



Stage Four - The Marina



You should be at the steps of the **Murdoch's Connection** so please cross over the bridge, either by using the steps or the ramp on your right. Pause in the semi-circular area at the far end of the bridge where you will get a good view across the marina and of the **Spurn Light Ship** which was built some 30 miles upriver at Goole in 1927.



For around 50 years she helped shipping navigate the treacherous waters around Spurn Point and into the Humber Estuary.

During World War 2 she was towed into the mouth of the estuary and had to operate on reduced lighting. The crew were armed and given gunnery training although fortunately they were never attacked.

Fun Fact - it has never had an engine – well, a Lightship doesn't go anywhere so it doesn't need one! It's open to visitors so I hope you take the opportunity to visit her.

Now go down the ramp to your left as you turn back from viewing area, and continue to the side of the marina via a short staircase or by a second ramp on your right.

If you take the second ramp you 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', which was 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, it was designed by the same architects who designed Scale Lane Bridge which spans the River Hull. (You will see this on stage 6 of our walk).

From Humber Dock Street look across the Marina. You'll see a tall building this is warehouse 13. It now houses luxury apartments.



To the right of Warehouse 13 is the Holiday Inn, and between them is a modern version of a **Dutch bridge** and the entrance to what was the Old Railway Dock built in 1846.

The Marina was originally called New Dock when it opened in 1809. The excavated materials (known as spoils) were used to reclaim the land to the south of Humber Street. We'll see that later in this stage of the walk. It has operated as a marina since 1983 and together with the Old Railway Dock, it has berths for 270 pleasure craft.

It wasn't until 1854 when Queen Victoria and Prince Albert visited Hull that the docks were renamed.

Queen's Dock (where Queen's Gardens is now), Prince's Dock (originally Junction Dock) and Humber Dock where you are now standing. We really did get carried away! We also named the eastern dock Victoria Dock and a dock just west of here we named Albert Dock. We even changed the name of the pier to Victoria Pier.

Continue to walk 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 I mentioned earlier.

This part of the old wall was 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. Victoria Dock first dock to be built to the East of the River Hull, it opened in 1850.

For some 80 years it was home to Earles Shipbuilding Company, before the dock finally closed in 1970.

Continue walking along on the east side of Humber Dock Street you will see Blanket Row and just off there you'll see, the unmarked, Sewer Lane (A sewer was a natural watercourse. One ran along the lines of Dagger Lane and Sewer Lane'). One of Hull's wealthy 17th Century merchants – George Crowle and his wife Eleanor – opened a 'hospital' or alms house in Sewer Lane. You'll hear more about George & Eleanor on Stage 7 of our walk. All these narrow streets are part of our old medieval street pattern.



Now we come to **The Humber Dock Tavern** opened in 1806.

From the 1970's known as Green Bricks. If you look at the older, taller part you'll see why, they really are green glazed bricks

which is where it gets its nickname from. (See ‘Want to Know More section - Hull’s pubs.)

Next to the pub is Hesslegate House, built in 1884 it’s now a restaurant. Continue along Humber Dock Street. On your right you will see a replica of a small but historic sailing ship called *HMS Pickle*.

The ***HMS 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 crew between vessels. Bear in mind that

this was long before the days of radio communication – never mind email! The speedy *HMS Pickle* was chosen to carry back to England the momentous news of victory over the French and Spanish fleets at Trafalgar. She also had the duty to carry the news of Nelson’s death, of which George III thought to have said that “the country had lost more than it had gained”.



Just beyond the *Pickle* is – ***the Spider T***. She was built in 1926 at Warren's Shipyard, New Holland on the South bank of the River Humber.

She was designed 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 is now 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 old town.

Look down and you will see Hessle Gate and the southern of the Town Gates marked out in the light coloured bricks.

A lane would have run from here to Hessle. At that time Hessle was larger than the town of Hull. From here down to the Humber is that reclaimed land I mentioned earlier. This is where the spoils from the excavation of Humber Dock dumped, which then was the banks of the Humber. Spoils from Junction Dock (now Prince's Dock) were added later to give us the area we have today.

Humber Street was formerly the fruit market it closed in 2007. 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.

Hessle Gate was blocked up against threatened invasion from the Scots in 1640 and not re-opened until 1761. It was demolished c1800.”

Turn into Humber Street and immediately to your left is Martin’s Alley, once known locally as Pig Alley. At the top of the alley was slaughterhouse catering for new arrivals of ships moored in the dock. Keep walking and 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.



Now, around the city you may have seen references to ‘Dead Bod’ on T shirts, pens, mugs, coasters and so on. To find out all 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.)

To see it go passed Pier Street and the Humber Street Gallery is some thirty or forty yards along on your right. Now you’ve learnt all about Dead

Bod return to Pier Street and walk down it until you reach the un-marked 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 Vernon Court, a retirement home. 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 **Dock Masters Office** and the railway bridge over Humber Dock Basin. Keep a close eye on any children with you in this area.

With luck you will see a boat entering or leaving the Marina. If you can cross over via the lock gate

and you will be in Humber Quays which was the area where the freight railway system was prominent, indeed the railway lines 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 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 one of the 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. You can read more about her in the ‘They made their mark’ section of our website. This is the end of Stage Four.

Stage Five starts back at the Napoleonic Cannon on the east side of the lock gates.

The end of Stage Four