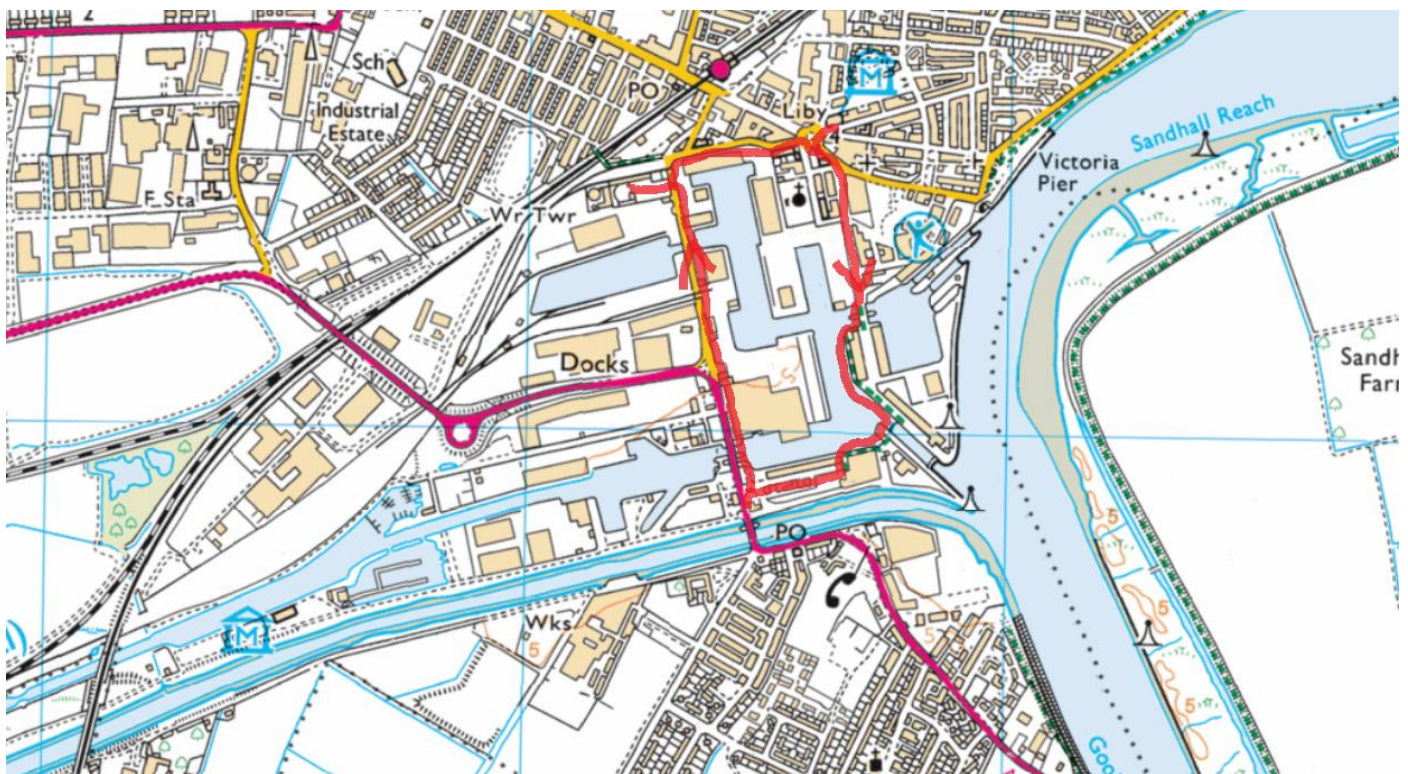


## Leeds SMEE Breakfast Meeting at Goole Docks, 19 March 2024

It was a fairly wet trip to Goole for some of us on the motorway, but fortunately the weather cleared up well before our walk around the docks. After breakfasting at the Wetherspoon's adjacent to the Museum in Goole, Members had a quick look around the museum. This contains a good many artifacts and photographs of Goole (the UK's most inland port town) and its docks, plus the usual expected items to occupy the interest of very young children. There are a good number of original oil paintings of local ships that used to ply their trade from the port, most of them painted by local artist Reuben Chappell. Several ship models, including one of Sir Malcolm Campbell's ocean-going motor yacht *Bluebird*, feature in the exhibits. (One presumes from his cars and fast boats that Campbell's push-bike was also called *Bluebird*...) One exhibit showed a selection of miniature funnels from local shipping companies; it was surprising how many there had been.

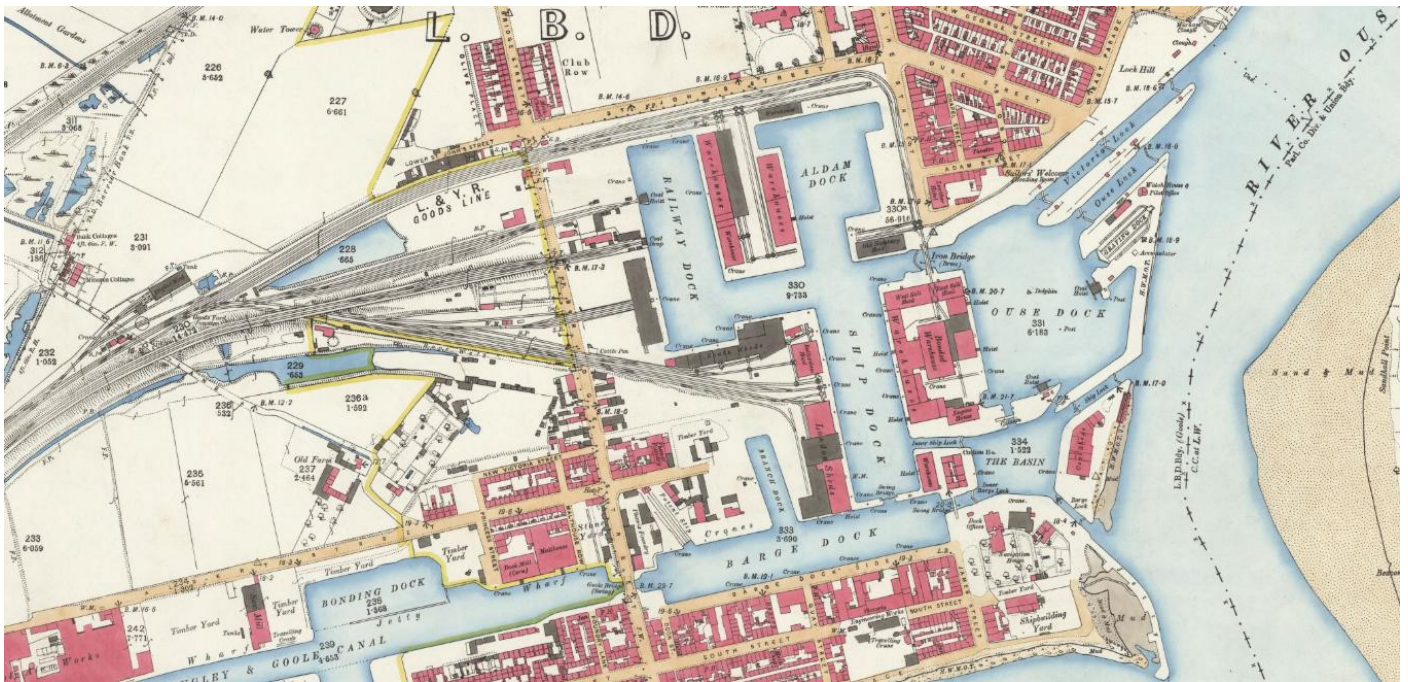
After leaving the museum, Members followed a circular route around the docks, guided by both Colin Bowes and Jonathan Pittaway, who had been very familiar with the area in past times. There were frequent pauses to point at either a hole in the ground, a new building, or a derelict shell to explain that, "Oh, that used to be a radio shop", or other similar comments.

The map below shows the route taken.



It is interesting to compare the modern-day map with the 1892 "25 Inch" OS map, which shows the incredible amount of railway infrastructure then present. Very little of this now remains. The docks themselves have also changed considerably.

Here is the 1892 map: <https://maps.nls.uk/view/125645027>



After walking down Aire Street, we could see into an empty Ouse Dock:



On our right was Aldam Dock, also quite free of shipping. A quiet day!



Amongst the more modern buildings, some older structures still remain. Colin could say that it was used to empty coal out of the end door of railway wagons down the chute which is visible, directly into ships holds.



There is a Public Right of Way through the docks, but this is carefully fenced to prevent unauthorised access to working parts of the docks.



“Working parts of the docks” seems an inappropriate turn of phrase today! The shape of the docks has changed here since 1892.



Looking south-east along the River Ouse towards Twin Rivers Wind Farm :



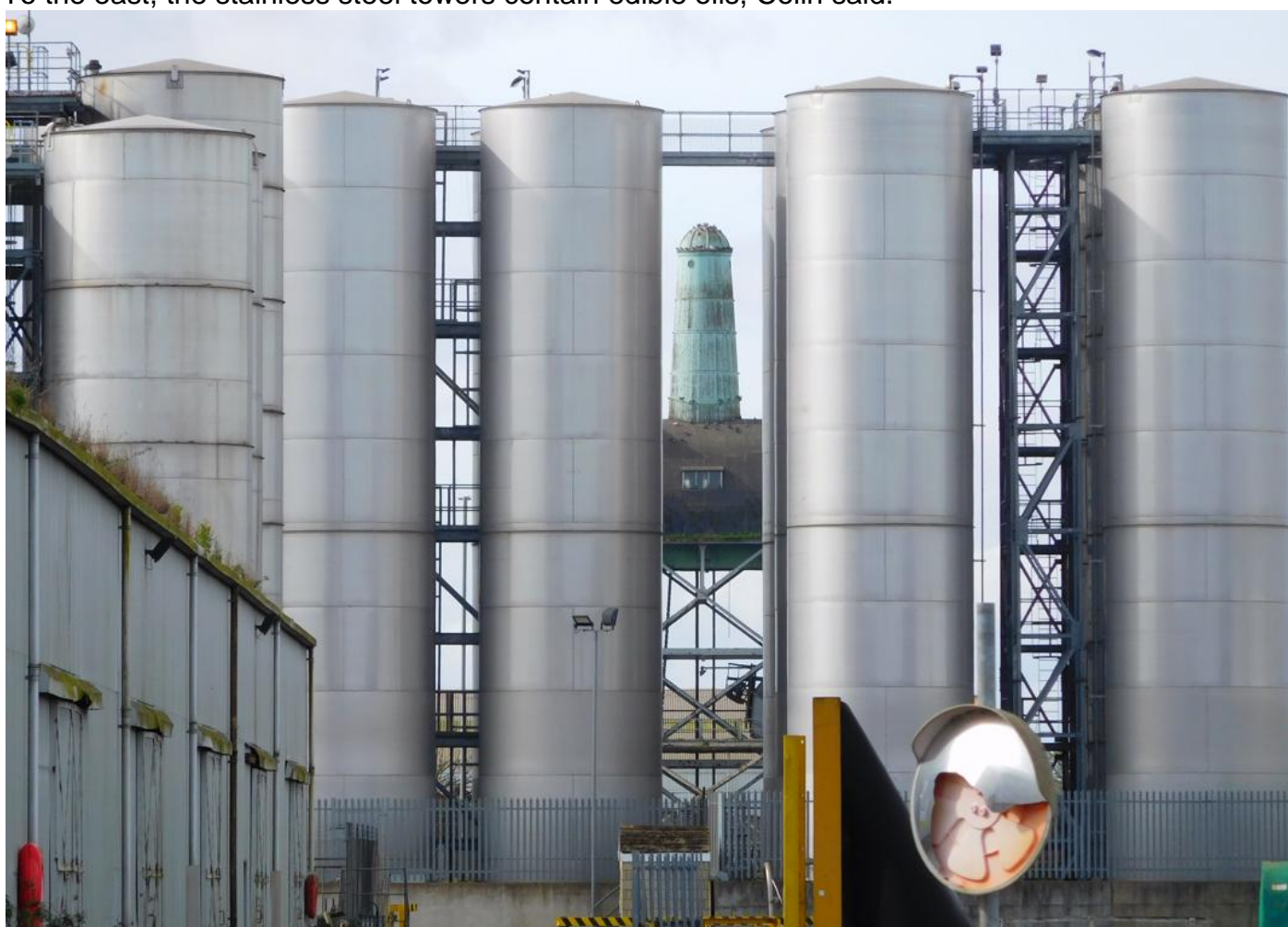
Our intrepid guide Colin Bowes was trying out his new camera today:



Looking to the north part of the docks we could now see the spire of St John's church.



To the east, the stainless steel towers contain edible oils, Colin said.



A convenient shelter for ships unloading paper:



One of several derelict pubs in the area – the sack barrow above the pub name was unusual!



Presumably wall space within the Museum was at a premium, so some ship pictures had been displayed on outside walls around the docks...



We crossed a bridge over the Dutch River –this is looking east:





On the north bank of the Dutch River, another of Goole Docks' older structures was now more visible. was also used to haul rectangular steel containers (Compartment Boats) also known as 'Tom Puddings' each containing 25 tons of coal into ships holds. They were a speciality of the Aire & Calder and were towed to the port by a tug in long strings of up to 40.



The building behind these doubtful characters is the Vermuyden pub, named for the builder of the Dutch River.



Still replete after breakfast!



Looking west along Dutch River:



A popular spot for the local pigeons...



Aha! Ships! West dock is at the end of the Aire & Calder Navigation – and it didn't exist in 1892!



*Luna-B* is currently German registered, weighs in at 1596 Tons and is 81m long. It was built in 1993 at Schiffswerft Bodenwerder in Germany. (Elsfleth is in Germany, down the Weser River west of Hamburg.) It was called SEG (*CE7*, from St Petersburg) until January 2023. It was in Szczecin, Poland on Mar 14.



The other vessel was *Wilson Goole*, built in 1995. It is currently Barbados flagged, weighs 2446 tons and is 88m long. It, too, was in Poland recently - Gdansk on Mar 12.



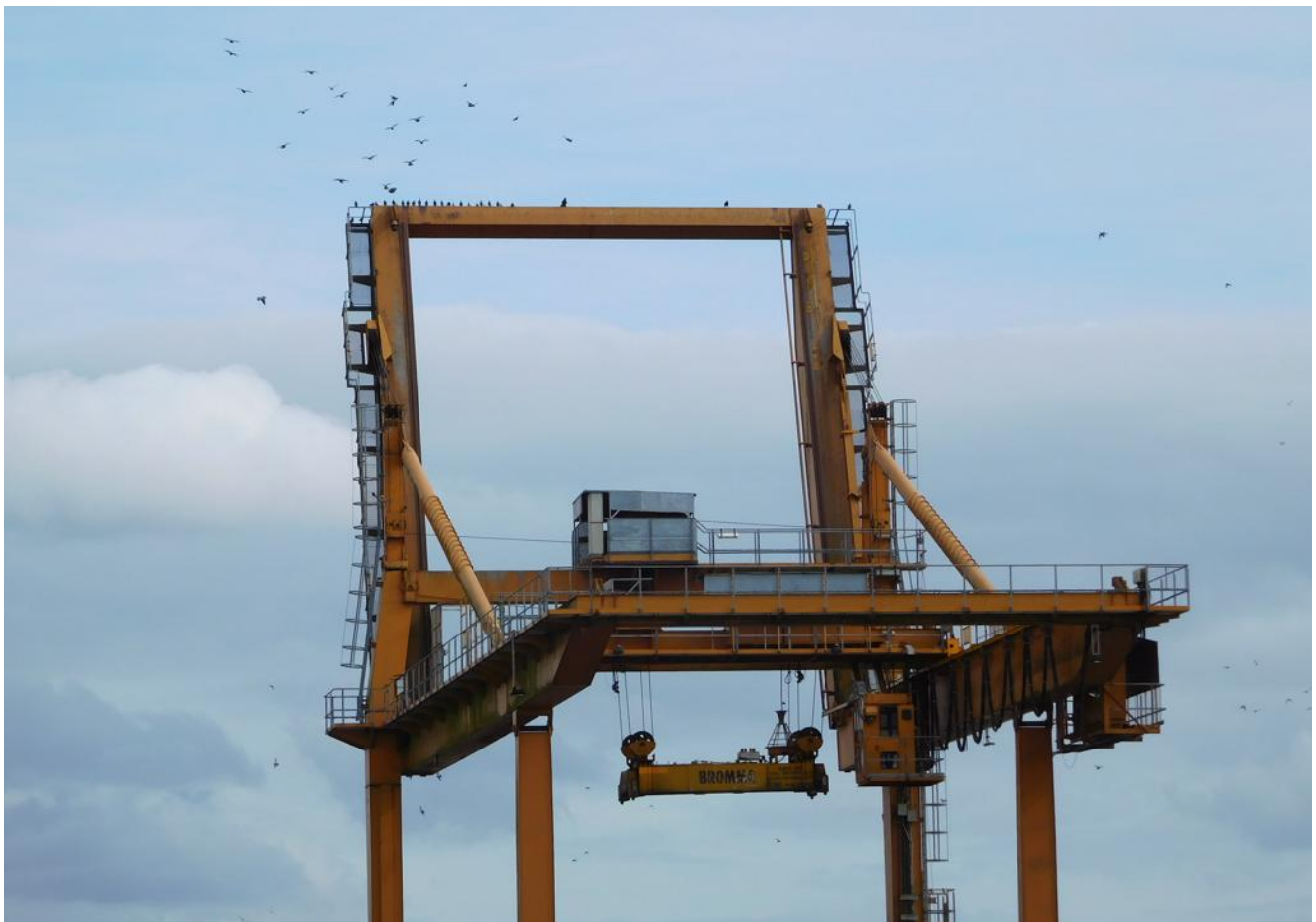
A canal barge (*Farndale H*) was just visible between the two!



Another view of the Pigeon Perch:



The pigeons were also checking out the structural integrity of a crane:



A reminder of past glories!

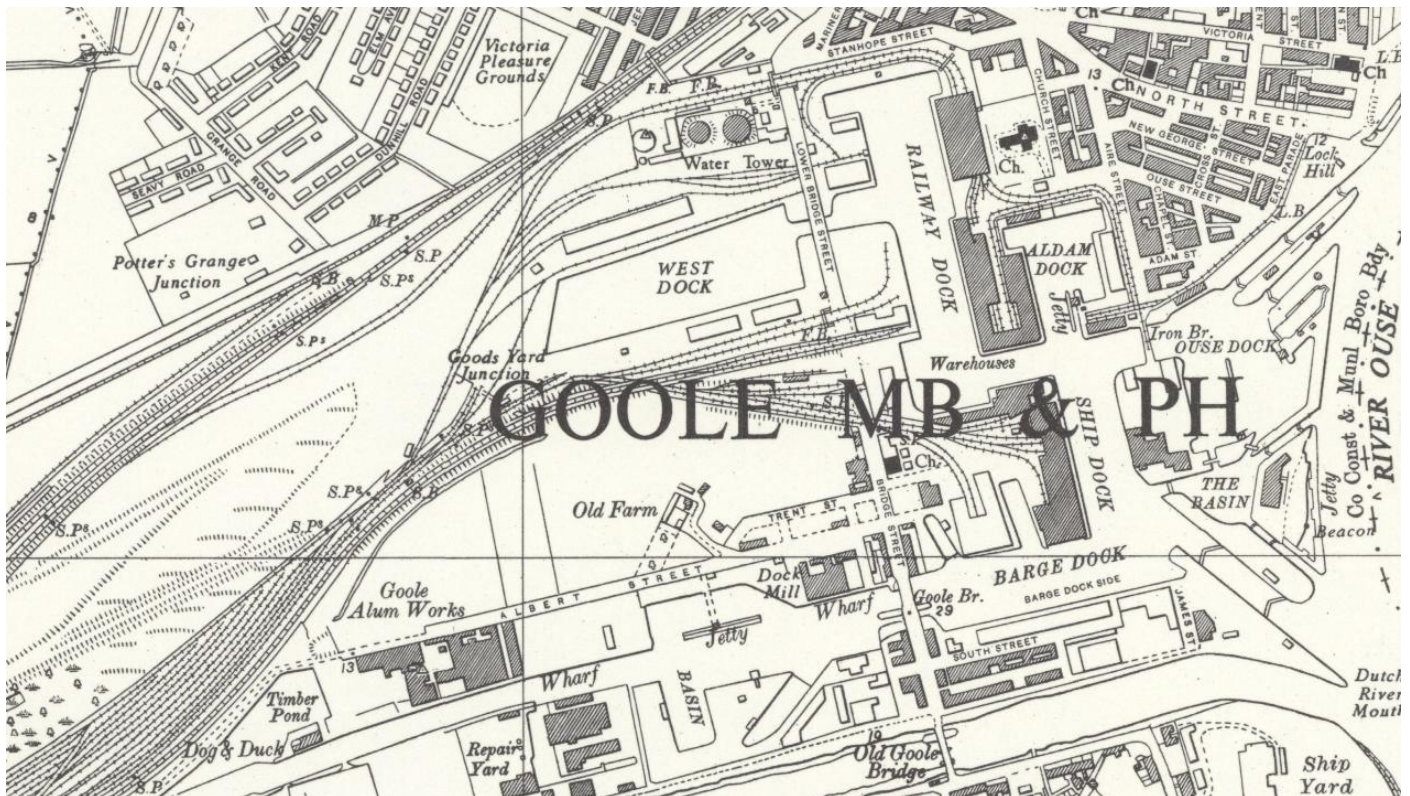


Another vessel was then seen in West Dock.



The 1956 6" OS map shows that the railways were still very much in evidence then.

<https://maps.nls.uk/view/189184137>





The vessel here is *Salla*, flying the Estonian flag. It had come from Frederiksvark, Denmark. It's an 852 ton vessel, 64m long and began life as *Gerda*, based in Riga, Latvia. It was built in 1989 by Bijlsma & Zonen in Wartena in the Netherlands in 1989. It has changed owners – and names - regularly; *Voran* to 1993, *Sandettie* to 2004, *Dan Provider* to 2007 and *Gerda* until Nov 2022.



“Gerda”, of course would have been a more appropriate name if this was its cargo...



Damac (concrete products division) have a presence here.



The water tower and adjacent accumulator are significant landmarks hereabouts.



Just then, we saw that the swing bridge to West Dock had opened.



*Salla* was coming through!



Its previous name is very apparent...



The bridge swung closed with almost indecent haste behind *Salla*.



There she goes...



...en route (empty) to Antwerp, according to Colin, who also remarked that in 2023, *Salla* had travelled 49,367 nautical miles, calling at 95 ports.



The old Lancashire & Yorkshire Railway buildings look well cared-for..



The brickwork wouldn't have been that clean in 1956...



Back to the Museum (L) with Wetherspoon's on the right.



It had been a most enjoyable morning. Many thanks to Colin and Jonathan for their guidance!

Nigel – with additional information from Colin Bowes.