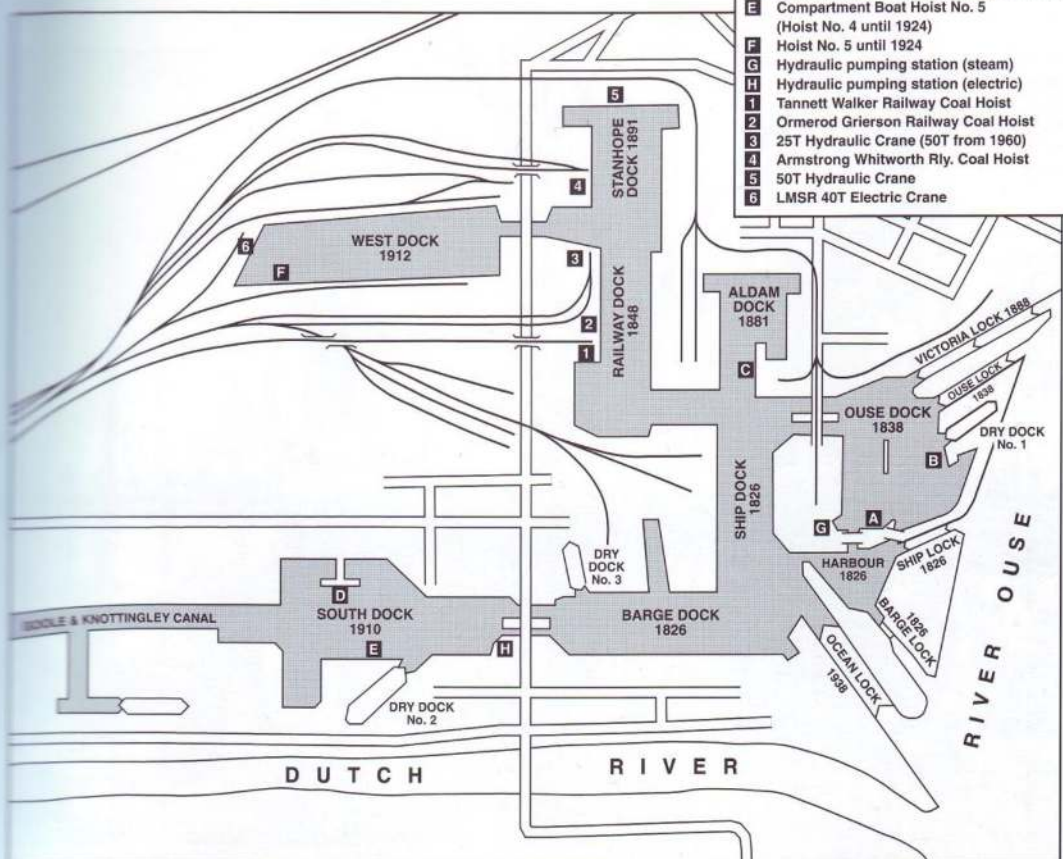
Annual tonnages steadily increased and new docks and locks were built,

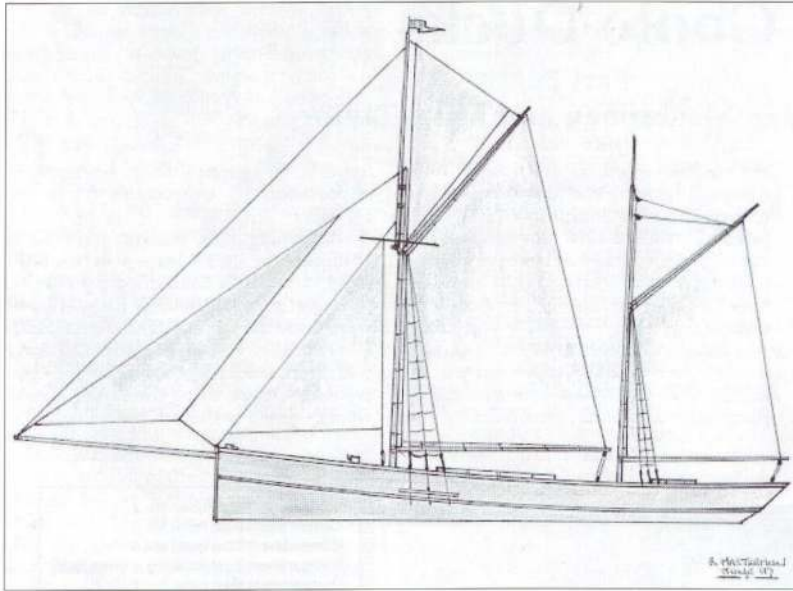
reaching a record 3.9 million in 1913. After a fall during World War I, they had returned to over 3 million by 1923. The General Strike of 1926 halved these but again, by 1930, they had been restored to over 3 million. World War II saw less than 1 million but this had climbed to 2.5 million by 1952. The 1970s and 1980s saw annual tonnages hovering around 2 million and in 2000, they reached 2.7 million. The transition from a solid fuel port, where exports greatly exceeded

imports, to a general cargo port, where imports exceed exports, began in the 1970s.

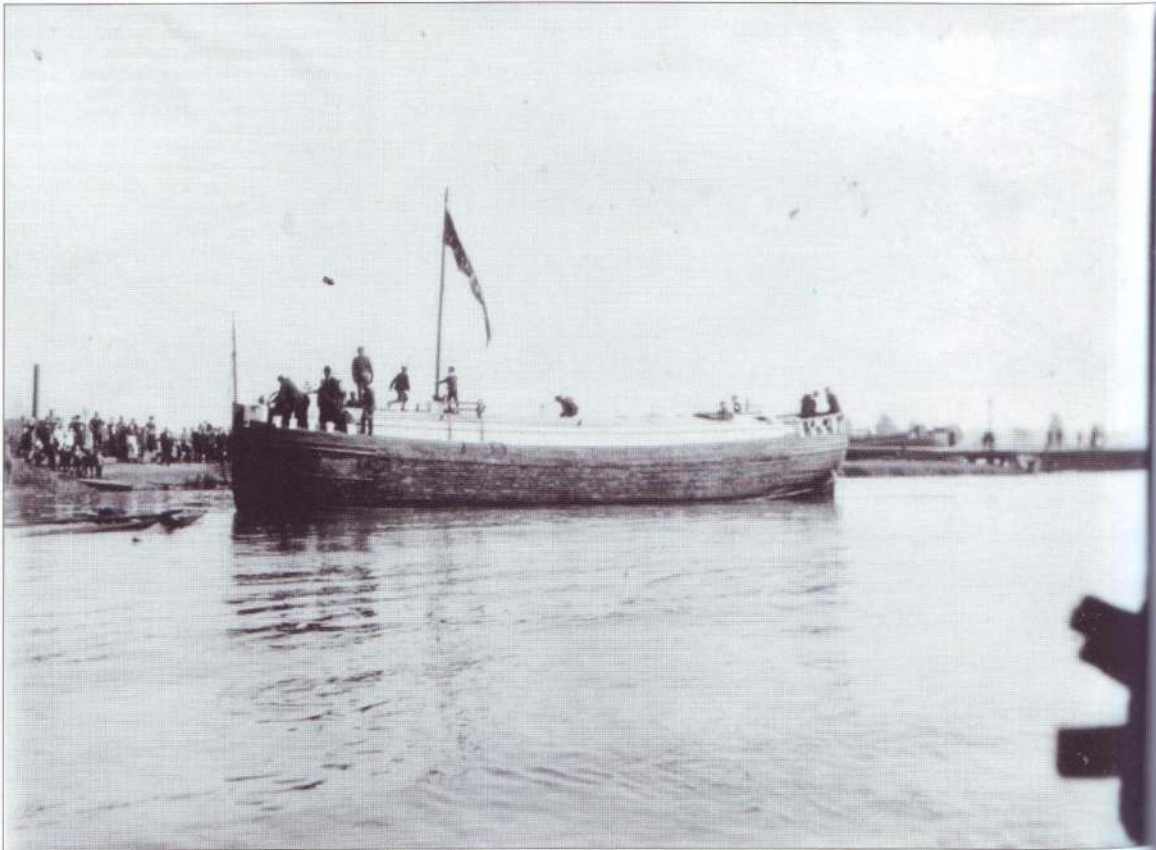
The coming of the railways to Goole in 1848, saw the L&YR lease a station built close to St John's Church by the A&CN. Lines along the north side of Railway Dock were used for access. The direct Hull-Doncaster line via Goole was opened along with a new station by the NER in 1869 and passenger trains using the earlier station were diverted to this ten years later.

GOOLE DOCKS



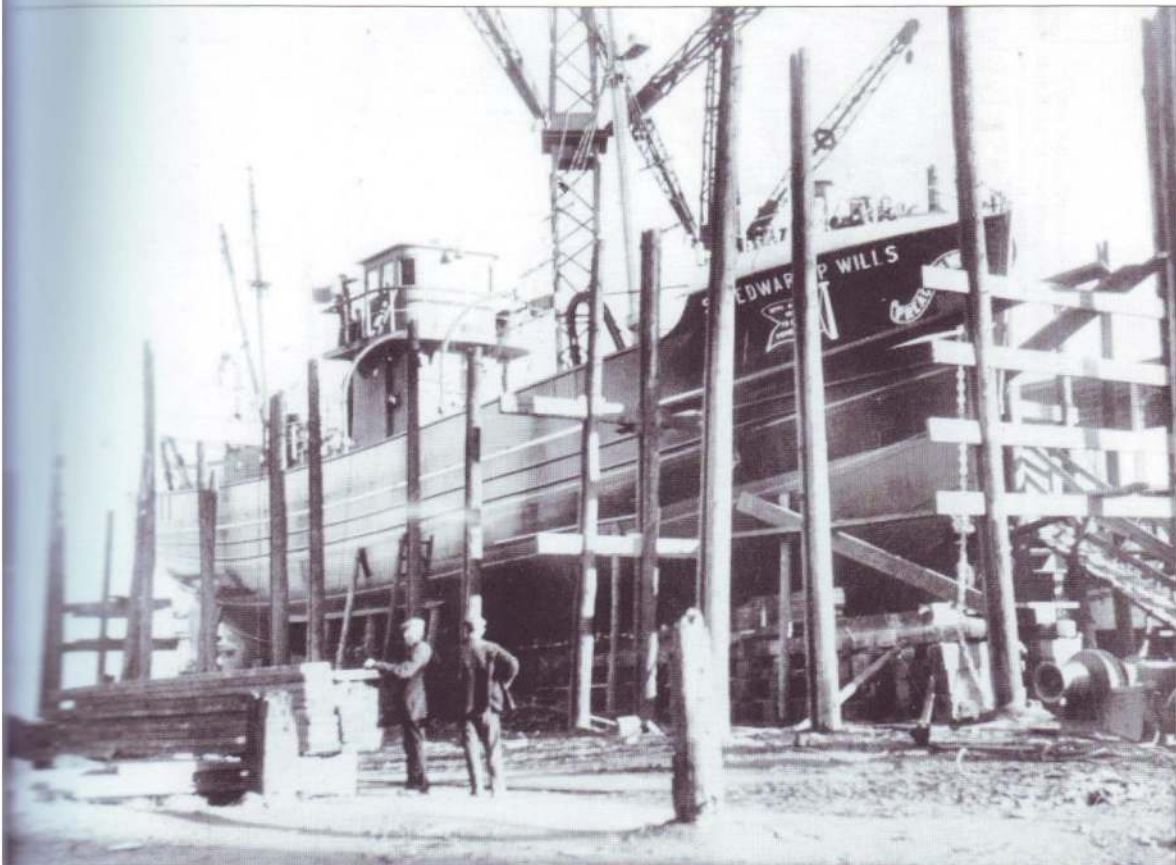


One of us (BM) worked aboard inland waterway craft, locally owned ships and at Goole Shipyard during his working life. He is preparing a book on shipbuilding at Goole and drew this sketch of a typical Goole-built fishing smack of the nineteenth century from plans made available to him. Several shipyards specialising in small wooden craft were established in or close to the docks from the time they were opened.



The wooden Humber keel *Rose Mary* is shown immediately after its launch into the Dutch River from James Cottingham's yard in 1902. The yard occupied part of the future site of Ocean Lock.

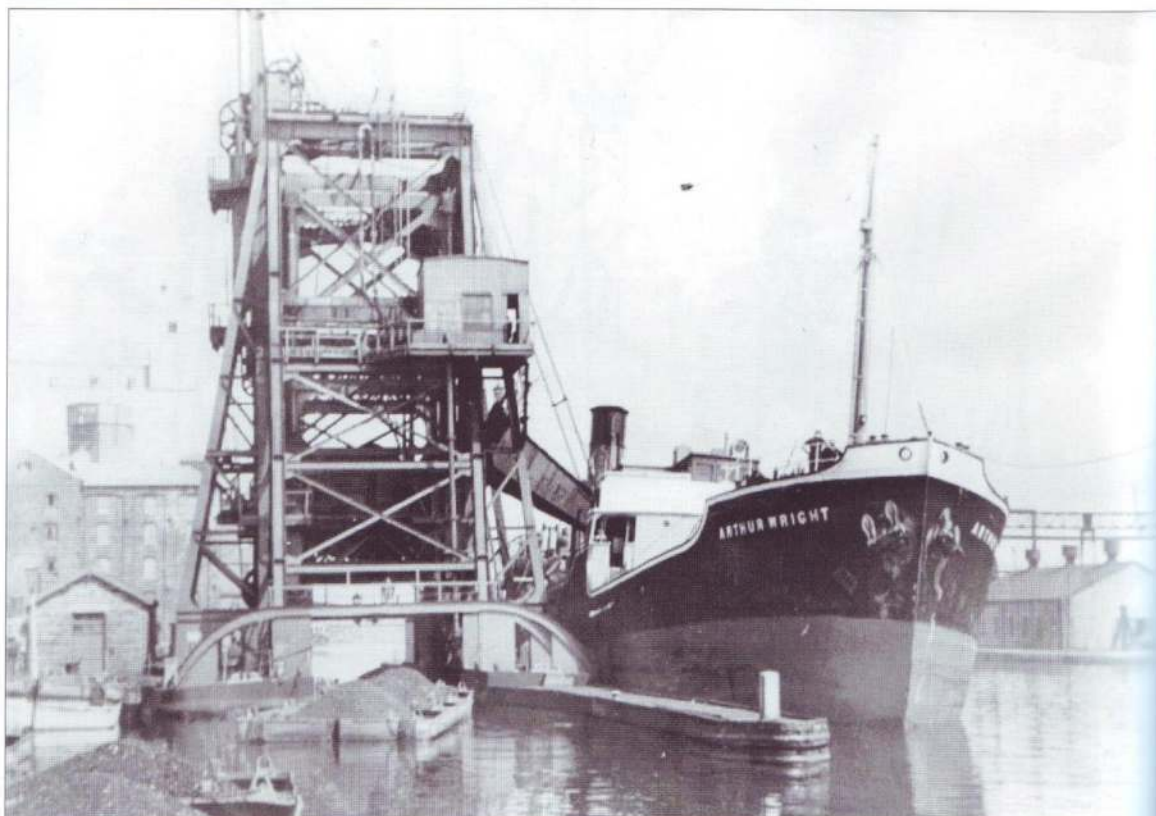
The 2200 long iron-built s.s. *Airmyn* was being lowered close to one end of a new wharves on Vermuyden Terrace in 1903 as it slides into the Dutch River from the Goole Shipbuilding & Repairing Company's yard. The ship was built for John H. Wetherall & Company and chartered to the Goole Steamship Company. Notice how the houses and Ferryboat Inn do not seem to be raised floodbank to protect them from high river levels. BM



Shipbuilding at Goole in the twentieth century was dominated by the Goole Shipbuilding & Repairing Company who moved from their Dutch River yard to Ouse-side premises in 1914, building a large variety of craft over the subsequent 70 years. At one time there were seven building berths at the yard. Yard No. 324, *Sir Edward P Wills* was launched in 1937 and described as a steam trawler, though it was built for the Royal National Mission to Deep Sea Fishermen and had its fish room fitted out as a chapel. BM



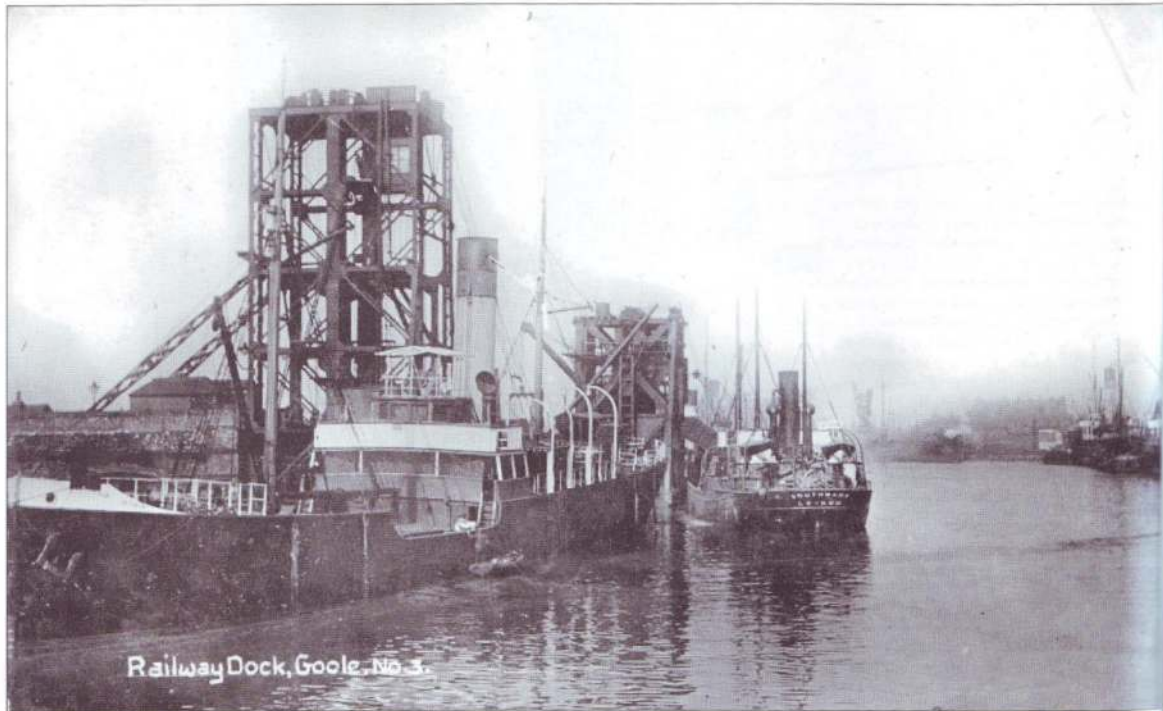
Yard No. 505 the *r.m.s. Darwin* is shown in the Ouse shortly after its launch from Goole Shipbuilding & Repairing Company's yard in February 1957, with its funnel temporarily resting out-of-position prior to installation of the ship's engines. Fitted with accommodation for 36 passengers and a crew of 30, *Darwin* served the Falkland Islands between 1957 and 1971, subsequently featuring on a postage stamp issued by the outpost. After several changes of ownership, the yard closed in 1984, though it was subsequently reopened for a couple more years before shipbuilding finally ended. WMG



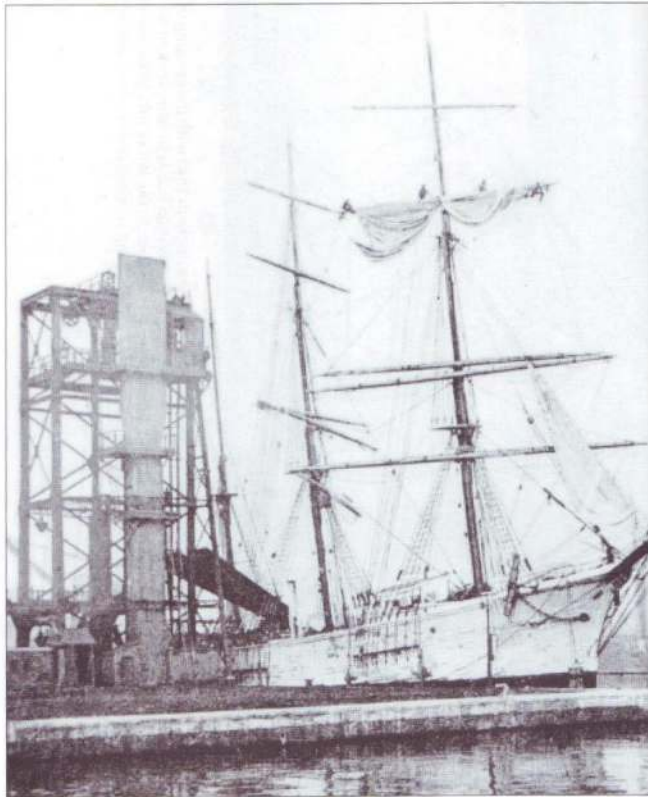
A 20ft depth of water in the docks was maintained by the A&CNC's Southfield Reservoirs, seven miles to the west by canal. Water used in operating the locks at Goole was replaced by a flow through South Dock where the floating compartment hoist (No. 4) is shown being used for loading the *s.s. Arthur Wright* with Yorkshire coal during the early 1950s. The collier was built for Brighton Corporation in 1937 and passed to the British Electricity Authority in 1948 on nationalisation of the electricity industry. WMG



The Lancashire & Yorkshire Railway came onto the docks in 1848 with the opening of Railway Dock and was followed by the North Eastern Railway in 1869. Coal was the major cargo brought by rail and cranes and wagon hoists to complement the compartment hoists were built to transfer it to the holds of ships. The 1879-built wooden-roofed Ormerod Grierson Hoist is shown to the left of this 1900s view looking north along Railway Dock and into Slanhope Dock. Three of Gooles Steam Shipping Company's vessels may be seen being worked on the other side of the dock.

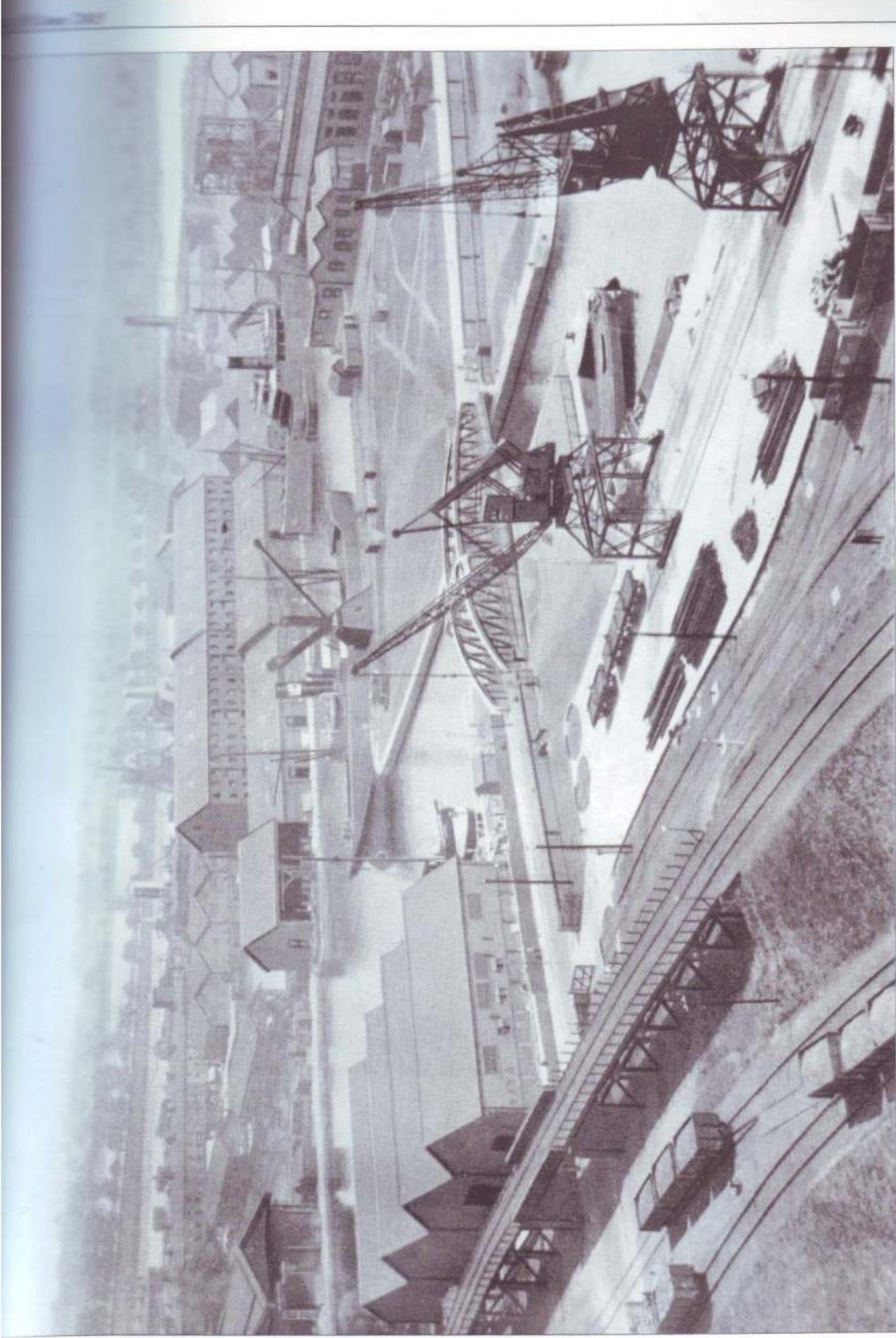


Railway Dock, Goole, No. 3.



On this postcard, the *s.s. Spen* is seen in Railway Dock moored by the 1906-built Tannett Hoist with the *s.s. Southwark* adjacent to the Ormerod Grierson Hoist, showing damage caused by a fire in 1907. In 1913, Goole handled cargoes totalling 3,900,000 tons, 2,775,000 tons of which was coal with more than 1,500,000 tons of this brought by compartments and the rest by rail. MT

A view of the 1907-built Armstrong Whitworth 32-ton railway hoist in Stanhope Dock with a sailing ship loading. Notice men furling the sails on the vessel's top yard arm. Despite their attractive appearance when moving, these vessels were not popular at the hoists due to the obstruction caused by their masts and sailing gear. MT



This 1930s photograph, taken from the water tower close to West Dock shows the single-track elevated railway line leading to the Armstrong Whitworth Hoist in Stanhope Dock. Empty wagons were returned to rails at wharf level. Two of the eight 3-ton travelling electric cranes and West Dock swing bridge may also be seen with the 25-ton hydraulic crane and Tannett Hoist visible in Railway Dock. The Ormerod Grierson Hoist formerly situated between these two was demolished in 1920.



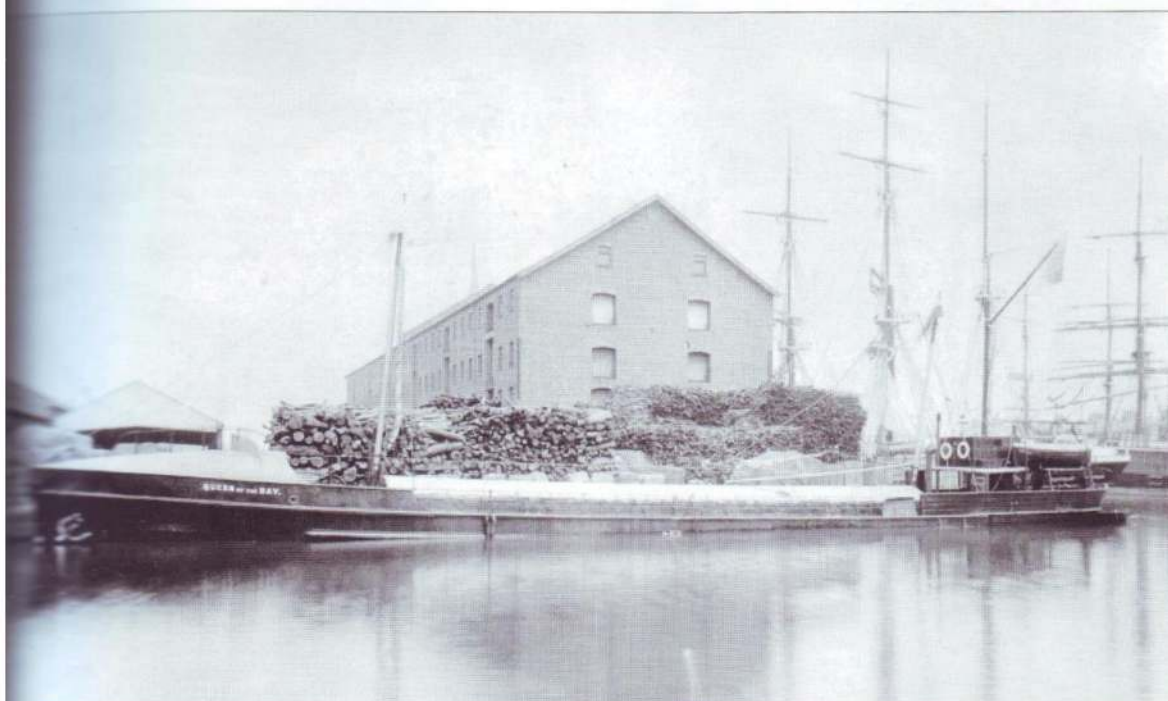
A 50-ton hydraulic crane was installed in Stanhope Dock in 1892 to be used for heavy lifts and coaling ships by lifting railway wagons from adjacent tracks. This photograph by E. Thompson, shows the crane in action in the 1910s. Another photograph of the crane in use appeared in *Archive* No 9. BM

The Goole Steam Shipping Company was established in 1864 and W. H. Bartholomew became chairman in 1880, continuing until 1904. It built up a large shipping fleet and was responsible for the export of millions of tons of coal from the port. The company was sold to the Lancashire & Yorkshire Railway Company in 1905 which became the LNWR in 1922 and the LMSR in 1924. The General Strike of 1926, imposition of duty tariffs on imported goods in 1930, and the depression around that time led to the fleet being reduced from 25 to 14 and the formation in 1935 of Associated Humber Lines to manage this and other fleets which they continued to do after nationalisation in 1948, finishing in 1971. Here, in 1949, their s.s. *Dearne* is shown loading coal bunkers ex-rail using the 40-ton electric crane in West Dock built by the LMSR in 1924. WMG





The 1100-ton steam keel *West Riding*, built by J. Scarr at Beverley in 1894, was purchased by Goole Steam Shipping Company in 1901 to supply coal, lubricants and water to their ships at Goole and is shown here moored alongside its lighter which is actually bunkering a ship in Railway Dock. *West Riding* followed the company through all its changes of ownership until it was sold in 1947. MT



For decades either side of 1900, lighters were also used to carry coastal cargoes. Goole & Hull Steam Towing Company's 350-ton capacity sea-going lighter *Queen of the Bay* is shown moored on the northern side of the 'gutway' between Railway Dock and Aldam Dock. The lighters often carried coal to London and were towed, when at sea, by the company's *Goole No. 10*. BM

This 1957 photograph illustrates the labour-intensive methods of dock working prevalent for most of the twentieth century. As a ship's cargo is discharged by stevedores near shed No. 26 on the east side of Railway Dock.

MT



Horses were used to move single wagons over the dockside lines until the end of the 1950s. Railway engines had also been in use since the companies came onto the docks. Here a British Railways' tank engine lies smoking on the north side of West Dock during August 1958 as one of the 'Railway Boats', *s.s. Hebble*, then being managed by Associated Humber Lines, discharges a bulk cargo to wagons using two of the dock's 3-ton capacity electric portal cranes.

WVG



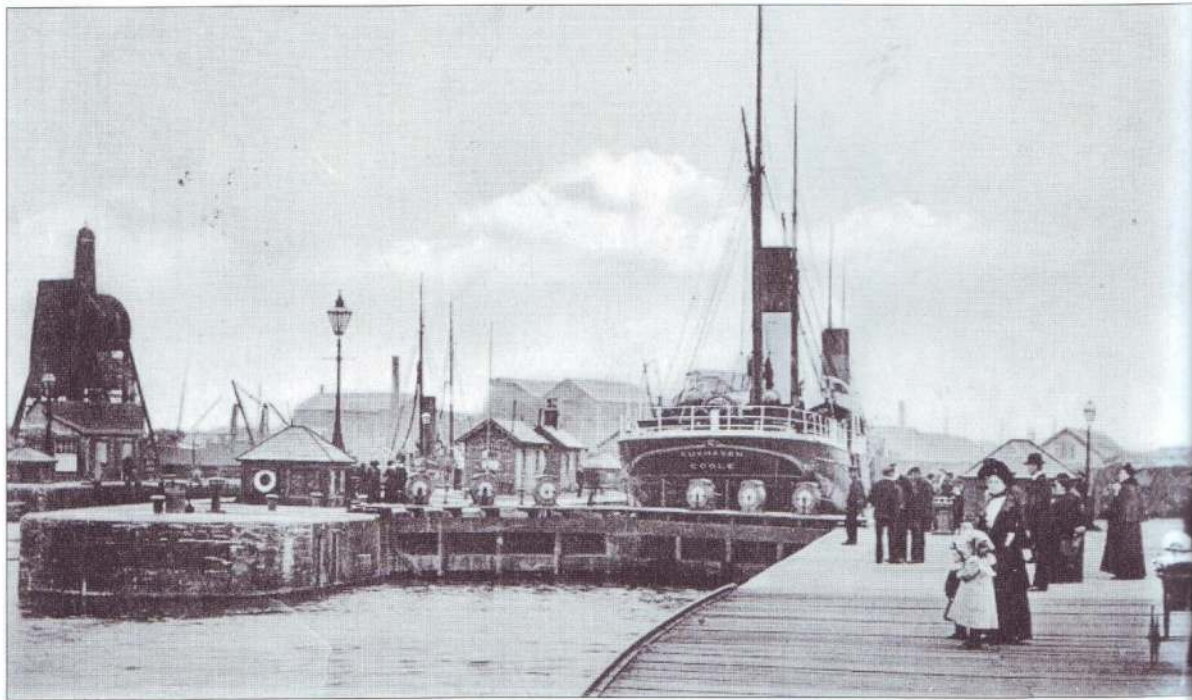


During the 1950s, steamships finally gave way to motor vessels at Goole but there was still extensive transshipment to barge taking place in the docks, mainly of imports. Loose timber is shown being transferred to a barge from a ship in West Dock as F. T. Everard & Sons' m.s. *Fortunity* passes. Shipping at Goole had suffered considerably during World War II as navigation lights on the Ouse were extinguished for safety reasons but this busy scene indicates that a good recovery had been made by August 1960.

Norman Burnitt

Built on Tyneside as *Empire Head* in 1942, managed by and, in 1945, bought by the Trent-based J. Wharton (Shipping) who renamed it *Brendonia*, the ship is shown discharging a dusty bulk cargo to lorry in West Dock. The first *Brendonia*, built at Goole in 1937, was run down in September 1939 at anchor in the Thames loaded with coal whilst waiting to join a convoy and complete a voyage between Goole and Fowey. The third *Brendonia* was launched by Goole Shipbuilders in 1966, after the second one had been sold. WMG

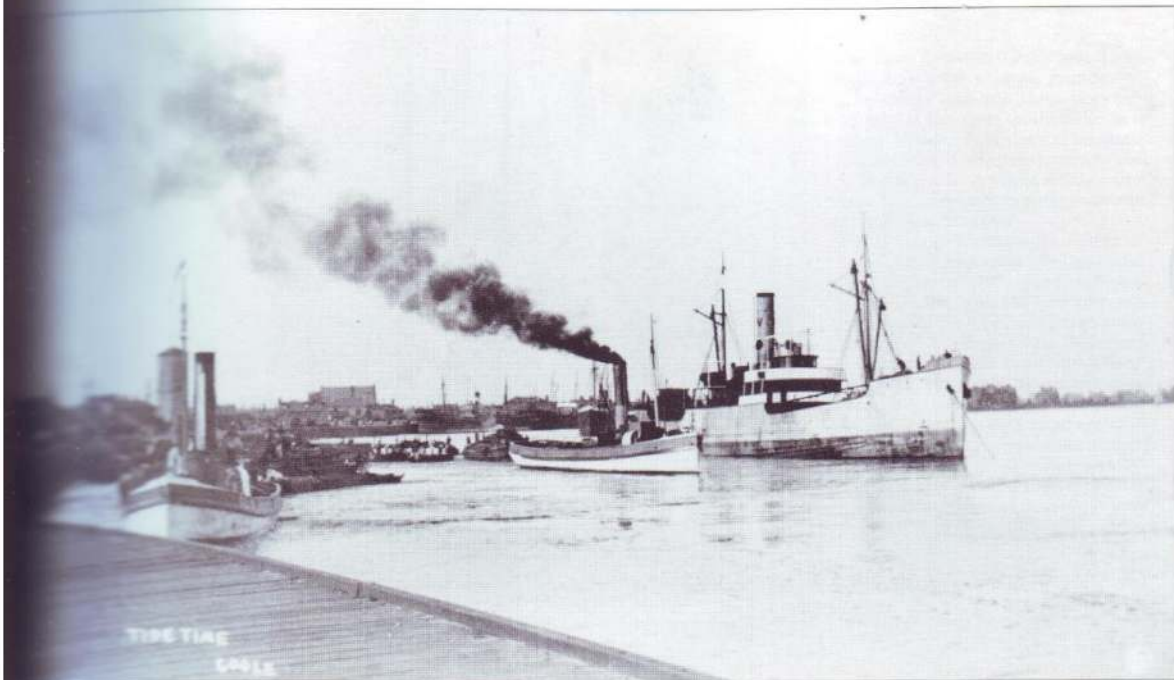




The L&YR's Goole-registered s.s. *Cuxhaven* built at Dundee in 1882, and another ship are shown in Victoria Lock on this postcard used in 1908. It is not possible to state in which direction the vessels are moving as when leaving the port they panned out into the river stern-first. BM



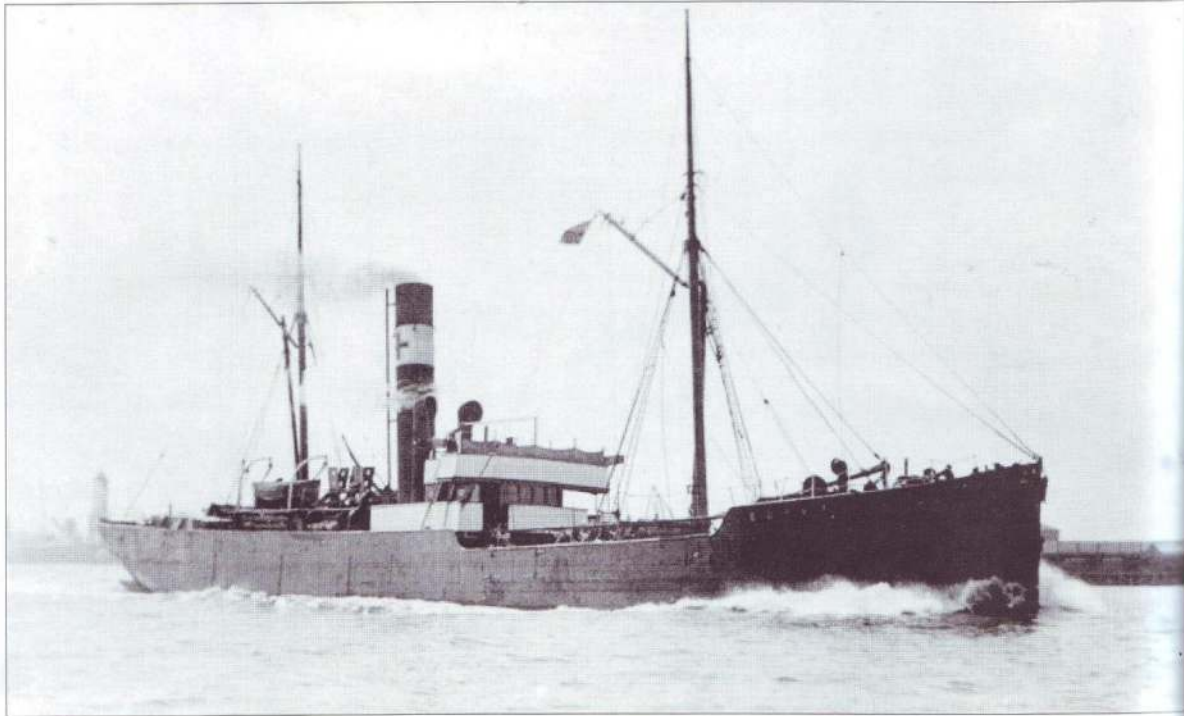
Onesimus Dorey's 1945-built collier *Perelle* waits in Ocean Lock as four barges head out into the Ouse in August 1960. Norman Burnett



The steam tug *Goole No. 6*, built by T. Scott & Company alongside the Dutch River in 1885 for Goole and Hull Steam Towing Company, handling barges on the Ouse off Goole Docks whilst Wetheralls' s.s. *Saltmarsh* waits at anchor in mid-river. BM



The berths at Fisons' Wharf on the south bank of the fast flowing tidal Dutch River tended to dry out at low water as shown on this picture when the *Lady Sophia*. Shipping bound for the wharf from the Ouse usually approached it stern-first, just before high water, for best control. Even so, there have been several accidents at the swing bridge below the wharf with craft jamming it open, to the great inconvenience of residents of Old Goole. BM



Whilst the 'Railway Boats' constituted the major part of Goole's shipping activity, other smaller companies such as Bennetts were also active. Their *s.s. Burma*, launched in 1891, is shown heading downriver on the company's Goole-Boulogne Red Cross Line service which lasted for over 70 years. During World War I, this ship was sunk by a mine in the Thames Estuary with the loss of all 13 crew. WMG

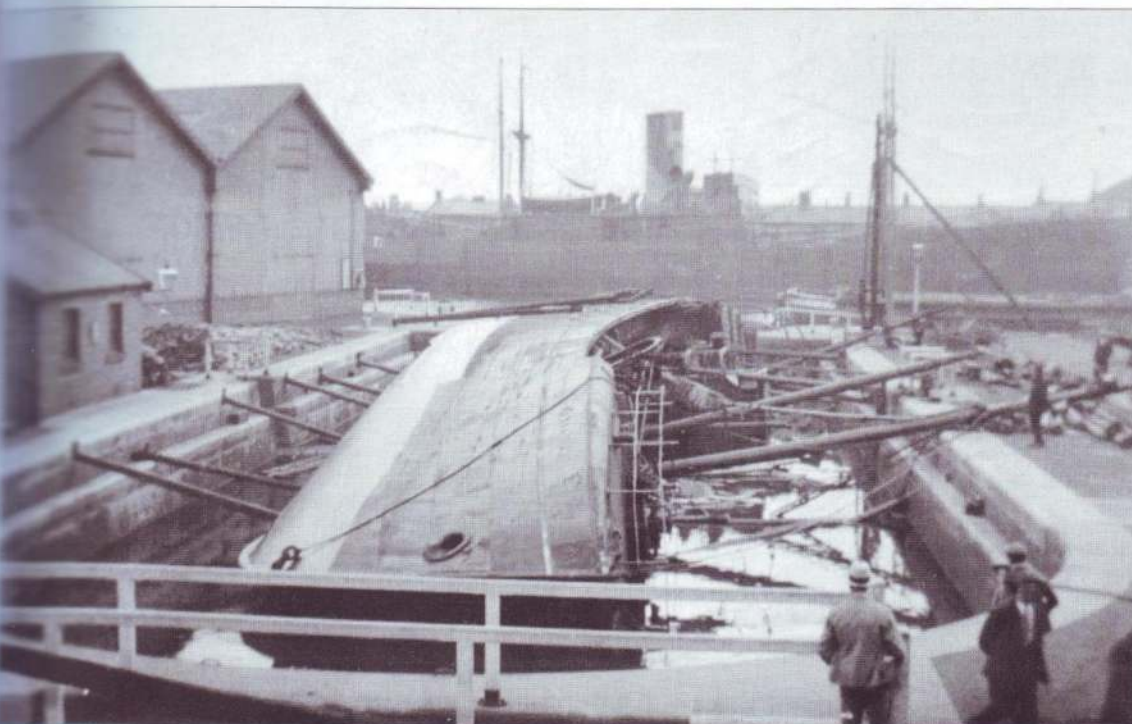


The Goole Steam Shipping Company's *s.s. Altona* is shown aground on the lower Ouse training walls in August 1908. The walls were constructed by the A&CNC to deepen the channel using blast furnace slag brought from Teesside in hopper barges. Giant pitch pine piles 40ft long were driven into the river bed at intervals and the slag tipped around them. Construction began in the 1880s and, by 1894, 2,000-ton capacity ships could reach Goole, whereas previously 700-ton cargoes were the maximum. The work was finally completed in 1935. BMG



The Ouse between Goole and Trent Falls has seen a large number of groundings and collisions between vessels on the river, both major and minor. *Altona*, shown in the previous picture, floated off almost undamaged on the next tide. A whole article could have been devoted to such incidents but perhaps one other

will suffice to illustrate the nature of this twisting and often shallow tidal river. In January 1951, the Dutch *m.v. Hartel*, loaded with 350 tons of scrap iron, was completing a voyage from Rotterdam to Goole when the vessel grounded at Goole Ness and keeled over on a rising tide. Movement over subsequent tides left the ship flooded throughout, with a 65° list and aground in a notorious area where several other ships had had to be dispersed by explosives. Six months later the vessel was eventually raised and is shown with the salvage vessel *Luiken* and steam tug *Goole No. 4*. WMG



After being raised, *Hartel* was brought into Ocean Lock and taken to No. 1 Dry Dock for repairs. This dry dock was built in Ouse Dock during the early nineteenth century and had dimensions of 255ft x 42' / 2ft No. 2 Dry Dock in South Dock (eventually extended to 300ft x 50ft) and No. 3 Dry Dock (185ft x 40ft, built on the site of a 'patent slip' in Barge Dock) were opened in the early twentieth century. The trawler *Benjamin Hawkins*, built in 1919 by the Goole Shipbuilding & Repairing Company, is shown in No. 3 Dry Dock in 1932. The vessel had been bought back by its builders with a view to refurbishment following an accident. Initially, the vessel was slightly too deep to pass over the dock sill and so machinery was removed from the stern to allow it to be eased into the dock. Before pumping out of the dry dock began however and despite having been shored up by timbers, the trawler toppled over with some damage to its superstructure, perhaps due to imbalance caused by concrete ballast after removal of the machinery. The incident happened early in the year but, renamed *Frobisher*, the vessel left Goole for new owners in November 1932. BM