

## Sixty Miles from Spurn

Goole is a port in the West Riding of Yorkshire 60 miles from Spurn Head where the broad Humber meets the sea. The port is situated on the right bank of the Ouse at the confluence of that river with the waters of the Don, or Dutch River (a waterway constructed in the 17th century by the famous Dutch engineer Vermuyden) to drain the surrounding marsh land. This article is a brief history of the port and more particularly an account of the vessels which have regularly traded from Goole

by George J. Drury

THE port itself is of quite recent growth and unlike many of the larger and even smaller ports around the coasts of Britain cannot lay claim to any historical background, for it was only on April 6, 1828 that Goole Docks were declared open as a Customs port. Goole is unique in its water system and in its coal appliances. Unlike the majority of seaports it is not dependent upon the tides for its supply of water for the docks, as there is a constant depth of 20 ft. always from the Pennine Range coming down the Aire and Calder Navigation Company's canal, the volume of water being regulated by the clough gates at the lock entrances.

Goole's name was, during the 'sixties and 'seventies of last century, carried to all parts of the world, for according to the Registrar-General of Shipping and Seamen on January 1, 1870, the name of the Ouse port was borne by no less than 457 craft comprising 439 sailing vessels and 18 steamers. Steam, as a motive power for ships, was then in its infancy, but these early records show that the directors of the old Goole Steam Shipping Company were progressive.

It is also interesting to note that the then newly-formed Goole and Hull Steam Towing Company had four paddle-tugs on river service:—*Uncle Sam* (i.h.p. 26), *Goole* (25),

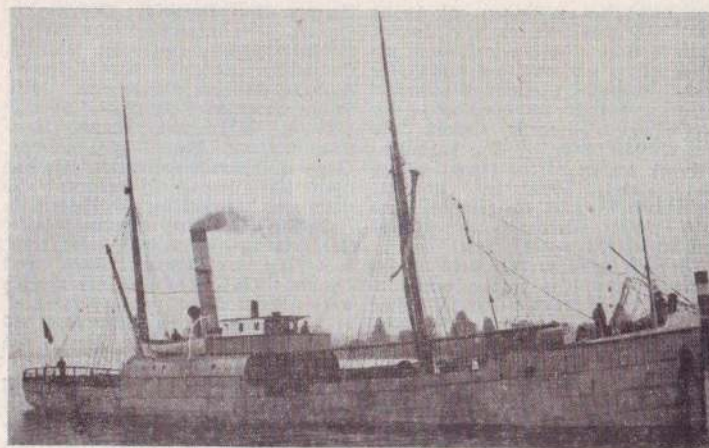
*Aunt Alice* (22) and *George Hutchinson* (11).

The records for 1870 also show that Mr. Stephenson Clarke (whose fleet of colliers are regular traders to Goole at the present-day) had two steamers, the *M. E. Clarke* (509 gross tons) and the *J. M. Strachan* (592) engaged in the coal export trade.

Turning to sail, the number of shipowners residing in Goole numbered over 50, the principal being William Turgoose (16 ships), William Cass (10), William Wood, William Holdsworth, Robert Briggs, Israel Jackson, Richard Hickman, Thomas Clegg, Eli Jackson, and John Sayle.

Goole is also proud of its unique coal hoists. These structures are built over the waterway, and are capable of lifting and tilting to an angle of over 90 degrees, large coal "pans" or compartment boats (known locally as "Tom Puddings"), each containing 40 tons of coal. When the cradle of the hoist has tipped the compartment to the required angle, the coal passes down a chute direct into the hold of the vessel.

The spire of the parish church of St. John and the two tall water-towers are among the highest in England, while the high gantries rising from the shipyard denoting the birthplace of many vessels for overseas owners are landmarks



A regular visitor to Goole during the 1880s and 1890s was the Swedish steamer "Fanny" (464 gross tons) which later sailed out of Arendal under the Norwegian flag. She became the German "Teilfeld" in 1917

which can be seen for many miles.

Half a century and more ago Goole Docks were intensely active not only in the coal export trade but also with regard to general cargoes shipped to Continental ports and to London by Goole-owned steamers. In those days from the Barge Dock Quay (now part of the South Dock water area) could be seen a confusion of masts and yards belonging to the schooners, billy-boys, ketches and keels engaged in regular trade to the port. Full-riggers and barques came up to Goole laden with wheat or fustic (the wood of a West Indian tree used in dyeing), oil from Candia and other Mediterranean ports.

A large barque of the size of the *Teutonia* needed the assistance of two Goole tugs to bring her upstream from Hull Roads so that she might berth in the Aldam Dock, alongside Aire Street, to discharge

her cargo of logwood (a pungent type of dyewood) from Honduras, Belize and the West Indian ports. The *Teutonia*, illustrated in this article, was a wooden barque of 647 gross tons, built in 1881 by C. Luhring at Hammelwarden. At the time the photograph was taken she was owned by H. Skougaard and registered at Langesund, Norway.

The days are still recalled when the large dredger *Alpha*, and the six Ouse hoppers of the old Aire and Calder Navigation Company, were berthed in that section of the port; when the Lock Hill and Victoria Pier, and the whole frontage of the riverside extending to the Dyke End, at the confluence of the River Don (commonly known as the Dutch River), were crowded with townspeople every Wednesday, Saturday, and Sunday evenings watching the large number of sailings and arrivals on spring tides. There

was also the excitement of seeing such old steamers as the *Solent*, *New Pelton*, *Hampshire*, each attended by a tug, and even the Goole Steam Shipping Company's powerful *Berlin* (ironically outward bound for Copenhagen) literally sucked into the Dutch River by the turbulent eddying waters of the strong spring flood tide. Here the unfortunate vessels had to remain until high water, when they re-entered the River Ouse stern first.

Looking back to the time of the early 'sixties, the public were informed from information published on old handbills and in the local Press that Watson, Cunliffe and Company had a regular bi-weekly service between Goole and the Continental ports of Rotterdam, Antwerp, Ghent, and Dunkirk by the fast steamers *Eagle*, *La Plata*, *Marshland*, *Deva*, *Killarney*, *Colletis*, *Londos*, *Cheviot*, and *Norfolk*. The company's funnel colours were buff with black top.

During 1864 the company failed, and in the late autumn of that year, the Goole Steam Shipping Company was formed; the first directors were Walter Spencer Stanhope, J.P.,

Cannon Hall, Barnsley; George Anderton, Cleckheaton; John Wells, Boothferry House, Goole; William Coulman, Eastoft Hall, Goole; Richard Moxon, Pontefract; John Banks, Howden Hall, Goole; George Herring, Marshland House, Kensington; and Capt. John Moody, Goole and London shipowner, whose name was a household word in those days, was the managing director.

Of the above fleet of nine vessels, the new company took over four, the *Colletis*, *Killarney*, *Deva*, and *Londos*. The remaining five vessels were disposed of, the *Marshland*, of 260 tons net register and 250 i.h.p., was purchased by Mr. A. W. H. Prynne, Humber Street, Hull

But to return to the general cargo trade. The Dock Office returns for a typical week in the year 1883 show that there were 17 arrivals and 21 sailings for the seven days ending October 4 of that year, all with general cargo. For the interest of "Sea Breezes" readers, I append the name of the steamer, her commander, and the port of destination or arrival. This is a typical extract for this period 74 years ago.

Thursday, September 28, 1883

ARRIVALS  
*Richard Moxon*, King ... .. Ghent  
*Allegro*, Hornby ... .. London

SAILINGS  
*Kirkheaton*, Cook ... .. London  
*Marianne Briggs*, Eckles ... .. Hamburg

Friday, September 29, 1883

ARRIVALS  
*Annie*, Spink ... .. Dunkirk

SAILINGS  
*Berlin*, Kitwood ... .. Hamburg

Saturday, September 30, 1883

ARRIVALS  
*Deerhound*, Smith ... .. Hamburg

SAILINGS  
*William Coulman*, Gravell... .. Rotterdam  
*China*, Ingleby ... .. Boulogne  
*Kirkheaton*, Cook ... .. London  
*Richard Moxon*, King ... .. Ghent  
*Fairport*, Maude ... .. Calais

*Hydra*, Wadsworth ... .. Ostend  
*Norma*, Atkinson ... .. Ghent

Sunday, October 1, 1883

ARRIVALS  
*India*, Powell ... .. Boulogne  
*John Wells*, Woodhead ... .. Rotterdam  
*Romeo*, Jordan ... .. Ghent  
*Altona*, Calvert ... .. Hamburg

Monday, October 2, 1883

ARRIVALS  
*Killarney*, Empson ... .. Terneuzen  
*Contest*, Barker ... .. London  
*John Bladworth*, Redford ... .. Antwerp  
*Rosa*, Dimberline ... .. Ghent

Tuesday, October 3, 1883

ARRIVALS  
*Cambrian*, Sherwood ... .. Calais  
*Ralph Creyke*, Eyre ... .. Ghent

SAILINGS  
*Deerhound*, Smith ... .. Boulogne  
*Whitwood*, Newlove ... .. Rouen

Wednesday, October 4, 1883

ARRIVALS  
*Stanton*, Brown ... .. London  
*William Coulman*, Gravell ... .. Rotterdam  
*Cuxhaven*, Ayre ... .. Antwerp

SAILINGS  
*Contest*, Barker ... .. London  
*Rosa*, Dimberline ... .. Ghent  
*Annie*, Spink ... .. Antwerp  
*Romeo*, Jordan ... .. Dunkirk  
*John Wells*, Woodhead ... .. Rotterdam  
*Altona*, Calvert ... .. Hamburg  
*John Bladworth*, Redford ... .. Ghent  
*India*, Powell ... .. Boulogne  
*Cambrian*, Sherwood ... .. Calais

From a perusal of the above list of shipping movements it will be seen that the Goole Steam Shipping Company, had four steamers, the *Richard Moxon*, *Romeo*, *Ralph Creyke*, and *John Bladworth* employed in the Ghent trade during that particular week; while the Humber Steam Shipping Company had its *Rosa* and *Norma* running in that trade during the same period, and the Bennett Steamship Co. Ltd., was engaged in the French and Belgian trades with its earlier units, the *India*, *China* and *Hydra*.

It is interesting to note that the steamer *Cambrian*, which had been purchased two years previously by

the Co-operative Wholesale Society Limited, was now engaged in the Goole-Calais trade, whilst in the Hamburg trade the Society had the chartered *Marianne Briggs* of 600 tons deadweight, and which they ultimately purchased and renamed *Unity*. This vessel's untimely end came in October 1895, when she was run into and sunk by the Hartlepool steamer *Eclipse* in the Seine Estuary, and was finally engulfed in the treacherous sandbanks of that river.

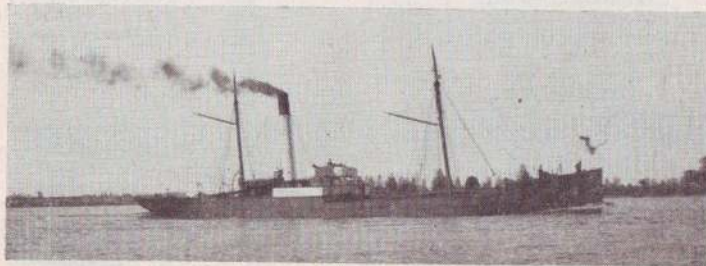
The list also records the early days of the Yorkshire Coal and Shipping Company (Alexander Meek and Co. Ltd.) with the steamers



<i>Calder</i> , Woodhead	Amsterdam
<i>Stanton</i> , Coates	London
<i>Altona</i> , Townsley	Delfzyl
Tuesday, March 13, 1906	
ARRIVALS	
<i>Ralph Creyke</i> , Lister	Dunkirk
<i>Mopsa</i> , Anderson	Boulogne
<i>Gwynwood</i> , Woodhead	London
<i>Nidd</i> , Mason	Antwerp
SAILINGS	
<i>Brenda</i> , Collier	London
<i>Rosa</i> , Cook	Bruges
<i>Federation</i> , Chester	Calais
<i>Don</i> , Mapplebeck	Hamburg
<i>Dresden</i> , Jordan	Rotterdam
Wednesday, March 14, 1906	
ARRIVALS	
* <i>Airmyn</i> , Walker	Antwerp
* <i>Lisette</i> , Collier	Hamburg
<i>Mellifont</i> , Thorpe	Antwerp
<i>Burma</i> , Aaron	Boulogne
SAILINGS	
<i>Aire</i> , Lumley	Rotterdam
<i>Unity</i> , Sherwood	Hamburg
<i>Cuxhaven</i> , Depledge	Ghent
<i>Altona</i> , Kirby	Delfzyl
<i>Calder</i> , Woodhead	Amsterdam
<i>Ouse</i> , Prentice	Rotterdam
<i>Hebble</i> , Wormald	Antwerp
<i>Humber</i> , Newlove	Copenhagen
Thursday, March 15, 1906	
ARRIVALS	
<i>Derwent</i> , Arnold	Hamburg
* <i>Glen Gelder</i> , Smart	Amsterdam
SAILINGS	
<i>Africa</i> , Denby	Boulogne

**NOTE**

† denotes the last voyage of the S.S. *Colne*, on which she foundered off the Dutch Coast  
 \* denotes steamers on charter, by the Goole Steam Shipping Co., Ltd.



The "Ballochbuie" (of 1889) owned by Sollas and Sons of London

at that busy period of its history. WETHERALL STEAM SHIPPING COMPANY

In the ensuing 18 months six vessels had been added to the fleet of the Goole Steam Shipping Company; the twin-screw *Mellifont*, which had been engaged in the Antwerp trade for the past four or five years, had returned to the West Coast; the Co-operative Wholesale Society's steamer *Federation* had been disposed of to West Hartlepool buyers, while during the same period there had been some retirements of personnel, and it may be of interest to the older generations of the port to recall that during the autumn of 1907 the ships, and the men who commanded them, were as follows:

GOOLE STEAM SHIPPING COMPANY

*Rosa* (J. Kitwood), *Altona* (R. Sykes), *Ouse* (J. Townsley), *Aire* (G. E. Lea), *Calder* (E. Taylor), *Cuxhaven* (E. Cook), *Dresden* (T. Lister), *Emden* (W. Prentice), *Derwent* (H. Lumley), *Ralph Creyke* (W. Bury), *Liberty* (J. Townsley), *Frankfort* (F. Wadsworth), *Rauccliffe* (H. Chester), *Saltmarsh* (A. Hill), *Equity* (W. Braham), *Hebble* (E. France), *Don* (H. Jordan), *Nidd* (C. Wake), *Berlin* (S. Wormald), *Douglas* (G. Arnold), *Wharfe* (R. Woodhead), *Irwell* (C. R. Thorpe), *Unity* (R. Sherwood), *Mersey* (H. Mapplebeck), *Humber* (T. H. Woodhead).

BENNETT STEAM SHIPPING COMPANY

*Africa* (W. Denby), *Mopsa* (W. Goodworth), *Burma* (W. Aaron), *Malta* (Anderson).

FRANCE, FENWICK GOOLE-LONDON LINE

*Stanton* (A. Coates), *Northwood* (W. Turgoose), *Nina* (Scott), *Brenda* (Jones), *Gwynwood* (Depledge), *Ballochbuie* (French).

GOOLE AND WEST RIDING S. S. COMPANY

*Edie* (C. Moore), *Lisette* (Collier), *Wreathier* (W. Cook), *Nell Jess* (Earnshaw).

*Hessle* (Walker), *Airmyn* (Broadhead), *Rescoe* (Ashton), *Pearl* (Hosthead).

Recalled too, are the memories of Capt. Wm. Mason who brought the *Nidd* on her maiden voyage from Antwerp to Goole with general cargo in late 1900; Capt. Wm. Prentice who commanded the *Duke of Clarence* during the summer services of the Hull (Riverside Quay) to Zeebrugge passenger service; the family names of Capts. W. S. Lea (of the Humber Conservancy Board Upper Station Pilotage), Geo. E. Lea (who became the Harbour Master at Goole), Joseph Lea, and Herbert Lea (marine engineer); Capts. C. Sherwood, R. H. Sherwood, H. H. Sherwood, and Frank Sherwood; C. Wilmott, E. Wilmott, A. Wilmott; Wm. Newlove, F. Newlove; and of a more recent date, the names of Capts. T. W. Sutherby and W. Hutchinson whose vessels the *Calder* and *Broomfield* respectively, foundered without trace; Capt. W. Rockett who lost his life when the *Mersey* was sunk through enemy action; of Capts. W. Harnew, Mummery, Colbridge, Osborne and Carmichael, whose daily work took them up and down the treacherous channels of the rivers Ouse and Humber, and of the Upper Station Pilots Wm. Drewery, J. W. Nichols, W. Retburg, S. B. Atkinson, E. Ashton, and the Osborne brothers. These are but a few of the many Humber navigators who had the welfare of the port at heart, and whose names in the opening days of the present century were household words.

A particularly busy year was 1906. France, Fenwick had their four steamers *Gwynwood*, *Brenda*, *Nina*, and *Stanton* engaged in the London trade; the Bennett Steamship Company ran the *Africa*, *Mopsa*, and *Burma* in the Boulogne trade, while the Goole Steam Shipping Co. Ltd. (which had been acquired

by the Lancashire and Yorkshire Railway Company on January 1, in the previous year) had 20 steamers; the *Derwent*, *Ouse*, *Aire*, *Calder*, *Wharfe*, *Hebble*, *Don*, *Nidd*, *Dresden*, *Altona*, *Berlin*, *Cuxhaven*, *Emden*, *Frankfort*, *Mellifont*, *Ralph Creyke*, *West Riding*, *Humber*, *Colne*, and *Rosa*—all engaged in the Continental trade during the first quarter of 1906. The disastrous loss of the *Colne* on March 11, was replaced on May 1, 1906 by the purchase of the three steamers *Equity*, *Liberty*, and *Unity* from the Co-operative Wholesale Society Ltd., and by the arrival in June of two new steamers, *Mersey* and *Irwell* from the yard of Swan, Hunter and Wigham Richardson of Low Walker-on-Tyne, and still later in December by the purchase of the *Rawcliffe* from the Wetherall Steamship Co. Ltd. Thus, by the end of the year 25 steamers carried the house colours of the Goole Steam Shipping Company.

It will also be noted from the list that the company had four steamers, the *Sprightly*, *Airmyn*, *Lisette* and *Glen Gelder* on charter, whilst during various other periods the G.S.S. Company had the *Scotsrag*, *Volunteer*, *Annie Hough*, *Enid Mary*, and *Surreybrook* also in its employ. Extra vessels were placed on the Rotterdam, Amsterdam, Ghent and Antwerp trades, each of which necessitated three sailings per week.

One trade in which vessels of the G.S.S. Company had participated each year for over half a century, and which, since the end of the Second World War has been lost to the port, was that of the Jersey potato trade, in which for approximately five or six weeks in May and June, six steamers were engaged; three running from Jersey to Holyhead, and three from Jersey to Hull. A photograph of the Railway Dock published in the September 1955 issue of "Sea Breezes"

gives some idea of the activity of the port during that period.

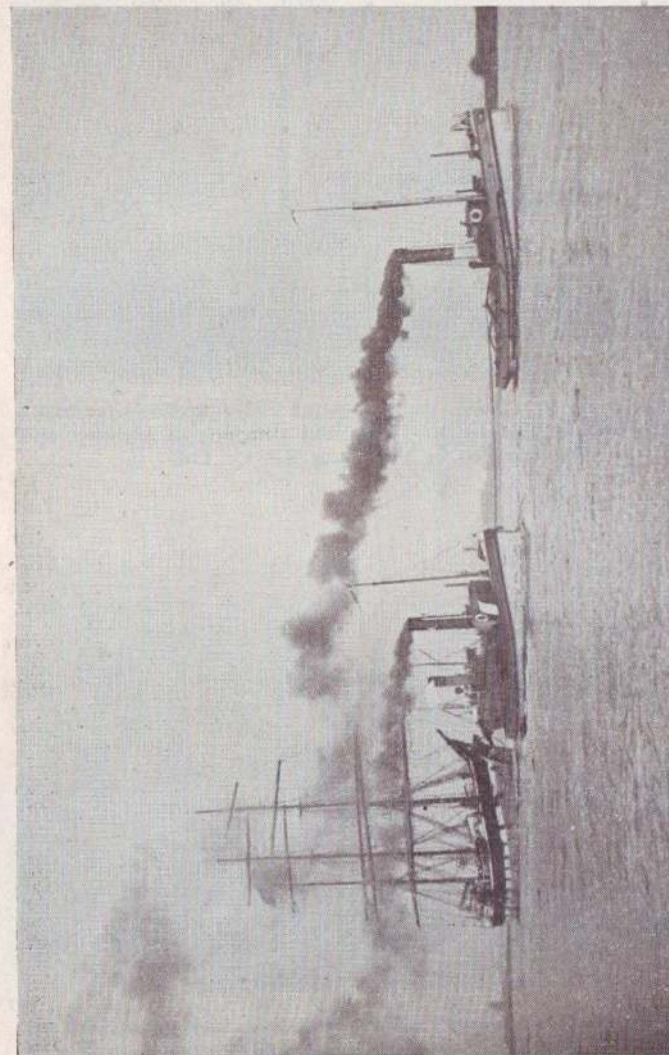
The Continental trade continued to flourish and during the ensuing seven years terminated by the outbreak of the First World War, nine new steamers were put into service: The *Douglas* (1907), *Spem* (1908), *Saltmarshe* (1907), *Dearne* (1909), *Hodder* (1910), *Alt* and *Ouse* (1911), *Rother* and *Rye* (1914), while the older units of the fleet, the *Rosa*, *Dresden*, *Ouse*, *Cuxhaven* and *Frankfort* were disposed of in the sales market.

During the war period of 1914-1918, Goole steamers were employed in all parts of the world; the officers and men manning them were known from Scapa Flow to Harwich, and along the Channel and West Coast Stations; their navigational capabilities only adding further enhancement to the reputation of the port's navigators.

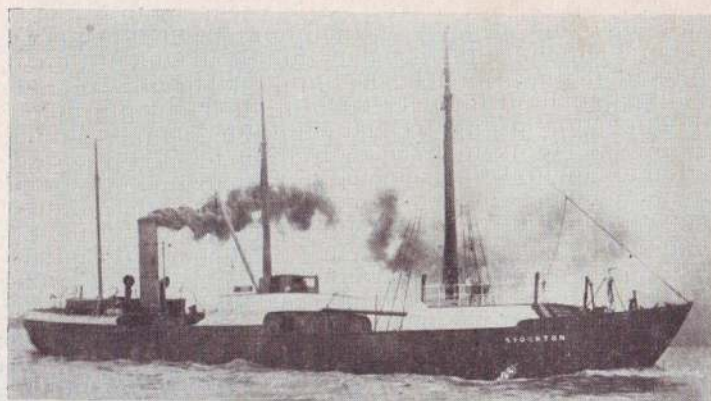
Among the unusually large vessels to use the port during this period were the *Canadian Sailor* and the *Clocliff*, each of over 4,000 tons, while a few years later the American yacht *L'Insonmie*, registered in Connecticut, U.S.A., arrived from Tripoli, the owner later sailing further up the River Ouse to York to visit friends.

The ravages of the First World War took a heavy toll on the port's fleets, eight of the largest vessels being lost through enemy action. It was not until 1924 that replacements were made by the arrival of the four steamers *Hebble*, *Dearne*, *Don*, and *Rye* for the Goole Steam Shipping Company, while during the years that followed the Bennett Line acquired second-hand tonnage in the *Silverthorn* and the *Sparta* for its Boulogne trade.

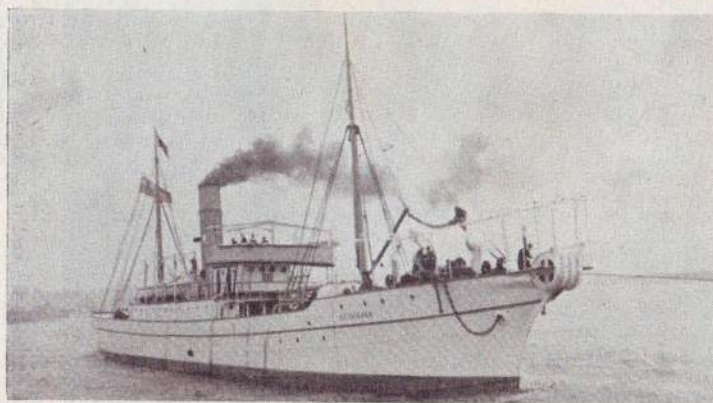
However, on December 1, 1932, the Bennett Steam Shipping Company disposed of its London-Boulogne steamers *Silverthorn* and *Volga* to the General Steam Navigation Co. Ltd., to be followed a few years later, by the Goole-Boulogne trade



Barque "Teutonia" leaving Goole in 1907 after discharging a cargo of West Indian logwood. The tugs are "Goole No. 5" and "Mersey" while the steamer in the background, bound upstream, is the "Mersey" of the Goole S.S. Company's fleet



The "Stockton" (407 gross tons) a general trader to Goole for many years was built in 1857 by M. Pearse and Company of Stockton and was operated by the Fowey S.S. Co. Ltd.



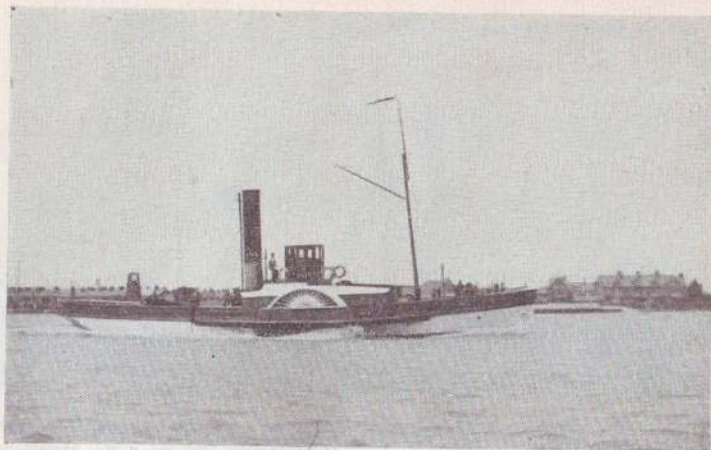
Cable ship "Retriever" was a product of the Goole Shipbuilding and Repairing Co. Ltd., in 1909 for the West Coast of America Telegraph Co. Ltd.



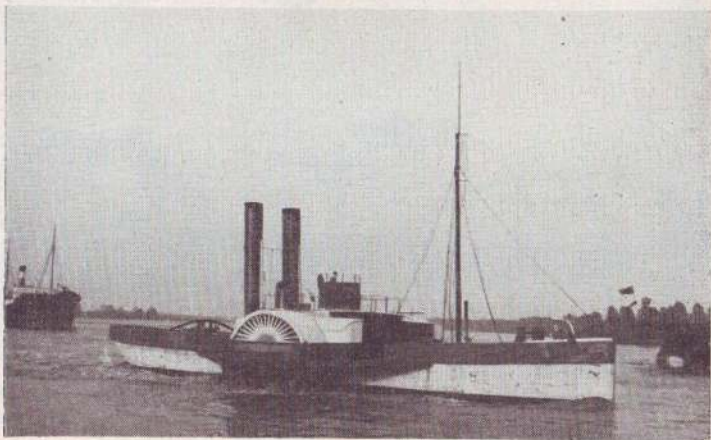
A handsome Dutch steamer engaged in a joint bi-weekly service with the Goole Steam Shipping Company was the "Rijnstroom" of the Holland Steamship Company



F. T. Everards' motorship "Frederick T. Everard" (2,535 gross tons) came from the Goole yard in 1954. She is seen here leaving Ocean Lock, Goole, for trials in the Humber



Famous Goole paddle tugs of half a century ago. Above, the "Shah" (86 gross tons) and, below, the "Goole No. 1" (110 gross tons), both iron vessels built at South Shields in 1878 and 1874, respectively. An old oil painting shows the "Shah" in the early part of her career with two funnels arranged athwartships as in the "Goole No. 1"



being absorbed by the G.S.N.C. which now maintain the latter service with a bi-weekly sailing of small motorships. So the well-known Red Cross Line, which for approximately 70 years held a high place in the port's trade, has passed out of existence and become—yet another memory.

Further tonnage was added to the G.S.S. Company's fleet in 1930, when the steamers *Calder*, *Blyth*, and *Aire* arrived from the Birkenhead yard of Cammell Laird and Company. But in spite of all that was accomplished there was a smaller number of vessels now engaged in the Goole and Continental general cargo trade. A great change was taking place in the history of the port. Railways were being merged, and where the town and port had been important to the old L. and Y. Railway, it did not hold that eminent position in the eyes of the newly formed group of the London, Midland and Scottish. There were changes, too, in the trend of trades. Some ceased, or were diverted to other ports, through various causes.

But the biggest blow to Goole's seaborne trade came in 1930 when the duty tariffs were introduced on almost all imported goods. Goole had been, as was well-known, a free trade port, and the levying of *ad valorem* duties spelt the death knell of much trade passing through

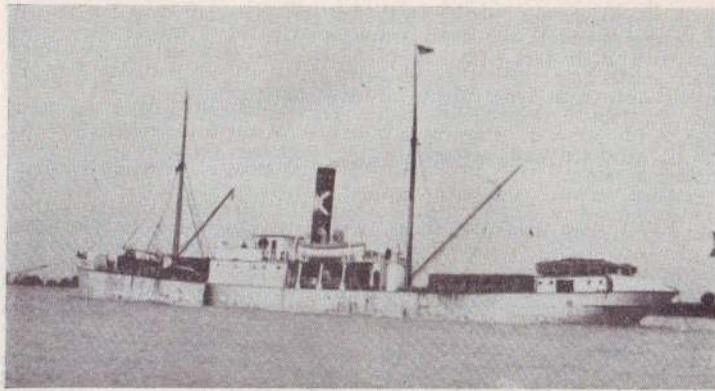
the port. Another blow fell shortly afterwards when the country went off the gold standard. These events led up to a great slump in Humber shipping.

These unhappy events, resulting in the reduction of the port's premier shipping company fleet from 25 to 14 steamers, became a source of anxiety to the ships' personnel; but it is gratifying to record that the railway company, in May 1933, found employment for many of the junior deck officers and engineers who were transferred to the West Coast ports of Fleetwood, Holyhead, Barrow, Stranraer, and Gourock, where now small communities of Goole families have made their homes.

To counteract these critical times, drastic measures were taken by the local Humber shipowners, and the formation of the Associated Humber Lines (later to become a limited company) sprang into being in 1935. The newly formed combine disposed of 28 old or redundant steamers, of which 13 of the Goole vessels saw their end on the ship-breakers' yards. Only four steamers, the *Hebble* and *Don* (each 33 years old), the *Aire* and *Blyth* (27 years old) now remain, and these are shortly to be replaced by a modern type of motorship.

The fleet of the Associated Humber Lines, Ltd. now comprises the following vessels:

NAME AND PORT OF REGISTRY	MASTER
<i>Aire</i> , Goole	J. Collier
<i>Blyth</i> , Goole	C. B. E. Eaton
<i>Bury</i> , Grimsby	H. Aaron
<i>Don</i> , Goole	J. W. Laverack
<i>Hebble</i> , Goole	H. W. Crabtree
<i>Melrose Abbey</i> , Hull	J. Blackburn
<i>Selby</i> , Hull	F. Drury
<i>Harrogate</i> , Hull	T. M. Walters
<i>Macclesfield</i> , Grimsby	W. Brown
<i>Whitby Abbey</i> (m.v.), Hull	H. M. Collier
<i>Fountains Abbey</i> (m.v.), Hull	F. W. Wooler
<i>Kirkham Abbey</i> (m.v.), Goole	H. H. Fox
<i>Byland Abbey</i> (m.v.), Goole	T. W. Westerdale



Another Goole "regular", the Norwegian steamer "Salamanca" arriving at the Ouse port with iron ore, and wood pulp in bales as deck cargo

To the older generation of the townspeople of Goole it seems a sad passing of the "river" nomenclature which had graced the names of the steamers of the port for the period of 70 years without a break. But in spite of all the setbacks with which the port had to contend, it is gratifying to record that Goole, according to the Returns of the Values of Imports and Exports (which amounted to £13,180,697) for the year 1936, had reached the high position of being Britain's 10th port, being preceded by London, Liverpool, Hull, Southampton, Manchester, Glasgow, Bristol, Newcastle, and Grimsby.

The Coal Export Trade had increased considerably during the years following the cessation of hostilities and instances of a crowded river of shipping were common, in one case no less than 25 inward-bound steamers lay at anchor, in line astern, and stretched for a distance of 2½ miles along Goole Reach, Swinefleet Reach, to Reedness. On that particular tide 20 vessels left the port.

It may be conveniently recorded here that on Wednesday, August 2, 1933 an entirely new design in mercantile ensigns appeared. Among the many arrivals at the port on the late afternoon tide was the German steamer *Heinrich Grammerfurst* of Kiel, which had come in ballast to load coal and coke. As the vessel swung in Goole Reach, preparatory to entering the locks, she was seen to be flying a red flag from the starboard side of her foremast yardarm, and many opinions were expressed as to its significance. The build of the vessel, together with her superstructures, discounted the idea of her being a tanker. When she arrived at the Victoria Pier, the centre of so much attraction was seen to be a square red flag (not a burgee) on which was superimposed the fylfot, or swastika, in black, the emblem of the Nazi Government in Germany.

From 1954 and in the following years five more steamers, the *Irwell*, *Dearne*, *Rother*, *Alt*, and *Hodder* passed into the hands of the ship-breakers. Replacements of new

tonnage took place in July 1954 with the arrival of the motorship *Whitby Abbey*, followed three months later by the *Fountains Abbey*. In the autumn of 1956 the British Transport Commission received the new motorships *Kirkham Abbey* and *Byland Abbey* for the Copenhagen service, which is managed by the Associated Humber Lines, Ltd.

A perusal of the present day movements in Goole's Continental general trade will give some idea of

the changes which have taken place in the last half century, and it will readily be seen that there were as many arrivals and sailings on one tide as there are now for a whole week. Where there were three sailings per week to each of four Continental ports, the changed conditions can now be met by one vessel making a round trip to two ports each week, as in the Amsterdam-Rotterdam, Ghent-Antwerp, and Bremen-Hamburg trades.

Present day movements

May, 1957

Thursday, May 2, 1957

ARRIVALS

*Marlwood*, Thompson ... .. London

SAILINGS

*Fountains Abbey*, Collier ... .. Amsterdam and Rotterdam

Friday, May 3, 1957

ARRIVALS

*Harrogate*, Walters ... .. Ghent

SAILINGS

NIL

Saturday, May 4, 1957

ARRIVALS

*Ortolan*, Smith ... .. Boulogne

SAILINGS

*Kirkham Abbey*, Fox ... .. Copenhagen

*Hebble*, Crabtree ... .. Bremen and Hamburg

*Selby*, Drury ... .. Ghent and Antwerp

Sunday, May 5, 1957

ARRIVALS

*Plover*, Hardwick ... .. Boulogne

*Aire*, Collier ... .. Antwerp

SAILINGS

NIL

Monday, May 6, 1957

ARRIVALS

NIL

SAILINGS

NIL

Tuesday, May 7, 1957

ARRIVALS

*Byland Abbey*, Westerdale ... .. Copenhagen

SAILINGS

*Ortolan*, Smith ... .. Boulogne

Wednesday, May 8, 1957

ARRIVALS

NIL

SAILINGS

*Harrogate*, Walters ... .. Amsterdam



No outline history of the port would be complete without reference to the trans-shipment of heavy bulk cargoes, especially those of coal, coke, coalite, coke breeze, pitch, copper ore, manganese ore, bog ore, and pyrites, and of the huge bales of raw wool destined for the West Riding factories

In the opening years of the present century the Norwegian steamers *Sardinia*, *Setubal*, *Sulitjelma*, and *Salamanca*, the old *Alassio* of Newport, South Wales, were arriving with cargoes of ore from the northern ports of Trondhjem, Bergen, and Stavanger, and the Spanish ports of Huelva and Bilbao, the discharge of which was on a "piece-work" basis. There were also the *Rachel*, *Rebekka*, and *Rowena* with their deck cargoes of timber from the Northern ports; of cargoes of China clay brought in by sailing vessels from the Cornish ports, and the seasonal arrival of cargoes of ice for storage in the wooden hulk *Victoria* moored where now is the entrance to the West Dock.

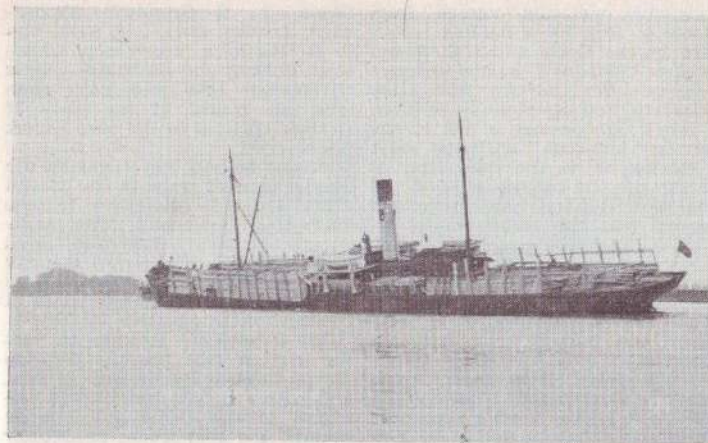
Goole is essentially a coal exporting centre, and during the first decade of the present century did a considerable trade in that

commodity. At one peak period the Railway and Extension Docks were literally packed to congestion with steamers awaiting their turn at the railway hoists. The earlier units of the France, Fenwick fleet, the *Eva*, *Vindamora*, *Glannibanta*, *Paradox*, *Lutetia*, and *Northwood*, were gradually disposed of, their places being taken by the larger and more modern *Gwynwood*, *Nina Brenda*, and *Stanton*. The *Marjorie*, *Mimi*, and *Mimona* also passed out of the trade. New local shipping companies sprang into existence to participate in the coal export trade. The Goole and West Riding Steamship Co. Ltd., ran the *Nell Jess*, *Wreathier*, *Lisette*, *Edie*, and *Edwin Hunter*; Wetherall and Co. Ltd., ran the *Pioneer*, *Pearl*, *Rescue*, *Airmyn*, *Saltmarshe*, *Hessle*, and *Laxton*; G. B. Wadsworth and Co. Ltd. owned the *Galtee*, *Cornhill*, *Lizzie*, *Eastham*, *Leona*, *Argus*, *Eurus*, and *Remus*, while the Goole and Hull Steam Towing Company ran a fleet of sea-going lighters: *Annie*, *Bertha*, *Clara*, *Dora*, *Edith*, *Elsie*, *Nora*, *Queen of the Bay*, *Telpher*, and *Hooke*, towed by their sea-going tug, *Goole No. 10*.

These were the days when the Channel shipowners took an active



The "Kirkham Abbey" of the British Transport Commission, one of a pair of refrigerated motorships for the Goole-Copenhagen service



Norwegian steamer "Rowena", ex-"Cairngorm" (1,117 gross tons) arriving at Goole with a heavy deck cargo of timber

part in the coal export trade of the Ouse port; regular visitors were Ball and Waite's *Belliver*, *Cherrybrook*, and *Torquay*; Penney's (Shoreham) *Algores*, *Algethi*, *Algama*, and *Algeiba*. There were also the Glasgow firm of Wm. Robinson with its "precious stone" nomenclature for the fleet of colliers, and also the *Yewarch*, *Yewbranch*, *Yewglen*, and others with the prefix "Yew" of the Stewart Line; *The Baron*, *The Countess*, *The Duke*, *The Earl*, *The Sultan*, etc., of J. Hay and Company. In 1908 a new class of collier appeared in the trade, when Furness Withy and Company brought out the 800-ton *Arizona*, *Idaho*, and *Wyoming*, to be followed immediately by the 1,335-ton *Collingwood*, *Croxdale*, *Ludworth*, *Ryhope*, *Thornley*, *Tudhoe*, and *Whorlton*.

This was the new class of collier which had superseded the old typical Tyneside visitors of the early 'nineties, the *Allerwash*, *Britannia*,

*Tyme*, *Isle of Iona*, *Isle of Dursey* (with a white lighthouse superimposed on an all-black funnel), the *F. Stobart*, *J. M. Lennard*, (which sank and became a total loss near the old Bennett's Jetty, where now are the launching ways of the Goole Shipbuilding Yard), the *Stockton* with her clipper stem and bowsprit, whaleback stern, old type of admiralty anchor, and decorative beading around the quarter surrounding the name and port of registry.

Of foreign vessels employed in the trade, the older generation will recall two peculiar French vessels, the "flat-iron", twin-screw, telescopic-funnelled *Marquise de Lubersac* and the *Duchesse de Guishe*, which had been specially built for Seine River work up to Paris, and both of which passed into the hands of the Hungarians for service on the Danube in 1934. Before passing to a later period it may be interesting to recall the

time when one could "voyage" from Goole to Hull for a shilling return fare by the Goole and Hull Steam Packet Company's paddle-steamers *Empress*, *Her Majesty*, and *Laay Elizabeth*, and occasionally be given a very rough passage if met by the Barton "bull-dogs" off Trent Falls.

Passing on to the early 'thirties of the present century we find the coal trade still brisk; an outstanding feature was the large number of Danish steamers engaged in the coke trade, the greater part of two Danish shipping companies being employed. It may be of interest to recall that J. Lauritzen, of Kjobenhavn and Esbjerg, employed the *Carmen*, *Dorrit*, *Ester*, *Gerda*, *Harriet*, *Helen*, *Helga*, *Inger*, *Jenny*, *Karla*, *Lilian*, *Marie*, *Nancy*, *Nelly*, *Nordsoen*, *Niobe*, *Neptun* (grounded on Middle Whitton Sands on June 27, 1936, broke her back with the falling tide, and became a total wreck), *Nerma* (turbine steamer), and *Yrsa*. Schmiegelow and Kampen had the *Alice*, *Aase*, *Freya*, *Gudrun*, *Ragnhild*, *Gunhild*, *Ingeborg S.*, *Tekla*, *Kirsten*, and the *Thyra S.*; with Marius Nielson and Sons' *Ellen*, *Elizabeth*, *Margrete*, *Karla*, *Lily*, *Maj*, *Marianne*, *Polly*, *Marx*, *Olga*, *Skagerack*, *Robert*, and

*Thyra*; L. R. Schmith's *Kjobenhavn*, *London*, *Oslo*, and *Riga*, and C. R. Hansen's *Jaegersborg*, *Ellensborg*, *Holland* and *Gudena*—vessels of between 1,200 and 1,400 gross tons, all typical of the class of steamer engaged in the coke export trade.

Similar activity was engaging the smaller class of vessel in the coastal trade, and it is interesting to note that the Goole-built, Newcastle-owned steamer *Sunniside*, and Stephenson Clarke's *Henry Woodall* were making three voyages from Goole to Lowestoft in the space of five days at this period.

One interesting steamer to visit the port in 1934 was the German *Marta*, built at Sunderland in 1879, and which as the *Contest* was employed in the Goole and London general and coal trades in October 1883.

Coal is still exported in considerable quantities, the principal carriers are the Central Electricity Authority steamers *Poole Channel*, *Poole Harbour*, *Poole Island*, *Poole Quay*, *Poole River*, *Poole Sound*, *Bodmin Moor*, *Brent Knoll*, *Polden*, *Mendip*, *Pompey Light*, *Pompey Power*; the *Elizabeth Lysaght*, *Arthur Wright*, *Sylvia Beale*,



The "Empress", of the Goole and Hull Steam Packet Company, in which it was possible to make a voyage from the West Riding port to Hull and back for a shilling fare



Central Electricity collier "Poole Channel" leading the "Polden" and "Poole Quay" down the Ouse, near Goole

*Eleanor Brooke*, *William Cash*, *Pulborough*, *Beeding*, *Broadhurst*, and *Seaford* of Stephenson Clarke's, all engaged in carrying coal supplies to the South Coast power stations. Other firms engaged in the export trade are the Queenship Steamship Co. Ltd.; the Hull Gates Shipping Co.; F. T. Everard and Sons, Ltd., Onesimus Dorey (Guernsey); Comben Longstaff and Co. Ltd., the Shipping and Coal Company of Rotterdam, with an increasing number of foreign coasters entering the business.

Many changes have taken place in the shipping industry of the port during the past century. The individual companies: The Goole Steam Shipping Co. Ltd., the Bennett (Red Cross) Line, the Co-operative Wholesale Society Limited, the Yorkshire Coal and Shipping Company, the Humber Steam Shipping Company, the G.B. Wadsworth Steamship Company, the Wetherall Steamship Company, the Goole and West Riding Steamship Company, the Goole and Hull Steam Packet Company, the Goole and Hull Steam Towing Company the Buck Steamship Company and the Dale Steamship Company, which flourished as private concerns during the past half century, have either gone out of the shipping

business or have been absorbed by larger controlling bodies.

Looking forward to the future welfare of the port, the British Transport Commission and the British Transport Waterways are expending huge sums on the renovation and modernisation of Goole's dockland. A new jetty has been made at Blacktoft; the Ouse Lock has been thoroughly overhauled and modernised, while the Victoria Lock, now closed to traffic, will during the next 8 months be brought up to modern standards. In order to counteract the silting and warping up of the lock entrances and docks, the B.T.C. has had a single-screw grab hopper dredger, named *Goole Bight*, built at Northwich in Cheshire.

The new vessel which is 119ft., 3in. in length, 28 ft. beam, 11ft. draft, is expected to be in commission early in the New Year. For canal purposes, the Waterways are obtaining five new diesel tugs for their coal compartment fleet. To deal with the Goole and Continental general cargoes trades the Associated Humber Lines are having a fleet of modern motorships built on the Clyde. Three of the vessels are being constructed by Lamonts, with engines aft, and a bipod mast amidships.