

Grimsby

Port Heritage Summary



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Abbreviations

ABP	Associated British Ports
c	circa
HE	Historic England
HER	Historic Environment Record (North East Lincolnshire Council)
LB	Listed Building
LDO	Local Development Order
NGR	National Grid Reference
MHW	Mean High Water
MSLRC	Manchester, Sheffield and Lincolnshire Railway Company
OS	Ordnance Survey
Ro-Ro	Roll on - Roll off
PDZ	Policy Development Zone (a management area included in an SMP2)
PGI	Protected Geographical Indication status
SM	Scheduled Monument
SMP2	Shoreline Management Plan 2
SSSI	Site of Special Scientific Interest

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Cover illustration

The Royal Dock with the Dock Office in the background.



Fig 1 Location, topography, place-names and features.

Introduction

The *England's North Sea Ports* project aims to improve the understanding of the heritage values, significance, vulnerability and adaptability to change of port-related heritage in nineteen major ports along England's North Sea coast, from Berwick upon Tweed, Northumberland, to Harwich, Essex. The project focuses on the historical development of each port, its present character and its port-related heritage, the values attached to that heritage and the issues and opportunities it presents for future development.

The review for each port is presented as an illustrated 'Port Heritage Summary', designed to be succinct and readable, raising awareness and understanding amongst all parties interested in that port's future development and so contributing towards the sustainable management of its port-related heritage.

This Port Heritage Summary relates to Grimsby in North East Lincolnshire, where seven individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Grimsby's distinctiveness today, to the interpretation of Grimsby's historical development, and that of the Humber Estuary and the North Sea. This includes the cultural associations and feelings of local people and communities to the

maritime past and how it is viewed and valued by them today.

A range of management options to build on the present values and roles of its heritage are summarised, enabling them to serve as a positive asset in Grimsby's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

Location

Grimsby is located on the southern side of the Humber Estuary, seven miles from the North Sea.

The port is formed by a series of wet docks enclosed by a sea defence wall that projects out into the intertidal mudflats of the estuary. The docks are formed by two groups developed as a series of interconnected wet docks: the western group includes Royal Dock, Union Dock, Alexandra Dock, West Haven and the Riverhead; the eastern group Fish Docks 1, 2 and 3. Fish Docks 1 and 2 have now been amalgamated to form a single wet dock. The two groups of docks are connected to the North Sea via two separate complexes of lock gates. The West Haven is also by the River Freshney.

The Port

The Port of Grimsby is owned and operated by Associated British Ports (ABP), the country's biggest ports group, which owns and operates 21 ports, including the four Humber Ports of Grimsby, Immingham, Hull and Goole. It is a nationally significant port handling over 1 million tonnes a year including car distribution, bulk cargo and service industries.

ABP is also the Competent Harbour Authority for the River Humber, one of the busiest waterways in the British Isles.

The Port leases out large areas of port frontage to other operators and companies including the fish market.

Bulk cargoes include grain exports, fertiliser imports, cement and metals (ABP website).

Local Authorities and heritage organisations

Grimsby comes under North East Lincolnshire County Council, a unitary authority, which oversees management of the Historic Environment Record (HER - database of historic buildings and archaeological sites and monuments) and provides heritage input and advice for archaeological mitigation within the normal planning process.

North East Lincolnshire County Council has adopted a Local Development Order (LDO) for the Port of Grimsby East targeting businesses involved in the renewable energy sector. The area covers 3.6 hectares of North Quay in the Fish Dock. LDOs allow specified types of development without the need for a full planning application.

The Historic England (HE) East Midlands office is in Northampton. HE provides input and advice on heritage matters including the roles of the inherited cultural environment in the management of change and specific advice for Listed Buildings (LB) and Scheduled Monuments (SM), together with strategic overviews and support at local, regional and national levels.

Historical development of the port and its North Sea roles and relationships

Grimsby as a modern port was founded in the late 19th century as a result of the expansion of the railways and the vision of the Manchester, Sheffield and Lincolnshire Railway Company.

In the late 19th and early 20th centuries it rose to become the premier fishing port in the world but the loss of access to the Icelandic cod fishery from the mid-1970s devastated the fishing fleet. Instead, it has re-focused to become the centre of Britain's seafood industry – its processing and redistribution. The Port is also aiming to attract businesses involved in offshore renewable energy production.



Fig 2 The Riverhead with the A1136 road bridge in the middle distance.

The archaeological and historical importance of Grimsby lies in its sequence of its harbour and docks, one of the earliest modern ports developed in late 19th century Britain.

Early origins

The settlement of Grimsby has its origins in the early medieval period when the Danes occupied much of northern England. The first reference to Grimsby dates to AD 866 referring to a crossing point on the River Humber. The Domesday Book recorded two ferries operating from Grimsby (Brigham *et al* 2008).

The Grimsby place-name is Scandinavian in origin derived from the personal name, *Grimr*, and the Old Norse *-by*, 'a farmstead, a village' (Key to English place-names website). The exact location of the early settlement is unknown but it was probably located next to the tidal creek which later became the 'Haven'.

By the 12th century, Grimsby had developed into an important fishing and trading port (in wheat and wool) based around the Haven (The Riverhead area) with a further haven at Pyewype in the medieval period (the exact location of the haven is uncertain). The land next to the Humber was probably salt marsh used for seasonal grazing or as salterns for salt production (Oliver 1825; Brigham *et al* 2008).

In the 14th and 15th centuries Grimsby was one of only six English ports where a shipman's guild is known to have existed and it was one of only thirty English ports that contributed ten or more ships to royal expeditions in the early 14th century (Friel 2003).

However, by the 15th and 16th centuries the Haven had silted up so severely that the port and town of Grimsby entered a long period of decline. As a last ditch attempt to revive the port in 1697 the Corporation of the town re-directed the River Freshney into the haven to keep the channel open. The new cut created the forerunner of the West Haven and the New Cut Drain canalised the former course of the River Freshney (Brigham *et al* 2008; Winfield 2014).



Fig 3 The West Haven, flanked with historic buildings on its right hand side.

By the late 18th century Grimsby was a small town of houses and streets in the area of St James' Church but in 1796 an Act of Parliament was granted to widen and deepen the harbour and to tempt trade away from Kingston upon Hull (Brigham *et al* 2008; Oliver 1825).

The newly-formed Great Grimsby Haven Company abolished all the previous port levies except certain tolls on certain wharves which were reserved for the freemen of the town (Bates 1893). The new dock was partly made by revamping the original quayside at the Riverhead and by re-cutting the West Haven (Winfield 2014). The Company also widened the tidal creek to form 'New Dock' which was linked to the Humber estuary by a lock at Lock Hill and in its day was the largest wet dock in Britain (Brigham *et al* 2008).

The new docks were opened in 1800, with plots for warehouses and timber yards set out in the area of the East Marsh (Bates 1893). At a similar time the Haven Mill and West Haven Maltings and Garth buildings were built at West Haven. At this time Grimsby's trade consisted of timber, tar, hemp and tallow, carried out principally with the Baltic ports.

There was a small fishing fleet and Grimsby's potential as a fishing station was recognised by the town which offered a bounty to boats landing and marketing their catches there. However, these efforts met with little success and despite customs duties increasing steadily through the early 19th century the port's development stagnated (Bates 1893; Gerrish 2000).

Rapid expansion

It was not until the 1840s, and the actions of John Chapman, Chairman of the Manchester, Sheffield and Lincolnshire Railway Company (MSLRC), that Grimsby began to develop as a nationally important port. Chapman believed that the railway should be extended to Grimsby and new port facilities developed (Chapman 2007).

This led to what could be regarded as 'the first truly modern dock in Britain as it integrated the docks, railways and the means for rapid unloading by the systematic and extensive use of hydraulic power' (Jackson 1983 cited in Brigham *et al* 2008).



Fig 4 Lock Hill, the quay walls designed by John Rennie (the Elder) for the New Dock, now part of Alexandra Dock.

To enable this, the railway company bought the rights of the Grimsby Haven Company to form the Grimsby Dock Company and construction on the Royal Dock began in 1846. Developed in an area of intertidal mud flats, the works required the construction of a large cofferdam, with massive piling and draining undertaken before the foundation stone could be laid in 1849 by Prince Albert.

The Dock was designed by James Rendel, engineer, with Adam Smith of Brigg as resident engineer, and Hutchins, Brown and White, as contractors. The dock walls were built using the same vaulted construction system that John Rennie (the Elder) had devised and employed for the first time in 1798-9 at Grimsby Haven Dock, and which is still visible beside the disused Grimsby Haven lock at Lock Hill (Listing description for The Royal Dock). The opening of the Royal Dock in 1852 by Prince Albert is commemorated in a statue located in front of the Dock Office.

The twenty acre wet dock was linked to the Humber via two locks, the largest wide enough to admit the Royal Navy's warships. The lock gates were operated by water pressure generated by a hydraulic accumulator tower, the Grimsby Dock Tower.

This iconic building was designed by the engineer James William Wild who based its appearance on the *Torre del mangia* on the Palazzo Pubblico in Siena, Italy.

It was under the forceful influence of the MSLRC that Grimsby developed as a major fish port. Trawler fisherman from south west England had started using Hull from the 1840s following the completion of its new harbour and rail links but the dock authorities did little to encourage the industry (Gerrish 2000, 114).

Seeing an opportunity the directors of the MSLRC, led by Chapman, sought to attract the trawler owners from Hull by offering an ice house, cheap carriage rates for fish, houses for fisherman, and the promise of purpose-built fish docks, which opened in 1857 (Chapman 2007; Gerrish 2000).



Fig 5 The two hydraulic accumulator towers viewed from the Royal Dock.

Fish Dock 1 was built to the east of the Royal Dock by the Grimsby Dock Company and the amount of fish being transported by the railway to inland towns and cities rose from 188 tons in 1855 to 30,000 tons in 1871 (Jarvis 2000; Winfield 2014).

Grimsby's success as a fishing port was also built on the move of trawl fishing from Brixham, Devon, along the English Channel to the Thames Estuary and Kent, and then up the North Sea coast. South Devon had been the focus of trawling in the later part of the 18th century, but many of the fishermen had moved eastwards, first as seasonal migrants but later as more permanent settlers as fish stocks diminished off the coast of Devon (Gerrish 2000).

By the 1850s Grimsby's population had swollen to 8,860 but this still did not include large numbers of fisherman. Its development as a fishing port required a large expansion of the labour force as Grimsby had no established fishing community. However, change happened rapidly: the 1861 Census showed the town's population as 11,000 with fisherman representing 12% of the male labour force, and with many others working in ancillary and secondary occupations connected to the industry.

To plug the labour shortage there were an increasing number of apprentices employed on boats out of Grimsby and in 1872 apprentices actually exceeded the number of trawlermen (*ibid*).

Traditionally apprentices to fisherman were family and friends but in the 1870s this could not fulfil the needs of Grimsby's rapidly expanding trawling fleet. Therefore many apprentices were indentured from union workhouses, reformatories, charitable institutions and a variety of public bodies, while others were homeless waifs and strays. Conditions afloat were often arduous and these young and inexperienced crew members were at high risk of death and injury. Unsurprisingly many absconded and if caught received a stint of hard labour in Lincoln jail (Robinson 2000a).

The growth of Grimsby's trawling industry was matched by the town's rapid urban expansion to accommodate these workers. Traditionally Freeman Street was considered the centre of the fishing community (Gillespies and Kevin Murray 2008).

In 1873-4 Union Dock was dug to connect the Royal Dock and the Old Dock (formerly known as New Dock). Originally it had a lock and gates at its eastern end but this section was widened and the gates removed to accept larger vessels in the mid-20th century.

Soon after the Union Dock was built Old Dock was re-cut and greatly expanded to form Alexandra Dock, including the cutting of its western arm (Brigham *et al* 2008).

By the late 19th century many of the Grimsby's port-related landmark buildings had been built. At the southern end of Alexandra Dock the original Corporation Bridge was built in 1873, and the nearby Victoria Flour Mill was built in 1889 and expanded in 1906. The Dock Offices were built in 1885 for the Grimsby Dock Company and in 1892 the later, shorter but more efficient hydraulic accumulator tower was built.

Fish Dock 2 was added to the south of Dock 1 in 1876-7. On the land between the quaysides and warehouses of Royal Dock and the two Fish Docks a complex of buildings linked to the fishing industry developed in the late 19th century (Winfield 2014).

This included fish smokehouses and processing buildings, a fishermen's outfitters shop and warehouse, and a smithy, as well as a former butcher's shop and warehouse for Cosalt (the Grimsby Coal, Salt and Tanning Company).

Formed in 1873 as a co-operative of fishing vessel owners, Cosalt was involved in servicing and supplying a variety of products and services for fishing fleets and other vessels, including coal, salt, and tannin (to waterproof sails and rope).

Ship building yards were also established in the docks to build and service the fishing fleet and merchant vessels in the area. A yard near Lock Hill comprised several slipways and a small dry dock, the lock entrance of which still survives as part of the sea wall.

By the late 19th century Grimsby was a large modern port with a nationally important fleet of trawlers, fish landing sheds flanking the western side of the Fish Dock 1 and 2, a dry dock, numerous timber yards, coal jetties in Alexandra Dock, and an ever growing railway system serving the entire docks. However, at this time the Great Central Railway Company (which had absorbed the MSLRC) realised that Grimsby lacked the space for future expansion and was hampered by the tidal limits which limited the safe access to the docks. The Company first looked at Pyewype but eventually chose Immingham to create further dock facilities to handle bulk cargo.

A World renowned fishing port

In the early 20th century Grimsby established itself as England's and the world's premier fishing port. It was not only a trawler port but was also used by other fishing vessels such as steam drifters pursuing herring.



Fig 6 The Kasbah Character Area, Wharnccliffe Road North. Note the surviving rails in the foreground.

Its foremost position owes much to the advent of the steam trawler. The first successful use of steam propulsion for trawling occurred in 1877 and the first purpose-built steam trawler was built in 1885. By 1892, 113 steam trawlers operated out of Grimsby rising to 450 by 1902. Grimsby, together with Hull, played a major role in the emergence of the purpose-built steam screw trawler (Chapman 2007; Robinson 2000b).

Vessel efficiency also improved with the development of new marine engines and advances in hull construction. The need for technological change was pressing – by the 1870s the North Sea had already become over-fished and these developments allowed the trawling fleets to break out of the confines of the North Sea to exploit fish stocks further afield in deep water grounds (Gerrish 2000; Robinson 2000b).

Aquarius of Grimsby was the first to exploit the bays and fjords of Iceland with many other east coast boats following in its wake. But steam trawling now required greater financial investment and, to offset this cost, better dockside facilities, access to cheap coal, impounded harbours, busy fish markets, ice houses, processing works and good transport links for the redistribution of fish. In all of these respects Grimsby's location, combined with the investment in its port infrastructure, made it an ideal place for steam trawling to flourish (Jarvis 2000).

It was in 1900-1 that Great Grimsby's Ice Company Limited built the Ice Factory on Gorton Street to supply ice for packing fish. It is understood to be the earliest remaining ice factory in the United Kingdom (Humble 2010; Great Grimsby Ice Factory Trust website; National Heritage List for England website, Ice Factory summary).

At this time the area between Gorton Street and Wharnccliffe Road North next to the Fish Docks was densely built-up with several terraces of buildings fitted in between the railways that served the docks. A majority of the buildings were used by the fish industry including processing businesses and this gave rise to the area known as the Kasbah.



Fig 7 The Kasbah Character Area, The Ice Factory.

The increasing number of boats trawling off Iceland and the Faeroes and the risks the trawler industry faced brought about a changing relationship with Government, legislation and led to several conflicts that defined the British fishing industry in the 20th century – often involving Grimsby in some way.

The amount of foreign trawling activity off Iceland eventually aroused the ire of Icelanders and in 1901 the Danish and British Governments signed a convention so that the territorial fishing limits of Iceland and the Faeroes were set to three miles, a forerunner of what was later to come.

Due to the industrial scale of Grimsby's trawling enterprises the employment structure was hierarchical – at the top were the boat owners and skippers, followed by engine men, radio operators and at the bottom of the chain, the trawlerman. However, in order to cope with the financial risks of undertaking trawling far from the home port, trawlers became owned and operated as limited liability companies. This spread the risk across the venture including the trawlermen, yet the Merchant Shipping Act of 1894 had led them to be classed as casual workers, and their rights to take industrial action proscribed.

This issue escalated to a head in 1901 when the Grimsby Fishing Vessels Owners' Federated Protective Society tried to pass the full financial risks on to the workforce. This led to a fiercely contested strike action which had many ramifications for Britain's trawler industry. The 'Great Grimsby Lock Out' lasted over three months, after which trawler owners developed a trawling industry based upon the business strategies employed by merchant ship owners. Over the next 60 years Grimsby was often the focus of trawlermen's struggle to establish more effective union representation and workers' rights (Mumbly-Croft and Barnard 2000).

Yet despite these troubles, and declining fish stocks in the North Sea, Grimsby continued to be a major fishing port by exploiting distant deep and middle water grounds. In 1930, 85% by weight and 80% of value of fish landed in England and Wales passed through Grimsby, Hull, Fleetwood and Milford Haven. Fish Dock 3 was constructed in 1934 to help modernise the port with the investment partly funded by the Government's short-lived Unemployment Grants Committee (Jarvis 2000). The

Dock also includes a boat yard with concrete-built slipways and winch house facilities (near to Wickham Road) and in the 1930s several operators in Grimsby invested in updating their boats. Efforts were made to make the exploitation of distant grounds more profitable by the use of factory ships with the *Northland* of Grimsby being one of the pioneering vessels before the Second World War (Robinson 2000b).

Due to the importance of Grimsby as a major fishing port extensive military defences were established during the Second World War including a large coastal gun battery and command centre positioned on the outer wall of the Fish Docks (Brigham *et al* 2008).

Grimsby had an important role in the development of mine sweepers in the First World War (Royal Naval Patrol Service Wikipedia page). Between 1939 and 1945 the port also had many of its trawling vessels requisitioned in the War and was Britain's largest base for mine sweepers and anti-submarine warfare of the Royal Naval Patrol Services. A memorial to those who lost their lives was established near to the locks to the Royal Dock.

By the 1950s much of England's fishing industry was beset with problems: greater international competition, disputes, declining fish stocks, poor financial returns, a lack of coherent Government policy and investment in major port facilities, under-investment in vessels by many ship owners, the casualisation of employment and a poor record of safety at work (Jarvis 2000; Mumbly-Croft and Barnard 2000).

The Icelandic Fish Wars or 'Cod Wars' and the eventual exclusion of British fishing vessels from fishing within 200 nautical miles of Iceland had a considerable impact on trawlers operating out of Grimsby. The Wars were actually three short periods of confrontation (1958, 1972-3 and 1975-6) but became serious enough for Royal Navy to intervene and protect British trawlers fishing off Iceland who were having their nets cut by Icelandic patrol vessels. It was important for Iceland to defend its fishing industry as at the time it was the most important sector in their economy (Cod Wars Wikipedia page).

With all these troubles change was on the horizon for the industry. Firms such as Ross Group and Associated Fisheries anticipated market trends and moved successfully from being trawler owners and operators into fish processing.

In the early 1980s Grimsby's fishing fleet collapsed but it was able to develop as a hub for seafood redistribution and processing for which it is now the United Kingdom's main centre.

The market handles fish from local, UK and foreign vessels supplied from Ireland, Scotland and other British Ports. It also has a long established partnership with Iceland, Faroes and Norway dealing and handling substantial quantities of containerised fish. The fish market handles over 20,000 tonnes of fresh fish each year. Frozen fish is also landed at the Royal Dock.

Grimsby is also the UK's major car import terminal and fish redistribution location. Car distribution is handled by two dedicated Ro-Ro berths, and the new Grimsby River Terminal, in total handling more than 500,000 imported cars a year. Opened in 2013, the River Terminal has two jetties each able to handle vessels carrying 3,000 cars.

The port is also developing an important role in serving the offshore wind energy industry. Many businesses involved in the sector have located to North Quay with survey and servicing vessels berthed in the Fish Dock.

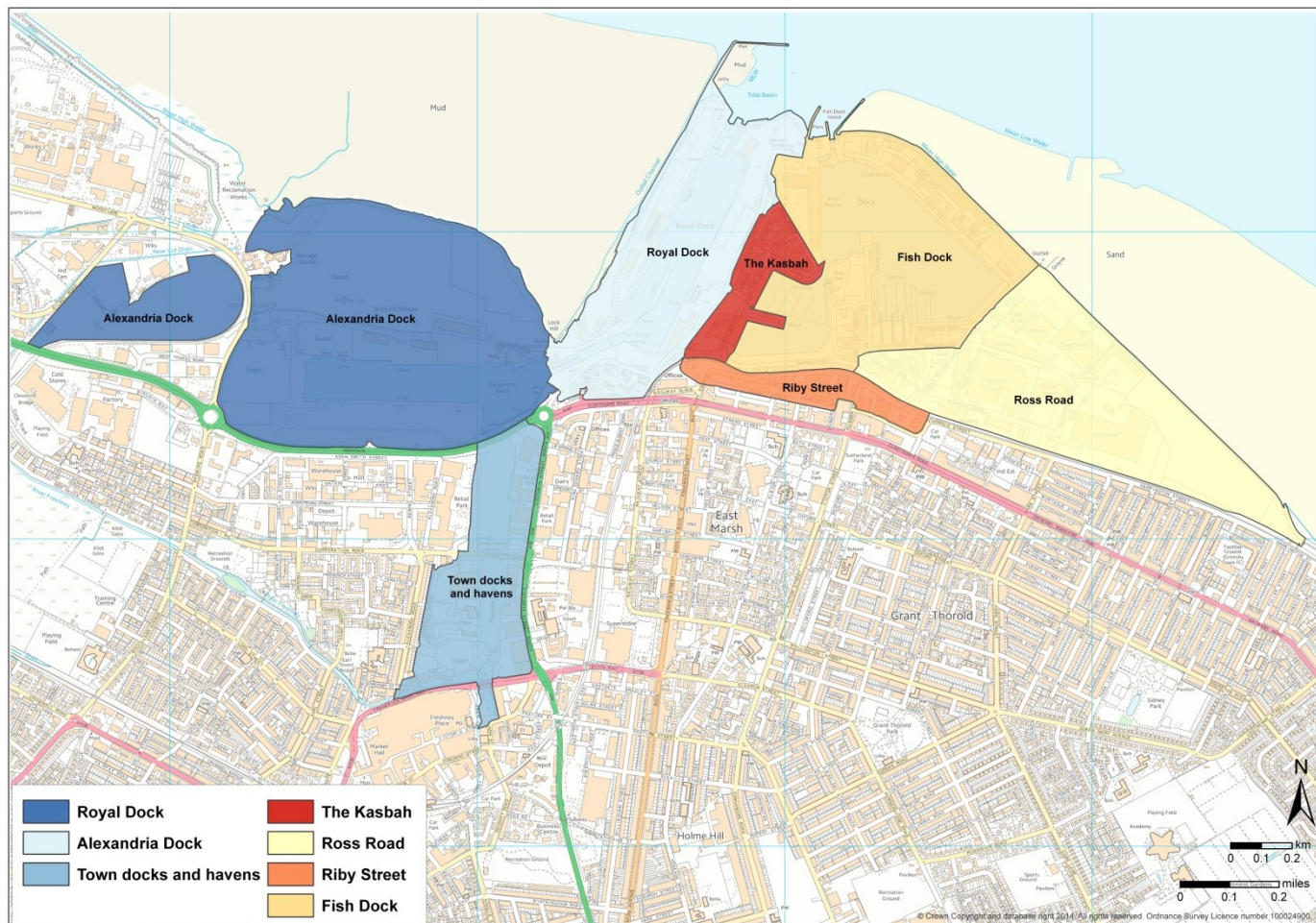


Fig 8 Character Areas.

Port-related heritage assets and contributions to present character

Grimsby's overall port-related area has been divided into seven distinctive Character Areas (Fig 8).

The distinctive feel of these Character Areas is shaped by their historical development and influenced in the present by patterns and sometimes direct survivals from their inherited past. That heritage can be many and various – place-names, street layouts, patterns of open space, whether public or private, a sense of enclosure by closely spaced or large buildings, or the presence of readily recognisable historic buildings and features – they all provide links in the present to Grimsby's past, even if the original structures which influenced and defined present aspects of the townscape and streetscape may have long gone and been replaced by modern features. These distinctive aspects of place add interest, texture and unique character to the port. The way in which surviving historic aspects within the port's fine-grained landscape, often called heritage assets, interact with that present character serves as a tangible reminder of the cultural origins of the port's distinctiveness. Whether or not people who live in or use Grimsby have any interest in its heritage as such, its historical development has shaped the place which is familiar to them, with which they have cultural associations and where they

undertake their recreational, industrial and commercial lives.

This section seeks to examine how the surviving port-related heritage contributes to the present character of Grimsby.

Character Area Summary

1. Royal Dock

An area of continuing commercial port activity, the layout of which dates to its late 19th century design as a rectangular wet dock enclosed by a quay wall of York stone ashlar walls on a brick substructure with cast-iron mooring bollards. Its design and construction was a feat of Victorian engineering and its continued use as part of the modern port is a testament to this.

At the northern end of the Dock the River Humber is accessed through two original locks, the entrance guarded over by the iconic Grimsby Dock Tower. Built in 1852 and at over 300 feet high, this hydraulic accumulator tower once powered the Dock's lock gates and although it now stands redundant it is a marker visible across Grimsby of the port's pivotal role in the history of the town. It is also an important day mark visible for miles out to sea.

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Next to the earlier and taller tower is a later and smaller accumulator tower that replaced it. The two towers are a poignant reminder of the rapid developments in engineering that occurred in late 19th century Britain.

Although much quieter than in times past, the Royal Dock is still used by smaller short-journey commercial vessels for the transport of bulk cargoes including metal, grain, fertiliser and frozen fish. A jetty dating to the mid-20th century for the export of coal from the port stands underused, its wooden construction contrasting with the brick and stone built walls of the Dock.

On the western quay modern warehousing and storage yards are used to store timber and metal. The eastern quay is more open and the redundant rails of former travelling cranes still survive on its surface – a reminder of how the needs of the port change with its economics, trade and operation.

Returning to the mouth of the Dock, on its western side is a war memorial dedicated to the service of Grimsby's mariners in the Second World War when the port was a centre for mine sweepers clearing the North Sea – a dangerous job in which many local people gave their lives. Nearby a slipway originally built in the later 19th century leads down to the sea.

From here a good view can be gained of the mouth of the Humber and the recently built jetty of the Grimsby River Terminal, a modern extension of the port into deeper water to allow large Ro-Ro vessels to berth at Grimsby – the development reflecting the increasing size of commercial vessels.

The western edge of the Area is defined by the shoreline of the reclaimed ground against the intertidal mudflats. Due to the tidal surge in December 2013 this seaward edge is currently being reinforced by sea defences to protect Grimsby from a similar event.

At the southern end of the Area are the Dock offices. An imposing red brick building built in 1885 it commands a stunning view of the Royal Dock and draws the eye as a place of importance and authority. Its use as ABP's headquarters for the port continues its original use. Outside its front entrance is a statue of Prince Albert who opened the Royal Dock in 1852.

Close-by the Royal Dock narrows to the Union Dock, a later 19th century connection built to link with the newly built Alexandra Dock. Originally its eastern end was a series of lock gates and much narrower but in the mid-20th century the channel was widened, and the gates removed as a result of the increasing size of commercial vessels.

2. Alexandra Dock

Alexandra Dock was built in the late 19th century as a massive expansion of the 'New Dock' built by the Grimsby Haven Company in the late 18th century; the New Dock itself an expansion of the natural tidal inlet that once linked Grimsby to the North Sea.

Reminders of the late 18th century dock survive in the quay walls and the shape of the original lock entrance

Character Area Summary

at Lock Hill.

Alexandra Dock is rectangular and similar to its original design although parts of its dock wall had been updated in several phases. Fronting onto the northern side of the Dock is a series of modern storage yards and warehouses dealing with the bulk cargoes. This cargo is now distributed by road haulage but originally the Dock was served by railways which also brought coal for export. Beyond this, above Westside Road, and stretching around the western end of the Dock to the A180, is a huge area of car parking. Formerly an area of railways and timber yards it is now a concrete space which dazzles with the reflection of Volkswagen and Toyota cars that have been imported via the Grimsby River Terminal. Typical of Grimsby's past port development from the late 19th century onwards much of this area was reclaimed from intertidal mudflats and salt marshes.

This part of Alexandra Dock is still navigable by smaller commercial shipping and a small part of the dock is used by the Grimsby and Cleethorpes Yacht Club with a jetty for the berthing of vessels.

The southern arm of the original Alexandra Dock is now unnavigable to larger vessels due to the construction of the A180 road bridge and forms part of the Town docks and havens Character Area.

3. Town docks and havens

This is where the historic phasing of Grimsby's earlier port development is detectable.

The commercially redundant part of Alexandra Dock forms the main North-South axis of the Area, its shape and extent marking the successive expansion of the original tidal inlet that led Grimsby to develop as a port. Wooden posts marking the channel stand in the northern part of the Dock.

Both sides of the Dock are formed by walls with successive phases of renewal apparent in the character of their construction (some of the sections are modern whilst others date to the late 19th century).

Flanking and backing on to both sides of the Dock is a mixture of light industrial, retail and commercial buildings. This includes the imposing Victoria Flour Mill originally built in the 1890s but added to in the early 19th century. Its stature, robust build and height dominate the skyline of the Area, forming one of the few remaining buildings associated with the Dock's former port-related past.

Crossing the Dock is Corporation Bridge. This iron-built drawbridge was built in 1925, replacing a late 19th century swing bridge. The bridge still carries traffic across the Dock and is a busy thoroughfare and a good place to view the Dock and the Victoria Flour Mill. It is also an imposing structure and contrasts with the surrounding modern buildings visually adding historic time-depth to Area.

On the south western side of the Dock is the Fishing Heritage Centre, a modern building set in a former timber yard. Moored alongside the museum is the *Ross Tiger*, one of the trawlers built as part of the Ross

Character Area Summary

Trawler fleet in the mid-20th century. Its presence adds context to the Dock in that it was once part of the active commercial port, the only other boat in the Dock is the wreck of a wooden vessel.

At the far southern end is West Haven and Riverhead, the earliest surviving parts of Grimsby's port. They now feel quite separate from the rest of the port. The two areas of water are separated from the southern arm of Alexandra Dock, and the working part of the port, by a flood defence wall and pumping station to prevent the River Freshney from overflowing into the town.

The Riverhead is partly cut off from West Haven by the modern road bridge of the A1136. It sits next to the retail centre of the town flanked by a pedestrianised area and a modern retail complex with pubs and shops. The dock here has a mixture of brick-built and concrete clad quay walls, with a barge used as a café and bar. The character of the dock is overwhelmed by the buildings next to it, and it stands as an isolated part of the former port, its relationship to the other docks further diminished by the scale and busy traffic of the modern road bridge.

West Haven runs parallel to the A1136. It was originally cut in the 16th century to redirect the River Freshney to help scour out the silted up tidal creek and was then updated in the 18th century as part of the first attempt to revamp Grimsby as a port. However, it is now very much quieter, forming a shallow and narrow channel, almost canal-like and choked with weed.

On its southern side a revetment wall and walkway passes along its banks up to Haven Bridge. The dominance of the modern A1136, named the Frederick Ward Way, in terms of noise and activity makes it easy to rush past the West Haven without noticing it.

However, from the pavement and walkway people often take time to look at the Freshney and West Haven. It draws the eye and part of its charm and interest are the footbridges which cross the water and the historic buildings that back on to its northern side.

Several of the buildings have their origins in the early 19th century and the re-cutting of the West Haven by the Grimsby Haven Company. They are interesting reminders of Grimsby's earlier port heritage and the attempts to improve its economic fortunes. They also form a varied and interesting part of the streetscape despite being currently in poor condition.

4. Fish Dock

A wet dock with surrounding development, quayside frontage, slipways and jetties. Built in three phases between the late 19th century and early 20th century, the wet docks largely retain their historic extent although Fish Docks 1 and 2 have been conjoined to form one large wet dock.

It retains an historic lock opening and protecting pier (early 20th century) and some of its historic quay walls, although sections have been successively refurbished giving them a varied character in terms of construction.

The Area played an integral part in the development of modern Grimsby and its rapid rise to become the

Character Area Summary

world's busiest trawler port in the early 20th century. It was initially developed to motivate the fishing industry to locate to Grimsby from Hull, and then continued its expansion with the provision of additional dockside facilities.

Despite the collapse of Grimsby's fishing fleet there is still a small number of fishing boats that use the dock. It is also still a nationally important centre for the redistribution of fish. At the modern fish market fish mainly caught off Iceland and the Faeroes is sold, often for processing in the local area by the major seafood suppliers.

Fish Dock 2 is partially used by a modern yacht marina but its southern quayside edge is unused, with the former early 20th century fish sheds that once fronted on to it surviving as a brick-built platform running alongside Murray Street. The southern side of Murray Street has a range of modern and earlier 20th century buildings used by a variety of port-related businesses, mostly fish processing.

The ground dividing the two dock basins is mainly used for boat storage. There is a series of early to mid-20th century brick-built warehouses (unused) on Wickham Road with the three sets of jetties, slipways and winch houses to the east of West Quay, an area still used for ship repair and maintenance.

Much of the remaining quayside frontage in the Character Area is either open, derelict land awaiting redevelopment or mid to late 20th century warehouses and office buildings of differing scale and character, many of which await reuse.

Vessels access the Humber through a mid-20th century lock at the end of the northern quay. The northern quay of the Fish Dock is formed by the protecting arm of the bund built to enclose Fish Dock 3 in the 1930s. Here, redevelopment of several parcels of land is currently taking place as businesses involved in the offshore industry build new offices and depots here (including the area of the LDO). The Dock is now mainly used by small vessels that regularly take out small teams of staff to service the offshore wind turbines. It is this industry to which the port authority hopes to attract to Grimsby.

On the seaward side of the North Quay the sea defence wall protecting the docks has been updated following the tidal surge of December 2013.

5. The Kasbah

The Kasbah is a distinctive network of small streets lined with late 19th and early 20th century brick-built buildings dominated by the smokehouses, warehouses and shops of small seafood businesses. The Area developed in tandem with the fishing industry and the Fish Docks as a landward base for its industry-related activities. It is an unusual and interesting place and a direct link to the development of Grimsby as the world's foremost fishing port in the late 19th and early 20th centuries.

As Grimsby continues as a nationally important hub for the processing and redistribution of seafood it remains a busy place rich in the sights and smells of the

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industry. Its small buildings form a dense cluster of almost town-like character, that contrasts greatly with the more industrial and open character of the Areas that surround it.

The southern side of the Area is dominated by the bulk of the Ice Factory and its conveyors which loom high above Gorton Street. Redundant since 1990 it still contains its original ice making machinery. There are also many other redundant buildings awaiting reuse and redevelopment including the former range of historic buildings previously used by Cosalt. Fronting on to the Fish Dock are unused fish sheds which were first built in the early 20th century.

On Wharncliffe Road North rails survive on the road surface. The rails were first laid in the late 19th century with the development of the first fish sheds adjacent to Fish Dock 1.

6. Ross Road

The Area contains the largest cluster of seafood processing and distribution businesses in the UK with warehouses, cold stores and offices dating to the late 20th century. The area was reclaimed from the tidal mud flats in the 1930s following the construction of Fish Dock 3. The Area is visually dominated by Ross House, the headquarters of the Young's Bluecrest group. Nearby is the Grimsby Seafood Village which has been built to provide modern facilities for small seafood businesses.

7. Riby Street

Despite not being within the historic footprint of the docks the Area has a long-standing association with the workings of the modern port. It was originally developed as terraced housing in the later 19th and early 20th centuries to house the growing numbers of people attracted by the success of Grimsby.

In the mid to later 20th century the area was redeveloped as an area of light industry and now it includes several buildings, warehouses and a smokehouse associated with the fish processing industry.

Conservation values of the port heritage assets

In 2008, English Heritage published *Conservation Principles*, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). Conservation Principles identifies four main types of values: Evidential, Historical, Aesthetic and Communal (*ibid*). The following subsection uses that framework to present a preliminary assessment of the values and significance attached to Grimsby's present port-related heritage.

Evidential

– 'the potential of a place to yield evidence about past human activity'

Grimsby's development as a nationally important port from the late 19th century gives its surviving

features significant evidential value, contributing to the historic character and time-depth of the port's present landscape. The shape and extent of its wet docks, locks and quays all contribute to this character. As do the construction techniques and innovative structures such as the hydraulic accumulator towers built as part of the port expansion which reflect Victorian Britain's engineering prowess and the economic ambition of the railway companies.

Its rapid development to become the world's leading fishing port in the early 20th century and its contribution to the development of Britain's modern trawling fleet and the present seafood industry makes the earliest features in this sequence of considerable significance.

Together with the Fish Dock Character Area, the concentration of extant historic buildings, structures, and road names associated with the fishing industry in the small area of the Kasbah Character Area provides good evidence of the early stages in this development. This value is enriched by the interconnectedness of the key heritage assets in the Areas (the fish sheds, Ice Factory, the Dock and the historic buildings in the Kasbah) and the inter-visibility between them.

In the Kasbah there is a blend of large scale functional industrial architecture with small scale fishmongers and smoke houses, which together with the boats using the Fish Dock strongly evoke a strong and unique sense of place and Grimsby's heritage as a fishing port.

The National Fishing Heritage Centre celebrates Grimsby's glory as a trawler port in the rich form of its displays, presentation of documentary sources and the *Ross Tiger* trawler.

As direct survivals from Grimsby's earlier port development, John Rennie the Elder's quay walls and lock gates at Lock Hill, and the Town docks and havens Character Area have high evidential value. These contain the earliest surviving features related to port activity and the great efforts made from an early period to conquer the natural limitations the area posed to create a thriving port.

Historical

– 'the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative'

Grimsby's role as a port and the location of its older and more recent foci of its docks are important to the understanding the town's history – from its earliest phase as an important medieval port, to its decline and later re-emergence through great financial investment and the vision of the MSLRC. Grimsby's continued role as a port and its move away from fishing reflects local, regional and national changes of the past fifty years but also the port's adaptability in the face of adversity which has been a constant feature of its development.



Fig 9 Seafood processing factory and redistribution centre in the Ross Road Character Area.

Its success as a major port is linked to the Manchester, Sheffield and Lincolnshire Railway Company who helped develop the modern port from more humble beginnings. The Company has an important role in the industrial past of the wider area, of strong historical value both locally and regionally.

The National Fishing Heritage Centre outlines the national role that Grimsby played in the history of the British trawler industry, especially from the early to mid-20th century.

It is from this industry, and from companies like Ross Trawlers diversifying in the 1960s, that Grimsby's present role as Britain's leading centre in the seafood industry developed. This role is of strong historical value on a national stage.

Seventy percent of the UK's fish processing industry is located in the town, and in recent years, this expertise has led to diversification into all forms of frozen and chilled foods. More than a hundred local companies are involved in fresh and frozen fish production, the largest of which is the Young's Bluecrest Group, comprising Young's Seafood and Findus. It is a major employer in the area, with some 2,500 people based at its headquarters. From this base, Young's has a global sourcing operation supplying 60 species from 30 countries making Grimsby one of the largest centres of fish processing in Europe (Grimsby Wikipedia page).

At a more local level of seafood processing Traditional Grimsby Smoked Fish was awarded Protected Geographical Indication (PGI) status by the European Commission in 2009 (Traditional Grimsby Smoked Fish Wikipedia page).

Aesthetic

– 'the ways in which people draw sensory and intellectual stimulation from a place'

As a working port, Grimsby's constantly changing activity generates interest for many, whether from the coming and going of visiting ships, the type of cargoes being stored and redistributed, and the buildings and structures associated with its use. To some, these activities may not always be seen as attractive but nonetheless many find them stimulating and they arise as a direct consequence of



Fig 10 Smaller scale fish processing businesses in the Riby Road Character Area.

the port's historic industrial development and its continuing industrial use today.

The iconic Grimsby Dock Tower is an important landmark to the town and an important day mark for navigation. At over 300 feet tall it dominates the local skyline catching the eye due to its unusual architectural detail and shape. On the eastern side of the port, the Dock Offices, Albert statue, and Ice Factory form significant landmarks at the gateway to the Fish Docks.

At a more intimate level many local people draw interest from the comings and goings of the seafood processing industry in the Kasbah Character Area and although unsightly to some, it draws great visual interest in its activity and historic buildings to others, and is celebrated in several articles on the internet (for example Rod Collins' website). The Ice Factory has featured in television documentaries including 'Coast' and 'Restoring England's Heritage'.

It can be difficult for people to appreciate the aesthetic value of the docks and port as many of its Character Areas are underused with several derelict buildings and brownfield sites awaiting reuse and regeneration. However, when refurbished and found roles within their areas' regeneration, they provide narratives founded in the history, character and cultural distinctiveness of the place.

This is also the case within the Town docks and haven Character Area where Grimsby's surviving port-related heritage is not currently celebrated and is presented with little consideration of its historic importance to the town.

Communal

– 'the meaning of a place for the people who relate to it, or for whom it figures in their collective experience or memory'

The continued success of Grimsby as a working port provides an important focus for its local community. It is evident from local people writing about the history of the area on the internet and elsewhere that there is considerable pride in the town associated with the port and its continued economic success, especially with the potential for the port to help drive regeneration in the wider area. This pride is also reflected in high levels of local interest in the



Fig 11 Winch houses off Whickham Road in the Fish Dock Character Area.

port and its history, especially its past as a major fishing port.

In 2010 the Great Grimsby Ice Factory Trust (Great GIFT) was formed to try and secure the future of the building. There is a Grimsby, Cleethorpes & District Civic Society and Lincolnshire also has an active Building Preservation Trust which has renovated a handful of historic townhouses and farmhouses, but all outside of the port area.

Current levels of heritage protection

The Royal Dock Character Area contains a high number of Listed Buildings: The quayside walls of the Dock are Grade II (LB 1379867), the Grimsby Dock Tower Grade I (LB 1379870) and the later tower Grade II* (LB 1379871). The east and west locks (including its rails and bollards) to the Royal Dock are both Grade II Listed (LB 1379868; LB 1379869) as is the lock keeper's cottage (LB 1379872). At the southern end of the Area the Dock Offices (LB 1379873), Prince Albert statue (LB 1379874) and a former house at 26 Flour Street (LB 1379837), now used as offices, are Grade II Listed. To the south of Cleethorpes Road, the former Customs House is Grade II Listed (LB 1379417).

Within the Alexandra Dock Character Area the original lock and dock wall of the late 18th century New Dock built by the Grimsby Haven Company are Grade II* Listed (LB 1379856).

In the Town docks and havens Character Area Corporation Bridge (LB 1379432), Castle Press (LB 1379891), Victoria Mill (LB 1379892), Haven Mill (LB 1379840) and the West Haven Maltings and Garth Buildings (LB 1379841) are all Grade II Listed.

The Kasbah Character Area includes a high concentration of Listed Buildings including the Grimsby Ice factory (Grade II*; LB 1379842), a wealth of Grade II fish processing factories and smokehouses (LB 1402339, LB 1379834, LB 1379847, LB 1379848, LB 1379882, LB 1379883), and Grade II shops and warehouses (LB 1379835-36 incl.).

Riby Street Character Area includes the Grade II Listed Russell Fish Processing and Smoking Factory (LB 1379908).



Fig 12 In need of care, conservation and reuse – the West Haven malting and Garth buildings and the channel of the West Haven.

The Victoria Mill Conservation Area includes Corporation Bridge, Victoria Flour Mill and part of the southern arm of Alexandra Dock in and around Corporation Bridge.

In terms of non-heritage designations, the foreshore up to and just above Mean High Water (MHW) is included within the Humber Estuary Site of Special Scientific Interest (SSSI). Change of use and ground disturbance within the SSSIs are strictly controlled and therefore offer archaeological features general protection from unlicensed disturbance.

Pressures for change

The main pressure upon the port arises from its economic need to remain commercially viable. The collapse of the area's fishing industry, the increasing size of vessels and major changes in port technology and provision nationally, has meant that the port has had to revise its business model, a situation which will continue into the future.

Brownfield sites next to, or within the port are prime areas for redevelopment especially as ABP seek to create new businesses streams for the port. In the Fish Dock Character Area, redevelopment of the North Quay continues with blocks of land being redeveloped as offices and depots for businesses involved in the offshore wind industry, including the area of the LDO specifically created to attract these businesses.

ABP is also keen to see the development of modern seafood processing facilities within its estate. The development of the Grimsby Sea Food Village located in the Ross Road Character Area was built to enable small to medium sized seafood businesses to have modern facilities close to the cold stores and redistribution hauliers (Grimsby Seafood Village website). It is possible that many of the seafood businesses located in the Kasbah could choose to move to the Seafood Village leaving their former premises in the historic Character Area unused.

The narrowness of the locks entering the Royal Dock and the Alexandra Dock mean that only short sea shipping can use the port, with small vessels only able to use the lock leading to the Fish Dock. It is possible that future economies of scale may lead to the increase in the beam and draft of short sea

commercial vessels and make the use of the historic Docks more difficult for trade.

The need for regeneration in Grimsby is high in response to the difficult economic times of the present and recent past. The challenge is to revitalise the town and port while retaining the distinctiveness of the place and pride in its past achievements. With sufficient understanding and thought, the character of its cultural heritage can offer a positive asset in achieving that dual goal for the future Grimsby that will emerge.

The Shoreline Management Plan 2 (SMP2) provides a long-term risk assessment relating to future coastal evolution and presents a policy framework to address the risks to people and the developed, historic and natural environment in a sustainable manner.

The SMP2 for the *Flamborough Head to Gibraltar Point Shoreline Management* outlines the preferred management recommendations for the East Immingham to Cleethorpes Policy Development Zone (PDZ 3) as 'to maintain protection to the significant industry, port and residential areas present in the coastal hinterland' its justification 'to sustain the viability of industry, port and residential areas present' (Scott Wilson 2010).

Under the heading 'Appraisal of Impacts' it outlines that the management intent to 'Hold the Line' will require the sea defences to be maintained and upgraded with the need for some defences to be significantly upgraded.

Heritage risk assessment and opportunities

This Port Heritage Summary has highlighted the essential historic character and heritage assets that underpin Grimsby's port-related character.

Regeneration planning which is informed and inspired by these elements can take a proactive approach to ensure that new developments enhance the distinctiveness and strong 'sense of place' which arise from Grimsby's historic cultural development rather than as if from a blank canvas. Such heritage-led regeneration will ultimately be more sustainable for the local community.

The Kasbah Character Area has a high concentration of historic buildings, several of which are currently unused and at high risk if no viable future use for them can be established. The current vacant historic buildings offer potential for small businesses to locate there, bringing economic diversification to the area and more integration between the town and port. This would help prevent the area from declining further but would require considerable encouragement and support to ensure success.

Most notable of these buildings is the Ice Factory which is at high risk as it has been unused since the early 1990s. The building is on Historic England's 'Heritage at Risk' register and the condition of the building and its machinery are continuing to deteriorate. The Great Grimsby Ice Factory Trust (Great GIFT) hopes to secure the future of the building, and with the support of the Prince's Trust,

is appraising the potential economic options for its future reuse.

The decline of the fishing industry at Grimsby and the changing economics in the modern seafood industry led to the eventual closure of the Ice Factory and it is possible that the need for modernisation could affect the Kasbah Character Area. Several of the port's seafood businesses have already relocated to the Ross Road Character Area and many of the fish processing businesses in the Kasbah may want to move to modern premises elsewhere in the port such as the Grimsby Seafood Village.

The Area is also in an isolated location with limited public access due to its position within the commercial port and the major roads that cut it off.

It is also likely that future economic viability of the port will require changes in ABP's business model and changes to the Docks and quay frontage. For these reasons the current character of the entire Kasbah Area is under strong pressure for change.

For many local people it is important that the relationship of the port with the town of Grimsby which has been so successful in the past can flourish in the future.

The water bodies of the West Haven, Riverhead and southern arm of Alexandra Dock are at medium to high risk of neglect due to their present under use. They are no longer focal points to which the town looks to – perhaps a reflection of the decline in their port related activity and being cut off by modern road bridges. It is important that these areas are better considered in future in relation to the town to help improve their connectedness and usage. This point is made in several regeneration documents and in the town's section of *Design North East Lincolnshire - Places and Spaces Renaissance* which states, 'Grimsby has many underutilised waterfront spaces which have been overlooked throughout the second half of the twentieth century. The connections to the waterfront could be re-established to re-link the town centre to the water, which is a key part of Grimsby's heritage and a substantial asset to the town' (Gillespies and Kevin Murray 2008).

Other key port-related heritage assets at risk include the central part of the Victoria Flour Mill which, unlike the rest of the building, has not been converted into residential use and is at medium risk of neglect.

The Listed West Haven Maltings and Garth buildings are currently derelict and are at high risk. They provide a substantial part of the northern frontage on to the West Haven and are survivals from the earlier attempts to improve the port at Grimsby.

West Haven is also neglected and at risk in terms of falling further into disrepair, the river channel littered with rubbish diminishing the visual aspect of what is an important part of the town's heritage.

At present there is no overarching document that outlines the heritage values of the entire town of Grimsby in any detail, assessing the different areas

within it, and the economic changes that the town and port are likely to face.

A carefully targeted Extensive Urban Survey assessment for Grimsby could help towards achieving this. Such surveys are undertaken to help local authorities, Historic England and others provide heritage information and ideas to help guide future development and support historic environment input into the planning process.

Ground disturbance in certain parts of the Character Areas could reveal buried archaeological deposits. For example, in the area of the Riverhead, to the west of the present riverside wall, traces of a medieval wooden quayside wall were revealed by archaeological excavation (North East Lincolnshire Archaeological Services 2013). However, in certain areas that potential could be limited by previous substantial ground disturbance.

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