

Goole-on-the-Web

Volume One - The Heritage

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Welcome

This is an unofficial guide to all things Goole-related. For those of you who haven't heard of the place, it's not a search engine based in East Yorkshire, but a small town in northern England full of Goolies. It is unusual because it's an artificial town, originally built to serve the Aire & Calder Canal. It is one of the few places in this country that knows exactly when it was formed. The Clock Tower marks the year, 1826, when Goole opened its doors (or should that be lock gates?)

Purpose of this site

This site was set up by an expat to see if anybody out there is interested in the town. Judging from the feedback, there is some demand. Hopefully, by browsing this site, it won't just be the people of Zlotow who've heard of the place.



I do value your comments and contributions. I read all feedback, although I'm notoriously unreliable for replying to them. Most feedback is for lots more historical information. Being a sea-port, the Goole genes have spread around the world and people are trying trace their ancestors. There is now a lot more of this, which hopefully will be of interest to people in the town as well.

Please send questions, compliments or complaints to feedback@goole-on-the-web.org.uk

What now?

If you're trying to track down relatives from the area then visit the genealogy page, if your ancestors sailed from the port then try the ships page, if you want to see where Goolies are around the world then dip into the Goole Gene Pool, if you want to view feedback or even send some of your own then go to the emails page, if you've got a funny nose then try 'The Reedness Test', if you've ended up here because you can't spell then you probably want Google, otherwise feel free to browse or use the search box in the top-left.

Disclaimer

Remember that this site is completely non-commercial, was written firmly tongue-in-cheek and should be taken with a pinch of salt. If I make a light-hearted comment about syringes in parks, then it does not mean that national newspapers should quote the phrase out of context. If I have a webcam and subsequently say that the pictures are hand-drawn by a primary school, then assume it's not for real. Be careful about using this material for radio phone-ins in case I've got my facts wrong.

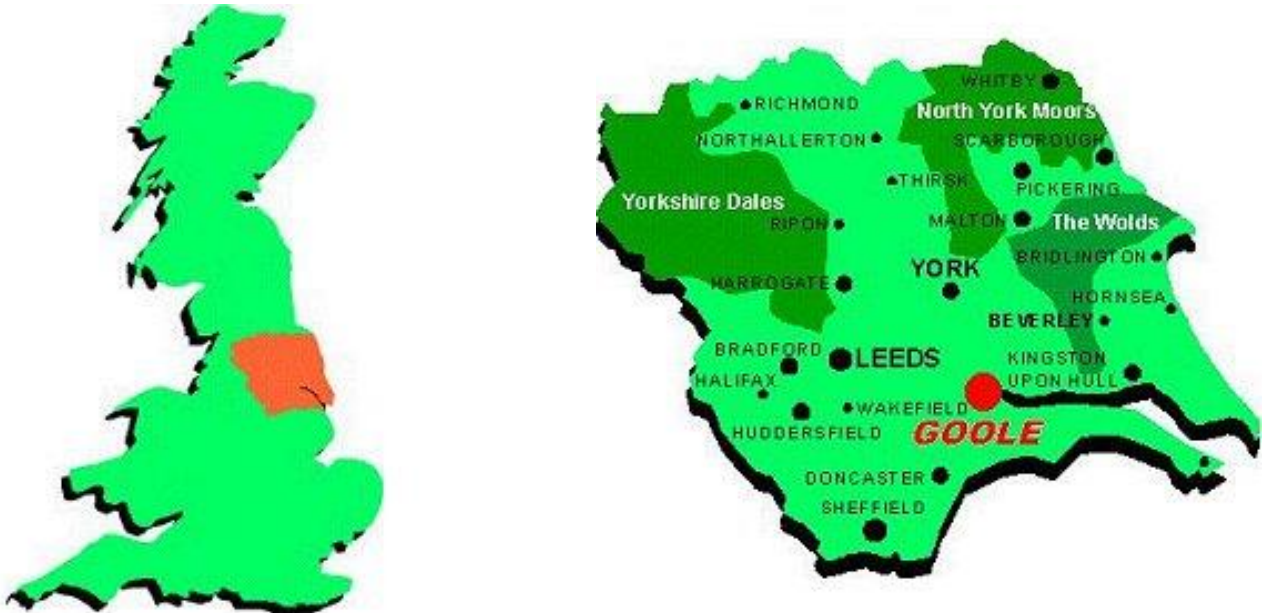
Where Is It?

Goole is found in God's own county of Yorkshire. This is the largest county in Britain and also the friendliest (in any Yorkshireman's opinion). Yorkshire stretches from the Holderness coast in the east to the Dales in the west, and from Middlesbrough in the north to Sheffield in the south.

Originally, Yorkshire contained three Ridings. It is currently split into North, West and South Yorkshire. Due to popular revolt, the old county of Humberside has been split into the East Riding of Yorkshire, North Lincolnshire and Hull.

It is the home to Tetley Beer, sheep farming and coal mining. It is also a cultural centre containing the National Film, Railway, Armouries and Pop Music Museums. The 0 degree meridian passes through Cleethorpes (and Greenwich). In the sporting world it is famous for cricket, football, Rugby League, whippet chasing and pigeon racing. It is the home of the world's largest kebab, the world's largest Yorkshire Pudding and the world's longest single-span suspension bridge (after that new one in Japan).

Yorkshire has friendly rivalries with Lancashire and Lincolnshire as well as the general north/south rivalries within Britain itself.



Goole is situated where the River Ouse meets the Aire and the Don. It's the most inland port in the country. Being such a popular place, various counties have laid claim to the town. Although it currently resides in East Riding of Yorkshire, it has belonged to Humberside and West Yorkshire in past decades. Goole is a very isolated town. The nearest large towns are Selby, Doncaster, York and Hull - all over fifteen miles away. This isolation helps give the inhabitants an identity.

How to get here

- **By Car** - The M62 motorway runs past the edge of the town - leave at Junction 36 and follow the signs for the town centre. There are nice views of the town from the Ouse Bridge which carries the motorway over the river.
- **By Bus** - There are regular bus services from York, Hull and Doncaster.
- **By Train** - There is a frequent service from Doncaster and Hull. The Inter City service from Hull to London once passed directly through the town (at 125mph).
- **By Cycle** - The surrounding countryside is flat and ideal cycling country. Goole lies close to the Trans-Pennine cycle route and the Sustrans Hull to Middlesbrough cycle path.
- **By Canal** - The Knottingley/Goole canal is a popular trip for recreational canal boats. There is also a canal to Doncaster.
- **By Air** - There was a plan to build an international airport on Thorne Moors in the 1960s. This never took off, so you'll have to fly to Leeds/Bradford, Humberside or Doncaster airports.
- **By Ferry** - In the old days, you could get direct ships to the continent as part of the Lancashire & Yorkshire Railway service. Nowadays the nearest ferry is from Hull to Zeebrugge.

- **By Steam Packet** - In the old days there was a steam packet service linking to Selby and Hull.
- **By RAF rescue dinghies** - A sore point with the villagers of Gowdall, Cowick and Snaith

Quick History

Goole. It is part of a flat countryside where dykes and canals, windmills and willows, are everyday things; it stands where the Ouse is met by the Don, known on its journey between Snaith and Goole as the Dutch River, a cutting begun in Charles Stuart's day for draining the marshes of Hatfield Chase, now 70,000 acres of fertile land. Though it makes paper and has engineering, chemical, and other works, Goole looks to the sea for most of its living, the sailors (who love it) calling it Sleepy Hollow.

In less than a century it has become a notable port. England's farthest port inland, 50 miles from the sea. Its liveliest scenes are on the water front, where ships from far and near come up on the tide to enter the fine docks; funnels and masts, cranes and warehouses, making a ragged skyline, with the tall spire of the 19th Century church rising by them.

Between the town and its neighbour Hook is a bridge carrying the railway over the Ouse. Said to weigh 670 tons, it is 830 feet long, and has a movable section of 250 feet which can be opened in less than a minute. Two miles from Goole the fine new Boothferry Bridge takes the road traffic to and fro.

Goole's great Water Tower, the biggest in England, is 145 feet high and holds three-quarters of a million gallons. The peace memorial is a small copy of the Cenotaph in Whitehall, standing in green lawns among roses and orange blossoms. Close by are fine schools in their own pretty gardens.

In the cross-shaped church are memorials to heroes of land and sea. The portrait of one is in a window, an aeroplane over his head; an inscription to another tells us that he ran to his death leading his men in the first year of the Great War. There is a tribute to those who went down with the Calder in 1931, and another to the men of the Colne who sailed from Goole in 1912 and vanished with their ship.

"The King's England", edited by Arthur Mee

The word Goole is a Middle English word meaning "a small stream" or "water channel."¹ Goole did not exist until the early 1800s. Until then there were small farming villages nearby at Hook, Airmyn, Howden. The rural past is reflected in some of the street names such as Westfield and Marshfield.



In 633 AD the area was the site of the Battle of Hatfield in which the powerful Northumbrian King called Edwin was defeated by Penda, King of the Mercians (the Midlands). The King's head was laid in a small chapel in York which was later to become the site of York Minster. In later centuries Hatfield became the site of a manor and a famous Bishop of Durham called Thomas Hatfield was born here.

¹ <https://florencehrscott.medium.com/my-town-is-not-an-open-sewer-how-false-etymologies-can-be-harmful-16aaa9b416ea>

His tomb lies below the bishops' throne in Durham Cathedral. For most of its history, the land surrounding Hatfield was known as Hatfield Chase. The chase was a swampy, fenland area and stretched far into Lincolnshire and Nottinghamshire.

The history of Goole begins when a Dutch engineer, Cornelius Vermuyden, diverted the river Don by ten miles to make it flow into the River Ouse rather than the River Aire. This was done at the request of the King who liked to go hunting on Hatfield Chase near Doncaster and was fed up with the land always flooding. This allowed the land around Goole to become more habitable. His name lives on in Goole when the old Grammar School was renamed as Vermuyden School.



In 1826, the Aire & Calder Navigation Company opened a new canal from Leeds to Goole. This was the start of Goole as we know it and a large town built up exporting coal from the West Riding of Yorkshire to the Continent.

Various shipping lines set up in the town, each one having their own fleet of ships, ensigns and offices in the town. The railway came a few decades later with the Lancashire & Yorkshire Railway using the port as its outlet to the North Sea and boom time came.



Other Goole engineers such as Stanhope, Aldham and Bartholomew invented radical ways to improve the efficiency of the docks. The most famous of these were the coal hoists. These allowed small barges (Tom Puddings) carrying coal from the Yorkshire coalfields to be lifted from the water and their contents loaded directly into waiting ships. These were in use until the mid-1980s and only one of the original five remains. This is now a listed building.



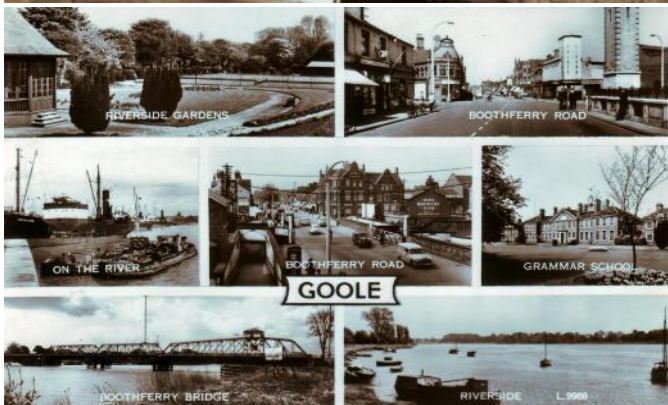
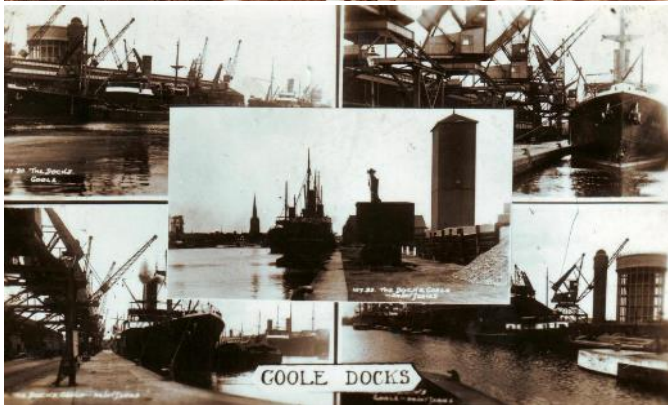
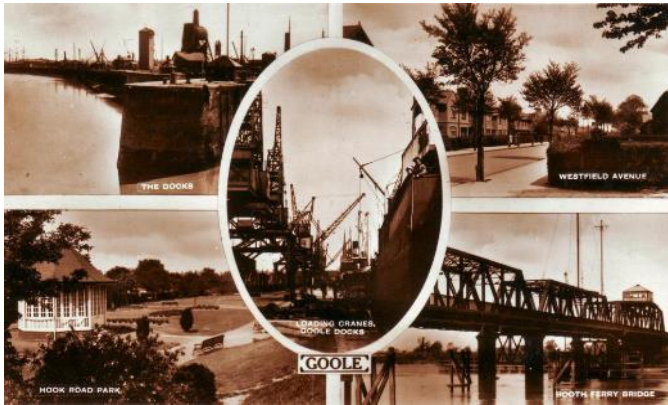
At its peak, Goole was a rival to Hull. A mural at the L&YR's Victoria Station shows the prominence of the town. There were passenger ferry services to Europe and the world, and local steam packet services to Hull and York. For a town of 10,000 people there were three cinemas, two theatres and a ridiculous amount of pubs serving both the locals and visiting sailors. Various municipal parks were built and the town expanded to the surrounding countryside. Goole benefited greatly from the manufacturing power of Yorkshire and rail links were built to Selby, Hull and Doncaster. A shipyard was built across the river in Old Goole.

The Victoria Pleasure Grounds were built and Goole Town FC was successful in the local leagues. Famous Goole landmarks such as the "Salt and Pepperpot" water towers, the cranes, mills, the Grammar School and chimneys were built.

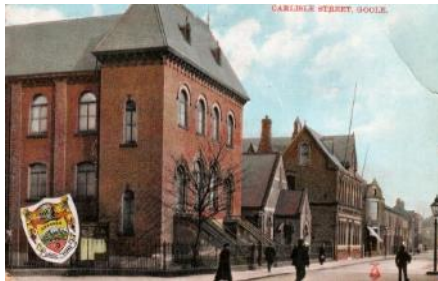
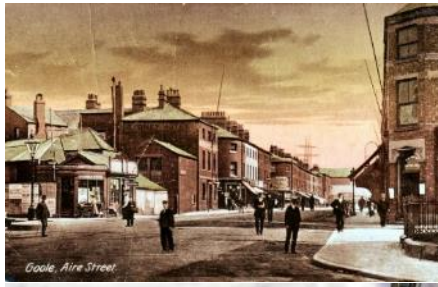
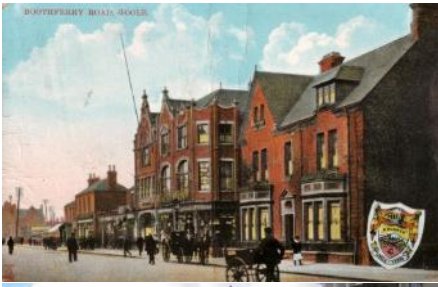
Despite its prosperity, Goole was still quite isolated and surrounded by beautiful flat countryside. It became known as "the Port in Green Fields".

The town was bombed during the zeppelin raids of World War I. A mass grave for the victims, when a theatre was hit, still exists in the cemetery. It was only bombed once in World War II by a lost plane. Goole's merchant sailors played a great role in keeping supply lines to Scandinavia open (Norway provide the town's Christmas tree every year as way of thanks), and sections of the Mulberry Harbour, used in the D-Day landings, were constructed in Goole and floated down to France.

Postcards



Then and Now



Visitor Comments

Posted by Ken on 12/10/1998

Aloha! I was cruising the web on things Goolie and found your page. The picture caught my eye, I have been on top of both water towers, the new one legally and the pepper pot maybe not so legally! As I recall they are 159ft high. One of my mates walked around the outside of the pepper pot parapet, if he fell off I think his next stop would have been the abattoir below but that was in 1962 and before.

I was trying to reconnect with some of my school friends and looking for likely email and web pages, yours looks like a good start. I went to Alexander Street School (and the nursery school before that when I was four), Kingsway County Primary and Goole Grammar. I finished at the Grammar School when I was sixteen (born in 1946) and we immediately moved south to Stevenage so I lost contact with everyone. I have family still in Goole but they never really knew my school friends or what happened to them.

Anyway I would be interested in your experience of Goole and if you could help me get to contact someone. Goole gets a lot of bad comments but I thoroughly enjoyed my childhood there. I went back a few times to visit and was somewhat disappointed with what has been torn down and moved for the convenience of cars in the name of progress. I don't think the average Goolie realises what an historic treasure they have. The combination of the docks, canals, railways, etc. produced some very interesting architecture, etc. and was a dream for a boy's playground - witness all the trouble I used to get into!

I now live in Hawaii after a time living in California. I think I can safely say that I am the only Goolie in Hawaii :)

Posted by Raffer on 25/10/1998

Hi. Glad to find your web page on Goole. And I'm interested. My mother's side of the family were "Goolies" - all Depledge by name, most of them seafaring men. Great-grandad captained the Blythe at the turn of the century and died in 1930 at 95 years old in Bradford, while living with us. I was five at the time.

I've lived in Northern California since 1959, but spent many happy hours in Goole visiting relatives and listening to all the seagoing stories.

Posted by Ken on 02/11/1998

Aloha! It is funny but I have been to a few of the world's corners but have never met anyone ex-Goole. Definitely a need for a Goole website, a very misunderstood town, even by the residents! Goole has (had?) a lot more going for it than people realise.

I had contacted The Goole Times at the same time as I emailed yourself and now they want me to write an article on how-come an ex-Goolie ends up owning a coffee farm in Hawaii :). I will let you know when I send it. I have done the draft but need to reduce the word count.

My mother's side hails from Leeds and Aunt Nancy still lives on Meanwood Road I think opposite t'destructor if that still exists. Two of my cousins were in the Leeds group called the Grumbleweeds. I don't know if they are still going.

I would like to contribute some stories when I have time (after the coffee picking season which is hot and heavy right now).

I searched a few times and got nothing of interest then I tried the Lycos engine and came up with your page and Ye Olde Goole Times.

Anyway nice talking with you and look forward to keeping up the communication. If you have the time to ask around I am particularly interested in trying to contact Paul McAlinden who I was at Grammar School with (with whom I was at the Grammar School? ... guess I didn't learn much!) We just lost touch when I left and it would be nice to try and find him again. He should be age 52 now, a lot of people should remember him.

Posted by Linda on 02/11/1998

Hi. The Goole-on-the-web site was interesting and amusing. It kept me occupied for a good couple of hours. I will add it to my home page but at the moment I am in the process of building a new one.

Please put me a red dot on your map. I am from Perth, Western Australia. I escaped the town when I was 17 years old and have only ever been back for short visits. So please do tell why are you so interested in such a boring place? When I was younger we called it Sleepy Hollow. Has it changed? It hadn't six-and-half-years ago when I was there.

The town itself is maybe a bit more modern but the people have never changed. When I have been back for a visit it's like I have never been away, only my accent gets ten times stronger LOL.

I have to sign off now so I will watch for any other pages you may add to the site. Bye for now.

Posted by Carol on 13/11/1998

G'day. We are ex-Goolites living in Brisbane, Australia. We would be interested to find out what the current population of Goole is? It would also be interesting to hear about more of the pubs which we frequented in our misspent youth! Ie. the Dock Tavern, Mariners Arms and The Canal Tavern. There seems to be some argument as to the name of the pub that was in Boothferry Road just down from the North Eastern Hotel. I think it was the Railway Hotel and my husband thinks it was The Canal Tavern. Please settle this for us!

I spent many years in Goole, my maiden name was Carol Denby and my parents were Jim and Myra Denby, both deceased. They were well known in their day.

Posted by Chris on 15/11/1998

I've decided to do the family tree thing and want to give my dear old mum as much of her history as I can. Would you mind posting a message to any helpful parties who may know of anything of the Tasker family who lived at 30 Cecil Street, Goole in the early part of this century?

I have a few names to go on who will all be relatives and who would probably know my mum, (Marjorie Acaster). These may or may not all be Taskers: Edward (Ted); his son John and daughter Peggy (my mum's cousins); May (mum's auntie); my mum's mother Sarah Ann who died quite young had married Stanley Acaster; there was also another cousin called Herbert (Bert).

I would love to hear from descendants or people with any information. Does Cecil Street still exist in Goole?

Posted by Jonathan on 19/11/1998

Hi. As an ex Goolie I found the web page amusing and refreshingly honest. Although I found the pub guide a little misleading as all the pubs in the "centre" have their quota of teenagers and slappers. Although my family still live in Goole, I find the marginal attractions of London more to my favour.

If only I'd have known then that Alan Hardwick once lived nearby, perhaps my career choice may have been entirely different.

Delighted to see that the internationally renowned McDonalds cuisine is doing so well. It's good to see that the residents of Goole have an alternative to Heroin. Although the jury's out on which one is worse for the health.

As this is now a bookmark on my browser I will no doubt visit the site again when I need cheering up.

Posted by Darren on 21/11/1998

Well - what can I say but what a brilliant site. I moved out of the town to live in York earlier this year and for some reason I kinda miss the place. It's great to read about the town and catch up on all the gossip. I guess living in a city that stories don't get around like wild fire as they do in Goole. Thanks for the read, and keep up the good work!

Posted by Penney on 01/01/1999

Excellent site. Can you include more historical stuff please for us family historians who have discovered that our ancestors arrived in Goole around 1826 with the opening of the port? Searching BELL, BROMLEY and PEARSON ancestors in the Goole area. Thanks.

Posted by Malcolm on 13/01/1999

I am revisiting your site and I am impressed with what you have added to it. I especially liked the mini-cam shot of Boothferry Road and would welcome seeing other views. The site looks great but check out your Look Alike page, you have the captions on the wrong photos. Have you ever entertained the idea of asking people if they would mind having their e-mail addresses posted so that old friends could get in contact with them? Keep up the good work.

Posted by Mein Name on 27/01/1999

Howdy. Thoroughly enjoyed reading about Goole! I grew up in Goole Fields, went to Leeds for ten years, then three years in the USA and now I live in Germany. I still enjoy going home to visit family and friends there and catching up with the local gossip. Please keep up the good work and I will add this to my favourites!

Posted by Chris on 18/02/1999

As the Halifax born son of a native Goolie, I don't know if I merit a red dot on your map. But, as I now live in Bray, south of Dublin, Ireland, I think you could chart the spread of the Goole gene pool. Or is it a Gene puddle?

Posted by Dave on 23/03/1999

G'day. Just thought I would let you know that there is a Goolie thriving and well in a little town called Bungendore, which is just outside Canberra in Australia. The Goolie is Colin George Hall and was born in Goole in August 1946. He immigrated to Australia in November 1971 with his young family.

How do I know this? I am his daughter and thought you might want to add his name and location to your map of Goolies.

Posted by Sarah on 29/03/1999

I am from Goole but currently studying in Oxford, in my second year of a Geography degree. I don't get home very often and find myself feeling a little bit homesick sometimes. Your website was a nice surprise and brought a smile to my face. Whenever I meet people in Oxford they instantly

pick up on my non-local accent and ask me where I'm from. Only a handful have ever heard of Goole, nobody seems to know where it is, those who have been there seem less than impressed by it!

Your website captured the character of Goole in a humorous way. I particularly liked the pub reviews, the news and the comments from past residents. It would be nice to see somebody I know on GooleCam, next time I'm home I'll try and get on it myself!

Posted by Norman on 02/04/1999

Another Paul Chessman, former resident of Mendip Avenue (the more desirable end of town) now lives in Quebec. The Paul I refer to is my brother not my cousin Paul who you list already on the site. Whilst all the family of Chessman's lived in Goole from birth none of us now reside there. I (Norman) live in Nottingham and my other brothers live in Hull and Hornsea on the East Coast.

Goole has the ability to stimulate movement from the town - either because of the rich culture (such as Aire street on Friday night) or because actually most of our culture is underpinned by a history of accommodating other visiting sea-goers, being exposed to railway, motorway, canal, or venturing out to work in mines, steel, or on board a ship.

I have heard Goole described as a shit hole on many occasions by those from Beverley and surrounding areas. While my silence has colluded with these put downs; whenever I return (usually once a year) to get drunk in Aire Street, the town usually charges me with ire and a strange sense of pride that I have been able to live through and move from the town.

Posted by Dionne on 06/04/1999

Being someone who used to live in Goole, I can only say that the primary schools are a disgrace. My son went to one for six months and what I saw was horrendous. I had no choice to but to move him to a different school in a different area. Please note we are just an average normal family who were brought up in nearby town Selby, but surly something has to be done with Goole. At the moment it is just a dead end town with no future whatsoever.

Posted by Dave on 10/04/1999

Hi, to all Goolies at home or abroad. What has happened to the old place? I was there about three years ago but it was in winter, saw some old friend, had a good time but did not have time to chat. Bye from Tel-Aviv, Israel.

Posted by Pam on 14/04/1999

G'day. I am writing on behalf of my husband who is a Goolie by birth but a North Queenslander by choice. Our daughter discovered your website but the vagaries of the Internet are beyond my husband who is only just coming to terms with the fax machine, hence my intervention.

Bernard left Goole 49 years ago for Australia and has not so far returned. After living firstly near Newcastle and later in Sydney he has now been living the laid back life of the tropics for almost fifteen years. We will be visiting the UK in May and June and naturally Goole will be on the itinerary. He is keen to revisit but concerned that much of what he remembers will have changed or no longer exist. Thus your website has been studied in depth, thank you.

Should you wish to place a red dot in his honour on your world map we live just outside of Townsville, Queensland's best kept secret.

Posted by David & Sarah on 15/04/1999

G'day. Originally from Leeds, I was living in Sydney, Australia and met a girl from Goole. Within six weeks I had flown back to Yorkshire. It was January 1997 and I was wandering around the

Pioneer supermarket with this glowing suntan. The girl on the checkout asked why I had such a nice tan. When I explained that I had just moved to Goole from Sydney she stared at me disbelievingly and cracked out laughing.

Having travelled around Australia twice, climbed Ayres Rock, seen an opera at the Opera House and scuba-dived on the Great Barrier Reef, I can honestly say that the most beautiful sight I had ever seen was in Goole. However, we have now got married and moved back to Sydney so your loss is my gain.

Anyway, some of the things that will always remind me about Goole are the friendly people, the food at the Blacksmiths, the fog, the bad bends at the end of "Wezzie" Banks and my wife's parent's farm at Swinefleet.

Posted by George on 27/04/1999

Hi everyone out there.

Saw your website when I searched for information about Goole. I was born in Old Goole, Cooper Street 1919. Left Goole 1934 to go to London to work. Went into the army 1940. Immigrated to Canada 1957 (with my family) to Ontario until 1995. We are now living in Alberta. My wife was born in Hensall, a village outside of Goole. Those born in Snaith will know the place.

Posted by Paul on 28/04/1999

Fascinating site! I escaped when I was eleven but still have family around Goole. Mark me on the gene pool map in Washington D.C.

Posted by Susi on 06/05/1999

My name's Susi and I live in Hook. I just want you to know that

1. Fanny Craddock never lived in Hook (well, not to my knowledge anyway), it was Grace Mulligan. (I think she did a program called "Farmhouse Kitchen" or something like that)
2. There is no such place as Vermuyden High School, the name is simply Vermuyden School. (No school in Goole could contain the word "high" in its name - it sounds way too posh!)

My brother is now living in Philadelphia, USA. I'm just about to e-mail him about this site, so perhaps you could enter him into the gene pool?

Posted by John & Brenda on 06/05/1999

From two ex Goolies living in Melbourne Australia. Enjoyed the site, it brought back a few memories of a misspent childhood. Expect to see another red dot on the map the next time we visit the site.

Posted by Aidan on 25/05/1999

OK, so I'm one of the saddoes who looked up Goole on the web... and guess what I found?

I also have the word Goole in my CV, so perhaps you might be interested. Like a lot of hacks littered around the country (probably around the globe) I began my career in journalism on the rightly venerated Goole Times. I'm now, after various other roles including an eight-year sentence as sports editor of the Sunderland Echo, internet editor and single-handed web developer of the Evening Star in Ipswich (Britain's Evening Newspaper of the Year, no less).

One of my contemporaries at t'Goole Times (1978-1981) was Tim Moynihan, now senior reporter and sports-news specialist for the Press Association. Another was Sarah Haw, who I believe is still

editor of the mag Your Horse (or is it Horse & Pony?), based in Peterborough. A near-contemporary, Brian Groom, is I believe editor of Scotland on Sunday.

Incidentally, the person who remarked on your site that the present Goole Times seems to have no continuity with the old Chimes might like to note that the person who coined the phrase Gruel Chimes is today the editor of that publication, as was his father before him for many years. Goole wouldn't be Goole without the Butler family.

PS. I'm thrilled to discover from your site that Goole Town FC is extant once more. I spent three happy-ish years reporting their progress in the old Northern Premier League, rubbing shoulders with the likes of Charlie Green, Mally Thompson, Tony Taylor & co.

Posted by Marco on 02/07/1999

Hello to all the people of Goole. Do you know there are many people in Belgium who have "Goole" as their last name? More than likely our origin lies in your town. I hope to visit it some time.

Posted by Garry on 02/08/1999

Greetings from Ontario.

What a great site! Our family records state that in 1831 George and Hannah (Demeline) Caldwell left Goole and came to Canada where they settled in Oro Township, just outside what is now the city of Barrie, Ontario. Today many of their numerous descendants still reside in the Barrie area.

If anyone has info on my great-great-grandfather's family, I would love to hear from you. Thanks and all the best to Goolies everywhere!

Posted by Graham & Susan on 02/08/1999

Hi. We were thrilled to find this site, now we can prove to new friends that there is such a place as Goole. Keep up the good work.

We, Graham Whitehead and Susan (Welburn) Whitehead both attended Goole Grammar School and wondered if any of your other correspondents did.

We immigrated to Alberta, Canada in 1982; spent 1991 to 1994 in Venezuela, returned to Alberta for a couple of years and are now living in the States for a while. There must be something about Goole that make Goolies want to travel!

Posted by Joyce on 15/08/1999

Debbie Kitselman of Coeur d'Alene ID came to spend the day with me, gave me your site address. I am Joyce Duval, better known as Muriel King when I went to school, (GGS 1945-1953, Pasture Rd and Boothferry Rd, 1939-1945). My dad was "Dick" King, worked in Goole Post office 1923 to 1953. Yep, they transferred him from Poole to Goole, often wonder if it was a typo!

Have a little puzzle, I always thought it was two Liberator Bombers that collided over Goole, not Spitfires, also the Humber ends where the Ouse and the Trent join, at least ten miles downstream from Goole, I'm a geographer so get nitpicky on that kind of thing, but loved your site, still have lots to browse through - I will return. And who was it who contacted you from Bonnie Lake WA, about 300 miles from me, but the home of my daughter?

Posted by Julie on 15/01/2000

Why is there not a guest book? I wanted to write something wonderful and witty.

How does one get on the list of ex-residents? (And why has it been almost 18 months since anyone was listed?).

This site is hilarious, by the way. I actually stared at the GooleCam for ages, wondering why nobody was moving. I was so excited at the thought of seeing people moving in Boothferry Road. I never knew they did!

Posted by Chris on 19/03/2000

Surfing things about Goole came across the site. Interesting to see names from the past. I now live in Singapore.

Posted by Emma on 23/03/2000

Hi! I thought I'd like to add to your list of people around the world with a little Goolie in them. My parents live in Saudi Arabia (where I'm mailing from) and my mother is from Goole. Exciting or what! Another dot to add to the map (Ras Tanura, on the Arabian Gulf). Long live Goolie domination!

Posted by Justine on 23/03/2000

Good Morning,

I have just found your website and would like to say how great it is to read about Goole on the web! I am currently living and working in Hong Kong but my parents still live in Hook! It's great to read up on the news on the Goole Times website! Keep up the good work

Posted by Paul on 30/03/2000

I couldn't believe it when I was surfing for a florist to send some for Mother's Day and found this amazing site. I too left Goole as soon as I got the chance, I worked in Hull for a few years in the, what was then, Fosters Menswear (used to be in the Goole shop). I then left the North to search for a higher standard of living, which I'm glad to say I've found in London.

I really enjoyed reading the feedback page and some of the opinions of people who no longer live there.

I want to go down on the record to say I loved life in Goole, even though getting a regular head kicking down Blood Alley wasn't a highlight. I hope some of the girls still remember the Chocksta with fond memories (I wish). Good to see photos and keep up the site, it's pretty cool

Posted by Margaret on 16/04/2000

I was born in Goole 52 years ago. I now live in Mackay in Queensland Australia. I am looking for my relatives, surname of GANLEY, I know some of them still live in Goole, but I am going back to the 1850s. My grandfather used to own a pub in Goole, don't know the name of it. Can you add me to your map please?

Posted by Peter on 05/06/2000

G-Day Mate,

Just been laughing at the website, I'm sending this from Port Macquarie, N.S.W. Australia.

In the finer traditions of "Colditz" I would like to report a "home run", but I fear my escape has been discovered and as I write this, the authorities are closing in on my location and I think I will be returned (by force) in time to read the "Cruel Times".

Seriously I've been on a two-month holiday, but it's been nice to see Goole on the web.

Posted by Jan on 08/07/2000

Thanks... for the GooleCam and the Look-alikes... I haven't laughed so much since I escaped from Goole myself in 1964!

Posted by Paul on 03/08/2000

You just can't escape Goole, wherever you go. I was browsing the Internet and for a laugh, I entered Goole, not knowing there would be a website for it, good on you. It's good to know things haven't changed. Scrapping in Aire Street and interbreeding. I left Goole in 1993 for Hull (some move eh?) and moved to Phoenix, Arizona USA with work sixteen months ago so it's good to see the old country, and thank God, I escaped.

Posted by Richard on 12/11/2000

I cannot really claim to be a Goolie, but I did live in Goole as a seven-year-old for one year.

My mother (Gladys) is a war bride and married a Canadian, Bill Hetherington. They are retired and live in Victoria, British Columbia, Canada. I am their son and have lived in Dublin, Ireland for the last few years. My grandmother, Mary Hall, ran the Lowther from well before World War II into the 1960s. That is where we lived for the one year. My wife and I do visit Goole on occasion as we have long time family friends, but no family. The only family in Goole are all buried there. A pleasant experience to come across the site on the web. Much appreciated.

Posted by Mark on 17/11/2000

Just thought I'd drop you a line from sunny Clearwater Beach in Florida. I guess that I am only a part-time escapee from Goole, as I have a holiday home here and spend between three to six months here, so I don't know if I'll qualify, I hope so. Your website is great, they say there is nothing funnier than the truth and you seem to have captured that in your website. I'm glad I am not the only one who knows that Goole sucks, but am still I dumb enough to keep returning?

Bye for now - gotta catch up on my tan.

Posted by Russell on 16/12/2000

Well done on producing a very well and wittily presented site. I have thoroughly enjoyed reading through it and wholeheartedly agree with a lot of the issues raised. I live in Goole at the moment but go to school out of town and people always give Goole a hard time. It isn't really as bad as people make out!

You may wish to include that the subways have now been defaced (moustaches and glasses drawn on people as predicted!) and someone has written "Trotter's Independent Traders" on the side of a yellow van!

You may also want to mention the fact that we have in excess of eight charity shops, three supermarkets, six banks and two shops of any significant use.

Posted by Peter on 06/03/2001

Keep up the good work. It's nice to see and hear about the Sleepy Hollow, even out here in Portugal. I had some good times in Goole, great people too.

Posted by Brian on 13/03/2001

Great Site - Light hearted approach with accurate data. Left Goole in 1951 but have recently been revisiting to trace family tree. Noticed my cousin Ken has visited the site from Hawaii. I still have relatives living in Goole.

Posted by Vivienne on 19/05/2001

I was born in Goole in 1944, lived in Elm Avenue, went to Boothferry Road Infants, then Juniors, then to Goole Modern for a year, then on to Selby Tech, leaving in 1961. I moved to Manchester to work and have been here ever since, doing missionary work, spreading the word of Goole. I had

two brothers, Terry and Bernard Toolan. Goole people tend to spread over the globe, we did, my brother Terry's children are in New Zealand, Bernard is in London but we are all still Goolies at heart.

So, where are all those people who are now 56 who rampaged round Goole in its heyday; dug in the sandpit at the corner of Kent Road; had street snowball fights; frequented the Copper Kettle and the three, yes three, cinemas; danced at the Baths Hall and ate chips and scraps on the way home; and went to the youth club opposite the football ground entrance.

And is the Mick Armitage mentioned in this week's Goole Times the same Michael Armitage I used to know? What happened to John and Mary Clark, Jenny Massey, Ted who had the Velocette, Spud Tate from Kent Road, Kath Warrington, Kath Oliver? Happy days, but to stay would have driven me daft. Manchester is bigger and busier, but Goole was good to grow up in.

Posted by Stephen on 30/06/2001

After reading this website I'd like to say that it is a total insult to Goole and its people. Anyone who isn't from Goole will think what a dump it is and won't want to come here. Why not say something good about it for once, eg. Wesley Square?

Posted by Ronald on 27/07/2001

I was born in Goole in 1938 and lived in Elm Avenue at No. 12 and also went to Boothferry Road and the Grammar School, before being called up for National Service at 18. Since then I haven't been to Goole very often, although I was there for three days (that was enough) at the end of May this year.

Goole has changed only a little compared to most other places but from reading the Goole Times each week it seems most Goolies are frightened of change and don't want it anyway, although I fear what has changed hasn't bettered the place much anyway. Despite all that I guess I still have an affection for the place or I wouldn't read the local rag regularly.

I have lived in Sydney since 1979 and have lived in North Bondi (ten minute walk from the beach) for the last fifteen years. I guess there are more Goolies away from the place than in it, so another spot on the map is warranted.

Posted by Peter on 20/10/2001

I was just surfing and came across your website.

I attended GGS between 1959-1966 and have never lived there since!! I joined the Brit Army, emigrating in 1981, and the closest I ever got to Goole again (except for visits) was a two year stint at Kirton-in-Lindsey near sunny Scunny.

I have lived in Australia since 1978 and cannot ever imagine returning to Goole except to visit my mum and sister Sue. I now live in the Dandenong Ranges just outside Melbourne.

Every time I have been back I have never seen any of the old school gang, which is disappointing and I often wonder where they all are. From the other gene poolies, it seems that they will be spread far and wide.

It was interesting reading the other e-mails and reminiscing over some of the teachers - I remember Miss Potter, Mr Petch, Arnie Chappel, Boilerhead, Mr Hutchinson, Mr Townsend and Lennie the Head, who once saw fit to give me the cane.

Goole appears to be largely unchanged and it is difficult to draw a parallel with anywhere else I have ever been, but then I have never been to Zlotov.

Love to hear from anyone of the same era who remembers me. Regards from Down Under

Posted by Michael on 17/12/2001

How come so may Goolies live in Australia? Well you can't get much further away can you...

Lived in Goole 1951-59 and went to Boothferry Road Primary and GGS. Remember well all the bikes, particularly when Burtons came out. I think there were more bikes than people. Passed through the town summer 2001 and all the bikes have been replaced by cars. Took 30 minutes to get from the motorway to the cemetery. Still have relations living there so it can't be all bad.

Posted by Gordon on 29/12/2001

My name is Gordon (Jim) Deighton. I emigrated in 1974 and now live in Australia, close to Surfer's Paradise in Queensland. I have many fond memories of Goole, not the town so much but the people. I had many years working on Drax Power Station and Eggborough during their construction. I worked in the concrete gangs. There maybe someone out there who remembers me. If so I would be only too glad to communicate with them. I also worked at Garden King Frozen Foods from 1970-74 before emigrating.

Posted by Marv on 20/01/2002

Dear Goole-on-the-Web

My grandfather's-grandfather was from Rawcliffe. Is that close enough to earn me a dot on your map of the Goole gene pool world?

I enjoyed your site very much. But I don't want to pester you... Goolie from Utah USA

Posted by Rich on 10/03/2002

Hey, just checking out your website on Goole - it's really very good. I like the GooleCam especially for those homesick days. I loved your reviews on the bars - I used to bartend in Goole in at least three of the bars (Flappers included) and agree wholeheartedly that it probably is better of as a burnt out husk.

Anyway, I am in Orlando, Florida and probably will be moving to Miami in a year to go to med school (hopefully). Keep up the good work.

Posted by Angela on 15/04/2002

Being off work sick I stumbled across this site and it cheered me up no end. I'm an ex-Goolie (spent eighteen years of my life there) and I cut my teeth as a reporter on the Goole Courier about ten years ago.

I spent many happy (well kind of) teenage years at Goole Grammar School as it was then, buying dodgy meat paste sandwiches from Cooplands (or M&S if you were feeling flush) on a lunchtime, browsing round Woolies record section before returning up Boothferry Road for a nice snooze during double chemistry in the Science Block.

My parents came from Goole - well actually my dad, Richard was incomer from Middlesborough but after 20 years I think became naturalised. But mum Helen is Goole born and bred and came from quite a large Goole family - that belonging to Tuts and Walter Kitchen. There's a huge dynasty of Kitchens, Roberts and Boasts now. My sister Susan, was also once married to one of the sons of Peter Teed - the well-known head teacher of the Grammar School. I now live in Leeds with my fiance.

Anyway enough rambling - thank you for an excellent site, very well researched, full of local humour and it made me laugh out loud several times, quite painful when you've got stomach ache!

Posted by Karl on 21/05/2002

I'm an ex-Hookie who now lives in freezing Sweden where the beer is expensive and tastes like piss. I moved out from Goole in 1989. My brother Martin still lives in Goole with his wife Louise. My father Loz (Harold) has moved to Selby, my Mother Sheila used to work at the Brassa club in North Street. It would be great if some of the people I knew then could get in touch with me.

I now have two children and work for a medical company in a small town called Karlskoga. I still visit Goole and my family. I'm coming over this summer to enjoy a few good pints at Heppy's and down Aire Street.

Looking forward to see it all again.

Posted by Alison on 18/06/2002

Hiya fellow ex-Goolies!!

I left Goole in 1985 after spending ten happy growing up years there (well most of them were happy - some were just boring!) I went to Alexandra Street Juniors, Bartholomew Middle and good old Goole Grammar and I'd love to hear from anyone who may remember me.

It's great to visit this site and see how Goole has changed, all the time I lived there the only change happened when a ship crashed into the railway bridge over the river!

Still I've got two kids now, and I'd happily bring them up in Goole so it can't have been that bad.

Posted by Paula on 06/08/2002

I loved visiting this site and want to thank you for doing this. The photographs are terrific but please tell me how it got its name Sleepy Hollow.

My mother was born in Goole and her name was Clarice Cutter. Her mother's maiden name was Fanny Appleyard. My grandmother was a widow at an early age as her husband was killed in World War I. She operated a boarding house and many of the patrons were from travelling theatre groups as the theatre was close by. My mother told me of an African fire eater who polished his skin with black boot polish to make it shine.

My mother was born around 1910 and her mother died on my mother's fifteenth birthday. My mother then went to live with her guardian (eldest brother) and I remember that he had a hook instead of a hand. When my mother married Alfred Robinson they lived in a railway cottage until they moved to Hull before I was born.

I have lived in Canada for 33 years and the majority of my siblings still live in Hull. I live on Vancouver Island in British Columbia. If there is any information about my mother's side of the family I would love to hear from them. One of my mother's sisters was called Dot (presumably Dorothy) and she married a Dutch man with the last name of Vander-Tachs. They had twins named Jean and Joan.

Posted by Chris on 30/08/2002

I'm approaching 58 years of age and I'm ashamed to say that I've never been to Goole, been past on my way to Finningley, but alas my education has been left incomplete thus far. This omission will be remedied on Wed next (4th September) when I have the unfortunate duty of attending St. Mary's church in Old Goole (not mentioned on the site - as far as I can see) to see one of my old workmates off on his last trip to Scunny crem.

It was good to look on your site to see the names that I've heard him mention many times, almost like I was native of the area myself.

Someone told my old mate once, when he owned up to coming from Goole, "No-one actually owns up to that, they all say that they come from just outside Goole". The look on my friend's face was a study, first and only time I think I saw him lost for words.

The humorous quips are great and you are to be congratulated on both your application and hard work in producing such a good organ of publicity for your, and my friend's, home town.

By the way is it "Goolie" or "Gooly", with "Goolies" as the plural. Are you sure you are definitively correct in your usage of "Goolie"?

Posted by Sam & Ruth on 01/09/2002

My father, Bernard Milner, was born in Goole in 1924. His nephew, Howard, owns and operates "Milners" Florist and Pet Supplies in Goole. I had always heard so much about Goole and my relatives. I am thrilled to report that I finally made it to Goole in January. I stayed with my father's good friend, Dorothy Thompson and met my Milner relatives for the first time. I was especially delighted to meet Samantha - my past "friend-friend" in the flesh!

While it was only a short stay, I have lovely memories of Goole. It was freezing with snow covering the ground, which was quite a novelty for my husband and I who are both from North Queensland. We had the tour of Goole and saw dad's school - Goole Grammar, the river, the docks and some of the pubs. We were also treated to a trip into York. It is lovely to be able to picture the people and places of dad's stories.

Posted by Gary on 29/09/2002

I'm Gary, formerly of Ilkeston Avenue, Goole (left in 1981), now of Cambridge, Ontario, Canada

Posted by Gary on 01/10/2002

Gday... sorreee just had to say that!

I'm a Goolie in Oz! Was just surfing around looking for some info on Goole to show my partner. I grew up in Hook and spent my school years at the Grammar School. Any old schoolies out there want to contact me? Great website... love it!

Posted by Alison on 03/01/2003

I just found the site and was born in Goole Maternity Hospital in January 1967. I now live in Dallas TX. I went to live in Sydney, Australia when I was seven and came to live in the US eleven years ago. I come back to Goole (my roots) almost every year. I was just there in October and plan to be back in December of 2003.

I'm very proud of where I am from and love to talk to my American friends about the differences in the lifestyles. They love to hear me when I put on my Yorkshire accent - they don't understand a word I'm saying! "Eee by gum lass" just doesn't translate!

I have just spent the best hour looking at the website - keep up the brilliant work! The pictures make me home-sick and just might lure me back!

Posted by Peter on 01/05/2003

Boy, what you can find when you browse Google looking for "Swinefleet, Yorks, England"! 72 items, no less - which led me to your excellent site. I didn't know anyone in Goole had the wit and expertise to produce such a great site. I immigrated to Canada in 1959 but still keep in touch, relative in Reedness and friends in Leeds. Win Walters, who used to run the North Eastern with Sid, who died in 2001, lives close by in Prince Edward Island (Summerside) with her son Michael, who immigrated to Toronto a few years back.

There are two more spots for your gene pool! Although I never knew either of them, I got in touch, via Debbie Kitselman, with Joyce Duval to set her straight about planes crashing on Goole during WW2. Could anyone put me in touch with Mike Marsh, who I understand was also interested?

My family owned Advance Buses. I went to school at Drax GS with, among others, Andrew Clark of the fishmongers in Pasture Road.

Why did you let them screw up the North Eastern - last time I was in there, about 20 years ago I went in and turned right round and left. Also Mary Hall wouldn't have let them do that to the Lowther.

Anyway, I have thoroughly enjoyed my half dozen hits on your site since I discovered it a week ago and look forward to revisiting soon. Despite my disdain for the place when I lived there, I couldn't wait to get out, there is still a lot of nostalgia for it. Keep up the good work.

Posted by Steve on 10/08/2003

I love the site. One thing about Goole is that if you come from there you leave with a sense of humour. Your site is the only Goole site (OK, there aren't a right lot to choose from, but still) that puts that across for the world to see. Lucky buggers eh?

Posted by John on 23/01/2004

Dear Goole-on-the-web

I think this is one of the best and funniest sites I have come across. I had often looked at maps showing Goole and wondered what this most-inland seaport was like, but you prompted me to actually get of my backside and visit.

I've now been twice and have also written a description of Goole's townscape for a soon-to-be-republished historic map of the town. I'm looking forward to my third visit.

Highspots: how Aire Street turns into a footpath meandering through the docks (how many ports can you get into the docks these days?); a nice pint (the Victoria on Hook Road, or that new Wetherspoons pub); some of the old dark red brick commercial buildings; the friendly people in the shops; the way that the cranes and silos stand out when you are approaching the town by train; the two excellent museums; the way that walking around the side streets you can suddenly get views of the church spire or the water towers framed down a back lane.

I wish I were a photographer - I should spend all my time in Goole.

Posted by John on 27/01/2004

G'day.

Congratulations on a great site. I was born in Goole in 1964 at No. 6 Pasture Road. As you can tell from my intro I now reside on the beautiful Gold Coast which is in the state of Queensland, Australia. I have been in Oz since 1974 and love it here but your site has brought back many memories, all good.

Posted by Sheila on 14/03/2004

Hello, I was really pleased to see your website. My name is Sheila Limbeson (Leeden). I live in Deming, Washington State, about 300 miles north of Seattle. I would really like to hear from any of my old school chums. I went to the Secondary Modern School. I usually get to "come home" about every couple of years. Unfortunately my mum passed away late last year, but my brother Clive is still a Goolie.

Posted by Robert on 02/06/2005

Wasn't Goole once twinned with Gibraltar? What happened to that? I guess they weren't good enough for us.

It was twinned in 1969, and you can read an account of how this came about on page 4 of the Goole Times of 25 August 2005. Further evidence of the twinning is the existence of Gibraltar Court in Goole, and two buildings in Gibraltar - Goole House, and George Jeger House named after the Goole MP of the time. The article mentions that the twinning arrangement faded away after a few years, to be replaced more recently with the Zlotow pairing, although I recently noticed there is no mention of Zlotow on the new Goole road signs.

Posted by Ben on 04/06/2005

Zlotow? Where the hell is Zlotow? Just down the M62 mate.

Posted by Magdalena on 21/06/2005

I am from Poland and I know Zlotow very well, it's a very nice place though :) I am very surprised that Goole and Zlotow are somehow connected. My boyfriend lives in Goole and he is not very happy, he is from South Africa. Polish girl :) xxx

Posted by Hannah on 31/08/2005

I am a local teen that goes to the local school, and I have actually been on a trip to Zlotow in Poland and it is really nice!

Posted by Marek on 22/08/2006

I was trying to find a map of Zlotow on the Internet when I found this site. Most interesting. Na razie.

Posted by Mykell on 07/09/2006

I'd just like to say hello to all Goolies. I live in Zlotow and had several chances to meet the youth from Goole. You're all awesome and we have a great time together every year you come. It's a bit annoying when someone from Goole asks "where's Zlotow". Most people in Zlotow know where Goole is, with your traditional accent and culture. If someone needs more information about Zlotow, just visit www.zlotow.pl and choose the English version.

I'm looking forward for the next drama performance!

Posted by Sally on 04/07/2005

Love the name of your town. Greetings from Connecticut.

Posted by Michelle on 27/07/2005

I was born in Goole in 1969, I now live in Perth Western Australia my grandparents still live in Goole. It's wonderful to look at this website to see how Goole is developing. It also brings back a lot of childhood memories of walking some of the streets that are pictured.

Posted by Gary on 29/08/2005

I was born in Wakefield, where the eldest of everyone from Goole was born, in 1952. I came to Australia in 1969 but have been "repommyfied" several times since. This site is great to browse through, looking at photos, maps and familiar names. Kind of makes one feel homesick. Don't miss the weather though.

Posted by Adrian on 07/09/2005

Nice to read about Goole, where I lived and worked, 1990-2005. I am now settled in Louisville, Kentucky, USA. Interesting to see the lengths some people will go to have a change of scene... Hi to everyone at the jailhouse.

Posted by Daniel on 27/09/2005

Goole is a great place, like any other place you have good and bad points, to be honest we are a famous town. And another fact... Goole is the furthest inland port in the world!!! Isn't that cool? Look it up!

Posted by Pedro on 12/03/2006

Alas Goole is not the furthest inland port in the world but it is in Britain. In the world try Iquitos, Peru – blimey, you sail the length of the Amazon.

Posted by Maggie on 27/09/2005

Nice to read about the old town. I lived in Goole for too many years but now live in a quiet bit of France where there is no crime and the only drugs you get are from the doc. I will say that I will come back to Goole to see my sister next year (wonder how long I will stay?) Let's see, the Limousin or the haute-Goole? Sorry, Limousin wins but Goole is full of very nice peeps. All the best.

Posted by Philip on 21/10/2005

Great to hear that Goole is still on the map and thriving.

My mom was born in Goole and nearly every summer we took the trip from Birmingham to Goole to visit my grandparents. It took about five hours on the coach back in the 1960s. I'll always remember everyone had a bike, not like Birmingham where it was a bit risky venturing out in traffic on a bike.

My grandparents lived in Richard Cooper Street, which was quite near the docks. You could hear the gulls in the evening before we fell asleep. I was about eight or ten then. My grandfather had been a ship's captain or master mariner I think it was called, a real whisky drinking Scot. To be honest we were a bit in awe of him but he wouldn't have hurt a fly.

We always went to see Goole Town play, can never remember if they won or lost the matches we saw, but it was good fun anyway.

It was nice to see that Goole is still going strong. I live in Denmark now in a town called Holstebro. It resembles Goole in many ways, in size and the amount of bikes and the friendly people.

Posted by Samantha on 31/10/2005

It's nice to see Goole is still on the map, even though it's only a little place. It can be a nice place to live. I have lived here for 20 years. It has changed a lot. Hope you enjoyed reading about Goole as much as I did.

Posted by Kirsty on 11/11/2005

i think that goole is a great place to live ,i lived there for 6 yrs until i mooved away 2 sunny cyprus yay !i went 2 vermuyden n thats rokz tis da best skool eva li fink ppl shunt dis bowt the life coz it is class!

Posted by Jimnbob on 04/12/2005

Well done on an amusing and yet quite interesting insight into Goole. I'm now pointing anyone who asks about Goole toward the site.

Posted by Adrian on 24/12/2005

Happy Christmas to the people of Goole, from Kentucky USA

Posted by Clive on 26/12/2005

I lived in Goole until immigrating to New Zealand in 1964. I still come back to Goole quite often to see my mother and family, there's nothing better than travelling on the M18 and catching a view of the two water towers - it makes you speed up to get to Goole. I did all my schooling at Goole and have fond memories of supporting Goole Town. I lived in Pasture Rd and when I come back to Goole I can't get over how narrow the road is.

The first thing I do is buy some teacakes and a good Goole made pork pie. You can't get decent pork pies in New Zealand and they don't make teacakes.

Posted by Wizz on 12/01/2006

I'm not from Goole and I haven't even visited Goole, but it looks like a good gritty Yorkshire town and full of character.

Posted by Hetty on 19/02/2006

I have visited Goole a couple of times. It's a lovely small quite place, I will keep in touch with the Goole Times, it has made my day a lot happier, My best friend and her husband live in Goole. Lots of love to you all from Heteren Holland.

Posted by Janet on 23/03/2006

I've enjoyed looking at your website, having to smile about some of the less than flattering comments about Goole. My mother was born in Goole and I have many happy memories of holidays visiting my grandparents Edwin and Laura Law (sadly now deceased). I came back last year, while up North, nostalgia time! Don't worry Goole, I know where you are, and I like you!

Posted by Pedro on 27/03/2006

The path from the riverbank to the Riversdale Drive seemed endless. I even remember potatoes growing there, we would take a few and roast them on a fire of driftwood. As kids, we called the bankside the "target" for some reason. The grass would grow some three feet high. I still have my dad's salmon fishing license to fish from about the Ocean Lock area up to Hook Railway Bridge. Unlicensed fishing was poaching and carried a ten shilling fine. The guy who swung the bridge lived at Laxton and would call the police if fishermen ventured further than the bridge.

Posted by Geoff on 27/03/2006

My auntie Vera Bateman (nee Storr) lived at 6 Riversdale Drive. I remember the path cutting through to the river but we used to get into trouble for sneaking off there when visiting my aunt.

Posted by Shuffleton Streets on 29/03/2006

Thanks to your excellent powers of recall the vivid boyhood days are reminding me of the potato field and the riverbank walk from the old town library back to Riversdale. Books came in a variety of colours - brown green and red drudgy shades, carefully stacked under the watchful eye of that librarian who maintained silence in the Reading Room - Uriah Wood. You had to be nine before you got a borrower's ticket of your own.

Posted by Pedro on 29/03/2006

The old library was then in Carlisle Street next to the Tower, Kath Myers also worked there. I remember perusing the Lloyds List for information on returning troopships after the war, on which my brother was returning from the Far East, aboard the EMPRESS OF CANADA. After

they demolished the Carlisle school rooms, Eddie Eastham built his furniture shop on the site that is now the library and museum.

Posted by Ian on 03/07/2006

I left Goole in 1955 when I was ten years old but reading some of the memories and comments made have brought back many pleasant memories to me. We lived on Riversdale Drive opposite the path that led to the river bank (No. 19) and my “best friend” who also lived there was Keith Studer, grandson of Mr Studer of the LEP factory. I went to school at Gwalia Preparatory School which was on Hook Road at the corner of Richard Cooper Street until 1954 and then attended Hook Church of England School.

Posted by Keith on 20/02/2007

Only today have I stumbled into this site by chance and saw the message from my old “best friend” Ian. We haven't seen each other since 1955! We won't have changed a bit. Are you there Ian? I was brought up first in Riversdale Drive and then on Hook Road, where my father lived until his death only a couple of years ago. Nostalgia!

Posted by Pedro on 04/03/2007

Keith, I guess your dad was Ronnie. I well remember his dad the, old man with his beret and Churchill cigar, catching me smoking in a no smoking area of LEP Transport (Adelphi works). After giving me a rocketing for smoking I pointed out he was smoking a cigar as large as a rolling pin. To which he replied in his accented English “do as I plutty say not as I plutty do”.

Ron Pantry was his chauffeur and Mrs Ellis his housekeeper.

Posted by Michael on 03/04/2006

I love Goole - it is awesome; the most down to earth place I have ever been to and is full of traditional Yorkshiremen. SUPERB.

Posted by Ashley on 03/04/2006

My family are from Goole both sides, one from Old Goole and one from near the town centre. I have had to laugh at some of the comments. None of my friends know anything about it so it is good to show them all the places I've seen where my parents grew up. I think it's mad with all the predominantly old people and broad accents.

Posted by Chris on 05/04/2006

Goole is a good place - I love it there. I went to the local schools and it is great and it is quite friendly

Posted by Richard on 07/04/2006

Am I right in thinking Goole is an Anglo Saxon term for “Open Sewer”?

Posted by Stuart (Webmaster) on 08/04/2006

The name Goole is mentioned...

- in a medieval lawsuit referring to the “juntion of a drain (gowl) with the Ouse” - JD. Porteous
- marked as Gula in 1362, Golflete in 1552, Goule in the 17th Century “which is probably French in origin and means a hollow or creek in a deep river” – B. & M. Chapman
- Gowl in the 17th Century - J. Mankowska
- “Goole was once the name for a small stream or ditch” - thenortheast.fsnet.co.uk

Pay your money and take your choice. My old school teacher used to refer to the “open sewer” which in effect that's all a drain was, so that's the one used on this site.

Posted by Shuffleton Streets on 18/04/2006

Don't forget that the one and only sewer in Goole's port development was the Hook Drain that meandered through all the low fields either side of what is now the Hull railway line. It eventually formed the divide along North Street, before it was covered in, to empty into the river at what is now Lock Hill. So sluggish was it, due to low ground, that it must have been a health hazard. Also the Goole drain across what is now the Dutch River was used as a sewer too when housing was first erected between the Ouse and Swinefleet Road.

Posted by Kimberley on 26/03/2007

The word "Goole" actually means "drain", deriving from the fact that Goole was once a swampy marshland and it has strong connections with water, the docks, and the canal company, the Aire & Calder which used to have its board meetings overlooking the dock of the upstairs room in the Lowther Hotel, once the place to be. Goole gained hundreds of visitors and new residents through its dock developments, the large market that was held temporarily down Aire Street after a great fire bombed the market in the blitz. Everybody wanted to live in Goole.

It was truly a great place, now it is no more than the waste land it used to be, inundated by immigration, a place of no hope or prosper, no inspiration or opportunity, far different from what it used to be. Goole is a place where people want to escape from not build their lives in, not unless you are foreign in which it seems to be a great draw. It's sad a town once desired and prestiged as Goole has become so run down, forgotten and disliked, not only by its residents but all those who hear of it!

Posted by Stanley on 03/05/2006

Couldn't wait to leave Goole. Stayed there for over a year a few years back and have been told it's not improved. The local media will try to portray a different image, but Goole won't get any better. It does have some excellent buildings, but its biggest drawback is its people with their negative and insular attitude. Until they learn to evolve they'll continue to make this place a laughing stock.

In most towns in the UK a large influx of immigrants would not be a bad thing, but in Goole it would help to combat the parochial attitude that's been allowed to fester for far too long. If anyone from the education department from the local council happens to read this, they should take heed of the sort of people that the one senior school in the town is turning out.

To those that disagree with my comments I'll ask one question. Why is it that the towns and villages surrounding Goole are increasing their population figures and yours is dropping? Think about it. Could it be that anyone that's ambitious, forward thinking and wants to bring their children up in a better environment feels they have no choice but to leave Goole.

Posted by Nigel on 12/05/2006

It's true what they say - you can't get out of town soon enough, but we all go back at some point and have fond memories. I have lived all over the country and now in Spain. I even read the Goole Times online. The place never changes.

Posted by CJ on 22/05/2006

I was looking for "maps google" and got Goole. Wasn't I lucky? Just love your website. I live in Darlington and may now have a trip to Goole to see your port.

Posted by Brent on 05/06/2006

I was the first manager of the Jailhouse (pub) on Aire Street. I first enjoyed being in Goole but you soon come to realise that it is a small town with a small town attitude. If the people have a grievance

with someone it sticks for life. You can 100% guarantee that give them a drink and they will fight for bugger all!

Posted by Sandy on 14/06/2006

I've lived here nearly all my life. I like the fact that I know lots of people. They went to school with me, their parents went to school with my parents. Last week I talked to an old man that had been to school with my grandad. We know each other's history. Goolies are one big family.

Posted by Ed on 24/06/2006

I was born in Goole in 1935, lived on Jackson Street, Mount Pleasant Road and Woodland Avenue. Worked at Crappers Butchers until 1951 when I ran off to sea, spent ten years living in Southampton sailing on the "Queens" then moved over to NJ USA in 1968. Goole is still a great place and a great place to visit. On my many trips to the UK I always do a one day trip to Goole.

Posted by Sye on 21/07/2006

I'm originally from Goole, I've been living in and around Bradford since 1993. I'm so proud to say to people that I meet that I'm from Goole. They usually ask "where's that?" but I soon put them right. I've been back home recently, I'd forgotten how nice it is there, none of the stress you get living in a city like Bradford, not as many buses everywhere, it's wonderful. I walked along the riverbank to the cemetery, it was so quiet, I'm seriously thinking about moving back to Goole - plus I miss my family, who all live there!

Posted by Fred on 28/07/2006

I was born in Old Goole 14/01/1935 but we moved to a new council house, Chiltern Road, up Pasture Road.

My dad was a canal boatman. My grandparents (Welham) lived on Spencer Street near the town centre, market at the end, fairground in front. Though we left when I was only six and have few memories, those I have are with affection, Sleepy Hollow is OK!

Posted by Diane on 01/08/2006

I was born in Old Goole (Swinefleet Road) 1950 left Goole 1965, now living in Spain. Enjoyed the freedom as a child living in Old Goole. Still visit now and then, not quite the same place now, but still have very fond memories of Goole.

Posted by Vicki on 01/08/2006

I am disappointed to read the negative views on Goole. I live in one of the peripheral villages and work and shop regularly in Goole and have done for 18-ish years. I have always found Goolies very nice and friendly on the whole. There are unsavoury characters wherever you go. I think Goole gets a bum-wrap. There are far more narrow minded people in the world. In Goole the shopkeepers are friendly and helpful. Maybe visitors expecting Goole to be unfriendly act in such a way as to get what they expect.

Posted by Golden Oldie on 14/08/2006

As a septuagenarian, long absent from Goole, and recently connected to broadband, I have read a lot of the postings with great interest and nostalgia. I do recall often visiting the crypt of the Clock Tower for the usual reason. I understand that this is no longer possible but also I am very intrigued to read that the tower has been moved from where it stood but not very far. How was this done? Brick by brick or big hydraulic jacks?

Posted by Cat on 07/09/2006

Goole is brilliant for teenagers there is loads of things to do like stand on street corners and swear at people i am not part of this but that is what most teenagers from goole do

Posted by Karen on 26/09/2006

Kindness of a stranger.

Hello, I am an Aussie. I was driving up to Whitby, around the end of September. I was really spinning out by the time I got to Goole, early evening, I had no idea where I was, let alone where to stay. I drove over a bridge and found myself in a long deserted street, I drove down the street a long way, saw a pub, can't remember what it was called, but it was a very down market pub. I was desperate to find somewhere to stay, I went into the pub to ask directions. A young woman gave me directions to somewhere, I was so tired and spun out that I just couldn't really take in what she was saying. She sensed I was desperate and in an act of total kindness, she gave me her flat to stay in for the night. That really blew me out. Her name is Donna. She was so friendly and trusting and generous. I will never forget her act of kindness to a total stranger. I am back home now, if anyone reads this who knows Donna, please tell her I have posted this story.

Posted by Darren on 06/09/2006

Claim to Fame! I remember the time that Goole was mentioned on Coronation Street, when Curly's girlfriend left him to take over a supermarket in Goole.

Posted by Gail on 18/09/2006

I was born in Goole in 1951, left to go to University in 1970 and spent the last 36 years in Hull, Birmingham and Leeds. Never thought I'd ever live in Goole again, yet suddenly it's 2006 and I'm back. I think people with the Open Sewer/Sleepy Hollow opinion of Goole are seeing what they want to see.

Well, so am I. I can go to Goole's The Gate and Howden's Shire Hall to hear the live music I couldn't get tickets for when I lived in the cities.

I can sit in peace outside the Waterways Museum with a coffee on a Sunday afternoon and see boats from all over the world, or go to free World Music events in the West Park. I can thank Chris Sherburn for being regarded as a world class musician and still living in Goole, and Sam Pirt (another Goole resident) for using his nationally acknowledged musicianship and organising skills to make the town a little brighter. I can look at my dad's photo in many books about Goole's historic Tom Puddings, and I can watch Jamie Noon play rugby for England and remember his dad as a child in Goole.

Insular? Moi?

Posted by Gail on 20/09/2006

Oh dear, I've just re-read my previous posting and I sound a right swot. Just to redress the balance, my sister lives near Reedness and I've thoroughly interrogated her using your Reedness Test. She does indeed own a tractor, but we got a bit stuck with the "are your sister, mother and wife the same person" bit, and now we can't work out whether or not we're married. If it turns out we are not, will she have to leave Reedness?

Posted by Gail on 04/10/2006

Been digging around in other bits of this site and am struck by how much of Goole's heritage is actually my own heritage too. I was born in Phoenix Street (we lived upstairs, another family

downstairs) and my dad worked on the Tom Puddings. If that doesn't confirm my Goole working class credentials I don't know what does.

And yet I went to the wonderful Goole Grammar School where I think I had an excellent education. Goole didn't hold me back, it gave me wings. A couple of years ago I went to a school reunion, the first time I'd met any of my school friends since leaving Goole, and was struck by how well we'd turned out, many of us in respected professions.

The sad thing is that Goole can't offer many of those kind of jobs, which is why, although I now live in Goole, I still work in Leeds. I say well done to the decent people who've stayed and made good lives here.

Posted by Mike on 24/09/2006

I found the website really very interesting with a cross section of views how people see and relate to Goole - it reflects people's differing attitudes and perceptions of the place they know well.

I am a newcomer who lives outside of Goole; I discover something different about Goole whenever I visit. I always get to feel there is more to Goole than meets the eye, you just need to have the right attitude, and look in the right places.

Posted by Charlotte on 26/09/2006

This site is right snazzified. im 14 and go to Vermuyden school. And i live in Goole. can't there be any more stuff for us kids to do... pleeease i beg of you!! i get so bored on a night, theres nowt to do. All there is to do is to stroll down the street with your friends, and people sit outside of tesco watching the world go by!!! Anyways i gotta skidaddle, im in my business lesson at the minute!!

Posted by Charlotte on 12/10/2006

im a goolie!! yeah the name of the town sounds gloomy, but it is actually a nice place if you know where to go! i go to vermuyden school. its nice from boothferry road, but it aint from the others side! anyone agree?! anyways, gotta go! im in my lessons *shh*

Posted by Charlotte on 06/02/2007

I find this rather funny. I post comments on here just to say that I am a Goolie, and then my dad reads these and complains about how bad my grammar can be. Goole is ace, with a lot of good history to it, but then again, it is a rather dull place. The only thing good here is that my friends are here, and that's just about it. Yeah. Things are trying to be improved, but it doesn't seem like it, at all!

There are too many chavs walking around, and people like me and my mates are always getting nasty comments thrown at us! It's chav infested I tells ya! Oh well, at least there is a Tesco! WOW! Tesco rocks my socks! Oh well. I'm going to carry on with the dull I.T work =]. See ya!!! x

Posted by Well-Known Local on 28/09/2006

There is also a "Gol" in Norway and in Norsk it'll sound like Goole... Showing the routes of local placenames and the origins of a good share of the English language... East Riding Of Yorkshire, England corrupting from the Viking for "The eastern third of the lands surrounding the horse creek in the land of angels"

Posted by Jon on 05/11/2006

Terrific website. Well organised, plenty of content, simple restrained style. All the apostrophes in the right place. No mission statements. Lots of memories.

I was actually born in Selby, in 1953, but we moved to Goole in 1956 and stayed there until the mid—1960s, before moving to Carlton for a couple of years, and then heading South. In the 1970s I fetched up in mid-Devon, and am still here. It's beginning to look as if I'm staying.

We lived at 36 Marshfield Avenue. I went to Alexandra Street Infants School, Kingsway Primary and the Grammar School, until the end of what was known as the third form before schools decimalised. I don't remember Alexandra Street, but I have positive memories of the other two.

Goole does have a bit of a low profile, doesn't it? During my forty year exile I've only met one person from Goole, and I've come across too few people who have even heard of it. I've watched carefully for Goolies hitting the headlines, but these have been limited to Gavin Briars, Tony Melody and Jimmy Mann. (I was in the same year as Mann, and a David Briars who I think was related to Gavin).

Please keep up the good work, and put a red dot over Crediton.

Posted by Gail on 17/11/2006

Anyway, to take up Jon's comments about this website's excellent standard of presentation, I too think the webmaster should be congratulated for portraying Goole so affectionately and articulately. This site feels much more like the Goole I know than the formal, dreary, official sites which tell the world nothing about our lives here.

Posted by Andrew on 13/11/2006

GOOLE ROCKS

Posted by AL on 30/11/2006

My father was born in Spaldington and spent pretty much all of his life in Goole. I was brought up in Goole, first living in Fifth Avenue then Malvern Road, until I was about ten years old. I remember very little about the people I once knew, but I do remember attending Pasture Road School and Boothferry Middle School (I watched the M62 bridge being built from there) before my brothers and I were taken South in 1978. My father and his family remained there. Five years ago I revisited Goole and met my father again for the first time in many years. I made several more trips, though sadly my last trip was to attend his funeral during November 2006.

As a child I probably paced every single street in Goole. There were some allotments at the end of Malvern Road and if you followed the pathway through them it would eventually lead onto open fields of corn and barley. I see now it has all been built upon, though the allotments are still there. Even as a child I used to think the walk along the riverbank to Hook was beautiful; we had quite a few picnics along there. I also spent many hours wandering through the cemetery reading the headstones... it's just as peaceful now as it was then.

I also remember following the dyke, which flowed between our back garden and the railway lines, under Kingsway bridge... it eventually led us to a bottle dump, though I can't quite remember its exact location? I now wish I kept some of those bottles I eagerly broke to collect the marbles! There were tadpoles in that dyke too, but now it appears to be overgrown and has become a bit of a dumping ground. Back then the docks were a fantastic playground for me and my brothers. It amazes me, even today, how we ever avoided tragedy there. Finally, seeing the salt and pepper pots on the approach to town still sends a small shiver down my spine. Only true Goolies call them that.

I still have family in Goole and have every intention on revisiting the place. Goole holds many fond memories for me. I realise the town has its unique (or not so unique) social problems. There have

also been some changes to the fabric of the town, but to me it is essentially the same old place as it was then all those years ago. My biggest disappointment is how untidy it looks.

Posted by John on 05/12/2006

We went to Goole over the October half term. It was fantastic! What a town! There was a ship in from Belize when we walked around the docks, and I had a chat with the guys (I used to live in Belize). We went to one of the dock pubs, the locals were interesting and friendly. The museum was extremely interesting - loads of history - that Dutch guy that diverted the River Don, those pudding boats that carried coal... The chefs were all out on day release from prison! After, we talked to a family who lived on their boat in the marina. Again, very interesting.

We live in Sheffield. Goole is only about 50 minutes away on the train. We'll come again, the kids loved it...

Posted by Barbara on 18/12/2006

Claim to Fame! I remember Michael Bentine asking (at Weston super Mare or somewhere else equally sissy down south) "is anyone here from Goole?"

Posted by Hamish on 28/01/2007

I sailed out of Goole in the early 1950s with such characters as George Cannon and Billy Guy, and still think it is the safest port in the world to be in because, if the end of the world was tomorrow, it would not happen in Goole until twenty years hence!

Posted by Jean on 16/02/2007

What a great website. I was born in Goole, as was my husband, Mike. Both our children were born in Goole also. We all live in Australia now, in fact since 1978. Although a long time since living in Goole we get back there about every two years. It was a great place to grow up in during the 1960s..We see a change every time we return. Sad to see the place so empty of things to do. No movies, dance halls, etc. No wonder the kids get up to mischief!

I am proud of being a Goolie, as are all the family, but we are glad we spread our wings and moved!

Posted by Murph on 20/02/2007

My mum is Irish and my dad is Italian, he was welding something to a power station in the area and I was accidentally born in Goole in 1958!

I shall be making my first trip back to Goole since then on Saturday as I pass through on the way to the Hull v Birmingham football match!

I live in Warwick, do I qualify to be a "Goolie" and added to the gene pool? I enjoyed the site.

Posted by Anon on 03/03/2007

Great to read all the old memories of the home town. Reading this in Australia, and had to add to the Whiteley stream, Betty youngest of the Whiteley clan, still living in OZ. Reading this with Mary Taylor, nee Whiteley, visiting family, great memories.

Posted by Kizzy on 07/03/2007

I don't believe in Goole. I won't believe it until I see it with my OWN EYES!

Posted by Michael on 01/04/2007

I lived there briefly, I couldn't believe it either.

Posted by Tony on 16/03/2007

I have never lived in Goole but, like hundreds of others all over the world, we reckon we are Goolies, why? Because it was our home port. We came from all over South Yorkshire to that tiny little office (Shipping Federation) in East Parade. When we signed on a ship, it didn't matter where, and somebody said "where do you come from" it wasn't Barnsley, Doncaster, York or Wakefield it was Goole and we were proud of it.

Posted by Hamish on 16/03/2007

I agree with you Tony, but wasn't it funny when you joined a ship in some far flung outpost like Falmouth, and the lads asked where you were from, and then the next question "where the hell is that?". Still a great little town with many fond memories for me anyway!

Posted by Tony on 17/03/2007

What I thought even funnier was the look on the faces of the "Old Man", Mate and the Bosun as they suddenly went white around the gills at the sound of that one word "Goole". Ships that up until then had been pretty liberal with the booze all at once became "dry". I wonder why?

Posted by Hamish on 17/03/2007

Maybe they had "got the word" from the railway boat skippers, or maybe a collier or two. A couple of bottles every week out of bond was not a bad deal on the railway boats - them were the days that was!

Posted by Pete on 17/03/2007

Met a guy in the bar aboard ship who had lived in Barbados for sixteen years. During our conversation he told me he used to be a long distance lorry driver. He said to me he used to visit a small port years ago and the dockers were the best ever, helping him to secure the load and tarpaulin his lorry, unlike others in Liverpool and London, etc. Sez to me you won't know it, it's a place called Goole. After I enlightened him on my birth place, we got positively pi**ed.

Posted by Gary on 24/03/2007

What a great site! Clock Tower (now minus the toilets); Salt and Pepper Pot (I too get goose-bumps when they rear into view when approaching the town on the freeway); Tom Puddings (I often have trouble convincing people that they actually existed); celebrities still living in the town (I know the feeling, John Farnham lives just down the road from me now); picnics on the riverbank and syringes in the park. Who said Goole is a boring place? And I have heard that there is now a Goole Marina, but I don't believe it myself.

I had a wonderful evening recently when I was entertained by four Goolies travelling with the Barmy Army. I don't think they enjoyed the cricket as much as they had hoped but I certainly enjoyed their company. They were great ambassadors for the town.

I never shower at my local Gym. Nineteen years I've been going there but I don't use the showers. But one day last month, as I was going out afterwards, I had a shower there. Now I don't as a rule talk to strangers in a communal shower but somehow I struck up a conversation with the only other bloke there. You guessed it - he was a Goolie, on a round-the-world trip. I left Goole 38 years ago to come to Australia and I would loved to have had a beer with him but I was already running late for an appointment. Before I left I asked him which street he lived in. You guessed it again, he lived in the same street I did. But I bet you wouldn't believe he lives in the house next door to where I grew up. I've had some coincidences occur to me in my life, but that surely beats them all. Sorry Big Nick but I had to get this story on the Net.

I reckon someone should cash in on modern technology and change its name to "Google". Now that would put the place on the map. Then I suppose we'd all be called "Googlies". On second thoughts, perhaps leave it as it is.

Posted by Joanne on 24/03/2007

I was born in Goole in 1973 and lived there until I was seven. I went back a few years ago and only a few changes have been made. I'm sad to hear Pasture Road primary is to be closed as I went there and still have vivid memories. I went back to see the old house I was born in, the lady caught me peeping over the garden wall and invited me in for a cup of tea! How bizarre was that? Maybe I'll buy that house one day...

Posted by Stu on 27/03/2007

I used to work for the port last year and moved to a small village near Doncaster after been made redundant. Since leaving I have to admit I really miss the town and its people. I miss the warmth of how friendly Goole folk are. I try my hardest to get back to see family and friends every four weeks. You never know what you've got until it's gone!

Posted by Sandra on 02/04/2007

I am so pleased that I found this site. I was born in Old Goole and enjoyed life there. Actually it was all I knew. I've lived in the USA since 1965 after I left Old Goole to join the WRAF. I still make it home once a year, have relatives in the area and love to travel Europe.

Posted by Lane on 04/04/2007

I am considering visiting Goole in search of info concerning the Duckels brewery. Being a descendant, I hoped to find a pleasant town and perhaps the original home site. Some of the negative comments about Goole make me wonder if a trip from New Mexico, USA would be worth the expense? Give me some encouragement!

Posted by Pedro on 10/04/2007

Don't listen to all the negative comments of sunny Goole. The furthest inland port in Britain. In this day and age one can find problems in any community. I find in most cases ex-Goolies always return, even for a short visit, to meet family or friends or trace history links. We have a very helpful library to assist in your search.

I do speak from experience, born in Goole, travelled the world working in India, China, America and countries too numerous to mention. Living in South America for ten years - now I'm back. You will find most people helpful and friendly so come and visit.

Posted by Priscilla on 25/04/2007

I am an old lady now, but I lived in Goole from being two years old, 1929 and came to Canada when I was 19 years old, and have never had the chance to return. I remember very many pleasant years there, the parks, the riverbank was a favourite walk, my father is buried there. I had all my schooling in Goole and it has stood me in good stead.

I still get homesick at times, and I can still visualize many of the streets and places, I lived on Burlington Crescent. Life moves faster than we think so enjoy every day no matter where you are.

Posted by David on 01/05/2007

Another trip down memory lane, for me at least. As a boy my grandfather Joseph Lea used to take me for long walks along the riverbank towards Hook. Sometimes we used to call at a very large house that faced onto the river, the first one you came to approaching from the docks, the back garden had a gate leading onto the bank.

I recall having soft drinks and cake there whilst my grandfather chatted and have often wondered “who lived in a house like that”. Any answers? Thanks.

Posted by Pedro on 01/05/2007

That house even had a gazebo actually on the riverbank, also a covered trellis of honeysuckle. I believe it was the vicarage.

Posted by David on 03/05/2007

Pedro, thanks for that, I've often wondered where I'd been, not the first or last time mind you. If you are right about it being the vicarage I can understand my grandmother being there, what with her involvement with the Salvation Army etc. After he retired my grandfather was never far from her side and, whilst not a Salvationist, he gave her unconditional support in her beliefs.

The garden made a big impression on me. It was the ability to walk out onto the bank and see the dinghies, etc. lined up on the bank.

Posted by Shuffleton Streets on 04/05/2007

I thought the remains of the gazebo might have been at Studer's place, by the Poplar trees that are no more. Although the first house was the Old Vicarage and I still use it as a turnaround for the short evening amble.

Posted by David on 05/05/2007

Your last thread started the “cogs” to turn. Mention was made of Wadsworth House. When my grandfather was skipper of the LOWLAND he associated with Colin Wadsworth, therefore I'm left wondering if it was his house I used to visit. It's all history now but at least I now know where I might have been.

Posted by Shuffleton Streets on 16/05/2007

I think it may have been Colin Wadsworth - C.P., but possibly his family were the first residents, before him. I believe it was G.B. Wadsworth who had the house built.

Checking the Goole Cemetery Monumental Inscriptions (Boothferry Family and Local History Group publications), Vol. 1 contains their entry - Colin Pearson W. died August 29th 1969, aged 82 years.

Their home was between Studer's and the Vicarage.

Posted by David on 19/05/2007

I would like to thank each of you for coming back with the answers to the many seemingless questions that I put to you. May I say that I never get bored when on this site.

Posted by Fiona on 11/06/2007

Concerning the gazebo on the river bank; it was part of Studer's house, River Lodge. It had gone before I was born, but I think I have pictures of family members there as they knew the Studers.

Posted by David on 02/05/2007

I live in Goole and it sh*t

Posted by Stuart (Not Webmaster) on 02/05/2007

Goolie and proud of it. I'm not ashamed to tell anybody where my roots are. The biggest problem is explaining where it is. People in Leeds, Bradford, Cleckhuddersfaxmondwyke seem convinced that it's a suburb of Hull. Those in Hull tell me it's across the Humber right next door to Scunthorpe?

Born, raised, educated in Goole. Travelled a bit. Been half way round the globe three times but I still come back. Why? It's a fantastic place to come back to. It gets better all the time. What a relief after big city life. So there's nothing for people to do? In my day we said that too. Now I know that's the beauty of the place. A bit of peace and quiet for us old-timers. shopping without the need to drive for miles, cheap (often free) car parking (try to find that in Leeds) for those who can't be bothered to walk or catch a bus, loads of decent ale, riverside walks, riding a bike with no hills for miles around. In Goole you can even listen to the sound of nothing but birds. How many other places can boast of that? I could go on but that's enough for now.

Posted by Shirley on 07/05/2007

Am looking for info on Goole Barracks, just have not been able to find anything. Have census records of family being there so would like to know something about the building and its history, whatever it is. It sounds like it should have some history but can't find it. Thanks.

Posted by Shuffleton Streets on 06/06/2007

In library reference room I found info in Garside News Cuttings Vol.1. Harold Garside was a great local historian. He had copied extracts from Goole Town Book 1722-1811 (subsequently burned in fire at Goole's first Market Hall).

Quotes this from a talk he gave, reported in Goole Times Nov. 27 1954:

“In 1738 five persons occupied the alms houses known as The Barracks paying rents varying from 12s. to £1 a year, payable at Martinmas and May Day.”

Later census details show some twelve to eighteen properties in the area occupied by Goole Barracks (to my uncertain knowledge, these were along Swinefleet Road), mostly occupied by former farm workers or their relatives.

Posted by Shirley on 07/06/2007

Thanks for your info, I had thought it was a whole building not separate dwellings. I do have them on a map next to what is now Swinefleet Road. I thought it was a whole building as it seemed to be on the river side of what is now the road and thought it might have some military history. I believe that a past relative lived there, by the name of Coates/Coats on 1851 census, but the timing of her date of birth makes her difficult to find until 1871 when she is living with her sister in Durham.

Posted by Shuffleton Streets on 08/06/2007

Like you I found the building later, on historic map, and agree it appeared to be on the river side of the roadway shown. It may have been one building too, with separate “apartments” (or “compartments/rooms”) for many residents, as you say a bit like a military barracks. I imagine it rather like the later Union poor law building in Boothferry Road Goole, known as the “workhouse” - a complex of rooms and separate accommodation for males, females and children.

Many entries in census appeared under The Barracks - suggesting separate accommodation, although it may not have been.

As for the Coates family - if you ever get time or are in the neighbourhood, I can recommend a day or more reading closely the Garside and Gardiner notes, and cuttings, because there are references, often in passing, to early residents - for a variety of purposes, not all of them positive! They can be rooted through for clues that would otherwise have been lost. Garside noted interesting bits from the Goole and Marshland Gazette (also I think those mid-1850s editions onwards are still available on microfilm at the library).

Gardiner has handwritten pages of historic finds as well as notes of interest. Garside has a book of yellowing cuttings too from newspapers.

Posted by The computers in the local library are handy!! on 10/05/2007

all new, cant be bad eh :)

Posted by Moira on 04/06/2007

Great site! Lived in Goole 1980-1995 in the vicarage in Clifton Gardens as married to the then vicar Tim Leach. Very happy memories of our time there. Still visit most weeks to see family.

Very photogenic place - Tim published "Glimpses of Goole" when he was vicar in aid of Parish Church funds. Does anyone remember the "Stop the Rot" appeal to repair the church roof and ceiling? Would love to hear from anyone who went to the Parish Church Toddler group - at one stage we had 140 children on the books! Perhaps details of the Church could be added to this site? Will keep in touch.

Posted by Elizabeth on 06/08/2007

My mother, Kathleen Watmough came to Adelaide after my step father died, 27 years ago. She passed away last year, at the age of 90. My Grandfather, Richard Jolley was a diocesan lay reader to the dioceses of Sheffield and York. He was the superintendent of the Parish Church Sunday in the role taken over by my mother after his death. Mum and dad were also Sunday school teachers and ran the youth club. I have two copies of your husband's book. The co-writer Mr Ferriman was my English teacher at the Grammar School. My late ex-husband, his mother, uncle, aunt and cousin (all Woodheads) and my cousins Jean Ellerington and Jane Chevis all attended the school too. These are all things remembered kindly.

Posted by Robert on 12/07/2007

Claim to Fame! I carry in my head a couple of occasions when comedians used Goole. Les Dawson once started off a story by saying it was about an incident that happened once when he was working as a wash leather ringer-outer for a one armed window cleaner in Goole. The other is a Two Ronnies news, or rather weather, item - "it'll be dry in Rye, cool in Goole, choking in Woking and if you live in Lissingdown, you'd better take an umbrella."

Posted by AE on 18/07/2007

As an Irish man I always found Goole very enjoyable to visit, so much so that I married a Goole girl. We both now live in Northern Ireland but we visit as much as possible as most of my wife's family live in and around Goole. Don't knock Goole, there's a lot worse places to live.

Posted by John on 27/09/2007

I have very happy memories of Goole - it was the nearest town to my village (Fockerby) and where we went market shopping. A lady at the Tower Cinema always seemed to be chewing apples and had brilliantly white teeth! Mrs Storr for flowers; then across the road for a pot of cream; followed by a look at Milners to see if our Storrs flowers were better or worse; Keith Anderson's window for a bit of daydreaming. My elderly aunts always moved about the town by car, never seemed to walk anywhere, and we always ended up at Timms the Chemist, near the docks. A wonderful old chemist's shop, with polished wooden shelves and drawers; Victory Vs a-plenty; buying toilet tissue and having it wrapped in brown paper for the sake of decorum. Very happy memories of Hackforth's cafe, and the imposing Mrs Richardson, the manageress. I think a three course lunch was under three shillings. Goole, to me, as a schoolboy was a great place - Woolworths toys, fantastic!

Posted by Anthony on 01/11/2007

Claim to Fame! I remember when a couple of the guys from Emmerdale Farm opened Barry's fishing tackle shop on Pasture Road.

Posted by Jamie on 22/11/2007

Claim to Fame! Goole made a brief appearance in a recent episode of Top Gear, when James May drove an Alfa Romeo from Hessle foreshore to Barton south bank without using the Humber bridge.

Posted by Ken on 03/01/2008

Goole has changed over the last 30 odd years or so. I was born in Goole in 1928 in Richard Coopers Street, at one year old we went to live in Kingsway. At various years in the army when I was asked where I came from I always said, "Goole near Doncaster", I was quite surprised when people said "Oh I know where Goole is," or I have heard the name. I have had some good times in Goole, it was one busy place. I was always pleased to get back to Goole on my leaves while in the army after some the places I was posted in. Goole had some of the best pubs around, the Station, Jacky Watsons, the Sydney, Burlington, and one of my favourites the Crown, but like most places things change, unfortunately not always for the better; and that goes for the country too I am afraid to say.

Posted by Geoff on 05/01/2008

I was born in 1945 and lived in Goole until 1975. I now live in Scunthorpe. Occasionally I visit Goole cemetery to lay flowers on my parent's grave. I never recognise nor seldom see any familiar faces. I can remember Gavin Briars and his brother Quentin at Kingsway School, (I was there from 1953) - he was walking stiff legged, swinging his arms and pretending to be a zombie. I remember also the Sherburn family. I was associated with them at the Goole Folk Club which survived long enough to cultivate young Chris into a fine entertainer. I am ashamed to admit that I have lost touch with many good friends that I once knew. I would imagine that like me, many left the town for better job opportunities.

Posted by Christine on 07/01/2008

Seeing the name LeVogeur this evening brought back memories of Maurice who I was at school with me for a time. He would have been born in 1938/39 and I think his mother was a Cawkwell. I'm unable to remember if it was at Alexandra Street School or the Grammar School. I wonder if Maurice was a relative of yours Geoff? My maiden name was Townsley and I grew up in Alexandra Street.

Posted by Geoff on 13/01/2008

I have three brothers, Lawrence born in 1933, Maurice, born 1939, Philip born 1947. (Our maternal grandparents were Cawkwells). Lawrence and Maurice attended Alexandra Street School then Goole Grammar School.

Posted by Shaun on 29/01/2008

I met a gal named Diane who was in Goole and we chatted a bit online. She was an awesome lady, miss her friendship. Anyone know her? I would love to hear from her again. The Guy from North Idaho...

Posted by Corby on 03/02/2008

I read these pages and it's like going back in time. Almost 70 years in fact when I first attended Alexandra Street School. Some classmates were Lawrence Levoguer, Frank Depledge, Alan Dixon,

Eric Holt, Geoff McGrath. I see their faces when I read articles written by possible siblings or children.

Posted by Harold on 27/02/2008

This is the first post I have made on the “Goole on the Web” site but I have kept an eye on it for quite a long time as I was born in Morley Street Old Goole during 1956. I will mention some of the connections that have come up if you know what I mean but you will have to fill in the rest because of time.

I remember the mother and toddler group at the parish church organised by Moira Leach and building them a play house when my two sons were young and attended the same with their mum. I remember a Dutch coaster blocking the river Don near Fisons with its bows on one bank and its stern on the other. Tom Puddings sinking near the middle(?) bridge on Bridge Street. My grandmother (Lotti “Charlott” Smith) organising trips to Skegness using Bens Buses from Old Goole. I remember watching the many launches of boats from the boat yard in Old Goole, especially the trawlers.

But most of all I remember the Ballroom (Modern, Latin also Disco) Dancers of Goole who along with my sons (Jonathan and Russell) travelled the country along with their dance school and parents promoting Goole. We had a great time. All the best Harry

Posted by Clive on 19/03/2008

G’day. While I did not come from Goole, I shipped out of there for about five years in the late 1950s early 1960s. I now live in Perth WA. I was wondering if you knew a girl named Mavis Morton who lived with her parents in a house alongside one of the locks on Goole docks. I used to go out with her and I have always wondered what became of her. Regards.

Posted by Pedro on 24/04/2008

I took a nostalgic walk along the riverbank today (between showers) and noticed a pleasure craft high and dry on the sandbank. While I was watching, the RNLI arrived, they must have had a long trip as the nearest station is at Spurn Point. Other commitments prevented me from seeing the outcome of the rescue. Hopefully the boat would refloat as the tide came in. Still aware how treacherous this river can be to weekend sailors; and of course the debt of gratitude we owe the RNLI.

Posted by Dave on 09/06/2008

Salt, Pepper, Gherkins and “Gooleyes”. This site is a fine and fun piece of work, informative, educational and nostalgic. For me, the photos really bring back memories of riverbank rides, Hook Gala, old-time dancing lessons at GGS, “games” on a bleak and windswept Western Road, the annual cross-country school run, the G and D, buying my first pint in the Buchanan at 14, as it will for many who grew up there in the 1970s. But were we really all so mad and happy in those days or was it just a myth? Time plays funny tricks, suppressing bad memories and exaggerating the good. Take the town itself for instance - it was never beautiful, but was it really as ugly then as it is now?

Maybe it’s my imagination, but looking through the photos here what it so desperately needs is “regeneration”, as the term has it. Gateshead, a town which at one time wasn’t so different to Goole, being northern, a port and in similar need of renewal, seems to have benefited enormously from lottery money and gained a series of stylish architectural projects.

So why doesn’t the council persuade Foster, Rogers, Alsop and co. to come up and do the same to Goole? Just imagine - a Gherkin-style office block and shopping centre next to the salt and pepper pots, Hudson’s Mill rebuilt and restored, turned into a fancy art gallery, reached by a chic new

footbridge over the Aire. Docklands and Shuffleton could become the bohemian quarter, full of stylish converted warehouse apartments, indie clubs and cinemas, while the banks, bars, boutiques and restaurants would fight to attract the wealthy punters blowing in from the M62. What price the Victoria Pleasure Grounds transformed into a vast indoor multisports/concert arena, and while we're about it, let's bring in a docklands light railway, or even an underground system to connect it all up - with a prize for the best provisional route map... And who needs an Angel of the North, let's have a big wheel - and call it the "Gooleye" - down by the riverside! Oh, dreamland!

But seriously, here is a town desperately in need of some proper regeneration with attractive urban architecture to lift the spirits and please the eye. The real strength of the town is its people; we surely deserve better than the town's planners and architects have bequeathed us.

Posted by Tim on 04/07/2008

21 February 1329 at Westminster:

Grant in fee simple to Geoffrey le Scrope, in recompence of a like grant to him by the late king of the manor of Brakon [Bracken], co, York, late of Henry Tyeys, and the manors of Burghwaleys and Neutonwaleys, late of Richard le Waleys, which escheated to the said king by forfeiture through the quarrel of Thomas, late earl of Lancaster, but which are now restored to the heirs of the said Henry and to the said Richard by virtue of the statute [1 Edward III., statute 1, cap. 3]; and also in consideration of the said Geoffrey having granted to queen Isabella, in fee, the manor of Eltham Maundevill; of a pension of 100L. out of the Exchequer, as well as of the reversion of the manor of Whitegift, and lands and rents in Ouseflete, Swyneflete, Rednesse, Houk, Ayremynne and the moor of Inklesmore, co. York, now held for life by the said queen, and of the yearly value of 50L., On his succeeding to the manor and lands the pension is to cease.

By K. & C.

C.P.R. Edward III, vol. 1, p. 401 Years: 1327-1330

15 Dec 1330 Westminster:

Grant in fee, with the assent of Parliament, to Geoffrey le Scrope, in consideration of the great place which he holds in the kingdom and in recompence of the manors of Braken [Bracken near Kilnwick, E.R.Y.], Burghwaleys and Neutone Waleys, co. York, lately taken from him under the statute of Parliament for restitution of the lands forfeited by reason of the quarrel of Thomas, earl of Lancaster, and of a yearly sum of 100L. granted to him for the life of queen Isabella, of the manor of Whitegift with the lands and rents in Ousellete, Swyneflete, Rednesse, Houk, Ayremynne and the moor of Inklesmore, in the same county, lately held by the said queen, together with the knights' fees, advowsons and such other appurtenances as she had. By K.

C.P.R. Edward III, vol. 2, p. 31 Years: 1330-1334

Posted by Priscilla on 08/07/2008

I used to live and spent my entire school life in Goole. I now live in Dartmouth, Nova Scotia, Canada. I was Priscilla Shadwell and am now Priscilla Laybolt. I lived there from 1929 to 1946. I would love to hear from someone from Goole. My last address was 52 Burlington Crescent, on the corner of Carlisle Street. I miss the walks on the top of the bank by the river.

Posted by Ashley on 23/08/2008

Born and bred in Goole. Born in 1968, lived in Goole until 1984, then moved to London. Currently living in Roehampton SW London. Went to Bartholomew and Goole Grammar but have lost

contact with old mates over the years if anyone remembers me please say hello. Still visit Goole a couple of times a year to visit family. Really enjoy the site it brings back many happy memories.

Posted by John on 28/08/2008

I lived in Capstan Street, opposite the Vermuyden pub, Old Goole in early-1960s with my parents. The old coal yard was opposite and I used to get under the gate in winter and get coal for my mum in a bucket and leave a trail in the snow to our door. I was cheeky to a worker and he put me in his JCB bucket, lifted me up, and went for his lunch - I wasn't cheeky anymore. Has anyone got any photos of this area around these dates in the 1960s/70s? Thanks.

Posted by Alan on 11/09/2008

I have a map showing Capstan Street and a photo of Bridge Street in its heyday. I can send them to you.

Posted by MM on 29/01/2009

Is that the Alan, who'll now be approaching late 60s and once lived opposite Shorts' Greengrocers?

Posted by Alan on 30/01/2009

Michael, is that you from over Cheshire way, used to stay with your grandma in Colonels Walk?

Posted by Alan on 14/02/2009

Thank you GOTW. I have made contact with Mike after approx. 53 years. Great.

Posted by Graham on 06/11/2008

I don't get back very often, but did visit to show my American wife where I came from (apologies to the poor people in Fourth Street who had this stereotypical American blonde woman taking pictures through the window) I went to Pasture Road School and then to Alexander Street (which I couldn't find when we did the tour, has it been demolished?). I have fond memories (as very young kids, we left when I was nine or so) of running around the docks, stealing turnips from the railway trains at the end of Fourth Street and wandering far and wide. Amazing to consider given the paranoia of today. My grandfather owned Cowells pop works and Shorts until late 1957 when they were liquidated. I see both buildings are still going strong. Love to hear from anyone with whom I went to school! I'm now living in Oakland, California where I have been for twelve years.

Posted by Gary on 15/03/2009

I lived in Fourth Avenue until I was eight, about 1961, and went to Pasture Road and Alexandra Street Schools. We lived at the railway line end which is of course now a car park; at least the last time I was there it was. My neighbours were Steve Foster, David Jackson, Michael, Paul and Chris Andrews, Raymond Alcock (or Elcock), Keith and Russell Noon and my cousins, Richard and Clive Ellis. They weren't turnips in those train carriages, they were sugarbeet, and Mr Huby had the shop at the corner of St. Andrews Terrace. There was also a woodmill type place next door to the Baths Hall. I remember running up to the Baths Hall clock and back to see the time, because we couldn't afford a clock of our own. Now I live in Australia and can afford many clocks.

Posted by Andy on 29/11/2008

Does anybody have any pictures of a house in Goole called "the Poplars"? My father Alan Thompson grew up there in the 1920s and it would be nice to see some photos of the place. Thanks.

Posted by Corby on 01/12/2008

I remember a house on Hook Road called "The Poplars" because of the row of these trees along the back fence. The house was somewhere between East Park bowling green and the bandstand. I seem to recollect also that it may be the only house along there which had a lift installed. As a child I could not resist the fine crop of gooseberries which grew along the rear of the property and finished up tearing my brand new pants on the three rows of barbed wire which surmounted the high chain-link fence. Boy, was I in trouble that day

Posted by Mike on 19/01/2010

Have just found this site. Regarding The Poplars, my aunt owned the house, from when I'm not sure until her death in the early 1960s. It was a beautiful house, the most prominent room I remember was the billiard room. My parents were both born in Goole in the 1890s. Haven't been there since about 1965. Moved to Western Australia in 1974

Posted by Pamela on 09/11/2014

Family linked somehow to a house on Hook Road Goole called The Poplars. Would love to know if anyone knows the family name who may have lived there in or around 1940, so I can match the connection.

Posted by Fiona on 25/12/2014

My mother used to tell me that there were two women living together in the house at the end of the 1940s. Presumably a couple, there was some suggestion but I cannot remember the names. They played golf apparently.

When I was growing up in the 1960s the house was owned by a family named Wardle.

Posted by Trevor on 29/01/2009

I was born in Goole, Lime Tree Gardens, in 1944. I found your website a breath of fresh air. I now live in Manchester and believe me the people of Goole have a lot to be thankful for. The time I spent there, especially the 1960s. I would not exchange for a gold nugget. I have been back on three or four occasions and the memories grow stronger each time.

Posted by Gary on 21/02/2009

My mother was born in Goole but I was born in California. I started going for the summers when I was five in 1964 and my grandparents lived on Pasture Road. The toilet was at the end of the backyard and they still delivered milk with a horse and cart. My nana would give me a cube of sugar for the horse. They had to boil water to put in a tin tub.

My grandfather worked at the docks and I remember traffic jams of bicycles at dinnertime (lunchtime in America). We rode around in my uncle's motorcycle that had a sidecar. I loved walking along the banks to Hook and the docks. My grandfather had an allotment. He got my brother and I bicycles and I loved riding there to his garden.

I live in San Francisco and have a lot in The Potrero Hill Community Garden (one of the best views in San Francisco). I think I inherited that passion for gardening from him. He loved his garden and his roses. I have fond memories of Goole. I haven't been for 23 years and will be visiting in May. I'm looking forward to it.

Posted by Ken on 31/05/2009

I married a girl called GAUTRY whose father's ancestors immigrated to Goole from the Huguenot persecutions in 15th Century France. I wonder if there are still Gautrys that reside in Goole? The name is derived from the French "Gautier".

Posted by Geoffrey on 08/10/2009

The names mentioned are on my mother's side of the family. There was Kathleen (my mother), Enid, Mary, Ann, Dorothy, David. By the way the name is spelled "Gawtry". If you need more info then let me know and I will try to help.

Posted by Sean on 22/10/2009

Born and bred, the town is part of me. The only downfall was Wesley Square taking the fair's spot! You can't compare the new car park spot to the former glory that was the waste ground just after Alexander school was raised. I mean bungee jumping from where Argos is now - you just don't get that anymore!

Posted by Jane on 07/02/2010

My dad, Roger Freeman, came from Goole and had many fond memories of Goole Grammar School, class of 1963, and Goole in general. He talked about the "Copper Kettle", cups of coffee and a Park Drive; sneaking off cross country runs to have a sly cigarette but still arriving back in a respectable place. We used to go back often to visit relatives when I was a lot younger, and I remember swimming in the Municipal Baths, the beautifully kept cemetery on Hook Road (which I still visit annually) and Snells ham for tea. Dad would be horrified at the demise of the New Bridge Street Hotel, run at one time by his grandfather, Arthur Calvert.

Posted by Sue on 20/02/2010

Did he live on Pasture Road and go on to medical school? If so, I had a mini-crush on him!

Posted by Jane on 22/02/2010

Yes he did, on both counts! How extraordinary to think someone had a crush, albeit a mini one, on dad! Were you at school with him and do you still live in Goole? He used to tell great stories about growing up there.

Posted by Sue on 23/02/2010

He wouldn't remember me - I was a chubby little third former when he was in the sixth form - I worshipped him from afar! I now live in the US about 30 miles outside Boston.

Posted by Jane on 25/02/2010

That's a long way from Goole! Dad went off to medical school in Leeds, and eventually moved to Newcastle. He was always a Goolie at heart though! He would have loved this website as he and I had got quite into family tree, etc. and had had a trip round Goole and Swinefleet looking for stuff shortly before he died.

My grandma lived at 110 Pasture Road for years, until she came to live with us in Newcastle. I think she was a dinner lady at the school - she told us she had to serve the peas at the end of the line because she was left-handed and would have clashed spoons anywhere else!

Posted by Pauline on 06/03/2010

I was born in Red Lion Street Goole in 1956, I went to Pasture Road School, then Alexandra Street School, then Secondary Modern School between 1967 and 1971. I left Goole in 1974, for Bridlington where I still live. It would be good to hear from anyone who remembers me.

Posted by Frank on 08/03/2010

When asked a question you didn't want to answer you would say "It was Icky from Bubwith". Anyone know how this expression started? I know it was used in the 1920s and 1930s in Goole.

Posted by Geoff on 08/03/2010

We used "Ickey from Hook"

Posted by Bill on 16/06/2019

If, like me, you are intrigued by the variety of Yorkshire accents you might want to catch a programme that was on Radio 4 this afternoon at 4.30, called "Tongues and Talk: The Dialect Poets". One word I had forgotten was "croggie", which, when I was in Goole, meant giving someone a lift on the crossbar of your bike.

Posted by Corby on 17/06/2019

I've given many "croggies" in my time, also being "crogged". A word that springs to my mind and it may only apply to Goole is the word "mawngie" It may be spelled wrongly but as you may know, "miserable"

Posted by Bill on 17/06/2019

You're quite right. Our mum was often telling us off for being "mawngie". And Goole is the only place I've heard it used.

Posted by Dave on 27/07/2010

I visited Goole for the first time in a long time last week to see my friend Alex Bristow. I just wanted to say how friendly the town seemed compared to previous years when I've been and how welcome everyone made us feel. The character of the town was what stood out the most and there was a genuine neighbourly air around the whole place. This seems to be something that is increasingly rare around all parts of the country and there's something quite touching to see people on this website who seem proud of where they are from. Cheers.

Posted by Ian on 31/08/2010

My mother was of the Duckels clan and the ancestral home of that branch until the 1920s was Bridge House Farm (now Bridge Farm?), immediately south of the Dutch River Bridge. Every eldest Duckels son was named Thomas, the last being my uncle who worked at the former Cleveland Petroleum Company depot at the north end of Hook and who will still be remembered in the town.

Posted by Jan on 13/11/2010

Claim to Fame! I remember seeing Wilfred Pickles and his wife Mable coming out of fish and chip shop in Montage Street. He had been recording his radio show at the Baths Hall. Early 1960s.

Posted by TJ on 01/04/2011

Love reading everyone's memories of Goole - bringing back so very good ones of my own. My dad and his parents are from Goole and I visited there many times from 1972-1990s. Family lived on Oxford Road/Street and grandad kept his car in a garage miles away (or so it seemed to my little legs) walking to get the car with him to "warm it up for nanna" and arguing with my brother about who would sit in the front and in the end we both would share the front seat (how times have changed - no car seats back then!). Remembering the dog that always seemed to be on the roof of the Viking as we arrived and left Goole for the summer holiday stay. These are some of my happiest warm feeling memories! Many thanks!

Posted by John on 13/05/2011

I spent an interesting hour wandering round the museum upstairs at Goole Library yesterday. I came away having bought a copy of the disappearing Goole photo booklet and have had a nostalgic evening looking at pictures of parts of Goole I recall from my youth but which no longer exist. Of personal interest were the railway tracks in Aire Street opposite Jack Pettys motorcycle shop, the

Globe Cafe, Ouse Street where the buses back to Howdendyke set off, the Sydney Hotel, the list goes on. There is a photo of the Peacock with the area of the present single storey section in ruins as a result of a wartime aeroplane crashing into it following a mid-air collision.

I suppose what shows the most retrograde development is the area around the Market Hall and the Clock Tower where the old outside market was and the three cornered island under the clock were "improved" but in my opinion the heart of the town was destroyed. Town Planners have a lot to answer for!

Posted by a.n.other on 02/06/2011

So this is an interesting site. Left Goole for uni in 1968 and never came back apart from to see family but no reason to come back now. Sad to see the state of the town centre these days, Goole planners clearly had lots on their minds other than planning. Had a discussion with friends about roots the other day and they tried to convince me that people who never leave their sleepy hollow are basically happier because they know nothing better, but I suggested they visit Goole.

I know it's an easy target but really what happened to the dignity and working class drive to improve life? Maybe it died with Thatcher's demolition of the Yorkshire coalfields and steel industry. But believe me I have travelled a thousand places and never seen a place where every inhabitant walks round looking like they have just lost a tenner and found 50p.

But it was not like this. In the 1950s/1960s GGS was full of great teachers and pupils were inspired to reach for the sky. And the secondary modern school so derided as a second class option fed countless pupils to GGS who went onto great things. So comprehensives came, the great teachers left, the parents who cared put their kids on the bus to Scunthorpe of all places and the Vermuyden School strived valiantly for mediocrity. And a generation of kids with potential floundered and... I saw a mention of Keith Burton the head boy tragically killed on his bike at Greenawn Corner. That was a horrendous time and I remember Mr Teed keeping a photo of him on his desk. Burton was on his way to Cambridge to read Maths, a product of the remarkable teaching of Appleyard and Elvis the physics teacher.

How many other people are in debt to teachers like them? I remember Bobby Todd maybe the smartest of many who took the alternative route of playing football. So much was good then, yes a lot was bad, but is it better to condemn everyone to mediocrity so the Town Council can feel politically correct? Oh well maybe I envy those still there.

Posted by Bill on 02/06/2011

Like you I left in the late 1960s for higher education, returned seldom and now live in a relatively affluent area from which it is too easy to make criticisms of, as you say, an easy target. But you overstate the case against Goole. Post Thatcher many towns lost their working class dignity, civic pride and ability to control their own destiny. Also it was not the only town affected by changes to the education system. (Incidentally comprehensive school worked well for my kids who both went on to better universities than me). True Goole went through a very bad patch made worse by hard drugs and lousy local government. But I see it getting its act together once more and with some significant recent planning successes, e.g. the Junction and the restoration of the Lowther. So, my point is, that you and me and others like us should back off, unless we are prepared to pitch in and do something constructive to help the town that served us well.

Posted by Gail on 03/06/2011

I too went to GGS in the 1960s and on to university and am eternally grateful for the education Goole (including my Goole-born parents) gave me. I too lived in other places around the UK

for many years, travelled widely and experienced other cultures through my job, and finally came back to Goole five years ago for family reasons. A.N.Other, it's really rather rude of you to suggest that the only people who like Goole are people who don't know any better. Plenty of us have seen the rest of the world and still find reasons to feel comfortable in Goole. Making sweeping judgements about people you've only walked past in the street doesn't really prove a point.

Posted by a.n.other on 04/06/2011

Dear Bill and Gail My apologies if you are at all offended by my comments and in no way was I trying to criticise those who choose to live in Goole. People are much the same anywhere in the world and indeed there is a warmth with Goole people unusual in much of the UK. But as the old saying goes if it walks like a duck, sounds like a duck, and comes with orange sauce then it is a duck.

My only criticism of the good people of Goole would be that perhaps they have sat back too much and accepted too much rubbish from the town leaders. I know Goole is not alone in being ravaged by the Thatcher years but a lot of places have tried very hard to reinvent themselves. As far as education is concerned, and that is maybe the biggest problem, simply look at the destinations and results of those educated in Goole. Compare with the results of 30/40 years ago and ask what wonderful talented young people have been failed. Of course education is not all about the high achievers but I would bet my last 50p that the achievements at all levels have been remarkably reduced.

Look at what people tolerate as a health service in Goole. Both my parents grew old and died in a system where you could be arbitrarily sent in any direction up to 30 or 40 miles from Goole for treatment. In Scunthorpe hospital my mother lay in bed whilst the case conference around her was conducted in Urdu. The day after my father died the consultant explained that after having a leg amputated the chance of my father surviving was low, but there was no amputation. Such nonsense would be not tolerated anywhere else I have ever seen. But there are many wonderful things about Goole and maybe you need to live there to see them clearly.

Posted by Bill on 12/06/2011

No hard feelings then. You make fair comment, not least about the failings of the "local" health service.

Posted by Fiona on 06/07/2011

I think Goole started going down the hill when it lost its borough status and became part of Boothferry. As for the demise of education in the town, I know I wouldn't be where I am today if the schools hadn't become comprehensive. As a result of (undiagnosed dyscalculia) I failed my 11 plus, really struggled at the appalling Secondary Modern, where I was bullied. This school was gearing girls up for at best a secretary in a shipping office or an SEN at a local hospital, but mainly to be housewives. I got three A-levels in the comprehensive system and now have an MA and work in an FE college.

I agree that Goole has gone downhill, there has been poor planning and local government. It seems very much to have lost its confidence, identity and status post Thatcher, but it was losing those prior to her becoming Prime Minister when it became part of Boothferry. I also agree about healthcare, Scunthorpe failed my parents, appalling place.

Posted by Bill on 19/06/2011

Asked "Where were you born?" "Goole!" Blank faces and eyes to match. My grandfather was a tug-boat engineman and worked for Aire & Calder Navigation. My father also worked for them until

he was called up during the war (1940). I graduated from Pasture Road School, then Boothferry Road and then spent two years at GGS until the family moved to Hornsea, East Yorks in 1947. I'm now in Sydney Australia having been here since 1956, shipped out by Blundell Spence of Sculcoates Lane Hull to manage the Factory in Mascot, Sydney, NSW. I was later manager of a Glass toughening plant at Taren Point in Sydney 50% owned by Guardian Industries who I understand have a plant in Goole. I had a good mate through Boothferry Road and GGS days called Clive Grant who lived in Jefferson Street. We lived in Rutland Road at the edge of town (as it was then). It was great to find this site. I will keep an eye on it in future.

Posted by Roy on 31/08/2011

Claim to Fame! I remember Harry Corbett and Sooty coming to Goole Baths. He stayed at the Station Hotel. It was near Bonfire night and a friend and I asked him for a penny for the guy.

Posted by Geoffrey on 05/09/2011

I was born in Goole in 1947 at 33 Oxford Road, moving to North Yorkshire at the age of three. Does anyone remember my grandparents, Lilly and Arthur Page? My gran was dinner lady at Pasture Road School and I believe my grandad was a cobbler and then caretaker at Pasture Road. My father Kenneth Page worked on the railways, I think as a shunter? His sisters were Sheila, Betty and Eileen. Betty married Cliff Hensby, who was a policeman, based at Goole for a lengthy time and also Rawcliffe Bridge.

I have very happy memories as a child of staying at 33 Oxford Road, during school holidays, and well remember the horse trough at the top of Oxford Road, well before any new developments. I got my interest in railways at a very young age, from watching the late afternoon, early evening fish trains, rattling south bound through Goole station, with the distinctive fish smell

Posted by Robert on 06/11/2011

Responding to mockery for my shelf of books about Goole, I pointed out that nowhere else is (perhaps that should be "was") quite like it? But why? Why no "Selby-on-the-web" or "Growing up in Beverley"? Did Goole's isolation create a stronger identity? Did this nurture greater talent and creativity? Why do we feel so fortunate to be from Goole?

Posted by Ted on 15/11/2011

I was in West Riding Police stationed at Goole from May 1959 until 1962. I lived at 32 Henry Street. It was my first posting and really enjoyed living there. I was married at Goole Parish Church and my daughter was born at Goole Maternity Home on Boothferry Road. I remember buying a cycle from Claude Bamforths shop. Saturday night in the winter there were dances at the Baths Hall. I have lots of fond memories of Goole.

Posted by Mike on 22/11/2011

Grew up in Old Goole. My dad had the butchers shop on Swinefleet Road and went to the local Catholic primary school where a rap on the knuckles with a ruler from the nuns was par for the course. Remember early mornings when all the pea-pullers were in trailers waiting to be taken to the farms. Also remember the regular launches from the dockyard and what a vibrant colourful community it was.

Returned to Goole recently and stayed in the Lowther where the owner had been mounting a one-man campaign to achieve city status for the town. Interesting to see the ambitious plans for urban renewal supported with European money: dining al fresco in Italian coffee shops in Moorland Road and feature themed areas centred on the salt and pepper pot. We should never spurn progress but

those halcyon days will never be replicated. The characters were more vivid and colourful than any soap opera could have invented.

Posted by Mike on 28/11/2011

Is it Goole or just the fact we're all getting older which prompts us to reminisce so much about our home town? Are there similar websites in "Darlington" or "Slough"? Probably a mixture of both - but throughout my travels I have never come across with as much character as Goole.

Didn't Ray Gosling refer to it as Venice on dustbin collecting day? I was drinking with a mate in the Mariner's Arms (Middle House?) when they started filming for that programme. A "bloke" came up to my mate and said hello Patrick, what are you doing here? My mate Paddy immediately said don't tell me dad you've seen me here! Of course the bloke was Ray Gosling who ironically had been interviewing Paddy's dad earlier on in the day about his pigeons. We had a couple of pints (probably larger and lime in those days) before leaving only to miss out on one of the most notorious events in Goole's past - ladies dancing on the table. I remember the grumbles from everyone when the programme went out.² Why couldn't they film the lovely flowers on the riverbank instead!

It was in another pub in Old Goole that me and another mate were "done" for underage drinking. It was a Friday night and I will never forget having to go home and tell my folks the bad news. They were drinking in the Marshlands at the time with a bloke called Jeff Jakes (builder who played the guitar). Jeff winked at me and said never mind - you're not a proper Old Goolie until you've been done!

Posted by Chris on 27/04/2012

Growing up in Goole was great. We could walk everywhere and never worry about missing the last bus home. Walking down Old Goole to Mrs Barratt's social club for a dance and bottle of pop (now the seaman's mission) was the highlight of the week.

Posted by Annette on 11/05/2012

I moved away from Goole in 1979 but still say I am going home when I go back. Brilliant place and brilliant people. Schooldays were great and I have been to the GGS reunions organised by Wreaksy and Fling - it was really good to catch up with so many people. Always seem to bump into people from Goole on holidays in various places at home and abroad. There's nowhere like the place - I love it!

Posted by Verena on 11/08/2012

I was born in Goole in 1939. Lived in Stanley Street until it was pulled down to make way for the flats. Anyone remember our family? No-one down the street had anything but what great memories. Playing cricket down the lane with my brothers Walter and Brian, Denny Philpot, Malcom Coverdale Herbert Holiday. I seem to remember the boys' names more than the girls. My best friend was Pam Newton and I was her bridesmaid when she married. I joined the navy when I was 17 and was really never a Goole resident again. I married my fabulous husband in 1960. We have lived in many places and now reside next door to Mickey Mouse. We live in Orlando, Florida. Happy days. I still have relatives that live on Goole so get back occasionally.

Posted by Mavis on 16/08/2012

I remember you, I was born down Edinburgh Street and we all went to Alexandra Street School together. I remember Pam too, and the Cooledge twins, June and Ann. I see them sometimes. I

² <https://www.youtube.com/watch?v= olF6gQT hk>

lived in Germany for 30 years, so lost touch with a lot of Goole people, although I am back in Goole, not wanting to spend my retirement years in Germany.

Posted by Corby on 17/08/2012

Hello Verena. The last time we spoke was when you were urging sister Dorothy to organise a Street Reunion. You are bringing back all these memories. Cricket in the lane was a skill for to hit a six meant the ball was lost forever. I played also with your brothers and Alan Pounder, Wilf Hodgson and the late Dougy Scott. To lose a ball meant a collection for balls which were found on the school roof. I have a photo of you, Shirley Peacock, Jean Collins, Jacqueline Giles and Pam Newton.

Posted by Corby on 19/08/2012

To Mavis. You will not remember me (age difference) but I do remember Thelma and your older brothers. In and out of school. Although my home was in Stanley Street I had friends in Edinburgh Street and Estcourt Street. Trevor Hudson, Eddie Binnington, Trevor Bramham and Gordon Shipley. My closest friend lived across the road from you. Alan Fielder. He had a pigeon loft where we often met up. Happy days.

Posted by Corby on 16/09/2012

My wife worked at Burtons. All cotton had to be purchased, plus scissors and even having to pay to have the scissors sharpened All work was piecework. My wife was on inside pockets. She had to go some to make £5 per week. She was there from leaving school in 1954 until I married her in December 1957. We have lived in Southampton from that date.

Posted by Tom on 25/09/2012

My late uncle Bill Stock also worked at Burtons, sweeping the floor and general handyman. He suffered badly from the war and this was the only job he could manage. I think all the girls knew him. My aunt Dorothy Stock also worked there.

Posted by Verena on 28/09/2012

I also worked at Burtons when I left school. I only managed the modern school so after leaving at fifteen I started at Burtons in the office. I earned a grand total two pounds one and nine pence!! I was the lowest of the lowest in the office and remember having to go onto the shop floor to collect the work books every day. I remember being scared to death. I only stayed for one year then I went to Fisons in Old Goole. I seem to remember making over three pounds there. I stayed there until joining the navy two years later.

Posted by Corby on 02/10/2012

Still on the Burton theme. I would like to point out the difference in yours and my wife's wage only came about by the piecework system. She once made 100 inside pockets in a day. She was not unique for others were faster. This could only be achieved on stock items when all were the same colour and the spools did not need changing. This job stood her in good stead when she started work at a bespoke tailors in Southampton. This tailors main customers were the crews of Cunard and P&O vessels, which included Goole men.

Incidentally she still uses the scissors. I'm in trouble if she finds me using them!

Posted by Verena on 08/10/2012

I do remember the workers on the factory floor working so hard. Your wife obviously knows how to use a sewing machine!

Posted by Internet on 20/09/2012

Sorry I thought this was Google. My bad!

Posted by Mike on 13/12/2012

Can anybody help me?

During the now infamous Cambridge spy ring there was a fifth man. I am sure I read somewhere (Goole Times?) that a suspicious character lived near Goole (Blacktoft?), had dealings with the original four and was somehow implicated with the ring. He left under mysterious circumstances shortly after the original three were exposed.

John Cairncross and Leo Long were two names given by the original members but if anyone could shed light on this I would be grateful.

Posted by Geoff on 13/02/2013

Just a little bit of information on the Cambridge spy ring and the Blacktoft connection. There was a programme on Yorkshire TV in the 1970s about this called "The Blacktoft Diaries - True or False?". Some of the film showed Blacktoft Landing and the red telephone kiosk there. If my memory serves me well the following was suggested in the programme. That a KGB agent was there at Blacktoft to warn the spy ring that they were about to be uncovered and calls were made from the phone box. The programme suggested the agent disembarked at Blacktoft from a Russian timber ship going to Goole, and then was picked up on the way back.

Posted by Corby on 28/01/2013

There were many things to be learnt when we moved to Malvern. For instance the railway between Limetree and Malvern was little more than an open sewer. Because the rule read no use of toilet within the station, the Brough workers, also no doubt others, used the facility as soon as possible. This caused a glut of rats. The only rats I ever saw as a child were in Peachy Gott's pig sty behind the Burlington Crescent.

Posted by Harry on 28/02/2013

Corby's reference to Gott's yard behind Burlington Crescent. My grandmother, Amy Crabtree, had the stable next to the "yard" where my grandfather peeled and chopped potatoes for their fish and chip shop in Burlington Crescent, near the corner opposite Wally Hill's pub. This was in the 1930s. Our family lived in Edinburgh Street in those days.

Posted by Corby on 28/02/2013

You have started so many memories pouring back. Did you have a brother about my age, 1934?

The stables I remember belonged to Barnard's coal merchant. He had a Shire "Bob" and a Clydesdale. From a very early age I used to walk down the street to the stables where he would unhitch and put them away for the night. I believe from those moments I have always had a love of horses. Even now, but these have jockeys.

My uncle Percy Cook bought the fish shop after the war. He then lived in Edinburgh Street and owned a number of houses on Burlington Crescent. I have his will and all of his properties made very little money.

Can you remember Wally's dog? The first Rhodesian Ridgeback in the country! He used to tell us that it was a Great Dane crossed with a Hyena, but there was no malice in this dog, soft as a brush.

Posted by Harry on 28/02/2013

Yes I have a brother Douglas (named after the ship Douglas). On leaving Tech School in Hull went to sea on the trawlers, gaining his Masters ticket. After being married for a few years went to Teacher Training College and became a teacher at the Hull Nautical School. I am the only one in the family not to go to sea, except on a troopship going to the Far East in the 1950s.

We lived at 64 Edinburgh Street until dad got a shore job as a civilian instructor at the RAF Wireless School in Yatesbury. Dad sailed on many of the ships listed on these pages. I particularly remember the Don. Dad was the wireless operator/AB for I sailed with him on one trip to Copenhagen and spent my seventh birthday aboard her (23/07/38). There was another lad on board sailing with his father, Des Darragh, I think his father was fireman or in the engine room.

My dad could not stay away from the sea when war broke out and went back as soon as he could be freed from the RAF. He was a chief Radio Officer on tankers sailing the Atlantic, Indian and Pacific Oceans. He was one of the lucky ones and returned safely home to us 1945/46.

After my grandmother Crabtree got rid of the fish shop I can remember coming up from Swindon during the war, to spend Christmas with relatives, finding my grandmother Melia serving behind the counter at the fish shop. She was my father's mother, and had remarried after being a widow for about sixteen years, hence the name difference. The Melia's lived at 70 Edinburgh Street. There was Minnie and husband Charles with siblings Charles Jnr, Minnie Jnr and Vera.

Posted by Corby on 01/03/2013

All interesting stuff. I must have known Douglas at the Alex. I cannot remember any Malia's other than the shop on Boothferry Road. But the numbers 64 and 70 Edinburgh place your relatives close to people that I did know. The Law family, Fielders, Bramhams and across the road Vines and Hudson.

Des's name keeps popping up in these pages. I have a photo of Des, Ken Thompson and my cousin Tommy Dunwell taken prior to all three going on separate journeys, US, Canada and Oz, after joining their ships at Hull, average age of 17½. Tommy being my gran's grandson from her second marriage.

You mentioned your father being lucky enough to return after the war. Another cousin of mine, Billie Cook of Limetree, was one of the first to come back after spending the duration of the war in a Japanese POW camp.

Posted by Harry on 01/03/2013

The world gets smaller every day, especially now with the Internet. The Laws you mention were they between our house at 64 and the Taylors at the bottom end of the block? The others ring that "proverbial bell". As for the Bramhams, Trevor and Shirley, I had a crush on Shirley but she would not have it. Trevor was part of the "gang" which extended into our teens. When dad moved the family up to Hull, I and my brother Doug would come over to Goole for the weekend staying at our grandmother Crabtree's house.

There were two "gangs" Brian Taylor's group and Billie Taylor's lot, in other words the older ones and the younger ones. Over the years they became one with some dropping out. The group finally ended with Trevor Bramham, Brian Taylor, Brian Cook, Peter Redman, Arthur Kitwood, Fred Burton and myself. We would meet up one of the houses (except gran's) then make our way over to Boothferry Road to the cafe and passed the time just talking and drinking tea, other times

just staying in one of the houses and playing cards. Nine times out of ten our meeting point would end at Fred Burton's house as he was always the last one to get himself together.

Come Christmas time, oh boy what times. Money into the kitty, an assortment of beers (in crates) which would be restocked as and when required and trundled from house to house over the Christmas and New Year. We would gather at Trevor's even when the family moved to Oxford Road. Fred Burton and I seemed to have become pals. We would go to cricket matches when either of us were home on leave and we were at Headingley when firey Fred Truman created that bowling sensation.

With National Service calling up the lads, and Trevor going to sea, we all went our ways. Fred and I kept in touch up to his death. The last time I saw Brian Taylor was in Aden, he was in the RAF and the troop ship I was on pulled into the port to let us squaddies stretch our legs and see the sights, on moving to the gangway who should I bump into but Brian Taylor. He was with the RAF RTO. We arranged to meet up when he was free and show my buddies and myself the nightlife in Aden. The stay was too brief, duty called (cough cough) back to the ship and onward to help the Yanks out.

Posted by Corby on 02/03/2013

I believe that we have only scratched the surface of people we knew

Cyril Law was the guy I knew. I have a photo of his wedding. His best man, who I think you may know, was Jack Collins (ex-mariner). Cyril has long gone but I do speak to Jack.

I remember the gangs. Did they assemble at the Station Hotel corner? One of these I believe may have been Dennis Foster. I knew Dennis's wife June quite well (Alan Fielder's niece). Over the years we have visited each other at our homes. About five years ago whilst at the Foster's home in Airmyn, who was there but Brian Taylor. Brian worked on power stations up to his retirement.

Posted by Harry on 06/03/2013

My memory is not as good as it used to be, cannot recall Dennis. We did sometimes meet up on the corner of the "Station", especially when the Boothferry Road cafe closed and the new venue was the Copper Kettle, I think it was called. Just further along Boothferry Road from the "Station." I am afraid at our ages the "old mates" are dropping off one by one.

Were you in Stanley Street when they demolished one side? I can remember scrambling over the rubble there and helping the men to pull walls down with ropes. Got well and truly told off by my parents for coming looking like a coal trimmer. When the site was cleared one winter they piled the street collections of snow in the wintertime. Then the fair used to come onto the site and no longer used the land on Mariner Street, between Mariner Street and the railway.

Posted by Corby on 07/03/2013

I never frequented the Copper Kettle, spent a lot of time in the Billiard Hall though.

The even number houses were pulled down in 1941. I was seven and was involved in an accident whilst trying to walk around the small area of floor in a bedroom, falling to the rubble below and splitting my head open. I think that was my thoughts, unless the knock cleared my database.

Yes the area across from our house were like the mini-Alps. Each load tipped up by the large two wheel carts.

Posted by Graeme on 02/05/2013

My dad is Peter Redman. After stumbling on this site and finding his name I immediately texted my mum the gang's names and my dad was quite surprised when she read them out to him. I

took a paper copy of the conversation round to him and he loved the trip down memory lane, set him off talking for ages. He remembers you all very fondly.

Posted by Harry on 06/05/2013

Glad to hear that Pete is still around. The biggest trouble we “Old Godgers” have now is not knowing who amongst our friends are still around. I was going to say alive, but my wife lovingly likes to point out to me “that I may be living but I am really dead especially when it comes to doing something”. I reply “why have a dog and bark yourself?” I then have to lookout for the flying rolling-pin.

We had some good times and we did not go wrecking the places we went to. We did not have time to do anything else if we were calling on Fred Burton, we always had to wait for him and consequently his mother had a house full of sprawling teenagers. I would come over from Hull at the weekends, staying at my Grandmothers down Westbourne Grove.

As I am typing this memo I am looking at my pre National Service photo album, at photos of a holiday we all had together in Scarborough. Photos of the gang playing cricket on the beach when played against the rest of the guests in the guest house we stayed in. Pete is on quite a few photos, in particular there is one with a cigarette in his mouth another taking a photograph, probably one of those in my album.

Anyway, it was nice hearing from and please give my warmest greetings to your father.

Best wishes. Harry

Posted by Graeme on 09/05/2013

Hi Harry, thanks for the response.

He showed me some of those photos at Scarborough recently. Can't remember whether he was in any or not, but if he took a lot of them that would explain it. He did love his photography.

I'll print your response out and take it round to dad's next week, it will be a pleasant surprise.

Posted by Mal on 31/01/2013

Just been reading about Arthur Hutchinson the serial killer, I would have been nine years old when he committed his crimes. Is it true that he hid out at Airmyn tip for a while or is this just folklore in Goole? Also someone told me somebody was murdered down Elm Avenue in the 1970s. Is there any truth in that one?

Posted by Dave on 09/05/2013

There was an old lady murdered down Elm Avenue. I was brought up down there and remember it well.

Posted by Fiona on 14/05/2013

I remember the murder in the 1970s. The police did a house to house investigation all through the town. We lived on Hook Road and they came all that way. A number of people were arrested and questions; I think it was a relative that killed her.

Posted by Tony on 11/01/2014

We lived at No. 30 Empson Avenue and were the first and only ones in the street for nearly a year as our house was across the corner with 101 Western Road. They built from our house back along Western Road, into Oxford Road then restarted Empson from No. 2. Nobody knew where we lived not even the Postman.

I remember Pete O'Brien, Blanchards, Ridgways, Chris and Ray (Smudger) Smith, former mayor Malcolm (Suggy) South also someone called Waites or Wakes. Bernice Hewson had a brother Barry who I was pally with. I remember the street party on the grass in front of the houses, I think it was the coronation, and a Christmas Party in St. Pauls Schoolroom down Weatherall Street. Cobblers Wood and Westfield Banks across the fields were our playground.

Posted by Jan on 16/02/2014

Yes, I remember Empson Avenue as being a wonderful place to be a kid. We had lots of adventures. I remember the Coronation Street party and the parties we used to have in St. Paul's schoolroom. I remember all the names you mentioned. My dad is still alive and lives on Cobbler Hill. He is 92. We used to think Cobblers Wood was haunted!

Posted by Tony on 17/02/2014

It was a fun street to live in wasn't it, nice to hear your father is still around, I remember him as quite a big chap who we were a bit frightened of. He used to clear us off now and then when we were making too much noise on a night time. Looking at where he now lives you, will be looking out for ghosts when you visit, like the cobbler who hung himself on the lightning tree?

Posted by Hill Street Blues on 28/03/2014

As a kid I remember walking home from school down Elsie Street. There was, most afternoons anyway, an old gentleman on a certain doorstep who gave me the money and a little note to take back down the street to Ettie Hills corner shop for ten Woodbines... I always got a threepenny bit for the effort. Once, when it was raining, I was called inside. There were pictures on the wall and medals and such from the Great War. He lived in a quiet, subdued light and was reluctant to leave his little house... I digress...

Posted by Norman on 20/04/2014

I was talking to an old lady in town. I was having a good conversation with her when my wife said "take no notice of him, he's ex-Queen's Ave", "so am I," she replied. That started us both off. We stated to name everybody from Jack Lace's corner shop to Stan Powl's. It's nice to reminisce. Queen's Avenue - best bonfire raiders in town!

I was born in St. Johns Terrace but I still call myself a Queen's Ave lad. Does anybody remember the Wessack's at Westfield Banks? There was a lagoon there that we used to swim in; we used to build a fire and roast potatoes on it; we would leave home about 9am and did not get until late afternoon. We also spent time in Cobblers Wood with ropes tied to branches - this was our free entertainment.

Hope you can remember these days. We did not have much but we made do with what we had.

Posted by Ted on 10/05/2014

I was a Bobby on the beat in Goole 1959 to 1961, Great place to work the beat.

Posted by Jan on 15/07/2014

I went to elocution lessons with Mrs Rushworth.

Posted by Karen on 18/07/2014

Pat (my auntie) went to elocution lessons and so did I - Gwyneth Rushworth on Hook Road with lots of cats. She was a real character too. We went to festivals in Scunthorpe and Brigg and Mrs Rushworth always got there late! Lovely lady.

Posted by Fiona on 28/07/2014

I used to go to Mrs Rushworth too. Goodness the smell of cats in her house and she used to make you do deep breathing exercises as well.

I meet people from Goole and many of them went to Mrs Rushworth. She taught my grandma and my father, who was a festival regular for her in the 1940s and 1950s. I never reached such dizzy heights and neither Mrs Rushworth or my dad managed to correct the impediment I have to this day.

Posted by Marjorie on 08/05/2015

I was born in Goole in 1944 and we left in 1960. I lived in Adeline Street and spent many happy years of my childhood at the West Park, down on the Wessaks and even enjoying a good walk to Boothferry Bridge with a pack-up of jam butties and made up lemon drink. In later years I worked at Burtons and enjoyed dancing at the baths on a Saturday night. My three sisters and I have been back a few times on a memory lane trip. I have found memories of Goole and never forget where I come from. Times were hard but happy.

Posted by Noel on 05/04/2016

My father was Noel Chessman. I'd be very interested in any stories concerning him any visitors may have!

Posted by Freda on 11/04/2016

Noel Chessman was known to me as "Uncle Noel". He was a staunch member of the Parish Church and a good friend of my grandfather, Richard Jolley and my parents, Kathleen and Charles Watmough. He had known them all from boyhood. He was in the choir with my step-father and his two sons came to Sunday School, run firstly by my grandfather, with mum and dad as teachers, along with at least a dozen other wives, mothers and what were then known as "maiden aunts." (A large number of these because of the casualties in both World Wars)

His hobby was woodworking and he made two of our clothes horses.

Posted by Tom on 30/04/2017

I have read many of the letters on this site and also some of the history of Goole. As a former Goolie, the one thing that stands out, and I am pleased to say has been said many times in your letters, is the real true gritty people that are Goolies - friendly and hard-working salt of the earth people.

Posted by Goolie Gone on 26/06/2020

Do you know what happened to the Tin Tabernacle on Bridge Street after its heyday? I used to attend regularly on Sundays - well, I got sent there - as a kid in the late-1940s and early-1950s. I just assumed that the TT reference was a local witticism, or light mockery, but found out later that it was the term used for a common type of prefabricated church building construction, made from corrugated iron that became popular in Victorian times. Were there any other tin tabernacles in our area?

Posted by Keith on 26/06/2020

Regarding the tin church on Bridge Street. I think the one you mean was originally "All Saints" run by Mr and Mrs Barrett. Later the frontage was altered to brick and taken over by the "Seaman's Mission". Hope this helps.

Posted by Bill on 26/06/2020

A section on Church stuff would be good. I have tails to tell about the choir, church lads brigade and youth club associated with the parish church in the late-1950s/early-1960s. Did the occasional joint service with the Methodists at Christs Church and was amazed how big it was inside. Did not have much to do with non-conformists' tin tabernacles but I think the Labour Party had a red(?) corrugated metal headquarter near the steam laundry -Victoria Street (?) Or was it the Toc H - whatever that was/is.

Posted by Goolie Gone on 28/06/2020

As a kid I remember hearing the term Toc H but like you I'd no idea what it meant. In time, I can recall people, occasionally me, being referred to as "dim as a Toc H lamp", not a compliment of course, meaning being slow on the uptake or having said something stupid - and not a reference to the light of the day. The Toc H lamp was, it seems, an Aladdin-type oil lamp with a dull yellow glow, and a symbol of the organisation.

Years later I found out that the Toc H organisation was a Christian charity dating back to World War I, which provided places for ex-servicemen, mainly soldiers, as an alternative to less salubrious haunts and their temptations. In the 1940s and 1950s there probably was one in Goole somewhere intended to keep our old soldiers from the delights of certain establishments. The Bridge Street area and Aire Street, in particular, had a number of inviting and interesting places of temptation and merriment, where a lonely soul could meet up, if so inclined, with a local "dock fairy" or two.

No doubt that old Toc H place did offer some, at least, an alternative for of comfort and perhaps salvation!

Posted by Bill on 28/06/2020

As I've probably mentioned in a much earlier post, the public bar of the Sydney Hotel in Aire Street was such a place of temptation and merriment. It was also very conveniently located for those of us who would pop out from the Parish youth club for a little bit of underage drinking - being careful to avert our gaze from dangerous looking foreign sailors and accompanying "dock fairies".

Posted by Goolie Gone on 29/06/2020

Thanks for the information about the TT. Yes, it was the All Saints place I was on about. So basically, the old place is still standing, though with a different frontage, and is now the Seamen's Mission

I remember the Sydney too. Small but cosy. Incidentally, "dock fairy" is a term I've never heard anywhere else but Goole (not that I've been asking around!). I can just see those little two-line entries in the Goole Times of Black and White vintage: "Molly Malone, aged 26, was fined £2 at Goole Magistrates Court for trespassing on the docks." Another regular little snippet in the Goole Times would be something like: "Charley Farley, aged 47, was fined £2 at Goole Magistrates Court for cycling down the subway." It really was a good read back in t'day!

Posted by Bill on 16/08/2020

I'm another non-Facebook user so I will continue using this site for as long as it survives. I've just returned from a visit to Goole, the first in the last ten years. My impressions were these. The decline and decay of the many shop units in Aire Street was sad to see. Similarly the Arcade is boarded up. The old Post Office is in a ruinous state. And the Conservative Club is closed and boarded up. I guess there is no economic uses that can save these premises and they are doomed. Hopefully

however something will be done to save and find a use for the closed Market Hall - surely a building with great potential.

On a positive note, things along the Rawcliffe Road appear to be booming with construction on the infrastructure for the planned train building factory. Will this be the “new shipyard” that restores the town’s prosperity? I was told it will employ 700 people. Also a massive new housing development on the other side of the road. Also noticed that the old Labour Exchange is now a bar and the Burlington Pub is a Gym/Health Club!

Posted by Peter on 17/08/2020

I haven’t been to the town for a few years now, so it’s interesting to read your account of what it’s like now. Very sad, really. Of course, I remember well all the places you mention, and yes, the market hall could surely be put to active use. Many of us will remember a very busy market - outside and in - from when we were kids. Saturday mornings, most, if not every week for me. I remember there was a butcher there, the name Joss Slowen comes to mind, and some time later there was a bookstall holder called Rawnsley. I think he came over from Leeds.

After leaving school I used to visit the Cons Club in Carlisle Street fairly often with a friend whose dad was a member there. We only went there to play snooker, and have a drink. I remember being fascinated by how some of the local businessmen would robotically feed the slot machines with tanners, time after time after time. Put me off that game for ever!

Posted by Goolie Gone on 07/01/2021

I left Goole many years ago for work reasons, and it’s some years now since I’ve been to the town centre. I do log on to this site on a regular basis, and love to read about what is going on in the town - or maybe, isn’t.

Having been fortunate enough to attend GGS I look out for any postings by people I know, though these are rare these days. I’m beginning to get old.

One thing that’s so clear in this strangest of times is how much we tend to take for granted. Just the little things that matter and count for so much: those memories of the town, the walks to school, over the docks to town on Saturday mornings, the old market, the VPG on a Saturday afternoon, and such. When the new normality gets here, whatever it looks like, I must get back to wander around those old haunts again.

Until then, you Goolies and Gooligans - take care!

Posted by Bill on 07/01/2021

Ah Goolie Gone, I’ve followed your postings in the past and it seems to me that as you’re “beginning to get old” you are becoming even more sentimental (in a good way) and nostalgic than me. Whilst I endorse the point you make about taking things for granted, we now can only be grateful for those good memories and be thankful for them.

If you do get around to “wandering around those old haunts” as I did recently, try to pick up on the positive points - of which there are a few. Without doubt there is much to be sad about, but in some strange way the town in which we grew up still retains a charm which draws us back to it.

Almost time for my cocoa, no let’s make that a few glasses of wine.

Posted by Goolie Gone on 09/01/2021

You’re right, of course, about the nostalgia. Comes with the “becoming old” business. Though, as that guy Proust kinda said about: “Remembrance of things past... (and such)”!

The Canal

In the 1690s West Yorkshire had a booming textile industry but struggled to get the cloth to markets across the country. A plan was therefore hatched to make the Aire and Calder rivers navigable to link Leeds and Wakefield to the River Ouse at Airmyn. This work was completed in 1704. This navigation was one of the first in the country and similar ideas were copied across the rest of the country, helping the booming Industrial Revolution.

In the 1760s a rival scheme proposed a canal linking the new Leeds & Liverpool Canal with Selby. To avoid this competition and to accommodate larger loads, the navigation owners proposed building their own canal parallel to the Aire which linked to Selby rather than Airmyn.

By the early 1800s, coastal ships were increasing in size and had problems navigating the twisting Ouse up to Selby. To overcome this, the Knottingley & Goole Canal was opened in 1826. The brand new town of Goole was built at the eastern end where it joined the Ouse. This was the boom time for the canal and shareholder dividends were 150% each year.

In 1825, Thomas Bartholomew became an engineer for the navigation. He, along with his son William, modernised the navigation, by lengthening locks, introducing steam power and designing the compartment boat or “Tom Pudding” system. This was highly profitable carrying millions of tons of Yorkshire coal to Goole for British and continental markets.

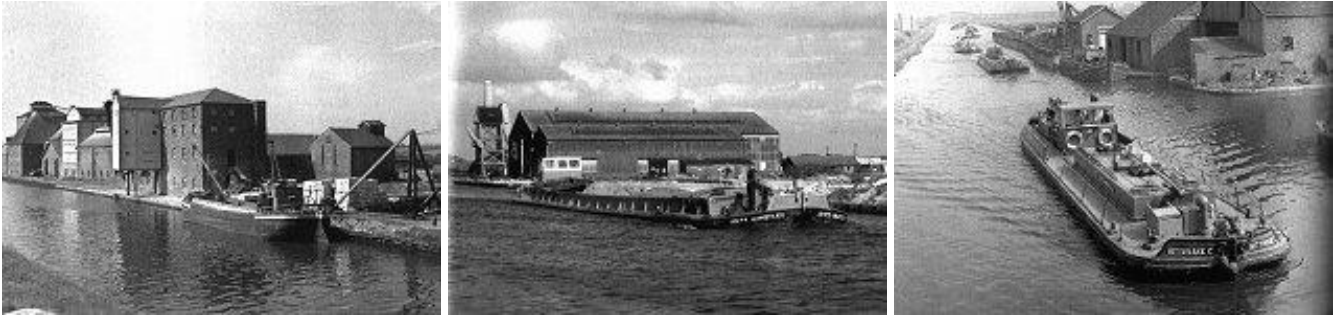


A 1699 Act of Parliament allowed the navigation to be constructed. The Aire was to be improved upwards from Weeland with the river below remaining in its natural state. Shallow water and sandbanks on this stretch became a problem and canals, first to Selby and then to Goole were built to bypass it. Unlike previous navigations, the backing was from merchants rather than landowners. This increasing importance of trade and industry was an early step in the start of the Industrial Revolution.

Just upstream of Castleford, a large opencast coalmine was opened near to the navigation. However it was built too close, the banks gave way, and for four days the Aire ran upstream from Castleford into the hole. The canal and river had to be moved westwards to avoid the lake.

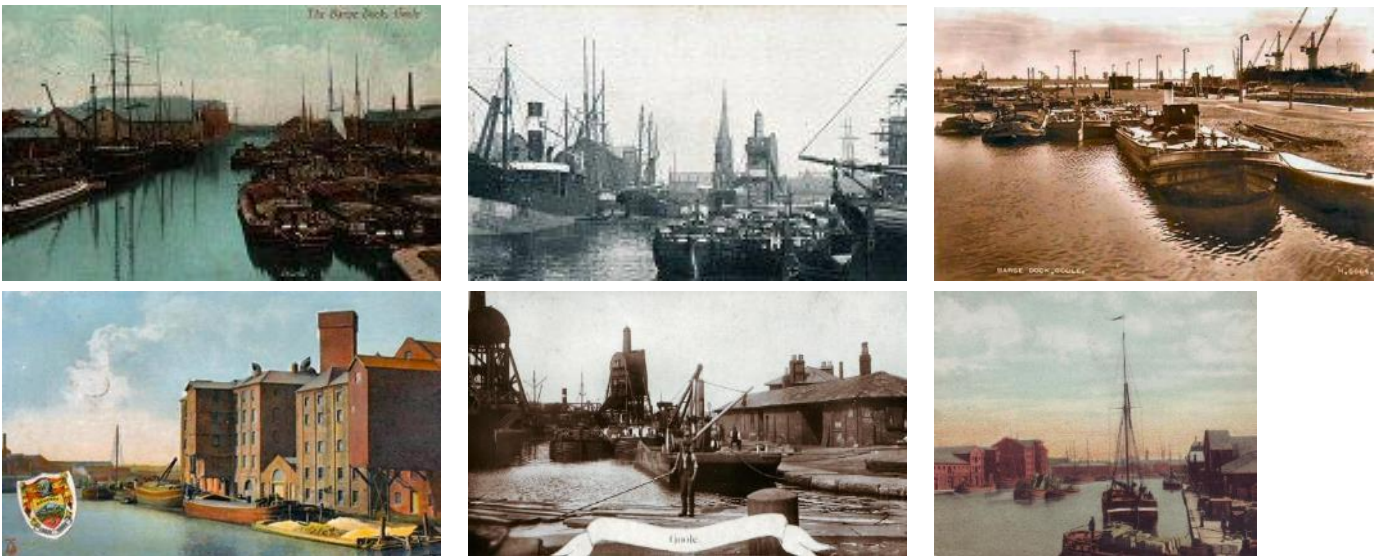


The company was nationalised in 1948, becoming part of British Waterways in 1973. In the 1970s, locks were lengthened to the 700-ton standard and new cargo handling facilities were built at Knostrop near Leeds. The canal managed to stay competitive with the railways of the late 19th Century and still continues to carry a large amount of cargo today.



The canal is becoming increasingly important for its leisure use and better facilities, landscaping and water quality has attracted pleasure boating, towpath walking and fishing. Waterside museums, wildlife reserves pubs and restaurants are also adding to the tourist appeal.

Postcards



Visitor Comments

Posted by Pamela on 07/08/2005

I was told that my great-grandmother and her two children were drowned in Goole Docks after leaving their barge to go ashore. Their names were Harriet Ann Whiteley (28), son Ambrose (8) and daughter Annie (4). They were interred in Goole cemetery on 17 Dec 1871.

Can anyone help to find out more details? Thanks.

Posted by Rachael on 15/02/2006

I am trying to find information on the ELLEN AND JOSEPH a barge owned by my great-great-grandfather William Shaw that he carried flour on between Goole and Leeds. It was sold after his death in 1918.

Posted by Joy on 04/03/2006

Any trace of barging company owned by James William Calvert?

Posted by George on 25/03/2006

I wonder if you are related to the shipping company Alfred Calvert which was quite a big Goole shipowner mainly in the 1920s. They bought and sold a lot of second-hand (one careful owner!) steamers, I have a fleet list.

Posted by Joy on 23/07/2006

No, it has to be James William Calvert born 1879. I believe the firm was owner or agent for barge operations.

Posted by Roger on 17/09/2006

I'm one of Alfred Calvert's great-grandsons and have some details of the workings of the shipyard.

Posted by George on 05/10/2006

Were Calverts involved with the Ouse SB Co at Hook (approx. 1918-1923)? I think they later used the jetty there for repairs but am not sure who actually owned the short-lived shipyard which was an emergency yard set up in WWI.

Posted by Helen on 08/03/2007

I am trying to find out as much info on the Grindell's of Knottingley. John Grindell (b. 1794), was my great(x3)-grandfather and was a ship owner and master mariner. John Blackburn from Knottingley, also a ship owner and mariner, married John's daughter. John owned or part owned the BENJAMIN AND MICHAEL, SPRING RICE, JOHN AND ELIZABETH and ECLIPSE to name a few. I also have connections with Goole as my grandma was a Richardson; she was born at Goole Docks where my great-grandad owned a barge. I'm interested in any Pattisons and Horsteads that may have had vessels at Goole too. Plus, could anybody suggest any useful sites for researching this subject? I am wanting to know what life was like living on the boats with families, the conditions, etc. Thanks.

Posted by Centini Productions on 04/06/2007

Locks & Quays (Series 3) is currently in pre-production and due to begin filming this summer. In this series we will be making the journey coast to coast from Hull to Liverpool. The ten episode journey, due to be shown on ITV1 in the Granada and Yorkshire regions, will take viewers along the Aire & Calder Navigation and join the Leeds & Liverpool Canal to its end in Liverpool. The series will celebrate the canal communities, the holiday makers and the people who make their living afloat along this stunning stretch of the British Waterways. We will embrace the local heritage and history along the route and the spectacular countryside and signs of urban renewal as we travel through the villages, towns and cities built around the canals.

We want to hear from the people who live, work or holiday on these canals and those who enjoy the canals from the towpath.

Posted by Robert on 21/01/2008

The first programme in Granada's Series Three of Locks and Quays has six or seven minutes about Goole, about 9 minutes in from the start, although Goole gets mentioned a number of times before this, and the whole thing is worth a view³. "Matthew Corbett's journey along the River Humber and into the integral port town of Goole, culminates with Matthew heading back out on to the start of the Aire & Calder Navigation as he completes the first leg of his epic 197½

³ <https://www.youtube.com/watch?v=DUDHATr5VQE>

mile long voyage.” My only disappointment was that Matthew’s furry yellow friend is no longer with him.

Posted by Les on 02/06/2008

As a commercial boat enthusiast, I reckon Matthew’s furry friend might have done a better job. They must have done a lot of research to make sure they missed what commercial traffic there still is on the canal. Places like Harkers Yard should have got a mention.

Posted by Shuffleton Streets on 06/06/2007

Info sought on The Cooperage, once sited where Goole Boat House is. There was a works and at least one dwelling house, occupied in 1891.

Info also appreciated on other dwelling houses and farm cottages too - along the railway and the canal, and the Dutch River Side - between Rawcliffe and Goole. Many shown on early census data - some occupied by farm workers, others by railway employees, and presumably canal lock-keepers. Anything that anyone knows about this particular stretch with names and dates if possible. Thanks

Posted by Pedro on 16/06/2007

The Cooperage, later Smiths Boatyard, currently The Boat House. I remember Smiths yard moving but believe by this time Aire & Calder were involved in the business. Eric Hepponstall living at Airmyn was running the show. Eric served his time as a fitter at Goole Shipyard.

Posted by Robert on 19/06/2007

In the 1930s a couple called Watson and Sophia Tasker lived in one of the canal cottages near the engine sheds on the Airmyn side.

Posted by Shuffleton Streets on 19/06/2007

Thanks owed to Robert for his very detailed background post-1901 to what was simply a name on my lists from the Goole Times Almanacks. Keep it coming - there’s a whole world in that small area that is Oakhill, Engine Sheds, Sidings and Canal-side. Made my day.

Posted by Pedro on 09/07/2007

Can’t help with any info about the Cooperage yet. I hope to jog my elder brother’s memory – he’s in his late 80s. But a cooperage certainly would make sense in the area. Barrel making - look at the clues: seasoned timber on the mill pond, maltkins, flourmillers, breweries, etc. All products transported and packed in barrels possibly by canal barges or ships.

Posted by Shuffleton Streets on 16/07/2007

Thanks for all cooperage info. There is also a picture in the Waterways Museum of potatoes packed in barrels. And of course these were a staple crop in 1850s at the Airmyn farms. Plus the Bennett’s ships built on potatoes grown in the Eastoft area and merchanted by J.B. Bennett. I found a guy living in Manuel Street 1901 census who was a working cooper too.

Posted by Corby on 28/11/2007

I had the pleasure of serving my apprenticeship as shipwright/boat builder 1949 – 1956 at Smith’s boatyard and the timber pond; under Jack Smith, Walt Smith, Alf Smith and Thomas Greenfield Smith. George, son of Jack, being the engineer, Harold Lockwood (joiner). Norman (Slogger) Slieght (boatbuilder), Harry Fielder (boatbuilder)

Boat builder apprentices were Bernard Nichols, Rowland Palmer, Alan(?) and myself.

Posted by Chris on 11/11/2007

I have just discovered that one of my ancestors, Robert Cawson, aka Masters, was killed in December 1898, due to the collapse of a crane platform on the Goole Canal. If anyone has any information about this, I would be very grateful to hear from them. Thanks.

Posted by Tricia on 23/11/2007

I would love to know more about life as a mariner and canal boatman. A branch of my family lived on the water and several were mariners.

Posted by Pedro on 23/11/2007

I had five uncles all ex-mariners then canal and river boatmen (barges). I myself went to sea at fifteen years of age. On one occasion the ship I was on came into Hull from West Africa with a cargo of cocoa and coffee beans. The barges loaded from our ship into my uncles' barges; these in turn went up river to York (Rowntrees factory). During the early-1950s the river Ouse was a hive of activity; a tug would sometimes tow as many as eight or more barges up river to various ports. The other canal transport would enter Goole locks and proceed along the canal to Leeds/Sheffield/Knottingley/etc.

Some of the local barge companies in my youth were Woods of York, G.D. Holmes (Goole), Bleasedales (Goole), Harkers (Knottingley), Eastwood (Goole). There were numerous privately owned vessels with the family on board; some were indeed born on the vessels (a sort of water Gypsy). In later years for various reasons (schooling, etc.) many took up residence in the Richard Cooper/Phoenix Street area.

Posted by Willo on 04/12/2007

Saw the mention of the Eastwood family as barge owners. They are part of my family and came from Barmby. They had been associated with barges on the Ouse since the early 19th Century. My grandfather was Joseph William and named a barge JWE after himself, which my uncle Alan owned until the work died in the early 1970s. Another uncle Tommy owned the BRILLIANT STAR an original Billy Boy, she's now moored in Wakefield and pretty much in bad shape. She was built in the late 1890s. Another uncle Joe worked for G.D. Holmes and later on all the brothers were pilots from Goole up river to Selby. Two of Joe's sons who still live in Goole also worked on the river and later became pilots as well.

Posted by Gail on 10/05/2008

I'm researching the LYALLs?/RYALLs (and other various spellings) family who lived on barges and worked the canals from Knottingley to Goole. Their barges were built in Thorne, they had GEORGE AND MARY, FOUR BROTHERS, THREE SISTERS, and GEORGE AND ANN, which was one of the first iron barges to be built (I have a photo of this one at its launch). If anyone is researching the same family, or can give me some idea of how they lived on the barges, I'd be very grateful!

Posted by Stella on 21/02/2010

My great-grandmother was Mary Jane Lyall (or Ryall). My grandfather Henry Ives was on the barges, and they lived in Blast Lane Sheffield for many years.

Posted by Rachel on 31/03/2010

I found this by chance. I know nothing about barges (although I'll be looking into that now) but am researching the Lyall family in Sheffield. My lot were around the Park area of Sheffield.

Posted by Gail on 23/03/2014

George Lyalls married Ann Dukes and they owned several barges including the “George and Ann”, which was an iron barge, built in Thorne. I have a photo of the boat with family members on board, along with, I think, the people who made it.

Posted by Suz on 21/06/2014

I am very interested in Gail’s message as my family had the barge “George and Ann” in 1861. John and Hannah Naylor later had the ELIZABETH.

Posted by Pam on 14/01/2011

I am also researching the Lyall family as Mary Jane Lyall, who married Henry Ives, was my great-grandmother

Posted by John on 28/08/2008

I used to dive off Tom Puddings into the canal as a kid - very dangerous as I know now, but not a thought then in the 1960s. The canal had two levels; one half was about three foot deep the other half was real deep. I remember trying to swim to the bottom.

My friend’s dad was canal keeper, his name was Dixon; he lived at the side of canal in a deep ravine which once flooded. We also used to dive off the rail bridge that runs over canal too, near to where the museum is - those were the days.

Posted by Anna on 13/12/2011

The friend of yours that dived off the railway bridge, did I know him? My father was William Henry Dixon. He was a top darts player and so was my mother Ethel. I came to Goole at the age of three on a narrow boat called TIPTON. It had a petrol/diesel engine in it. We came from Birkwood on that narrow boat with all our animals like goats, hens, ducks, pigs and a cat called Blacky and a dog called Lassie.

They both loved to swim in the canal. I went to school in Old Goole at the age of five. I can still remember the day we landed in Goole or should I say Airmyn as No. 5 Swing Bridge was in the borough of Airmyn, not Goole. It was right next to the BR engine shed - yes, I had my own railway to myself.

Thank you BR, you could set your watch by the coal trains, like WD 2-8-0 Austerity locos numbers 90531, 90300, 90213, 90228, 90186, 90281. All 25C shed code of Goole: 90099, 90132, 90172, 90094, 90091, 90009. I remember the shunters where 0-6-0 tender locos and some tank locos, mostly Aspinalls class 23s and class 27s. With L&YR the smallest ones we had at Goole were the unforgettable 0-4-0 L&YR Aspinall Pugs like 51222 (three little ducks – that’s what we all called it!) and numbers 51241 and 51244. I can go on for ever with steam locos!

Posted by John on 10/09/2008

Harry Dixon and his family lived in a cottage near the museum on Dutch Riverside where the road ends. He lived there in 1970s. He used to look after canal. He was a fine gentleman too. Old Harry we called him.

Posted by Anna on 24/02/2013

William Henry Dixon, known as Harry Dixon, was my father. We lived at No. 5 Swing Bridge and later Orchard Cottage near No. 1 Drain, Airmyn District. Lots of people think it’s part of Old Goole but it’s not – it’s Airmyn District Council. To vote, we had to go all the way to Airmyn over three miles away. To get to school we had a 2½ mile walk, no buses could get up that narrow road. It took the farmer all his time to get his tractor up the lane. You could set your watch or

clock by the WD 2-8-0 (90000) Class Steam Locomotive. They pulled 60 x 16 ton coal wagons out of Goole marshalling yard

A funny thing was two barges getting stuck in No. 5 Bridge hole. The skippers were too busy watching my mother putting the washing out on the washing line. It took four hours to get them free. There was a big argument to whose fault it was. Happy days.

Posted by Barrie on 01/03/2013

Exactly where was No. 5 Swing Bridge and was there a house next to the bridge or was that for the bridge keeper?

Posted by Anna on 12/03/2013

No. 5 Swing Bridge, Airmyn, on the Aire & Calder Canal. The house was located at the side just back from the swing bridge way. It was abandoned because of flooding in the cellar. We were the last to live in this house. It was a shame to see it pulled down, as inside it was real special with tongue and grooved polished ceiling and floors. There was no plaster ceiling anywhere in the house, it was all tongue and groove. Boards all varnished and polished so you could see yourself in the shine. There was a big Doncaster stove built in the chimney breast and there was the oven on the left hand side, the boiler on the right hand side and a fire in the middle.

There was a big fire guard around it all and my father got up at 6am, made the fire and then left the front door open and our hens and cockerel got in and sat on the fire guard. Sometimes it was the pig that got in. He got under the big table we had in the middle on the front room. He would then carry it on his back round the room trying to get it off. I could write a book of our young lives living there. Happy days, never to come back. We were very happy living in this nice house. I not seen a house like it since.

Posted by Barrie on 18/03/2013

Did you walk across the two wooden bridges across the railway at Oakhill Junction and up the lane towards the main road? I was friendly with the signalman at Oakhill Junction and cycled up that road many times around 1953 as a 14-year-old schoolboy. I remember the signalman told me that the railway wanted rid of the bridges but they were used regularly by someone who lived in a house near to the canal.

Posted by Anna on 11/09/2013

Yes we did cross the wooden bridges up near Rawcliffe signal box and I knew the signalmen, loco drivers and firemen too. I remember the steam locos running on all the lines around there and the one that went to Selby too. We went on the last push and pull train from Goole to Selby in the steam days. I remember the round house at Selby too and the one at Goole. It was my playground and very happy days we had back then. You can bring back steam for me any day. We loved the steam locos, even if they were black mucky things.

Posted by Bill on 17/02/2014

I remember going down to your mum and dad's house as a nipper and what a place it was. It's a shame it's no longer there. It would have made a great place for folk to visit to see how they lived in those days.

Posted by Helen on 26/11/2008

I'm researching the ASHBURN family into which my great-great-aunt married. They came from Doncaster but between 1851 and 1901 worked between Hull, Mexborough and Newark via Goole and all points between such as Keadby and West Stockwith. As other family members were coal merchants and lightermen, I suspect they were mainly in the coal trade. The Ashburns also married

into the Batty family of Doncaster who were mainly boat haulers by trade. Two of their boats were the ZULU and the SLY FOX. Does anyone have any pictures or more info besides the censuses?

Posted by Tracey on 31/07/2015

I don't know if we are related. I am also related to the batty family from Doncaster who were up and down on the barges. Elizabeth and Beatrice I think were the names. Stephen Batty and Andrew Batty were my great-great-grandfathers.

Posted by Christine on 03/05/2016

I too, am researching Ashburns and found your post by putting "Sly Fox" into Google! My mother was an Ashburn. Her father, John Clifford Ashburn was descended from Ashburns who were lightermen in Hull in the later part of the 19th Century and before that on the canals. I know little about them other than Sly Fox is part of our family mythology. I'm afraid I have no photos, but your post has galvanised my research.

Posted by Glynn on 10/12/2008

Does anyone remember Harker's barge the MARGERY H? In the 1950s it was often moored in Barge Dock near Laing's sugar refinery. It had a brass plate on its stern rail saying that it had taken part in the Dunkirk evacuation, found at the end of the war in a damaged condition, repaired and restored to its owners. Often wondered what happened to it, or if it was scrapped, was the brass plate saved? I've inquired at the Waterways Museum and they knew nothing of it.

Posted by Techno Brit on 19/10/2010

My grandparents moved to Goole in about 1910. At the 1911 census, they were living in George Street. My last uncle was born in George Street in 1918. However, one uncle died in 1913 at "19, Barge Dock Side" and another was born at that same address, two months later.

My question is, what was at No. 19, Barge Dock Side? Was it a hospital or similar institution? All help much appreciated. Thanks.

Posted by Pedro on 25/11/2010

I don't think there was any institution or such around Barge Dock. However numerous residential properties existed in the area possibly No. 19 was one.

Posted by Techno Brit on 25/11/2010

Thanks for that, Pedro! I took a look at the 1911 Census, it looks a pretty built-up neighbourhood...

Posted by Hamish on 10/10/2011

Any chance there might be knowledge of the boat builders "Smiths" of Goole. I have recently undertaken the renovation of a 32ft 8 ton cabin cruiser called the OPINIO (whether the original name I do not know) which was in very poor condition and sunk for 18 months. I do not know what year she was built or any subsequent history apart from turning up in Shoreham by Sea around 2008 where she was abandoned. Any information gratefully received.

Posted by Corby on 08/11/2011

I served my apprenticeship for Smith Bros 1949-1955 and have knowledge of many of the boats built in the latter years. I have had a word with the boss's son who cannot recognise the name Opinio. He suggests you take note of her registration number which can be found on the main beam. Let us know this and it may help solve the mystery.

Posted by Corby on 23/11/2011

My findings are that Opinio was built in 1963, which was long after my time in Goole. The original owner was Charles Douglas Bramall of Bamford, Derbyshire.

Posted by Dave on 24/11/2011

My father used to own Opinio in the 1970s, lovely 20ft deck and a Parson's barracuda engine. We bought the boat from marine auctions in Christchurch, Dorset and I have many different memories of her. I think she was based on a Scottish fishing boat hull and was Lloyds registered, rolled like a pig?

Posted by Corby on 24/11/2011

So Hamish, there we have two owners already. But these boats were built to withstand North Sea conditions, so I shouldn't think that there will be a problem where you live.

Posted by Mike on 09/04/2013

The Opinio was owned by my stepfather from about 1990 to 1993. If you email me the boat's number I can confirm or otherwise if it's the same Opinio.

Posted by Ken on 04/06/2014

I am interested in finding out if anyone knows of pictures of the barges THETA, BETA, GAMMA, DELTA used to run from Hull to Leeds/Trent? I wonder if any of them are still in the water somewhere?

Posted by Jill on 02/01/2015

The farm I grew up on in Rawcliffe was owned by the Aire & Calder Navigation Co. in 1910. Could anyone help with any more information please? Thanks.

Posted by Anna on 15/06/2015

I worked for Wilfred Acaster on the RADIUS, DUMBUCK and STAINCLIFFE, sometimes the EASDALE or KIRKBY and the DELIVERY too. I remember most of the Humber barges running from Whitiker oil tankers to Cory tanks and Harkers tanks and Esso tanks. I can name them all and BWB barges too and most others. Old Wilf was one of a kind of old school bargemen. He worked barges all his working life and a good man to work for too. He would always see you right. He is much missed by me anyway and the barges too. Happy days we had but hard days too.

Posted by Karlie on 13/07/2015

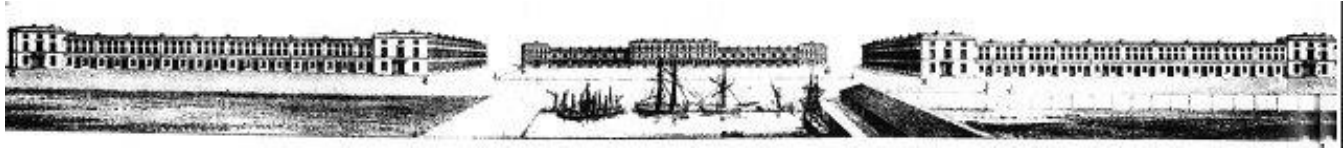
Wilf was my great-grandad. My dad Karl he now runs Acasters Water Transport. They still have the barges and tugs.

Posted by Fred on 09/12/2020

I would love to hear from anyone who worked and sailed on barges in the 1950s and 1960s with Bleasdales of Hull to mainly Sheffield. I did, and was at that time known to be the youngest skipper on the Humber at 17. My main keel that I worked on was SHIRECLIFF. I left the company and worked on Tollman, United Deep Sea Tugs, then the army, and so on and so on, living in different countries. I am now 87, and just returned to England and I have so many good memories of my time on the barges, and would love to hear from anyone who can remember these times.

Company Town

By the start of the nineteenth century, Goole was nothing more than a collection of cottages at the entrance to the Dutch River (where the current Old Goole is situated). When the entrance of the Aire & Calder Canal was chosen to be at Goole instead of Selby or Airmyn, grand plans were made for the new town. The vision of how the town might have looked was too ambitious and only part of it was built with the official opening of the town.



Only Aire Street and some of the side streets off it remain of the original town. Aire Street was very wide and grand and had huge imposing buildings such as the Lowther Pub. The A&C buildings had distinctive round corners. The conditions of the buildings of the main street were quite poor with people living in cramped conditions and having to use unhygienic alleyways that were home to the rats.

In the early days, Bridge Street, along with Aire Street, was a thriving commercial area with shops and houses lining both sides of the road. There were many pubs serving the dockworkers and visiting sailors.

The town and docks quickly developed. The town was now reaching out beyond the Hull to Doncaster Railway and would soon start to spread down Murham Lane (now Boothferry Road) and Pasture Road. Originally, Boothferry Road contained the private houses of professional people who didn't want to live in the Company Town. By the end of the nineteenth century it was becoming the commercial centre.



The boom time for expanding the town came between 1890 and 1914 when many magnificent red brick buildings were built. Examples include St. John's Buildings (1890), Trinity Methodist Church (1890), Bank Chambers (now the council offices) (1892), the L&YR offices (1892), Times Buildings (1894), Boothferry Road School (1893), the new market hall (1896), the United Methodist Church (1898), Goole Steam Shipping Offices (1903), Carlisle Street Library (1905), Pasture Road Baths (1906), Goole Secondary School (later GGS) (1909), Bartholomew Hospital (1912) as well as two cinemas and lots of new houses to the west of the railway line.



Goole has a windmill in the Shuffleton area of town next to the river. The mill was owned by George Heron in 1870, although the sails were taken down in 1893 and the original mill rebuilt when he died in 1912. Every year the “Shuffleton Feast” took place on the river foreshore. This was a large festival, the highlight of which was climbing up a greased pole to try and win a large ham stuck at the top of it.

A syndicate consisting of John Bennett, Ralph Creyke, John Rocket and T. Carnochan bought an area of land in 1874 and built Edinburgh, Alexandra, Stanley and Estcourt streets soon afterwards. This part of town was known as “Bennett’s Field.”

Goole had three cinemas. The Cinema palace was built near the town centre before World War I and had a distinctive arch outside. There was also the “Cosy Carlton” further down Boothferry Road and the Tower Theatre became a cinema later on.



The “salt and pepper” water towers dominate the landscape for many miles around. An Act of Parliament in 1881 allowed Goole and the surrounding villages to have a piped water supply. To achieve this, the brick water tower was built and opened in July 1883. The new ferro-concrete tower was completed in 1926.

To celebrate the opening of the brick tower, which was one of the tallest brick buildings at the time, a row of houses, Tower View, were built on Boothferry Road where they lived up to their name. Every year, on the anniversary of the tower’s opening, flags were flown from the top of the tower. When this coincided with Queen Victoria’s Jubilee in 1887, it was decided to have a firework display from the top of the tower as well. This ended in tragedy when one of the organisers was blown from the top by an explosion and fell down the inside of the tower to his death.

Postcards



Visitor Comments

Posted by JD on 03/03/2006

I lived near Heron's mill in the 1970s. I was not aware that the area was formally known as Shuffleton.

Posted by Shuffleton Streets on 06/04/2006

The historic Shuffleton was the name given in Goole's early days, when folks clustered around what was originally Murham Staithes. I believe Shuffleton was the bight or bay in the river then, where sailing vessels could land goods and passengers. The pilot's house was here - Spring Gardens - where he could overlook the river.

And before Goole docks were dug and the port came to town, the parish of Hook extended across the muddy wasteland to join moorlands with marshland.

Posted by Pedro on 10/03/2006

I took a nostalgic walk around Richard Cooper and Phoenix Street as I was born in 45 Phoenix Street in 1936 and moved into 39 Richard Cooper Street about 1940 until 1945 and then No. 53 until 1953. Sorry to hear the council intends demolishing these properties. I well remember as a child hundreds of bats flitting around in the night sky. So my walk was in the late evening during the summer of 2005. Lo and behold what do I see but bats.

Mrs Gleadow had the corner shop at Carlisle Street end and Mrs Steele had the corner shop at the opposite end towards Hook Road. Richies bakery and shop was halfway down the street. Holmes fish shop, later reopened by Gouldens, was on the right towards Hook Road. The riverbank was in those days dotted with small boats used for salmon fishing, of which my father had one along with Oldriges, Cooledges, Cawthornes and many others. There was a right-of-way from Phoenix Street to Marshfield Road through what we used to call the arch (still wonder how this got closed).

Heron's Mill on Hook Road employed most of the local girls along with Ritchie's bakery. There was in those days quite a few business people in the area, including Frank Hoodless (barge owner), Frank Hall (barge owner) and of course Sam Cross stevedore services who incidentally owned the only car in Richard Cooper Street.

Most of the families had allotments on the now Kingsway School (of which "dig for victory" was the key phrase during the war years).

We had Royal Naval personnel, Sam Whitely went down with HMS HOOD, God Rest His Soul. My uncle Dick Cawthorne returned home from the Russian convoys and lived in Fleamans buildings backing on to Richard Cooper Street, now part of the Shuffleton Mill new houses.

Merchant navy personnel were Herbert Marshall (buried at Tenoozen lock, Holland), Fred Grice (donkeyman on the SS HEBBLE) who lived in Richard Cooper Street. Steve Appleyard from Phoenix Street was a fireman on the Lanky boats. Mr Porter (wiggly for obvious reasons) was chief steward on the lanky boats and numerous others, including myself. Ah, happy days.

I also remember the Adelphi works garage at the end of Phoenix Street housing Bren gun carriers during the war. The Americans were billeted in the Christ Church, the cook house was in the grounds of the church in Victoria Street next to Beecrofts corner shop. First coloured gent I ever saw was the cook who used to feed us starving waifs we would stand on the church wall looking into the kitchen, and be rewarded with bowls of yummy soup, etc.

I remember mum (who was a Cawthorne) saying the Adelphi was at some time a theatre (long before my time).

Don't forget Alf Cook resided at 27 Richard Cooper Street and was awarded the George Medal, he was a sergeant in the paratroop regiment. His mother Minnie used to organise the annual daytrip to the seaside for us kids. Our parents would pay Minnie coppers over the year until the fare was covered. Bearing in mind my mother's rent for No. 31 went up to five shillings per week (25p) much to her dismay from three shillings and sixpence.

Johnny Smithson, the local chimney sweep, resided at No. 52 Richard Cooper Street. His son Sam was a local boxer used to fight at the drill hall (rear of Catholic Church on Pasture Road). He also boxed at the Market Hall along with Joe Carroll, another well-known local who had family in Phoenix Street. And not forgetting a dear old couple, Mr and Mrs Ernest Smith who I believed were Goole's oldest married couple later to reside together in Boothferry House.

If we needed a bottle of pop on a Sunday then Mrs Charlesworth would provide it, she kept cases in the passage of her house. Maybe a coincidence but the name Cooper was prominent in the street also at No. 33 and 41.

Other names from Phoenix Street was Hancock Phyllis married George Garner, they had the transport cafe in Ouse Street. They then opened same at Timms chemist ex-shop in Aire Street, now a carpet shop. Her sister was Isobel and his brother, Herbert, had a pony and trap. He would be for hire to do local removals, which in those days wasn't far, eg. Phoenix Street to Richard Cooper Street. His pony would graze on the riverbank and in winter he had a lean to in the back yard in Phoenix Street for the same horse.

Ted Edward Steele lived next door to Gouldens fish shop. His mother had the store opposite. Ted was the sawyer in the timber mill at the Adelphi worked for LEP transport. The big boss of LEP was Mr Studer who lived up Hook Road next to the Vicarage, Mrs Maud Richardson in Richard Cooper Street was his house cleaner, Mrs Ellis was his housekeeper. Mr Studer was Swiss as were

some of his employees namely a Mr Gyslinka. I think he was chief accountant in the main office in Belgravia (now the Halifax).

Also previous to LEP taking Adelphi, it housed East Yorkshire Buses. One driver lived in the Phoenix Street end house, Mr Bill Campbell later British School of Motoring.

The more affluent residents (not many) had a bath that was situated in the back kitchen with a work surface over the top, the rest had a tin bath hanging on the wall until Friday night. The York stove boiler would hold about three gallons of hot water, add the cold water and three kids - there's your bath night. There was occasional diphtheria and scarlet fever in a few families but not in epidemic proportions. Water from the main was no problem, but we had a catchment well in our backyard. Rainwater was used in the war (if needed) with a stirrup pump for incendiary devices. I don't recall anyone drinking from these so called wells. Dad filled ours in after the war using ashes from the coal fire.

I don't recall any noise problems but remember long summer nights with the ladies gossiping and sitting on the doorsteps. Probably waiting for the men returning from the Vic pub!

Use this info as you wish before memories fade.

Posted by Shuffleton Streets on 18/03/2006

You are a walking street directory Pedro. You humanise it with your memory for names and people in general.

Posted by Geoff on 24/03/2006

I've just looked at the map of Goole to remind me it's 57 years since I lived in Goole.

My granddad and granny Storr lived at 23 Marshfield Road; the alley through from Phoenix Street to Marshfield was between 21 and 23 via the arch. My dad's family lived almost opposite. There was also a back alley between the houses on Phoenix Street and Marshfield Road. At the end of the alley was a grocers shop on the corner of Phoenix Street; as a young child I remember this being a traditional oldie shop with brass scales and the like. Just about opposite was a sweetie shop and a chippie.

Before she was married, my mum had her own hairdressing business which she ran from the front room of my granny's house. I can clearly remember the house on Marshfield, it was large and quite daunting for a youngster. Both my brother and I were born in that house.

We lived on Kingsway, my dad Sid, mum Enid and brother Michael. I can't remember the number but there was a large open area to the rear and I remember the big bonfire on bonfire night and the ships' rockets that my dad used to get.

My granddad used to take me to the park next to the riverbank on Hook Road with his dog Nellie. My grannie had an allotment at the far end of Boothferry Road; she used to walk there in her 70s; occasionally I went with her but it was a long walk for a four-year-old.

My granddad Depledge had a pet monkey - my mum has photo of him with it on his shoulder, not many pet monkeys around then (probably less now, come to think of it).

I went to nursery school, I think it was on Queensway or perhaps Broadway. In those days we had beds to go to in the early afternoon. I remember hating this and slipping off home, to my mum's displeasure. I can remember the ice-cream man on his bike and have memories of a steam-roller repairing the street outside my home.

We did a house swap and moved to 9 Garth Lane in Hook; there I went to my first proper school. I think the whole school was in one or perhaps two classrooms. In Hook I had my first girlfriend, Elaine Butler, from 1 Garth Lane. I think her dad had a furniture shop in Goole. We moved to Hull when I was five as my dad had left the sea to be a Goole pilot on the Hull to Goole route.

There was a farm down Garth Lane and a big fire one day when the haystacks were alight. I remember my Uncle Arthur (Linden Lea, Hook Road) helping to put out the fire.

Who remembers Sid Woods from Goole? He became a pilot just before my Dad around 1950. Dad was a pilot until he retired through ill-health about 1980 or so.

When we moved to Hull we were still regular visitors to Goole to see my relatives.

Uncle Cyril Storr had a butchers shop on Pasture Road, auntie Vera Bateman had a pork butchers shop on Aire Street. I can remember her making sausages, back pudding, etc. Uncle Albert had a pub on Lower Bridge Street.

One of my lasting memories will be going up the river with my dad. We had to board the ships at Hull often on the run, ie. the ship didn't stop. The pilot cutter ran alongside and we boarded by a rope ladder. Can anyone remember the SS ASK? She used to be the biggest ship going into Goole a real handful to steer around Goole Docks - I think she was Danish or Norwegian. Dad always used to say that the Ouse was the most dangerous river in Britain; so it proved when one of the boats capsized and the pilot lost his life (I think his name was Greenwood and it obviously upset my dad and his colleagues).

Posted by Pedro on 25/03/2006

Think we beat the pet monkey. We had Jacko chained to the wringer (mangle) in Richard Cooper Street. Uncle Dick in Fleamans Buildings brought it home from sea during the war, eventually sold to Appleyards in Phoenix Street, then eventually sold to travelling circus camped on waste land on what is now Eastgate Flats. My brother still bears the scars of a bite it gave him.

Posted by Geoff on 25/03/2006

I had a chat with my mum tonight. She was born in 1918 and her memory is not good these days, but get this for a series of coincidences. My mum's family initially stayed at Marshfield Avenue and moved to 4 Kingsway (later to be Capt. Laverack's house). Mum thinks it was the Rollinsons who lived in Hook and exchanged houses with us when we moved from Kingsway (not no. 4) to Hook.

Mum thinks the Depledges lived at no. 63 Marshfield Road and the Laveracks stayed next door, as did the Ashtons at the other side, he was a pilot.

I believe there was a garage at the end of Phoenix Street where my dad's mum Dora kept her car.

From Kingsway mum's family moved to the Peacock where granddad Frank Storr was the publican (granddad had been an engineer at sea). Mum was about sixteen when they left the Peacock and moved to Marshfield Road. The Peacock was badly damaged during the war.

My granddad Frank bought his son Albert a pub in Hook before he moved to the pub on Lower Bridge Street (names of pubs not known).

Next door to the Storrs at no. 28 was a large family named Sweeting.

I was reminded by mum of the Whitsun Walks around Goole, the floats from all of the churches and the big picnic/games afterwards. I can remember going past my uncle's shop on Pasture Road.

At the beginning of the war my dad enlisted in the army and he was stationed at Bull Fort in the Humber Estuary, however he quickly went back to sea in the Merchant Navy. His boat was

torpedoed on the way to Scandinavia for iron ore early in the war. Some of the crew including dad were rescued by a German merchant ship, the captain was not a Nazi, and they were landed at a neutral port and got home.

Back on the pub theme, my mum's granddad Alfred Storr (wife Sarah Ann) was landlord of the Black Lion in Snaith, I have a photo of them outside the pub.

Posted by Pedro on 25/03/2006

The Peacock was modernised but not until the 1970s. They managed the pub up to about 1969; Sid Raywood took it over (he was also a skipper at sea). During his tenancy the Peacock was completely rebuilt and is still open. The Steam Packet pub was in George Street now a supermarket car park.

Posted by Pedro on 29/03/2006

When we lived in Richard Cooper Street, dad had two allotments at the end of Ainsty Street (now Kingsway School). During the war years he grew vegetables and bred rabbits (for the pot). We had our customers along Hook Road including Mrs Bowles, Mrs Rushworth and Miss Rhodes, who ran a private school. Among his customers was a captain Lee, I believe he was the Harbour Master - in fact the house was called Harbour House on Hook Road. During all this time of wartime scarcity, I never remember selling to the elderly in Richard Cooper and Phoenix Streets but delivered free to Mrs Dixie, Gill, -Smiths and many more.

The Laurels house on Hook Road was taken over for billeting soldiers. This house remained empty until the 1950s when it was eventually modernised by Dr Langley who came out of Egypt because of the Suez Crisis. During this time I myself was at sea and Dr Langley and Dr Strachan were the shipping federation doctors for seamen. I was on a ship called the Lumen from Liverpool and Nasser gave us 24 hours to clear the Suez Canal before he blockaded it. Thus we were among the last convoy through. Happy days.

Posted by Pedro on 02/04/2006

During my time I guess the biggest drawbacks were heating and light. Very few houses had the luxury of electricity, my own parents had gas lighting right up to 1953. Overcrowding was another problem. Some houses had two families - when the elder sibling married they usually took over the front room. The majority of families were very large. I knew of one family with nine children plus a married couple in the parlour (wouldn't be tolerated today), and yet remember very few complaining. During the war years the fever ambulance was a frequent caller, driven by Mr Spillman from Rawcliffe who took the patients to the then Westfield Hospital known locally as the Fever Hospital.

A Mr Storr living with his mother-in-law at 29 Richard Cooper Street. Mr Houghton worked down Thorne Colliery and received his allowance of a ton of coal per month; this would be tipped outside his front door due to the limited access to the rear so families in greater need never went without a coal fire. Others more wealthy just paid Mr Barnard to deliver with his horse and cart stabled at the rear of the Tower Theatre. I believe he resided in Marshfield Avenue. After the war most of the larger families were rehoused by the council. Those who chose to remain, ie. older couples and smaller families, then enjoyed modernisation of most properties.

Also very noticeable was when people were rehoused in the post war council houses in the Western Road area. The gardens were vegetable gardens, not the blooming flower gardens one sees today, I guess old habits die hard. Although it didn't take long for the housewives, especially my mother, to

realise the bread dough would rise in the hot tank cupboard at a constant temperature. So woe betide anyone who drew hot water off during this time and lowered the temperature.

Posted by David on 19/04/2006

My grandfather was one of five brothers, all masters, Stephen, Herbert, William and George. He had the OBE and at one time, in the 1920s was harbour master at Goole. My Grandfather retired in 1939, shortly after the LOWLAND was mined off Walton on the Naze, Essex coast. My grandparents lived in Jackson Street and he used to walk me to school through Richard Cooper Street.

Their next door neighbour was Uriah Wood, he had lodgings there, He also made an impression, tall and gaunt with a "Duff" leg. He may have been OK but to a small boy rather intimidating. My dad's sister Annis lived in Marshfield Rd, My paternal grandfather Capt. David Jackson was I believe harbour master at Goole until his death in 1948. He lived in a row of houses near Lock Hill and I understand these properties are listed. My grandfather Lea took over the house keeping on his retirement and was on very good terms with local shop keepers, in fact, on reflection, baring in mind they were a God fearing family, there never appeared to be any shortages, only sweets.

Posted by Pedro on 19/04/2006

Spoke on phone today with my elder brother (now in his eighties). He says he remembers Capt. Lea, harbour master, but thought he resided at Harbour House, Hook Rd, as at one time this property was allotted to the harbour masters. The house is about three doors prior to reaching Ainsty Street and still has inscription Harbour House and date above the door.

Posted by Shuffleton Streets on 19/04/2006

Harbour House, Hook Road was used by the earlier harbour master, Capt. Baker, but I discovered that he also gave his address as East Parade. Could be that was the HN office. Capt. Lea followed Capt. Baker on latter's retirement/death.

And then in the 1920s and 1930s, Harbour House was occupied at some time by Mr Smith (a shipping agent?) for whom my mother worked as a shorthand-typist before her marriage in 1927.

Posted by Geoff on 22/04/2006

I visited Goole last week with my Mum (now 87). I took her to the Peacock and introduced her to the present landlord (my mum's dad, Frank Storr, had been the landlord). It was interesting to watch her reaction, she was obviously deep in thought about her childhood. She remembered the two large houses opposite and the "rich" families that stayed there, alongside small cottages for the poorer townfolk.

We went down Kingsway and Marshfield. We also visited Garth Lane, Hook, where we lived. It is pretty much the same but I was surprised to find that the old school had been knocked down (or is it not where I remembered it to be).

My uncle Frank Storr had an electricians shop. Mum thinks it was on Ouse Street. He died of M.S. in 1946; mum reckons he was responsible for the lighting on the docks and had a bad fall.

Posted by Christine on 06/05/2006

My great-grandmother lived at 50 North Street, her name was Christiana Maud Collier. There was a passageway at the side leading to a row of houses which I believe was called Providence Place where her daughter Brenda Cox lived. Correct me if I am wrong as I haven't lived in Goole for over 50 years.

Posted by Shuffleton Streets on 07/05/2006

My understanding was that 50 North Street would have been where the block of flats is now - I think one of the two houses still standing on the Goole side of Belle Vue House (the home for elderly) was 34 and to the west of it was built the YMCA and there were houses there either in or behind that site between Victoria Street and North Street - I think one was Billington Row?

The next block was the one where North Street Wesleyan Church was first built, and that was the brewery area too I believe.

The older census details give the names of all these streets, rows, etc. in that area.

Posted by Pedro on 07/05/2006

Houses also stood where the tax office is now situated. Mrs Botley had the corner shop next to Peacock then came a row of houses up to Bamforths on the corner now the labour exchange.

Posted by Shuffleton Streets on 07/05/2006

That side of North Street would have been odd numbers though. Houses went all the way down towards the Clock Tower, with Kellys fish and chip shop and the Solicitors offices before it ran out with the "wooden" single storey shops on the corner with Aire Street.

Posted by Fiona on 11/06/2007

I found the site by accident too. I have found it fascinating to read about memories of people I remember growing up in the 1960s.

My grandma was called Bertha Barrow and lived in Belize House on Hook Road overlooking the river. My grandfather Fred Barrow was manager of AHL shipping in the 1950s. I have a lot of photos of the sinking of the SS AIRE.

Posted by Pedro on 13/06/2007

I remember Fred Barrow well, during his working years for AHL. Also remember my pre-sailing days as one of the Richard Cooper Street urchins running errands for his wife. A lovely lady who invited me for tea on one occasion; I remember climbing up the steps (sadly now the house converted into apartments). I also recall his daughters especially Margaret, can't for the life of me remember the name of the second daughter. Ah happy days.

Posted by Fiona on 13/06/2007

Margaret Barrow was my mother. She died in 1999 - she was one of the UKs oldest surviving diabetics at the time. Her sister is called Anne and is still alive as is her elder brother Michael.

I was really sorry when the house on Hook Road was sold. I spent a lot of time with my grandparents and the house was wonderful for a child to play in and so full of history. I was very angry the developers ripped out all the fireplaces, stained glass and the amazing Victorian bathroom, complete with a delft blue style loo that I loved and was always proudly taking my school friends to see. Sadly Goole has never really gets a grip on its history until it's too late.

If had a former conservatory that had been roofed and was used as a kitchen. What a kitchen! But a bit hot in a heatwave when the oven and Aga were both on. The views over the river were fantastic, watching the ships come in while you were having a meal! You take things for granted while they are happening and miss them as time goes by.

Posted by David on 23/06/2007

As a small boy one memory I have about "The House" was the fireplace in the lounge. I remember looking up it and wondering if I could climb it.

Posted by Corby on 19/11/2007

Pedro, this page is mind blowing. It's like coming home again. I can put faces to so many names. Although I never spent much time down your street - only to raid your bonfire coming up to the day and ultimately to have it stolen back. My mate John Appleyard lived down there and we have kept in touch. All the people and the dates inform me that I must have known you. You may have known my cousin Tommy Dunwell. After leaving school he was found an apprenticeship with Smith Bros, like me. But he upset his mum and dad by running off to sea. His first ship being the ALT. We have exchanged emails and photos. Some of his stories about growing up in Goole are great. We share the same grandmother in Annie Taylor. Both her parents were waterway people - Thomas Taylor hailed from Barnsley and his wife Mary Jeff of Mexborough. Annie also had a sister Hannah who married Charlie Shipley. One of the children of Charlie's second marriage was Harry Shipley the famous milkman of Hook.

Posted by Pedro on 20/11/2007

Our paths must have crossed. I knew J. Appleyard very well. I believe he ended up working for the power company at Drax Power Station. I also served on the SS Alt. I knew Tommy, also on board was Eddie Binnington and Walt Duffy. My mother's side of our family were Cawthorns - all mariners and canal boatmen. In fact my grandmother was a Taylor Edith but her dad (I'm just researching) was Edward Taylor marine engineer but I believe was originally from Hull. 1901 census shows him living in Dunhill Road Goole. Shipley the milkman from Hook delivered by pony and trap down our street. Happy days.

Posted by Corby on 20/11/2007

I was sorry to hear what happened to Eddie Binnington. Like other friends Alan "Ace" Fielder and Alan Bedford. Taken too soon. Thomas Taylor married Mary Jeff at Goole Parish Church in 1850. Thomas bled to death in Goole Docks when his leg was trapped between his vessel and the dockside April 1871. Another person you may have known was my uncle Billy Ash/Tug, TENACITY during the war and in later days the Abbey boats.

Posted by David on 25/01/2008

My memories go back some 60/70 years to the time when Goole had gas lighting and you would see a guy riding around town with a long pole over his shoulder (nothing to do with the eventual twinning). He of course was the lamp lighter.

Posted by Geoff on 27/04/2008

I was born in 1945 and raised at 37 North Street. I recall the cellar kitchens and gaslight in the terraced houses; the rounded corners of the little streets, the host of pubs and clubs in the neighbourhood. Some had "thunderbox" toilets and a communal external standpipe tap. The more fortunate had WCs and internal cold water. Life was much different then, less than a short lifetime away. So much has changed in the world since those innocent post war austerity years. I look around, smile and think, how much more comfortable the modern underprivileged are in their "poverty".

Posted by Denise on 08/10/2008

I was born at 21 North Street 1947, like Geoff (who I remember), I can still see the rounded corners, the passage leading to the back doors and toilets (McGeevers, McKones, Sandersons, etc.) I remember the rag and bone man who had a yard nearby; Kelly's fish and chips, the best in town; the arcade where it was dodgy to go at night; Icon Hepponstalls yard, later owned by Eastans builders, who my dad worked for. I seem to remember a Mrs Thorpe who had lots of tortoises or have I dreamt that, does anyone remember?

Posted by Barrie on 16/11/2009

From around 1952 I used to work after school at F.A. Bamforth's Radio and Cycle shop in North Street Goole. I cannot remember the street number but I can remember the places that you mention. I went to Eastons builders yard to buy a piece of wood to make a model boat with. Next door to the shop where I worked was a sweetie shop run by an old fella and his wife; we all used to buy sweets and lemonade in there. Their street was relatively quiet and many kids played out in the street every evening.

Posted by Denise on 24/02/2010

The sweet shop you mentioned was Bottley's, they also used to run trips to the seaside and we all loved going with them as children. You also mentioned Eastons builders, my dad worked for them. I remember, when they altered the old billiard hall at the top of North Street, I loved going there to watch them and take his "snap" as he called it (packed lunch). Did you go to Kelly's chip shop? Best fish and chips in Goole!

Posted by Barrie on 01/08/2010

Around 1951 I went to Eastons builders yard for an off-cut of wood to make a small sailing yacht, however the pond at West Park was a fair distance away for me from Woodland Avenue and I did not get to sail it very often. I did eventually lose interest and became interested in Radio and Electronics, hence working in the Radio and Television shop after school.

I certainly must have gone to Kelly's fish and chip shop as I did visit such establishments on occasions.

I don't remember the trips to the seaside, however I may have missed them as I worked in the shop on a Saturday and usually went out with my parents on a Sunday. There was a Methodist church in the street and my music teacher, Mr Phillips, was the church organist. I used to have the occasional trip down to the church when he went down to rehearse his music for the Sunday service. I remember the billiard hall but it was relatively primitive when I was there; I do believe that it got modernised, perhaps around 1958. Underneath the shop an old fella ran a lodging house; he used to come up occasionally if the sink drain blocked up. I left Goole to work at the age of sixteen in 1955.

It was sad to see how the place ran down so quickly, however they were talking about compulsory purchase orders for the properties around 1938 and it was only the onset of war that put a temporary stop on the process or delayed it for at least 30 years.

Posted by Judy on 01/05/2008

Pedro, you are a mine of memories. Just found all this and I am only up to 2006. You have just set me off blubbing by mentioning my granny and grandad Smith from 14 Richard Cooper Street. I am the youngest daughter of their son Ernie (George Ernest) who died in 1975, before granny and grandad. Still live in Goole myself. Look forward to more of your memories.

Posted by Pedro on 25/06/2008

Glad you're enjoying memories of bygone days. Your grandad was sitting on Lock Hill when I came out of Richard Cooper Street carrying my sea-bag on my way to joining my first ship. He asked me what ship I was going for and walked with me across the docks into Old Goole. I also knew your dad Ernie Jnr very well as later in the early 1960s I worked on the local power stations but that's another story.

Posted by Kerry on 24/02/2009

My dad tells me everybody knew everybody in Goole. He was born in Goole, 1934 and lived at Alexander Street, then Broadway. He also lived above Booths cobblers. He went to same schools and left at same time as you. He mentioned George Dales, Colin Hudson and Gordon Perrett. Some other memories of the area he lived in are Alan Audrey and Jack Bedford, a shop on Stanley Street, Wally Hill who had the Burlington pub. He also recalls taking money to Mrs Sanderson's savings club, Annie Sherburn's shop, a man with one leg nicknamed "Hooker Giles", also a shop that sold mussels near Alexander Street School. His uncles were Reg, Percy, Helier, Herbert and Des Darragh, Mum's name Ida Hill. My dad's nickname to his mates was "ginks" or "ginksy".

Posted by Corby on 25/02/2009

You've certainly opened the deep corners of my brain with that little lot. Your dad and I trod the same ground and probably the same friends. My main friends being Alan Bedford and Alan Fielder but never at the same time for it would have been a major clash of personalities. Alan Fielder was always so laid back whilst the other was not. Alan Fielder, Des and Eddie Binnington all went to sea on leaving school. Sadly they have now all passed on.

A few more memories for your dad. Behind the Burlington were Barnard's stables and Peachy Gotts pig sties. We were told to give the pigs coal to eat as it was good for them - which we did. I kept my pigeons in Alan Fielder's loft which gave me a chance to see his lovely sister Nancy. I also think Mrs Girling lived near you. She was the lady who laid people out and made them look nice prior to burial.

Posted by Carol on 31/08/2010

I was wondering if anyone had a photo of Harbour House, Goole. It is the birth place of my great-grandmother Annie Wright (1861-1952)

Posted by Chumi on 30/12/2010

Harbour House is 89 Hook Rd, Goole. You can see this on Google Earth. I lived there in a top flat when i first got married in 1980.

Posted by Jo on 20/04/2011

My great-grandma Maria Jackson lived at 7 North Street and my grandma and grandad Goodworth lived at 16 North Street. My mum was Christine Goodworth. I think my grandma worked in Kelly's chip shop.

Posted by Denise on 04/12/2011

I remember your mum, Christine, she was so pretty. Your grandparents lived on the other side of the street to us and were friendly with my mum, we lived at 21. I can't remember if mum made dresses for her; she made clothes for lots of people in the area especially for ladies who went ballroom dancing at the Crescent Club and our front room was always a no-go area when ladies were being measured or having fittings. Mum also had another talent, she could wallpaper, and I often had to trail round with her to people's houses. I wasn't very old at the time but would think it was 1954 or thereabouts.

Posted by Trudy on 27/04/2012

John Beeman Smithson was my great-grandfather, the chimney sweep, tinsmith and scrap merchant who married my great-grandmother, Edith Mary Smithson. They lived together in Estcourt Street where he owned a rag and bone yard before moving to 52 Richard Cooper Street, Goole in the 1920s, where they lived until he passed away in August 1955.

John and Edith reared a pig in their backyard and the residents of Richard Cooper Street would take their scraps of food to feed the pig until it was ready to be harvested. My great-grandfather would then distribute the meat to the residents who had helped to feed it and a feast was had by all! My great-grandmother was a very stern, stiff upper lipped lady who had her own wooden chair, pride of place, adjacent to the wood burner in the Queen Victoria public house on Hook Road, Goole. There she could be found sat smoking an old Warden pipe. It's said, that locals would not dare to sit in this chair for fear of the wrath of Edith Mary, my great gran!

The ladies would also congregate in the Burlington Crescent for a tippie whilst sat in the "snug". John and Edith had six children John, Billy, Owen, Sam, George Henry (my grandfather) and Mary. Sam and my grandad were both boxers known as Sam "Boy" Smithson and "Sonny Boy" Smithson.

Posted by George on 29/08/2012

Interesting reading about Goole, particularly Richard Cooper Street and the docks. Although I lived in London, I visited my gran and grandad, who lived at 14 Richard Cooper Street, when I was about eight to sixteen years old, about 1954.

My gran and grandad (Jessie and Ernest Smith) were the longest married couple in Goole, 76 years I believe. They had gas-light mantles in the house and a radio that ran off a car battery - modern technology then. Visited the street some years ago. Only a few people were living there, the remaining houses being boarded up and falling to bits. I still have cousins there, but where I don't know.

If this happens to revive a contact with any of them, my mum was born in Goole, Anne Morfett, who had several sisters and brothers who lived and died there, with off-springs who will be my cousins.

Posted by Norman on 26/04/2014

In 1958 I left school - there was no jobs around Goole at the time. My sister had bought a house in George Street, it consisted of bedroom, living room and cellar; the back yard contained an outside loo shared by two families. The water supply was also outside, no water indoors at all - it all had to be brought indoors. In the yard also was an air raid shelter. My bother-in-law and I set to with a hammer each and took down the shelter - that was one hell of a task but we managed to dismantle it completely.

With there being no jobs in Goole, three or four of us got on the Selby push-and-pull train from Goole Railway Station; we arrived at Selby and went to the John Rostrons paper mill where we all got a job; the wage was £3/15/3 for 40 hours a week. We had 12 shillings a week train fare, £1 to mum for board - that left me with what I thought was a fortune £2/3/3, on my sixteenth birthday. I got one penny an hour rise – wow, what would I spend all that cash on! One of the lads was Dunk Dad - what memories we have Dunk.

Posted by Corby on 27/04/2014

I consider myself lucky to have lived in Goole during the good years, especially the war years when everyone pulled together. A few years ago I sent this article to the Goole Times in the hope that it may be of interest

Waxing Lyrical

I was born in 1934 and reared in the terraced streets of Goole.

My mother passed away when I was eight. My father was a docker. I left Goole in 1957 when I married a local girl Audrey Pearce. We moved to Southampton where the prospects of work there suited my profession as a boat builder

Over the years we have made many friends down here. But have never forgotten our home town and returned many times over the years. Mainly for the cemetery run and also fleeting visits to friends and family, both now a little thin on the ground.

I have recalled many of my memories to friends over recent years and just lately a lady asked me, "Why do you wax lyrical over a dump like Goole?" I had no immediate answer to this question until, whilst seated in my garden one day, this thought came to me. Last year I counted 32 varieties of birds flying into or over my property. Each year the frogs arrive to spawn within my pond, much of the spawn and tadpoles are eaten by my fish. The young fogs who then survive on exiting from beneath the protection of the netting then fall victim to the heron and grass snake. The stag beetle and elephant hawk moth have been constant visitors.

The point to all this is life has not changed for all these creatures. They still choose to return, for it is where their roots lie.

Posted by Paul on 26/03/2015

When I lived in Goole, I'd not heard that Boothferry Road had a previous name. I only came across it when reading an article on the Goole Union Workhouse which showed in 1853 it was on Murham Lane but another plan for 1930 showed it as Boothferry Road. In another article there is reference to the Murham Lane Staithes in 1888. I assume the name was changed before 1930 and after 1888.

Posted by Tony on 27/03/2015

I've not seen anything about Murham Staithes but I have seen a map showing Murham Lane running from Hook Road so the Staithes were probably what is now Lock Hill/Victoria Pier.

Posted by Paul on 27/03/2015

You are right that the Staithes were replaced by Victoria Pier/lock (in 1888) because of increased shipping trade and the increasing size of ships using Goole, particularly the coal boats to Rotterdam.

Posted by Keith on 28/03/2015

Did Goole have Alms or poor houses like many other surrounding towns had?

Posted by Tony on 29/03/2015

Looking at a 1834 plan it seems that Wright Street is what is now Pasture Road. Compare the shape of the land to the right of the workhouse to the 1905 plan Union Place, St. Marks Terrace. I can't find anything on any almshouses in Goole, though I think there would be some.

Posted by Paul on 30/03/2015

Can't find details of alms or poor houses in Goole but did find the following:-

"For Hook: Almshouses for three widows were founded by Joshua Jefferson, Esq., who endowed them with land now producing £38 per annum, of which £6 are paid for the instruction of children."

From: A Topographical Dictionary of England (1848), pp. 542-545. www.british-history.ac.uk

In Market towns of Yorkshire for 1843 it states for Snaith:

"...also almshouses for six poor persons, founded by the Yarburgh family, and others for six widows, rebuilt in 1802 by Lord Downes, who has a seat in the parish."

Tom Puddings



Goole's success as a port came from its ability to compete with the railways to export coal from the Humber. This was achieved by a system of compartment boats developed by William Bartholomew in 1863. They were locally known as "Tom Puddings" ("Tom" meaning something large and "Pudding"



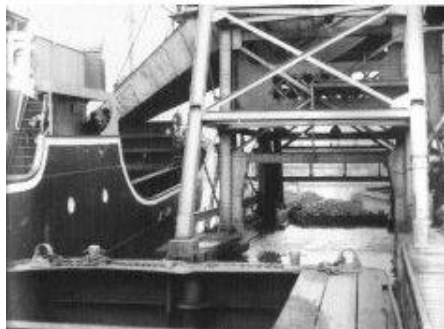
because they compartments looked like intestines or a string of sausages or black pudding) and consisted of long trains of compartments which could hold around 40 tons of coal each. The compartments were lifted into awaiting ships at Goole via hydraulically operated hoists. Between 1863 and 1912, five hoists were used at Goole to cope with the enormous tonnage of coal. The system continued to be used up to 1986.



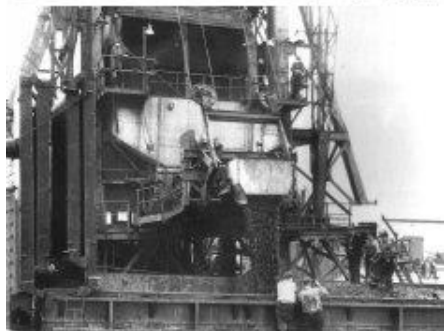
Normally trains of 21 compartments were used, although sometimes up to 38 could be carried in one go. The compartments often floated at different levels depending on the type of coal being carried. The front few compartments were usually not fully loaded to make the barge propeller more efficient. The limiting factor was the size of the locks (trains often had to be split) and any side winds which could skew the train too close to the bank.



Originally locks were between 215 and 265 feet long which allowed about ten compartments through in one go. Eventually all the locks from Goole to Castleford were increase to 450 for a maximum of 19 compartments. Sometimes union agreements limited the size of the boats.



A large number of empty compartments and tugs were based at Goole. Collieries would inform Goole daily with their requirements. This allowed empty trains to go from Goole and be efficiently distributed between the different collieries and to ensure there were enough spare compartments to go round.



In the busy periods a tug would only have to visit one colliery, but later they had to call at two or three to be economical.

At the colliery, each compartment was dragged up from the canal onto a railway bogie running on an underwater railway track. These were then taken by an engine to the colliery for the coal to be loaded.

Once it was loaded, the locomotive would push the compartment back into the canal where it would float off the bogie and could be shackled together into a boat train and towed to Goole. The system became known as the "Railway on

the Water”. It was so economical that the cost of transporting coal this way was far cheaper than the railways or other canals in the country.

When they were towed, the compartments were held together by chains. An axe was kept handy to cut the chains as if one compartment sank, it could drag the others down. Each compartment had a walkway to allow the boatmen to move around. A leader or jebus was attached to the front of the tug to act as a breakwater. The tugs were originally steam-powered and just given numbers, but were later powered by diesel and named after the collieries they served.

Once the compartments arrived at Goole, they were split up and stored ready to meet the demands of the outgoing ships. At peak times over 200 compartments could arrive at Goole each day. South Dock and Ouse Dock were used as storage places and could hold up to 800 loaded compartments sorted on the grade of coal they were carrying.

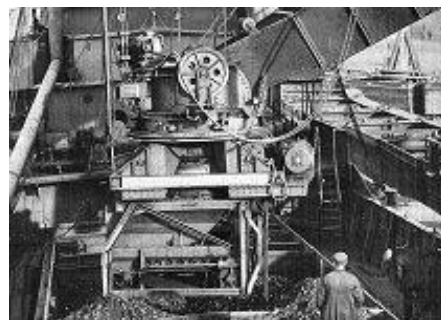
The hoists at Goole were 90 feet high. No.1 was built of wood and the rest of steel. A cage was lowered to below the water level and a loaded compartment was moved over it. At the same time hydraulic pistons could move the empty one out of the way. The loaded compartment was then secured to the cage and the whole thing raised to the required height for the ship. Another pair of pistons then rotated the case 125 degrees to allow the coal to tip out into the ship’s hold. Two “spout men” would use shovels to ensure no coal was left behind.

In the early days the hoists could handle around 100 tons of coal per hour. This increased to around 300 tons per hour as the design of ships’ holds improved. The fastest loading was in 1947 when the “Lady Sheila” loaded 251 tons in half an hour and arrived and sailed on the same tide.

Sometimes the compartments would carry bunker coal for the steamship itself. In most cases this had to be shovelled manually into a skip which was then loaded into the ship’s bunker. It would take four men half a day to empty a compartment.

Hoist work was controlled at Goole by a Coal Inspector, two assistants and six Hoist Foremen. The Foremen checked which compartments needed tipping and would write the name of the ship with chalk on the side of the compartment. The spout men would then know which order to do the work.

It was often a Health and Safety nightmare, with the hoist operator having instructions shouted to him which he could not hear and inadequate lighting when working at night. The tug men were notorious for turning up to work drunk and they often went poaching on the riverbanks to try and supplement their income.



No. 4 hoist was originally a floating hoist that could be moved from one part of the docks to another. It was built in 1910 and dismantled in 1968. Various devices were used to keep the coal in good

condition. These ranged from devices at the collieries to covers on the compartments which were important to keep certain types of coal dry. Most coal damage came when it was tipped by the hoist into the ship's hold. Anti-breakage devices were tried at the end of some hoists, which would gently lower the coal on small conveyor belts, but they were fiddly to use. In the end the cheapness of the system was more important than the quality of the product.



Coal was not just transported via compartments. Railway Dock had a high-level railway coal drop run by the L&YR. Wagons would enter along a high-level railway line, be tipped in to ships, and returned via a low line.

The use of Tom Puddings ceased in 1986 due to reduced markets. The final shipment was made to the MV. Dimple with coal from South Yorkshire ending a system with 122 years of use carrying 55 million tons of coal. Of all the five coal hoists that Goole had, only hoist No. 5 remains intact and is now a preserved building used as part of the waterways museum. There are also the diesel tugs, two jebuses and four compartments in existence. Hoist No. 3 was demolished in 1993 as part of dock expansion, although the controls were preserved for display.



The last compartments were built in 1977. Accidents sometimes happened with ships hitting loaded compartments and sinking them. This was made worse if they were tied together in dock as one sinking could bring down many others. In the worst accident, sixty loaded compartments sank in Ouse Dock in 1960. Sunken compartments were recovered by lifting them up with chains or screws, or in extreme cases by lowering the water level in the docks.

Postcards





Visitor Comments

Posted by George on 25/03/2006

One of the former steam Tom Pudding tugs, WATERLOO, has been found lying derelict in the River Medway near Chatham. If anyone has a pot of spare cash it could be brought back for the Waterways Museum!

Posted by Colin on 27/04/2006

There's a Tom Pudding down old harbour (River Hull) being made into a houseboat. A bit small I thought.

Posted by Leofwine on 08/07/2010

I have some photos of the wreck/remains of the Tom Pudding tug Waterloo (originally No. 6) built by Thomas Scott in 1891. The tug is just off Horrid Hill in Gillingham, Kent on the River Medway.

Posted by Gordon on 12/07/2006

There is a very good section on W.H. Bartholomew and all his innovations for Goole in the book "Slow Boat through Pennine Waters" by F. Doerflinger (1971) giving a summary of the puddings. He mentions the ability to partially steer them by compressing the spring buffers separating the compartments by means of tightening the steel ropes on the appropriate sides. The book includes a fairly good reproduction of an illustration from The Graphic now held by the Garside Collection of the No. 5 hoist in action.

Posted by Elaine on 09/11/2006

I wish the internet and this site had existed in 1976! I dragged my other half all round the system looking for a Tom Pudding (he'd been laughing at the name) and there wasn't one around at the time.

Posted by Mike on 24/12/2006

When the boats were laden, I believe from fallible memory (late 1940s - early 1950s) that the Jebus was coupled behind the tug, but when they were empty, then it was coupled in front as a false bow, when the leading boat would be "cocked up" ie. the front aspect would be slightly raised. (Where else have I heard that phrase in connection with Goole?). I was told that the position of the Jebus was altered in order to create a flow down the sides of the boats to help maintain a less deviating path, and the "cocking up" lessened drag.

Incidentally, does anyone out there know the origin of the use of the word "Jebus" in this connection?

Posted by FH on 01/04/2007

I served my apprenticeship at Goole Repair Yard, known locally as the Top Yard. This was situated on the Dutch River side about 400 yards before the timber pond and the then called Smiths boatyard. It had a "pan" shop, a boiler shop, a fitting shop, carpenter's shop, blacksmith's shop,

sawmill, tinsmith's shop, sailmaker's. It boasted a dry dock and slipway for winching flyboats/barges out of water. The inlet from the canal was approx 500 yards upstream of the No. 3 dry dock which was situated adjacent to the old gas house at the back of the "Cape of Good Hope" public house. Its function was to repair compartment boats (or "puddings"), jebuses (or leaders to give them their correct name), tugs (of which there were originally three long tugs used for towing flyboats and approximately seven or eight tugs for towing the strings of "tom puddings" up and down the canal).

When I started my apprenticeship all the tugs were steam-driven reciprocating engine vessels and were all riveted construction, as were the "puddings". The compartment boats were floated into a small cut at the end of the pan shop and then an overhead crane picked them out of the water and deposited them on four blocks which stood them about four feet off the floor, from which position they were repaired. The "pan shop" could hold approximately twelve pans and they were worked on in rotation with two or three pans a week being repaired. Boiler work was also under taken and shell repairs on the tugs and barges as required.

Without this yard the coal trade would have come to a grinding halt and yet strangely there seems to be no mention of it.

Posted by Jim on 15/05/2007

If this was top yard what was bottom yard?

Posted by FH on 02/07/2007

Top Yard. The name above has always been applied to the repair yard, which was then (in 1949) a part of the Aire & Calder navigation, and was subsequently part of the nationalisation of many industries. It subsequently was called the DIWE (divisional inland waterways engineering) or executive. The yard manager at that time was Mr Charles Marland and he was superseded by Mr Leslie Pearce, the well-known Goole Town cricketer. The timber pond was a shallow area some 200 yards upstream of the repair yard where baulks of timber were floated in and left to season or stored until required. Directly across from the timber pond was a basin known as the "Dog and Duck", I seem to remember being told that sometime in the past a pub of that name had been located there. At the time I worked at the Top Yard the "Dog and Duck" basin was the site of Camplings Repair Yard owned and managed by the late Claude Campling. I have a host of memories of the time I worked there from 1949 until 1964.

Posted by Pete on 06/07/2007

I remember also my parents some 60+ years ago mentioning a pub named the Dog and Duck in this area. During my childhood we had the top yard and the shipyard so I can only surmise the bottom yard would be Goole Shipbuilders.

Posted by Shuffleton Streets on 07/07/2007

Believe it is so, that Dog and Duck may have been a "beer house" once upon a time, probably when the basin behind it was the canal boat mooring, in earliest days of Goole's history, ie. 1820s-1850s.

In the 1940s, it was home of Acaster family, although perhaps it began as a lock-keeper's canal-side cottage. There were small cottages for canal workers south of the present Dutch River and canal bridges. Called Bridge Houses 5 and 6 in 1901 census, lived in until 1940s, if not later.

Posted by John on 14/08/2007

Researching my family history, I found my great-grandfather worked on Tom Puddings but fell off and drowned at Altofts, July 1913. Name John Thomas Hyde age 36.

Posted by John on 15/01/2008

In 1986 I converted (by inserting a four foot centre section) a Tom Pudding to carry a 20 foot ISO container. It worked a treat and we got a plug on BBC TV. The idea was to start a service from Leeds to Goole, with up to eight puddings in a string (one 20 foot container in each), taking about a day to make the journey. The energy required was insignificant. Unfortunately BWB. had the redundant Tom Puddings (there were about 80) cut up for scrap, so there was nothing to convert.

Posted by Malcolm on 25/03/2008

Just visiting site for first time - I have worked in Goole as a ships agent since leaving school in 1968 and, correct me if I am wrong, but I believe that the floating hoist was called either No. 4 or No. 6 hoist?, No. 5 is the preserved hoist on the South Side of South Dock and as far as I know was always a fixed hoist with the Tom Puddings being stored in the South Dock Basin at 90 degrees to the hoist. No. 4 (or 6) floating hoist was almost directly opposite on the North bank in Albert Street where South Dock Terminals now operate.

I vaguely remember calling at a vessel loading at that hoist when I first started working and feeling a little queasy by the movement of the hoist when lifting loaded puddings. At that time the puddings were individually numbered for identification and our company was shipping coalite breeze/peas/beans/nuts (being descriptive of the size of pieces) out to Norway which continued for many years. There would be around 32-34 tonnes of coalite breeze (slag size) in a pudding and at the other end of the scale around 20-22 tonnes of nuts, (being bigger, lighter pieces and therefore less dense). Suppliers were Askern, Bolsover, Grimethorpe and Rossington works who delivered in lorries to canal side chutes for gravity tipping into the puddings, therefore you could have three or four different tonnages from each works in one pudding.

Ted Beevers, Eddy Chafer and Don Cawkwell were in the "coal office" as supervisors and they gave us a loading list with numbers identifying which puddings had been loaded into the ship. From that we were able to tie up what tonnage from which works had been loaded into each pudding to determine the final tonnage from each works. My abiding memory is of when the ship was nearly full the coal trimmers would go under the wings and ends of hatches (no box-shaped/self-trimming holds in those days) and disappear from sight as 30 tonnes was tipped into the hold where they were, after a minute or two you would see the coalite slowly shifting downwards as they dug their way out like moles, filling the void in the end/wings behind them until they resurfaced. Health and Safety would have a field day with those practices now.

The vessel in the third postcard (the light blue and white livery) is one of the Norwegian Rhine Line (NRL) fleet operated by Paal Wilson & Co. of Bergen. They used to carry coke or coalite for our clients to ports in the Norwegian Fjords and their vessels were regular callers and a common sight in Goole Docks from the mid-1960s until the late-1980s/early 1990s when the solid fuel trade almost totally declined. Looking at the structure of the vessel in the postcard she is one of their 850 to 900 tonne vessels and could be the TORPO, VOSSO, FOLLO, VENLO or any one of a myriad of sister ships (all ending in "O").

Posted by Corby on 26/04/2008

Throughout the history of Goole we read of the efficiency of the Tom Pudding and hoist system for the loading of ships but very little about the real heroes in this story. The Coal Trimmers. Ask the average man in the street and he would not begin to know what a coal trimmer is. A coal trimmer does what a miner does in reverse. In the old days given a handful of tallow candles to go beneath the deck and shovel coal into voids so ensuring the ship has a safe voyage with no threat of cargo movement. After a shift, coughing up coal dust long afterwards, like the miners.

My grandfather James Arthur Bunting had two good friends in his brother-in-law Charlie Shipley and William "Tash" Spencely, The latter took over the young family of my grandfather when he died at the age of 44. My father and many more young men continued in this thankless job often taking home the residue of coal dust. Within and without. Things became easier with the so called "self trimmer" design of ship but the job still needed the personal touch. I take my hat off to these unsung heroes.

Posted by Steve on 10/04/2013

I'm interested in the chain compressors that were fitted to some pans whilst in the dock (commonly called knacker bouncers). As far as I can see they were at one time fitted to two of the surviving pans but have been removed. If anyone knows where there is one, or likely to be one, I would be very interested. They were made of cast iron and fixed to the deck by four bolts. They had a bed with the shape of three chain links, and an attached hinged arm with a heavy round weight on the end to flip over and trap the chain. They were used like modern chain compressors for a quick release of the chain.

Posted by Stefan on 27/08/2015

I am a homebrewer and have decided to name my milds "Jebus" and a batch number. If my missus allows it.

Posted by John on 13/03/2017

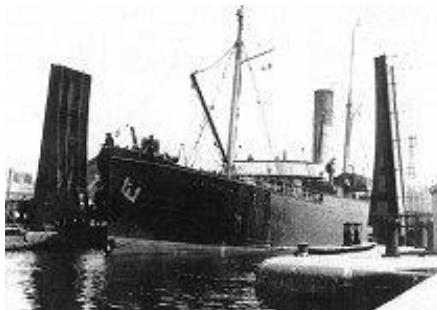
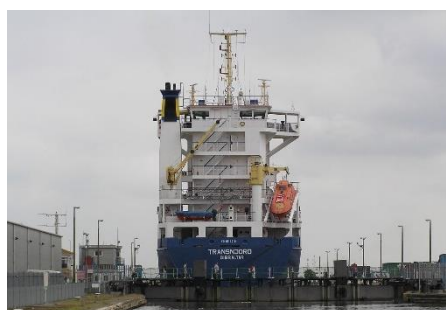
My grandad Charles Oglesby was on the tugs pulling Tom Puddings to Goole

The Ships

By the end of the Victorian days, most ships were run via commercial shipping companies. There were many based in Goole, each with their own offices and ensigns. One of the largest ones was Bennet's Red Cross Line, running regular services to Boulogne. Their main cargo was fresh fruit and vegetables, although they once carried an entire circus troupe. Their ensign was a red cross which they had to change because it infringed the Geneva Convention Act. They lost several ships in both World Wars and finally closed down in 1946 after when John Bennett died. The company was taken over by the General Steam Navigation Company who continued to operate a Goole-Boulogne service until 1974.



The Goole Steam Shipping Company was formed in 1864 and had a black, red and buff ensign (or soot, blood and suet as it was known by the locals). Bartholomew was chairman of the company from 1880 to 1904 and the company was very successful. Originally their ships were named after rivers such as the Ouse, Aire, Calder, Derwent, Wharfe, Hebble, Don and Nidd. In 1905 they were taken over by the L&YR and the letters L and Y were added to their ensign. After this time, their ships were known as "Lanky Boats". As with other shipping companies, many of their boats were lost in the World Wars.



Goole also had the dry docks, maintenance and shipbuilding facilities required to maintain the traffic. Goole shipyard was based in Old Goole, south of the Dutch River, and its cranes formed a distinctive part of the landscape until it closed in the early 1980s.

Postcards





Visitor Comments

Posted by Bill on 08/01/2006

Does anyone have any information about a cargo ship called the SS MARLWOOD? My dad (Joe Stewart) was ship's cook and I visited the vessel in the early 1950s. I've written up my dad's Merchant Navy war history, think my sister gave a copy to Goole library. Thanks.

Posted by Brian on 10/02/2006

My great-uncle Tom Collier was the captain of the Marlwood in the early 1950s. Tom lived in Reedness at that time - next door to the Half Moon pub.

Posted by Pedro on 08/03/2006

I last went on board the Marlwood to see a shipmate from Goole in 1954, she was discharging coal in Deptford Creek, Woolwich. The last time I personally saw the Marlwood was at Greenwich in 1955 discharging stone. She was coming to the end of her time even then. She would load coal at Goole for power stations on the Thames.

Posted by Geoff on 23/03/2006

My dad was also a master on the Marlwood in the late 1940s/early 1950s. His name was Sid Depledge from Marshfield Road in Goole. My brother, myself and my mum spent a holiday on the Marlwood when she was in dry dock in Sunderland probably around 1949 or so. I've just spoken to my brother and he reminded me that Tom Collier was the master and my dad was his relief master. There was an "uncle" Jack on board who we thought was the cook.

Posted by George on 25/03/2006

Marlwood details: 1924, 996grt J. Crown & Sons, Sunderland (174) as FELLSIDE for Quayside Shipping Co. (Connell & Grace), Newcastle; 1930 SWANDALE, Yorkshire Dale S.S. Co. (Atkinson & Prickett), Hull; 1938 MARLWOOD, Wm. France, Fenwick; 1952 to Wm. France, Fenwick (London/Goole) Ltd; broken up at Dunston on Tyne, arrived 2/7/1957

Posted by Bill on 14/05/2006

I'm very grateful for all the replies I received but particularly impressed by George with the very detailed info you were able to give about where and when she was finally broken up. I have researched my dad's (merchant navy) war history in great detail but I never discovered a source that told me the eventual fate of the various vessels he sailed on.

Posted by Geoff on 01/10/2008

My dad left the Marlwood in 1951 and was discharged from the Merchant Navy at his own request to become a Goole Pilot (Hull to Goole). He first joined the Marlwood on 12 March 1946 and served as first mate continuously until 9 June 1950. At this time the Marlwood went into dry dock at Sunderland. Dad sailed on the BESTWOOD for one trip before re-joining the Marlwood while she was in dry dock. At that time my mum, brother and I spent a week on board in Sunderland. She sailed on 14 August 1950.

Posted by Mark on 06/10/2009

Tom Collier, my grandfather, was the master of the Marlwood. I have some plates retrieved from the ship with its picture on them. Unfortunately they have been broken and glued back together. I also have a brass ships clock from the Marlwood as well, though I believe my uncle Albert (Tom's son) has the one that chimes the quarter hour, etc.

My grandmother Lilly (Tom's wife) lives in Auckland New Zealand. She turned 100 on June 30th. My mother, Maureen, her husband Clive and I live in Invercargill New Zealand, at the bottom of the South Island. Grandfather always said New Zealand was his favourite place and wanted the whole family to move here. Sadly he passed away in 1970 and never made that move with us. He is sorely missed.

Posted by Christine on 27/12/2013

I once had a ride on the Marlwood. The captain was my great-uncle Tom Collier. I remember visiting his house in Reedness many times. Would love to hear from Mark. His mother was my mother's cousin. His auntie Lily still alive and living in New Zealand!

Posted by Robert on 24/03/2006

Regarding the above postings about people who sailed on the Lanky boats, you might be interested in pages from my great-grandfather's wages book - he was master of various ships, including in 1931/32 the AIRE, HEBBLE and MERSEY to which the pages relate.

We also have some of his scrap log books, which make you realise what a risky venture it could be sailing to somewhere like Hamburg in the dark in winter in the days before GPS. Basically, about six and a half hours out of Goole and an hour out of the Humber, you passed the Outer Dowsing light vessel, you pointed the ship "E half S", and then crossed your fingers because there was nothing else to see until, hopefully, some fifteen hours later, you saw the Borkum light off the Friesen coast. Occasionally they missed it, and had to look for the next sightings at Norderny, Elbe and Cuxhaven. Sometimes they see other Goole ships - e.g. "Passed SS Blyth 2'N" (log of the SS Aire, Goole to Hamburg, Sunday October 28th 1934, 7.40 a.m., 5 hours from Outer Dowsing, ten hours from Borkum). Sometimes they didn't, such as when returning with the Aire from Rotterdam on the night of April 20th 1931 they should have sighted the Calder but, as we now know, didn't. I wouldn't want to do it.

Posted by Pedro on 25/03/2006

On Kingsway, there are three bay window houses. In one resided Captain Laverack, master on AHL Lanky boats. He was badly burned during the war, facial scars incurred when a bus with all the crew was hit by enemy fire. I seem to remember they were on the way to join a ship. I believe Capt Laverack received some sort of commendation. I was a member of his crew on the SS ALT in 1951; what a nice chap he was too and that says something, as most of the captains ruled with an iron fist.

Posted by Emma on 01/11/2006

I've read some of the comments that people have made. I was intrigued to find the mention of my grandfather Capt James Laverack of Marshfield Road. I was wondering if you had any more information or memories of him/his family that you could share as I never got the chance to meet him.

Posted by Pedro on 01/11/2006

I can't add much more but say Captain Laverack was most respected by all who sailed with him. Even today when us old salts are reminiscing we can we can always find fault with AHL skippers but he always comes out tops. No doubt you have seen his wedding photos and observed what a good looking man he was prior to his accident. Some years ago he was featured in an article in the Goole Times, these should still be available in the archives. I personally sailed with him on the SS ALT and SS HEBBLE - truly a gentleman.

Posted by Geoff on 03/11/2006

Emma, sorry I cannot add anything. My mum is still living and she can remember Captain Laverack but she cannot now add much as her memory is now very limited.

There is a difference which I cannot explain, Mum calls him Billy and he is certainly the same one that Pedro talks about. Mum knew him before his accident and says he was the most handsome man in Goole (mind you others may not agree).

Posted by Emma on 05/11/2006

I have just been talking to my dad after I got your replies. He would like to thank you greatly for the kind memories of his father. He added that his accident happened after gunnery practice in Berwick-on-Tweed. The plane that was towing the target drogue decided to buzz the bus that he and his colleagues were on. Unfortunately on the last pass it hit the bus and exploded. Billy Laverack was pushed out of the bus but suffered serious burns. He was in and out of hospital for the next three years. He was treated by Archibald MacIndoe who was a pioneering burns surgeon during the war. He operated on many burns-injured pilots who became known as his "guinea-pigs".

Dad tells me my grandad eventually passed away after a heart attack on his ship off North Cape (Norway) en route to/returning from Russia, in April 1978. He was airlifted off the ship but died before arrival at hospital.

Posted by Pedro on 05/11/2006

Many thanks Emma for the final chapter of Captain Laverack's life. I left Goole in 1970 and often wondered about his final years.

Posted by Fiona on 11/06/2007

I remember Captain Laverack, my grandma telling me about his burns. He used to walk a wire haired terrier call Jack on the riverbank.

Posted by Geoff on 25/03/2006

Did you know my dad? He had a foreign master's ticket and was relief master to Tom Collier on the MARLWOOD before becoming a pilot.

Posted by Pedro on 25/03/2006

I remember your dad as a pilot, also Lawson, Robinson and many more. All AHL masters had foreign tickets and were their own pilots. Pilots were required for foreign vessels and coasters like Everards, Whartons, etc. Captain Harold Lawson of Riversdale Drive was his own pilot. He

had the LANCASTERBROOK for years; his son was a pilot with your dad; his wife was a school teacher at Goole Modern.

If the pilots left Goole with a ship and nothing for return journey, they had to take the train back, later supplied with a minibus. My uncle Walt Cawthorne took ships from Goole upriver to Howdendyke and Selby. I was a lowly AB on the Lanky Boats. Captain Crabtree, Frank Drury and many more come to mind. The river was a cow of a trip if I was at the helm and we passed Hull we couldn't be relieved and by the time we reached Goole my arms would be aching. Then drop anchor to swing alongside the jetty opposite the Victoria pub. If they didn't get that swing right it was onto the sandbank opposite the shipyard. Many lost on that bend had to be blown up by Van-Der-Aker a Dutch salvage company.

Also the Dutch ship NOTTINGHAM loaded with evaporated milk missed the swing and turned turtle opposite the cemetery. She was refloated later after discharging the cargo with divers - they used inflatable air bags and later she still carried on running to Goole. The river was awash with tins of evaporated milk and still edible weeks after. I used to fish them out!

Posted by Geoff on 25/03/2006

The pilots who took ships from Goole to Hull never had ships to bring back. The way the tide worked made that pretty well impossible. The ships went from Goole to Hull on the rising tide and were arriving at Goole as the high tide allowed vessels to leave Goole.

My dad worked from Hull to Goole and occasionally if there were too many boats leaving he would take a ship back. More often than not he had to get the train back to Hull or you would see the pilots thumbing a lift at the end of Boothferry Road on the main road to Hull.

Posted by Pedro on 26/03/2006

Captain Lawson often brought his ship up when they least expected him. The standing joke at the time was when she dry docked her hull was shiny due to sand friction!

Posted by Cliff on 16/04/2006

MV WARWICKBROOK owned by Comben Longstaff, what happened to her? Thanks.

Posted by George on 18/04/2006

Warwickbrook: Built 1956 by Koster, Groningen for Comben Longstaff. Later names 1972 FIBROOK; 1973 ATLANTICO I; 1979 ESPERANZA No.2; broken up at Cartagena, Colombia March 1985.

Posted by Samantha on 12/02/2007

It was interesting reading above about my great-grandfather's boat WARWICKBROOK. If anyone knows anything about any other "brooks" or about my great-grandfather William Comben-Longstaff, I would be fascinated. Thanks.

Posted by George on 13/02/2007

Interesting to hear of your family connection. What you need is this book which might still be in print, "Comben Longstaff & Co. Ltd.", K.S. Garrett, World Ship Society, 1996, ISBN 0 905617 58 82 7. Otherwise check the WSS website www.worldshipsociety.org - it has a foreword by Barbara Comben Strange, daughter of William, so presumably your aunt?

Posted by Pedro on 14/03/2007

Wow, what a famous great-grandfather you had, with many ties to Goole. Comben Longstaff ships ending in "brook", LANCASTERBROOK, LINCOLNBROOK, LEICESTERBROOK, LONDONBROOK, DURHAMBROOK to name a few, sailed out of Goole with coal for the

power stations of London and elsewhere. I myself sailed on the above ships during the 1950s. The Lancasterbrook captained by Harold Lawson of Goole had a regular trade from Goole to Ipswich and Yarmouth. Happy days.

Posted by Ted on 20/06/2007

I sailed in the Lancasterbrook around 1950 at the same time that the Londonbrook sank when she missed the swing and finished almost blocking the lock gates. Captain Lawson was skipper, "Monty" was mate, John was boson, the chief engineer lived in Poole. He kept a pub on the dockside by the power station. Happy days!

Posted by Pedro on 20/06/2007

I was on her in 1952, Monty Rhodes was mate; Captain Lawson was a gent. Lofty Linnington was bosun; he originated from Shoreham area and was lost in Goole Docks around the 1960s while working as a boatman. The engineer I remember was called Wilson from Goole. Roy Hudson from Goole was cook/steward. The Lancasterbrook was one of the easier ships at the time having steel hatches unlike the others with wooden hatch boards. I was recently in Ipswich, met a guy in a pub who knew Captain Lawson and was invited on a trip to Goole. He asked if I could get him a photo of her but can't find one.

Posted by Ted on 21/06/2007

Pleased to see your signal. There must have been some changes after I left her (Lancasterbrook). That was some of the crew as I remember them. By the way, a chap called Les Depledge was cook aboard - that name seems to crop up a lot in your messages. I recently got a picture of the Lancasterbrook but it didn't seem to be the ship I remember. I have a snap so it was easy to compare I will see if I can find one or two. So what happened to the original one, was she sold on? I remember the steel hatches and I agree with you Captain Lawson was a gentleman.

Posted by Pedro on 21/06/2007

There was a second ship built in the 1970s. The old girl, built in 1948, was sold and renamed in 1962 as LOCH ETIVE; in 1968 she became the FAIR LADY; in 1969 named ELENKO and yet again in 1969 the Greeks named her FANAROMENI. She was eventually broken up in Piraeus 1970. Incidentally I joined her again as bosun in 1960 - unfortunately on discharging dried fruit from North Africa in London docks, I trapped my thumb (amputated) in those same hatches. Happy days (sometimes).

Posted by Ted on 21/06/2007

Sorry to hear about your bad luck with the thumb. You've got good reason to remember the steel hatches and thanks for the information regarding the "old" Lancasterbrook. I was curious about the different photos and there was no one to ask until that is until I stumbled on Goole-on-the-Web. Very pleased to have made contact with you. Be in touch later. I am going to sit back now and soak up a few memories. Happy days.

Posted by Geoff on 03/02/2008

The Lancasterbrook skipper made a battery driven scale model of his ship, I do not know his name. It would have been around 1957 when he gave it to my dad. You can imagine the fun me and my brother had sailing it in the park ponds.

Posted by Pedro on 03/02/2008

The skipper of the Lancasterbrook was Harold Lawson of Riversdale Drive, Goole. The mate was Monty Rhodes of Goole. Captain Lawson piloted himself up and down the Ouse. His son

was also a pilot on the river (wife a school teacher). Captain Lawson also had the SANFRY. He was decorated in World War II. Truly a gentleman that I had the honour to sail with in the 1950s.

Posted by FG on 31/08/2006

I am after information and photographs of the SS RYE, No. 2 that was sunk in World War II. In my file it mentions that the Rye had passenger cabins; they might have stopped carrying passengers owing to the war. I can't recall my mother saying they had to provide their own food and blankets, etc., which would have been a bit tricky owing to the rationing, especially if you were a family man. Thanks.

Posted by Pedro on 03/09/2007

The steward would have been cook/steward - he would see to the officers. The passenger service was cancelled because of the war as most passengers were travelling to the continent. Rationing was in force but merchant seamen received extra rations. Even in my days, late 1940s, we had the option of cooking for ourselves, ie. taking our own food, but the cook would see to it. I soon opted for them stopping me a couple of pounds a week and receiving three meals a day. After leaving a ship my mother was grateful for my seaman's ration book and claim the extra coupons. Some of the crew still had their own donkey's breakfast (straw paillasse) mattress up to 1950 when we were provided with foam dunlopillo. Ah Happy days.

Posted by FG on 03/09/2007

Thanks for the answer. I thought about a cook/steward, then thought if he had to look after the officers cabins and cook for the crew as well, it would be a bit of a tall order. Then when leaving and returning to your ship humping food, blankets and your clobber in the packed trains of those days would be a bit of a bind.

Posted by Pedro on 04/09/2007

Yes it was hard times indeed, even in my days, but the National Union of Seamen instigated major changes to shipping companies. I remember joining an old coasting vessel in 1950 with old wartime mattresses still on board; unfortunately we had an outbreak of impetigo (scabies) so all the bedding was took ashore and burned on the quayside (in this case Plymouth). In return we received the new ones plus sheets/blankets/pillows/etc. much to the annoyance of the shipowners.

Posted by Jo on 05/09/2006

I am interested in finding a vessel called the SHAH of whom my great-grandfather William Osburn (1851-1904) was the master crewman. The ship's number is 68529 and he was on the vessel on both the 1891 and 1901 census returns. I would be grateful for any help or even a pointer in the right direction. Thanks.

Posted by George on 12/09/2006

The Shah was a fine paddle tug, here are her details: 1874, 86grt J. Readhead, South Shields (99) for Joseph Martin, London; bought by Goole & Hull Steam Towing Co. in 1878; sold to George Alder, Middlesbrough in 1914; renamed DALES THORPE in 1916; broken up at Hylton in 1929. I have a rather faded photo of her from Charlie Hill's collection.

Posted by Jo on 12/09/2006

You are a superstar. I would love a copy of the picture if you don't mind emailing it to me. Also, sorry to be a pain, but could you explain the info a little further - I'm kinda new to all this history business let alone ships and tugs. Thanks.

Posted by George on 16/09/2006

The first line of the data means built in 1874 and her gross registered tonnage was 86 (a measure of her size). The next line is her shipbuilder (Readhead) and first owner, the rest should be obvious.

Posted by Christine on 11/09/2006

I am trying to find out as much as possible about the loss of SS MERVILLE in 1923 and SS COLNE in 1907. I do have newspaper cuttings but in particular I wanted to know the result of enquiries and also does anyone have the commemorative edition of the Goole Times from 1923? I am wanting if possible a picture of my grandfather John Townsley who was the captain of these ships. Thanks.

Posted by Pedro on 11/09/2006

Merville: 1903 built by Dundee Shipping Co as the EDIE for Goole & West Riding Steam Shipping; 1917 sold to Yorkshire Coal & Steam Shipping; 1919 renamed MERVILLE (same owners); 15 March 1923 foundered 20 miles off Steenbank while on voyage from Goole to Ghent with a cargo of coal, only mention in Lloyds report is of severe weather. Twelve crew lost and two picked up by the Norwegian steamer FRITHJOF EIDE. Afraid that's all I have. Maybe Goole Library archives can offer further assistance?

Posted by Tricia on 17/06/2012

SS Colne. Does anyone know where I can get further information about the sinking of this ship? I have seen a memorial postcard of it on the net and I would like to know why this postcard was produced - to raise funds for widows and dependents? Was there a memorial service held in Goole and was it reported in the paper? Many thanks in advance!

Posted by Glynne on 20/06/2012

I have some data given to me by Christine. I will send it to you. My distant cousin Ralph Snowden was one of those drowned in the disaster.

Posted by David on 11/10/2006

I was recently sorting through family photographs, as you do when you reach a certain age, when I came across a photo of a single stack, slightly raked, steamer named LIBERTY. She was well aground at the time the photo was taken which I think would have been in the early part of the last century. On the reverse side is the name Captain Proudfoot. I am aware of most of the ships my dad was on, also the ships my grandfathers captained but this one is to me a complete mystery. Any ideas? Thanks.

Posted by George on 11/10/2006

Liberty was one of the Goole-based fleet of the Cooperative Wholesale Society, Manchester. Built in 1890, 895grt by Earle's at Hull. She passed to the Lancashire & Yorkshire Railway then the LMS Railway before being broken up at Sunderland in December 1931.

Posted by Pete on 17/10/2006

I used to sail out of Goole in the 1950s and enjoy this site very much, also the wonderful Riversea site. Noted on the Riversea the ship YEW VALLEY lost off Cromer. This was a lucky escape for me as I was due to sign on in Goole with a shipmate from Goole, J. Brocklesby (or was it Brocklesbank?) Jack joined her and was lost with all hands. I changed my mind and opted for the ROMAN QUEEN (Queenship Navigation Co.). I have searched in vain for a photo of the Roman and TUDOR QUEEN but with no success. Just wondered if anyone could assist with these? I have fond memories of Goole and its pubs from the 1950s. Thanks.

Posted by George on 18/10/2006

Here are details for Tudor Queen, (Roman Queen was from the same class): 1941, 1029grt, Burntisland Shipbuilding (247) for British Channel Islands Shipping; 1947 Queenship Navigation; 1959 Coast Lines; broken up at Troon, arrived 25 September 1959.

Posted by Hamish on 26/01/2007

I too sailed out of Goole in the early 1950s, and in fact we were having a few pints in "Melodies" pub with the crew of the Yew Valley the night she sailed. We did not sail until the next tide and were sure taken aback when word got back to Goole that she had gone down.

I remember an AB who had just joined her, a short chap five six or so with tight curly hair, who had just been shipwrecked on the ship that had left Goole in thick fog and ran aground on the south bank, just down river from the shipyard. The pilot put her astern, and was off the south bank and hard and fast on the north bank before they realised they had moved. I remember him saying, nobody would believe he had been shipwrecked in a graveyard, but I don't remember the name of the ship, which became a total loss.

Posted by Denis on 22/04/2009

Regarding the Yew Valley - the sailor was my great-uncle Jack Brocklesby, cousin to my dad, Harry Mongon, who still lives in Goole.

Posted by Barry on 15/11/2006

Can anyone tell me about SS INDIA, registered in Goole? Master was Charles Powell. Moored in Lowestoft at the 1881 census. Thanks.

Posted by George on 15/11/2006

INDIA Here are basic details: built 1876, 364 grt by John Readhead, South Shields for Bennett Steam Shipping Co., Goole; sank in Ouse Dock 30 July 1896 but raised and repaired; sold in 1899 to Bennetts of Penzance (no relation to the Goole company); sold foreign after 1913 and sank in November 1928.

Posted by Jamie on 27/02/2007

I am trying to find out more information about a ship that my great-great-grandfather was captain on. His name was John W. Hutchinson and he was captain of the SS BROOMFLEET, part of the Ebor Line fleet. Which unfortunately went down during a storm on 13 December 1933 off the coast of Norfolk. Does anyone have any further information or photos of this ship? Thanks.

Posted by George on 11/03/2007

She was built in 1912, 864grt by W. Harkess at Middlesbrough as AVONWOOD for local owner Joseph Constantine; bought by Ebor S.S. Co. (E.P. Atkinson) in 1924 and renamed BROOMFLEET. Missing as you mention on 13/12/1933 on a voyage from Goole to Ipswich.

Posted by Val on 04/03/2007

I am trying to find information/photographs on the Aaron family. My great-great-grandfather James Aaron (1819-1892) was a master mariner and part owned ships called the ELIZABETH AARON, The WAVE and The EMMA SHARP. Most of his siblings were mariners and lived and sailed out of Goole.

Posted by Barrie on 24/06/2009

Captain Aaron lived next door to us at 7 Woodland Avenue and he later moved to another house in the Centenary Road area. He was a master mariner and worked for Associated Humber Lines which was part of the Railway Empire. I am not sure of ages but I think that he would be born

around 1908. It is an unusual name so I think that he would be a descendant of the family that you mentioned. His son trained as a naval architect and worked for Yarrows up here in the Glasgow area. Hope that this helps you.

Posted by Richard on 13/12/2009

Stumbled across this website by accident.

Howard Aaron was my grandfather, and as you say his eldest son, Phillip, (my father) was a naval architect who worked for a time in the Glasgow area. Phillip eventually ended up as managing director of a shipyard on Merseyside. Sadly he passed away in 2001.

Howard's youngest son, Roger, is a retired quantity surveyor living in Lincolnshire. As for myself, I in fact live back in East Yorkshire.

Posted by Peter on 15/12/2009

Read the post by Richard Aaron and the reference to Roger Aaron. Grateful if you could pass on my e-mail to Richard since I would like to make contact with Roger who I have not seen for the best part of half a century! We used to knock around together in the Clifton Gardens/Centenary Road area. Thanks.

Posted by Ed on 17/04/2010

Philip Aaron and I were very good friends in our early teens and have often wondered what happened to him. I left Goole in 1957. We spent a day on the SS FELIXSTOW with his dad, in turn we spent a day on a locomotive shunting in Goole Docks. Sorry to hear he passed away. I did sail with Capt Aaron on one trip.

Posted by Ian on 31/08/2010

Barrie, I was a good friend of your neighbour Philip Aaron who died a few years ago. He was a naval architect, designing ships for a number of yards, including on the Clyde, and ending up in the Wirral/Birkenhead area. His father was skipper of the SS AIRE of Associated Humber Lines, pride of the Port of Goole. Greetings from Sydney, Australia.

Posted by Barrie on 07/09/2010

Ian, I am sure that I remember you at school. I think you were a prefect when I was in my final year there in 1955. I remember Philip Aaron and I believe that at one time he lived quite near to me at a place called Duntocher and worked at Yarrow's ship yard on the Clyde. I also remember his father, Captain Aaron, who sailed on the SS Aire for many years.

Posted by Pedro on 30/03/2007

In my seagoing days all the pilots I knew were ex sea captains or at least held a masters certificate minimum HT (home trade). The AHL Lanky boats, as stated earlier, piloted their own vessels to Goole. The Don, Dearne, etc. running to Scandinavia (Copenhagen), was classed as FT (foreign trade) and consequently the masters of these vessels held a deep sea masters certificate.

The only uncertified pilots I knew on the river were taking ships up to Howdendyke and Selby. Namely W. Cawthorne and Eastwoods, whose knowledge of this part of the Ouse was gained by employment over the years on barges and tugs going up to York. These Selby and Howdendyke pilots only took small ships from Goole up river and vice versa after the certified pilots brought them up from Hull.

Posted by George on 02/04/2007

Since the changes in 2001, the "Selby Pilots" can take ships to/from Blacktoft Jetty, so there is no longer a need to come alongside on Victoria Pier to change pilots.

Posted by Hamish on 03/12/2011

In my day (early 1950s) the pilots were changed in Hull. The Goole pilot was dropped at Hull and the “deep sea” pilot came aboard to take us to the Spurn. The same inbound, drop the pilot in Hull and pick up the Goole pilot.

Posted by Mally on 23/12/2011

Quite right about the pilots changing in Hull Roads. My first job as a fifteen-year-old upon leaving Boulevard Nautical School in Hull was as an apprentice river pilot with the (then) Humber Conservancy Board. That was in 1968 and part of my duties was two weeks on station on board the FRANK ATKINSON pilot cutter at Spurn, our feet never touched land as we just steamed around Spurn and out to the Humber light float, putting on and taking off pilots. If my memory serves me correctly, I believe the cutters had berths for up to 80 pilots.

There were two watches of four apprentices each working four to five hours on/off for the two weeks. The WILLIAM FENTON cutter would then relieve us for their two week stint. After that it was two to three weeks at Trinity House College followed by a week or so on the WILLIAM PRICKEIT pilot launch, stationed at Minerva Pier in Hull, engaged in changing sea and river pilots in Hull Roads. (I sometimes hitched a ride on a vessel back home to Goole). After that it was back on board the Frank Atkinson and the cycle would start again.

My abiding memory of those times is of being on the dog watch anchored in thick fog at the mouth of the Humber, As the most junior apprentice it was my privilege to be forward, rapid ringing the bell for five seconds every minute (“Rules of the Road”), my timing being taken from three blasts of the Spurn light float fog horn (which sounded every 20 seconds). I could hear the thumping of heavily working engines increasingly getting louder as trawlers came full steam heading for the Grimsby fish markets. As the noise reached a cacophony, I found I was rapidly ringing the bell probably for 59 seconds of the minute and then watch as a shadowy green/grey outline would appear and pass across the bow, then disappear back into the mire as the engine noise abated. Seemed to me as close to seeing the Flying Dutchman as you could possibly get...

Pilots specialised in areas of the Humber until into the 1990s. The pilots living in and around Goole would primarily work taking vessels from Goole to Hull Roads, with the Hull based “Goole” pilots working the other way; at busy times they would cover each other as necessary. The Trent wharves also had their “specialist” pilots. As a ship’s agent this was a bonus as when a vessel was tight for completing in time for the tide then we could get a local pilot on board within 20 or 30 minutes. We now have to order a pilot five hours in advance of Goole high water for sailing.

Pilots generally now board at Spurn and bring vessels directly up to Goole, Howdendyke and the Trent wharves and vice versa, (taking them from the up-river berth back down to Spurn). Individual pilots can now be operating to most places on the Humber, Ouse or Trent on any given day, and the feeling amongst most local agents, which was voiced at the time of the pilotage changes, is that this lack of specific “specialisation” has cost us around 20cms in allowable draft which can be crucial on certain tides and of course increases the limits put on the ports commercial operations.

Posted by Hamish on 28/12/2011

The more things change the more they stay the same! The AHL skippers all piloted their ships from Spurn to Goole way back in the early 1950s, and you fellows had a “lumpy” ride out there at Spurn at times. The other danger spot (to my way of thinking) was dropping the Goole pilot at Hull on the ebb tide. If the Hull pilot was a little late arriving then the ship was “out of control”

(no steerage) until the engine was started again when the pilot boarded. We were in a bad collision in the BEEDING because of a tardy pilot swap, got into a tangle with the ships at anchor off Hull waiting for the next tide up and spent about six weeks in dry dock in Grimsby loaded.

Posted by Jinty on 23/05/2007

Has anyone got any info/photos of a crane barge known as GRAB DREDGER NO. 1? She was known to have worked on the Ouse, the Aire & Calder and maybe the River Trent. She is 54ft x 14ft beam, built of riveted iron. She is known to have been moored at Goole for the last twelve years, probably a lot longer. Her sister ship is believed to be moored at Naburn lock near York. I am seeking anything relevant to the above vessel with particular interest as to where she was built and when. Thanks.

Posted by George on 31/05/2007

The nearest I can find is one built by Warren at New Holland in 1936 under the name R.O. (Y) C.B. DREDGER No1 and renamed in 1952 to Y.O.R.B. DREDGER No.1 of the Yorkshire Ouse River Board. I don't remember seeing this craft anywhere in recent years though. She was diesel and re-engined at some point.

Posted by Pedro on 31/05/2007

The grab dredger I remember from my childhood was named the NAUTILUS. I believe this one was owned at the time by G.D. Holmes the barge company. She was a steel riveted pontoon type with crane mounted in the centre using a single grab. I don't think she had her own engine power. She would dredge sand from the river directly into barges. I understood this sand was then transported up the canal and used in moulds at the iron and steel foundries.

The other more modern bucket type was named the GOOLE BIGHT. She was fully crewed, captain was a Mr Devenish with a galley engine room, etc. all mod cons. I believe she was eventually sold and ended up working around the Solent.

Posted by George on 05/06/2007

Goole Bight was sold and worked for a while at the marina at Hartlepool but was bought back by Humber Workboats of Killingholme and very much modernised and renamed ABIGAIL H. She does general contract work around the UK, still going strong for a 1958 built vessel.

Posted by Fiona on 13/06/2007

I have a series of photographs of the SS AIRE after she had been run aground after a collision in the 1950s. These were previously owned by my grandfather Fred Barrow who was the manager of AHL in the 1950s. When I was a child he showed me the scars on tree trunks in Saltmarshe Park where the ship had been chained to prevent it drifting into the channel. Last time I went there (a few years ago) some of the trees were still there. They are at the far end of the park near the river boundary.

Posted by Ken on 23/06/2007

I was on the wheel of the Aire when it was in collision with the MV HELENE B SCHUPP. Just inside the woods there used to be a brass plate saying that a mooring rope from the Aire was tied to that tree. We were carrying a cargo of silver sand and carpets. The collision happened just before midnight on 5 October 1958. One person was lost, an assistant steward who was trapped in his cabin.

Captain Collier, the mate H.V. Richardson, and myself went to London for the enquiry about eighteen months later. The Helene was put at seventy five percent of the blame for the collision and the Aire twenty five percent. I still have my statement I gave to the London inquiry.

Posted by John on 16/08/2007

I have just come across the forum. Some postings recall the LANCASTERBROOK and Les Depledge. I am the son of Leslie Depledge who was the cook/steward on the Lancasterbrook. His first ship was the AIRMYN that he joined on 9 August 1922. Subsequently he sailed on the WELTONDALE, CYRILLE DANNEELS, SPARTA, GWYNWOOD, BLACKTOFT, WHITETOFT, then onto the SANFRY that became the YORKBROOK and finally the Lancasterbrook. The Goole Times has, through the Mike Marsh series, recalled the wartime exploits of the Sanfry. My father retired from the sea in 1951 joining the British Waterways Top Yard. My first record of the Depledge family career at sea starts in 1830 and has been covered by Geoff Depledge in his earlier posting on this site. My maternal family was called Coates. They too have many seaman in the family and connected to Goole ships.

Posted by Paul on 14/10/2007

It is possible you and I have some connection because I have a Violetta Coates in my family tree. She married my great-grandfather John William Depledge in Goole on 11 October 1913. It was both their second marriages - he being a widower and she a widow. John was living in Richard Cooper Street and Violetta in Phoenix Street. John had three children by his first marriage, Ernest, Maud and Eric; Ernest was my grandfather and after service in WWI lived in and around Bradford. Maud had one son who moved to California after WWII. Eric married but had no children I believe. He also went to sea but I have no details. John had one sister Lilly who married a George Ramsey and lived around Shipley.

My great-grandfather was William Flower Depledge whose name I have seen mentioned and I was interested in reference to the TRY which I came across as a name, the family being on board and at Southampton in the 1881 census, but had no details of the vessel itself. Also come across W.F. Depledge on the WONDER 1871 census moored at Ryde, Isle of Wight. I was intrigued by the Depledge sea connection given (to me) Knottingley seems so far in land. My Grandfather spelled the name "De Pledge" and my father "de Pledge" hence the difference. Hope this is of interest.

Posted by Geoff on 15/10/2007

You are directly related to me. I would also like info from you re your family in the 1900s.

Posted by John on 17/10/2007

Hello Paul, I am connected in every way you describe. I have met both your grandfather and grandmother, and I have been in touch with the American connection.

Posted by David on 26/08/2007

On my many trips round the docks with my grandfather, I remember being shown an old hulk tied up, I don't allude to the "fairies". It was the ARCHIBALD RUSSELL. I have seen pictures of her in full sail but what was she doing in Goole and what became of her? Thanks.

Posted by Pedro on 26/08/2007

She was a four-masted barque built 1905 at Greenock. Taken as prize during the war and used by the ministry of food as a store ship at Goole. I believe she was returned to her owners around 1948 and scrapped in 1949. She was quite an attraction during the war years - I used to see her in West Dock on my way to school.

Posted by Trev on 30/03/2011

Interesting to see the mention of the Archibald Russell being in Goole Docks during WWII. My granddad Benjiman Abson was a mariner but he was ashore during WWII and was the watchman on Archibald Russell.

Posted by David on 23/09/2007

I have recently been looking through my collection of old photos and papers and I got to wondering if there is any one old enough, long in the tooth, etc. who might have remembered my dad, He was on the Bank boats all his short life with the exception of a short spell as first mate with my grandfather Joseph Lea on the Lowland.

Two further names have sprung to mind. The first is Eric Hewerth, he was my dad's best man; I have a feeling he crossed the bar some time ago. The other is someone who was always referred to as "Twink" Spink. I know this gentleman survived capture by the Japanese and returned to Goole at the end of hostilities, my mother saw him occasionally but lost touch when she moved away. "Twink" and my parents were great friends prior to the war, or so I was told.

Posted by Pedro on 26/09/2007

Spoke with my brother today, he's in his late 80s. He remembers a "Twinky Spink" who was in the army and took at the fall of Singapore. He later worked at Fisons factory after the war and married someone called Holborough or Elborough. He lived near my bother in Belverdere Crescent until his death about four years ago if this is the same chap.

Posted by David on 27/09/2007

Pedro my friend, thank your brother for me. It's a fact of life that no one person needs reminding that none of us are immortal. The Twinky Spink referred to was the one, which only compounds an awareness of the need for people to put, not only their memories to print, but to do their level best to remain in touch with family and friends whilst we are able.

On this occasion, not having been in Goole since the year 2000, I feel that had I made the effort I might have been able to make contact with Twink at that time. Such is life. Thank you again.

Posted by Andrew on 30/09/2007

Does anyone please have any information about a ship or tug called the WILLIAM WELLS of Goole? About 1891? Thanks.

Posted by George on 02/10/2007

From an extract from the Goole Registers held at the Waterways Museum (extracts done by Ron Gosney of Knottingley). Schooner (2), registered tonnage 70, built Hull 1845 by Humphrey & Co; 1845 registered to Robert Rockett, Barmby near Howden and John Wells of Airmyn Pasture and two others; 1848 registered to John Wells of Boothferry, James Laing of Southwark and William Lyal of Southwark; 1856 registered to John Wells of Boothferry and William Hawksworth of Goole; 1862 registered to John Wells of Boothferry and William Hawksworth of Goole. Sailed from Exeter for Dublin on or about 16 February 1892 and not heard of since.

Posted by Geoff on 30/09/2007

Does anyone know of a coaster possibly called BALLOCHBUIE. She was berthed at Goole on the night on the 1901 census. My grandfather Frank Storr was listed as first engineer.

Posted by George on 30/09/2007

BALLOCHBUIE: 1880, 677grt by Hall, Russell, Aberdeen for local owner J. & A. Davidson. They had her until sold in 1913 as PAUL; war loss by torpedo 26/9/1918.

Posted by CSB on 01/11/2007

I am trying to find as much info on the vessel GOLDEN WEDDING which was registered in Goole. She sank in the Gulf of Mexico in the early 1900s. My Grandfather John Barker was rescued from the ship. Thanks.

Posted by David on 02/11/2007

My grandfather Captain Joseph Lea had four brothers, all ships masters, the youngest being Stephen who went to sea aged fifteen years. He must have been a late starter as Joseph was twelve years old when he joined the COINBATORIE. Stephen spent some four years plus on the Golden Wedding and had moved on by the time she was wrecked. However I have an undated article from the Goole Times that not only has a photo of the ship but a somewhat detailed account of a young lad's life on board a barquentine at the turn of the century.⁴

Posted by George on 04/11/2007

Presumably the one described as a brigantine built in 1897 by W. Caiseley at Howdendyke. In 1905 her owner was C. Kilner.

Posted by David on 04/11/2007

You are correct, fitted out by Charles Carr of Goole.

Posted by David on 08/10/2012

I never cease to be amazed at what comes up on the net when surfing. I refer to Reuben Chappell. On checking his work I came across two paintings that have family connections. My grandfather got his full ticket in 1900 and his second ship was the SS ARGUS. His brother Stephen was apprenticed on the barque GOLDEN WEDDING with Captain David Reece.

Posted by John on 03/12/2007

Anyone have info about the fate of MV MARSWORTH (ex: BRIER ROSE) which sailed out of Goole for Bennett SS into Boulogne in the early-1960' with Capt. John Macleod? She was on charter for GSN or Grand Union Shipping one of whom then controlled Bennett SS. I recall GSN vessels all named after Birds such as ORTOLAN, MALLARD - all of which sailed from Goole at some time into Boulogne (Bennett weekly service) or Dunkirk (AHL Service every fortnight - same vessel)

Posted by Pedro on 03/12/2007

Marsworth built as Briar Rose 1952 Renamed Kimen 1962. Broken up Aliaga 28 October 1999.

Posted by Geoff on 05/01/2008

My father was "Charlie" LeVoguer. He was a seaman all his life. In the 1940s and 1950s we lived at 37 North Street, a terraced row between Bamforths cycle shop and the Peacock Hotel. He served in the North Atlantic during the war. In later years as a small boy, I remember him sailing out of Goole on the ROTHER and the LANCING. He finished his working life in the early 1970s aged 62 on the PETREL a small coaster doing Goole - Boulogne runs.

Posted by Alan on 14/01/2008

I am trying to find a photo of HM Rescue Tug TENACITY on which my wife's father (Herbert Christie Marshall) was crew. I have the picture from the Goole Times article by Mike Marsh and I have found a small picture of her sister-ship JAUNTY, built at Selby. I understand "Bert Marshall" and Tenacity spent most of the early war years in the North Atlantic aiding the convoys. Thanks.

⁴ <https://the-captains-table.weebly.com/stephen-lea.html>

Posted by Pedro on 15/01/2008

TENACITY, built by Cochrane of Selby as the DILIGENT for the Royal Navy 1940; named tenacity 1940; then ADHERENT 1947 and HERMES 1962; RIVERTON VIKING 1970 and CANADIAN VIKING 1985.

Her other sister ships were the SESAME and PRUDENT. The Sesame was sunk by E-boat just after Dunkirk. The Prudent became the RIVERTON LION and was recently sunk deliberately to make an artificial reef off Vancouver Island. Unless I hear differently, the old girl Tenacity under her new name is still towing rafts of logs up and down river in British Columbia. In 1944 the Canadian navy ship HMCS LONGBRANCH in convoy ONS23 developed mechanical problems and was towed into St. Johns Newfoundland by the Tenacity, who left St. Johns on 14 June 1944 and joined convoy HXS 300, the largest convoy of the war.

In closing I guess those Canadians knew good ships when they saw them.

Posted by Frank on 24/04/2008

My dad Frank Huntington served on the Tenacity during the war. He told me another "Goolie" shipmate was Slippy Marshal, no doubt your wife's father. They spent some time in Halifax, Nova Scotia where the rescue tug was based to tow any damaged ships running the North Atlantic convoys back into port.

Posted by Corby on 24/04/2008

My uncle Billy Ash was also on the tug Tenacity. He died in 1973. I have read your families write up in Mike Marshes Goole at War 2. I was intrigued. First of all my father lived at No. 10 Mason Terrace from the age of 11, when his father died. My father, and grandfather were coal trimmers working for Kettlewells and later checkers. I know my brothers and sisters spoke of your family, all being of similar ages. My brother, Jim served on the ROYAL OAK, REVENGE, ORION and MONTCLARE.

Posted by Alan on 26/04/2008

Frank is quite right that "Slippy Marshall" was my wife's father and a crew member of HMRT Tenacity. I have some archive material from St. Johns in Canada to do with Tenacity where the tug and crew are still honoured to this day in a yearly "toast" and tribute to them in a harbourside club. We know she was in Canada for a lot of years towing "logs" when she was the RIVTOW VIKING. Keep up the chatter and info.

Posted by Warren on 26/01/2010

With regards to the RivTow Viking and her history here in Canada. She was captained for many years by my uncle Bob Mollison and was for a time the largest tug on the west coast of North America (or so I was told). Bob died quite a few years ago sadly. I decided to look him and the ship up on the web and came across your mention of her in a post above.

Posted by Alan on 06/02/2010

The Rivtow Viking as Tenacity had quite a time during WWII working out of St. Johns with a crew of Goole men and Canadians and was instrumental in some "famous rescues".

Posted by Warren on 12/02/2010

Just to complete my mention of my uncle who was captain of the Rivtow Viking for so many years, I will add a few details at least. His name was Robert Mollison, although everyone called him Bob. He was born on Pender Island in the Gulf Islands, where my grandparents had a family farm (140 acres when I was born) but larger in my mother's time when Bob was growing up.

He was in the Merchant Marine in WWII because he had polio as a child and couldn't get into the Canadian Navy. I believe he was on (one of, if not the) last boat out of Singapore before it fell to the Japanese. I know he mentioned being in Cape Town or Durban when there was a huge riot with Australian sailors.

Posted by Peter on 20/04/2008

I alighted on this excellent website via a Google enquiry on the MV FOUNTAINS ABBEY. The reason for my interest in the ship is that she was one of the ships in the Associated Humber Lines fleet which sailed out of Goole and Hull. In fact, I am pretty sure, but I could be wrong, that AHL (then part of the British Transport Commission) was established following its acquisition of the old Goole Steam Shipping Company.

My late father, George Hill, was a marine engineer with AHL and "came ashore" as assistant marine superintendent engineer with an office in Goole before moving later to AHL's office in Hull as Marine Superintendent Engineer. He was heavily involved in the renewal of the AHL fleet in the 1950s. The Fountains Abbey was among the new fleet (she was built either on the Wear or on the Clyde which one I cannot now recall).

During one voyage she caught fire in the North Sea and I believe that she was salvaged although she sustained serious damage. Her master was a Captain Wooller who I think lived in Goole. I would be very interested to hear from anyone who recalls the ship, the fire - in particular a reference to the Board of Trade inquiry - and was on board at the time or perhaps had a relative who was a member of her crew. Thanks.

Posted by George on 21/04/2008

Fountains Abbey was from the Hall Russell yard at Aberdeen in 1954. The Fountains Abbey fire was on 12/2/1962 and broken up at Bruges the following month.

Posted by Pedro on 21/04/2008

I sailed with Fred Wooller on the SS ALT in 1953. He came from Hull. At this time was living in Hessle; we knew him as mad Freddy when the steamers were anchored off Hull awaiting fog to clear before travelling up to Goole. He would steam through them arriving in some cases hours earlier and other company masters having to explain what kept them.

Posted by Peter on 22/04/2008

Thanks for your helpful and illuminating responses to my query (I had quite forgotten that Hall Russell had built some of the new fleet). Now that I have the date of the fire I'll check back on the newspaper coverage of the event. Incidentally, in addition to the "butter boats" - the BYLAND ABBEY and KIRKHAM ABBEY which sailed out of Goole - some of the other "new" AHL ships sailing from Goole were named after west Yorkshire cities and towns. The WAKEFIELD was certainly among them but the names of the others I cannot remember.

Posted by Corby on 22/04/2008

Both my friend John Appleyard and my uncle Billy Ash sailed on the Fountains Abbey. John recently gave an account of an incident which happened to my uncle when, after returning from a trip, he had to do maintenance work within the funnel and was unlucky to fall down onto the machinery below. John was unable to expand on the story. How badly injured he was. I would love to hear any comments if anyone can remember it happening.

Posted by Peter on 22/04/2008

Corby's story about his uncle's accident inside the funnel of the Fountains Abbey prompts the thought that if a similar accident occurred today, the ship would not have been allowed to sail

again until a full “elf ‘n safety” inquiry had been completed. Seriously, I do hope that he recovered from any injury he may have sustained. Like Corby, any other stories and recollections from people who sailed aboard the vessel will be most welcome. Thanks.

Posted by Pedro on 22/04/2008

Other motor ships were the LEEDS, YORK and HARROGATE.

Posted by Peter on 23/04/2008

Thanks. As I remember, the AHL ships like the York and Harrogate had the bridge and accommodation aft rather than amidships.

Posted by Barry on 22/09/2008

I went with other crew members to Aberdeen take delivery of the Fountains Abbey for AHL in late 1954. On arrival at Aberdeen we found she had broken down on trials and was still at sea. This meant we had to stay overnight at the Seaman's Mission. On arriving at Goole we were berthing at West Dock South to load for Amsterdam. When bringing her up to ease alongside, they rang down for slow astern but we went slow ahead instead thereby clouting the quay pretty smartly.

On passage to Amsterdam, somewhere south of the Wash, the fuel pump (engine) packed in and the watch on deck, when not at the wheel, was down in the engine room hand pumping the fuel (I know because I did it) until we put it to Yarmouth. Pretty eventful start for new ship eh! If you want to know anything about the fire, my mate Mike Spence is a survivor from it.

Posted by Gary on 26/10/2008

I've just been going over some of the old submissions and comments from earlier on in the year. Of particular interest to me were the ones concerning the latter day AHL ships, e.g. the Abbey (butter) boats and the other “newer” diesel fuelled ones.

Regarding the Fountains Abbey incident, when she caught fire in the North Sea; I was on the Kirkham Abbey, homeward bound from Copenhagen, and although we picked up the SOS we were too far away to be of any use. We were, I recall, kept up to date from the bridge, via various ABs, of which I was one, coming and going to the wheel-house at hourly intervals. Consequently, we were aware of the “Abandon Ship” order by Captain Wooller.

There were a couple of things that have not been mentioned in the postings so far: One was that two crew members unfortunately lost their lives whilst in the lifeboat; it being drawn under the stern rubbing band due to the heavy seas and crushed. Fortunately the rest of the crew were able to pull clear before further damage occurred. Too late, however, for the bo's'n, whose nickname was “Spike”, and Gordon(?) Gillmartin, a motorman, who both sustained fatal injuries. Also not mentioned was the fact that Captain Wooller was in the lifeboat urging the second mate to jump! He was still up on the bridge. Whatever happened to the captain being the last to leave? He was then hailed as a hero when they were later picked up! Lose a ship, win a medal, go figure!

Finally, about the other AHL ships at the time that were named for Yorkshire towns. I sailed on the Darlington and Wakefield, (1959); York and Leeds, (1961/62). The others were the Selby and Harrogate. The latter being (re)named the Harrogati Maru by my old shipmate Nev (Spats) Suttcliffe, who I believe was on the Fountains Abbey on its last fateful trip. (Is he still kicking around?) These ships were all identifiable by the bridge and superstructure aft, and bipod mast between the two hatches. They were almost identical except for the York, which had “goal-post” masts just forward of the bridge, and an extra pair of derricks. That's all for now folks, hope I didn't bore you too much.

Posted by Pedro on 26/10/2008

Sorry, but Neville (the devil) Sutcliffe crossed the bar some eight or ten years ago along with a few you may remember Pete Bulmer, Hughie Hughes, Harry Skinner, Bomber Robinson, Tommy Leighton, Lol Woollass and many more now remembered on the Lock Hill memorial. Fred Wooller never commanded the respect paid to other old time skippers.

Posted by Gary on 29/10/2008

Thanks Pedro for the general update. Sorry to hear about all the guys who have crossed the bar over the last few years. It seems like only yesterday that we were all doing the rounds on "full-board day".

Posted by Gary on 14/02/2009

As previously stated, the Fountains Abbey was abandoned in the North Sea after fire broke out in the forward hold, starboard side. I believe it was due to a combination of bad loading and negligence. Apparently barrels of gun cotton broke free and mixed with other cargo components, causing a chemical reaction which resulted in the ensuing inferno. After she was abandoned, she floated freely until the fire eventually burned itself out. She was then boarded by a crew of Dutch salvage experts who towed her into Rotterdam, and spent the next few days whooping it up on the spoils.

Meanwhile, fearless Fred (Wooller), having lost a ship and two crew members, revelled in his new found glory, whilst his wife Flo polished his medal for him. I do not recall any heads rolling over this incident, although it was quite an issue at the time. It kinda makes you wonder, does it not? I'm sure that there are still a few folks in town who could elaborate further if they were asked, but maybe they would just as soon let sleeping dogs lie!

Posted by Bernard on 30/09/2009

For anyone still interested in the M.V. Fountains Abbey and Whitby Abbey, I have a letter written by F. Wooller which reads:

A disaster indeed it was, the loss of two lives and a fine ship, she holds happy memories for many of us. During her seven years of life she carried numerous fine folk as passengers and weathered storm after storm. No other vessel will ever replace her in my affection. My next command is to be the sister ship of the ill-fated Fountains Abbey namely the M.V. Whitby Abbey and in the German Service. Signed F.W. Wooller

Posted by Peter on 03/10/2009

I saw the letter signed by Fred Wooller, one time master of the MV Fountains Abbey. I would be most interested to receive details as to whom the letter was addressed and of the date of the letter. Similarly, if there are any survivors of the loss of the ship (or relatives of former crew members) who would like to share their recollections of that event I would love to hear from them.

Posted by Martin on 05/10/2009

My dad sailed for AHL for 25 years and knew Captain Wooller, who ended up as marine superintendent for AHL. I still have my dad's reference signed by Captain Wooller in 1971 when AHL folded and he was made redundant. We used to live up the road from the motorman who died when the Fountains Abbey caught fire - he lived in Northolme Road, Hessle but I cannot remember his name.

My dad recalled he was crushed in a lifeboat when a swell drew the lifeboat under the hull - he always said Captain Wooller felt guilty about what happened.

Posted by Peter on 12/02/2012

It was fifty years ago to the day, 12 February 1962, that the crew of the AHL operated Fountains Abbey abandoned ship 76 miles to the east of Spurn Head. Homeward bound from Bremen and Hamburg, a fire broke out and took hold quickly. Within minutes of his call about the fire to Humber Radio, the ship's master, Fred Wooller gave the order to launch the lifeboats. It was no easy task in the heavy seas but eighteen members of the crew, including Wooller, boarded the port lifeboat. As they attempted to clear the side of the ship, the stern rose on a large wave and crashed down on the lifeboat. The ship's bosun, James Cleary and a motorman, William Gilmartin both of Goole were fatally injured. The Lowestoft trawler, JOHN O'HEUGH, managed to transfer the survivors from the lifeboat but the boat drifted away before the bodies of the fatally injured crewmen could be recovered. It was three days later that they were recovered by the Norwegian ship, RONDO.

Among the survivors were Gordon King, chief engineer; Sidney Stowe, AB; James Dawson, steward; Michael Spencer, assistant steward; and Robert Denman all of Goole. The 22 year old mate of the trawler, BOSTON SPITFIRE, received awards from the Lloyd's insurance market and the Royal Humane Society for his role in rescuing two other crew members from the blazing ship. Subsequent investigation concluded that the probable cause of the blaze was spillage from drums of inflammable sodium chlorite which had shifted during the heavy weather. There had been spontaneous combustion when the spillage came into contact with bales of wool which also formed part of the cargo. A sad anniversary.

Posted by Gary on 13/02/2012

Memories. Fifty years ago. Where did the time go?

If you scroll back, you will see that I posted my opinion on the loss of the Fountains Abbey. I was an AB on the Byland Abbey at the time, homeward bound from Copenhagen. We were ordered to offer what assistance we could but unfortunately, we were too far away to be of any use.

Posted by Jane on 16/10/2012

I have seen some posts on this site about the MV Fountains Abbey lost at sea February 1962. The bosun who lost his life in this tragedy in February 1962 was my uncle, James Cleary. I have been trying to get as much information as possible about this event. Was his body recovered, as there are conflicting reports in newspaper accounts and if so, where is his final resting place? Thanks.

Posted by Corby on 18/10/2012

I had an uncle and a friend (both engineers) who both sailed on the Fountains Abbey but not at the time of the disaster. The most graphic account that I have heard is from a man who was in the lifeboat by the name of Mike Spence.

Posted by Hamish on 23/04/2008

I sailed on the DON which, along with the DEARNE were the "Butter Boats" in my era, although I was there when the "new" ones came on line, but had smartened up a tad and moved to colliers.

Posted by Pedro on 23/04/2008

Hamish's way of smartening up :) Like a lot of us on the Lanky steamers, we had to sell our bond cigs and baccy to make a few bob; more overtime and better accommodation on the colliers. The old Lankys would roll in a grass field (as the saying went). Living forward on the ALT we had a

body and soul lashing consisting of a wire strung from the fo'c'sle to amidships, a rope around the waist fastened to it, and run like hell after she ship a wave over the top. Oh, happy days!

Posted by Hamish on 24/04/2008

With you there Pedro! My first trip to sea, out of Goole was on the BLISWORTH (later the HOLDERNIDD, and built in 1902 as the KATHLEEN) lived forrad, and the same system to get aft, wait until she was coming up for air, take your life in your hands, and leg it for the midships, many times stood my trick at the wheel wet! But by the same token one could get awful wet even living aft on one of Steve Clarkes east coast submarines. The very forward AB's cabin on the Blisworth the top bunk, only had half a pillow, the rest of the space was taken up by the hawespipe; imagine being "watch below" when some silly mate let the anchor go.

Posted by Dawn on 04/06/2008

I have recently found my great(x3)-grandfather Richard Robinson's voyages for 1854. His departure was on a vessel called FULLERTON from Goole, it looks like the vessel went to London.

Posted by Corby on 13/11/2009

The Fullerton was a brigantine built by John Banks at Howdendyke. In 1854 possibly the first one built by him and it sounds like its maiden voyage.

Posted by Paul on 27/07/2008

I sailed out of Goole from 1950-55, mainly on the railway boats: SS HODDER (Capt. Collier and Capt. Allan) twelve month in her; SS ALT, can't remember the skipper; FOUNTAINS ABBEY, I was motorman on her. The last ship was the AIRE (Capt. H Boyes). I also sailed on the LANCASTERBROOK 1951-52 (Capt. H. Lawson), good ship and good skipper.

Anyone out there remember the DONA FLORA, a real rust bucket and a bad ship all round? I lost an old mate off her "Harry Martin". Anyone know him, he was a Goole man? I lived in Thorne. Other names I remember are Ginger Skinner, he was Boson, big lad had some good times ashore with him; Old Vandatac, he spoke a few languages, bit of a loner. I was a fireman known as Tashy Campbell. All the best.

Posted by Gary on 14/08/2008

Does anyone recall the SANDRINGHAM QUEEN from the late 1950s, early 1960s? I sailed on her for a couple of months at that time but cannot for the life of me remember what company she belonged to or the funnel colours. Also, the RICHMOND QUEEN. Were they the same company? Thanks.

Posted by Pedro on 14/08/2008

Same company, Queenship Navigation Co. 35 Crutchard Friars London. Buff funnel red band black top. Spent many happy hours painting the funnels of ROMAN, WINDSOR, TUDOR, CELTIC and SANDRINGHAM QUEEN ships.

Posted by Gordon on 25/08/2008

My father, Capt. Thomas William Westerdale, sailed out of Goole on the HODDER and then on the DON and relieving skipper on the DEARNE. His first diesel ship was BYLAND ABBEY also of the Copenhagen run. He also relieved on the FOUNTAINS ABBEY.

Posted by Gary on 01/09/2008

I had the pleasure of sailing under his command on the Byland Abbey for quite a few trips between 1959 and 1961. He was quite a guy. Firm but fair.

Posted by Martin on 25/09/2008

Does anyone remember AHL captains Joe Blackburn, Bill Laverack and Captain Collier? My father rated them as the best he sailed with. I know that first two were Goole men - my dad used to say any master who could sail to Goole without a pilot were called "Goolies"!

Posted by Robert on 28/09/2008

Sea Breezes vol. 45 no. 308 August 1971, pages 600-603, had an article about Joe Blackburn, titled "A Master and his Ship. Capt. Joe Blackburn" and the MELROSE ABBEY. It has an account of his career, and also his photograph. He was born in Goole in 1911.

I seem to remember an article about Bill Laverack in the Goole Times around 3-6 months ago.⁵

Posted by Hamish on 28/09/2008

I sailed with Captain Collier on the AIRE back in the 1950s and I concur with your dad, he was a gentleman and a scholar and a great mariner. The mate at the time was a Dennis Tute who went to become a Goole pilot, whom I suspect got most of his river "schooling" from Jack Collier.

Posted by Geoff on 30/09/2008

There were as you probably know two Captain Colliers. My dad served as first mate and relief captain with Tom Collier who was captain on the MARLWOOD. I knew Denis Tute, he was a colleague of my dad's and as recorded previously he died quite some time ago, I think it would have been in the 1980s not long after my dad.

Posted by Hamish on 30/09/2008

I was aware of the two Captain Colliers, but as Martin made reference to the AHL ships, I assumed he meant Jack Collier. The Marlwood (and excuse the pun) was a collier.

Posted by Martin on 10/11/2008

All you ex-AHL blokes out there - can you tell me the name of the Chief Steward of the Wakefield in 1968/69? I sailed as young kid on the MELROSE ABBEY, LEEDS, WAKEFIELD, WHITBY ABBEY and DARLINGTON in the late-1960s early-1970s. I am eternally grateful as he cured me of sea sickness - bacon banjo and brown source. I think he was called Hawksworth and was the spitting image of Charlie Drake.

Posted by Alan on 26/12/2008

My wife's dad Herbert Christie Marshall (AKA "Slippy Marshall") sailed on the FAXFLEET and whilst moored at Terneuzen he fell from the gang plank and was killed. We think he was buried in Flushing. Could there be any more information or memories out there? Thanks.

Posted by Pedro on 30/12/2008

I remember the accident as I had just joined the Irwell. I have no real info at present but put out a few feelers. Hopefully will come up with something. Although my brother and I seem to think the grave is actually in Terneuzen village.

Posted by Transportman on 01/01/2009

Does anyone remember Frank Schultz sailing out of Goole? He was an AB on the MONKWOOD, TUDOR QUEEN, COLD HARBOUR, CORGLEN, FAWDON, DONA FLORA, IRWELL, DEARNE, DON, HEBBLE, FOUNTAINS ABBEY, SS SELBY, WHITBY ABBEY,

⁵ <https://the-captains-table.weebly.com/james-william-laverack-bill.html>

MACCLESFIELD, POOLE SOUND and POOLE RIVER before going to Port Line in 1962 then Esso in 1967.

Posted by Hamish on 03/01/2009

Your buddy Frank didn't miss too many of the "Lanky" boats, but it is a pity you don't have any dates for his time on them, I was on three, the Don included, a great little ship even if the company left a little to be desired. The only Schultz I sailed with was either a bosun or on the dock crew for AHL.

Posted by Transportman on 06/01/2009

The "Lanky" boats Frank sailed on were: Irwell (8/8/1949 to 6/8/1953); Dearne (7/8/1953 to 18/8 1953); Don (11/9/1953 to 23/9/1953); Hebble (25/9/1953 to 4/10/1954); Fountains Abbey (13/10/1954 to 13/1/1955); SS Selby (13/1/1955 to 17/6/1955); Aire (2/8/1955 to 8/8/1955); back on the Selby (15/8/1955 to 24/4 1956); Whitby Abbey (24/4 1956 to 18/10/1956); Selby again (24/10/1956 to 15/1/1957); Don Goole to Hull (16/1/1957); back on the Selby (28/1/1957 to 9/7/1957); Macclesfield (10/7/1957 to 18/7/1957) and Hebble (25/7/1957 to 6/8/1957).

Posted by Hamish on 09/01/2009

Missed your buddy by about a month on the Don, I was on her for the month of July 53; the Aire I missed by about a year, I was on her from February until July 1956, in fact she was my next to last ship before immigrating to Canada. I sailed on the POLDEN for about a year after the Aire. The other AHL I was on was the BLYTH for September/October 1952.

Posted by Barry on 25/03/2009

I sailed with Frankie Schultz in the Irwell (I was deck lad at the time). He was a good seaman and friend.

Posted by Paul on 01/01/2009

This is a very interesting site! Has anyone got, or can point me to, information concerning a relative, John Drury, captain of the MARK PHAR of Goole in 1871. Any information of the vessel itself would also be most welcome. She had a crew of four or five. Thanks.

Posted by George on 03/01/2009

I have a note of a sailing vessel MARK THAT built at Goole in 1853, 119 tons, owned in 1862 by Drury & Co. This is I think from an extract of the Goole Register held at the Waterways Museum. Could be the vessel you seek?

Posted by Kerry on 21/02/2009

Just been looking at site with my dad Eric Hill. He worked at the shipyard and sailed on the DON (1949), ELIZABETH LYSARD, SYLVIA BEALE, WILLIAM CASH and the BARFORD. He recalls some of the names that have been putting messages on site. I've been getting my dad to rack his brains and reminisce about his past - he came up with the following.

He left school in 1949 and joined the SS Don in July with Alan Fielder. He has also mentioned some other mutual friends you may remember Jackie Kennedy (good friends of my dad's uncle Des Darragh), Darcy Pratt, Stan Ford, Ken Thomson, Alan Wheldrake, Carl Bestwick (better known as the Beast!), Luke Cain (who liked a good fight when drunk!), Percy Cross, Freddie Cooper, Dick Cawthorne and Wiggy Porter (SS Don).

He knew a lot of them from either at sea or working on the docks. He remembers Alan Fielders loft well.

Posted by Pedro on 01/03/2009

I sailed with most of the names you posted Kerry. Sadly I think Stan Ford is the only one who is with us. Ken Thompson sadly finished with engines (passed away last week). We converse mostly on this website as Hamish for instance now lives in Canada. When I'm in town I drink with Stan on occasions in the Crescent Club. Knobby Clark is a regular your dad knows him.

Posted by Hamish on 01/03/2009

The trouble with most MN sites, and looking for old shipmates, is we never did get to know any one's full names (if we did we soon forgot it) we were "labelled" with a Nickname soon after joining. Mine was "Mac" (for obvious reasons) when I sailed out of Goole, but if I joined a London crewed ship then I became "Yorkie" and I am sure others on this site will agree with me, and the lack of recall to "Full" names.

On your post you mention a "Darky" Pratt, was his first name Fred and was he a football enthusiast? I recall a fellow on the "Don" who badgered us into joining the ships soccer team, and arranging all kinds of matches in Copenhagen, against local teams, can you imagine trying to put an honest 90 minutes in running around a football pitch after a visit to Tuborg brewery?

I did a short sojourn on the Don about four trips in the early 1950s. She and her "buddy" ship the DEARNE were known as the "butter boats" running to Copenhagen week about from Goole, one weekend in Denmark and the next weekend back home. That's why I left her, too much strain on the budget, not enough time at sea, and the nightlife (in them days) was just too hard to keep up with, and I was a young guy then!

Posted by Corby on 02/03/2009

I hope this is not taxing dad's brain too much. I well remember Alan joining the Don and I know his starting wage was £1/10s a week. I started my apprenticeship for 17/6 a week, so Alan instantly became a rich man in my books. Alan and Ron Wheldrake out of Estcourt Street were also good friends of ours. I knew Les Pratt from Limetree.

Freddie Cooper the boy I thought I had killed! I was bought a "Daisy" air rifle but my dad would not let me use pellets. So I used to go out with shooting matchsticks. I called on Freddie three doors down. Knocked on the door. Instead of opening the door. Freddie decided to peep through the letter box. Directly in line with my loaded rifle. You've guessed it. I pulled the trigger. You can imagine the confusion. The matchstick impaled between the lid and the brow of his eye. The matchstick was pulled, although it bled it soon healed. My rifle was confiscated. Another lesson learned.

Posted by Kerry on 02/03/2009

Hamish, my dad thinks it was Freddy Bennison who you are thinking of, who liked to play football. He can't remember Darky's first name but is sure it's not Fred. My dad also asks if you lived in Old Goole at one time and did you use to shout "don ginnings" when you had had a few drinks!, as he knew a Hamish who did. He tells me that he was on the Port Frederique in 1953 so you may not have sailed together.

Posted by Pedro on 02/03/2009

Les Pratt (darkie) joined his first ship, the Yokefleet as galley boy. His younger brother Brian also went to sea along with (a few more names) Maurice Taun, Denis Mccone, Ray West, Tommy Leighton, Ron Snead the list goes on. Fred Benison was fireman along with Eli Taun, Tommy Hoyle, Tommy Halselquist, Jack Smithson. Bumper Woodhead Bumper Callaghan. Most of the firemen came out of the Royal Navy after the war along with a few ABs; and boy did they cause

some battles on the Hamburg/Bremen run ashore - pointless telling these guys the war is over. Happy days.

Posted by Hamish on 03/03/2009

Ahoy Kerry and Pedro, boy you sure have a good memory for names Pedro, I have trouble remembering my own at times (depends on the single malt) And Kerry, yes it was Fred Bennison I was thinking of, he was as Pedro states a fireman on the Don.

Posted by Barry on 03/06/2009

I knew your dad but only as "Ginsky". I'm a 1934 person too but I was born in Hull. We were bombed out four or five times before we came to Goole in 1941, when I was eleven. I went from Old Goole School to Modern School and that's where I knew your dad. Tell me, does he still have all that long wavy hair or has it waved cheerio like mine?

Posted by Gary on 09/03/2009

Just reading some of the latest postings and loving them!

Let's start with Kerry Hill's, starting with her reference to her dad, Eric. Is he perchance the father of brothers Tim and Eric Jnr? Nice guys both, but if memory serves, Tim went all "junior chamber" on us, while Eric stayed with the regular guys. I do recall that he worked in the shipyard. Kerry's reference to her uncles Reg and Percy brings back happy memories. Percy had the Burlington Hotel for the longest time, and upon his retirement, Reg took it over if memory serves.

Other names also bring back happy memories. Alan (Ace) Fielder was a steward on the BYLAND ABBEY when I first joined her in 1959, which is when I got to know most of the other guys mentioned on this site. Me being an import from the other side of Donny. Eddie Binnington and Darkie Pratt are among my most memorable, although by this time they were both dockers. Darkie's brother, Ginner, was still at sea at this time, but both he and Darkie were among my list of good guys. That's not to say that they were the only ones. There were so many!

Also mentioned were Stan Ford who, if I recall correctly, married Molly Ellis. Funny how these names come to mind after so long. Ken Thomson is another one. I did my last deep sea trip with Ken on the RMS ESCALANTE, with another wannabe Goolie, Larry Crowley, originally from Manchester. Good guys. Sorry to hear about Ken's passing by the way! Other names mentioned were Maurice Taun, who was also a steward on the Byland Abbey, but also a workmate at Drax Power Station. Dennis McCone is another former shipmate from the KIRKHAM ABBEY (anybody remember Billy Carr, the bo's'n?). Tommy Leighton is another former shipmate who has crossed the bar. My, how time flies.

Posted by Barry on 25/03/2009

Deck crew I remember were Fred Raddings, Billy Holmes, Harry Skinner and Steve Longhorn. Crabbie was a skipper and I remember him sending me up the funnel to chip the wartime paint from the whistle and then polish it, he said it sounded better?

Posted by Gary on 26/03/2009

I crossed paths with some of the guys you mentioned, albeit not in the same time period. Fred Raddings, I remember well, although when I knew him, he was on the AHL shore gang; me being a new and not yet tested Goolie. The BYLAND ABBEY was my initiation. I was a friend of Fred's sons, Cliff, unfortunately deceased, and Eric, who I understand is still kicking arse in political circles locally. Harry Skinner is another of my former shipmates who have since crossed the bar. The STEYNING comes to mind.

The other names you quoted seem familiar, but I can't be certain. I do recall, however, one of the Krebbs clan making an inroad into showbiz, Les, I believe his name was, and he used to do a lot of Hank Williams stuff. He was good. Whatever became of him? Hope to hear from you soon.

Posted by Hamish on 26/03/2009

You mention a Steve Longhorn, would you know if he made the dizzy heights of Bosun on the BLYTH or do I have the wrong Steve? The one I remember was a very dour gent who would not crack a smile even if his granny's ass was on fire, and I believe he finished his days on the AHL shore gang.

Posted by Ivan on 26/10/2009

Found this site whilst tracing vessels I sailed on and also vessels my father, also Ivan Cloherty sailed on, Spanning from 1927 to the 1980s. We caused a bit of confusion sometimes in Posterngate, when we were both home at the same time, a rare occurrence. Noticed Corby mentioned a photo of COULGORM signing on in Hull for Aussie in 1948. My father signed on the Coulgorm as bosun on 2/12/1948 in Hull and sailed for Aus, signing on again on 25/12/1950.

My own first ship out of Goole was second mate on a yellow peril, SPECIALITY, just finished my apprenticeship with PSNC, learnt more in four months on that ship, than I'd learnt the previous four years deep sea. When the tide is nearly the same speed as your ship you quickly learn how to navigate, especially when you are bucking the tide. Never steered three points off my charted course before, just to maintain the course line, had been used to 15/16 knotters.

Sailed out of Goole for a number of years (lived in Hull). Later went on to sail with Stephie Clarkes and Comben Longstaff coming ashore with Combens in 1964 as a superintendent, and maintained a close relationship with Goole for the next nine years. We later took over managing the "Queen" ships and I remember Capt. Flett well, a very nice man, never sailed with him, but (me) as a young "super" he gave me lots of advice and the benefit of his years which was greatly appreciated.

I am also trying to trace a photo of trawler SWANLAND H402 ex ARTIC ROVER which I sailed on in 1952 as a 14-year-old pleasurer! Nice to read all the comments, us collier men envied the Butterboat men (at times) it must have been nice to know that not everything on board had to be black. The comments from all certainly brought back some interesting memories. Kind regards to you all

Posted by Zygmund on 27/10/2009

I have many happy memories of Goole in the 1950s. I was chief officer on the ROMAN QUEEN. These were the old steamships with local firemen/stokers who were replaced by West African immigrants residing in Hull but mostly from the Cardiff area known as Tiger Bay. We had a regular trade from Goole with coal to Plymouth then load stone at Newlyn Cornwall for Deptford Creek, London. Then it was back to either Goole or Blyth for yet more coal.

Posted by Pedro on 28/10/2009

I remember you as mate on the Roman Queen. The captain was a Welshman named Williams. If my memory serves, you were about to sit your masters certificate. We also had a Polish AB on board named Jan who lived in Blyth; he on occasion acted as translator for the trawler men who absconded from Russian trawlers and were kept in the Seaman's Mission or the hospital in Blyth. Small world!

Posted by Tricia on 13/11/2009

Just found this brilliant site whilst trying to trace my family tree/history. My maiden name was Lawson and I was so pleased to see the nice comments about my Uncle Harold who was a lovely man and true gent. He got me my first job in HOH offices in East Parade in 1966. My dad Harry was in the merchant navy as was uncle Joe. I have not lived in Goole now for 30 years but have had the Goole Times sent almost every week since I left.

Would anyone know how I can trace the ships my grandad Lawson (Harold's dad) sailed on please? I believe he was a master mariner but there are so few of us Lawsons left and I don't know where to start. Any help at all would be greatly appreciated. Thanks.

Posted by Pedro on 15/11/2009

Tricia what was your grandad Lawson's first name?

Posted by Tricia on 15/11/2009

No one actually knew as he was always called "Pa" in the family (and Grandma was "Ma" and woe betide anyone who called her anything else!!)

However since original posting think may I have found him through 1901 census and it appears he could be John Robert - one of his sons was called that name but died I believe in infancy. There was a John Robert Lawson from Goole registered on 1901 census in Halling, Kent working on BERTHA which was I believe a dredger and there was also a P. Penn from Goole working with him who was 66 (John R Lawson was 33).

Posted by Harold on 30/11/2009

I remember as a child overhearing my dad (Monty), who always referred to your uncle Harold as "Cappy Lawson" telling someone, I don't remember who, that "Cappy Lawson had in his boyhood years being lashed to the mast by his father during a particularly bad storm". The inference being that it was a sailing vessel. Hope this helps.

Posted by Tricia on 30/11/2009

Loved the tale about Uncle Harold being lashed to the mast by grandad - bet Health and Safety would have something to say about that these days! I wish I had done the family tree 30 years ago when he and dad and uncle Joe were alive; it saddens me to think of all the good stories I have missed, a lesson for all young readers - do it now get all the info you can, you might think it boring now but you won't in years to come and it might be too late then. Thanks again.

Posted by Gary on 31/12/2009

The AHL was Associated Humber Lines, a.k.a. the Railway Boats (if you are a Goolie, "Railway Boats"). Whilst serving on these vessels we, the crew, were considered employees of British Railways and, as such, were entitled to travel warrants for rail travel. My AHL ships were BYLAND ABBEY, KIRKHAM ABBEY, YORK, DARLINGTON, LEEDS, WAKEFIELD and WHITBY ABBEY. All between 1959 and 1963. Happy days indeed!

Posted by Hamish on 31/12/2009

Your recollection of them must be better than mine Gary! All I found them good for was time off, no money, they were very good at "bending" the union agreement, time off in lieu of overtime, Sundays at sea, etc. at their discretion only. I used them between colliers if nothing was going through the Pool, and I had been as shore awhile. Only did three, the AIRE, BLYTH AND DON circa 1952 to 1957, and only stayed a couple of trips on each; had to sell the "bond" bottle to make a living wage.

Posted by Gary on 03/01/2010

I agree with you on some points. However, I was never on any of the older ships that you mentioned. eg. Aire, Blyth, Don, so can't comment on conditions at the time.

My first was the Darlington in 1959 - I had been deep sea prior to that so I was new to H/T articles - didn't like it! My next AHLer was the Byland Abbey (Frg), where I fell in love with Copenhagen from day one! I did not stay on this ship to get rich, just for the run. I loved the place. Good accommodation, good shipmates and not too many idiots on the bridge (there were some, no names, no pack drill)!

Same applies to other AHLers. Hamburg/Bremen, Antwerp/Ghent, Rotterdam/Amsterdam. At least one night ashore in each place. All on the company buck! That's what I meant by "happy days" To do what we did then would cost megabucks these days! Forget about the bad times, everybody has them! Cheers to the next time!

Posted by Hamish on 03/01/2010

I agree great runs, and runs ashore, The Don for example spent one weekend in Goole then the next weekend in Copenhagen, every weekend in port, well what with Tivoli Gardens and the Brewery tours, the girls that came aboard, hells bells one needed the constitution of a horse, I can recall one time having to borrow the bus fare (till I sold my bond bottle) to get me home to Leeds from Goole. But I do admit they were great times.

Posted by John on 02/01/2010

Does anyone have information on a ship called SWINEFLEET? My wife's great-grandad was the captain on her, named White. Thanks.

Posted by Transportman on 03/01/2010

Register No. 136734 Launched 2 November 1914 by Osbourne, Graham & Co at Sunderland. for Constantine Doresa, London as the Belge. Bought by Ouse SS. Co., Goole in 1919 and renamed SWYNFLEET. 1,168 grt. 240.3ft in length, 36.5ft beam 15ft 4ins draught. Triple expansion three cylinder engine. Cylinder diameter 17ins; 28ins and 46ins with a stroke of 33ins producing 148 NHP giving a speed of ten knots. Signal code letters M F R B. Last voyage was from Goole to Ipswich with a load of coal when she hit a mine off Harwich 25 January 1942 position 51.56.3N 1.19.3E

Posted by Sylvia on 12/05/2010

In 1861 my great-great-grandfather William Lamplough was living with his family in Ivy House, Old Goole. He was master of SS DEVA; this belonged to HTW & Co of Goole, Hull and Grimsby. Any information about the ship or company would be appreciated. Thanks.

Posted by Pedro on 14/05/2010

The Coaster Deva built 1857 was first registered at Liverpool to W.C Fosberry & Others 1859 Re-registered at Goole to H.T Watson of Hull 1866 acquired by Goole S.S Co 1870 sold to Peter Barr of Glasgow 1876 Broken up.

Posted by Paul on 06/03/2011

The SELLINA C did many trips from Rotterdam to Goole in the 1980s carrying Chinese transshipment cargo. This was the vessel that drifted away from Victoria Pier and sailed through Hook Railway Bridge with no one at the wheel.

Posted by Roughseas on 03/06/2011

I was looking for “butter boats” and this was the only site that came up with a link. Any suggestions where I can find more info? Thanks.

Posted by Martin on 11/07/2011

The “butter boats” were the Goole - Copenhagen ships of Associated Humber Lines (AHL) - the last two being the MV BYLAND ABBEY and MV KIRKHAM ABBEY. They replaced the earlier ships SS DON and SS DEARNE in the late 1950s. In 1966(?) they were purchased by Ellerman Wilson Line of Hull - and were still on this run into the early 1970s. As the nickname suggests their cargo was butter and Danish bacon.

Posted by Hamish on 13/09/2011

I sailed out of Goole starting in 1949. I sailed on the Don for a short time between Copenhagen and Goole on a week about basis. As I recall, the main cargo (besides general) was Danish tinned (canned) bacon.

Posted by Gary on 18/09/2011

I am proud to have been an AB on the latter day butter boats, the Byland Abbey and the Kirkham Abbey, and occasionally the MV YORK, which used to fill in when either of the other two were in dry dock. I never sailed on the older ones, as I only started sailing out of Goole in 1959-ish, although they were still around at the time. The butter boats were the Copenhagen ships, whose main cargo was butter (duh!), cheeses of various kinds, and Danish bacon, as the newer vessels had refrigerated holds. And let's not forget the Carlsberg (beer), which was not ready for consumption at this stage, and so was not on the pilfer list (but we tried). I still remember the cans of ham though, but we only took what we could eat on the two day trip back to Goole. Hope this fills in a couple of the blanks.

Posted by Bill on 18/09/2011

The Yorkshire Film Archives has a feature film⁶ all about the docks and shipping in the 1960s with reference to the “butter” boats.

Posted by Gary on 21/09/2011

I followed your advice and watched the film and thoroughly enjoyed it. Not least of all because that was when I was sailing out of Goole. The very first ship on the movie was the STEYNING, one of my old ships. Then the Byland Abbey, which I spent about eleven months on. I could scarcely hold back the tears of nostalgia.

I had to chuckle a bit, however, when I saw the dockers running around like blue-arsed flies. Someone must have told them to put on a bit of a show for the camera, as you would very rarely see them act that way normally. I kid you not. I did not recognise any of them either. The ones I knew must have been in the Lowther or the George or Sydney et al. Perhaps they were actors, or maybe it was shot on a Wednesday (full board day).

Anyway, it was a great era; not, unfortunately, like it is these days, when it is a rare day when you meet a British seaman. Thanks to the powers that be. Heaven help us if we ever have to rely on the Merchant Navy in crises such as WWI or WWII!

⁶ <https://www.yfanefa.com/record/7232>

Posted by Robert on 21/09/2011

I enjoyed the film too. The shipping shots are great. The section from about 24 minutes in that shows the town centre and the schools is wonderful too. This is the Goole that many of us on this website remember.

Posted by Hamish on 22/09/2011

Great film - thanks for the heads up. To me it was pure nostalgia, however having said that, one can see from the film the need for drastic change. The unloading of the Byland Abbey for instance, pork being dropped over the side in bunches and wheeled away on hand trollies one at a time, and on the other clip "cold" meat being stacked on a flatbed lorry in the bright sunshine, after some poor engineer has been sweating blood trying to keep the hold temperatures down. I take it the Byland Abbey only had cooler holds, not reefer holds (below freezing) as the dockers in the hold were not all bundled up, as one would be if the cargo was frozen.

I was quite taken with the dockers "Uniforms" much better dressed than in my day, the mandatory flat hat, tweed jacket, and of all things shiny brown boots (which he could not keep from under the heavy lift), but all in all a great film, and as I said pure nostalgia. I wish there was one from about ten years earlier circa 1954.

Posted by Darren on 30/09/2011

Thanks to everyone who has mentioned the Yorkshire Film Archive... have now seen the Steyning that my dad, David Clarkson, worked on in the 1960s. Researching the family history, this footage brings the stories I have heard come alive, such as him sailing past my aunt and uncles house at Reedness and shining a torch into their home from the ship to let them know that he was on his way to Goole and would be ready to be picked up!! The days before mobile phones, torchlight!

Posted by Hamish on 12/04/2015

Another observation I made of the film, was the total disregard for safety displayed by the dockworkers, walking around underneath swinging heavy lifts for example, and other infractions regarding loading and unloading. Another thing that I noticed, that was to me rather comical, was the unloading of the sides of Danish bacon, which were pulled out of the hold and loaded to an open flatbed lorry; hope it was not July when the film was made, or the bacon would not be very fresh when the housewives got it. The shots of the Beeding are very interesting.

Posted by Gary on 19/04/2015

Also, I echo Hamish's comments regarding the unloading of Danish bacon from "t'butter boats" - not very hygienic by today's standards but considered quite adequate for the day.

I sailed on both the Byland Abbey and her sister ship the Kirkham Abbey and well recall the ritual of scrubbing all three hatches, lower and 'tween-decks, in Copenhagen after discharging general outbound cargo, and prior to loading the bacon; which was only allowed to commence after inspection by a certified inspector and, believe it or not, they were pretty strict. The hatches were also insulated with sealing plugs which fitted between the hatch beams to allow for a means of refrigeration whilst at sea. However, the method of unloading the bacon in Goole still left a little to be desired. Still, I don't recall many complaints from the butcher's shops that used to sell the stuff or the guys who used to eat it every morning.

Posted by Tony on 21/04/2015

I can certainly remember scrubbing the gratings in Copenhagen - I did it on the Byland Abbey and York. As for the loading of bacon on lorries, this was an all year round job. It was loaded as

you see in the film then covered with an ordinary wagon sheet, roped on then parked in the yard overnight and delivered next day round the West Riding - it all added to the flavour.

Posted by Tricia on 21/01/2013

I have just found out today that my cousin, Alan Lawson, died on 7 December 2012. The only notification I found was in the Yorkshire Post, he lived in Leeds; I do not think there was anything at all in the Goole Times. I am sharing this as he will probably be known to a lot of you as he was a Humber Pilot for many years. There was 30 years age difference between us so we were not close but he was so like his dad, Harold (Cappy) who was known to many of you and I did occasionally see him when I worked at HOH in the 1960s but wish we had been in touch more so that maybe I could have filled in the missing gaps in my family tree research. He has a son and grandson but they are I believe, sadly, the last of the (our) Lawsons. I still read this site regularly and enjoy the comments and facts and figures.

Posted by Robert on 26/01/2013

My grandfather was Wilson Turnbull. He was master of the steamship DERWENT when he died of pneumonia and was brought back from Antwerp by my grandmother Kate Turnbull on the NIDD. I am trying to find out anything relating to his career with LMS and Goole Steam. Thanks.

Posted by Transportman on 27/01/2013

Wilson Turnbull, born Newcastle 1880 son of William Turnbull AB on EARL PERCY. Wilson lived at 29 Fourth Avenue, Goole. Joined the Goole Steam Shipping Company in 1900 and remained with them through the amalgamation with the railway companies. Promoted to master in 1925 and captained the NIDD, RAWCLIFFE, WENNING, AIRE, RIVER RIBBLE and DERWENT. His only son Arthur died aged seventeen at Manilla, Phillipines, 1928 whilst in the Merchant Navy. Buried in Goole cemetery in an unmarked grave.

Posted by George on 06/03/2013

Captain Mac Collier. Thought this obituary⁷ to a son of Goole might be of interest here

“Harold Malcolm Collier was born on March 16 1917 into a family which had worked in the shipping industry for generations. His father was Chief Customs Officer at Goole, and Mac (short for Malcolm) was educated at Goole Grammar School, leaving in 1933 to go to sea as an articled apprentice with Andrew Weir’s Bank Line. He spent two years on the Indian-African service in the MV Congella, then another two on round-the-world service.

After passing his Second Mate’s Certificate, Collier joined Associated Humber Lines of Hull, whose ships traded to the continent. He also joined the Royal Naval Reserve and undertook training in the battleship Iron Duke and the destroyer Antelope. In 1939 he obtained his First Mate’s Certificate, completed a gunnery course and joined the destroyer Brilliant.”

Posted by Pedro on 07/03/2013

Sorry to hear about his demise. A true gent with a chequered history and unlike some master mariners he certainly deserved the title Sir.

Posted by Barrie on 08/03/2013

I did wonder if this was Captain Collier who lived opposite to me in Woodland Avenue in the 1950s.

⁷ <http://www.telegraph.co.uk/news/obituaries/9910896/Captain-Mac-Collier.html>

Posted by John on 09/03/2013

Yes, this is the same Capt. Collier. I lived at No. 1 in the early 1960s and the family were living there then.

Posted by Pedro on 09/12/2012

I am presently languishing in the sun on my favourite Caribbean island until next April. Seasons Greetings to all from sunny Barbados. Won't be back in Goole until next April shipmates. Have good one. Regards from the island where coca cola is more expensive than the rum.

Posted by Corby on 03/10/2013

Today I heard of the death of Pedro - for some time one of the main visitors to this page. My informant is a lady who went to the same school in Old Goole. She told me that she saw him on his bike and then only a few days later read of his death. What a fountain of knowledge and a well-liked man. He will be sadly missed. God Bless.

Posted by Bill on 04/10/2013

Corby, thanks for giving us the news about Pedro. I knew him only through his postings on this website but he struck me as a very decent man of great wisdom, experience and humour. I am sad that he is no longer with us.

Posted by Gary on 06/10/2013

Corby, to say I am shocked by your posting about Pedro is an understatement. Assuming, of course, that we are talking about the same Pedro we all know from this website. I am referring to Pete Harrison, who I never knew as a seaman, but came to know quite well when we had both swallowed the anchor, as it were. He will certainly be sadly missed on this site and in the Goole area.

The last time I met Pete was in the "Town and Country" pub (Wetherspoons) a few years ago when I was last there on vacation. He did spend quite a bit of time in his little corner of the world, Barbados (Little England) where I am sure he will be missed too.

Posted by Gary on 07/10/2013

I would have liked to have been there for his "last trip" as it were, but time and space just did not permit. I have no doubt that there is a place for him on the Lock Hill Memorial site. I will certainly look for it on my next visit.

Posted by Hamish on 13/10/2013

Ahoy Fellas! Not very nice to be "off site" for three weeks and come home to news like that, the demise of Pedro, he was a true spirit on site, and although I never met him (I do think I had a pint with him in "Charlies" in the early 1950s, but it's that age thing again) I felt as though he was a close friend, he was my link to try and keep track of a couple of "Goolies" I was at sea with, namely Billie Guy and George Cannon, so there is another hole in history with his passing. My thoughts are with his family and close friends at this sad time, and as Gary has mentioned there must be room on that memorial!

Posted by Malcolm on 22/11/2013

I have only just found this site and over the past hour have been greatly impressed and moved by the accounts and stories of Goole seafarers and would just like to add a few of my own from when I lived in Dunhill Road Goole from 1944-1960.

My father, William Sutcliff, first went to sea in 1923 from Goole in the ORLANDO for four years, TORRINGTON for three years, THERSA for three years and EASINGWOLD for four years

until the start of World War II, when he joined the newly built (at Goole shipyard) MV COXWOLD and served on her, with Captain Pratt as Master, through many theatres of war including D-Day. After the war, my mother joined my father and took me along for what sounded like a world cruise, but being only perhaps three or four at the time I do not have any memory of it, but she always used to tell the story of how she nearly lost me in a bazaar in Casablanca.

Why he left the Coxwold always puzzles me because it was a lucky ship and my mother always spoke highly of Captain Pratt, but from 1946 he quickly moved from SALT FLEET, WELSH TRADER and then the Lanky boats, HODDER, DEARNE, ALT, a seven day voyage on Felixstowe which does not sound like a Lanky, then back to the Dearne, Hodder, DON and ROTHER, two months on the BROADHURST in 1952 and back to the Lankys AIRE and Alt until 1954.

Then it was POOLE RIVER, HOLDERKNOLL and three months on the MARLWOOD of France Fenwick in 1955, which is the first ship mentioned on this website. He then moved with Captain Tom Collier of Reedness, who he got on very well with, to the GWYNWOOD for two years and finally after eight months he died aged 59 on the BRAYWOOD whilst she was berthed at Jarrow in 1959, when I was fifteen years of age. He was a cook and steward and chief steward on the COXWOLD, cook on the Lanky boats and steward on the France Fenwick boats.

Although I cannot remember seeing her, I remember the distinctive siren of the PARKENELLA amongst all the others, when they used to blow them on New Year's Eve. I wanted to go to sea but my mother strictly forbid in on account of the fact that my father was always away rather than at home, which of course is the life of a seafarer and my memories of him are few and fleeting - later I became a barrister instead! Although I live in Country Durham on my way to Whitby I've sometimes called at the village of Coxwold, near Sutton Bank and wondered what significance the name had to the owners, Atkinson Prickett who must have named her - perhaps one of their family had lived there?

I have wonderful memories of going round the docks as a child and a young man and, in contrast to today's fences and railings, one could virtually go anywhere. I remember Everard's MV GRIT in dry dock and their other "ity" boats. My father was born in 1900 at North Street and his father Jacob was the one of the sons of Abraham Sutcliff, mentioned earlier on this site and in Mike Marsh's book as being the licensee of The Crown Inn in Ouse Street in the 1880s. Abraham Sutcliff's headstone is still handsome and erect in Goole cemetery a century or so later.

It is 50 years since I left Goole, but it is still in the blood. Ray Gosling's death this week prompted me to start this search, because his obituary says his favourite of the many documentaries he made was about Goole docks, being on a barge and talking to girls who knew seafarers!

Posted by Corby on 26/11/2013

We are lucky to know where our fathers were throughout their working lives, also the war years. Although my father was in the other war, I have just realised that they all came close together when they all worked on the Marlwood. My father was a docker. His main job was a coal trimmer but towards the end of his working life he worked for Bennets as a cargo checker. He retired in 1955 aged 60.

Great days, well remembered.

Posted by Hamish on 03/12/2013

Malcolm, I might have sailed with your dad, as I was on the Aire, Don and Dearne, around the same era, 1952-55, but I would have to locate my discharge book to come up with exact dates. Many more of his ships bring back a little nostalgia.

Posted by Tony on 17/12/2013

Hi Gary, don't know whether you remember me, I was on BYLAND for short time with you. Westerlygales the skipper, Ken Hammond bosun, his brother Doug was union bloke. Fond memories of Brydden's Bodega across the road in Copenhagen. Tuborg 75 ore a bottle. I spent a lot of time in the Peacock when Sid and Rose had it. I also finished in 1964 and went to Ferrybridge painting for Tighes; I think you trained as a welder when you went to Babbies.

Posted by Gary on 21/12/2013

Tony, nice to hear from an old shipmate. You are right on all counts. I remember your name but I can't put a face to it yet, although I will continue to work on it. Yes I did train as a gas welder after coming ashore in 1964 for Babcock & Wilcox on boiler construction.

Posted by Tony on 01/01/2014

First thanks for the reply. Gary, correction on the price of beer, 1 krone across the road 75 ore in dockers' canteen on quay.

I read all the comments on this site with interest. I went to sea school in Gravesend in late 1950s and came out as a fully qualified deck boy. After several deep sea trips and getting my EDH Cert., I started sailing out of Goole. I was on several AHL ships YORK, LEEDS, WAKEFIELD, WHITBY ABBEY and BYLAND ABBEY. Other ships were LANCING, ARDINGLY, BROADHURST, LONDON, EILDON, HESSLEGATE.

Continuing - Geoff Le Voguer, your dad was on the Lancing with me. I remember the well washed boiler suit and beret, not forgetting his 'tashe. He was also on probably one of the AHL boats with me as I remember bringing him home from Hull in my car with a couple of other lads; we must have stopped in Hull that trip for me to have been using my car. Charlie swore he would never travel with me again - Hull to Goole in 24 mins in 1962/63 in my Laurel green 1957 Vauxhall Victor.

Posted by Gary on 18/01/2014

Regarding Tony's reference to the butter boats, namely the Byland Abbey and sister ship Kirkham Abbey on the Copenhagen run, I used what little techy knowledge I have and used Google Earth to zoom in on where we used to tie up at "Islands Brygge" (circa 1960/62).

What we knew as "Container Brugge" (just across from the Bodega and Haroldsburg) is now waterside parkland. Landscaped lawns with park benches and such. I'd love to visit it now and reminisce. I also understand that the imposing structure of the Hotel Europa, which was just across the water, is no longer there. I have a couple of photos (the old 35mm type) with the Europa in the background which I treasure. One of which features myself, Tony Ogden (fellow AB) and Lutie Walton (M/M) sunning ourselves on the afterdeck.

Tony, you may have been on the Byland Abbey around this time.

Posted by Hamish on 20/01/2014

You sure have a good memory, all I can remember of Copenhagen while on the DON was the mermaid sitting on the rock in the harbour; well maybe I can recall a few brewery "tours" where they would give you a case of beer for taking the tour, but that only lasted until they came to recognise you, no matter what kind of disguise one tried; I got away with it three times.

I have a vague memory of the gardens, and a couple of football pitches, that's about it. Cannot remember where we tied up though, nor any of the big buildings you speak of - you must have been paying attention.

Posted by Tony on 22/01/2014

While I remember most and sailed with a lot of the names mentioned in past comments, I will give a few more that may be known. Gary beat me to two; who could forget the Bopper and Lute; sadly I believe Tony died a long time ago. I recall taking him home to Moorends with a carryout on the back seat; there were three of us, I think Spats Sutcliffe was the other one.

The crew of the Lancing was Capt. Bilton, Charlie the Pole (mate), Arthur Mount (second mate), Maltese Joe Cini from Leeds (bosun), me, Stan Foord (I think that is correct spelling), Roy Linnington, Charlie Le Voguer, Alan (Spud) Tate, Arthur (Dinger) Cowling (ass. Steward), Bernard ? (m/m), Ted Acaster (cook). I went home with Stan once to Seaford; went out with his brother and slept on his mum's floor.

Others I have sailed with are Pete Mudd and Graham Togger(?) from Leeds, Alec Grant, Mick Bird from Stainforth, Albert Smith bosun (apparently only had two ships BEEDING and BROADHURST), Harry Bellaby bosun on Leeds and London, Tommy Waterland, Dave and Reg Hoggard, Arthur Pettican. Two others come to mind Cisco and Lofty who I think were Roy Linnington's brothers. Sadly Lofty was drowned in the docks working as a boatman. Lastly how could I forget my mate Ray (Hank the Yank) Mayo and his 52 Harley Davidson who I think was actually Canadian.

To go onto AHL, all the captains did their own pilotage to Goole, as Gary will probably remember Capt. Walters on the Leeds had his own wheelman between Hull and Goole; I took this job when whoever was doing it left - it was a good job, kept dry and sheltered. WHITBY ABBEY had Paddy Boyland as captain, he only slowed down coming round Middle Witton; Ken Bolland was mate and Abadan Harry was second mate; Freddy Clynes was steward; Jim Costello was cook; also had a good poker school on there.

Finally the YORK, on which I did most of my Copenhagen runs, on either on the beer run or relieving BYLAND or KIRKHAM as her lower holds were refrigerated, Capt. Bill Laverack one of the best who I knew before I went to sea as I delivered his newspaper when I was at school. Somebody mentioned an article about him in the local paper, I kept it from The Goole Times dated 8 May 2008.

P.S. Just remembered I was talking to Ken Bromley the other day and I asked him which AHL Captain flew the Blue Ensign he thought it was Jack Collier can someone verify. Bye again.

Posted by Hamish on 23/01/2014

Tony, you have a memory for names that matches Gary's. I don't recognise many of the names of which you speak, but then maybe the era of which I speak is a little before your time; mine was the early 1950s, joined my first ship in Goole in 1949 at the dock right outside Melodies front door.

You have a Smith as Bosun on the Beeding, what year would that be? When I was on her, Long Bill Johnston from Hove was Bosun and he had been on her from new, he was a permanent fixture on her and I would relieve him for his holidays - that was in the middle-1950s. You are correct Jack Collier was the blue ensign guy, he was Master on the Aire, in fact he was in command when she was hit and sunk just down river from Goole; a great guy by the name of Tute was mate on her he became a Goole river pilot.

A couple of "Goolies" I was with were George Cannon, Billy Guy, "Buckie" Dent, "Lofty" Cornforth and a couple of Leeds guys were Jimmy Cooper, Aurther Mason (who has posted on here) and Pete Olley now sadly gone. I sailed with many more "Goolies" but names are not my

strong point. Billy Guy, he became a docker, was a star turn in Melodies with his renditions of Frankie Lane.

I am not a “native” Goolie, coming from Leeds (by way of the Scottish Highlands). I have many memories of the old place, The Railway Tavern and “Charlie”. Melodies, the first pub I ever set foot in in Goole as a young green deck boy, and the great times we had there voyage after voyage in the “Lankie boats”, the colliers and the deep sea trips in between; the girls we fell in love with (for a trip) and the fellow seamen we rubbed shoulders with, great memories! All I can say is “Thank you Goole for your Tolerance”.

Posted by Gary on 28/01/2014

Tony, I well remember most of your list of former shipmates, plus a few more. Regarding the Byland Abbey, who could forget George Woofe, Len Jones, Pete Robinson (Doncaster), Tommy Leighton; all deckies but I recall George Coggan and Dennis Toulan were two of the master mariners from the Byland.

Many of these guys have unfortunately crossed the bar but the last time I was back, about four years ago, I chanced upon Dennis McKone AB, Kirkham Abbey and already mentioned Tom Waterland in Wetherspoons “Town and Country”. The Graham (Toggie) whose name you couldn’t place was Ramsden. His best buddy was Brian Temperton, who recently e-mailed me from Australia. Ray Mayo I also recall, although I never sailed with him. He was on the Byland Abbey at a different time. I understand he fell afoul of the Danish customs over an excess of Rizla products and had his Harley-Davidson confiscated (Capt/ Westerdale allowed him to take it aboard). I don’t know if he ever got it back or not.

Posted by Tony on 29/01/2014

You are right about Ray and the cig papers; I think he spent a fortnight in clink over there. He got his bike back with lots of bits missing, got rid and bought a brown and cream Vauxhall Cresta. A hearth rug arrived in a taxi when I got married, he also sent me Johnny Cash Ring of Fire LP from the States; last I heard of him he was in Rhodesia in the police but that was in 1960s. Names you mentioned, sailed with Len Jones, knew most of the others.

Posted by Gary on 03/02/2014

Just another item or two about the Byland Abbey and some of her crew (at the risk of boring our other contributors).

Tony, do you recall the Byland going into dry-dock at one point and having her fo’c’sle bulwarks raised about five feet? I was on her then but can’t remember the reason. They never did it to any of the other Abbey ships. I know you had to stand on the old gunwales to see over. It did, however, provide a bit of wind protection at stations. Corby, maybe as a shipwright you could shed some light on it.

Posted by Corby on 04/02/2014

My memories of Goole ships are when most of them were sharp bowed, my favourite was HILVERSUM. In heavy seas these ships would soon shed the water taken. Along came the “spoon” bowed vessels which of course gave a larger working area on deck, but to take a big one would mean a great deal more water on deck. Perhaps this mode of taking the sheerline another five feet higher was an attempt to increase buoyancy in an effort to keep her head up. Thus, less dunking with less loss of speed and less strain all round.

Posted by Tony on 08/02/2014

I tend to agree with Corby, seem to remember something about Capt. W. having it done to stop her playing submarines in heavy weather; also wasn't he famed for never getting stuck in the ice?

Posted by Martin on 16/02/2014

My father (Phil Smith) sailed with Freddy Cline on the Whitby Abbey - I recall my father calling him "Red Freddy" due to his political sympathies. I have a picture of the Whitby Abbey catering crew in the bar.

Posted by Hamish on 08/07/2014

Captain Collier on the AIRE flew the RNR pennant every time we entered port, what was the history of that, does anyone know? Thanks.

Posted by Tony on 10/07/2014

Both Capt. Colliers were RNR and when I was on the AHL ships they flew the Blue Ensign instead of the regular Red Duster.

My father recalled that when the YORK flew the RNR blue ensign that the Russian/American and Israeli spy ships in the Med took an inordinate interest in the ship.

Posted by Hamish on 10/07/2014

I don't recall the RNR flag being flown in place of the duster, but in addition to it, the duster was always back aft while the blue ensign was in the bow or on a halyard amid ships, but my question really was, why did these gents have the privilege to fly it? Not because they were RNR.

Posted by Gary on 10/07/2014

It is my understanding that any ship whose captain or crew members were either ex-RN or RNVR, was entitled to fly the blue ensign. Especially if they served in a war time situation. It merely signified that there were personnel aboard who had served in both the RN and the MN. Two examples I can bring to mind were the Orontes of the Orient Line and the Escalante of the Royal Mail Line. Both flew the blue ensign; with pride, I may add.

Posted by Tony on 17/07/2014

September 1955, FOUNTAINS ABBEY suffered serious engine failure while on route Goole to Amsterdam and had to be towed into Yarmouth then on to Grimsby for repairs. Anybody know what the failure was or anything else about the incident? Thanks.

Posted by Barry on 09/01/2017

The mechanical fuel supply to the main engine broke down and, as I was one of the crew on watch, I was sent down to the engine room to man the manual fuel supply pump. When it was my turn to take the wheel, the relief went on the pump, and that's how she limped in to Yarmouth.

Posted by Hamish on 22/07/2014

Anyone got any info on the DON hitting pack ice on a trip to Copenhagen, and having her prop/rudder damaged? Being repaired in Malmo circa 1956.

Posted by Philip on 13/11/2014

Do any of you old sea dogs from Goole or Hull know why AHL's chartered VEDETTE for about three years in the late 1950s? I know at this time a lot of the older ships were being sold off but new ones were coming into service.

Posted by Martin on 15/11/2014

I have a book about the history of AHL and that in the 1950s “to keep a regular service” the AHL chartered Beeks of Groningen for the Hull - Rotterdam service; the ships mentioned are MV VALIANT (Capt. Meulen), MV VISCOUNT, MV VELOX and MV VICTRESS - I assume the Verdette was sister of these?

The charters were arranged by T.Kettlewell and Son (T.E.K) in Hull.

They also chartered MV Lubergem and MV Hybergem for the Goole - Dutch service. I think it was a question that trade was good and the existing fleet could not cope.

Posted by Hamish on 16/11/2014

I still believe that AHL missed the boat (excuse the pun) on the container business. They were in it in a very “baby” way back in the early 1950s, before containerisation was even thought of. On the “Butter” Boats, and a couple of times on the Amsterdam run, we would load large square preloaded boxes and secure them to ringbolts on deck, then on arrival in Goole these “boxes” would be off loaded to their own small rail wagons, which I believe were the property of the LMS (as were the boxes/containers). The dockers didn’t like them; they couldn’t get into them and they said they were taking away jobs. Maybe that was the reason for no follow up on preloaded shipments, the companies didn’t, or wouldn’t, risk a full blown dock strike, as I said this was in the very early 1950s. What happened later I don’t know and my apologies if AHL did in fact get into containers.

Posted by Martin on 17/11/2014

They did - but too late - the MELROSE and BOLTON ABBEY had their derricks removed in 1967 and were lengthened by over 50 feet to support containerisation and also the cargo only boats LEEDS and WAKEFIELD were also converted for containers. However too little too late with the arrival of North Sea Ferries RORO boats NORWIND and NORWAVE in 1965 - they swept the board seeing off AHL in 1971/72 and Ellermans for that matter by 1975.

Posted by Hamish on 18/11/2014

The point I was bringing up was that AHL had it by the tail, if they had only had some foresight in the early-1950s, albeit, only on a tiny scale, one or two small preloaded “boxes” but somebody somewhere was thinking along the right lines, as the “boxes” were water tight, had all the eyebolts, etc. to secure them on deck, and also on the railcars, on which they just fit. Of course hindsight is always 20/20 and it’s too late now, but thanks for the comeback - now I know they did try.

Posted by Hamish on 21/04/2015

I would like to know what was in the little box containers we brought bag from Copenhagen. We never did know, no labels, no shipper’s names and the mate didn’t seem to know where it had been. This day and age I find a little scary, although in retrospect I guess the millions of containers floating around the world being off loaded in so many downtown harbours, does anyone really know what is in them all!

Sometimes we would have as many as three lashed on deck (chained) they were off loaded straight onto a flat deck rail wagon which appeared to be built just for them.

The reason I ask is, we would groan when we saw them come aboard, as it meant an extra shift ship in Goole, we would have to discharge them first in the dock west of West Dock, before moving into the normal berth in West Dock, which meant us “away” lads had to stay aboard until we were at the West Dock berth, which could mean an overnight stay, and one less night home.

Posted by Hamish on 22/01/2015

I didn't get my start with AHL I did the Gravesend sea school bit; then signed on the BLISWORTH a coasting tramp, in Goole in 1949; first trip to Keel for scrap then back to Goole. I didn't much care for the AHL boats although I did a few trips in them. I suppose they were ok for the locals, but to be given time off in lieu of overtime pay was not much good to a lad from "away"; the only money one could make was to sell your bond, or smuggle watches, both risky with "Himmler" on watch, so I tried to stick to colliers when I wasn't deep sea. The colliers were overtime crazy, but hey, you were away from home you might as well work.

When I joined the DON I took the place of an AB from Goole who joined a palm boat; I heard a little later he had died, he fell out of a palm tree somewhere in the hot climes, but his name escapes me. I not only got his berth, but on arrival in Copenhagen his girlfriend came looking for him, so there were a few perks on AHL but very few. Cheers.

Posted by Corby on 22/01/2015

Hamish, it was a pleasure reading the account of your early life in your chosen career. In 1949 I left school and had to make a decision, not having much advice from my Dad, only that a job was available on one of Bennets ships, the ORTALON. At that time he worked as a checker for the company. Most of my closest mates Alan (Ace) Fielder. Alan Wheldrake, John Appleyard, chose the life at sea following the path of my cousin Tom Dunwell and Alan Bedford. The latter was lost overboard in the Red Sea.

When I was an apprentice there was one job I loved which was repairing the damage caused by the grab on the scrap ships which laid in the West Dock - mostly Dutch or German - for we were always invited for a glass or two of Schnapps after completion. Happy Days.

Posted by Martin on 06/03/2015

Phil Smith was my dad - he was with AHL from 1946 to when they folded in 1971. He was one of the last seagoing personnel as he was kept on until March 1972 to wind down the stores; as you can imagine, I am still well stocked with late 1960s Heineken/Tuborg beer glasses and still have an AHL silver tea pot!

I still have his reference signed by the "infamous" Freddy Wooller who left his first and second officers on the FOUNTAINS ABBEY in 1962 and, but for the bravery of a Lowestoft trawler-hand, they would have died as well as the two men who were lost.

There is a booklet by Ted Wild called AHL which is about the memories of his time as a second officer on the Copenhagen run - great story about being ice bound in the KATTEGAT in 1956 and losing the rudder stock. He was on the DON and DEARNE - not sure if he sailed on the KIRKHAM or BYLAND ABBEY.

Posted by Martin on 26/03/2015

For all those with AHL connections, here is the AHL epitaph penned in 1971. This was sent to me recently by the widow of Les Allison (a Goole man), chief engineer on the LEEDS, YORK, WAKEFIELD, BOLTON ABBEY, MELROSE ABBEY and WHITBY ABBEY 1963-1971. His widow sent me this from Antwerp where Les resided after leaving Goole when he married a Belgian girl.

Alphabetical Epitaph to AHL 30/11/1971 R.I.P.

A is for AHL who miserably fail.

B is for Boats, which are now up for sale.

C is for Cargo, container and crate,
D is for Dole queue, our ultimate fate.
E is for Europe, goodbye to those trips.
F must be Farewell, cos there's no f####in' ships.
G is for Goole where the company started,
H is for Hull where we finally parted.
I is Illusion of company tradition
J is the justice in its present position.
K is the K.O. so rudely dealt,
L the Location right below the belt.
M is the Manner in which it was done,
N is November, the end of the run.
O is Omega, the end of all reason.
P is the Price of our loyal adhesion.
Q is for Question, quandary and queuing,
R is Redundancy, retirement and ruin.
S is the Sacrifice, willingly wrought,
T is the Thanks, which add up to nought.
U is the Union, not much assistance.
V is the volume of invalid insistence.
W is the Work of the ever so few,
X is the Gratia, the payment in lieu.
Y is the Yearnings, the hope all in vain,
and Z is for Zero, our ultimate gain.

Posted by Hamish on 30/03/2015

Thanks for posting! The AHL was different things to different people I suppose. In my case I found them convenient at times, the times when there was nothing except them going through the pool, and one was on the last pick of ships. I suppose they were good for the local Goolie, just like a day job, but for us "away" boys they were a drag, they were mediocre feeders and very tight with "extra" hours worked, time off in lieu for Sundays at sea (which there were very few of) and overtime, which again time off was good for the local, he got more time at home, but imagine being in West Dock aboard the Don in winter, with no lights (just coal oil lights), no heat, and no galley, and worse still no money, and if memory serves me the fireman would arrive four hours before sailing time to get steam up.

I suppose in retrospect, the runs were good with good times ashore on the continent, but one couldn't live on good times, and as far as I could see they did look after their "time served old timers" with a doddle of a job in the shore gang, but again one would have to put up with the "company policy" for years to attain that exulted position, Ah the memories.

Posted by Martin on 31/03/2015

Hamish, I understand your point as my dad, looking back on his sea-going days, said much the same. I think his soft spot for AHL was all the characters, both at sea and office staff ashore, which he said you did not get in more recent times - and of course he was with them for 25 years.

Posted by Ray on 06/12/2015

I have just spotted the comment about SS KODUMA exiting the locks at Goole, then hitting the far bank, capsizing and being lost. My father, George Arnold, was Captain of the Koduma on that fateful day.

He told me the reason for the accident was that the Koduma had been having problems with its rudder for quite a while, and he had told the ship's owners about the problem more than once. He had eventually persuaded the Koduma's owners to have the ship dry-docked at Goole in order that the problem could be sorted out.

The Koduma then apparently spent nearly three weeks in dry dock, after which the "management" there assured my father that the rudder problem had been fixed.

The ship was then loaded up with cargo, and entered the locks. As soon as it left (Ocean lock, I believe) and entered the incoming tidal current, the steering failed completely, and the ship, completely out of control and not answering any rudder commands from the wheel-house, sheared across the river, and hit the far bank. It heeled over because of the current, started to fill with water, and sank onto the mud where it was. All the crew got off OK.

When my father returned home unexpectedly that evening, my mum said "what are you doing, why are you home, I thought you had sailed?" to which dad replied, "I did, but I have lost my ship, it has sunk in the river".

Posted by Transportman on 08/12/2015

The Kodumaa was built in 1898 as the HARMONY. It was requisitioned in World War I by the Tsar and renamed Koduma. It was nationalised by the Russian communists and renamed Kodumaa in 1919, later arrested by Estonia and added to their fleet. When Russia and Germany invaded Estonia in World War II it was requisitioned by the Ministry of War Transport and managed by Gowland S.S. Co., a subsidiary of J. & C. Harrison. After the war the previous owners put in a claim for compensation. It was wrecked Saturday 26 September 1942

Posted by Ray on 13/12/2015

That is interesting further information about the origin and happenings to SS Koduma prior to its demise at Goole. You mentioned it was requisitioned by the Tsar in World War I. Curiously enough, my father found himself the captain of another requisitioned ship, EMPIRE GALENA, in the late 1940s. Formerly the SS WESERSTROM, it was delivered as a new vessel to Norddeutscher Lloyd in January 1944. But in May 1945, it was taken as a prize at Kiel, and renamed EMPIRE GALENA by the Ministry of War Transport. My dad was appointed captain. As a young lad, I had quite a few trips on the Empire Galena, including one to Helsinki and back in August 1946. The ship was carrying lorry and car tyres on its outward journey, and brought back timber, and a lot of paper string, which is all that the Finns had to trade at that time!

Surprisingly, in that I can hardly remember what day it is now, I remember that trip to Helsinki very well (including the barely-concealed hostility of German officials when they came on board during our passage through the Kiel Canal). Last year I returned to Helsinki, and I was able to identify a few places I remembered from 1946.

Posted by Ray on 13/12/2015

Unlikely though it might seem, there were four men named Captain George Arnold that sailed out of Goole.

Capt. George ARNOLD (1) b. 1846; d. 1912 (my great-grandad)

Capt. George ARNOLD (2) b. 1881; d. 1941 (grandad)

Capt. George ARNOLD (3) b. 1906; d. 1978 (dad)

and another Capt. George ARNOLD, b. 1862; d. 1934, who lived in Boothferry Road, and was no identifiable relation to the other three.

Posted by Transportman on 14/12/2015

Interesting who was who in Captain George Arnold. The other George Arnold 1862-1934 was also the son of a Captain George Arnold 1832-1911 making five all with the same name. They do not make research easy do they! There were also four Captain Joseph Arnolds just to complicate things.

Posted by Ray on 14/12/2015

The Captain George Arnold 1862 to 1934 was the one who got the MBE, but my having been told last year that it was my grandad that got the MBE, and shown documentary evidence to "prove it". It is only in the last few weeks that I have been able (with the help of Goole Library Volunteers, and my 94 year old aunty) to demonstrate that it was the "Boothferry Road Captain George Arnold" that was awarded the MBE, not ours.

There were indeed a lot of Arnold that became Captains, and couple who became chief engineers. My dad told me there was one occasion when a ship sailed out of Goole with three Captain George Arnolds on the bridge. Two of them "hitching a lift to Hull", and the skipper of that ship.

Posted by Patricia on 16/12/2015

Does anyone know anything about Herbert Henry Sherwood? He was born in Goole in 1879 and died there in 1940. I have his mate's certificates. On one is written he is allowed to act as mate on a square rigged vessel although the certificate is for him to be master of a foreign going steamship. Any help would be appreciated. Thanks.

Posted by Transportman on 16/12/2015

A Captain Sherwood is nearly as bad as Ray's Captain George Arnold, as there were a few of them but fortunately they had different first names, unlike Ray's. He was born in Goole 22 April 1879 and died 14 February 1940, possibly at home 62 Newclose Lane, Goole. He captained quite a few of Goole Steam Shipping Co.'s steamers, later L. & Y Railway Co., as well as serving as mate on them which included the first AIRE; ALT; first CALDER; DERWENT; second DON; DRESDEN; HUMBER; IRWELL; LIBERTY; ROSA and second RYE. I think he may also have had a spell on the EXMOOR, KIRRIEMOOR and USKMOOR.

Posted by David on 11/01/2016

My great-grandfather James Drackford (b. London, 1839) got his mate's home trade ticket for passenger ships in 1871. Moved to Goole sometime in the 1870s and worked for Goole Steam Shipping Co. He was lost with eight other men when the RALPH CREYKE sank of Lundy Island in 1879. The ship was nearly brand new. Their bodies never were recovered. The captain and five surviving crew members were rescued by a French ship after they took to the lifeboats.

Posted by Caroline on 09/09/2016

Looking at my family tree, my great-great-grandad was on a boat called SS COREA. Does anybody have further information about this ship? Thanks.

Posted by Hamish on 16/09/2016

The SS Corea was built in 1895 and weighed in at 751 gross tons. Unfortunately she hit a mine while on passage from Boulogne to Goole, two miles north of the Cromer light on 8/12/1939 and sank. I have no info on the crew but will dig a little deeper and see what turns up cheers H

Posted by Transportman on 17/09/2016

Eight of her crew were lost; Captain Harry Needham (youngest captain to sail out of Goole); Harry Watmough (first mate); James Hosking (AB); Hugh Miller (chief engineer); Charles Wilson (second engineer); Arthur Harrison (donkeyman); Robert Thornton (firemen) and John William Thomlinson. Steward Amos Gates survived only to be killed on the Sparta fifteen months later.

The Corea was also the first vessel to pass through Ocean Lock when it opened in 1938.

Posted by Hamish on 19/09/2016

It is interesting that she was the first ship through Ocean Lock - that name sure brings back memories; many a wet night spent warping round to that one, but would do it all again if given the chance.

Posted by Transportman on 20/09/2016

The survivors by the way were second mate Eric Hewarth; fireman J. Boxall; AB's Thomas Woodhead, Ernest Pantry, A. Dawson & James Wimsey; and steward Amos Gates (who also survived the sinking of the Burma in WWI). The Corea also took the new house flags, in May 1935, to Bennett's offices in Boulogne after the Board of Trade made them change the red cross and white background. John Bennett just substituted the white for a very pale buff, which looked white from a distance.

It wouldn't have gone down well with the Railway captains, being beaten to the lock, as there was a bit of friction between them and John Bennett, who thought that they were given preferential treatment.

Posted by Hamish on 25/09/2016

Being first at the locks brought back memories of my time in the Beeding. The skipper, by the name of Surtees, had a thing about getting out of the locks ahead of Everards Yellow Perils; they were so damn slow that if they got out first it caused all kinds of strife in the river; so if he spotted one scheduled for the same tide as us, he would move to the lock gates away ahead of time so as to beat them out.

The railway boats always left first, which was ok because they were fast and didn't have to drop a pilot in Hull, but I have seen him so worked up if by chance we were stuck behind one, he would light his pipe put the spent match in his pocket, and throw the Swan Vestas box over the side. I swear he was close to a heart attack, but it didn't happen too often, as I say the wiley old bird would outmanoeuvre them before the locks. Those were the days.

Posted by Brian on 19/05/2017

I sailed on the Lanky boats out of Goole in the 1950s with Lofty Linninton and his brother Roy. Sorry to read of Lofty's death. He was a great mate to sail with.

Posted by Gary on 23/05/2017

I remember the Linnington brothers, Pete and Roy (one of them went by the name of Cisco if memory serves). I do believe there was a third brother who I never met. This was probably Lofty, who was the eldest and the one to whom you refer. I may even have crossed paths with you

during my maritime exploits, but I was a Johnny-come-lately. I didn't become a Goolie until the late 1950s.

Posted by Brian on 26/05/2017

Gary, we may have sailed together but I cannot recall your name. Cisco rings a bell. I was on the LINCOLNBROOK, WINDSORBROOK, WARWICKBROOK, LANCASTERBROOK and DEVONBROOK in the mid-1950s. I remember Lofty and his brother Roy - they were great mates to sail with. The cook was from Goole but I cannot remember his name.

Posted by Bill on 27/05/2017

My Dad was from Goole and cook on the Lincolnbrook but this was in 1950, so you'd need to be pretty old to remember him. He subsequently sailed out of Goole as cook on the MARLWOOD until 1953. His name was Joe Stewart.

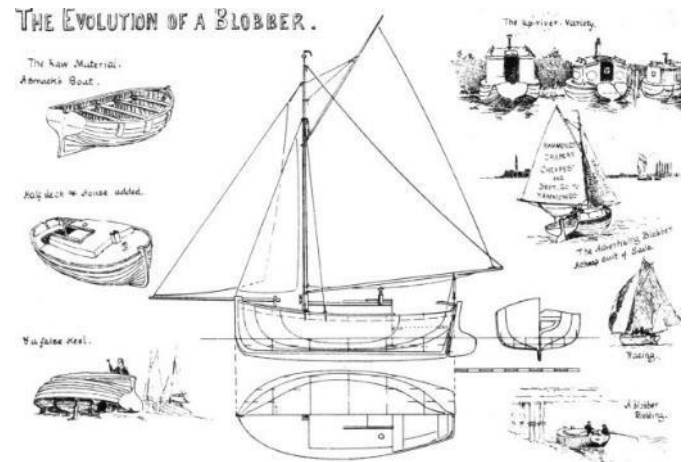
Humber Working Craft

The Blobber

So called because of their use for "Eel Blobbing" in the Humber and River Hull, the Blobbers were converted from smacks boats. All fishing vessels, both sail and steam, carried a boat some 18'0" long, 7'0" beam and 2'6" in depth and, as they were condemned by the Board of Trade for sea-work, they were eagerly snapped up for conversion. After restoring the hull, and making good the superficial damage of a working life, the boat was decked and a false keel and cabin added. This varied between a low profile for use on the Humber to a raised top some 2'0" above the gunwale for use on the more sheltered waters of the Hull. Occasionally, the boats would have a flush deck and small cockpit, but this type was in the minority.

The Rig varied again with the use intended; for work on the Humber, and for racing, a cutter rig with gaff mainsail and bowsprit was adopted. Exceptionally for downwind work a mizzen was stepped on the archboard.

The boats on the River Hull were not generally rigged - being propelled by a long oar, and having an eel spear and two staves for suspending the eel blobs. In 1902, it was estimated that there were 50 Blobbers in the Humber creeks and dock basins, and some 100 on the River Hull.



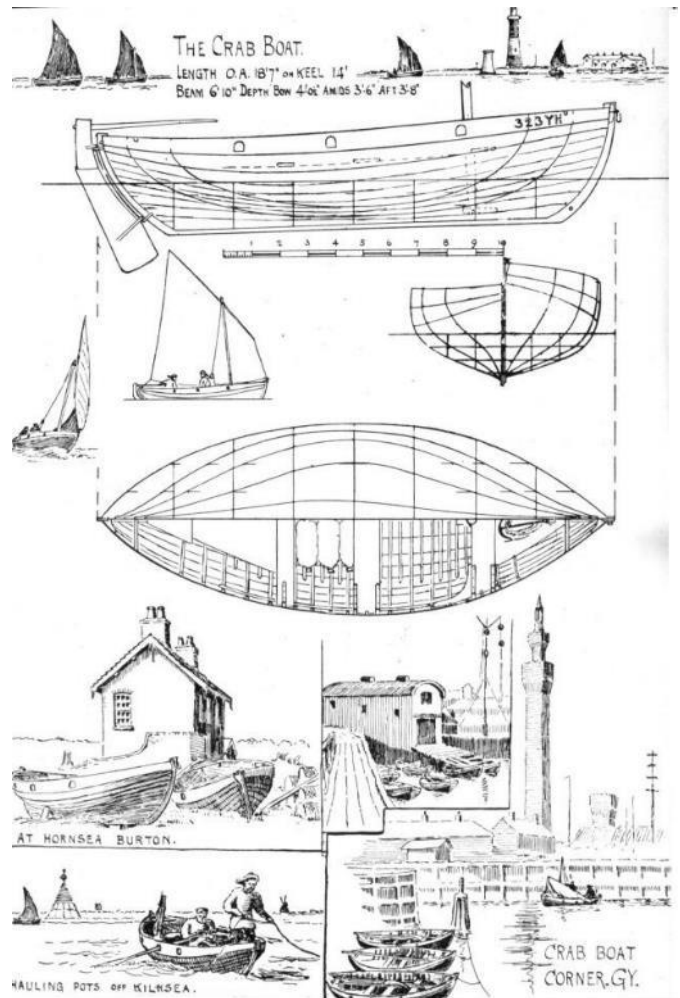
"The Humber", A. Watts

The Crab Boat

Although an import from Cromer and Sheringham and, therefore, not strictly a "Humber Type" the Crab Boat was widely used on the lower Humber by professional fishermen and, in 1908 it was recorded that there were 17 of them "on the wire" outside the small lockpit at the Fish Dock at Grimsby. Average size was between 16'0" and 19'0" overall length, and from 6'3" to 7'0" beam with exceptionally boats of 21'0" x 8'0". Oars, 12'0" big, were leaved near the hand to balance them and were used through rowlock holes in the top strake.

The boats were clench built of 3/8" planking on bent joggled ribs closely spaced amidships but wider apart near the ends; the top strake is of heavier section, there being no inwale. Floorboards were only fitted aft to provide a working platform for the fisherman when hauling pots. Three well braced thwarts were usual, the forward one carrying the mast and rig dipping lug-sail. Although lightly built and usually unballasted, they were, nevertheless, good sea boats and particularly good to weather in a blow.

"The Humber", A. Watts



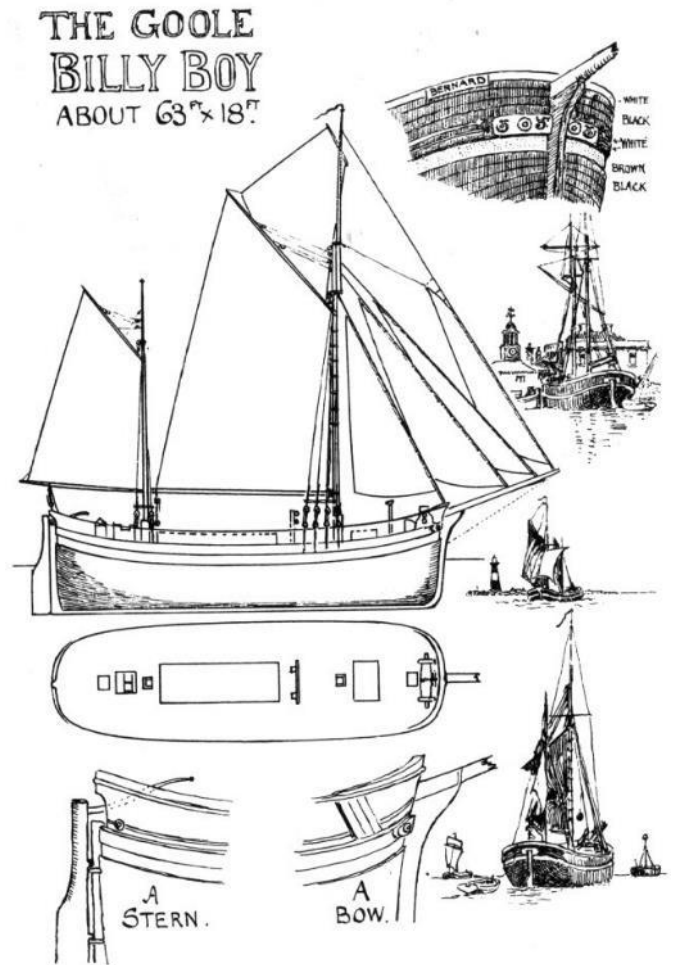
The Goole Billy Boy

Working further afield than either the Keel or Sloop, the Billy Boy was a Ketch rigged trader with a hull similar to that of a Keel but having high bulwarks and, as a rule, no leeboards. The average dimensions of the type were in the order of 63' x 18' although some had a narrower beam, which, although allowing them to pass through locks on the canals, decreased their sea-keeping qualities.

A well steved up bowsprit carrying a multiplicity of jibs was a feature of the rig; the masts were both stepped in tabernacles for lowering when the vessels had to go "above bridge".

Decoration at bow and stern was common, particularly ship-carpenters carving on the trail boards and around the hawse holes; the gunwale capping was generally painted white, bulwarks black, top strake lined white and brown and hull black. The type has distinctive names - "Joshua", "Try-on", "Abeona", "Bernard", "Fern", "Aimwell", "Eliezer", "Bottle Imp", "Tiger", "Surprise", "Village Flower" and "Sandringham" being recorded.

"The Humber", A. Watts



The Humber Duster

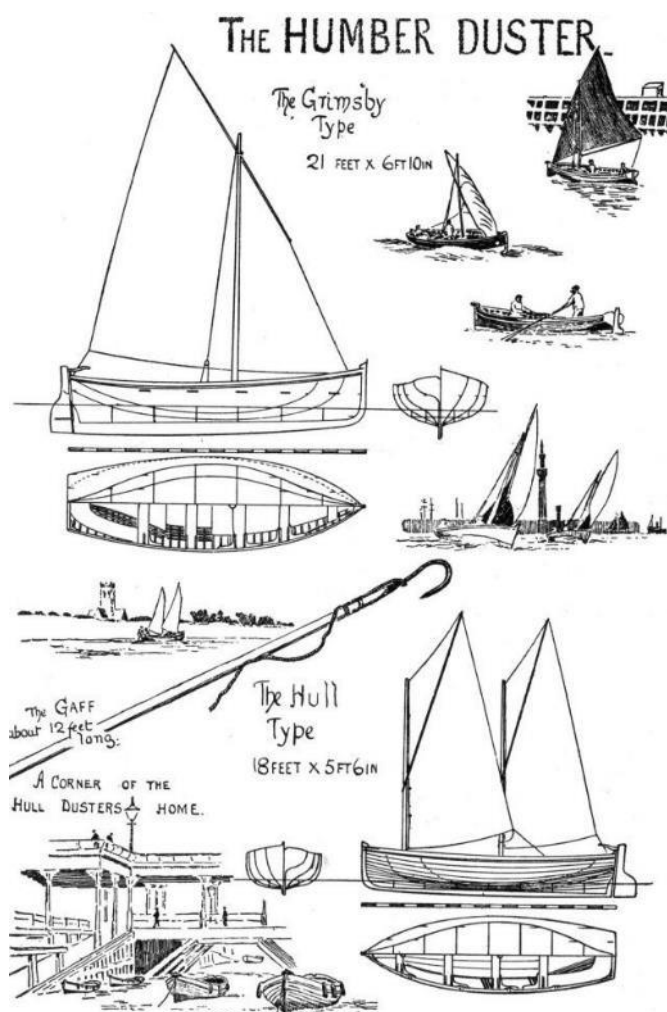
The waterman's boat in use on the Humber in the days of sail, and in the early years of steam, was known as a "Duster" or "Gold Duster". These craft would be sailed out to meet incoming ships and would offer their services for the "boating" work of the ships whilst they were laid in the Roads or going into and leaving dock.

In the heyday of sail, the Dusters would race out to secure the most prosperous ships and the Duster first to "gaff" a ship would have prior claim to her, subject to concluding an agreement with the Mate. A hook, mounted on a 12'0" pole, was used as a gaff, and a high degree of skill and watermanship must have been required to gaff a ship at speed and be towed alongside whilst the negotiations took place. Such was the competition that Dusters from Hull would sail well out to sea or as far up the coast as Hornsea to find an incoming ship.

The Dusters were of two types; the Grimsby Type at 21'0" x 6'10" with a single dipping lug-sail of considerable area were the larger and more powerful, suited to the exposed conditions of the lower estuary, and the Hull Type at 18'0" x 5'6" with a two masted sprit-sail rig as shown in the illustration. Both types were extremely strongly built to cope with rough usage in going alongside under way; the larger type having up to 5 thwarts braced with both hanging and lodging knees. For rowing, wooden thole pins, instead of rowlocks, were used. As protection, a large rope fender was worked over the stem-head and other fenders were secured at each end of each thwart ready for dropping when necessary.

The Hull boats were frequently used without ballast, the Grimsby boats carried 8 to 12 cwts of lead ballast or had up to 3 cwts of lead run into their deep false keel. Hull boats sailed under the fore sprit-sail only in strong winds, Grimsby boats had four reefs in the lug-sail - these sails were commonly made by the local sailmaker, J. Powell, and were all hand stitched.

The watermen took great pride in their boats and paint, varnish and gilt stripes were the order of the day; like all rivermen's boats the Dusters were keenly raced once or twice during the year - but the real prize was the capture of a wealthy incoming trader.



"The Humber", A. Watts

The Humber Keel

Widely thought to be a direct descendant of the Viking longship so common on the Humber during the 9th and 10th Centuries, the Keel is the most distinctive of the local craft and was first noted, as a "Keyll", in the 14th Century. It is unique in this country for preserving the working square rig into the 20th Century over a trading ground that was usually the Humber waterways but, occasionally, coastal in that passages were made to Bridlington or Boston Deepes. One that ventured as far as London achieved fame by being entered as "a one-masted Brig".

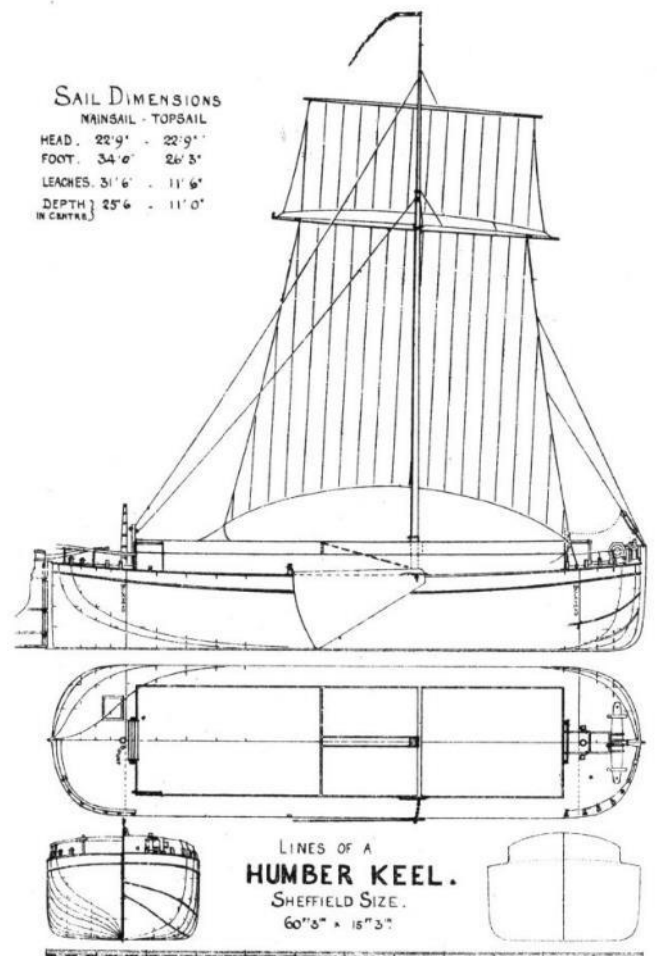
Dimensions varied with the use envisaged and the locks that had to be negotiated; the Sheffield size being 60'3" x 15'3", with other craft being up to 68'0" in length. The main features of the hull are, perhaps, the exceedingly bluff bows, the massive leeboards and the well arched hatch covers.

The illustration shows the general lines and rig, including topsail which was used primarily on the canals rather than in the estuary. Deck furniture included a large and efficient windlass for the anchor, mast rollers, at the fore-end of the hatch, for raising and lowering the mast (also useful for warping the vessel), the mainsail rollers at the after end of the hatchways, the track rollers, the sheet rollers and a roller set virtually under the stern rail for winding up the fall of the leeboard purchase.

Non-mechanical effects included two huge "stowers" - long poles similar to a Norfolk quant, two long boat hooks, warps, heaving line, a ton or so of chain cable and a water cask with dipper on chocks to the starboard side of the after deck.

The anchor had a function other than that for which it was primarily intended; when lowered, and with its crown just touching bottom, the Keelsman could steer his vessel as he "drove" with the tide up or down the Trent or Ouse when the wind was foul. In that position it was always ready to let go and stop the Keel altogether if required. The crew normally consisted of two, exceptionally of three. Accommodation, often in a stylish and always in a comfortable cabin, was provided for the Captain (and, often, his family) aft of the bulkhead, and for the crew of one forward of the fore bulkhead. Keels were built widely throughout Yorkshire wherever a river or canal gave access to the navigations.

Clapsons Yard, at Barton upon Humber, and Richard Dunstons, then at Thorne, both still very active, built many Keels and a visual record of the type may be seen in the many paintings of Reuben Chappell, Goole's famous marine artist (1870-1940) and, to a lesser extent, in the work of the Hull artist, John Ward

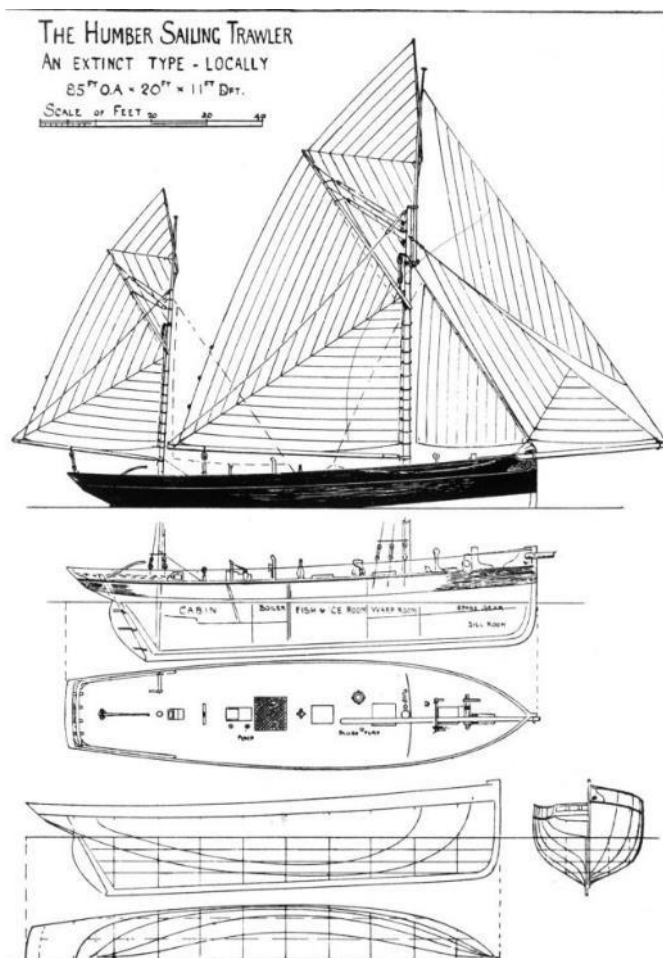


"The Humber", A. Watts.

The Humber Sailing Trawler

The cutter rigged Trawler was introduced to this area in the 1840s from Brixham following the discovery of the "Silver Pits" fishing ground off the Yorkshire coast. The best time for fishing the Pits was winter when the fish sought the deeper water and a number of Brixham boats made Hull their winter headquarters - both for convenience and for the facilities available in the Port and, inevitably, some stayed permanently providing the impetus needed to start the Hull Fishing Industry.

These first Trawlers were of some 30 or 40 tons, developing eventually to 80 tons or so, with dimensions of 85'0" x 20'0" beam and 11'0" draught, as the example illustrated - The Othello, built in 1884, in Brixham, for Mr Charles Hellyer. The massive rig of this vessel is indicated by the size of the bowsprit at 36' overall with 24' outboard and requiring no shroud or bobstay, worked below the rail and through the knight heads. The windlass was immediately aft of the bowsprit bitts and a fore hatch was located between the windlass and the winch used for hoisting sails, hauling up the forward trawl head, hoisting in the bag of fish and for warping the vessel. The hatch gave access to the forehold where sails, warps and other gear were stored.



The main hatch or warp hatch was immediately aft of the mast and the trawl warp, as it was hove in round the capstan, was led down and coiled under the deck in a large compartment on the starboard side. Immediately aft of the main hatch was a watertight partition forming the after bulkhead of the main hold and the forward bulkhead of the Ice and Fish room, which had a separate hatch kept as small as possible - as were all hatches - to avoid intake of seas when the vessel was swept in heavy weather.

The standard on deck just aft of the fish room hatch was known as the dummy and the trawl warp was attached to this by a stopper when towing the gear. The stopper was made of an old piece of trawl warp, weaker than the main warp, so that, should the trawl become fast on an obstruction, the stopper, and not the warp, would part.

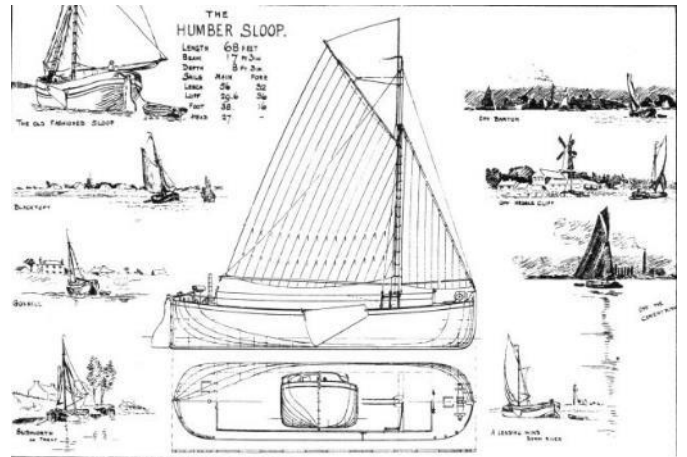
Next aft came the companion way leading to a fitted cabin for the five hands, the main sheet block secured to a massive beam, the after skylight, mast and tiller.

Ballast consisted of concrete placed between the closely spaced timbers in the bottom and lower parts of the hull and ten or twelve tons of pig iron amidships.

"The Humber", A. Watts

The Humber Sloop

The hull of the Sloop has substantially the same lines as the Keel but is generally without the restriction of beam imposed upon the latter by the width of locks on the canals and navigations. The Sloop traded mainly within the estuary, along the coast, and in the tidal areas of the Trent and Ouse. The increased beam gave greater cargo carrying capacity and many Sloops carried 170 tons or more. The rig, however, is the essential difference between the two vessels, the Sloop having a fore-and-aft rig of gaff mainsail and jib.



Early Sloops carried a bowsprit with the jib, set on a stay, plus a flying jib hanked to the top-mast stay. The bulwarks on this type are raised and the cargo hatch is divided into a small one forward of the mast and a long, large one, aft of it. The mast was stepped above the deck in a very strong wooden lutchet.

The later Sloops, built of steel, were simpler looking vessels with more powerful mechanical equipment for handling the heavier spars and greater loads. Both keels and sloops towed a "cob boat", generally 12'0" long and 4'6" beam, clinker built with bluff bows and fine stern lines. It was propelled by a simple sweep over the transom. Miniature Sloops were common, particularly on the Ouse and Trent; at 30'0" or so overall they would load 20 tons and be sailed single handed by their owner - particularly as market boats.

George F. Holmes, writing in 1905, says "that a full powered Sloop turning up or down the Humber against a strong breeze makes a very fine picture, as she crashes through the short seas and flings their crests in spray halfway up her gleaming red sails".

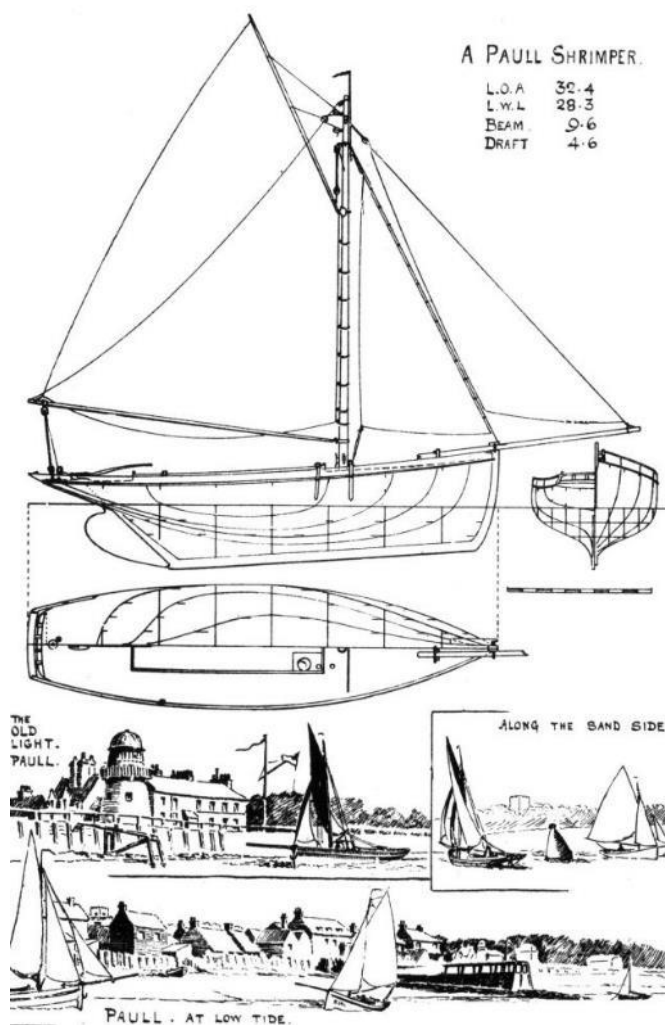
An evocative picture from a knowledgeable eye witness who spent a lifetime sailing the estuary.

"The Humber", A. Watts

The Paull Shrimper

Paull Creek, the lower part of the former Hedon Haven, was the home of the Paull Shrimper and, at the turn of the Century, the fleet was numerous and the business profitable. The boats varied from between six to twelve tons in displacement, the larger boats being kept anchored in Paull Roads, the smaller type using the creek between tides. The illustration shows a typical rig and hull with the cockpit well extending to the after side of the mast. Very little deck gear was carried, the bowsprit being pressed into service, partly run in, as a Spanish windlass when, for example, the Trawl was fouled and additional power was required. Sails were made by the fishermen themselves, with plenty of flow and heavily "dressed" for a long life.

The boats were undoubtedly good sea boats and were reported to run or reach without a hand on the tiller, whilst the single hand boiled his shrimps, changed head sails or coiled down his trawl warps. The larger boats carried a crew of two. Shrimping was effected by two 9'6" beam trawls with the boats sailing on the ebb and returning on the flood, having the advantage of a favourable tide when working the narrows. They usually fished locally but occasionally they were to be seen prawning on the Haile Sand outside the Humber or, fitted with a stow net, on the Trent or Ouse.



"The Humber", A. Watts

Visitor Comments

Posted by Keith on 13/01/2006

My great and great-great-grandfathers were master mariners, Matthew Southwell Vine and John Henry Vine. Their ship was a Humber Keel, Billy Boy rigged, named BREEZE and registered at Boston. In the 1861 census her position at midnight on April 7 was in the port of Caen, France. Matthew Vine, 43; Master, John Endesby, 53; Mate, Robert Geant, 24; Seaman and John Vine, 16, Boy, from Spalding, Lincolnshire. This is some proof that they were capable of more than just coastal voyages.

Posted by Mike on 28/03/2006

I think Mr Hickman, whose ketch TRIUMPH was lost on 15 November 1901, was my great-grandfather. Richard Hickman was a butcher in Goole at the turn of the century (1900) and ran butchers ships between Goole/Hull and Holland. He was at one time a Goole councillor.

Posted by Shuffleton Streets on 29/03/2006

Richard Hickman played a role in Goole's early development from his Barge Dock Side base.

Posted by Geoff on 23/04/2006

Richard Hickman (d. 1906) owned the ketch TRY formerly owned by my ancestors the Depledges. I will send additional info.

Posted by Anthony on 28/01/2012

At the time of his death in 1906, Richard Hickman owned the following ships (value in brackets): schooner JOHN MARTIN (£360); ketches LIZZIE (£115), HENRIETTA (£448), JOHN AND MARY (£165), PANTHER (£241), JANE KNOX AND NANCY (£380), half share in JOSHUA (£55) and half share in ELIZA AND ALICE (£60). His estate also received an insurance pay-out of £189/3/9 in respect of the loss of the ketch TRY.

Posted by David on 29/04/2006

In the 1881 census I came across my great-grandfather's ship the FLOWN. On board were his wife Rose Ellen and two of the nine children they eventually had (a sign of the times). The Flown was owned and skippered by my great-grandfather Captain Joseph Lea and was a top sail trading schooner. I have reason to believe she was registered in Goole. Would anyone have an idea if a photo or print exists? Thanks.

Posted by Joan on 07/11/2008

I wonder if anyone has any ships that had a seaman or captain/master by the name of John Pool/Poole? John was born around 1835 in England but we are not sure of the area. Captain John Pool was reported to have fallen over board from Flown and was feared drowned by his employers Freear & Dix of Sunderland. I have a copy of the telegram sent to my great-great-grandmother dated 21 April 1898 off the coast of Bridport. Thanks.

Posted by Geoff on 30/04/2006

I first posted this on the Goole genealogy site but thought it of interest to those interested in Goole boats. It is a transcript of a message sent by Ron Goney to my brother and contains the names of many Goole mariners, boats and owners:

704. Sloop FRIENDSHIP. Official No. 4725. A round sterned carvel and clench built wooden sailing ship with a single mast and sloop rigged with a fast bowsprit. Built in Wakefield in 1841 by James Craven, its measurements were 58.8' x 12.7' x 7' and registered burthen 54 – 2209/300 tons. Registered at Goole under registration No. 13 on 26 April 1841 when the owners of 32 shares each were Thomas Depledge of Knottingley, a mariner and William Moorhouse of Knottingley, a merchant; master was John Depledge. Thomas Depledge died and by will dated 23 December 1843, probate 5 June 1847, Hannah Depledge was appointed sole executrix.

On 1 September 1847 Hannah Depledge and William Moorhouse each sold 11 shares to John Depledge of Knottingley, a master mariner. Re-registered at Goole under registration No. 55 on 23 November 1847 when the owners were 21 shares William Moorhouse of Knottingley, a merchant, 21 shares Hannah Depledge of Knottingley, a widow and 22 shares John Depledge of Knottingley, a master mariner; he was also master. On 4 August 1852 William Moorhouse sold his 21 shares to John Depledge.

In consequence of an alteration in registered burthen to 43.17 tons it was re-registered at Goole under registration No. 47 on 20 August 1856 when the owners were 43 shares John Depledge of Knottingley, a master mariner and 21 shares Hannah Depledge of Knottingley, a widow. On 21 March 1857 Hannah Depledge sold 21 shares to John Depledge; then on 17 April 1862 John Depledge sold all 64 shares to Robert Stead of Wakefield, a shipbuilder, and on 8 July 1862 Robert Stead sold 32 shares to James Wilby of Methley, a coal agent and 16 shares to Mark Campbell of

Brotherton, a master mariner. On 21 August 1865 Robert Stead sold his other 16 shares to James Wilby of Bottomboat, Wakefield, a coal shipper. On 28 April 1868 Joseph Wilby sold 48 shares and Mark Campbell 16 shares both to Robert Stead, who on 1 May 1868 transferred 64 shares by way of mortgage to John Connor of Wakefield, an agent to secure payment of £105 plus 5% interest; this was discharged 25 July 1868. On 25 July 1868 Robert Stead sold 24 shares to Thomas Freear of Sunderland, a shipowner, 24 shares to John Collins of Wisbeach, a shipowner and 16 shares to Ann Atkinson of Bishopwearmouth, Durham, a widow. On 10 April 1869 Thomas Freear sold 24 shares to John Sedgwick of Sunderland, a tailor. On 2 December 1869 John Sedgwick sold 24 shares to Thomas Freear, now a ship broker, who on same day transferred them by way of mortgage to John Sedgwick to secure payment of £63 plus 8% interest; this was discharged 15 December 1870. On 23 December 1873 Ann Atkinson sold 16 shares and Thomas Freear sold 24 shares both to George Herring of Wisbeach, a master mariner. Cancelled 27 March 1878 converted into a keel.

714. Sloop H.H. Official No. 184. A round sterned carvel and clench built wooden sailing ship with a single mast and sloop rigged with a standing bowsprit. Built in Wakefield in 1848 by James Craven, its measurements were 58.8' x 15.6' x 7.2' and registered burthen 62 – 455/3500 tons. Registered at Goole under registration No. 42 on 13 November 1848 when the owners of 32 shares each were Hannah Depledge of Knottingley, a widow and George Depledge of Knottingley, a master mariner; he was also master.

On 19 April 1855 George Wilson was appointed master at London. Hannah Depledge died 1 October 1867 and by her will dated 1 May 1867, probate at Wakefield 20 December 1867, the joint owners of her 32 shares were George Depledge, an innkeeper and Thomas Austwick, a grocer, both of Pontefract. George Depledge died 28 November 1868 and by his will dated 22 November 1853, probate at Wakefield 20 February 1869, Harriet Depledge of Pontefract, a widow was appointed executrix. Thomas Austwick was sole surviving executor of Hannah Depledge. On 15 November 1869 Thomas Austwick transferred 32 shares to Harriet Depledge of Pontefract, a widow.

Lost with all papers at Dunwich, Southwold 10 February 1871. Goole Weekly Times 18 February 1871 Southwold Feb 12th: The sloop two H.H's of Goole came ashore at Dunwich, and became a total wreck; crew supposed to have been washed overboard. Two bodies have been washed ashore.

840. Ketch TRY. Official No. 44029. A round sterned carvel and clench built wooden sailing ship with two masts and ketch rigged. Built in Wakefield in 1862, its measurements were 62.8' x 17.8' x 8.5' and registered burthen 60.48 tons. Registered at Goole under registration No. 8 on 15 May 1862 when the owner of all 64 shares was John Depledge of Knottingley, a master mariner.

On 14 May 1862 John Depledge transferred all 64 shares by way of mortgage to Thomas Clegg of Goole, a stone agent to secure payment of £330 plus 6% interest; this was discharged 12 April 1873. John Depledge died 15 April 1881 and by his will dated 13 November 1876, the executors and joint owners appointed were William Depledge, Samuel Depledge and Thomas Depledge, all of Knottingley, master mariners. On 4 July 1881 these executors transferred all 64 shares to William Depledge of Knottingley, a master mariner. On 28 October 1881 William Depledge transferred all 64 shares by way of mortgage to Thomas Depledge of Goole, a master mariner to secure payment of £360 plus 5% interest; this was discharged 6 April 1882. On 28 August 1882 William Depledge transferred all 64 shares by way of mortgage to Thomas Clegg junior of Goole, a stone merchant to secure payment of £100 plus 7% interest; this was discharged 3 August 1885. A declaration was made that William Flower Depledge and William Depledge are one and the same person, because

his father from whom he inherited the property inadvertently omitted to insert the name "Flower" in his will dated 13 November 1876, and he is commonly known as William Depledge only. On 4 August 1885 William Flower Depledge transferred all 64 shares by way of mortgage to George Jackson of Knottingley, a master mariner to secure payment of £100 plus 5% interest; this was discharged 19 May 1891. On 17 June 1904 William Flower Depledge sold all 64 shares to Richard Hickman of Goole, a shipowner. Richard Hickman died 31 March 1906 and probate of will granted at the Principal Registry 19 May 1906, Frederick Fish, a ship broker and Randle Hopley, an accountant were appointed executors. Cancelled 6 May 1907 converted into a Hulk. July 1879. The ketch "Try" of Goole under the command of Captain Depledge, on passage from Rochester to Caen, put into Ramsgate on 9 July 1879 having lost her anchor and 20 fathoms of chain, having slipped the same at 1pm October 1881. The ketch "Try" of Goole under the command of Captain Depledge, on passage from London to Goole with a cargo of cement, was assisted into Lowestoft by tug on Saturday 15th, having been run into whilst riding in the Yarmouth Roads, by the French fishing vessel No 897 of Fecamp.

842. Ketch TRY ON. Official No. 58722. A round sterned carvel and clench built wooden sailing ship with two masts and ketch rigged. Built in Wakefield in 1867, its measurements were 60.2' x 17.6' x 8.45' and registered burthen 58.49 tons. Registered at Goole under registration No. 24 on 8 October 1867 when the owners were 42 shares John Depledge of Knottingley, a master mariner and 22 shares Samuel Depledge of Knottingley, a master mariner.

On 21 October 1876 John Depledge sold ten shares to Samuel Depledge. On 27 October 1875 John Depledge of The Hole, Knottingley was managing owner, then on 15 July 1881 Samuel Depledge was managing owner. John Depledge died 15 April 1881 and by his will dated 13 November 1876, probate at Wakefield 18 June 1881 the executors were Samuel, Thomas and William Depledge all of Knottingley, Master Mariners. On 14 August 1881 these executors transferred 32 shares to Samuel Depledge. Samuel Depledge died 25 January 1885 and by his will dated 22 July 1881, probate at Wakefield 27 February 1885 Mary Depledge his widow was executrix. On 5 March 1885 Mary Depledge sold 64 shares to Israel Jackson of Goole, a shipowner, who on same day transferred them by way of mortgage to York City and County Banking Co to secure payment of £200 plus 5% interest; this was discharged 11 June 1886. On 5 April 1888 Israel Jackson sold 16 shares to Joseph Wharton of Keadby, a shipowner, then bought them back 26 June 1897. On 18 July 1890 registered burthen reduced to 43.02 tons.

Israel Jackson died 5 October 1905 and by his will dated 28 September 1905, probate at Principal Registry 4 November 1905 Hannah Jane Jackson of 11 Beverley Cottages, Goole his widow was executrix. On 7 April 1906 Hannah Jane Jackson sold 64 shares to Charles Thompson of 48 Hedon Road, Hull, a shipowner. Transferred to Hull 30 May 1906.

Posted by Graham on 18/03/2007

I am trying to gain information regarding my great-great-grandfather John Grindell and his ships. I know that he was a master mariner and ship owner born in Knottingley. I also understand that he owned or part-owned the following vessels, ECLIPSE registered Goole No. 2, JOHN AND ELIZABETH registered Goole No. 27, SPRING RICE registered Goole No. 44, MARY AND ANN registered Hull No. 17, BENJAMIN AND MICHAEL registered Goole No. 10. There may have been more but I am not aware of them. His son, also John Grindell, was master of YOUNG HUDSON at some stage but also was involved with two other vessels operating out of Southwold

harbour. I believe that they were the ALBION and the DEVONIA. Any information would be gratefully received. Thanks.

Posted by George on 22/03/2007

The following is from the records held at the Waterways Museum at Goole, original info compiled by Ron Gosney of Knottingley.

Eclipse: schooner built Knottingley 1848 by Thomas Cliffe; 21/11/1855 transferred to Yarmouth. Three owners, one of them a William Grindell of Knottingley.

John and Elizabeth: sloop built Knottingley 1842 by Thomas Cliffe, run down in Low Reach Feb 1861; 1842 owned by John Grindell and two others.

Spring Rice: sloop built Knottingley 1838 by Thomas Cliffe, lost with all hands 16/01/1867. Owned by a few people including John Grindell.

Benjamin and Michael: sloop built Wakefield 1840 by James Craved. Two owners including John Grindell.

These are the only Grindell owned vessels listed.

Posted by Margaret on 08/07/2007

Mark Campbell, a master mariner of Brotherton was my great-great-grandfather. In the 1881 census, he was the master of the Billy Boy VILLAGE FLOWER in which he owned shares. On board were two crew members, his son Mark (mate and bargeman) and Thomas Wilson, a seaman of Leeds and his wife Mary (nee Sykes) with four of children. In the 1861 census for Howden, Mark was master of the ALICE coasting off Goole. He had two mates and his then new wife Mary, plus two of the children from his first marriage to Mary Anne Eastwood, on board. Two older children were boarding with the Sykes family in Brotherton.

Posted by Malcolm on 19/05/2009

Following genealogy study I have discovered that my great-grandfather was the master of the Village Flower in the 1891 census in Goole. Also I have traced him to other barges, ANNE of Goole, LARK and EVA. I would love to find a picture of any of these vessels. His brothers George and Samuel were also barge masters like their father before them.

Posted by Rob on 21/11/2007

There is a Humber Crab Boat at Eyemouth museum

Posted by Liz on 26/07/2008

How many crew was usual on a sloop?

Posted by Alan on 22/09/2008

Sloops had a crew of two, although some skipper owners would have the help of their wives. They would take on a purchaseman to assist in the sailing from the docks up river to say Keadby, the purchaseman would then do the same back on another ship. Humber sloops were larger than the majority of sloops trading on the river, being 68ft long and 16ft or more wide. The size of the smaller ships was dictated by where they traded to or from, such as Sheffield, Barnsley, Driffield, Manvers or Weighton to mention a few. As far as I know most of the sloops and keels that are still under sail today are all Sheffield ships, AMY HOWSON, COMRADE, SPIDER T, ONICIMUS, DAYBREAK and SOUTHCLIFF. The only Humber sloop is PHYLLIS at Barton Haven.

Posted by Anna on 11/09/2013

Spider T was owned by me from 1973 to 1974. She was 63 foot long and 15ft 6in beam fitted with an Armstrong Siddley 33hp air cooled as I rebuilt it and it had a lot more power after that.

Posted by Sue on 01/04/2009

Just looked up the JOHN WILLIAM Humber sloop and came across this site; she is owned by two friends of mine, Fiona and Eric Hutchison, and is currently moored up in Chateaulin, Finistere, Brittany.

Posted by Maggie on 17/05/2009

I am trying to track down the present owners of the John William - what a beautiful craft! My late mother-in-law's great-granddad owned and skippered this boat and I believe he owned several others. As a family historian I am interested in sharing the history of the John William with the owners and perhaps learning some more.

Posted by Tony on 11/06/2009

She was moored in the centre of Chateaulin in Brittany when I was there a fortnight ago. I was not able to see anyone on board, so I suggest she might be there for some time and a letter might find her owner. She is in the distance on a photo I took.

Posted by Maggie on 19/06/2009

Lovely to hear from you and thanks for the offer of a photo of the John William and look forward to seeing it! Have you a rough idea of the length of this craft?

Posted by Alan on 28/07/2009

John William (sloop) was built at Warrens yard New Holland in 1904, No. 29. Without going through the list I think she was 65ft Loa and 17ft beam. She was the first of a string of vessels built for the Barraclough family of Barton on Humber by Warrens. The last time I saw her on the Humber she was junk rigged of all things and had no Humber sloop features left apart from the basic hull.

Posted by Alan on 30/12/2010

For the people interested in the Humber sloop John William, she is now back in England and is at present in the Torpoint Marina. She is still owned by the Hutchinsons and no doubt contact with them can be made through the marina office. Hope this is useful.

Posted by Andrew on 14/04/2012

14 April 2012, John William is at anchor in Langstone Harbour, Portsmouth.

Posted by Ben on 04/02/2013

If anyone is still interested in the fate of John William, she is currently lying at Goole, but having just been purchased by myself she is destined for Sandwich, Kent. There we (myself and my partner Hayley) intend to restore her somewhat to a state much improved on what she is currently!

Posted by Jason on 24/04/2009

I'm looking to get any information about my Humber keel, the FLOSS. She sat in Goole for many years when she was owned by the Taylor family. She was built in Gainsborough in 1937 and worked for Spillars and Furleys (we think). Now trying to get any photos of her and more information. We are currently converting her for our new home.

Posted by JRS on 09/03/2010

In the 1890s the Shrimpers included: James Dickinson, Robert Dickinson, Joseph Elways, Robert Elways, James Evendon, William Gorbitt, Francis Parrott, James Parrott, George Pickering, Ralph Pickering Snr, Ralph Pickering, George Starkey, Frederick Starkey, John Storey, Johnathon Such, James Wilkin Snr, James Wilkin, John Wilkin, Stephen Wilkin and William Wilson. A photograph of them exists with Sam B. Wilson and a few other unidentified individuals. There is also a Hely Smith (Louth artist) watercolour of John Wilkin at the tiller of Sapphire. I can remember buying bags of shrimps from one of the Pickerings in the mid-1960s.

Posted by Rosemary on 05/09/2010

JRS, I was very excited to find this site and to read your comments with names. My Ann Elways great(x3)-grandmother's brother was Robert Elways, who had a son Joseph, both listed in the census as fisherman, living at Paull, and listed by you as shrimp fishermen in your comments. Ann Elways father, also a Joseph was a fisherman of Paull as well 1785-1857.

Posted by Wendy on 17/11/2010

I am also very interested in this as I have a family tree including these names also.

Posted by Malane on 21/11/2010

I was very interested to read all about this, and to see that Rosemary had left a message,. My great-grandfather was Samuel Elways Thomas, Ann Elway's son. He married Alice Jackson, and came out to New Zealand in 1870. My mother Joyce Parkhill (nee Hawkins), used to know of a Rosemary Hendry that lived in Rotorua, could this be the same Rosemary, that left a message? I am also interested in any info on the Elways family, or even to see a photo. Thanks.

Posted by Adrian on 28/03/2013

My wife's great(x3)-grandfather is Jonathon Such and I see him listed as one of the Paull shrimpers. He was married to Ann DICKENSON obviously another local shrimping family. I would be fascinated to see any more information.

Posted by JRS on 12/11/2014

The Post Office Directory for Paull in 1857 lists John Dennis, John Denison, James Dickinson, Joseph Elways, Joseph Naylor, Francis Parrott, John Tennison, Francis Turner, John Wilkin, Stephen Wilkin and William Wilkin as "fishermen". James Dickinson also ran a store, John Tennison was also landlord at The Royal Oak and William Wilkin likewise at The Humber Tavern. Baines (1823) and Bulmers (1892) do not list any fishermen per se.

Posted by Wendy on 13/04/2010

Can anyone provide information on any of the Earnshaw men that were ship owners in Goole and Knottingley. All men were born Knottingley. John Earnshaw aged 70 on 1881 cen Knottingley on board "Welcome Home" with his wife Amy. Septimus Earnshaw aged 36 on 1881 cen Guernsey on board as Master of "Vigo". Son of John Earnshaw above. George Thomas Earnshaw c 1868 found as Master of "The Three Brothers" a Sloop built by West of Knottingley on the Humber Packets Boats website. Son of Septimus Earnshaw above. Septimus's wife and children lived at 33 Vermuyden Terrace, Goole on 1881 cen. Any information regarding the men and any of their boats/ships would be most gratefully appreciated. Thanks.

Posted by Wendy on 17/04/2010

I have received this information from the Sobriety Waterways Museum re EARNSHAW. I thought it would be most useful to post the information on here.

I've had a look through our Goole records, and what we have of any Knottingley records and have found the following: George Earnshaw had the following vessels:

LISSIE built in 1859 at Stanley Ferry and operating from Knottingley. Partners were George Jackson and William Sayner

KALODYNE built in 1859 at Goole and operating from Knottingley. Partner was Benji Tupman Septimus Earnshaw:

VIGO built in 1859 at Goole and operating out of Knottingley. Partners were Jeremiah Bentley of Goole, Thomas Ramsey of Goole, and Joseph Arnold of Knottingley. I've no trace of John Earnshaw, but in the Knottingley lists there is a Thomas Earnshaw who had a sloop called THREE BROTHERS built in 1803. In Goole, slightly later, there is a Richard Earnshaw:

OSPREY, a schooner owned by Richard in 1880

MANNE DU CIEL, a ketch owned by Richard in 1885 I was wondering if this might be the same family that later had Earnshaws Chandlers shop on Bridge Street, Goole, as I believe they had their own boats as well?

Posted by Wendy on 26/04/2010

More census info on the Earnshaw clan.

1861 census: Vessel HOPE: RG9/4490 33 James Earnshaw, unm, 22, Master, b. Knottingley Septimus Earnshaw, unm, 19, Mate, b. do.(3 years over c 1845) Joseph Ward, 18, Boy, b. Stockworth Lincs Situation Portland ? Dorset.

Can anyone help with info for Hope? Was she a Humber Packet or was she a vessel owned by Benji Tupman of Knottingley?? Or did Septimus own/part share her?

1871 census: cannot find the family anywhere?

1881 census: Vessel "VIGO" St. Sampson, Guernsey, Channel Islands RG11 5628/44 Septimus EARNSHAW M Male 36 Knottingley, York Eng Master W.G. DANNEALSON M Male 46 Sweden Mate George BOOTHBY U Male 19 Lincoln, Eng O Seaman Edward ROBB U Male 17 Newark, Nottingham, Eng Cook

1881 census: Wife and Children of Septimus above 33 Vermuyden Terr. Goole, York, England RG11 4701/69 Mary EARNSHAW Wife (Head) M Female 34 West Stockwith, Lincoln, England Marina's Wife George T. EARNSHAW Son Male 13 Knottingley, Lincoln, England Polly F. EARNSHAW Daur Female 8 Knottingley, Lincoln, England Scholar

1891 census: vessel "VIGO" RG12/921 19 19 Septimus Earnshaw, master, mar, 46, b. Knottingley on board with a mate, an able seaman and an ordinary seaman, at Southampton Docks.

Confusion re this Septimus Earnshaw c 1845 Knottingley his father is said to be John Earnshaw. There is another Septimus Earnshaw born Knottingley c 1845 and his father is also Septimus Earnshaw. Can anyone shed any light on these two families and if there are connected?. Thanks.

Posted by Mike on 07/09/2010

I think there's only one operating traditional crab boat in Cromer now. All the rest are fibre-glass and of a different design. Only a few years ago they were nearly all traditional (with inboard motors, of course).

Posted by Gill on 07/11/2010

My late husband's grandfather Edward Jackson from Brotherton signed Indentures in Goole in December 1858 to work as an ordinary seaman under the master, William Whittaker, on the sloop the WILLIAM AND DINAH, built in that year in Knottingley.

In 1888 a ketch also called the William and Dinah is sunk off Great Yarmouth, she is older than the sloop, William Whittaker is also her master but there appears to be no record of what happened to the first ship. Can anyone help me? Thanks.

Posted by Brian on 28/02/2015

I have a bible dated 1865 with an inscription: "for the use of the crew of the ketch William and Dinah of Goole. Not to be taken away. Please keep this book clean."

In one of the previous comments the master was said to be William Whitaker, it sank off Great Yarmouth. Is there any more information about the ketch? Is there a museum or organisation that would like to have this bible?

Posted by Corby on 28/02/2015

According to Ron Gosney's book "Sailing ships and mariners of Knottingley", the 56 ton sloop built in 1858 William and Dinah at Knottingley. Owned by William Whitaker, Dinah Ramskill and Caroline Bayes. William owned other vessels. One of which was Goole built by Mark Pearson, WILLIAM & ALICE, in 1862 owned by William Whitaker and Caroline Bayes of Knottingley.

Posted by JRS on 27/12/2010

JULIA was built by Henry Scarr of Hessle for my great(x3)-grandfather, William Wilkin, around the 1860s and was broken up and burnt on Paull foreshore in about 1951.

Julia was a Paull shrimper, cutter rigged and half decked with ballast about five tons. Her main mast carried a mainsail, with a gaff and boom that could be reefed from three points and adjusted by a main sheet using a block and tackle with four falls. The fore sail was clipped to the forestay and had a running foresheet on the foredeck.

The bowsprit was secured between two bits on the foredeck. A hooked runner called a traveller was hauled out by a rope through a pulley on the end of the bowsprit, which secured the jib.

About six different sized jibs were carried and the jib sheets were operated from the hold or well. Spare sails were stowed in the forecastle. Two beam nets were carried; one for port and one for the starboard sides.

There was a copper on the forward starboard side. Different sized kits and riddles were kept below decks. Baling was enabled by a removable hatch in the middle of the shutterboards.

A half day's fishing involved bringing the boat from Hedon Haven, where she was moored and then anchoring off the Paull jetty until the tide was at the jetty end. Julia was then sailed about half a mile past the two lighthouses, where, sails lowered, the nets would be shot, turning the boat thwart across the tide. Both nets were put over the starboard side and the tide would take the boat down river. This was called "driving down." The copper was fired up to heat the water for boiling the shrimps. After about two hours, the nets would be hauled and the anchor dropped. The catch was emptied into kits for sorting. The shrimps were cleaned and riddled, small ones being put back. The remainder were cooked by the time the tide had turned, when the anchor was weighed. With full sail, the nets were shot again, this time over the stern. One was boomed out to stop them fouling

and the crew would trawl up in just enough water to keep afloat, sounding all the time after “flatties” or Dover sole.

From the late 1930s, John Todd remembers going shrimping as a boy with Bill Wilkin on Julia. At that time, there were only three other Paull boats left KITTEN (Bill Gorbutt), HENRY AND SOPHIA (Sam and Harold Pickering) and ENTERPRISE (Jim Cook - who had once tried to get a fleet of shrimpers together). Another shrimper that fished the Humber sailed out of Skitter Haven, owned by a man called Major.

Posted by Brenda on 16/01/2012

Thank you for this! Jim Cook was my grandfather and William Gorbutt my great-grandfather. I have a photo of the Shrimpers at Paull that can be seen at the Hull Town Docks museum.

Posted by Lynne on 28/07/2012

I grew up in the village of Paull and William Gorbutt was my great-granddad. I have just been looking up archive paper cuttings from the 1980s onward and have found some info on the fishermen of Paull. Would be happy to pass on to anybody who is interested in them.

Posted by Richard on 29/01/2011

I lived in Lincoln as a child, and saw many heavy, strong wooden barges passing along the Fosse canal to Lincoln, carrying wheat, cotton seed (to make Cattle Cake), and other bulk cargos. The barges were Humber Keels, mostly without their masts, -some had engines, some were pulled by a horse. The bargee and family lived aboard.

Posted by Nick on 13/03/2011

Can anybody help? I am looking for some boats my dad was on, the NORTHCLIFF /WAINCLIFF/SOUTHCLIFF/STAINCLIFF.

Posted by Chris on 22/05/2011

Nick, did your dad work for W. Bleasdale of Hull? If so you'll know most of the “Cliffes”. Sadly only a handful are left now (as houseboat/pleasure craft rather than still commercially operating) to my knowledge.

The Southcliffe is privately owned but based at the Waterways Museum at Goole, still under full sail (hopefully as your father would remember it) and would gladly give you some more info if ever you're passing. The Shirecliffe's down in London, and the Beecliffe's on the continent as far as I'm aware too.

Posted by Dave on 10/12/2011

My grandfather Robert Houseman 1880-1955 of East Cottingwith owned a keel barge in which he fitted a Crossley diesel engine from an old Manchester bus that he also owned. It operated between York and Selby, it later sank at Barmby.

Posted by Mick on 24/03/2012

I own and am restoring the Humber Keel FLIP. I know she was built and owned by Hudson & Ward and ran from Hull to Goole carrying grain for many years. I will be repainting her this year and would like to know what colour scheme Hudson & Ward used so I can return Flip to them.

Posted by Pedro on 03/04/2012

I can't remember the colour of the barges but recall that the lorries were dark green with I believe gold lettering with “Hudson Ward & Co Ltd Millers, Goole”; and along the side “Manufacturers

of Animal Feed". More recently they owned two fresh water tankers supplying the ships but can't remember the colour.

Posted by Roger on 24/04/2013

I am one of the great-great-grandsons of Charles Carr, the 19th Century Goole sailmaker. I believe that he made the sails for a boat called the GOLDEN WEDDING and possibly another called the GEORGE KILNER. I wonder if anyone has any information about him? Thanks.

Posted by Corby on 28/04/2013

Over the years I have taken a keen interest in the Howden shipbuilders Banks and Caisley. Over thirty vessels built by them. I have found little evidence exists as to who was employed as sailmaker, etc. until I spoke to Ron Gosney of Knottingley. He supplied me with many answers as to their stories and their fates. Ron mentioned Charles and Stephen Carr in his book "The Sailing Ships and Mariners of Knottingley."

Posted by Roger on 29/04/2013

Thanks for that information, I will follow it up. I was aware that Charles Carr's father was called Stephen and he too was a sailmaker. I believe that he was from Selby but at some point the family must have moved to Knottingley and that would fit as Charles Carr married a Sarah Raddings who was the daughter of a Captain Raddings from Knottingley.

As far as I am aware the Sarah Raddings who married Charles Carr came from Knottingley and the marriage was in the 1850s. However perhaps other descendants or relatives of Captain Raddings moved to Goole later in the 19th Century. Raddings is not a common name so they are probably connected and Goole is not far from Knottingley especially by water.

Posted by Chris on 05/05/2019

Roger, I am also researching the sail-making Carr family of Beverley Cottages, Goole. My great-grandmother is the youngest daughter of Charles Carr's eleven children and sister to Kate Carr, your great-grandmother. Charles Carr (my great-great-grandfather) is the son of Stephen Carr and Mary Penrose, sailmaker of Knottingley and Goole. Stephen Carr is the first son of Charles Carr, sailmaker of Goole and then from 1793/94 lock-keeper of Selby. Charles had four sons and nine daughters, the first child Mary was baptised in 1782 and the records name Charles as a sailmaker. Stephen's brother Charles moved down the waterways to Crown Point, Leeds and was a rope and sailmaker on The Calls, Leeds on the 1851 census.

I am also related to George Kilner, (namesake of the boat you mentioned) glass bottle maker, of Thornhill Lees, Dewsbury (Kilner Jars). George and Caleb Kilner had several boats registered at Goole. In 1883 the ketch SIR GARNET was fitted for sea by Mr Carr of Goole for George Kilner, Thornhill Lees. On the 1939 register, I found two of Kate Carr's brothers: James William Carr, Hull (retired sailmaker) and Charles Raddings Carr, Goole (ship chandler and sailmakers).

If anyone has any information on the sailmaking Carr Family or the Kilner family boats of Goole, I would be most grateful. Thanks.

Posted by Corby on 30/06/2013

Referring to the header of this page, which describes the Keel and Sloop. A small mention also about the 12 foot. Cob boat or Coggy boat. The boatbuilders, Smith Bros in Bridge Street churned out many of these craft. I started my apprenticeship in 1949 building them. Their bluff bow served as a safe target to jump on from the ship that was towing them

Not that many years prior to my time there, the 12 foot boat was sold for £1 per foot. £12. An enterprising Knottingley builder scooped them up and sold them for £24, simply changing the Smith Bros shiny brass name plate for their own. The current owner of Smith Bros Timber Pond Depot still has one of these name plates.

Posted by PMH on 18/02/2014

I am descended from the Wheldrakes who ran the sloops NITRO SULPHO and PHOSPHO. Has anyone any photos or information on them? Thanks.

Posted by Corby on 18/02/2014

I have a photo of one of these vessels, I was told it had Saltmarshe Hall as the backdrop. But I had recently seen the same photo where it stated the photo was taken on the Trent - You may already have it. I knew Doris Wheldrake and also her mother Amy nee Coggrave. This lady lived in a cottage quite close to the Jolly Sailor.

Posted by JC on 10/08/2017

The 1881 census records my ancestor William Wheldrake age 34 born at Kilpin Pike. He was master aboard the barge PRINCE ALBERT. The mate was George Coatsworth age 23 of ---ingbrough. Do you know anything about this? I have also seen a newspaper cutting which mentions the Nitro from the Goole Times 18 December 1896. Evidence of William Wheldrake, Herbert Wheldrake his son and Edward Robert Wheldrake, Mate. I don't think this is my family. Hope this is useful.

Posted by Corby on 10/08/2017

The grandson of Amy is a friend of mine. He once told me not to call these craft "barges"! I have a photo of one.

Posted by DM on 01/03/2018

My mum is a Wheldrake, her grandparents lived in Howdendyke, in the house mentioned. I can remember lots of pictures of sloops as a kid.

Posted by Corby on 19/09/2015

In 1949 I commenced my six year apprenticeship as boat builder at Smith Bros. Bridge Street on clinker built craft. Then at the Timber Pond on carvel craft. The open boats were 19/12ft Keel boats, 15ft. Jolly boats and 18ft ships lifeboats - all craft built using a half mould amidships.

I recall Eel boats being used on the river. These were ex-keel boats but with a forward stowage locker for the catch. Some of these craft returned with more valuable cargo!

The method of propulsion was by standing up and facing the way the craft was going using long oars with spade type handles. The oars would be crossed. So the right hand would apply pressure to the left blade and vice versa. I have tried to find if this method was unique to the area, without success.

I left Goole in 1956 and carried on working in my trade along the South coast from Littlehampton to Lymington until my retirement in 1999.

In 1967 I was working for one of the largest yacht builders in the South, Moody's of Swanwick. There were craft there that had been abandoned or forgotten. It was the policy of the yard if the craft had gone too far for resale to burn it and redeem some of the storage owed from scrap copper and bronze. I had recognised one of the craft as a Humber Yawl. After notifying a member of the family that it had value on Humberside as a restorable classic, this gentleman after looking into it had it restored and sailed it himself for many years.

Reuben Chappell

Biography

Reuben Chappell was born on July 21, 1870 in Doyle Street, Goole, the youngest son of six children. His father was a joiner who in later life became a master cabinet-maker. Chappell was born near to the docks of Goole, so that from his childhood he was familiar with ships and seafarers. He won a scholarship to the then privately-owned Goole Grammar School, and soon showed a talent for drawing the ships that had dominated his daily life from infancy. He became interested in photography, was apprenticed to Harrison the photographer, and tinting photographs led him into painting. Apart from a few lessons, he was self-taught.

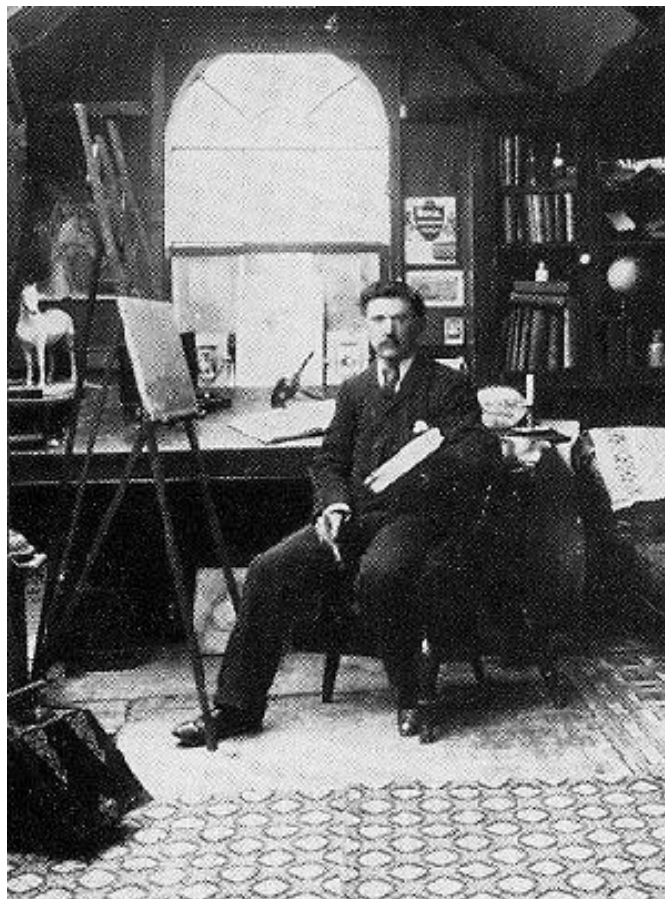
By his late 'teens Chappell was contributing line drawings to local newspapers, and his paintings of ships were becoming well-known locally. By the time he was twenty he had established a studio at 7, Jackson Street in Goole, and he was advertising in the Goole Times as a photographer and artist. But he found that by selling his portraits of ships to seamen he was so busy that he had little time for photography.

As ships arrived in the port Chappell went down to the docks to invite commissions, sketching details of the ship to be painted, and then returning to his studio to complete the work either in watercolours or in oils. He charged five shillings for a watercolour and thirty shillings for a portrait in oils.

He married at the age of twenty-five Caroline Bayford, of Thorne, a minor poetess whose verses were published occasionally in local newspapers. They had three sons. The eldest, Mr Cecil Chappell, opened this exhibition in Goole. But Chappell, who suffered from a bronchial weakness from childhood, was advised to seek a climate kindlier than the cold and damp air of Goole. So in 1904 he left for Par in Cornwall, and there, with his family, he lived for the rest of his life, a familiar figure on the shipping quays of Fowey, Par and Charlestown, usually dressed in a Norfolk suit, no matter what the weather.

He was a modest man, quiet, reliable and industrious. Isolated from art schools and studios, he was an essential part of the marine community. His friends were sailors, and he was often a lonely man. He showed none of his work at art exhibitions or in galleries. Yet he was an artist, and proclaimed himself as such. He supported his family entirely from his painting - visiting the docks as he did in his earlier days at Goole to obtain a commission, making pencil sketches (one of his sketchbooks is featured in the exhibition) and then returning home to work on the painting, often working far into the night because he was, literally, battling against the tide on which the ship he was painting had to sail.

His wife, too, died in 1930, and from then until his death ten years later he painted very little, so that his productive period was from 1890 to 1930. In 1933, a lonely man, he married a second time, and on July 20, 1940 he died of bronchial pneumonia, eight days after his seventieth birthday. He was buried in Fowey cemetery.



Paintings

In his early years in Goole Chappell depicted the keels and sloops that were so characteristic of Goole as a port, and which are now extinct. Later he began to paint the new steamers that sailed out of Goole to Continental ports. His first major success was the steamer Wharfe, which he displayed in a furniture shop window in 1890 so that it might attract the seamen who walked along Aire Street to the docks. He painted a number of oils of the Wharfe, which was famed locally as "The Greyhound of the Humber" because of her speed of 16 knots, and some of his work done in Goole had a powerful, even dramatic quality.

He never, throughout his working life, had any thought of the fame that was to come to him because of the accurate record he made of the appearance of hundreds of the ships of his day. He was concerned solely to support his family by means of the best talent he possessed.

He rarely dated his work, but normally he signed it - usually "R. Chappell, Goole", even after his removal to Cornwall, so that he would continue to be known as the same man who had painted in Goole. In later years his signature became "R. Chappell" and, very occasionally, "R.C." or "R.C.G.". But almost invariably, along the bottom edge of his paintings, is the name of the vessel depicted, its port of registration, and sometimes the name of its master.

As a painter of ships, Reuben Chappell belongs to folk art and to the waterfront. He painted the ships that Goole knew in its growing days as a port, bringing the ships into the homes of the people in the days when every street in Goole had its sea-faring family, deeply attached to the ships in which their men-folk sailed, when "Tide Time" was a town's occasion as the people gathered on Lock Hill to wave farewell or to welcome their men home from the sea. His pictures bring back to the older generation, as do few other things from the past, the spirit of Goole as a port filled with lovely ships, of a bustling, busy river, of an era that will, because of vast technological changes, never come back.

TODO

Visitor Comments

Posted by VC on 13/09/2006

My great-great-grandfather was Captain of SS PARADOX, which sailed out of Goole in the 1890s. I also have an oil painting of the ship by Reuben Chappell. Does anyone have information on the ship or is able to tell me where I can find it? Thanks

Posted by George on 16/09/2006

The only one I have on file is a small steamer built in 1870 by Gilbert & Cooper at Hull and owned by William France of Leeds and registered at Goole, but she was transferred to the Aberdeen register in May 1883 so might not be the one you are looking for. I don't know if she changed her name after this sale.

Posted by VC on 18/09/2006

I looked more closely at the painting this weekend and there is WF on the funnel. The date of the painting is 1890, and it was done in Goole. The Captains name was J. Fielder. Would this additional info help in any way, to find out more? Thanks.

Posted by George on 19/09/2006

With a bit more digging, I have found it! A steamer Paradox was built in 1883 by Millwall Graving Dock Yard, London for the Executors of William France, Goole. She was 594grt and 172 feet x 28 feet. Later registered in the name of the company Wm. France & Co. Ltd. Sold in 1904 to Belgian owners at Ghent and renamed ZELANDIA. Wrecked at Warkworth, Northumberland

on 31 Oct. 1905 when inward for Warkworth from Ghent in ballast. I'm sure this will be the one in the Chappell painting.

I have no info on the captain or crew of the vessel. You are indeed lucky to have a Reuben Chappell painting, do look after it and maybe one day it can find its way back to one of the Goole museums?

Posted by Neil on 25/07/2006

Whilst researching my family history I have found I'm related to Reuben. His father was brother to my great(x3)-grandfather John Chappell. I have a copy of one of his paintings, The CLYTO, which a work colleague found in a calendar on his office wall. Now framed and on my wall at home.

Posted by Eric on 10/02/2007

My family were seafarers from Bideford and Appledore in Devon and I have a watercolour of the schooner THE CAMBORNE under sail of Swansea. My cousin Richard has a watercolour of THE AGNES OF BIDEFORD. They are both signed R CHAPPELL of Goole. They were given to us by our grandfather Captain George Cawsey born in 1896.

Posted by Michael on 14/07/2007

I am very fortunate to have Reuben Chappell's painting of PEARL OF GLOUCESTER which was captained by C. Butt.

Posted by Barbara on 29/07/2007

Reuben Chappell painted in oils my grandfather William Beckett's Humber Keel, TWO SISTERS. Probably in the 1890s. I know this painting was up for auction in about 1997 at Bonham's Sale of Maritime Art in London. Alas I only found this out too late, as I have tried to locate this painting for a number of years. I know the painting states on rear, that the Two Sisters was owned by Capt. William Beckett, Knottingley. If anyone knows its whereabouts, I would be very pleased to find it.

Posted by John on 28/09/2007

I have a Reuben Chappell painting of the LADY THOMAS, my grandfather's ship. He also had painting of MIRIAM THOMAS, NANCEY THOMAS and his father's ship the schooner ENTERPRISE. There are many paintings by Reuben Chappell in the town of Amlwch, Anglesey.

Posted by Alan on 25/05/2008

I was born at 31 Jackson Street in 1955. There used to be an old lady called Mrs Lister who lived at No 29, who I believe was the niece of Reuben Chappell. When Mrs Lister passed away, a relation elation (whom I believe they called Olive) asked my mother if I wanted some old paintings of ships and other things. I often hear and read about the ships he painted, but I had a collection of oil painted flowers by Reuben. I must have had twelve different oil painting of ships too. Unfortunately as a youngster the paintings fell out of favour and were put on the yearly bonfire. What a shame, I wish I had then now!

Posted by Pauline on 24/09/2009

My grandmother (Rhoda Lister nee Chappell) was a sister of Reuben Chappell and we have a painting of a seascape (not a ship to be seen on it) which we seem to think was painted near Par as we have photographs, presumably taken by Reuben, with writing on one of them indicating that it was of his son Cecil, and the background is very similar to the painting. Alan, who commented last year, lived next door to my grandma and the Olive he mentioned was my mother. My grandma lived at 7 Jackson Street, then 9 Jackson Street and after she was bombed out in the last war she moved to 29 Jackson Street (where incidentally, I was born) I would be grateful for

any information of the whereabouts of any Chappells, as now all the relatives who knew anything, have died.

Posted by Samantha on 08/08/2008

My father has copies of the ship JANE KNOX which was painted by Reuben.

Posted by FL on 06/02/2009

We have a painting of the CORNWALL OF THURO signed RCG so it was very interesting to read his very interesting history. This oil painting was given to us many years ago by a Danish relative whose grandfather apparently purchased it in Denmark.

Posted by Peter on 03/03/2009

I have two Chappell paintings left to me by my grandmother. The BESSIE OF PADSTOW signed R Chappell Goole and the WELLINGTON OF BIDEFORD, Cpt. JW Reveley signed R Chappell.

The Bessie was captained by my grandfather's brother and was lost with all hands on passage from Glasgow to Padstow. The Wellington was purchased and captained by my grandfather but was damaged by falling over when in port in Ireland and was an insurance write-off.

I would love to hear of any more info on the Wellington. Strangely, my cousin has another Chappell painting of the Wellington, so he must have made two version, either at different times or perhaps buy one get one free! I also gave away a Chappell painting to my cousin of our great-grandfather's smack the SWIFT.

My partner has two Chappell paintings of her grandfather's Capt. S Bennett vessels, the IRISH MINSTREL and the REAPER, both of which have guns mounted on the foredeck, so were painted during World War I.

Posted by Stanley on 09/04/2009

I have in my possession a watercolour by R. Chappell entitled SS SICILLY 24"x 15" and would be glad to hear any information about it or the ship portrayed. Thanks.

Posted by Chris on 02/06/2009

My uncle has two oil paintings of the ANNIE REECE one in calm and one in stormy waters painted by Rueben Chappell.

Posted by John on 28/06/2009

In our museum we have a Reuben Chappell painting of the DORIS which sunk off Holland in 1907. The rescue of the crew has just been commemorated with a memorial plaque at Vlissingen. We also have a painting of the SS PAR by RC. This man left such a wonderful legacy.

Posted by Jon on 28/06/2009

I have two Chappells in oil, a storm canvas and full sail pair of the ROSA HARRIETTE of Montrose skippered by Capt. C. Butt of Saul near Gloucester.

Posted by June on 25/07/2009

We have a watercolour of the PEARL OF GLOUCESTER by Reuben Chappell

Posted by Colin on 04/08/2009

I have an original R. Chappell watercolour of the SS JAMES TENNANT (of Newcastle).

Posted by Ray on 09/01/2010

I've had a watercolour on my wall of a schooner called BULLA OF BARNSTABLE by Reuben Chappell for many years. It was bequeathed to my wife by her grandmother.

Posted by David on 16/01/2010

My family and my wife's family were born and raised in Goole. My wife's mother family lived opposite the Chappells and knew both Reuben and his brother Claud quite well during the earlier part of last century. My parents bought two paintings ABEONA and ZUMA for 7/6d each at a Howden auction. They were "loaned" to the local school and forgotten!

Posted by Peter on 07/06/2010

Thanks to this site I now know who painted the GUIDING STAR OF PADSTOW I have at home.

Posted by Shirley on 28/06/2010

Reuben Chappell was the son of my great-aunt Alice Chappell and I am compiling a "family history" for my daughter, so would like to hear from any friends and relatives who are still alive. I left Goole Grammar School in September 1949.

Posted by Susie on 28/06/2010

Reuben Chappell was the son of my mum's great-aunt Alice, who adored her and wanted to adopt her, but my nan didn't think much of that idea! If any family members have any genealogy information they would like to share I would love to get in touch.

Posted by Rob on 07/07/2010

You must be a long lost relative! My mum is daughter to Cecil Chappell, and granddaughter to Reuben.

Posted by Neil on 19/07/2010

I would love to pick your brains over missing sections of my "Chappell" tree. Reuben's father was brother to John Chappell, my great(x3)-grandfather.

Posted by Annoeli on 27/06/2015

I believe Reuben Chappell was my great-great-uncle. My family name is Needham. My grandfather Harry's mother was Ada Chappell, whose father John was Reuben's brother. I don't personally know very much about my extended family so would be interested in information from anyone connected/who has known the family.

Posted by Joanne on 16/08/2015

I am distantly related to Reuben and his family through his grandparents Joseph Thresh and Martha Watson. Many of the family trees I have seen record his mother as being Sarah Thrash - instead of Thresh. The Thresh family had a long standing connection to the waterways from Knottingley down into Goole with many of them becoming mariners and it would be nice to think that his uncles had an influence on his career - who knows.

Posted by Sheila on 06/09/2015

I was interested to read about the name of Reuben's mother, my great-grandmother. I had thought her name was Sarah Elizabeth Thrush but as I look again at their Marriage Certificate, I can see that the "a" was not joined at the top making it look like a "u".

She married George Chappell, a joiner from Hull, on 13 September 1861 at Goole Parish Church. The certificate identifies George's father, John, as a labourer and Sarah's father, Joseph, as a sailor.

Reuben was not the youngest of six children though. My grandmother Rhoda, was the youngest being born on 21 December 1882.

There is to be a large, outside exhibition of Reuben's work in Goole next week. The launch is on Friday afternoon at the Lowther Hotel with guided walking tours arranged for the weekend. My family and I will be there.

Posted by Roger on 26/09/2010

I seek information regarding an E. Chappell who likely came to Canada from England, likely in the mid-to-later 1930s, to paint watercolours of Goldfields in Northern Saskatchewan, circa 1939. Starting in 1934, Goldfields hosted a gold rush that drew international attention but this mining camp became a ghost town when a gold mine established there shut down in 1942.

Posted by Pauline on 26/10/2010

I wonder if the E. Chappell, is the Edward that my godmother was engaged to, or certainly very fond of. Apparently he went to Canada, leaving her behind as it was her duty, as youngest daughter, to look after her parents. I hadn't known they were related but as Reuben Chappell was uncle to Ida Addy (my godmother) and my mother, Edward may have been a more distant relative. I never knew any more than his name was Edward and he was an artist who went to live in Canada.

Posted by Bruce on 03/12/2010

I have a watercolour signed R. Chappell Goole of a boat called the EPNEY LASS of Gloucester.

Posted by Martin on 04/08/2011

I have just stumbled on the post about the Epney Lass. It was owned by my great-uncle Felix (later of SK & F Silvey, Epney Bus Service) and my mother used to talk about that boat.

Posted by John on 05/12/2010

My wife has just inherited a Chappell watercolour the hospital ship HMS CHINA NO. 6.

Posted by Anne on 08/09/2011

I have in my possession a watercolour by Reuben Chappell of Goole named TWEED OF FAVERSHAM, Capt. F. Smith

Posted by Alison on 24/10/2011

I have a Reuben Chappell painting of what would be the ship my great-great-grandfather sailed on. It is unfortunately in a bad condition but for me it has sentimental value as it hung on the wall in our house and after my mother passed it came to me. I currently live in Entebbe Uganda and it has pride of place on the wall. Visitors to the house ask about the painting and I tell them the story of the young man in Goole Yorkshire that used to sit on the pier and paint pictures of the ships coming into port and selling them to the seaman who sailed upon them.

Posted by Micky on 07/12/2011

I have SPARTAN OF MONTROSE signed R Chappell, Goole.

Posted by Morris on 26/12/2011

My father, John Thomas Cawthorn, was an exact contemporary of Reuben Chappell, having been born in the docks area of Goole in 1870, a few streets away from where Reuben was born the same year. I have no idea (but would love to know) if they knew each other.

Posted by Goolie Gone on 16/05/2015

The records show that Reuben was born in Doyle Street. Does anyone have any information about what this street or location would have been like around his time there? Thanks.

Posted by Keith on 18/05/2015

Doyle Street I think was where the old Gas Works were in Old Goole near to the Cape Of Good Hope pub.

Posted by Bill on 19/05/2015

Yes that's right. Doyle Street was the first turning on the left as you came over the bridge heading into Goole. In its heyday (last half of the 19th Century) the street boasted six pubs and two hotels.

Posted by Paul on 23/01/2012

Does anybody have any information about the SS MATJE? My grandfather was the captain in the 1940s/early 1950s. I have a painting of the vessel by Reuben Chappell which indicates it was registered in Hull. Did it sail to Goole, was it a coaster or did it ply to the continent?

Posted by George on 18/02/2012

Paul, there was a small steam coaster Matje dating from 1890 which was with Hull owners 1920-23 only, that could well coincide with being painted by Chappell but she then went to Liverpool owners and was broken up in 1935, so it doesn't quite fit your dates.

Posted by Paul on 18/02/2012

George, thanks for your reply. As my grandfather was sailing in the late 1940s and early 1950s and I had the painting of the SS Matje with his name on it, I put 2 and 2 together. From your information it clearly doesn't make 4! After the ship went to Liverpool he must have got another one but no painting this time! Don't think I'll be able to find out which one after so many years. Anyway I am most grateful for your post but it has left me with a mystery.

Posted by George on 21/02/2012

That's fine Paul, the photo you found is the right vessel as it also appears in the book "Cambrian Coasters" by Roy Fenton/WSS.

Of course this is another rediscovered Chappell in private ownership, I wonder how many more there are out there! The Waterways Museum has a small collection of them now, have a look in if you are nearby.

Posted by Sue on 10/04/2012

I have two paintings which Reuben Chappell painted for my grandfather of the IRENE.

Posted by Robert on 07/07/2012

Just had a professional photograph made of the aquarelle MS DE GOUWESTROOM by Reuben Chappell which has hung in my parental home since before 1945.

Posted by Mary on 25/11/2012

My mother's maiden name was Melba Cocks, granddaughter of Captain H. Cocks of Fowey. She owned two Chappell paintings POLLY AND EMILY and one called either THE TWO SISTERS or THE THREE SISTERS. She hated them and sold them many years ago at May Whetter and Grose auction sale in Par.

Posted by Ken on 10/02/2013

I have a watercolour of the steamer GUELDER ROSE (Richard Hughes of Liverpool). My father was a crew member and bought it directly from Mr Chappell around 1926 in one of the Cornish China Clay ports. There were several of Mr Chappell's paintings around my home village on the River Dee estuary. These included the steamers WATERGATE and FARFIELD (Coppack's of Connah's Quay) and the T.P. TILLING (Monks of Liverpool). I love my example of his work dearly.

Posted by Rolf on 04/07/2013

I have a watercolour/gaoucho of Reuben Chappell of my grandfather's steam boat SUNSHINE, Holger Fisher shipping Christiania. Sunlight burned in Jersey in 1929 and my grandfather, who was captain died, in the fire. Great picture and it's fun to read about the painter.

Posted by Sheila on 02/04/2014

My granny was the younger sister of the artist Reuben Chappell. He used to have his studio at the bottom of Jackson Street until he moved to Par, in Cornwall, just before the outbreak of war. Although he also did some photography, he made his living by sketching ships as they sailed into the docks and would have the painting ready by the time the ship left. We have a watercolour of a Cornish coastline but sadly, none of his oils.

Posted by Paul on 02/04/2014

Where was Reuben's studio at the "bottom" end of Jackson Street? I believe he left Goole in 1904 so I can't ascertain where it might have been. I assume bottom end was the Boothferry Road end? My earliest recollections are No. 11 then open space, then Settles built a warehouse(?), "ten" foot through to Weatherill Street, then a building flanking Jackson Street and fronting Boothferry Road which was a doctors or dentist. The rest of the Boothferry Road frontage to Weatherill Street was the bomb site or play area in my time.

Posted by Sheila on 02/04/2014

Reuben had his studio at No. 1, I think. Definitely, that end of the street anyway. Probably where the wallpaper shop was. I can only go on information given to me by my mum. As you say, he left Goole in 1904 and died in 1940. I remember visiting his son Cecil in Par in the early 1960s though.

Posted by Barry on 06/09/2014

ALICE WILLAMS, topsail schooner built by Bevans in Llanelli but based in Cornwall. Did Reuben ever paint this vessel?

Posted by Ann on 19/04/2015

Yes indeed, Reuben Chappell painted the Alice Williams (dated 1917) and it's hanging in my hallway! My husband inherited it on the death of his father who owned the vessel, he lived in Par, Cornwall.

Posted by PT on 04/05/2015

I inherited, from my father, two paintings of a vessel called the AMETHYST, one in fair weather the other in foul. They are both signed R. Chappell, Goole

Posted by Clive on 26/09/2015

Although I know that Reuben Chappell is buried at Green Lane cemetery in Fowey, I have been unable to locate his grave - answers anybody?

Posted by Michael on 14/11/2015

I have picture of a sailing barge named PROVIDENCE of Goole Capt. Fred Burn signed Reuben Chappell Goole. Can anyone share any information concerning it? Thanks.

Posted by Jan on 09/11/2016

Rueben Chappell painted two ships of my family. One of them is the Dutch two-mast sailing vessel NOORDZEE, home town Groningen, Holland, owner Jan Buisman. The other painting is a Dutch schooner called AGATA also from Groningen, Holland. Owner was Roelf Buisman, my brother.

Posted by RHW on 18/11/2016

We have a Chappell watercolour of the three-masted schooner RYELANDS of Lancaster, who starred in her first film in 1921, "A Sailor Tramp", her master being either William Garratt Marrow or his Grandson William Worrall. By the end of the 1920s, her master and part owner was William Hutton another grandson of W.G. Marrow (the main shareowner being James Williamson until his death in 1930) and afterwards (the main share owner being Robert Gardner Luneside Ltd.) William Hutton was the master until his unexpected death in 1941. His wife Hilda (Capt. William Dodd's daughter) sold his fifteen shares in 1942 to R. Gardner for the grand sum of £10 and later that year the Ryelands was sold to Huw Shaw (born Connah's Quay and master of KATE).

Her later film parts are well documented, "Hispaniola", "Pequod" and "Dilipa". My mother as a child spent many happy hours with her aunt and uncle on her, on their trips up and down to Cornwall, and last saw her/recognised her anchored in the bay off Falmouth in 1969 when on holiday, rumoured to have just returned from filming in Australia aged 83 (unconfirmed). The family were quite shocked at news of her demise in 1970, but her memory lives on.

Posted by Maggie on 22/01/2017

My grandmother had three watercolours that my grandfather had done by Ruben Chappell. The name of the boats were THE IRENE, THE MORNING STAR and THE DUNDARK or similar name. The latter she gave to her sister as a wedding present. After my grandmother died in the 1960s, the two surviving pictures were hung in a local pub called The Cornish Arms, locally known as The Fifteen. My mother was unable to track down the paintings and they were lost to the family. I would love to retrieve them or at least find out what happened to them. Grateful for any information.

Posted by Per on 03/09/2020

My wife's great-uncle (1886-1963) was a sailor. From him we two sail ship pictures, one with sails named HANNAH and one in the background with no sails. In the left corner at the bottom it is written: R. Chappell, Goole.

Posted by Mick on 08/12/2020

I have an oil painting which I inherited from my late father signed R Chappell of the CUTTY SARK in full sail. Is the story true that he painted three, one for each of his sons?

The Docks



Goole is one of the few places in the country where the public can access the docks. Carry on along Aire Street and you end up on a public footpath which meanders across through the docks, across a bridge and lock and out eventually to Bridge Street.

This is the best place to view dock activity, though watch out for reversing fork lifts.

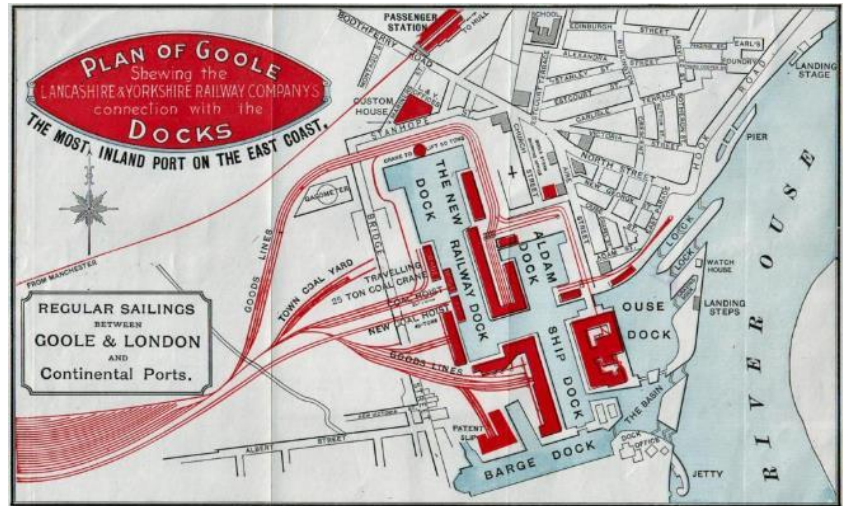
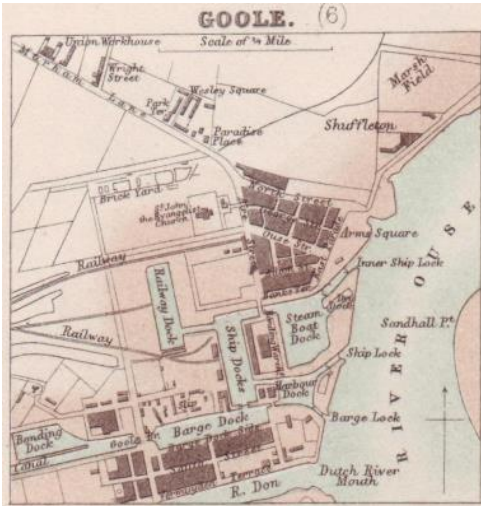


The docks and locks within the port are as follows

- **Barge Dock, 1826** - one of the original docks when the port was opened. Ocean Lock now connects this dock to the river.
- **Harbour Dock (The Basin), 1826** - another of the original docks. This was filled in during the 1960s.
- **Ship Dock, 1826** - another of the original docks.
- **Ouse Dock, 1836** - contained Hoists No. 1 and 2. It also had a dry dock. Previously this dock was called the “Steam Boat Dock” and the “Steam Ship Dock”.
- **Railway Dock, 1848** - contained the Tannett Walker and Ormerod Grierson railway coal hoists and a 50-ton electric crane. This dock was built so that the A&C had more control over railway operations when the L&YR reached the town.
- **Aldham Dock, 1881** - the link between Railway Dock and Ouse Dock was built in 1913 to ease overcrowding.
- **Stanhope Dock, 1891** - originally called the “New Extension Dock.” Contained an Armstrong Whitworth railway coal hoist and a 50-ton hydraulic crane. This crane was used for heavy loads and coaling, lifting railway coal-wagons, swinging them over a ship’s hold and then tipping their contents before returning the wagon to the rails.
- **South Dock, 1910** - contained Hoists No. 4 and 5. It also had a dry dock and connected to the canal. This dock was in effect a widening of the canal to the west of Barge Dock to reduce the amount of traffic affecting other shipping operations.
- **West Dock, 1912** - this is now the only rail served dock.



- **Ship Lock, 1826** - one of the original locks when the port was opened. This was filled in during the 1960s.
- **Barge Lock, 1826** - another of the original locks. This was filled in during the 1960s.
- **Ouse Lock, 1838** - built to connect the Ouse Dock to the river.
- **Victoria Lock, 1888** - this lock was built to cope with the larger vessels using the port.
- **Ocean Lock, 1938** - the largest lock in the docks. The lock gates were recently replaced and constructed several metres higher, to cope with anticipated rises in the sea-level.



Postcards





Visitor Comments

Posted by Barrie on 02/02/2006

Can anyone remember where the shipping federation office was? I was a sailor in the 1960s? Thanks.

Posted by Peter on 08/03/2006

The shipping office was in Stanhope Street, about halfway down on the right hand side going towards Bridge Street, where one signed articles on joining the ship. The shipping federation (pool office) was where you went to get a job in East Parade off North Street, near the Peacock pub. Mr Houghton and Mr Smith were in charge of the shipping office during the 1950s.

Posted by Hamish on 04/05/2007

Do you remember the two guys in the pool office? One older and very business-like, quite severe really; and the other a heavy young guy, who was the older man's "Gofor". I remember waiting until the old guy went out to lunch before going in to find out about a ship as at least you could "bargain" with the young guy. The old guy would stand no guff, he was the one who gave me the IVYBANK, said it was a short trip to the States - I didn't see Goole again for two years, after about sixteen trips on the phosphate run from Nauru and Ocean Island to Oz and NZ.

Posted by Pedro on 04/05/2007

The shipping federation was run by Mr Shay; he conned many seamen into boarding some old tub. I don't know if he earned his sleeve rings though. The fat guy was Smith, never earned his stripes, nearest they got to a ship was looking through the window to Victoria Lock. Jock McCauley was the seamen's union rep next door. Then into the Peacock Hotel at the end East Parade for a pint. Jock at least was an old salt. Sadly all crossed the bar now. One Xmas Jock had his bagpipes playing in the Royal Hotel, Aire Street; he had the chanter under the table while I was inflating the bag under my arm. Alec Grant still this day thinks I play the pipes!

Posted by Hamish on 05/05/2007

I remember old "Jock" as a person to avoid as he was always after money to get the book stamped, and if the book was not up to date you had to talk real sweet to him or you could not join the next ship, times were tough!

Posted by Pedro on 07/01/2013

Mr Shay of the shipping federation in East Parade sent me to join the MACCLESFIELD in Hull at the Riverside Quay. Got my rail pass, signed on in Postern Gate, then sailed back to bleeding Goole. Three days later was in Rotterdam - old Shay had a bit of a sadistic streak.

Posted by Hamish on 07/01/2013

Old Shay was a bit of a wag. He sent me to North Shields to join the Ivybank, told me it was a load in the continent and sail for New York, be away about two months and home for Christmas - never saw the sky over Blighty for nineteen months. I was a little green in those days and had never heard of bank boats, but I did get even in later years; my wife got very ill, and I quit the sea for a trainee job down the pits; well he sent the cops after me to do my National Service, but they could not touch me as mining was also exempt. I lasted about a year down Water Haig colliery then took a jump job on the AIRE, and never went near the pool office again.

Posted by Gary on 12/01/2013

That nice Mr Shay was in charge of the pool (East Parade, Goole) when I finished my TS VINDICATRIX training in 1957. My first ship was the BRITISH BULLDOG, (BP tanker out of the Isle of Grain) from the Tilbury pool.

30 days at sea around the Cape of Good Hope and up the East Coast of Africa, to Mena al Ahmade (Kuwait); 12 hours of loading crude and another 30 days back again. The Suez Canal was still closed to shipping due to that nice man Mr Nasser at the time. That nice Mr Shay gave me s**t when I reported back to the pool. He said we can't be paying off ships just because we didn't like them, or the run. No need for me to elaborate.

PS Smithy was OK!

Posted by Pedro on 24/03/2006

The decline of the shipyard coincided with the decline of shipping using the port. Most of the shipyard labour, ie. welders, platers, plumbers, etc. moved on to the local power stations which were under construction at the time. Also many ex-seaman were employed in this same industry as riggers.

Sadly our shipyards could not compete with foreign work practices. Goole Shipyard siren would sound at 12 noon until 1pm, thus the whole factory shut down for lunch. Whereas, as I witnessed in Japan, if one tradesman went for a coffee break, even for ten minutes, another guy picked up his tools the job - never stopped. I once travelled home from Japan and during conversing with my fellow passenger on the plane found out he was the owner of the Rochester Shipping Co. who at one time had ships built at Goole. He had just taken delivery of a new vessel, Japanese built; from ordering it to completing sea trials - 18 months. He said he would have preferred it to be British built but sadly the UK couldn't compete.

Posted by Shuffleton Streets on 27/03/2006

How many know anything about the Volscian(?) Shipping Co. run by Captain Charles Dow Moore following WWI, I think, at Hook. Capt. CDM and his Trinity House Brother Capt. George King Moore were early residents of Marshfield and Capt. GKM and his wife and children moved there from Richard Cooper Street about 1891. Thanks.

Posted by George on 27/03/2006

I have never found a Volscian Shipping Company but there was one ship called CHASMOOR registered at Goole and owned between 1922 and 1931 by Moore S.S. Co. (manager Herbert D.

Moore) with an address in East Parade. She was an ex Dutch steam coaster, built in 1917. I wonder if this was the same Moore family?

Posted by Shuffleton Streets on 29/03/2006

Yes, H.D. Moore was son of Captain CDM - a Goole dentist I believe.

Posted by David on 05/04/2006

My maternal grandfather Joseph Lea was master of the Chasmoor at one time. My grandmother, Mary Jane Lea, gave me to understand that two business men, possibly three, owned the vessel and approached my grandfather ref his being the skipper together with a financial interest. My grandfather stayed some time, my grandmother going on various trips. I think he went from the Chasmoor to the LOWLAND where he stayed as captain until the outbreak of war. One thing rings bells with me, is I think that two men were involved. The first name of one was Charles, the surname of the second was Moore, from which the name Chasmoor was derived.

Posted by John on 29/03/2006

Could anyone settle an argument? My brother worked all his (working) life at Goole Shipyard. He says Goole dry docks were not long enough to take the railway (Lanky) boats. Yet I'm positive that in the 1950s I saw the HEBBLE or BLYTH in the dry dock adjacent to Ouse Lock

Posted by Pedro on 29/03/2006

Someone may have photographic proof, but I think you're correct.

Posted by George on 30/03/2006

Yes, the Lankies would certainly be able to dry dock at Goole, definitely in No. 2 (off South Dock) but you might well be right about No. 1 (Ouse Dock) as well. Blyth/Hebble were 240.5ft long, drydock 252.9ft and enough width for them at the entrance. But from my brief time at Goole I recall the problem at No. 1 was the high sill level at the entrance so even small coasters had to watch their trim to keep the maximum draft down. Just looked at some old data and it looks like about 11.5ft on the sill with normal dock water level... so I don't know if the Lankies could be got below that draft to get in.

Posted by Peter on 30/03/2006

Yes, repairs were carried out in the dry docks at Goole to the Lankys; mostly small jobs though as Goole was very busy ship building, etc. The company wanted them back in service ASAP. So Immingham usually got most of the work (probably financial reasons also); but Goole did indeed get some of the annual survey work - you won your bet.

Posted by Mick on 05/04/2006

I was down on Goole Docks taking some photos earlier today and I could swear that part of the Aldam Dock has now been filled in (alongside Lowther Street). Am I correct in my thinking? It is now used as a container storage area and was previously occupied by a large coil hoist and was the berth that the dredger GOOLE BIGHT used to use along with some other small craft. Today the ODIN was at berth on there.

Posted by George on 07/04/2006

Aldam was altered back in mid-1990s I think, used to be wider and had a "T" shaped head similar to Stanhope Dock. The hoist was scrapped and that side part-filled to make room for the bigger PAL Line ships.

Posted by Mike on 08/06/2006

I seem to recall that many years ago there was a passenger service from Goole to the continent, most likely operated by one of the railway company's ships - was this the case or have I imagined it!

Posted by Robert on 15/06/2006

LMS Railway Co (Later AHL) 1935

“All steamers have accommodation for a limited number of passengers

Destination - Depart Goole - Depart Continent

Copenhagen - Friday - Thursday

Hamburg - Wednesday & Saturday - Monday and Friday

Amsterdam - Wednesday - Saturday

Rotterdam - Saturday - Tuesday

Ghent - Saturday - Wednesday

Antwerp - Wednesday & Saturday - Tuesday & Saturday”

Posted by David on 04/08/2006

As a boy my grandfather trailed me all round the docks every Sunday afternoon to see what ships were in. I remember some were in a bit of a state, this was wartime of course.

One thing that has always intrigued me was the brick built office by the Lowther Bridge. Before going onto the army, my grandfather and I always stopped off so he could enjoy a lemonade. There were men in there in uniform. It was only later in life that I have begun to wonder who they were.

Posted by Pedro on 06/08/2006

I remember the pilot's lobby on the dock wall at Lowther Bridge. As kids, if we were enquiring about arrivals of a certain ship, this is where we would head for. Inside was RT Radio, we could hear the ETA at Goole.

Posted by David on 20/08/2006

Thanks for the info about the pilot's office. I thought it was customs but on reflection it makes sense as my grandfather Joseph Lea went as a pilot after he left the LOWLAND in 1939.

Another recall is of a large warehouse which to a small boy took on the appearance of a cathedral. This was just over the Lowther Bridge, had a railway line or lines running through it and was burned down during the war. Arson or sabotage was suspected but not confirmed.

Posted by Pedro on 20/08/2006

Yes, right-hand side over the bridge. It was the bonded warehouse. Stacked with spirits (whisky, rum, etc.) but I believe it was incendiary bombs during the war that caused its demise.

Posted by Angela on 05/10/2006

I am trying to trace information on Edwin Ernest Atkinson who co-owned Atkinson & Prickett Shipping Company. This company commenced about 1906 in Goole with offices at Hull. I am doing family research into my ancestors and would love to hear from anybody who has any knowledge on this family. Thanks.

Posted by Robert on 05/10/2006

Mary Anna Atkinson, daughter of Thomas and Jane and therefore I think Edwin's sister, was the second wife of my great-grandfather, Tom Dunham.

Posted by George on 09/10/2006

Atkinson & Prickett still exists and is mainly a ships agent for tankers on the Humber, they are at Crowle House, 41 High Street, Hull. For many years they have been part of T.E. Kettlewell & Sons who are also active in Hull and at Goole. There are several generations of the Kettlewell family still involved but I have never known an Atkinson during my time in the ports business. They were also Goole shipowners of course for many years.

Posted by Angela on 12/10/2006

I have a copy photograph of Mr Atkinson and Mr Prickett, the original of which I borrowed from Mr Kettlewell in 2005. Mr Atkinson would appear to have died prior to World War II, the business eventually being taken over by the Kettlewell family.

Posted by Robert on 26/04/2007

The East Riding Image Archive has a photograph⁸ of one of the owners of Atkinson and Prickett, Edwin Atkinson, as a boy with his parents Thomas and Jane Atkinson, and siblings. Edwin is the elder of the two boys. He died in 1938. The younger boy, Thomas, became a minister. Their sister Sarah Jane became a teacher at Alexandra Street School and later married a Duckels. Her son Shirley (sic) Duckels drowned as first mate on the Stranraer car ferry, which foundered off County Down in the terrible storm of February 1953. The other sister, Mary Anna Atkinson, was a well-known Goole Methodist, and became the second wife of my great-grandfather Tom Dunham at the age of 49.

Posted by Pedro on 03/11/2006

I remember as a child a rotting hulk, half submerged, at the north end of Victoria Pier. It was always referred to as dickeys keel

Posted by David on 23/11/2011

The remnants of the wreck at the end of Victoria Pier ended up on the Richard Cooper Street lads' bonfire.

Posted by Elaine on 10/11/2006

My great-uncle, Frank Tuxworth, was a policeman in Goole, pre-World War II. I believe he drowned in Goole docks but do not know why and my mother was not told - has anyone heard of this incident please?

Posted by Jeni on 20/05/2009

The late Frank Tuxworth was married to my Aunt in I think 1918. His death was in 1947. Please reply as I may have information.

Posted by Robert on 25/11/2014

If you search the British Newspaper archive for Goole and Tuxworth you'll find articles in the Hull Daily Mail on 27 June and 1 July 1947. Cycle found on riverbank at Boothferry, body recovered from river at Asselby Island.

Posted by Brendon on 29/11/2006

One of my forebears, Thomas Kean, visited Goole around the year 1833. He was about fourteen years old and in a schooner from Leith which presumably was calling for coal. One night he was left to mind the vessel's long boat while the ship's master visited ashore. After some time alone in the boat and with the tide ebbing on the rocks outside the lock, he realised it was going aground on

⁸ <https://www.eastriding.gov.uk/culture/museums/collections/detail.php?module=objects&kv=7008>

the rock ledge and he set off to warn the captain. As he walked along the lock in the dark of the winter's night he missed his footing and fell into the water inside the lock gates. Fortunately, he could swim (otherwise I wouldn't be here!) but he could not reach the top of the stone wall and his cries for help were not heard until he was hypothermic and barely afloat. Eventually some men arrived with lanterns and were able to reach his hand. They carried him to the public house and poured brandy down his throat to revive him. The captain eventually found him there, took him down to the boat, which they managed to float off, and pulled out to the schooner. Kean, "between the severe struggle in the water and the brandy was more one dead than alive and was glad to get off my wet dunnage and get into my hammock."

Unluckily for him, around midnight the schooner started dragging with the flood tide in the stream. When several times he was called to assist by the mate he could not get out of his hammock and as a result the mate came below and tipped him out of his hammock onto the forecastle deck where he stayed, unable to move until the next morning when he found the vessel had been brought up with some trouble.

This is one of numerous stories related by Kean in a memoir dictated to his children in 1892. I am presently editing the manuscript with a view to eventually publishing it. In later life Kean continued as a seaman before becoming active in local life here in Portland, Victoria, Australia. He was variously employed in the customs service, became a master lighterman with his own vessels and was later a ships chandler.

Thanks again for this entertaining site.

Posted by John on 15/03/2007

Can anyone throw any light on what I believe was a unique crane on Goole Docks? It was located near Stanhope Street and visible from what was then the back door of the old Marks and Spencer's shop. Apparently it used a chain over two pulleys and it operated by the chain being pushed out of line with the pulleys using a hydraulic cylinder. I didn't study it while it was there and it's now long gone or so I am informed.

My memory is hazy but I think our teacher ("Ted" Hutchinson) told us about it whilst I was still at school quite a while ago. Thanks

Posted by George on 23/03/2007

The crane next to Stanhope Street which you mention would be the old fixed-jib hydraulic crane which was there for most of the 1900s.

Posted by Hamish on 02/05/2007

I quit in 1957, and came to Canada's west coast. My first trip back was in 1960 and I picked up our buddy Peter Olley in Leeds, (I lived in Leeds while at sea also) and took a trip to Goole for the day, market day when the pubs stayed open nearly all day. Shaking the memory tree again, do you remember a customs officer that was known by the affectionate name of "Himmler"?

Posted by Pedro on 02/05/2007

Market day was Wednesday when the pub opened 11am until 5pm then closed for an hour before reopening. That is unless the landlord was in a good mood for a lock in (certainly not Charlie at the Tavern). Jawohl, I remember Herr Himmler well, some bad and good memories, he's still around enjoying retirement (wouldn't be fair to mention his real name).

Fond memories of the George pub. Once lent a guy 10/-, he was on leave from the army. I departed next day deep sea. Returned to Goole two years later. Walked into the pub. The landlady

got a wineglass down from behind the bar covered in dust. Handed me a 10/- note saying this was left for you about 18 months ago. Happy days.

Posted by Hamish on 03/05/2007

Wednesday, that is correct now I come to think about it, as one of the Railway boats I was on sailed on Wednesdays, every second week (must have been the DON) and most of us had one hell of a job making it if it was a late tide time! Yes, Hughie at "Melodies" would lock you in, and I agree it depended on how old Charlie's arthritis was acting up whether he would speak to you or not. Funny, someone told me Herr Himmler had been fired, but must have been wrong, said he had run afoul of the law, smuggling of all things.

Posted by Pedro on 03/05/2007

Himmler was kommandant of rummage squad; believe his kommander-in-chief Mr Whitefield awarded him with a senior service (remember fags) iron cross. He certainly retired honourably. I guess we all were to blame for his nickname as the war only ended some five years previously and I gave him a pair of leather jack boots. I remember these items were prolific in Hamburg in the 1950s, even the lanky boats skippers and mates wore the leather trench coats.

Charlie (Tavern) suffered with gout, he lived next door to me. After his retirement sadly went blind in the 1980s before his demise. On a happier note, his wife little Mary is still going strong at the grand old age of 95 years; saw her today with her shopping trolley on the town service bus. I helped her aboard - we often reminisce about the good old days. Keep smiling - we Goolies do!

If my memory serves me right the rummager caught playing naughty was one of the Hull squad. Maybe the one whose favourite trick was to shove a wire rod down the sink drain then wipe it on cotton waste before sticking it in the marmalade tin on the messroom table. Yuk.

Posted by Iain on 05/12/2007

As a young customs officer, I was posted to Goole in 1958. I had never heard of the town, but I took to the place immediately. My landlord was "Trunky" May in Marshfield Avenue, an ex-chief steward. He and his wife did me proud. As I walked into the dock to report on my first day, I met the rummage crew who immediately diverted me to the Lowther. It was a foretaste of what was to come. Some of my colleagues were Frank (Tug) Wilson, Charles Kilvington, Stan Coates, Ken Ryle, Harry Lober. I had the pleasure of meeting Jock the seaman's union man referred to above. Does anyone remember any of the above mentioned Customs officers? Any news would be most welcome. Thanks.

Posted by Paul on 09/12/2007

I think most of customs officers of those days have passed away, and for a customs officer none better than Stan Coates. You don't mention John Baverstock, John Kaye or Himmler (even you will know who Himmler was). Many happy memories of meeting most of them while boarding ships as water clerk (although there were some hard cases).

Posted by Iain on 10/12/2007

I was in Goole 1957-58. I remember Stan well, and also John Baverstock. Needless to say I also remember Himmler. He had a deep scar on his forehead and wore gold rimmed glasses. His uniform cap was worn U-boat commander style and tilted over one eye. He reckoned (correctly) that his appearance was pretty impressive, and he once said to me, "Do I look fierce, Iain?" I thought I'd better hedge my bets and replied "Quite fierce." Really he was a bit of a pussy cat. We had dealings mainly with chief stewards, and I remember Sid on the Hebble, and Geoff and Freddy Cline on the Abbey boats. All gentlemen.

I was in my early 20s in those days and over the next 40 years or so I worked all over Britain from Dover in the south to Lerwick in the north, most of it in plain clothes service, latterly in VAT in Glasgow, but I will always have the fondest memories of Goole and its friendly people.

Posted by Hamish on 11/12/2007

You forgot to mention Himmler's long leather overcoat (supplied by Pedro) and his jack boots. He liked to hide in the dock yard sheds long after the ships had docked then jump out from behind a pile of cargo to accost us poor unsuspecting sailors going ashore, but we soon got onto his ploy, and would send one of the young lads ashore "clean" and when accosted by Himmler would take off at a mad gallop away from the exit. When we knew the chase was on, we would scarper ashore with the loot. That was in the early 1950s when I sailed on the Lanky boats.

Posted by Pedro on 11/12/2007

My supply of the leathers did pay off as some time later, disembarking from the Macclesfield at Hull's Riverside Quay, he caught me red handed 23rd Dec; after a slap on the wrist and wishing me a Merry Xmas, sent me on my way. Actually he was a nice chap.

Posted by Hamish on 12/12/2007

That was a bonus, and I must admit he never did me any harm. I know there were many more excise men on the squad, but his was the name used when we made a good haul, getting it past "Himmler" so to speak. None of us were making millions, just trying to make up our "Lanky Boat" pittance to a living wage. If I recall right, a bottle of duty free rum was 7/6 and could be sold ashore for 25 bob with the seal intact. You only got one inbound, the outbound bottle didn't seem to survive to become an inbound bottle. Those were the days!

Posted by Daniel on 04/05/2007

I have heard that Goole docks in extreme situations can be drained. Is this true? If so how much of the dock can be drained and how is it done? I have never seen a dock control room, just several small ABP offices.

Posted by Pedro on 17/05/2007

Wow it would be some extreme situation to drain Goole docks, locks maybe. All the docks are interlinked I guess the first thing one would have to do would ensure canal lock gates are closed. What a sight to behold! Hopefully no ships would be in port.

Posted by Stuart (Webmaster) on 18/05/2007

The book "Railway on the Water" by Harold Crabtree mentions that in extreme situations the water level in the docks could be lowered to recover sunken Tom Pudding compartments

"On one occasion the water level in the docks was lowered to recover sunken compartments, but this could be done only when it would not interfere with shipping." - Page 96

Posted by Pedro on 21/05/2007

I'm too intrigued now how it would be done. I personally have witnessed many salvage ops including Tom Puddings but the only ones I saw were with BTC (or was is Aire Calder Navigation) divers, the same ones used for problems with the lock gates.

Posted by Debbie on 18/06/2007

Does anyone know of a bridge in the docks being called "William Pickard's" Bridge? He was the second husband of my great-aunt, Emma Anne Pickard, formerly Holmes, nee Halifax and they ran a fish and chip shop in George Street. Rumour has it that for some reason this bridge adopted his name. Thanks

Posted by Pedro on 21/06/2007

Pickard's bridge was a footbridge across the docks one would cross from Old Goole to Goole (or vice versa) and over the Lowther Bridge into Aire Street. Next to what was called the buzzer house. I feel it was most likely named Pickard's because of the short cut to the chippy from the dock to George Street rather than historic reasons. For example we have a Mad Dog Lane and a Cattle Arch among other locally named places.

Posted by Tony on 09/09/2007

Does anyone please have any more information about my grandparents to help me with my family history research? My great-great-grandfather George Jackson was born in Mirfield, West Yorkshire in 1812, and married Ann (Nancy) Richardson. His children were Allan, Hannah, Alfred, George, Mary, John and Sam. His father was a Samuel Jackson, but not sure which one.

George came to Goole about 1840 to represent the firm of Jackson and Sons, to whom I think he was related, who were canal carriers and salt merchants. They also owned tugs, and were one of the first tug owners running out of Goole. Later, when they relinquished the tug branch, George, along with a Mr Pilling of Manchester, bought the boats and formed what was to become The Goole and Hull Steam Towing Company Limited. Mr Pilling became the Chairman and George was on the board of directors. I have lists of some of the company's boats. There was a tug named the GEORGE JACKSON and an SS KNOWLE GROVE, which is the name of a street in Mirfield.

George was also a director of The Goole Ropery and Ship Chandlery Company Limited. He died June 1888 aged 77. Another great-great-grandfather was Abraham Sutcliff, who came to Goole from Leeds in the 1840s to open a brickyard for the Aire & Calder Navigation. He married Sarah Ann and his children were John, Tom and Joseph. Later he kept the Sydney Tap in George Street and a few years later became the licensee of the Crown Inn in Ouse Street. His son, my great-grandfather, was John Sutcliff who died in 1927 aged 80. He was Goole's oldest licensee, having been at the Crown, Ouse Street for 27 years up to his death. He was a sailmaker by occupation and served his apprenticeship to the sea on the BABTHORPE, a Goole vessel trading in the Mediterranean and South America. He took over the Crown when his Father died.

For 50 years he was an ardent member of the Oddfellows, and during that period held every office. He married Annie Elizabeth. His children were Francis Edward, John, Maria, Abraham and Adelaide. If there is anyone who has any more information, about anything, I would be very happy to hear from them. Thanks.

Posted by George on 10/09/2007

Tony, interested to see your story of the founders of the Goole & Hull Steam Towing Co. I have what I believe to be a full fleet list plus photos of many vessels from local sources. As far as the early vessels pre-GHST are concerned, I have three on file, all seem to be named from your family.

ALICE JACKSON: built 1855, 481grt by Richardson, Duck & Co. at Thornaby on Tees. Too big for a tug so probably a steam coaster. Owners Jackson & Co.; UNCLE SAM: paddle tug, built 1861 at South Shields, owned by Jackson & Pilling, from Goole to Hull registered in April 1890 presumably on sale; GEORGE JACKSON: paddle tug, 1866 at South Shields, owned by James Pilling, to North Shields as EXPERT in 12/1874.

Posted by Corby on 21/11/2007

Alfred Jackson (b. 1845) married Martha Cook (b. 1852) in 1875. Their children were George, Ada, Emily, Edith, Alfred and Edwin. Martha being one of eighteen children born to John

Singleton Cook and Martha, my great-great-grandparents. Another child was Charles who was on the ROSA of Goole 1881 Ships in Port 3. He took the job from his father who previously held that position. Another link we may have is that my grand-aunt Eliza Charlotte Bunting (b. 1853) married a John Sutcliff (b. 1846) seaman.

Posted by Alum on 25/09/2007

I'm interested at finding out about the Alum Works in the 1881 census. My great-great-grandfather is said to be the fireman there whilst he lived in Doyle Street. Thanks.

Posted by WB on 12/11/2007

The Alum Works was located on the south side of Albert Street off Bridge Street. I believe it had to close because the lease for the land expired. I believe the works had the highest chimney in Goole which I saw felled in about 1950. The thickness of the brickwork around the flue near ground level at the base was nine bricks end to end. The works employed at least one cooper making wooden barrels for the produce when they were in production.

About 1940 they had two steam powered lorries, I think they were Sentinals, with a coal or coke burning vertical boiler inside the very primitive cab for the driver. The chimney for the boiler went through the cab roof, the engine was slung under the flat back of the lorry with the drive to the back axle by an exposed chain drive. I suspect the lorries may have run from Goole to Scunthorpe at times.

Posted by Robert on 14/11/2007

I found a Goole Times press cutting amongst my dad's papers showing a photograph of the chimney falling on Thursday, 5 June 1952. I remember him taking me to see it. The small crowd had to be very patient because there was quite a wait. In fact we gave up and went home for our dinner, but heard the bang of the explosion just as we got home. One of my earliest memories.

Posted by Roy on 26/03/2009

My father was born in Goole and his father George Henry is shown in the census as working as a cooper at Alum Works. He married Amy Bradley, assistant harbour master's daughter.

Posted by Barrie on 08/10/2009

I believe the Alum Works closed around 1953 and I just remember the big chimney being demolished. It was located next to the docks and near to the water tower. I believe that they made powdered alum and rock alum. It was handy to know someone who worked there as he could supply you with a drop of either powdered alum or the rock alum. The powdered alum was used to treat mouth ulcers by rubbing it into the affected area and the rock alum was used to stop the bleeding if you had the misfortune to cut yourself when shaving. I believe that both these items are still available in the shops under trade names but are basically just alum.

Posted by Rod on 14/10/2009

Barrie, I was recently doing the Coast to Coast walk and, at a B&B, the owner was very interested in the history of the mining of alum in the North Yorkshire area. He had found that a man in Goole, in the 1950s, had developed a new and cheaper system of processing the alum which led to the demise of the industry in North Yorkshire. It triggered my memory of the "Alum Works" so glad to get your info. That shows that at least my long term memory is still OK. Best wishes to you.

Posted by Corby on 06/11/2007

I have been trying for some time now to find out the ships built by John Banks of Howden. I now believe he was merely the owner of the yard and all credit must go to the shipbuilder William Caisley. Can you tell me? Are there any books or information I could follow up regarding the other vessels and masters? I think W. Caisley was building ships long after the demise of the Banks family.

Posted by George on 09/11/2007

Vessels built by Caisley extracted from various sources (mainly Lloyds Register 1905) Name, type, year, tonnage I have some later career details on a few of them.

POLYHYMNIA Ketch 1881 72; ELITE Schooner 1883 118; PROSPERINE Ketch 1884 86; THALIA Ketch 1884 79; PARTHENOPE Ketch 1885 90; METIS Ketch 1886 90; EGERIA Ketch 1887 92; IRIS Ketch 1887 92; MAUDE MARY Ketch 1889 77; GEORGE KILNER Brigantine 1891 124; GOLDEN WEDDING Brigantine 1897 216; HYDRO Sloop 1897 60; BEATRICE Dry Cargo 1901 128

And the following built by Banks or Banks Jnr. at Howdendyke so perhaps the same yard taken over by Caisley as all these pre-date the Casiley vessels.

FULLERTON Brigantine 1854 172; SALTMARSHES Schooner 1854 70; BRACKENHOLME Brigantine 1857 115; ISABELLA PRATT Schooner 1859 59; JAMES PRATT Schooner 1860 117; BATHORPE Sail 1861 192; SARAH & JANE Schooner 1863 96; SWALLOW Schooner 1864 116; JANE & MARY Sloop 1865 37; HOWDEN Schooner 1866 120; WILLIAM CASS Schooner 1866 104; JOHN & JAMES Schooner 1867 71; CAMBRIA Ketch 1869 53; BRACKENHOLME Sail 1869 116; UNITY Schooner 1870 179; SUPERB Ketch 1871 159; MERLIN Brigantine 1874 252; SPARKLING GLANCE Sail 1899 166; GUIDING STAR Sail 1875 107; SPARKLING GLANCE Schooner 1878 142

Posted by Corby on 09/11/2007

George, I am very grateful for your hard work in locating this data for me. I appreciate the time involved. Thank you very much

Posted by Jackie on 25/04/2008

Cain Squire one of my ancestors died when a crane fell on him at Goole Docks in 1855. He was a mate on the ANN of Dewsbury.

Posted by Christine on 08/05/2008

Does anyone remember a visit to Goole by the Royal Navy in 1953? It was to celebrate the Coronation and I am pretty sure that one of the ships was a submarine. Would like to know what the other ship/ships were. Thanks.

Posted by Pedro on 09/05/2008

I remember HMS TRESSPASSER T Class submarine in Goole Docks; can't exactly remember dates but next time I saw her was in the Indian Ocean and that was definitely 1954 after her visit. I seem to recall other RN ships visiting and believe photos can be found in the library museum at Goole.

Posted by George on 18/05/2008

HMS Trespasser, yes she did visit but a bit earlier than you mention, a fine photo of her in Ocean Lock on 16 July 1949 is in the archives at the Waterways Museum.

Posted by Bekkie on 26/06/2010

My mum said that she remembered a submarine being in the docks... in the 1950s. Sadly she has passed away and I remember her telling me when I was little when we were on holidays at grans who used to live on Humber Street. (I still remember the sound of the building in progress of the last ship! Happy days!

Posted by Denise on 02/12/2010

I remember the submarine coming into Goole Docks. I suppose it would be in the late-1950s. My big sister took me to look round it and I can vividly remember her making me walk up some narrow, steep steps inside and insisting that I went up first because she had a skirt on and didn't want any sailors looking up it!

Posted by Eddie on 23/09/2012

The submarines that visited Goole in the 1950s were of the T-class. One was called TAPIRE, the other I cannot remember. I started on the docks in 1955 as a messenger lad and always carried a small camera with me, but about 3,000 negatives were destroyed in later years. I think I may still have a photo of the sub somewhere.

Posted by Malcolm on 26/10/2014

I remember this submarine visiting Goole in the 1950s. It was docked by the Lowther Bridge. Friends and myself were there on its first day and I was chosen by a Goole Times photographer to have my picture taken on board. I do remember seeing the picture in the paper, wish I had the picture now.

Posted by Ken on 12/08/2014

Does anyone remember the visit of an HM Frigate, the name I cannot think of. I remember the captain being a little miffed when the AB using the heaving line missed first time and the tide took a bit of a hold. If my memory serves me, the captain was the same one that took the HMS Amethyst from the bank of the Yangtse River and out to sea, I think his name is Kearns.

Posted by Christine on 14/08/2014

You are certainly correct about the frigate that visited Goole being captained by an officer called Kearns - one of the serving junior officers was my second-cousin Donald Vincent. He tells quite a story about incidents on the ship and about the incident with the Amythyst. Donald took my dad, Capt. Alex Townsley, to view the ship when it was on its visit; it might have been the Coronation year.

I've just checked my family tree and the commander of the Amethyst when he escaped was J. S Kerans. He had been the naval attachee and took over when the captain died of wounds.

Posted by George on 11/05/2008

My wife's grandfather (Peter Leddy) was harbour master at Goole up to 1915. Can anyone give information about him, or indicate where information can be found? Thanks.

Posted by Helen on 12/06/2008

Can anyone tell me where Germany Dock is? My great(x3)-uncle drowned in Germany Dock but I can't find where it is. Thanks.

Posted by Alan on 12/11/2008

I have a 1905 map that shows "Old Hamburg Shed" just to the right of Lowther Bridge from Aire Street side. Would this be any indication where it was?

Posted by Eddie on 23/09/2012

I think that Germany Dock used to be where Railway Dock is now. Hamburg shed in the 1950s was on the 25 shed side of Railway Dock - the butter boats discharged bacon and butter, etc. here. Hamburg Yard was part of 25 shed railway system which was alongside the church yard in Church Street.

Posted by Bill on 04/10/2009

As a very young lad in the late-1950s, and an avid reader of the Goole Times, I could never, in my naivety, understand why so many ladies were regularly prosecuted for "trespassing on the docks". Only later I realise what people meant when they referred to "dock fairies."

Posted by Dave on 05/10/2009

Can anyone tell me the name of the biggest ship ever to dock at Goole?

I know of two that were reported at the time as being on the large size, but never a definitive answer. They were the NORBRIT VASER (excuse spelling!) and the INCE 2 (think that was a renamed ship). Appreciate any pointers. Thanks.

Posted by Geoff on 21/10/2009

My father was a pilot up to the mid-1970s and at that time the biggest ship was the ASK, I was on this ship as a child with my dad when docking in Goole, it only just got round the docks. I do not remember her country but it was possibly Danish.

Posted by Patricia on 19/10/2009

Does anyone know where the Graving Dock was in Goole? My relation's death record is giving this as the place he died in 1904. Thanks.

Posted by Dave on 08/03/2010

Graving Dock was identified as No. 1 Dry Dock, beside it is Victoria Lock and Ouse Lock in the middle.

Posted by Gerald on 23/10/2009

Have just been scrolling this site and seen a lot of ships names I remember. I started work in 1959 for J. Wharton (Shipping) Limited at their office in Aire Street. The GLADONIA, JACKONIA, LIZZONIA, STEVONIA and BRENDONIA were all named after Wharton family members. Later came the BURTONIA, Jack Wharton lived at Burton-on-Stather, and the TRENTONIA, named after the river of course. I recall all these ships were registered at Goole.

Later I moved across to East Parade and worked for L.V. Gunnill/Renwick Wilton and Dobson. There I was agent for a lot of ships loading coals to the south coast power stations and the Channel Islands. I remember a Capt. Flett on the SANDRINGHAM QUEEN, as being one of the better captains to deal with. Incidentally, my brother Roger, sailed out of Goole, certainly on the BLYTH and possibly on some of the other ships mentioned.

Posted by Gary on 24/10/2009

Gerald, regarding your comment about the Sandringham Queen and her master, Capt. Alec Flett, let me be the first to agree with you that he was indeed one of the better skippers. I was an AB on Sandringham for a couple of months (31 October to 22 December 1962) and would have given him at least 9 out of 10 had I been asked. Needless to say, I wasn't!

Did you perchance happen to go in the Peacock Hotel during your tenure on East Parade? If so, our paths may have crossed, as by that time I was getting my feet under the table as it were, with

Sid and Rosie's youngest daughter Shirley. We will have been married 46 years come November 28th and have three sons, three daughters-in-law and seven grandkids. We are all Canadians now but still miss Goole.

Posted by Hamish on 24/10/2009

That proves that the "Goolies", like the Scots, are very good at populating other people's countries!

Posted by Gerald on 25/10/2009

You ask if I went in the Peacock during my time at East Parade. The answer is a resounding yes. I used the pub before then, starting sometime during 1960 I think, but really went in a lot when at East Parade. I would leave the office some nights and walk to the Peacock for 6pm opening. Often, if I was early or Sid was late, the keys would be thrown down to me so I could open the door and go in. Used the lounge mainly. Ship Agent you see, position to think of. I have racked my brain trying to place you, as I am sure we must have met, but cannot. I remember Enid and Wally and was the other sister Mavis?

The pub was also handy for Victoria Lock, so when I had ships arriving/sailing I could look out for them from the lounge. I am called Ged by my friends so this may, or may not, ring a bell with you. I moved back on to Aire Street to work for Limb & Co. but went in the Peacock regularly until leaving Goole in 1979 to come to work and live in Boston, Lincs.

On the shipping side some of the ships I looked after in Goole were the HAVELET and PORTELET owned by Onesimus Dorey of Guernsey. The ODRA and GLITRA, any number of F.T. Everard and Crescent Shipping vessels. As a sub agent for Cutting & Co, I looked after Russian timber ships too. One particular ship I remember was the MARCO POLO, a timber built ship from Torshavn. It took two tides to get her up to Goole in ballast as the pilot at Hull couldn't get her to swing in the Humber. Happy days.

Posted by Malcolm on 28/10/2009

Hi again, my old boss Ged. I too remember the Peacock as a watering hole for agents working down East Parade. They were Kettlewells, Oughtred & Harrison, RW & D/Gunnills and Cross as well as Stevedores of Goole. We all used to pack the Peacock out on Thursday/Friday (payday). I remember fondly Sid and Rose who took me a little under their wing when I started going into the Peacock at sixteen or seventeen in 1968-69. It was a regular haunt for us agents for a number of years.

Also your mention of Havelet and Portelet brings back memories of a particular Christmas Eve circa 1969/70 when you sent me to one of these vessels (can't remember which one) to get the Bills of Lading signed about 1600 hours. She was berthed at the Tannett Hoist in Railway Dock and had loaded coal for the Channel Isles; you called on board yourself around 1800 hours and the master, a portly, jolly Irishman with a shock of grey hair (for my sins I cannot recall his name) invited us to partake in small noggin of Christmas cheer. Many noggins later we were certainly cheerful and finally disembarked around midnight when the pilot came on board, staggering down Bridge Street on an icy night back to our respective domains. Happy memories indeed!

Posted by Gerald on 29/10/2009

It was the Havelet and the captain was McGonnell. The other captains on the Havelet and Portelet were McQuillan and McCoulogh. Capt. McQuillan was the one who would turn up at the office around 9:30 in the morning armed with bottles of pale ale for us for breakfast. I noticed you have mentioned on one of the other sites about the coalite ships we loaded for Norway. I

was trying to remember the names of the Jebesen ships we had. They sometimes called in at Goole on their way back from Canada to Norway and loaded up to 4,000 tonnes but I can't remember any apart from the LEKNES.

As you say the Peacock was a watering hole for agents from East Parade and I remember getting in there with Eddy Cross from the stevedores among others. I recall that Saphir Shipping were in the office next to us, on the corner, but their entrance was not on East Parade. The Peacock was also handy for when we had ships up to Selby, again you could watch and wait in the lounge. Will try and remember more for next time.

Posted by Gary on 03/11/2009

Nice to see postings from folks who used to frequent the Peacock Hotel in the 1960s and beyond. Ged and Malc, notably. It makes me all weepy here in my private little alcove where no one can see me. Especially the wife, as I have a two/four of Old Milwaukee Ice on hand. Cheap stuff but still palatable, but I digress.

I'm led to believe that East Parade is now history, although the Peacock building still remains, albeit boarded up. The rest, Cross's, Kettlewell's, the Pool office and Union office, etc., all gone. Sad! I have fond(?) recollections of Shea and Smithy in the Pool, and "Jock" Grant and Doug Hammond in the Union office next door. That's how I first discovered the Peacock, Yadda yadda yadda!

I'm also told that the Peacock is to become a new Charlie Oldridge project. I certainly recall that Charlie's dad, Joe, used to be a regular there when Sid and Rosie had it and probably before, so keep us informed. Anyway, that's enough nostalgia for now.

Posted by Pedro on 04/11/2009

Hey up Gary, go easy on that Old Milwaukee. Charlie Oldridge's dad was Charlie Snr. Joe is his younger brother. Jock Grant Union Rep Did you mean Jock McCauly? Carry on weeping in your beer.

Posted by Gary on 05/11/2009

Hi Pedro, thanks for the correction regarding Jock McCauly, the union rep. Jock Grant was one of the river pilots who used to frequent the Peacock around the same time. You're right about Joe Oldridge Sr. also. Joe Jr. was an "iron fighter" with whom I worked on a couple of jobs when I came ashore. Notably Yarrows at Drax "A". Memory tends to get a bit blurry; could be the age thing or perhaps the Milwaukee Ice. Pshfff! Cheers.

Posted by Danny on 05/11/2009

Just stumbled across this site, due to a childhood obsession with ships! I'd just like to say how much I have enjoyed reading everyone's posts and how bizarre it is how we live in such a small world! I'm a child of the 1980s so unfortunately was not lucky enough to live through this era but it still fills me with pride every time I research anything to do with the industrial heritage of Yorkshire!

Posted by Steve on 18/01/2010

In the 1970s, working for the docks board, I remember the ANGLEZARK, a dredger that used to keep the docks and dock gates free. I think she used to discharge silt out at sea. Wondering if anyone knew what happened to her? Thanks.

Posted by Shipyard Tales on 11/07/2010

I never worked at the local shipyard myself but I always remember a funny story told to me by a young welder who had just finished his apprenticeship there. He dreaded the idea of being there for

the rest of his working life, you know, like lads in other parts of Yorkshire, following their dads down the pit. At tea break all the men were sitting, having their snap. A couple of old-timers who had done forty years apiece decided to test someone they considered a newcomer. Now then, how long have you been here? Asked one of them. Well, peacock-proud, he answered, "fifteen years now". To which the second man fired the killer salvo, "do you think you'll like it?"

Posted by Jimbob on 12/07/2010

I remember Pedro saying his elder brother worked in the shipyard from the age of fourteen years old. Apprentice driller until retirement at 1965. Sheez a working life drilling holes - he must see them in his dreams.

Posted by Gary on 22/07/2010

I never worked "in't yard" either but as a regular sailor into Goole (Town and Port) I knew many who did. One of my favourite stories from someone who was there, tells of what it took to cut a port hole, and there were many, in a new ship. First would come a shipwright, with his mate, who would use his superior skills to mark out and chalk where the hole should be. Next came a fitter, also with his mate, who would use his hammer and punch to verify where the hole would be. Along would come the burner, plus mate, who would then cut the actual hole, leaving a little just inside the line. After a cooling period, a caulker and his mate would clean off the slag, clearing the way for the grinder and his mate to finalise the finished hole; but not before the plater and his mate checked the dimensions for accuracy! And this was before they even got to Pedro's brother, the driller and his mate! Small wonder that the British ship building industry fell into decline!

Posted by Mugabe on 20/09/2010

I am told by a friend that there is a yacht in Goole Marina that was once requisitioned by Erwin Rommel from a Dutch person. Has anyone any information about this yacht? If possible her name and how she ended up in Goole? Thanks.

Posted by Alan on 27/09/2010

The yacht you refer to is MAYBE, a two-masted yacht. I'm pretty sure she is moored in the canal outside Goole Marina. I have quite a few pictures of her in the Yorkshire Ouse off Reedness.

Posted by Mike on 21/06/2011

Who owned Goole Docks in 1935? I am trying to find employment details of my grandfather Matthew Gofton who was the berthing master. I have an image of him dated 1935 in full uniform. Grateful for any help. Thanks.

Posted by George on 07/09/2011

The port's owner from when it was built in 1827 right through to 1948 was the Aire & Calder Navigation, in other words it was part of the canal system extending to Leeds and Wakefield.

Posted by George on 05/09/2012

My uncle, can't remember his name now, piloted a fresh water barge delivering water to the ships in the docks. He took me with him on several occasions, when I would board the ships while he was filling the tanks with fresh water. I also had another uncle who was a diver, (the old rubber suit with brass helmet and lead boot type,) apparently repairing the dock gates.

Posted by Norman on 22/04/2014

My father before, during and after WWII, worked very hard, along with many more hard working Goole dockers.

He was a coal trimmer working up to eighteen hours a day, seven days a week, this was to keep our power stations, hospitals, schools and industries working in south of England, throughout the war and after well into the 1950s. The colliers of the day had very small hatches, the coal trimmers were in the ships' hold with a shovel; when the Tom Pudding was emptied into the ships hold it was the job of the coal trimmer to level the coal out and move the coal under the decks.

How many of you merchant seamen could see how hard these men were working so you and your shipmates could pen out into the river Ouse and into the North Sea sailing for the south of England. They was very brave men not knowing what was waiting for them; they knew they had job to do and they got on with it regardless. Many of our brave sailors never returned to port RIP.

My father failed his medical to enlist, he was asked if he would volunteer to work at other UK ports - he did. I remember he said that he was sent to Leith docks to work on coal and cargo ships.

The amount of coal dust these men must have swallowed - this dust stopped in their lungs for the rest of their lives. We know how it affected our father over the years; they liked a pint or two, maybe a few more. Can you blame them - they had to clean their throats out somehow.

My dad's name was Albert Ernest Roberts. He worked most of time on the docks trimming and at the brick shed in Aire Street loading brick to railway wagons. They had a regular gang, and did not have to go pushing their books at the foreman searching for the best men to work the ship, they had been allocated.

My dad was known as Buck Wilson to his workmates; have not got a clue why - maybe because he had an allotment at the rear of Oxford Road with up to 100 rabbits.

I do hope at someone will find some interesting reading about our hard working Goole Dockers and Seamen.

Posted by Corby on 23/04/2014

Norman, I was impressed by your posting covering the plight of the coal trimmers and all involved in the movement of coal from Goole. Your father possibly worked alongside my father and cousin Jim and also all these brave men. Sometime ago I wrote a tribute to these men.

Incidentally was your father involved in livering the Koduma? The Estonian ship which, whilst exiting the locks hit the opposite bank then rolled over. Coal trimmers livered most of the cargo in huge baskets into barges. My cousin Jim was involved. He told me all involved were soaked to the skin in trying to save the cargo. The ship was blown up and I remember hearing the huge explosion

Posted by Tony on 23/04/2014

Norman, I didn't know your old man was a trimmer, when did he finish? I knew most of them in the early-1960s - do you know which gang he worked with? We used to pay half a crown each which went towards the kids' Xmas party. The trimmers moved the ship up and down under the chute. The ships were pretty much self-trimming then, they only had to go in and pull the coal under the wings when the hold was getting full. They would tell us what time it would be finished and all we had to do was come back to batten down and wash down. On the LANCING we usually went to No. 32, that's the one where the cement silos are now or No. 5 which is the preserved one near the museum. They could both knock 2,000 tons in in four and a half hours; didn't allow much time at home, in on the morning tide back out on the night.

Posted by Corby on 23/04/2014

My dad retired in 1955 although the latter years he worked for Bennets as a checker. He trimmed coal in the days when all would go home in their muck to the tin bath. He worked with other relatives Jim and Bobby Bunting and Walter (Buster) Hattersley. Before them other relatives included William (Tash) Spenceley, Charlie Shipley, my granddad Arthur Bunting and brother Richard.

What is this thing with coal trimmers and rabbits! My dad had many plus his step-father Tash. He also got me started when we moved to Malvern Road. I had a good little business going, selling Belgian Hares and Flemish Giants for the table at 5/- each.

Posted by Norman on 23/04/2014

I had a job trying to find when dad retired. I rang three of my sisters, I must have been on the phone a couple of hours and got nowhere. We think it was roundabout 1969.

Dad's trimming gang was Leo and Jack Magivron (the spelling could be wrong). I cannot remember any of the other blokes in the gang, Leo was the Forman, I think he lived down Limetree Avenue.

We also had hares. There was always one hung in the coal house - bit strong for me. I also sold wallflower out of a wicker basket on Pasture Road, what dad had grown at the allotment. It's nice to pass on memories.

PS: my sisters would not eat the rabbits.

Posted by Corby on 04/12/2015

After surviving the Great War in 1917, my father lived a further 50 years until succumbing to bronchitis. There is no doubt the cause of this was for the years spent as a coal trimmer, like many other family members in Goole who were employed in this profession. From coal face to consumer, coal trimming was the most dangerous link. Not forgetting the transporting by sea which incurred a different hazard. My thought go out to all men who lost their life in these industries.

Posted by Harold on 18/12/2014

I have just discovered that my uncle Harold Ambler Thompson died by drowning in September 1943 in Barge Dock Goole. He was identified as a merchant seaman aged 19. I know through family discussions that he was lame in one leg and this probably contributed to his death. I would be interested in any information on his ship(s) or from anyone who might have sailed with him. Thanks

Posted by Denise on 27/12/2014

I recall the BRIGID MULLER colliding with the Dutch River Bridge in Old Goole. Captain Muller and his crew were taken from the ship and stayed at the Station Hotel where I was a chambermaid and silver service waitress. Captain Muller and his crew stayed for several days and was a true gentleman as was his crew. Anyone remember this incident in the early 1960s?

Posted by Fiona on 24/12/2015

I remember the Brigid Muller capsizing in the river. My dad was the agent and sadly when he went onto the ship to retrieve the papers he found the pilot drowned. I would have been very young at the time but I remember going to see the ship and also my dad's coat covered in mud and how shocked and upset he and all the grown-ups were.

Posted by Tony on 06/08/2015

I've been doing some volunteer work at the Waterways Museum for the past couple of months. We do trips round the docks and I tell the passengers what it was like back in the days when we were doing it.

We go round on a boat, one of the tugs which pulled the Tom Puddings down the canal. We start at the museum on the canal and follow the docks round to Stanhope Dock turn round at West Dock entrance and back, takes about forty minutes. You can still walk across from Lowther to Middle House, over the bridge and turn right then follow fenced footpath round edge of dock to inner gates of Ocean Lock, cross the lock then down South Street to Middle House.

Yesterday there were three ships in, one in South Dock, one in Barge Dock on the covered berth and the other was in West Dock. The ships are bigger these days 3-4 thousand tons due to different design. Goole is doing about 1,500,000 tons a year and rising at the moment, mainly bulk cargoes, steel, timber, potash and fertiliser. Not like the old days 2,500,000 tons of coal plus all the general that AHL and the other ships did.

Posted by Hamish on 12/12/2015

It's a good job there are fewer ships if they are getting bigger! I can very well remember "bending" ships like the SEAFORD or POLDEN around some of those corners in Goole docks (usually in the pouring rain) when the port was standing room only; how we did it was amazing, lots of wire gymnastics and compressor work. I liked to skive down aft with the second mate, and let the junior hands have the focsle head, and those poor boatmen running lines all over the place too. Wonderful memories.

Posted by Tony on 13/12/2015

Moving around the docks these days is a lot easier, no boatmen, no wires and no compressors, all the ships have bow thrusters now.

The Railway

Rise of the Railways

In the early days, Goole did not want a railway as this would have meant competition to the canal. However, to stop railway traffic going to Hull, the Company Directors decided not to oppose a railway to Goole, but to plan it so it helped the town. In the 1830s there were eleven proposals for railways to the town, this was reduced to six and finally the Wakefield, Pontefract & Goole Railway Co. was chosen as the successful line. Railway Dock was built to accommodate the new line and both opened in 1848 by which time the WP&GR had been taken over by the Lancashire & Yorkshire Railway.

The “Lanky” has its origins in 1825, the year when the Stockton & Darlington Railway opened, with the forming of the Leeds & Manchester and Liverpool & Manchester railways. The M&LR had to cut across the Pennines and followed the traditional transport route between the old West Riding and Manchester following a twisting, winding course through two deep valleys cut at the end of the ice-age. After a lot of arguing with the Rochdale Canal Company, the construction finally got Royal Assent in 1836. Constructing the M&LR was hard with thousands of navvies building the tunnels, bridges, viaducts and embankments. The line was finally opened in 1841 and became the North’s most important means of communication.



Victoria Station in Manchester was the impressive main station on the L&YR network. Despite years of grime, neglect and a Luftwaffe attack during WWII, it has a magnificent air of dignity and has two items of interest to Goolies. There is a huge mural still inside the station showing how powerful the L&YR had become at its peak. By the late 19th Century, it served every major town in the industrial north, or it had links to other towns with other railways. The mural shows the importance of Goole to its operations.



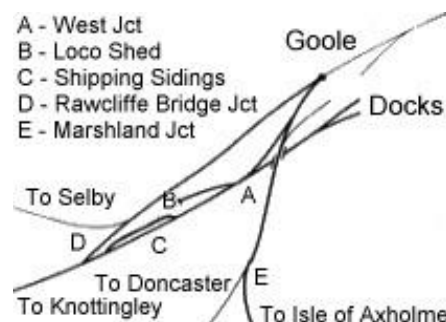
Outside the station, is a list of the major destinations served by the company. Goole is shown alongside London, Ireland and Scotland.

The Humber Ports competed with each other to export coal and this led to races from rival train companies to reach the sea. The Selby & Hull Railway opened in 1840. This became part of the York & North Midland Railway in 1845, and part of the North Eastern Railway in 1854. By the end of the railway building rush in the 1860s, the ports of Goole, Hull and Grimsby had their own railway networks. The L&YR catered for collieries between Leeds and Barnsley sending coal to Goole. The NER handled coal north of the River Aire for Hull. The Manchester, Sheffield & Lincolnshire Railway handled coal south of Barnsley for Grimsby.

The NER came to Goole in the 1860s to link Gilberdyke to the South Yorkshire Railway at Thorne. This created a new railway station on Boothferry Road which is still used today. The Hull & Barnsley Railway opened in the 1880s to provide a link from the Barnsley coalfields to Hull. A link was established between the H&BR and the L&YR at Hensall, allowing the L&YR to promote a Liverpool to Hull service. In 1910 the NER built a line from Selby to Goole.

The Axholme Joint Railway was originally promoted by two companies, the Goole & Marshland Light Railway and the Isle of Axholme Light Railway. The L&YR and NER took over the project and completed it in 1909 to link Goole to the Trent valley. Regular passenger services were operated on the 27 mile system until 1933. Freight services continued afterwards with the last section retained until the early 1970s.

Heyday of the Railways



The original L&YR station was built alongside Railway Dock and had two 100 foot platforms adjacent to St. John's Street. In 1881-82, the docks were expanded and the L&YR station closed down with all passenger trains using the NER station in Boothferry Road. They also built a large Goods Office across from Stanhope Dock. When the Selby to Goole Line opened, a spur was built between Rawcliffe Bridge Junction and Oakhill Junction for all passenger traffic. The line between Rawcliffe Bridge Junction and West Junction was always very busy with freight traffic to the docks. The branch lines led to a high-level coal drop and other parts of the docks.



Railway freight played an important part of the development of Goole. As well as the coal traffic, general goods were loaded onto ships and the L&YR took over the Goole Steam Shipping Company in 1905 to aid this growth. Originally most goods were loose and handled in the open air by a large number of men. Today everything is stored in containers or on pallets. A container service was first introduced by British Railways in the 1950s on their service between Goole and Copenhagen. Goole also had a Renault car terminal which transported cars by rail until the late 1980s.

Decline of the Railways



Railway traffic was always busy up to the war years, but in the 1950s traditional freight began to fall away. The Beeching Cuts of the 1960s saw the closure of all lines around Goole except for the lines between Doncaster & Hull and Knottingley to Goole. The Wakefield to Goole passenger trains were withdrawn in 1967 and a Leeds-Castleford-Knottingley-Goole service introduced. The flat Yorkshire countryside saw the construction of huge coal-fired power stations at Ferrybridge, Eggborough and Drax, this led to the re-opening of part of the H&BR line.

Postcards



Visitor Comments

Posted by Geoff on 23/03/2006

My mum (nee Storr) tells me her granddad on her mum's side (Smith) drove the first passenger train to leave from Goole station. Can anyone confirm or add to this? Thanks.

Posted by Richard on 21/05/2006

In 1950s I attended Alexander Street Primary School. Some days I used to cut through Goole Station go onto the Hull bound platform, through the chute into the adjoining coal yard and out onto main road. It cut nothing off the walk home but it was exciting.

Posted by Elaine on 10/11/2006

Jones (who is into railways) on seeing the bottom postcard, produced The Observer's Book of Railways (1958) which describes the engine as a Lancashire & Yorkshire railway "B7" Class 0-4-0 Saddle Tank, introduced 1891 and designed by J.A.F.. Aspinall for dock shunting duties. Goes on to state "Several are stationed at Bank Hall and may be seen along the waterfront in the Liverpool dock area. Others are to be found at such widely scattered places as Goole and Bristol." Also, the loco in the post card above is the same type.

Posted by Shuffleton Streets on 04/05/2007

Who can give me more info on Oakhill Junction? I am interested in the "social" history as much as the "local".

Posted by Pedro on 12/05/2007

Oakhill Junction in the 1940s, my late brother was signaller here. I used to spend school holidays with him at work in the signal box. We would cycle down the track side from Bridge Street past the railway sheds to reach Oakhill. The railway wagons with coal and other goods would be diverted from here directly to Goole Docks, finally crossing Bridge Street to access the docks.

Posted by Shuffleton Streets on 16/05/2007

Pedro, thanks for your long memory and your family links to all things Goole! Do you remember whether the Oakhill Junction was near the former Oaks Hill Farm (in Airmyn parish - on Percy Estate landholding), or had the farm and buildings been demolished when the signal box, etc. was built and the Selby line laid c.1912?

Posted by Pedro on 17/05/2007

The only communication between boxes was telephone (no outside phone), just a line between signal boxes - the type where you lift off the ear piece and turn the handle. I remember how amused I was when a call came in; my brother would answer with "Aye Oakhill", then commence to pull the levers putting the train on the right track. My attempt with these levers was a dismal failure (I didn't have the strength). I also remember thick smoggy nights when he would have to walk up the line putting explosive devices on the track; when the train passed over one it would then stop directly outside the signal box before proceeding.

I hasten to add, none of these trains were passengers but solely goods wagons to Goole Docks. Sadly my brother passed away last year. Another case of (if I had only asked)

Posted by Shuffleton Streets on 18/05/2007

Thanks for confirmation, Pedro. I know the phones you mean, they were used in the first office I worked at c. 1955. Do you have any views on the siting of the Junction Box at Oakhill and the area generally with the engine sheds?

Posted by Pedro on 18/05/2007

Memory fading. My recollection in the 1940s is that we would enter Bridge Street from Stanhope Street - a set of gates here where the traffic lights are now situated. The gates used to close Bridge Street road traffic and enable goods trains access across to Railway Dock. The signal box here operating the gates. This is where we got on the track side with our bikes, cycled past the railway sheds crossing the lines various times. We then had a straight run approaching Oakhill signal box on our left (methinks). Oakhill Box was a two story building; downstairs some sort of tool store and coal store; up a wooden staircase to enter the work area. Heating was a coal burning stove. My brother previously walked to work here until our elder brother returned from the war in the pacific and bought him his first bike.

Posted by Shuffleton Streets on 04/06/2007

I recall those Stanhope Street/Bridge Street junction rail crossing and gates, also a footbridge over the line. Have been researching folks who lived at Oaks Hill Farm, the various cottages described as "Canal Cottages" (2 of these), "Canal Bridge Houses" (2), "5 Swing Bridge - Canal-side", "Orchard House", "Rose Cottage - Dutch River Side", "5 Old Bridge House" and "Earl Beverley's Sidings".

Posted by Shuffleton Streets on 10/06/2007

I took the opportunity to visit Oakhill with the Friends Group on their pond-dipping activity - was given a guided tour by Jamie, finding the site of the engine sheds, the "junction" and Lord Beverley's Siding. At this time of year vegetation hides much, but it was a really interesting experience to be down there among the glades and woodland and water. Shall return later in the year, but for now I have had at least this reccie, and can return to the maps with a better idea of this area.

Posted by Shuffleton Streets on 16/06/2007

Some detail to flesh out the Canal Cottages in 1901 - No. 5 Bridge House was home to Thomas Stones and his wife and four children. Thomas Stones was born in Rawcliffe and was a labourer working on the canal at this time. No. 6 Bridge House was occupied by Fred Roughton by then 60 years of age and foreman repairs on Canal. His wife and an adult son who was a hydraulic crane driver, and a daughter aged eleven. This family had birthplaces across the country - indicating that they had travelled with their industrial experience as jobs demanded. Dutch Riverside (north bank) had three cottages - occupied by Oxendale, Ward and Gibson households. First two were platelayers on the railway. Does this information strike anyone about their roots?

Posted by Goole Steam on 16/06/2007

Just been reading with interest the comments about the engine shed and Oakhill sites. As you say the best ref point above the old sheds site is the drain adjacent to what was Beverley Sidings. As youngsters we used to play under the bridge here, there is a walkway under the bridge and swallows and housemartins used to nest there, the water was pristine with sticklebacks, newts and the like. I went back there after 40 odd years and it was very depressing, full of burned out motorbikes, bits of car and the like. It is hard to imagine now what the place looked like in the 1950s and 60s, it was a real rural location, not like now with industry encroaching to the very door.

Posted by Barrie on 05/04/2009

Oakhill Junction. In 1951 I had become a railway and a radio enthusiast. I became friendly with the signal man at Oakhill Junction and his name was Frank Fairclough. He had been at the box since he came out of the services which I believe was around 1947 and I think that he would be

about 25 years of age when I knew him. He was engaged to a young lady from Forge Valley near to Scarborough and around 1953 he actually married the lady and took up residence in Goole.

Oakhill Junction box was located on the passenger line which ran from Rawcliffe Bridge Junction to join the North Eastern railway at Boothferry Road signal box. The Selby branch joined this route at Oakhill Junction and the signal box was a Lancashire & Yorkshire box. We used to use the LMS bell code for all our signalling communications and Boothferry Road (a North Eastern box) had the inconvenience of using both bell codes.

I spent many happy hours down at the box as an unofficial guest of Frank and, living at the Woodland Avenue (north) end of Goole, used to cycle down the farm road to the signal box after school but on returning later in the evening I would follow Frank on his bike and we would cycle down the side of the track to the Dunhill Road area where we join the road. Occasionally we would go across the tip next to signal box and pass canal cottages coming out in Bridge Street near to the docks.

Posted by Eric on 01/07/2007

Both of the bottom two postcards show Lanky "Pugs" as the dock shunters were nicknamed. Two of these have been preserved by the Lancashire & Yorkshire Railway Trust. The one numbered 51218 has visited Goole Docks and worked in steam there in March 2003 - it is currently out of ticket, in the queue awaiting overhaul. If anyone has other pictures and is prepared to let us display them on our site, please let us know.

Posted by Fred on 06/04/2009

I used to travel on the Goole and Selby line in the 1960s. It looked that it may close, but with the building of Drax Power Station it now has a totally new lease of life!

Posted by Chris on 17/06/2009

Interesting site, I was born in Goole 1950, and still use this fact as a claim to fame even now. I have an uncle, Gerald Tighe, who lived in one of the cottages on the Dutch River where the railway crosses over. I remember visiting in the late 1950s and being surprised how basic they were. Also a friend of my maternal grandmother, Ivy Rowley, was a shunter driver, probably a pug, he would give me and my gran a ride on the docks lines in the 1950s - his name was Freeman Orange. Happy days.

Posted by Wilf on 18/06/2009

Chris, I knew your dad Ken, we both worked at Goole shipyard and also later at Brough.

Posted by Chris on 18/06/2009

Wonderful to hear from someone with a connection to the Inglebys. Ken died 1998. I hope you had good memories of him because I think he upset a few people along his way! I am his eldest son (59)

Posted by Patricia on 25/08/2009

You mentioned Ivy Rowley. Any relation to Watson Rowley? My granddad Frederick Arthur Watson was the man who trained Freeman Orange.

Posted by Chris on 13/09/2009

How I wish I could talk to all these characters now with all our modern technology to record and remember. Best wishes to all Goolies past and present.

Posted by Phil on 25/06/2009

I wonder if you can help with some info on Hensall Junction? My father was a platelayer there in the 1950s. There is an old spur there that used to connect to the ECML. Do you know its purpose and when it closed? Also there is still an engine shed and turntable pit at Hensall Junction? Were any locos ever based there? I assume they were L&Y or maybe H&B. Thanks.

Posted by Shaun on 21/10/2009

The old spur at Hensall Junction was never used. The railway companies fell out about money and it stood idle ever since. The old engine shed was a stop off point for crews to rest and changeover but when the LMS took over the H&B in 1922 this stopped. My mate Dave Bell worked at Hensall Junction until 1959.

Posted by Barrie on 16/11/2009

One of my friends Colin Batty lived in Snaith and his mother worked either the Hensall Junction box or Gowdall Junction box for most of the war years. I think that she would have been in her 20s then. There was an acute shortage of labour due to the war and a lot of women were employed in jobs that were traditionally men's work.

Posted by David on 21/09/2009

I have many happy memories of standing on the Hull bound platform at Goole waiting for a (very) early excursion train to Hull, changing there for the East Coast resorts of Filey, Bridlington and Withernsea. We never had a "proper" holiday but my dad Richard (Dick) Lloyd worked on the docks and was able to get "privilege" tickets which gave us cheap fares on the railway several times a year.

This was the 1960s and steam trains were still widely used but diesel trains had started to make an appearance. The small diesel multiple units were a disappointment as they were just like buses but what a fantastic experience when a mighty Class 55 Deltic pulled into the station with a rake of corridor coaches and the whole platform shook!

I have just completed a working scale model of the Guisborough Railway where we now live and have started looking around for my next project. Goole Station came to mind but it would very much depend upon the overall size and how much research information is available. Has anyone any ideas where I can start to get more information on the railway - particularly the station/goods yard area - during the 1960s?

Posted by Patsy on 29/09/2009

I remember direct excursion trains going to Bridlington, Filey and Scarborough from Goole on a Sunday. These were in the early 1960s and I got on at Saltmarshe with my parents and my friends joined me at Staddlethorpe Station.

Posted by David on 01/10/2009

Since my last message I have managed to obtain a good map showing the railway - unfortunately it is far more extensive than I realised and just to make a scale model of the station itself (extending from the Monkey Bridge to Kingsway Bridge) I would need a 40 foot room to get it in! Back to the drawing board for other ideas I think.

Posted by John on 07/01/2010

As a child I travelled by steam railcar (a Sentinel?) named after a stagecoach from Goole to Drax Hales and return. The A645 seems to have obliterated most of the line.

Posted by Jackie on 16/01/2010

I wonder if anyone can help me find details about my grandfather Fred Potter? All I know about him is that he worked for the railway and when he retired he sold newspapers at the entrance of the Railway Station at Goole. He stood outside there all weathers, well into his 70s, always with a happy disposition. He lived in the "railway house" opposite the station; the site now operates an Indian Restaurant and a charity shop I think. I believe he died in the 1970s. Anything about him would be most appreciated. Thanks.

Posted by Tina on 16/05/2015

I only came across this site today and read with great interest that in 2010 a lady was asking about Fred Potter. He was my great-grandfather. I appreciate it's a long time ago since she made the request, but if Jackie would like to contact me via email we have lots of information about him; in fact my mother has his George Medal that was awarded to him and all the documentation for his actions at the sidings one fateful night.

Posted by Vanessa on 29/09/2010

Does anyone know of Arthur Palmer who was born in Goole in 1926? His father was a railway goods guard in Goole and his mother's maiden name was Blackburn. They lived I think at Jefferson Street. Thanks

Posted by Harry on 12/11/2011

The Arthur Palmer I worked with was a signaller in Oakhill Junction. I believe he was in the Royal Navy. His father, also Arthur, was a goods guard at Goole. From the railway he went to work on Goole Docks where I caught up with him in 1964 after the railway closed in Goole.

Posted by Dean on 27/11/2014

I'm Arthur Palmer's grandson Dean. He was in the Merchant Navy, Royal Navy, signal man at Oakhill and a Docks worker until the mid-1980s. He unfortunately passed away in March 2005.

Posted by Ex Signal Box Lad on 04/09/2011

In 1967 in Boothferry Road signal box, the signal men were Jonny Straughn, John Bennett and Bill Brant. The signal box lads were David Owens (doggy) and Malcolm Raywood (rag). The relief signal men were Ron Barrow, James Harnett and Cyril Wright. The station master was a Mr Ellis, his understudy Stan Vince.

Posted by Ex Signal Box Lad on 22/04/2012

I remember Donny Smith who was a porter. A proper gentleman and very warm hearted

Posted by Ron on 11/01/2013

Does anyone remember my uncle Edward Ellis who was station master at Goole Station during the 1960s? Any information would be appreciated. Thanks.

Posted by John on 18/12/2013

I travelled with Ted Ellis, station master, from Goole to Wakefield after he finished his last working day. I recall him saying that he didn't know what he was going to do in retirement. I started in the traffic agents office, Stanhope Street, spent a period in the parcels office and the motive power depot. Upon closure I moved to the amenities block near Goole Goods Junction. Happy times.

Posted by Harry on 23/12/2013

I remember Ted Ellis well. He went with me to Hull, when I had an interview for the station inspector's job at Goole. Stan Vince was also a good friend, we were goods guards together. We also ran the Goole mutual sick fund together, my friend was a box lad in Boothferry Road and I was at the LMS (Lanky).

Posted by Norman on 30/04/2014

I worked on the railways and enjoyed every moment of it. A friend who I worked with at the old flax mill said the railways are setting on firemen; we went to the office in Stanhope St; he was first in to the office; they only wanted one fireman so he got the job. I finished up being a number taker at Marshalling Sidings along with foremen shunters and fellow number takers. When my job ended I finished up at the station goods yard delivering goods to the local shops and parcels to the local villages,

My colleagues were two of the best, Ken Batty and Harry Yoeman I have many more good memories

Posted by Tony on 26/07/2014

Used to go to Selby train spotting on the old push and pull trains. The driver let us ride the footplate between a couple of stations once we were on the single track.

Posted by Keith on 03/07/2015

I feel that British Rail are just having a laugh at Goole. I was held up today at the crossing gates, it was about five minutes before the train arrived at the station another five minutes before it unloaded its passengers, then another five before the barriers lifted. Surely there was no need to drop the barriers before the train stopped or until the train had unloaded? Anyone else get frustrated with Goole crossings?

Posted by John on 06/08/2015

I was a learner driver with Campbell's Driving School in the early 1960s and the level crossing gates seemed to be permanently closed between 17:00 and 18:00 at that time.

You would think that with the automatic crossings, albeit controller by a signalperson, there would be no need for the barriers to be closed to road traffic across Boothferry Road for some fifteen minutes to let one DMU pass through. I suppose the answer given would be that it was done on grounds of safety.

Should be consistent though, as when I was leaving Bridlington yesterday on my way home to York, the barriers dropped for a train to pass through for Hull at say 40 mph and then they were raised straight away after the train had passed. All complete in less than three minutes and this train was travelling at speed. The latter being completed without any involvement of a signalman.

The World Wars

The World Wars Remembered

Goole escaped lightly during the two World Wars. A zeppelin attack in World War I dropped a diagonal line of bombs from Axholme Street to Aire Street. Sixteen people were killed in the attack and several wounded. There was only one bombing raid in the World War II when a bomber lost on a raid to Hull, dropped his bombs on the junction of Boothferry Road and Weatherill Street and flew home.



There were also several incidents because of the large number of airfields in the region. In the worst incident, two aircraft collided over the town. One landed on the Peacock Hotel, the other crashed into Sandhall Park across the river.

There are two monuments commemorating the two World Wars. The first is the Cenotaph in Bartholomew Gardens. This is an 18-foot replica of the Cenotaph in London and is the scene of the Remembrance Service each November.



During the restoration of Lock Hill, an anchor was planted to commemorate the merchant seaman who lost their lives during the World War II.

The Zeppelin Victims

The names on the Zeppelin memorial

- | | |
|--------------------------------|----------------------------------|
| Sarah Acaster 65 years | Agnes Pratt 35 years |
| Sarah Ann Acaster 34 years | Annie Elizabeth Woodhall 2 years |
| Kezia Acaster 32 years | Grace Woodall 31 years |
| Violet Stainton 18 years | Mary Carroll 30 years |
| Hannah Goodall 74 years | James Carroll 31 years |
| Florence Harrison 4 years | Alice Carrol 4 years |
| Allice Harrison 6 years | Gladys Mary Carroll 3 years |
| Margaret Selina Pratt 8 months | Alice Smith 17 years |

The Cenotaph Role Call

- | | | | | | | |
|--------------|-------------|------------|--------------|-------------|------------|-------------|
| Alcock CW | Cawthorn H | England JW | Howden P | Lawson LA | Pyke T | Sweeting GH |
| Allen W | Cawthorn W | England RW | Hubbard PE | Laycock E | Quinlan MF | Sykes A |
| Anderson H | Champion H | Erikson JG | Hudson F | Lazenby C | Ramskill R | Sykes JW |
| Andrew S | Chapman AR | Farrow H | Hudson TE | Leach AW | Raney WR | Taylor JR |
| Andrews J | Chapman W | Fielder GW | Hunt TO | Learoyd JH | Raper HW | Taylor L |
| Appleyard EH | Chappell CA | Fielder GW | Hunt W | Leighton CW | Redford TD | Taylor WH |
| Appleyard F | Chappell JC | Fisher JD | Huntington T | Lill CH | Revell CL | Taun W |

Goole-on-the-Web - The World Wars

Appleyard HD	Chappell W	Fletcher GW	Huntington R	Lilley A	Revell TA	Tether L
Appleyard JM	Chilvers J	Ford CI	Hurrell GW	Linsley J	Richardson C	Thackray H
Armstrong W	Clark E	Ford JA	Huscroft W	Lloyd RH	Richardson D	Thompson A
Arnold BR	Clark GH	Franklin JE	Hyder W	Markham H	Richardson JH	Thompson A
Atkinson H	Clark JD	Franklin WE	Ingleby EC	Markham JW	Ridgway H	Thompson H
Audas TW	Clark TF	Freear R	Ingleby J	Marritt H	Robinson A	Thompson JH
Audas WJ	Clarke AE	Ganley W	Ingleby JW	Marshall CR	Robinson G	Thornton T
Austwick A	Clarke H	Garland J	Isle RW	Marshall RA	Robinson J	Thorpe JF
Austwick T	Clarke H	Gavin T	Isles JA	Marston W	Robinson JE	Thorpe W
Axup A	Clarke JH	Gay WS	Jackson A	Masters R	Robinson P	Thurston FT
Barker AE	Clarke TH	Gibbons W	Jackson A	McDermott J	Rockett J	Tittensor GC
Barker R	Clarkson F	Gilding N	Jackson AF	McGivern EJ	Rorrison TE	Travis E
Barker W	Clayton L	Gillyon A	Jackson CM	McGuire PN	Rowson GH	Trickett H
Barnett TW	Clements E	Gillyon JW	Jackson E	Meeds J	Rushton GE	Turton LC
Bateman H	Clements P	Glew F	Jackson GE	Mell JW	Rust W	Uncles CW
Bateman TW	Cobb C	Glithro G	Jackson H	Mellers J	Rutherford SH	Vause E
Bateman WG	Cocking E	Goulden G	Jackson R	Metcalfe WW	Salter T	Verity WB
Baxter CH	Colbridge L	Goulden L	Jacques R	Middlebrooke G	Sanderson H	Wadsworth M
Beaumont WE	Collier ED	Graham H	James B	Middleton AS	Saxton J	Wakes A
Bessant GA	Collins HD	Grassby W	James H	Milner CD	Saynor H	Walker E
Bennett RG	Cook JH	Gravell CW	James W	Mollinson CS	Scoffins C	Walker H
Billington H	Cooke JH	Greenfield HW	James WT	Moore RH	Sellers C	Walton AC
Blackburn C	Cornish E	Greensides A	Jarvis GW	Morril H	Sharp CS	Ward E
Bleasdale J	Cornish F	Griffin SJ	Jeeves P	Morris F	Sharp J	Ward JW
Bowles EB	Cornish RW	Guest E	Jepson G	Morton H	Shaw H	Waters CW
Braithwaite H	Coulson E	Guest GR	Jepson J	Mourby W	Shaw JR	Waters E
Brant D	Coult A	Haigh N	Jessop H	Mundy F	Shaw P	Watson F
Brant R	Coultish WH	Haines A	Jessop W	Murphy FT	Shay J	Watson J
Bridge FP	Coward JT	Hall J	Johnson A	Needham AK	Sherburn HA	Watson P
Brignell EDG	Cowling E	Hall R	Johnson C	Needham RM	Sheriff W	Watson T
Brooks S	Crampton A	Halsall JH	Johnson F	Nelson W	Short C	Watson W
Brooksbank F	Creaser AE	Harris H	Johnson JD	North GW	Sidebottom WJ	Welsh J
Brown JW	Crolwey J	Harrison GH	Johnson RW	Oates SE	Silvester JW	West A
Browne ER	Cutter T	Harrison H	Johnston CH	Oldridge F	Simms H	West H
Browne ER	Darrow CA	Harrison JR	Johnston CL	Oldridge JG	Simpson S	Wheeler HG
Browne RE	Davis WW	Harrison W	Johnston H	Owensley T	Skinn JM	Whitaker A
Brunyee J	Dawson C	Haslem R	Jones J	Parker H	Smart CF	White F
Brunyee S	Dawson W	Havercroft RW	Joyner A	Partington A	Smart GB	Whitehead A
Bryars H	Dean WH	Hayton H	Kay C	Partington J	Smart W	Whitehead FE
Bunn L	Denby TH	Hebdon E	Kay M	Pearson C	Smith A	Whitehead WH
Burkill GA	Dennison G	Heenan E	Kelly BF	Pearson JT	Smith EG	Whiteley C
Burnitt A	Dodds H	Hemingway H	Kelly SJ	Pepper JH	Smith JB	Whiting GH
Burrill HC	Dodson W	Heterick FH	Kelly T	Peterson A	Smith RJ	Wilson EA
Buttery J	Donlan E	Hewitt TW	Kennell GF	Pettican CH	Smith W	Wilkinson TH
Buttrick P	Doubtfire E	Heywood W	Kenniwell F	Pettican JW	Snead GW	Woodcock FK
Caisley C	Dougherty H	Hill A	King GE	Pettinger TW	Sowden WT	Woodhall CW
Callaghan E	Drake N	Hill A	Kirby F	Phillipson JC	Spence JT	Woodhead FW
Campbell J	Driffill FC	Hind F	Kitwood TH	Pierson JW	Spencer H	Woods HE
Cannon T	Ducker WH	Holbrough G	Know AGJ	Pike T	Steel R	Worswick J
Carabine J	Dudding R	Holt J	Kreamer E	Platt GW	Stephenson F	Wressell H
Carey W	Duff J	Hopkinson AD	Kreamer W	Plowes GH	Stephenson W	Wright AW
Carr GWH	Duffill TW	Horn A	Kynman H	Pollock W	Storr H	Wright JW
Carroll F	Earnshaw E	Horsman W	Kynman T	Potts R	Sullivan JW	Wright JW
Cass A	Easton W	Houghton C	Lane G	Pratt E	Sutcliffe L	Wright T
Caukill H	Eldin J	Houghton E	Langsmead W	Procter HE	Sutherby F	Wroot GE
Counce H	Elliot R	Houghton G	Lansdale EC	Purvis F	Sweeting E	Wroot H
Cawson W	Ellis H	Howard A	Laverack H	Purvis H	Swingley W	

Postcards



Visitor Comments

Posted by Pedro on 12/03/2006

During the war, we had in Goole a local character called Percy Woollass. He got the job of pasting bill posters all over town. The posters read "AWAKE your country needs You". Alas Percy put them all over town including the walls of the cemetery.

Posted by Pedro on 24/03/2006

Just perusing some local shipping companies and ships. Hook Steamship Company (Goole and Hull Steam Towing)

S.S ARUBA, sunk by E-boat 1941

SS KALUA, Hook Steamship Co, sunk by bombing off the Tyne

SS LULONGA, Hook Steamship Co. sunk by E-boat

SS BLACKTOFT Weatherall Steamship Co, lost to E-boat 1945

Posted by Pedro on 25/03/2006

Jimmy Stanley was landlord of the Peacock pub during the war when a plane crashed on it. His wife jumped from the burning building killing a soldier who tried to catch her; she was a rather large lady, and the soldier received a broken neck. Jimmy Stanley Junior, her son, unfortunately died in the fire age thirteen years. He was known to us at the time as "Snowball" (blond hair). On his grave in Goole cemetery is the vase contributed by all his school friends at the Secondary School.

When the plane crashed on the Peacock one of the engines passed over Botleys and demolished one of the middle houses unfortunately killing the lady occupier (name just escapes me). Her remains were found in the cellar kitchen of the same property.

Posted by Christine on 18/05/2011

When the Peacock hotel was damaged. I was very small at the time and remember being carried by my dad from Alexandra Street to Dunhill Road where my grandfather lived. We went via Mad Dog Lane for safety. Around the same time there was damage to Wardle's garage and this might have been the reason for the evacuation. Hope someone can make my memories more accurate.

Posted by Bill on 18/05/2011

This info is from "Goole at War", vol. 2, p.117, by Mike Marsh.

On August 31 1943 two Wellington bombers collided over Goole. There were injuries and fatalities in different part of the town. At the Peacock there were two tragic deaths. William "Jimmy" Stanley the licensee's 12 year old son, who was asleep, was killed by falling wreckage. The building caught fire trapping the surviving members of the family on the upper floor. Some soldiers from the next door building held a blanket so that surviving members of the family could escape by jumping from the upper floor. One of the people who jumped fell awkwardly and

landed on one of the soldiers holding the blanket. He was knocked to the ground, suffered a fractured skull and died in hospital a few hours later. His name was Kenneth Wood.

Posted by Peacock on 29/05/2011

The landlady was my grandmother, when she jumped she landed on a young man who was helping to hold the blanket for her and her daughters to jump into. Her son Jim was killed aged twelve when the plane landed on the Peacock. My mother was the eldest daughter but was married and lived in Ouse Street.

Posted by Corby on 05/10/2018

Parishes furniture shop was opposite old library. This was where the two Wellington bombers collided over Goole causing this shop to be destroyed; apart from the office which was on a mezzanine floor at the back, which became our gang headquarters.

Posted by Peter on 11/05/2006

Does anyone recall the evacuated French soldiers brought to Goole after being liberated from Lorient by Bennett's ship SPARTA in operation Ariel in June 1940? My uncle remembers the alleyways behind Parliament Street and Gordon Street being full of thousands of them, all just sitting around. My grandfather operated the gun fitted to the rear of Sparta as they were dive-bombed by stukas. Apparently they were sitting ducks as they didn't have time to set the range of the guns and the shells exploded way above the planes.

Posted by Pedro on 12/05/2006

Don't recall any repatriated troops in Goole apart from Italian POWs. Many billeted in Mariner Street and Centenary Road. Lots of American forces though prior to Dunkirk landings. The Americans had tanks and bren gun carriers placed in the then Adelphi Garage at the bottom of Phoenix Street.

Posted by George on 12/05/2006

SPARTA - OPERATION AERIAL

The authoritative book about the ships that took part in all the 1940 evacuations lists Sparta as making one voyage with troops, Brest to Falmouth on 17-18 June. I just find it odd that she would bring a large number of French troops all the way to Goole with the extra hazards of the east coast. Could memories be playing tricks and this was some other occasion? Just a thought that occurred to me!

Posted by Peter on 14/05/2006

As regards operation Ariel, I am assuming the ship was Sparta as I believe it was the only Bennett's ship left at this stage (apart from the lighter HYDRA). I have a letter written by my grandfather from Lorient on 1 June 1940. He was on the COREA when it was mined and then went for gunnery training in Rosyth when he recovered from his injuries. He sailed with Bennett's on the Corea, Sparta and Syria (among others earlier in his deep-sea career). It's possible the Sparta was not the ship he was on.

As for the troops in Gordon Street and Parliament St., I don't know whether they were part of this evacuation or not. Apparently though, there were about 3,000 troops brought back from Lorient, and no-one could get near the toilets for the whole journey!

Posted by Suzanne on 08/01/2011

My great-grandfather was Capt. E. Willmott of SS Sparta. I have pictures of Sparta pre-World War I as my grandmother Dellamotte Willmott grew up on Sparta.

Posted by Old Codger on 02/05/2014

I had a photo of the MV Sparta laid alongside another ship at No. 1 Shed, South Street in 1933. No work could be found for them, I think the other ship was the BINBROOK. Porters wood yard and the Alum Works chimney are in the background.

Posted by David on 13/05/2006

I wonder if I might ask a favour of someone? Distance is problem for me. I am seeking confirmation that my dad's name appears on the Merchant Navy memorial near Lock Hill. The name to look for would be David Jackson on the MV CEDARBANK.

Posted by Pedro on 13/05/2006

The majority of plaques were placed by family members, some ex-seamen who died natural causes are commemorated there. Others lost with ships are also named on the memorial.

Posted by David on 19/05/2006

My son came over to see me the other day; we got talking, as you do and I showed him this site. He then tells me that at some time last year, he organised a plaque. I still haven't seen it, not too concerned about that, but would like confirmation that it is in situ. Thanks.

Posted by Pedro on 19/05/2006

I will check it out but won't be back in Goole myself until July. Getting back to the Cedarbank, I have all the names of all the crew lost on her, fourteen in total, but unable to find anything about the gunner listed as missing on her. In fact I can't find any gunner lost on 21 April 1940. Just wondered if you had any info on him as I'm beginning to doubt that a fifteenth man was lost on her.

Posted by David on 21/05/2006

The gunner on MV Cedarbank was W. McGrath, 200 Commercial Road, Liverpool. This is from the crew list I have in my possession.

Posted by Pedro on 21/05/2006

I have William McGrath listed as missing, but registered as deckhand. He is in the fourteen lost crew, but the archives state fifteen lost including one gunner. I feel a mistake somewhere.

Posted by David on 24/05/2006

What can I say! The crew list I have is a copy of the original from Andrew Weir. I can't go along with this but many many years ago some guy from Goole who was in the service contacted my mother and told her that, shortly after the war, he was in one of the South American ports where he reckons he had seen my dad, not to speak to though. He may have been mistaken, certainly misguided, as my grandmother Rebecca took up spiritualism in an effort to contact my dad and nearly drove herself insane trying to contact him. I could ramble on for hours but you don't want that.

Posted by Pedro on 29/05/2006

My brother checked the memorial site on Lock Hill this weekend and assures me that the plaque is indeed there.

Posted by David on 31/05/2006

Pedro, many thanks to you and your brother for checking things out for me. Yesterday a letter arrived from an old friend of my late aunt Rose Newsome (LEA). Enclosed was a photo that appeared in the Goole Times some years ago. It shows five Goole river pilots, one of whom is

Captain William Lea (Joe's brother). The others shown are as follows, E.W. Woodhead, W. Sherburn, B. George and A.E. Blackburn.

Somewhere in my ditty box I also have a Goole Times photo taken at the turn of last century of William on the Blacktoft Ferry surrounded by a bevy of attractive young ladies dressed in the style of the period.

Posted by Maria on 19/10/2006

My great-grandfather who was lost on the MV CEDARBANK on 21 April 1940: Name: PEARCE, JOSEPH Initials: J Nationality: United Kingdom Rank: Donkeyman Regiment/Service: Merchant Navy Unit Text: M.V. Cedarbank (Glasgow) Age: 46 Date of Death: 21/04/1940 Additional information: Son of Mr and Mrs Joseph Pearce. Casualty Type: Commonwealth War Dead Grave/Memorial Reference: Panel 25. Memorial: TOWER HILL MEMORIAL

Posted by Ros on 04/03/2007

William McGrath of MV Cedarbank was my grandfather. My grandmother said he was a gunner but when I saw him listed as a deckhand I thought she had got it wrong, so I was really intrigued to read these comments. If anyone has any further information, I'd be grateful. Thanks.

Posted by David on 05/03/2007

Ros, looking back on this site you will see that my dad David Jackson was lost when the Cedarbank went down. Prior to the Cedarbank he was master on the INVERBANK but was second officer, navigation and guns when the ship went down. Feel free to contact me if you want to have a chat.

Posted by Jan on 10/01/2008

I understand that my uncle, William Tudor, was lost when the MV Cedarbank was torpedoed during WWII. I was wondering if anyone could provide some information on William Tudor? I am researching our family tree and would appreciate any information about my uncle. Thanks.

Posted by Pedro on 13/01/2008

Jan, your uncle William Neil Tudor, son of William and Elsie Mary Tudor of Bridport, Dorsetshire, was the youngest member of the crew at sixteen years of age. His rating was cabin boy. He was lost with thirteen crew members and one Royal Navy gunner. 30 crew were rescued.

Posted by Jan on 14/01/2008

Pedro, thank you for the information you have provided about my Uncle William Neil Tudor (he was always known as Neil in the family) and the MV Cedarbank. I am so glad that I found you on the Internet and am truly amazed at the swift response to my recent query.

Posted by David on 19/05/2006

Regarding the Italian POW camps in Goole. Whilst I accept that I moved away from Goole when very young, I always returned during school holidays and I recall being somewhat confused at the sight of these men - the deadly enemy - wondering about town and mixing with the locals. In fact I recall seeing them on Sundays at the Salvation Army, dressed in British Army uniform dyed dark brown with large yellow patches on the jackets and trousers. Of course they were dark days, not always that dark, but as I grew older I came to understand the position that Italy had found herself in during the 1940s.

Posted by Pedro on 19/05/2006

As Italians, lots of these prisoners were Catholic and used St. Joseph's church in Pasture Road for Sunday Mass - one being Angelo the hairdresser who returned to Goole after the war duly marrying his local girlfriend. Sadly he recently passed away after spending the remainder of his life in Goole.

Personally my own recollections of POWs in Goole was that the majority of them were glad to be out of it (the war) and living in relative luxury in Nissen huts. These would later be used by the local council to house Goole families until the building of post war council houses in Western Road and other areas. Very few restrictions were placed on the prisoners as far as coming and going around the town. As a schoolboy I also remember walking into the camp in Mariners Street without been challenged to collect a toy wooden train engine made for me by one of the POWs.

Posted by David on 21/05/2006

A nostalgia kick - I remember the Canadians being in Goole. My mother had let her home in Pasture Road out to some of the officers, through the ministry, whilst she did her bit for "King and Country". Does anyone recall them building a Bailey Bridge over the river just below Boothferry Bridge. It was never completed, they lost a Sherman tank which was recovered and sat by the side of the road, near the Fever Hospital for some time, I recall being able to get inside and with my mates having great fun operating the turret, no gun in situ. Happy but at times dark days.

Posted by Ray on 28/12/2014

The Goole bridge that no-one remembers. You all know where Boothferry Bridge is. A few of you will know where the landing place for the original Booths Ferry was. (Maybe a quarter mile upstream from the Bridge, towards Airmyn).

Well now, in 1944, between Boothferry Bridge and the Booth's Ferry landing place, a team of (I think) Canadian Army bridge builders built a long bridge ramp from field/road level up to the top of the riverbank. I remember being very impressed by how quickly they assembled it, and kept nagging at my grandad to "take me again" to watch their progress (I was only four at the time). The Canadians then dismantled the bridging structure even more quickly than they had assembled it, and disappeared from Goole. Although, of course, I only realised it many years later, they had left Goole to go to France and Germany, to make use of their bridge-building skills in the conquest of Germany.

Posted by David on 18/07/2006

As a small boy in the war years I found it exciting watching our bombers going over from the many airfields around Goole and I have a vivid memory of being in the back bedroom of my mother's house in Pasture Road and seeing the explosion resulting from two aircraft colliding and falling to the ground. Of course it wasn't until next day that I was told what had happened and that a little boy had been killed.

Posted by Adam on 23/08/2006

My grandfather, Lt Col Harry Richardson, formed and led the Home Guard in Goole throughout the war and I would be very interested in any reminiscences or contact information, anything to do with the Goole Battalion. I would also be interested in any information on the KOYLI Territorials in the area between the wars. Thanks.

Posted by Pedro on 24/08/2006

My brother remembers H. Richardson and others including Major Silvester of the solicitors Silvester of Goole. He used to ride a white horse during mustering his KOYLI Territorials. He

also says other officers included the Hudson brothers of Hudson Ward millers. These men all served in World War I and consequently set up the Goole Home Guard for World War II. The Sunday parades was a sight to behold with the men marching through the town led by the mounted officers.

Posted by Robert on 11/07/2010

Two weeks ago I attended my uncle Roy Harness' 90th birthday party. He has lived in Scunthorpe for a number of years but he was born in Rawcliffe. My uncle Eric was there he is now 87. My father Leonard Harness 1908 to 1996 was also born in Rawcliffe and they lived in Bell Lane then at Riverside. My grandfather Charles William served in the KOYLI during the World War I in the Goole battalion. I'm looking for any info on my family especially any info on the Goole Battalion during WWI. Thanks.

Posted by Diana on 09/09/2006

My father was lost on the SS EMPIRE OAK August 1941. On the Merchant Navy Memorial at Tower Hill London beside the name of the Ship is "Goole" in brackets. Can anyone tell me what the connection is? I know the Empire Oak was launched in March 1941 and did sea trials in July and was torpedoed in August and sunk on her way to the Mediterranean. I came across this website and found it very interesting and just wondered if anyone could shed any light on the connection between the SS Empire Oak and Goole? Thanks.

Posted by Pedro on 10/09/2006

The Empire Oak was a steam tug built at Goole 1941, sunk by torpedo from U-boat 564 on 22 August 1941 in the North Atlantic in convoy from the UK to Gibraltar.

Posted by Diana on 13/09/2006

My brother and I did not realise she had such a short life, and also that she was built so close to home. My brother was born at Bridlington where our father was fishing with the Brid Boats, and I was born at Hull where our father was a trawler-man there. He joined the Merchant Navy shortly after the War started.

One last request please Pedro, I found the details of the Empire Oak, sadly no photo like you said, but I found details of the EMPIRE LARCH, launched in January 1941, same details. In your opinion would the Empire Oak have looked the same as in the photos of this Vessel? Thanks again for all the interest you show and all the help you give, it means a lot.

Posted by Pedro on 13/09/2006

I spoke to my brother who worked at Goole shipyard from 1930 until its closure. He remembers all the tugs mentioned and confirms the Empire Larch was in fact identical to the Oak.

Posted by Diana on 13/09/2006

Thanks. I now feel I have a personal link to Goole and a closer link to my father. Keep up the good work.

Posted by Pedro on 15/09/2006

Just a few more snippets, sunk by U-564 on 22 August 1941 in convoy OG71 by Kapitanleutnant Reinhard (Teddy) Suhren. Empire Oak had a crew of 20 - 14 lost. He sank a total of five ships in two days from this convoy. (You may wonder as I did why waste a torpedo on a tug?) I found out that he had on board at the time a war correspondent of the Nazi propaganda service who was recording events for German newsreels and magazines. So maybe this was the reason Kapitan Suhren fired more successful torpedo shots than any other U-boat officer. He was

awarded swords to his oak leaves and knights cross during this; his last combat patrol before taking command of U-boats stationed in Norway.

Posted by Diana on 18/09/2006

Pedro, we've learnt more from you in the last couple of weeks about our father's ship than we have been able to find out over a lot of years! Our father's name was Charles Henry Temple and was second watch keeper on the Empire Oak. Again many thanks for your interest.

Posted by Pedro on 19/09/2006

Just wondered if you are aware that Goole has a memorial garden remembering those who fought and died at sea in both World Wars? Names of ships and crew listed although I will check if the Empire Oak is entered. The annual memorial service took place earlier this month.

Empire Oak casualties: Captain Fredrick E. Christian, three crew, four gunners survived. Lost: James Max Booth (messroom boy) age 17, son of Horatio and Leah Booth Chesterfield; Nicholas Concepcion (able seaman) age 36; Charles Dixon (fireman) age 30; James Eastham (third engineer) age 19; Francis Forrest (fireman) age 40; Albert Golden age 38; Michael Kavanagh (assistant steward) age 21, survived the Oak but lost same day on SS AGUILA; William K. Lidguard (second radio officer) age 17; Cyril G. Robinson (first radio officer) age 26; Charles Henry Temple (second watch keeper) age 35; John Thompson (cook) age 27; Edwin Tomkins (galley boy) age 16; William Wallace (chief engineer) age 45.

Posted by Diana on 21/09/2006

Thanks taking the time to list the casualties from the Empire Oak; seeing the names of the crew who were lost with our father was quite moving, as so many of them were so young. I listen to Radio Humberside's phone-in most mornings and someone called to say they had been to the service at the Memorial Garden on Merchant Navy Day and it was excellent.

Posted by Geoff on 28/01/2007

Some addresses of people lost. Charles Dixon (fireman) age 30 of 100 Melrose Street, Hull; Frank Forrest (fireman) age 40 of 33 St. Pauls Street, Hull; Albert Golden (fireman) age 38 of 10 Eight Avenue, North Hull Estate; Michael Dennis Kavanagh (assistant steward) age 21 but was on passage as a DBS (Distressed British Seaman); Cyril George Robinson (radio officer) age 26 of 5 Atlas Avenue, Hull; Edwin Tompkins (galley boy) age 16 of 24 Gradley Street, Hull.

Posted by Howard on 05/03/2007

My uncle, able seaman Harold Preston, served on the tug Empire Oak, and his date of death is listed as the 23/8/1941. I was surprised that Pedro's reply did not include my uncle's name. I can only assume that because he died the day after the sinking, he survived the explosion for 24 hours. Can anyone give me more information? Thanks.

Posted by Pedro on 13/03/2007

Howard, your uncle could have survived the sinking of the Oak. Some crew were picked up by the HMS ZINNIA and the Irish ship CLONARA only to be lost next day by torpedo from the same U-boat previously stated.

Posted by Howard on 14/03/2007

Pedro, you may well be right, my uncle could well have been one of the navy gunners that got off the Oak, I'll probably never know for sure. Thank you for taking the time to reply.

Posted by Pedro on 14/03/2007

Howard, your uncle, also as a gunner, would be commemorated on the Royal Navy Memorial and not as missing merchant seamen.

Posted by Sherrie on 07/08/2009

My grandfather Harry Denis Carlton was on the convoy OG71. He was picked up by the Empire Oak after his ship the ALVA went down. He was then picked up by the HMS Zinnia and then transferred to HMS BOREAS. But cannot find any information regarding the Zinnia anywhere picking up survivors from the Empire Oak. He survived and lived to a grand old age of 87.

Posted by Sophie on 14/08/2009

My great-uncle was Michael Kavanagh who died on the Empire Oak. Family legend has it that he was on the SS Aguila with his brother which Michael survived and was picked up by Empire Oak. Unfortunately he didn't survive this second torpedo attack. You mentioned above that Michael Dennis Kavanagh was known as distressed seaman - would this be because of the rescue from the Aguila or is there another reason? It may be that he was never on the Aguila perhaps? I look forward to any news on this at all. Thanks.

Posted by Marie on 25/09/2009

My great-uncle Nicholas Concepcion was a crew member on the Empire Oak (thank you so much for earlier posting of crew list - so poignant!). I understand that the Empire Oak picked up six survivors from the Aguila (including Sophie's great uncle?) and eleven from the Alva (including Sherrie's grandfather?). When the Empire Oak was torpedoed the six from the Aguila then perished but the eleven from the Alva did not and were transferred with other survivors to another ship and to safety. Our family was told that uncle Nick survived the first torpedo on the Empire Oak, but not the second ship he was rescued by - could this have been the Zinnia?

I have read that a random group of Merchant Navy seamen were transferred from the Zinnia, fortunately it turns out as when she was torpedoed there were only seventeen survivors. So sad, but so interesting to remember all these brave people. Uncle Nick had five little children under ten and a beautiful blue-eyed wife, my Auntie Bess, who lived into her 80s but never remarried. Bless 'em all.

Posted by Sherrie on 20/10/2009

Marie, from what I have discovered, only a handful of survivors from the Empire Oak were picked up by the Zinnia, one was in fact my grandfather. He was lucky to have been transferred to HMS Boreas and only passed away a few years ago. Most of the sites I have found regarding this story claim the survivors were picked up by the CAMPANULAR then transferred onto HMS Velox. So it does seem that your great-uncle may have been picked up alongside my grandfather.

Posted by Marie on 25/10/2009

Sherrie, from guesswork based on the few facts we have, it is not beyond the bounds of possibility that as an able seaman on the Empire Oak, my great-uncle could have helped your grandfather out of the sea after the sinking of the Alva, and on to the Empire Oak - or at the very least spoken to him on the crowded little tug. Then, two nights later when the Empire Oak was hit, your grandfather (according to that fascinating account on the Mercantile Marine site?) bravely swam for help to save his shipmates, including my great uncle? When our two relatives were apparently picked up by the Zinnia, your grandfather was one of those then transferred to the HMS Boreas and saved, while my great-uncle was one of those left behind on the Zinnia and perished, when it was also torpedoed and sank.

We'll probably never know, but we do know that sailors helped each other and I'm glad that your grandfather, despite his terrible ordeals, survived being torpedoed twice and lived to tell the tale.

Posted by Laurance on 07/01/2011

The loss of life was tragic on convoys OG71/HG73 - there being no convoy rescue ship that did not help. Originally convoy OG71 was to take a more westerly course, but convoy WS10X (troop convoy) was given priority and convoy OG71 was pushed 200 miles nearer Biscay, and therefore closer to German reconnaissance planes. Regrettably OG71 (22 merchantmen and 8 escorts) ended up drawing the fire away from WS10X, such is war. The homeward convoy HG73 (25 merchantmen and 13 escorts) also suffered badly, as its passage was also close to another to convoy WS11X (troop convoy) and took the brunt of the attack. Fortunately, several U-boats that could have been about were in the Mediterranean.

It is from the above two convoys and convoy HG76 that Nicholas Monsarrat (second Lieutenant HMS Campanula), that he based his book "The Cruel Sea". My father at the time was being transferred to the convoy rescue ships, however, he lost several fellow master and officer friends in the above convoys. There is a splendid book written by Bernard Edwards on the above convoys called "The Cruel Sea Retold", which is worth reading.

Posted by David on 11/04/2007

As a small boy living in Goole, I remember well the bomber aircraft forming up in the sky above Goole before heading off for the continent and God knows what. A more vivid memory is of seeing them return in daylight. You could see the damage sustained to the Halifax, Lancaster and Wellington bombers, but had no idea of the carnage that had occurred, only a thrill at seeing these aircraft flying so low. I for one recall climbing onto the roof of my grandparents' air raid shelter and painting, in blue, RAF then V for victory. This was the innocence of childhood which wasn't to last.

Posted by Pedro on 11/04/2007

I too remember the bombers leaving the locality of Goole. I believe it was 51 squadron based at Pollington Airfield Snaith some four miles from Goole. A memorial has recently been erected in the said locality commemorating those who never returned. I have been informed of a book called "Snaith Knights", author Renee Ounsley, who I understand is the secretary of this memorial. Although I must confess as yet not got around to buying it, all proceeds of the book going to the upkeep of this memorial.

Posted by David on 15/04/2007

I picked up on the memorial at Snaith sometime ago when "surfing" also mention of a ghost that frequents the site.

During the war, my mother's youngest sister met a young Australian bomber pilot at a dance in the Market Hall in Goole. They were eventually married at St. John's. Bill was one of the fortunate ones who survived the "tours" they were called upon to do and on completion Bill returned to Brisbane taking Josephine with him. Bill flew Lancasters from Broughton near Howden. Some years ago I paid a visit to the airfield and much to my surprise found a photo of Bill and his crew on the wall of the club room. The airfield is part used today by "The Real Aircraft Company" - a number of restored aircraft can be seen, wartime and civvy - well worth a visit.

Posted by Dave on 21/05/2007

Browsing the site recently, I noticed that parts of the Mulberry Harbours used in France were manufactured in Goole. I'm keen to learn more about this and would be grateful if you could point

me in the direction of any websites, local history resources, residents who were involved in the manufacture, etc. who could furnish me with further information. Thanks.

Posted by George on 22/05/2007

The Mulberry Harbour sections were built in the dry docks at Goole but I have never come across any photos of them at Goole or being towed down the river. Everyone must have been very good at obeying the security rules "no photos!"

Posted by Neil on 05/01/2011

Would like some information on STEAM TUG NO. 10 owned by Goole and Hull Steam Towing Company. My late father was engineer on her. I believe she was used in the Mulberry Harbours, One of his paper discharges had "Liberation of Europe" written in as description of voyage. Thanks.

Posted by Lorna on 24/06/2007

I was very pleased to see the name of my great-grandfather Harry Morton was on the Cenotaph list. Thank you very much indeed.

Posted by Pedro on 11/11/2007

Because of numerous inquiries about Les Depledge and Captain Harold Lawson, I thought you may find the following of interest.

"SS SANFRY July 1940 the Goole built and crewed Sanfry 946 ton vessel came under attack by a German E-boat. Captain Lawson age 38 of Riversdale and his brother Joseph a deck hand of Sotheren Street, Leslie Depledge Steward of Brough Street - all three men were decorated for action undertaken, returning fire with it 12-pounder and a Lewis gun from the bridge. In the attack the Sanfry's gunner William Jewel was dragged to safety by Leslie Depledge and Joe Lawson. Captain Lawson was awarded an OBE. The following March, Captain Lawson his brother and Les Depledge were all awarded the Lloyds war medal, as well as a citation from the Admiralty and Prime Minister on behalf of the King."

We had quite a few local heroes that I had the pleasure of sailing with. For instance Thomas Leslie Cross of Dunhill Road Goole had been the survivor of a machine gun attack by a German Aircraft off the N.E. Coast. The plane was driven off by fire from the ship's Lewis gun. This was only one of Tom's wartime incidents after joining Whartons (Shipping) Ltd/ of Keadby as an AB in 1936 where he spent much of the war as captain of the motor ship GLADONIA. The Gladonia faced many such attacks from the air and in two incidents was accredited with shooting down enemy aircraft.

Cross was later decorated for the role he and his ship had played in the Normandy landings. Before he died in 1954 at the age of 44, Tom Cross had become the commodore master of Whartons Shipping (Keadby).

Posted by George on 12/11/2007

I think there was also a special radio programme or broadcast about this action, have seen a transcript somewhere.

Posted by Bill on 17/11/2007

The recent postings about the heroism of merchant navy men in the last war made me once again deplore the fact that the MN is so often neglected in accounts of the war and commemoration events. I have just read a book on the D-Day landings and the MN is not even listed in the index. My dad was part of that operation - after surviving the North Atlantic convoys. I know from him

the contribution the MN made to that operation and the risks they took. It makes me very sad and angry that they are so often overlooked.

Posted by John on 19/11/2007

The SS Sanfry broadcast referred to in recent postings took place on Friday 20 December 1940, after the 1pm news in the Home Service Programme. I have a transcript of the broadcast that runs to two sides of A4. It may not have been a lengthy broadcast, however it was recorded in the Lloyd's List and Shipping Gazette on Tuesday 18 March 1941 and the Lords Commissioners of the Admiralty gained permission from the King for publication in the London Gazette. I don't have a date for that but the recommendation letter was dated 18 October 1940.

In addition to the Lloyds Medal they were awarded bronze oak leafs as they were "mentioned in despatches". These are worn on the medal ribbon. In further recognition the ships owners provided a lunch for the crew and family folklore has it that my father and Deckhand Lawson chose to take £10 (the alternative was a watch) as it accounted to more than a week's wage. Lawson it was claimed spent his £10 on a pram for his new or expected child! Somewhere out there may be a "young Lawson" who still has the pram! Most of the "Sanfry" incident has been recorded in The Goole Times and covered by Mike Marsh in his books "Goole at War" and an abridged version of the broadcast appeared in the Goole Times of 13 June 1991 when it reported the death of Captain Lawson.

Posted by Christine on 25/11/2007

Whilst searching the National Archives today I came across a list of British Merchant Seamen interned in Germany in WWI. Four possible Goole ships are listed: SS DEARNE, SS EQUITY, SS WINTERTON and SS EDWIN HUNTER. Many of these seamen were sent to the famous Ruhleben Camp for civilians and spent four years there. The crew from the Edwin Hunter which was unfortunately in Kiel, Germany at the start of the war were: George N. Heslop (AB), W. Woolhouse, John Townsley (first officer), William Hunter (chief engineer), John Harrison, G.W. Hammond (fireman), A. Lowther, G. Gillingwater (AB), William Cook (master), James Askew (AB) and George W. Johnson. There may be more but these are the only ones I noticed. Kiel of course was the headquarters of the German Imperial Fleet. I thought that this information might be of interest to people who are trying to research their family tree.

Posted by Peter on 30/01/2010

My great-uncle was a seaman who lived in Goole and was captured by the Germans during World War I while at sea, as was his son Leslie, a minor. He was interned in Ruhleben prisoner of war camp in Germany in 1914 or 1915 and was there throughout the duration of the war. Does anyone have any information on this or his family? Thanks.

Posted by Pedro on 30/01/2010

James Askew born Ipswich but residing at 26 Wesley Square, Goole was a seaman on the SS Edwin Hunter interned 1914; was eventually repatriated through neutral Holland on March 22 1918. Only Goole man I found at the moment.

Posted by Ed on 01/02/2010

I knew Fred Porter (Wiggy) was interned in Germany 1914, but don't know what camp.

Posted by Pedro on 01/02/2010

A total of 40 Goole men are listed as prisoners. The ships involved are the Equity, Winterton, Edwin Hunter and the Dearne. I found only one Johnson GW AB of 69 Marlborough Avenue on the Dearne. No info as yet to a son Leslie, although only four boys age fourteen years were

interred at various camps and only one at Ruhleben, A. Holmes of Deeplish Rochdale. All repatriated due to their age. One unlucky chap was due to be freed unfortunately his sixteenth birthday fell on his day of freedom so he was sent back and held for the duration. Wiggy Porter of 10 Richard Cooper Street was listed as AB on the Dearne although when I sailed with him he was Chief Steward.

Posted by Pedro on 05/02/2010

Incidentally the youngest casualty of WWII in the Merchant Navy was 14-year-old Reginald Earnshaw killed under enemy fire on board the SS DEVON. He had lied about his age claiming he was fifteen so he could join the war effort. He was born in Dewsbury 1927 moved to Edinburgh 1939 and buried in Comely Bank Cemetery

Posted by Alan on 24/12/2007

The reason I came on this site tonight was to see if there was any mention of SS SPARTA. Lost in the Dover Straits in March 1941. My sister-in-law, Lydia Knott (of Phoenix Street) is asking for details of the sinking of this ship as her father Herbert Knott was lost with it. I understand the wreck is located 18 miles off Eastbourne. Any photos or information would be welcome. Lydia and her family were told at the time that the ship had been blown up but divers say she is fairly "intact" on the sea bed!

Posted by Pedro on 28/12/2007

SS Sparta Bennetts Steamship Co 708 tons. Whilst on passage with a cargo of coal From Blyth to Southampton on Monday 10 March 1941 struck a mine in the straits of Dover ten miles off Dungeness with the loss of 9 crew.

She was built as the GRESHAM, renamed PETONE, bought by Bennets and named Sparta.

Posted by Darren on 01/07/2008

Just been browsing YouTube and happened across a video of wartime recollections by a lady from Old Goole⁹ - no idea who she is.

Posted by Richy on 07/07/2008

I remember my parents discussing something about some Germans landing at the Blacktoft Jetty during the war, but I can't find anything about it on the web. Can you shed any light on it? Thanks.

Posted by Pedro on 16/07/2008

Any Germans that landed at Blacktoft, rest assured they were prisoners. Most working prisoners around the Goole area were Italians who were quite frankly glad to be out of it. I recollect Germans working at the M.O.D. site at Barlow near Selby.

Posted by Sylvia on 21/05/2009

Seeking information on the bomb that was dropped on Jackson Street, Goole, during the World War II, which resulted in the death of Maria, not sure of her surname, but would like to know it. There is a possibility that we might be related. The house was lived in by a great-aunt, Jane Weekes, who survived the bombing.

Anyone who has any information on this incident or any information on either of these two people, please contact me. Thanks.

⁹ <http://www.youtube.com/watch?v=OvR0M797kWk>

Posted by Stuart (Webmaster) on 22/05/2009

A good description of the bombing raid can be found in Goole at War: Vol 2 by Mike Marsh ISBN 1900503010. It names Mrs Maria Cole (70) as one of the victims

Posted by Jackie on 12/12/2010

I have some original paper cuttings of the bombing in Goole. Maria Cole was my great-great-grandmother. Maria I believe was a cousin of Jane Weekes. Maria's daughter, my great-grandmother, Emma Cole was also injured. I have visited Goole a few times when my gran was more able-bodied and we visited the War Memorial. I would like Maria's name added but I am not sure how to go about it

Posted by Kev on 15/02/2012

As far as I am aware, there was only one enemy bombing incident to hit Goole during WWII, which occurred in Jackson Street on Monday afternoon, 3 August 1942. I have a copy of the original newspaper article in The Howdenshire Gazette printed 7 August 1942, which gives more details of the raid and the losses caused.

Posted by Paul on 16/02/2012

Read with interest you information about the bombing in Jackson Street. I was born at No. 17 in 1944. I recall there was a small area of waste ground at the end of the terrace and the terrace to the rear in Weatherill Street extended further toward Boothferry Road. The plot was rectangular fronting Jackson Street with an alleyway to the rear and a doctor's surgery or dentist between it and Boothferry Road. The site was first developed as a painters and decorators warehouse by the Settles who lived in a large detached house in Jackson Street which backed on to hospital. The main bomb site was considerably larger and was bounded by Boothferry Road and Weatherill Street and had a two/three feet crater. Played on the site for many a year and it hosted many bonfires. I believe the site was eventually rebuilt as a garage/showrooms.

The end house in Jackson street is No. 11 so five houses may have suffered in the bombing.

Posted by Kev on 17/02/2012

From reports I have seen there were fourteen houses destroyed or severely damaged but some damage was incurred in Boothferry Road and Parliament Street as well. Although, Jackson Street appears to have caught the worst of the impact. Apparently, some property at the opposite side of Jackson Street, at the rear of the furniture shop/cinema, was also damaged. As was an unoccupied patients' ward in St. John's Hospital next door.

Posted by Paul on 18/02/2012

Thanks for the information. I should really know more about the incident but perhaps I wasn't attentive enough nor curious.

Thinking back you reminded me that the other side of Jackson Street was affected and the hospital beyond. It is less clear in my mind as I think it was fenced unlike the opposite side which was open and children in the area congregated there. The end property of the original terrace is No. 16, so if the numbering hasn't changed seven houses could have been affected.

Then we have the even side which I suggested five houses could have been affected. On the larger site I think all the properties affected fronted Boothferry Road. The one or two buildings, which existed, when I was young, fronted Boothferry Road and their rear boundary was the access road running parallel to Boothferry Road from Jackson Street to Weatherill Street. The end terrace in Weatherill Street is No. 2 so I don't think it extended to the main road.

Across the road I recall there was a fence down Parliament Street and fronting Boothferry Road with a block of flats on the corner with Dunhill Road opposite the former school. The two end properties in Parliament Street, judging by their numbering and as both blocks are equidistant from Boothferry Road, are the original ones.

It's likely that the two Boothferry Road sites would have contained some houses.

From an aerial photograph of the affected sites you can see a fairly straight bombing run line running from NE to SW or vice-versa. All four sites seem fairly rectangular suggesting demolition took place to provide more useful shapes for re-development.

Well that's my theory but thanks for jogging my memory.

Posted by Eddie on 04/10/2012

To anyone interested in the bombing of Jackson Street, the bomber was firing his guns in a line from beyond the baths hall area with bullets passing over Pasture Road, hitting the roofs somewhere about the ironmongers and hitting the windows of the butchers in Red Lion Street. You may still see the slight sagging in the ridge of the roof of Pasture Road.

Posted by Paul on 05/10/2012

Eddie, thanks for your information as it confirms the direction of the raid. I have recently bought "Goole, A Pictorial History Vol. 4" by Susan Butler which has photographs of the damage in Jackson Street and Boothferry Road.

Posted by Harry on 08/10/2012

I remember the bombing of Goole on 3 August 1942. Our family were stood at the front door in No. 10 Weatherill Street. This plane came straight down the street from Centenary Road end - if we had a clothes pole we could have touched it.

Posted by Paul on 09/10/2012

Harry, your posting has now confused me regarding the bombing in Jackson Street. From Eddie's posting and what I've surmised the attack was on a NE to SW or east to west bomb run. Properties/buildings in Centenary Road, the hospital, even numbers in Jackson Street and 1 to 9 Jackson Street and properties fronting onto Boothferry Road bounded by Weatherill Street and Jackson Street, and Parliament Street and Dunhill Road were affected. This doesn't suggest a north/south run down Weatherill Street from Centenary Road where no properties were affected. Did the plane you describe take that course after the bombings or before?

Having re-read "Goole, A Pictorial History Vol. 4" by Susan Butler she writes "The bombs (4) fell close together, damaging the workhouse (later St. John's Hospital and now the site of Tesco) and the Carlton Cinema as well as destroying houses in Boothferry Road and Jackson Street". This is how I concluded the bomb run appeared to be on a NE-SE or east/west line.

I have just ordered a publication by Mike Marsh in which there is supposed to be detailed account of the bombing. Hopefully this will throw further light on what happened.

My only thoughts on your theory of flying down Weatherill Street at a very low height is why the spread of the bombs was so wide to take in the workhouse, some way to the east, and why 2 to 10 Weatherill Street weren't affected but the properties to the rear (1 to 9 Jackson Street) and the even numbers in Jackson Street were, taking into account one of the bomb craters was close to No. 2 Weatherill Street.

An article in 2006 in the Goole Times says the pilot Rudolph Hollensleben was recommended for a Knight's Cross despite the fact he was trying to bomb Armthorpe airfield.

The only other information I can find, again from Susan Butler's book, regarding a plane flying from Centenary Road, just clearing St. Paul's church and crashing in Dunhill Road and damaging Boothferry Road School occurred in November 1940. This was a Hampden bomber returning to RAF Lindholme.

Anyway I shall plough on with the mystery and await my ordered books to see if there is a definitive explanation.

Posted by Corby on 13/10/2012

At last someone has come forward to find the truth regarding the bombing of Goole. Everyone I speak to has their own version of that moment in time.

My memory is still vivid. I was seven and a half and playing on the land that was to become the fairground in Stanley Street. We were all used to hearing the sound of Wellington bombers which flew from Pollington but I remember the sound was different. On looking up I saw the plane and the four objects dropping from it. My brother who was in the Royal Navy on leave ran out from our home and picked me up. Then running indoors, throwing me under the stairs. I remember well the height the plane was flying and have said that if I had placed my hand at arm's length, my palm would have covered it. My brother Jim later found out that the plane was travelling west to east and was told that it was assumed it had left Leeds - the water tower was the target. Also, it needed height to clear the barrage balloons at Hull.

The most amusing account came from an apprentice that I once worked with. He said the pilot could be seen grinning for he saw his teeth. This person is five years my junior. Which would make him two and half at that time! That is my five penneth.

Posted by Paul on 14/10/2012

Corby, my interest in the bombing was raised by seeing a photograph of the damage on Susan Butler's website and I subsequently bought her book which has an account of the event. I was born at No. 17 Jackson Street two years later and wondered how close my parents came to tragedy. My cousin tells me that they were away on honeymoon so would have returned to devastation.

Whilst, as you say, many have their own versions of the event and I'm not going to argue with Harry's account as he was there.

Contemporary accounts from Mike Marsh's book say that properties in Fourth Avenue/Pasture Road/Widop Street, etc. were strafed before the bombing. Although I don't know what type of German bomber was involved but as Eddie suggested if it had a front turret a wide area could have been affected on a north/south run down Weatherill Street compared to fixed guns on the wings. Two of the bombs dropped on or near 1/3 Jackson Street and between 2 Weatherill Street and Boothferry Road. Again in a north/south alignment. I would assume the other two bombs dropped between the end properties in Jackson Street and Weatherill Street and Boothferry Road.

However. Mike Marsh in "Goole at War" Vol. 2 states "one bomb fell on an overflow ward of the St. John's Hospital, then occupying the Boothferry Road supermarket site of today." This bomb seems quite a distance from the other three especially as the bomber was flying very low. Perhaps someone with knowledge of bombing would be able to confirm that it would not be unusual for such a spread.

It's interesting, as you suggest Corby, that the water tower was another target. An article in the Goole Times in 2006 stated:

“Kapitan Hellensleben, who had been sent to attack Armthorpe airfield, but could not find it in heavy mist, was recommended for the Knight’s Cross, the German equivalent of the Victoria Cross”

Regarding your memory of the events and that you saw the plane dropping the bombs was the plane flying towards you. This is a west/east direction as confirmed by your brother. The difficulty with this version is that strafing in the Pasture Road area occurred before the bombing. Possible explanation is the strafing occurred on an east/west run then the bomber returned on its bombing run from west/east.

I originally thought my theory was right the bombing being on a NE/SW alignment. In NE Diary 1939-1945 by Roy Ripley and Brian Pears it states

“Monday, 3rd August 1942 D1066

Several day attacks on Middlesbrough, in one raid, the railway station was badly damaged and eight people were killed. Of these raids, the first came soon after mid-day when nine enemy aircraft flew over the Humber area dropping bombs at scattered points, including Goole where 200 houses were damaged, minor incidents were also reported at Withernsea”

One of the bombers, if it was to attack Armthorpe airfield, would have followed the Rivers Humber and Ouse and then taken a bearing for the airfield which is SW of Goole. Because of cloud/mist something went wrong and four bombs were dropped on Goole. The NE/SW bombing run could be supported by the line of bombs in a fairly straight line from the hospital (workhouse) site, 1 to 3 Jackson Street and two bombs on the site bounded by Boothferry Road, Jackson Street and Boothferry Road. This suggestion is then supported by accounts that properties further to the east were strafed before bombing was heard.

Anyway I think I’ve exhausted the topic.

Posted by Eddie on 14/10/2012

You are possibly right in east to west as Poet’s Corner to Pasture Road would have been in line of the front machinegun swivelled from left to right.

I would consider that it could have been involved in the bombing of Hull, missing any targets and going inland along the east bank and then turning east to head home. All guesswork but who knows.

Posted by Paul on 15/10/2012

I said in my last post that I thought I had exhausted my comments on the issue but after further thoughts it would be churlish not to reconsider the west/east bombing direction. A scenario is that the bomber passed north or south of Goole on the way to Armthorpe airfield. Because of clouds/mist it didn’t locate the target and so was returning over Goole from the SW/W. Before dropping its bombs a wide area was strafed including the Pasture Road area and then continued east over Stanley Street, where you were, back to Germany. I thought the bomber might have been a Heinkel eg HE 111 or HE 177 but if it was a Dornier a De17? All three have front turrets I believe.

I’ve now discovered a contributor to a BBC Website “World War II Peoples War” who said “a bomb landed on my house at 150 Boothferry Road”. The current no. 150 is on the south side of Boothferry Road between Carter Street and Parliament Street. A photograph in Susan Butler’s book shows the United Free Methodist chapel on the corner of Parliament Street was damaged (demolished in 1962). The row of houses on Boothferry Road between Parliament Street and

Dunhill Road were badly damaged and subsequently demolished. Perhaps No. 150 was in this row. I recall this site as cleared with advert hoardings to the flats on the corner of Dunhill Road and adjacent to Boothferry Road School. These houses were also directly opposite the end of Weatherill Street.

I now believe the line of the four bombs were on/near 150 Boothferry Road, between the end of 2 Weatherill Street and Boothferry Road (I saw the crater), near 1/3 Jackson Street and finally in the grounds of the former workhouse/St. John's Hospital. That pattern could fit the west/east flightpath or my initial NE/SW but as Harry experienced first-hand a north/south alignment. I'll have to take his account. I would like to know whether it would be technically possible for a bomb on the north/south flightpath to have wandered so far into the workhouse/St. John's site.

Posted by Pedro on 19/10/2012

Bombing us Goolies - how dare they! As kids returning from fighting the enemy on Westfield Banks (Wessex). Along with Harry Cross, Alec Smithson, Maurice Harrison, yours truly and others, we thought the Luftwaffe was after us. The plane definitely travelling north to south. I can only surmise it changed direction later. I went home to tell mum that a German plane was trying to shoot us!

Posted by Paul on 20/10/2012

One last input on this topic.

From an article on www.artifacts.com it states Rudolph H. was in the 2nd Squadron 76th Bomber Group of the Luftwaffe. Support for his recommendation for the Knight's Cross was based on many bombing raids including Coventry in 1940, Birmingham, etc. There were two pages of his raids attached to the recommendation. With regard to Goole, the citation states for example:

“a night sortie against England best illustrates his personality and his aggressive adventurousness. His instructions were to carry out a night attack on the Armthorpe airfield, south of Hull, which was full of British aircraft. Since there was very heavy mist at a height of under 2000m and visibility was barely 1km, the target could not be precisely located, despite an hour long search at heights varying from 2000m to 50m. In attempting to pinpoint the target, Capt. Hallensleben had used the bend in the river at Goole as a starting point in his various approach runs and in so doing had located a large chemical works just south of Goole. After an hour of vain search he decided to destroy this factory in a low level attack. The attack was highly successful, all bombs landing exactly on target. Owing to the concentration searchlights and very heavy AA fire, a climb to higher altitudes was no longer feasible, and accordingly he had to fly back at low level over the Humber estuary.”

As we know, Armthorpe was a decoy and not full of aircraft and a chemical factory wasn't hit. Night attack? I wonder how much of the supporting information for the Cross was also suspect. And somebody paid £180 for the papers at the auction in 2006 at Ludlow Racecourse!

Posted by Paul on 20/10/2012

Harry said that the plane came straight down Weatherill Street (north/south). If that is the case the plane would not have to gain altitude to miss the water tower which is to the south-east of the flightpath. If the plane had taken a path from Centenary Road, down Weatherill Street, across the rear service road between Weatherill Street and Jackson Street and then Jackson Street itself (NW/SE) having to avoid the water tower could be right.

However an observer from Thorntree Lane, which Google shows to the south of the M62 and west of the M18, was looking to the east toward Goole when the bomber came over (SW/NE flightpath). This would tie in with the pilot's mission to bomb Armthorpe airfield.

Another observer in Marshfield Road to the east of Goole town centre reports the plane flew over the road before dropping the bombs (E/W).

And finally a further witness from Weatherill Street saw the plane circling above so this does not help in determining the flightpath of the plane. This is the first time I've read that the plane circled (above observations courtesy of Mike Marsh Goole at War Vol. 2).

Think Poirot or Morse are needed to solve the various theories.

Posted by John on 28/07/2009

For many years I have had a framed photograph of the SS DON. Only today I have discovered it was one of the Goole Steam Shipping Company's boats. The YouTube video of it leaving Goole was fascinating. I was always told my paternal grandfather, Capt. W.M. Dixon, a Lincoln man (b. 1870, d. 1934), was skipper of this vessel. He also sailed with the Anchor Line and the White Star Line, but I don't have any dates. Does anyone have info. on crews?

The framed photo I have of the SS Don also has a note on the back of the frame saying – "Torpedoed by German U-boat off Blyth, Northumberland on March 8th 1915. Sank in ten minutes - W.M. Dixon and others injured."

Posted by Transportman on 17/10/2009

A bit of info for you. The Don was built for Goole Steam Shipping Co (later to become part of Lancashire & Yorkshire Railway) and launched 14 July 1892 by W. Dobson & Co at Low Walker, Register No. 98389 and was registered at Goole 8 August 1892. It had a speed of 12.5 knots and the first Master was E.D. Duncan-Redford (Ticket No. 90941).

On May 8th 1915 at 4.40am, while on a voyage from Cromarty, Scotland to Blyth, she was sunk by U9, seven miles east of Coquet Island. U9 was launched 22 February 1910, commissioned 8th April 1910, at the time of sinking it was commanded by Johannes Spiel born 25 July 1888, who joined the German Navy 1n 1907. U9 sank fourteen merchant ships with a total tonnage of 9,715 tons, and four warships with a total tonnage of 43,350 tons. (three of these were British cruisers HMS ABOUKIR, HOGUE and CRESSEY which were all sunk 22 September 1914 within one hour). U9 surrendered 26 November 1918 and was broken up at Morecambe in 1919.

Posted by John on 28/10/2009

Thanks for the info on the SS Don - all I had was the photograph. Unfortunately that is where the trail ends at the moment. Perhaps WM's "ticket number" will reveal more later?

Posted by Transportman on 01/11/2009

Glad the info was of use. The crew list at the time of sinking was: W. Arron (master), G.E. Middleton (first mate), W.M. Dixon (second mate), T. Lindsley (chief engineer), F. Mundy (second engineer), C.E. Broughton (steward), AB's K. Campbell, J. Smith, A.E. Hulse?, W. Thomas, H. Shave. Firemen H. Harrison, T. Walsh, G.H. Ellis, G. Longhorn and A. Aldis. Sailed one deck hand short. W.M. Dixon and A. Aldis were injured by falling wreckage and spent three days in hospital at North Shields.

Posted by Peter on 31/03/2010

Looking for any information on the SS DEARNE, which was captured by the Germans at Hamburg in 1914 and my great-uncle George W. Johnson and his son Leslie, who were on the ship. They

were later taken to Ruhleben P.O.W. camp in Germany and interned during the war. Any info would be appreciated.

Posted by Laurance on 04/01/2011

The Dearne was built for the Lancashire & Yorkshire Railway Co. She was seized by the Germans at Hamburg in August 1914. She was lost in the North Sea on 22 December 1915 when being sailed by a German crew. As far as I am aware there are no specific details of how she met her end, possibly scuttled by the crew. Her crew were incarcerated at Ruhleben, but, not maltreated.

Posted by Julie on 02/08/2010

With reference to Goole and an article written a few years ago by Mike Marsh in the Goole Times about World War II and my mother Doris Smith. She was the first Goole woman to set foot in Normandy to support the invasion and he told of her letters home to Mendip Avenue. After meeting my father in the army she settled in London after the war.

I would just like to let you know that she passed away peacefully on the 9 July aged 89 years old. She was a wonderful mother who is sadly missed and we were all so proud of her.

Posted by Dick on 31/07/2011

Does anyone know of the location of the crash site of a Wellington Bomber on 13 April 1944 in the vicinity of Airmyn Butts from which all of the crew successfully escaped, but it is believed that the aircraft was burnt out?

Posted by Paul on 28/11/2012

According to Mike Marsh "Goole at War Vol 3" the plane crashed on Easter Sunday at about 10pm to just the west of Goole and in a field 200 yards north of Rawcliffe Road on land which had been Goole's racecourse.

The plane was fully loaded with bombs but soon after take-off collided with another bomber between York and Tadcaster. As you state there were no crew fatalities and only three broken windows in Rawcliffe Road, Grosvenor Avenue and Clifton Gardens. 300 people were evacuated in Goole and 100 in Airmyn.

Posted by John on 11/09/2011

Does anyone have information about the bombing of Goole in August 1915? How many lives were lost, which areas were affected? My grandfather always said his two young sisters were killed during the War and while researching some family history I've found two young girls with his surname who died aged six and four around August/September that year. Unfortunately my grandfather is no longer with us and I don't live in the area so am unable to visit Goole to view any archive information. Any info would be much appreciated. Thanks.

Posted by Robert on 16/09/2011

Try Googling "Goole at War - The Goole Experience" where there is information on a zeppelin attack on 9 August 1915. There were sixteen deaths, aged 8 months to 74, due to bombing in the Axeholme Street/Aire Street area¹⁰.

Two children aged six (Beatrice Alice Harrison) and four (Florrie Harrison) are mentioned and their father, George, a marine fireman, died two days later. Hope this helps.

¹⁰ <https://sites.google.com/site/thegooleexperience/goole-at-war>

Posted by RA on 03/10/2011

A relative of mine was killed in the zeppelin raid on Goole 1915 -1916. Her name was Agnes Pratt, not much is known and sadly before I could get the full story, the only living relative left that knew anything died, but I keep on trying and glean a small piece at a time.

Posted by Pauline on 04/11/2011

The zeppelin victim, Agnes Pratt's daughter Margaret was 9 months. I did acquire Hannah Goodall's death certificate (my husband's great-grandmother) details: death on 9 August, inquest 12th, death registered 17th. Cause of death "Injuries caused same day by the explosion of a bomb dropped from an enemy airship". The coroner would probably write that on all the death certificates with just one alteration for the victims that died the following day.

Posted by John on 11/11/2011

The two Harrison girls were my grandfather's sisters. I'm researching my family tree and those ages are correct with Florence four and Alice six. Alice was actually christened Beatrice Alice but I assume went by the name Alice as her mother was also called Beatrice. My grandad is no longer with us to ask him any details but any more information would be great. Thanks.

Posted by Pedro on 06/01/2013

We sailed on Lanky boats built before the bleeding Titanic. IRWELL and ALT in my case. We sailed after World War II especially to Hamburg and Bremen in the early 1950s through unswept minefields.

Posted by Hamish on 06/01/2013

You are correct, we did run a bit of a risk on the old Lanky boats, the DON, AIRE, and BLYTH, in my case. Hamburg, Ghent, and Antwerp were the scary bits, circa 1949-1950 and a little later, but it was the loose ones that bothered me, one could meet them anywhere, and did!

Posted by Trevor on 05/12/2014

Hoping someone can help with some information. My great uncle Philip John Whale served on the YOKEFLEET. In 1941 he shot down a German plane off Norfolk and was later awarded the MBE. I'm trying to find out more information about the incident or anything else which would have resulted him in getting this medal. Many thanks!!

Posted by Yorkshire Pud on 04/09/2015

Goole can now be proud that the Zeppelin Memorial have been given listed status mostly through the hard work of the Goole Civic Society and Goole First World War Group.

Posted by Corby on 30/09/2015

It is a little known fact of a small vessel built at Goole by Smith Bros. saw action at Dunkirk. When new the MY THURNE was moored at Teddington Lock when its owner a Dr Schofield, metallurgist decided to go to Dunkirk. Waiving all suggestions of a naval crew, he went alone. After six successful trips between shore and ships which stood off in deep water, his prize possession was lost. He escaped but later died from a heart attack.

I have many books with records of the "little boats", even one printed by the RNLI, yet nowhere can I find a mention of this!