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BAUMBER BRICK KILN TF 194753

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This is a preliminary report on Baumber brick kiln based on evidence currently being collected by the owner, Mrs. Ann Fawcett, including a detailed report offered by Martin D. H. Hammond, a well-known authority on such kilns.

Documentary evidence in dating the kiln has proved elusive. Ordnance Survey and estate maps have provided inconclusive evidence of its existence previous to its first mention in the census of 1841. However its origins may well have been linked with the major building project which was in progress on the Sturton Hall Estate around 1810.

The construction of the kiln is of sufficient interest to warrant further investigation. It is known as an arch kiln, a comparatively rare form of Scotch kiln, of which less than ten examples are known to exist in Eastern England. It has a vaulted roof with 8 fireholes and roof vents. The height of the kiln chamber was sufficient to create a draught which would be controlled by moving quarry tiles placed on top of the vents. These vents were not directly over the fire holes, but staggered, with extra ones at each end to draw the heat towards the end walls, which tend to be cold.

The kiln would have been coal fired and its estimated capacity has been put at around 40,000 bricks using approximately 15 tons of coal. The original front wall would have had an arch doorway measuring approximately 6 foot high by 3 foot wide. This doorway would have been used to fill the lower level with unfired bricks. Another arch higher up, where upper layers of bricks were laid, was reached by an improvised ramp. The roof vents were accessible either by a ladder or steps.

Brick foundations at either side of the kiln suggest that there may have been an attached store area for the coal and shelter for the stoker. Further away, in between the kiln and clay pit, other brick foundations can be seen and these may well be the remnants of drying sheds.

The Baumber brick kiln poses a number of interesting questions such as its true date of construction, the origin of its design, its links with the Sturton Hall Estate and Baumber village plus of course, as yet unexplored theories as to its export markets for fired bricks and import sources of coal including transportation. What is definitely known is that by 1896 the existence of a brickmaker on site is no longer mentioned and we must assume its demise occurred around 1890-1896. Nevertheless, further investigations and more detailed research will be followed up.

GREAT GRIMSBY — A TOWN OF FISHERMEN

Neil R. Wright

Great Grimsby is an old town in Lincolnshire on the east coast of England, about 200 miles north of London and 100 miles east of Liverpool. It lies on the south bank of the Humber, which is the combined estuary for several of the main rivers of Yorkshire and the Midland counties, close to

![Map of Great Grimsby](image-url)

Fig. 1 Great Grimsby location map. By 1984 the urban area of Grimsby and Cleethorpes extended south and west beyond the edges of this map. Key: MSLR Manchester, Sheffield and Lincolnshire Railway, GNR Great Northern Railway, 1 Lock built by John Rennie 1798-1800, 2 Haven which became Old Dock 1798-1800, 2 Royal Dock 1846-52, 3 Tidal Basin 1846-52, 4 No. 1 Fish Dock 1855-57, 5 No. 1 Fish extension 1866, 6 Union Dock 1876-77, 7 No. 2 Fish Dock 1870-77, 8 Alexandra Dock 1878-80, 9 No. 2 Fish Dock Extension 1897-1900. (N. Wright and D. Watt)
where the Humber enters the North Sea. Grimsby had been a busy port in the Middle Ages but trade declined as its harbour silted up and by 1800 it was essentially a small market town with some sea-going traffic and the privileges of a municipal borough. Its people probably made more money by selling their parliamentary votes at election time than they made from commerce. Fishing was non-existent, although about twenty or thirty fishermen operated from the neighbouring coastal village of Cleethorpes.

The town was one mile in from the coast, at the head of a silted-up haven. In 1800 a newly-formed Grimsby Haven Company attempted to revive the port by building a lock where the haven entered the Humber and dredging out part of the enclosed water area between it and the warehouses at Riverhead in the town. The Municipal Corporation laid out a grid of new streets along the east side of the haven and a 'New Town' started to develop. The lock designed by John Rennie was a first-class job and although its centre has been filled in the stonework at each end can still be seen. The lock and dredging enabled boats to reach the Riverhead and there was an increase in traffic, but the revival was short-lived because Grimsby lacked good inland communications and had no minerals or local manufactured goods for export. There was a drift away from the New Town and a survey in 1831 showed that there were still many plots of land which had not been built upon.

The real revival of the port of Great Grimsby started with the opening of railways in 1848 and 1849 which gave it good communications with the rest of the kingdom. The Manchester, Sheffield and Lincolnshire Railway made Grimsby the eastern end of a line across the Pennine Hills, and via the Liverpool and Manchester Railway opened in 1830 this was part of a coast-to-coast route. The other line into Grimsby was a branch of the Great Northern Railway, whose main line had been built to connect London directly with northern England. The MSLR absorbed the Grimsby Haven Company and set about building a major dock on 138 acres of reclaimed mudflats east of the haven outfall. The railway line curved round the edge of the old town and the New Town of 1800, and approached the site on which the dock was built between 1846 and 1852. Two stations were built - Town Station and Dock Station.

The Chairman of the MSLR was the Earl of Yarborough, who was the largest landowner in north-east Lincolnshire with an estate which in 1873 contained 55,272 acres, and it was through his connections that Prince Albert, husband to Queen Victoria, came to lay the foundation stone of the dock on 18 April 1849. Three years later, just before the dock was opened on 27 May 1852, a great celebratory feast was held in a huge tent on the floor of the main entrance lock, 70 ft wide by 300 ft long. Queen Victoria and Prince Albert visited in the Royal Yacht on 14 October 1854 and consented to the dock being named Royal Dock. It contained 15 acres of deep water with a further five acres of shallow timber-pond. At the far end is the campanile or hydraulic tower - 300 ft high and modelled on the tower of the Palazzo Pubblico in Sienna (Fig. 2). This was the first dock in the world to make extensive use of hydraulic power to operate lock gates and cranes; the tower is no longer used for this purpose.

The railway company had envisaged that Grimsby would grow into a busy commercial port, but it was competing with the older port of Kingston-upon-Hull on the north bank of the Humber which already had a strong commercial community. Grimsby's greatness was to be as a fishing port, but nevertheless it did have quite a large commercial traffic across the North Sea to northern Europe. In the late 19th century Grimsby became part of one route for immigrants from Russia and northern Europe to the USA; by ship across the North Sea to Grimsby and then by railway to Liverpool for the Atlantic crossing. In connection with this traffic a passenger station and immigrants' hostel were built at the seaward end of the Royal Dock.

But it was fish, not commerce, which was to be the main concern of Grimsby Docks and of the town of Great Grimsby. At about the time that the Royal Dock was being built, fishermen from southern England were starting to exploit fishing grounds in a new part of the North Sea. From 1850 they started to land their catches at Grimsby and send it via the GNR to London, and soon fishermen started living in Grimsby. The GNR and MSLR attracted some of the first fishermen to settle in the port by offering houses, but these were the only houses to be built by the railway companies; subsequent development was left to others. At first the fishing boats used the Royal Dock, but in 1855-57 the MSLR built a separate Fish Dock for them. That was enlarged in 1866, and No. 2 Fish Dock was built in 1876-77 and itself enlarged in 1897-1900 (Fig. 3). The first Fish Dock included a floating pontoon on which the Fish Market was held, and even after the market moved to dry land it was still called the Pontoon. Rail transport allowed fish to reach inland towns in fresh condition, and so a market developed in the industrial towns of northern England which were served by the MSLR.

By 1880 there were 625 fishing boats at Grimsby which caught 45,000 tons, a third of all the fish landed in England and Wales. Most of the boats were owned by their skippers, and each had a crew of two or three fishermen who received an agreed share of the proceeds from each trip as

![Fig. 3 Grimsby Fish Dock, pontoon in No. 2 Dock.](image-url)
payment. As the number of boats increased in the 1870s there was a shortage of fishermen, and skippers had to recruit 'apprentices' or 'fisher lads' from the pauper workhouses of London. These were boys aged 12 and upwards with no experience of the sea. The number of new 'apprentices' taken on each year rose from 229 in 1868 to 576 in 1877; in that year Grimsby fishing boats were crewed by 1794 apprentices and 1676 fishermen. The mortality rate among the fisher lads was 1 in 12, compared with 1 in 84 for adult fishermen, and any who absconded were imprisoned at Lincoln. Between 1872 and 1877 a thousand fisher lads were sent to Lincoln Prison and this abuse of the Merchant Shipping Act 1854 became notorious - it was referred to as Grimsby's 'peculiar institution'. Between 1880 and 1900 most of the small sailing boats of the fishing fleet were replaced by larger steam trawlers as the fishermen had to go to distant fishing grounds, such as those off Iceland, for their catches. Each trawler cost at least £5,000 and the individualism of the old fishing boats was replaced by capitalism, with large fishing companies owning fleets of steam trawlers and employing numbers of fishermen. With this change the abuses of the old apprentice system died away. For the first time many banks were opened in Grimsby. Between 1897 and 1901 the number of steamers increased from 113 to 471, and by 1911 there were 629 and only 42 sailing boats left. The amount of fish landed at Grimsby rose from 71,382 tons in 1890 to 133,781 in 1900 and 179,792 in 1910. As the fishermen lost their old independence resentment built up and culminated in a great strike in 1901.

In 1801 Great Grimsby had a population of only 1,524 and fourteen other places in Lincolnshire were larger, the towns with the highest population being Lincoln (7,415) and Boston (5,926). But after 1851 Grimsby's population started to increase rapidly and it exceeded all other towns in the county by the end of the century, when 75,716 people lived in Grimsby and Cleethorpes. After the arrival of the railways, houses were built near the main entrance to the dock and gradually spread out from it. They soon covered the East Marsh and crossed the borough boundary into Cleethorpe parish. New Clee, beyond the reach of Grimsby magistrates and police, became the haunt of thieves and prostitutes in the 1870s until absorbed into Grimsby in 1888.

The railway track to the docks formed a wide physical barrier between the old market town of Grimsby and the new town of the fishermen. There were only two roads across the tracks and for a long time the two communities grew quite isolated from one another, but as the numbers increased in numbers they came to have a dominant influence on the Municipal Corporation. The attitudes and needs of the fishing community were reflected in the attitudes and actions of the civic leaders, such as the severe way in which the magistrates applied its Merchant Shipping Act to send fisher apprentices to prison in Lincoln and so discourage desertion. East of the tracks the main street was Freeman Street, and here there developed a market and a large number of shops. This market soon became larger than the old markets in other parts of the town, though in the late 19th century the large department stores which attracted customers from the surrounding countryside and smaller towns were located in the older part of Grimsby, away from the rough fishing community. A grid of streets developed, main streets extending inland for over a mile parallel to railway lines and the coast, with cross streets between them. Most houses were in two storey brick terraces with slate roofs and opened directly onto the street, though after 1875 they tended to have a small garden, perhaps ten feet deep, in front of them (Fig 4).

The town which grew around the Fish Docks was not planned or controlled by the MSLR and the old Municipal Corporation could not keep pace with the needs of a growing town. The inhabitants were mainly fishermen who worked in small units and risked their lives on every trip, so Grimsby was a town of rugged individuals in contrast to mill towns where a few owners might employ most of the population and provide houses and other facilities to encourage a disciplined work force which would work to the clock. Perhaps the main influence on the physical development of the town was that of the traditional owners of the agricultural land over which it was built - in particular the Heneage and Grant-Thorold families and Sidney Sussex College of Cambridge University. They laid out the streets, sold plots to builders for shops, houses and other premises, and donated sites for churches. The Heneages disapproved of alcohol and did not allow any public houses on their estates, so that the inhabitants in some parts of Grimsby had to walk further than usual to buy a drink.

The MSLR spent over a million pounds on Grimsby Docks and other people built a few large commercial premises in the town, such as the Yarborough Hotel (1851), Royal Hotel (1863) and the Victoria Flour Mills (1906-7), but there were few public buildings or civic amenities until the closing years of the 19th century. Grimsby Municipal Corporation provided a cemetery in 1853, built a Town Hall and Police Station in 1863 and erected new Grammar School buildings for the education of freemen's children in 1863 (girls) and 1866-76 (boys). But schools for the growing town were provided by religious denominations (Church of England, Wesleyan Methodists and Primitive Methodists) until 1870 when an elected School Board was established under national legislation to provide schools out of public funds; by 1900 the Board's various schools had places for eight thousand children. The Municipal Corporation was empowered to provide a water supply to the town but it failed to do so and a private company started to make piped water available from 1862, though by 1871 only 1,300 out of 4,053 houses had it.

As the fishing industry became dominated by capitalist companies during the 1880s and 1890s a new class of owners, managers and professional men arose and at the same time the Corporation started at last seriously to tackle social problems such as sewage disposal. Funds had been raised by public subscription to build a small hospital in 1876-77 and new wings were added to it in 1888. From the 1880s public parks were included in new areas of residential development. As Grimsby became the largest town in Lincolnshire a horse-tram system was established in June 1881 by a national company, with lines radiating east, west and south from the dock entrance. In 1901 the local.
tram system was purchased by the Municipal Corporation, converted to electricity and extended. The number of passengers carried per year rose from 1.7 million in 1898-99 to ten million in 1913. One branch of the tramway system ended outside the Peoples Park which was on part of the Heneage estate laid out in the 1880s, and was a better class development, particularly on the west where there were detached houses. To the east of the park were terraced houses. The park was to give prestige to the area, because by this time Edward Heneage was Member of Parliament for the borough and later received a peerage for his parliamentary activities. Because of Heneage's social contacts, the 27-acre park was officially opened in 1883 by the Duke and Duchess of Connaught; the Duke was a younger son of Queen Victoria. This part of the town was furthest from the docks and was occupied by professional men and company owners.

To summarise, it could be said that Grimsby was virtually a one-industry town, but until the 1880s it was an industry of small proprietors where all, skippers as well as men, were constantly at risk of violent death. The survivors had a sense of self-sufficiency and the absence of company owners or managers for thirty or forty years left a vacuum in which only the traditional landowners were interested in planning the town. By the time that Grimsby got an influential number of business and professional men the shape and character of the town was already laid down, but it was after that time that most urban amenities, whether provided by public bodies, charity or private companies, were established.

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LOUTH NAVIGATION
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The Louth Navigation, opened in 1770, provided a route for vessels between Louth and the sea at Tetney Haven, directly opposite Spurn Head, but did not connect with any other inland waterway. It was 11 miles to Tetney Lock and Sluice, whence a winding channel 4 miles long across the foreshore gave access to deep water. There were regular sailings 'in one bottom' from Louth to Hull, Leeds and London, possible only because the Navigation was deep enough for sea-going vessels as contrasted with the shallower inland canals of that age which took only craft of shallow draft and thus it could be classed as an early ship canal. The Navigation was closed to traffic in 1924 and the lock gates were removed probably in about 1940 but it remains in use as an essential watercourse for land drainage.

There was a fall of about 45 feet from the water level in the Louth Riverhead, the head of the Navigation, to the water level on the landward side of Tetney Lock. Seven locks enabled vessels to be lowered (or raised when coming to Louth) through this vertical height. Six of these locks were of an unusual type, most probably unique, having their side walls not straight as is normal but consisting of four flat arches curved back into the land. The walls are of brick with stone copings. Three of these locks remain, now Listed Grade II, and there is a fourth in a partly collapsed state. These locks have had no repairs for a long time and are subject to the risk of irreparable damage by the action of swiftly flowing water after heavy rain.

Meetings of an informal group of people interested in the Navigation during 1985 and early in 1986 decided that it was most desirable that these historic locks should be preserved, that their immediate surroundings should be tidied up and that the public right of way along the old towpath should be improved, thus making the Navigation an attractive feature of East Lindsey between The Wolds and the coast. Restoration of navigation was not however considered a practicable aim at this juncture.

Accordingly a preliminary public meeting was called at Louth early in April 1986 to test local opinion and, if favourable, to form a committee to push the proposals forward. On the day before the meeting, a walk alongside the Navigation for anyone interested was organised from the Riverhead to Alvingham Lock and back which attracted about forty people. The meeting itself was packed out with an attendance of 120 or more - encouraging although overcrowded. A steering committee was elected which called another public meeting on 2 June 1986. At this meeting the 'Louth Navigation Trust' was formally established to take the initiative in undertaking the various works of preservation, tidying up, publishing a booklet about the canal with nature notes, promoting walks along the towpath and other improvements, and attracting money and enthusiasm for these purposes.