



Stage Four - The Marina

Allow a minimum of 25 minutes for this stage.



Cross the **Murdoch's Connection** bridge either by using the steps or the ramp. Pause in the semi-circular area at the far end of the bridge where you will get a good view of the Spurn Light Vessel which was built some 30 miles upriver at Goole in 1927. For around 50 years it helped shipping navigate the

treacherous waters around Spurn Point and the Humber Estuary.



During the war it was towed into the estuary and had to operate on reduced lighting. The crew were armed and given gunnery training. Fun Fact - it has never had an engine – well, the **Spurn Lightship** doesn't go anywhere so it doesn't need one! It may be open to visitors by the time you see it – if not we hope it will be soon!

Go down the ramp immediately to your right as you turn back from viewing the lightship, and continue to the side of the marina via a short staircase if you are able.

If you would prefer there is a second ramp to ground level, but if you take this you will need to turn through 180 degrees at the bottom and continue along the Northern edge of the Marina to the foot of the short staircase mentioned above.

You should now be standing at the northeast corner of the Marina on Humber Dock Street having crossed over the A63 via the 'Murdoch's Connection' named after Dr Mary Murdoch who worked as a GP in Hull during the late 19th and early 20th centuries. She was the first woman GP in Hull, and the first woman in Hull to drive a car. She was also very prominent in the suffragette movement. The bridge was opened in March 2021, and was designed by the same architects who designed Scale Lane bridge which spans the River Hull. From Humber Dock Street look across the Marina to a tall building - number 13 warehouse. It now houses luxury apartments.



To the right is the Holiday Inn, and between them is a modern version of a **Dutch bridge**. It was the arrival of the railway in the 1840s that really boosted both Hull's fishing industry and its role as a regional fruit and veg centre offering much wider markets to both. Also across the Marina you can spot Kildale Marine.

This was where Hull born actor Barry Rutter and the Northern Broadside Theatre Company staged their first ever production, Shakespeare's *Richard III*, in June 1992.

Coming back to the Marina, it was originally called New Dock when it opened in 1809. Since 1983 it has operated as a marina with 70 berths.

It wasn't until 1854 when Queen Victoria and Prince Albert visited that the docks were renamed - Queen's Dock where Queen's Gardens now stands, Prince's Dock (originally Junction Dock) and Humber Dock where you are now standing. Continue down the side of the Marina. To your left you will see a large piece of stone with a fossilised starfish and mussel set into the top. This forms part of the fish trail which we mentioned earlier.

On the ground you will see set into the pavement a series of iron rings. These were used for tethering horses as carts were being unloaded and loaded. Closer to the road is a broad line of brindle coloured bricks that marks the original position of the town wall. These were knocked down in 1803 to allow for the development of the dock. On your left, in a glass case there is a steam winding engine with an information plate on the side. It was used to haul boats out of the water onto a slipway on Victoria Dock. The first dock to be built to the East of the River Hull, Victoria Dock opened in 1850. For some 80 years it was home to Earles Shipbuilding Company, before the dock finally closed in 1970.

On the east side of Humber Dock Street you will see Blanket Row and Sewer Lane – to the left off Blanket Row. One of Hull's wealthy 17th Century merchants – George Crowle and his wife Eleanor – opened a 'hospital' or alms house in Sewer Lane. (A sewer was a natural watercourse. One ran along the lines of Dagger Lane and Sewer Lane'.) These narrow streets are part of the old medieval street pattern.



Now we come to **The Humber Dock Tavern** formally known as Green Bricks opened in 1806. The older part has green bricks which gave it its nickname. (See 'Want to Know More?' section - Hull's pubs.) Next to the pub is Hesslegate House, built in 1884 and now a restaurant. Continue along Humber Dock Street.

To your right you will see a replica of a small but historic sailing ship called *HMS Pickle*.

The *Pickle* had been at the Battle of Trafalgar in 1805 and in the thick of the action. She was not a fighting ship but her speed and manoeuvrability made her ideal for carrying messages or seamen between vessels. Bear in mind that this was long before the days of radio communication – never mind email! – and the swift ***HMS Pickle*** was chosen to carry back to England the momentous news of victory over the French and Spanish fleet at Trafalgar. Sadly she also had to carry the news of Nelson's death, supposedly causing George III to say that the country had lost more than it had gained.





Just beyond the *Pickle* is a second vessel – **the Spider T**. She was built in 1926 at Warren’s Shipyard, New Holland on the South bank of the River Humber, to carry locally made bricks up and down the East Coast. With her shallow draught she could also enter rivers and canals. One of only two ‘super sloops’ built, she was reportedly very fast, capable of over nine knots under sail – although she was also equipped with a diesel engine.

A sloop is a single masted sailing ship with sails rigged fore and aft. Both vessels are owned and are being restored by an extremely enthusiastic private owner called Mal Nicholson.

Having passed the two ships you will come to Humber Street on your left, formerly the Southernmost edge of the town situated on the North bank of the River Humber. Look down and you will see Hesse Gate – the Southernmost point of the town wall - marked out in the brindle bricks we mentioned earlier. South of here – from where you’re standing down to the River Humber - is reclaimed land built with the spoils from the excavation of Humber Dock which was opened in 1809 and Junction Dock (now Prince’s Dock) opened in 1829.

Humber Street was formerly the fruit market; now it’s a cultural centre with café bars, restaurants and specialist museums and galleries. On the corner of Humber Street you will notice a café boldly calling itself Thieving Harry’s – a reference to a former fruit trader on the site notorious for his sharp practices! The plaque on Thieving Harry’s wall reads ‘One of the four main entrances through the town walls HESSLE GATE stood near here, spanning a fresh water moat. It was stopped up against threatened invasion from the Scots in 1640, not re-opened until 1761 and demolished c1800.’

Turn into Humber Street and immediately to your left is Martin’s Alley, once known locally as Pig Alley since there used to be a slaughterhouse at the top of the alley catering for new arrivals from ships moored in the dock. To your right is Pier Street – note the sign on the wall opposite you depicting Caleb Rhodes and family – fruit merchants. They had a branch of the business in Alexandria in Egypt, presumably to re-supply passing shipping.



Around the city you will see references to ‘**Dead Bod**’ on T shirts, pens, mugs, coasters and so on. To find out about it, visit the Humber Street Gallery/café and see the original ‘Dead Bod’ for yourself. (By the way they do serve rather nice coffee.) Go past

Pier Street and the Humber Street Gallery is some thirty or forty yards along on your right. Return to Pier Street and walk along it until you reach Wellington Street.



This and nearby Nelson Street were named after well-known heroes of the early 19th century.

Please now turn right onto Wellington Street and walk back toward Humber Dock Street. On the other side of the street is Henry Vernone Court – now retirement homes. Ahead of you on the other side of a low brick wall is a **Napoleonic cannon**. We’ll be coming back to it at the

start of stage 5. But for now, please carry on walking along Wellington Street over Humber Dock Street and you will pass, on your left, a floor sculpture depicting waves. Continue to the lock gates and old railway bridge over Humber Dock Basin. Keep a close eye on any children with you in this area.

Cross to the west side of the Marina. (If you have difficulty with steps or use a wheelchair there is an alternative crossing close to the junction of Humber Street and Humber Dock Street.)

With luck you will see a boat entering or leaving the Marina. You are now in Humber Quays which was the area where the cargo railway system was prominent; indeed the rails can still be seen embedded into the road. Humber Quays is a quiet and pleasant place to spend a little time on a nice day.



There is another 'wave' sculpture and a **statue commemorating over two million transmigrants** from Northern Europe who passed through Hull between 1836 and 1914 on their way to build a new life in the New World. You can find out more about the transmigrants in the 'Want to Know More' section of our website.

There are four information boards in this area. There is also a First World War anti-submarine gun salvaged from the sea.

You may also notice a moth on the wall of an office close to the Humber. This is part of the 'A Moth for Amy' trail – a public art project which celebrates the life and achievements of Hull born aviator Amy Johnson. Amy was the first woman to fly solo from England to Australia which she did in around 19 days in the May of 1930 flying a de Havilland Gipsy Moth.

This is the end of Stage Four. Stage Five starts back at the Napoleonic Cannon on the other side of the lock gates.

DK - 28 January 2025