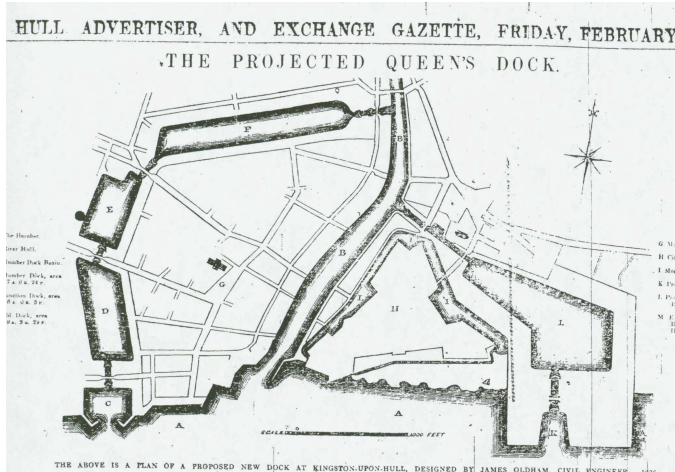


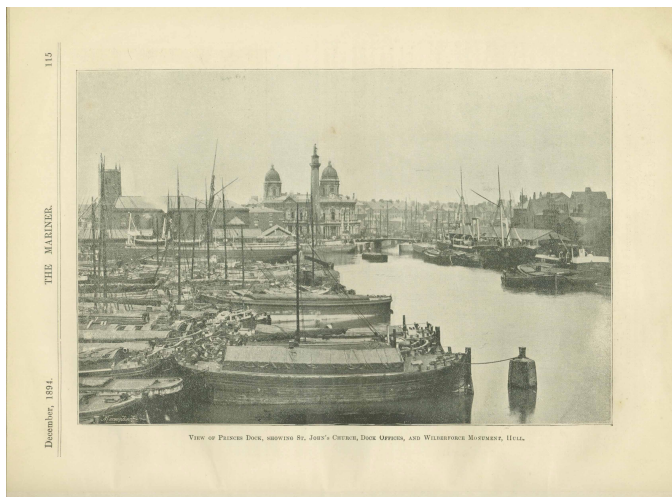
# Hull Museum Education

## The Development of Hull Docks

From earliest times the Haven (Old Harbour), the lower portion of the river Hull as it flowed toward the Humber, was the main gathering place for vessels to load and unload their cargoes. As numbers of boats increased and vessels became larger they found it difficult to negotiate the crowded waterway.



The first enclosed dock (entered from the river Hull) was completed in 1778 and its excavation had resulted in the removal of the northern section of the city's defences. It was followed in 1809 by the Humber dock and the Junction dock (Princes dock) in 1829. The entire circuit followed the line of the old city walls and the removal of this barrier to expansion allowed the town to develop and spread without hindrance.



The Town Docks system was extended in 1846 with the construction of the Railway dock and its use was dominated by the Wilson Line, Hull's biggest steamship company. The Albert dock, parallel to the Humber, opened in 1869 for general cargo and soon also became the home of the North Sea fishing fleet. In 1883 St. Andrews dock met the demands of the town's expanding fishing enterprise though it had originally been intended for the coal trade. An extension was added in 1897.

Steam power arrived on the Humber in 1814 and the *Kingston*, in 1821 was the port's first seagoing steam vessel. As ships became larger the Town Docks were left to coasting and short distance traders and also for the fitting out of trawlers built in local yards. The Old Dock (since 1854 the Queens dock) was filled in during the 1930s and the remainder of the city centre docks closed in the 1960s. The Humber and Railway docks were converted for leisure purposes as the Hull Marina in the 1980s.

Illustrations show a plan for Queens's Dock 1839 and Princes Dock 1894

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The Victoria dock, in 1850 was the first to be built on the east side of the river Hull and timber became its principal cargo, imported from the Baltic and around the world. Further to the east Alexandra dock opened in 1885 and a riverside quay was established in 1907 south of the Albert dock so that ships with perishable cargoes could be dealt with quickly and efficiently instead of waiting their turn for a berth in the docks. Further east still the King George V dock opened in 1914 and most recently the Queen Elizabeth dock in 1969. King George dock is the home of the North Sea ferries for Rotterdam and Zeebrugge and since the 1960s dock work has ceased to employ huge numbers of dockers for cargo-handling with the arrival of containerisation and the roll-on, roll-off (ro-ro) vessel. Passengers can drive on and off in their cars, and lorries with their containers. A riverside quay (1993) means that cargo ferries no longer have to enter the dock and arrival and departures are speeded up considerably.



Victoria Dock, 1985 (before Housing Development)