

# FINDEN WILLIAM

THE PORTS, HARBOURS,  
WATERING-PLACES AND  
PICTURESQUE SCENERY  
OF GREAT BRITAIN VOL.

1

**William Finden**  
**The Ports, Harbours, Watering-**  
**places and Picturesque**  
**Scenery of Great Britain Vol. 1**

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*The Ports, Harbours, Watering-places and Picturesque Scenery of Great  
Britain Vol. 1:*

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# **William Finden**

## **The Ports, Harbours, Watering-places and Picturesque Scenery of Great Britain Vol. 1**

### **TYNEMOUTH LIGHTHOUSE AND PRIORY**

Our present engraving is a view of Tynemouth Lighthouse and Priory, with the life-boat in the act of saving the crew of a vessel, which has struck upon the rocks at the foot of the cliff on which the lighthouse is built. This incident, so effectively and appropriately introduced by the artist, Balmer, who has frequently witnessed the scene which he has depicted, is peculiarly characteristic of the neighbourhood of Tynemouth; for, in consequence of the danger of the entrance to Shields Harbour in stormy weather, with the wind from the eastward, more vessels are there lost than at the entrance of any other harbour in Great Britain; and in no part of the kingdom has the value of the life-boat been more frequently experienced.

The view is taken from the entrance to Shields Harbour, about half a mile to the south-west of the lighthouse, which is seen rising from behind the extremity of the cliff which overlooks the entrance to Prior's Haven. Towards the centre of the land view are the ruins of Tynemouth Priory; while farther to the left, in the same distance, is seen the castle, now modernised and occupied as a garrison. The fore-ground to the left is the bank which forms the south-western boundary of Prior's Haven; and the rocks which are seen at its foot are a portion of the formidable *Black Middens*, which lie on the north side of the entrance to the harbour.

The principal feature of the engraving under observation is the view of the life-boat, which is introduced with a thorough knowledge of the subject, and with a feeling and a character of truth which mere imagination can never inspire. The downward plunge of a boat's bows among broken water, while her stern is at the same time elevated by a slanting wave, was never more happily represented. A person who has been at sea, may almost fancy that he hears the resounding dash of the water against the curved bow, and the seething of the angry wave as it rises on each side. The idea of motion is admirably conveyed in the representation of the wave lashing over the floating mast, which is tossed about like a light spar by the violence of the sea; and the continued inward roll of the water, from the side and bow of the boat towards the shore, is no less naturally expressed.

Part of the life-boat's crew, with most of the oars double-

manned, are seen "giving way," with strenuous efforts, through the breakers, while others are endeavouring to save the shipwrecked seamen; and one of the men at the steer-oar appears to be encouraging the sailor who clings to the floating mast. The position of the boat, with her stem towards the harbour, and the shipwrecked men seated towards her stern, indicate that she is returning from the vessel, the top of whose masts are seen, and that she is now endeavouring to save such men as were washed overboard when the vessel sunk. The flying of the spray declares the loudness of the wind; and though a cheering glimpse of sunshine appears to illumine the land, yet the dark cloud, which seems to rest upon the waters to the right, sufficiently informs us of the gloominess of the prospect when looking towards the sea.

In consequence of a bar of sand, which stretches across the mouth of the Tyne, where the outward current of the river at ebb tide is met by the inward roll of the sea; and from the Herd Sand on the south, and the Black Middens on the north, the entrance to Shields Harbour is attended with great danger when the wind is blowing hard from the eastward and a heavy sea running. In crossing the bar, at such a time, a loaden ship, with rather a heavy draught of water, will sometimes strike, and unship her rudder; and a light one, in consequence of being struck by a heavy sea will sometimes broach to. A vessel thus rendered unmanageable, is almost certain, with the wind from the north-east and a flood tide, to be driven on the Herd Sand; and, should the wind be blowing strong from the south-east, she is extremely liable to be

thrown either on the Black Middens or on the rocks at the foot of Tynemouth Castle; more especially in attempting to gain the harbour after the tide has begun to ebb. In the latter case, when vessels have been too late to save tide and are land-locked, and when it may seem less hazardous to attempt to pass the bar than to bring up, with evening approaching, on a lee shore, the danger of being wrecked on the rocks to the northward is more especially imminent.

# **LONDON: THE BRIDGES OF LONDON, SOUTHWARK, AND BLACKFRIARS, FROM THE SURREY SIDE**

"O could I flow like thee, and make thy stream  
My great example as it is my theme;  
Though deep, yet buoyant, – gentle, yet not dull, —  
Strong, without rage, – without o'erflowing, full."

*Denham.*

The New London Bridge, which forms so striking a feature in this View, is justly considered the finest specimen of bridge-building in Europe. It is alike the admiration of strangers and natives, and unites in the highest degree the useful and ornamental – elegance of design with solidity of structure. The first pile of this superb structure was driven on the 15th of March, 1824; and on the 27th of April, the following year, the first stone was laid by his Royal Highness the Duke of York, attended by the Lord Mayor, a distinguished party of noblemen, gentlemen, and citizens, and a great concourse of strangers, who had assembled to witness the imposing ceremony. The contracts amounted to five hundred and six thousand pounds, but the total



expenditure more than trebled that sum. The clear water-way is six hundred and ninety feet out of seven hundred and eighty-two – the actual width. The carriage-way is thirty-five feet wide, and the foot-paths nine feet each. The central arch, of the five of which it consists, is one hundred and fifty-two feet in span – one of the largest ever known – it is twenty-nine feet and a half in height; and there is no *weir*, or fall, as in the Old London Bridge. We are thus particular in the measurements that the reader may more readily comprehend the magnificent scale upon which this great national structure has been finished; and it may be an additional facility to this purpose to state, that of granite alone one hundred and twenty thousand tons were consumed in the building.

After six years of incessant labour, it was happily brought to a successful termination under the direction of the late John Rennie, Esq., of whose genius as an architect it is a splendid monument. The opening of the bridge took place on the 1st of August, 1831, and gave occasion to a magnificent festival, which was honoured with the presence of his late Majesty William the Fourth and Queen Adelaide, the Lord Mayor, and all most remarkable for rank and station who were at that time in London. The ceremony was of the most gorgeous and gratifying description; and the water-pageant which accompanied it was the finest ever remembered on the Thames. The bridge was lined with tents and marquees, from which proudly floated the national standard, with numerous flags of societies and corporations,

which gave the whole a strikingly gala-like effect. Under these a superb *déjeûner*, consisting of all the luxuries of the season, was served to the numerous assembly; and, to give additional novelty to the scene, Mr. C. Green, the celebrated aëronaut, ascended from the bridge in his balloon, much to the gratification of the spectators.

Immediately adjoining the Bridge, on the right, is the Steam-packet Wharf, which, from the constant landing and embarkation of passengers to and from all parts of the river, is a scene of uninterrupted stir and animation. On the left are the Bridges of Southwark and Blackfriars, with the magnificent Cathedral of St. Paul's in the centre of the picture.

The Monument (a conspicuous object on the right hand of the engraving) is a magnificent pillar, erected to commemorate the great fire of the city of London, in 1666, on the spot where it first began. It is of the fluted Doric order, and the material employed in its erection is Portland-stone of the best quality. It is one of the boldest specimens of the kind ever attempted, being two hundred and two feet in height, and fifteen in diameter, and stands on a pedestal forty feet high and twenty-one feet square; and within the shaft is a spiral staircase, consisting of three hundred and forty-five steps, formed of black marble. It was begun in 1671, but not completed till seven years after, as the great demand for stone in the restoration of London and the Cathedral of St. Paul's absorbed nearly all that the Portland quarries could furnish. Mr. Elmes, in his *Life of Sir Christopher Wren*, informs us that the

Monument was at first used by the members of the Royal Society for astronomical experiments; but was abandoned on account of its vibrations being too great for the nicety required in their observations. This occasioned a report – extensively circulated at one time – that it was unsafe; but its sound foundation and scientific construction may bid defiance to all attacks, but those of earthquakes, for centuries to come.

This View of the Metropolis, from Southwark, is exceedingly grand and impressive, and presents a faithful picture of the everyday scenes which are here passing before the eyes of the spectator – dazzling his eye, and filling his mind with those images of unbounded wealth, power, and magnificence, of which there is no precedent in ancient or modern history.

# HARWICH

Harwich is in the county of Essex, and lies on the south side of the estuary formed by the confluence of the Stour and the Orwell, about sixty-two miles to the north-eastward of London. The view in the engraving is taken from the southward, and comprises three of the most conspicuous objects in the town – the church, which is of modern erection, and the upper and the lower light-houses. In the distance, to the right, is perceived Landguard Fort, which lies on the Suffolk shore, on the opposite side of the channel.

In 1318, Harwich was incorporated by Edward II., at the request of his brother, Thomas de Brotherton, Earl of Norfolk. In 1347, the town supplied 14 ships and 183 mariners to the grand fleet of Edward III.; and in the 17th and 18th years of that king's reign, Harwich returned two members to Parliament; but the exercise of this privilege was discontinued till 1616, when it was restored by James I.

The trade of Harwich never appears to have been extensive; and its prosperity seems to have greatly depended on the Post-office packets, which formerly used to sail from the place with passengers and letters for the northern parts of Europe. The introduction of steam-packets has, however, rendered Harwich a place of no further importance as a packet-station, and for several years past the town has been in a declining state. The

fishery, which formerly contributed to the prosperity of the place, has greatly diminished since the commencement of the present century. Harwich is the only harbour between Yarmouth Roads and the mouth of the Thames that is capable of affording refuge, in gales of wind from the eastward, to vessels navigating the eastern coast. During the prevalence of strong north-east winds, sometimes from 200 to 300 light colliers, and other vessels proceeding northward, are to be seen anchored in the harbour.

On the south of the town a cliff divides Orwell Haven from the bay, that extends to Walton-on-Naze. This cliff is observed to be constantly giving way to the action of the sea, which, it is expected, will at some future period force a passage to the opposite shore, and insulate Harwich and its vicinity. The cliff contains many acres of land, and its greatest height is about fifty feet. At the bottom, a bed of clay, of a bluish colour, about one foot thick, is succeeded by a bed of stone of nearly the same colour and thickness. Within the latter, shells and petrifications, of various descriptions, have been found embedded. Above the stone are several beds of clay similar to that under the stone, rising to more than twenty feet. This clay, on exposure to the air, hardens into stone, and the streets of Harwich are paved with it. The town walls were formed of this material, as were also the castles of Orford and Framlingham.

During the fashionable season the town is visited for sea-bathing, and excellent accommodations are now provided,

bathing-machines having been introduced, and the private baths rendered most convenient. They stand in a large reservoir of sea water, which is changed at every tide, and supplied with fresh water every hour, by a contrivance on the principle of a natural syphon. In some of these baths, the water is made hot for invalids, who, if they have neither strength nor courage to plunge themselves into the water, are assisted with a chair. There are also vapour baths, and machinery to throw the sea water, either hot or cold, on any part of the body.

There is a delightful walk, called "the Lawn," much frequented in fine weather as a promenade; and not far distant from it is the Beacon Cliff, on which were formerly the signal-house and telegraph, which were, some time ago, destroyed by the encroachments of the sea. This eminence commands a grand, interesting, and extensive prospect. Parties are also frequently made by the visitors for sailing or steaming up the Orwell and Stour, and making excursions on the bosom of the ocean. The scenery of the Orwell possesses peculiar interest, the banks being studded with elegant villas and pleasure grounds.

# YARMOUTH

Yarmouth, in the county of Norfolk, sometimes called Great Yarmouth, to distinguish it from Yarmouth in the Isle of Wight, lies about 123 miles north-east of London, and about twenty-four to the eastward of Norwich. In the Vignette Engraving, from a beautiful painting by E. W. Cooke, the view is taken from the shore a little to the northward of the Jetty, which is seen extending into the sea. Nearly in the centre of the engraving is seen the column erected by the county of Norfolk to the memory of Nelson; and to the right are perceived several *look-outs*, like so many elevated scaffolds, from which, as the shore is very low, the pilots are enabled to take a wider survey when looking out for ships which may require their assistance.

The name of Yarmouth obviously alludes to the situation of the town near the mouth of the river Yare; the word Yare, according to Druery, in his *Historical Notices of Great Yarmouth*, is derived from the Celtic *Iar*, dark, supposed to have been given to this river from the dark colour of its waters. According to Sir Henry Spelman, the ground on which Yarmouth stands became firm and habitable in the year 1008, from the recession of the sea, and the accumulation of the sands. If this account be correct, it would appear that the town began to be built almost immediately afterwards; for in the *Domesday-book*, which was compiled between 1080 and 1086, the place is mentioned, with

the usual carelessness of the Norman scribes, by the name of Cernemude; and the entry further records that the place had been held by King Edward [the Confessor], and that it "always had seventy burgesses."

In 1208, Yarmouth received a charter of incorporation from King John; and the privileges of the town were confirmed and enlarged by several succeeding kings. In 1228, in the reign of Henry III., Yarmouth had become a considerable port, both for the importation and exportation of merchandize; and in a charter of Edward I., granted in 1306, it is especially mentioned as a place where fishing-vessels, from an early period, had been accustomed to land the herrings which they caught during the season of the fishery. In 1347, Yarmouth supplied 43 ships and 1,095 mariners to the grand fleet of Edward III. and in 1349, the town was visited by a dreadful plague, which carried off seven thousand of the inhabitants. In the 31st of Edward III., an act was passed regulating the annual herring fair at Yarmouth, and appointing it to be governed by the barons of the Cinque Ports, according to the composition made between them and the inhabitants of the town in the reign of Edward I., the king's grandfather. One William Beukelem, of Biervliet, in Flanders, who died in 1397, according to Anderson, in his *History of Commerce*, is said to have been the inventor of the method of pickling herrings: but this cannot be correct; for though he may have introduced some improvements in the mode of cleaning and barrelling the fish, the inhabitants of Yarmouth



and other places on the eastern coast were accustomed both to pickle and smoke herrings long previous to the time when the practice is said to have been introduced by Beukelem. Yarmouth is still the principal place of resort on the eastern coast of England for vessels engaged in the herring fishery, which there commences about the 21st September, and concludes about the 14th December. Most of the Yorkshire five-man boats come to Yarmouth in the herring season, and make their fishery from that place, disposing of all the herrings which they catch to curers who live in the town.

The quay at Yarmouth is one of the longest and most spacious of any in the kingdom; but from the shallowness of the entrance of the harbour, there being only fourteen feet of water on the bar at spring tides, the trade of the place is chiefly carried on in small vessels. It is high water in Yarmouth Roads at forty minutes past eight, and at Yarmouth Sands at thirty minutes past ten, on the full and change of the moon.

The column erected to the memory of Nelson stands on the low sandy flat, called the Denes, to the south of the town. Its total height, including the basement and the figure of Britannia at the top, is 144 feet, and it is ascended by a staircase consisting of 217 steps. It forms a conspicuous object when seen from the sea; and to the crews of vessels passing through Yarmouth Roads it is a proud memento of Nelson's fame and the naval glory of their country.

"O England! – dearer far than life is dear,  
If I forget thy prowess, never more  
Be thy ungrateful son allowed to hear  
Thy green leaves rustle, or thy torrents roar!"

# YARMOUTH QUAY

'Twas from the "craft of sail and oar"  
That states and kingdoms sprang of yore;  
When Commerce ceased to woo the wind,  
Their wealth decreased – their power declin'd —  
Then, thou who lov'st thy native shore,  
Pray Heaven to bless "the sail and oar!"

The subject of the annexed View, representing the Quay at Yarmouth, conveys a faithful idea of that interesting and important locality. It is considered by competent judges as the finest quay in England, and in point of length exceeds every other in the United Kingdom. It is one hundred and fifty yards in breadth, contains in its centre a delightful promenade – planted on each side with trees, protected from the east wind by a row of handsome and well-built houses – and presents in all its aspects a striking combination of commercial activity and ornamental beauty. To the elegant Town Hall, which occupies the centre of this space, and to other public buildings, we have briefly alluded elsewhere. As a grand panorama of commercial life, it would be difficult to point out a finer scene than what is every day presented on the Quay at Yarmouth. Its principal foreign connexion is with the Baltic; and its trade in coal, corn, and

other merchandise, coastwise, is very extensive. By means of the navigable rivers Yare, Waveny, and Bure, it possesses great facilities of intercourse with the interior of the county.

In Yarmouth Roads – so renowned for the safe riding they afford to shipping – the anchorage is extensive, and there is room for any number of ships. The Roadstead, however, is better calculated for summer than winter, for to large vessels it is only accessible in the daytime with safety.

The trade for which Yarmouth is peculiarly noted is its fisheries, which are an unfailing source of wealth and employment to the inhabitants, and have proved an invaluable nursery for those hardy and gallant seamen who have so often fought and conquered in the battles of their country. The mackarel<sup>1</sup> fishery begins in the end of April, and ends in the beginning of July. The herring<sup>2</sup> fishery commences at Michaelmas, and continues till the end of November; during that interval, it affords constant employment to sixteen hundred fishermen, besides six or seven hundred men and women who

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<sup>1</sup> Mackarel is found in large shoals, especially on the French and English coasts. This fish enters the English Channel in April, and, as the summer advances, is found on the coasts of Cornwall, Sussex, Normandy, Picardy, &c., where the fishing is most considerable.

<sup>2</sup> Herrings are also remarkable as appearing in immense shoals – many miles in extent, and several fathoms in depth. Their presence is easily discovered by the flights of sea-fowl which accompany them, by the unctuous matter with which the water is covered, and in the night by the brilliant phosphoric light which they emit. They are very plentiful about the Orkney Isles in June and July, in the German Ocean in September and October, and in the English Channel in November and December.

are engaged in the curing-houses.<sup>3</sup> In addition to all these, many others are occupied in the various manufactures connected with the fishery – in the preparation of nets, rope, twine, baskets, coopering, &c.

The number of registered vessels belonging to the Port of Yarmouth is about six hundred, exclusive of fishing-smacks and other small craft. Ship-building is carried on to a great extent; and the artificers in the various departments of the building-yards are considered eminently skilful. There are several private bonding-warehouses, besides that on the South Denes belonging to the Custom-house. On the North Denes are the silk-mills of Messrs. Grout and Co.; and on Cobham Island are considerable salt-works for the use of the town and fisheries. At South Town, or Little Yarmouth, the banks of the Yare – besides the handsome houses by which they are lined on the south – are occupied by docks, timber-wharfs, and shipbuilding-yards, in which a large proportion of the vessels belonging to Yarmouth are constructed and fitted out for sea.

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<sup>3</sup> The London fishmongers are said to prefer the Lowestoff herrings to those cured at Yarmouth, although they are generally retailed under the name of "Yarmouth Herrings."

# YARMOUTH, WITH NELSON'S PILLAR, (FROM THE LOWESTOFT ROAD)

"A fertile soil, a fruitful sea,  
And wealth amassed by Industry;  
And patriot virtues that sustain  
Their 'Meteor-flag' on land and main;  
A scene where Nelson's gallant name  
Is 'watch-word' to immortal fame:  
And here, – with grateful triumph crown'd, —  
Imparts a charm to all around."

## *Yarmouth Pillar.*

Yarmouth, as a market-town and sea-port, enjoys many natural advantages; and, aided by the public spirit of its inhabitants and a train of successful enterprise, has long enjoyed a well-merited distinction in the chart of the British Empire. It is a borough, both corporate and parliamentary, situated at the eastern extremity of the county, near the mouth of the river Yare, from which it derives its name, and which is navigable as far as Norwich. Joined by its tributaries, the Waveney and Bure, a short distance to the west of the town, in a fine sheet of water called the Breydon, it proceeds in a copious stream to the sea.

The Waveney and the Bure are both navigable rivers – the former as far as Bungay, and the latter to Aylsham.

The town, extending upwards of a mile along the river, from north to south, occupies an area of at least a hundred and thirty acres. On the western side it is bounded by the river, over which there is a handsome drawbridge, communicating with South Town or Little Yarmouth, one of its populous suburbs, where extensive business is carried on. The principal streets, running north and south – Regent-street and South-street excepted – are all indicative of the stir and animation which pervade every place of trade, and evince in their construction both taste and comfort, with an occasional air of the picturesque. The market-place of Yarmouth is extensive, covering an area of nearly three acres, and inclosed on the west side with a range of handsome and well-furnished shops.

Among the public edifices of Yarmouth, which merit especial notice, is the Town Hall, which stands near the centre of the quay. It is an elegant modern structure, with a portico admirably proportioned, and supported by pillars of the Tuscan order. The interior consists of a noble room, finely designed and ornamented, with a richly embossed ceiling in stucco, from which are suspended three massive and superbly cut lustres, containing seventy-six lights, which are used on festive nights, when, with permission from the mayor, public assemblies are held within its walls. Over the chimney-piece is a full-length portrait of George III., in which is preserved a faithful

resemblance of that sovereign. The theatre, erected about sixty years ago, and the bathing-establishment, with a spacious public room adjoining, where the company are supplied with refreshments, are among the other places of public resort. A jetty, twenty-four feet wide, secured by a strong railing, and extending four hundred and fifty-six feet into the sea, on piles of wood, forms a delightful promenade, where health of body and exhilaration of mind may be greatly promoted by the salubrious sea breezes by which it is constantly visited. Near this, and commanding a magnificent view over the German Ocean, the stranger is particularly struck with the appearance of a marine villa, which harmonises admirably with the scene.

At a short distance from the pier is a noble pile of buildings, belonging to the barrack department and erected on a portion of the South Denes. In the centre of the latter rises the triumphal Pillar, which forms so striking a feature in the landscape, and awakens so many proud and heroic associations in the heart of the spectator. This monument, raised to commemorate in his native county the services of the immortal Nelson, is worthy of the virtue and valour it was designed to celebrate. It was erected in 1817, by W. Wilkins, Esq. Both in the design and execution great solicitude was evinced by the public that a monument, bearing the name of the greatest of our Naval Heroes, should present everything that classical taste and national gratitude could suggest – and in this respect his countrymen have been fully gratified. It is of the Doric order, fluted and ornamented with appropriate



decorations and title-inscriptions – illustrating the Hero's most celebrated battles – and surmounted with a ball and an exquisitely cast figure of Britannia, supporting her trident and laurel wreath. The ascent is by an easy flight of two hundred and seventeen steps, and the whole is built of white Scottish marble. Its height from the ground is one hundred and forty-four feet; the diameter of the column or shaft is twelve feet six inches; and the pedestal is twenty-three feet square by twenty-seven feet in height.

# CROMER

Cromer is a fishing village, situated near the north-eastern extremity of the county of Norfolk. It lies about 129 miles north-north-east of London, and about 22 miles nearly due north of Norwich. The view in the engraving is taken from the sands, looking to the westward. Some years ago, part of the cliff, with two or three houses beyond those which are now seen standing on its extremity, fell down in consequence of the encroachments of the sea. At that time a subscription was entered into by the inhabitants of the place, and by several of the neighbouring gentry, for the purpose of forming a breakwater; for without some such protection it was apprehended that at no very distant period many more houses, with the fine old church, would fall a prey to the violence of the sea.

It is supposed that Cromer was formerly a place of much greater importance than it is at present; and that at the time of the Domesday survey it was included in the town of Shipden, which, with its church, is supposed to have been destroyed by the sea in the reign of Henry IV. At low water many large portions of wall are to be seen, which have evidently formed part of the houses of the old town of Shipden. "The set of the great tidal current of the German Ocean," says Mr. R. C. Taylor, in his *Geology of East Norfolk*, "is from the north-west, along the eastern shores of this island. In their progress southward, the

tides meet with an extensive obstruction in the projecting county of Norfolk. About twenty miles of its coast has been subjected, from time immemorial, to the abrasive action of ocean currents. The ancient villages of Shipden, Wimpwell, and Eccles, have disappeared; several manors, and large portions of neighbouring parishes, have, piece after piece, been swallowed up by the encroaching waves; and their site, some fathoms deep, now forms a part of the bed of the German Ocean."

The sea in this neighbourhood, and on the whole of the Norfolk coast, is particularly dangerous. Between Flamborough and Spurn Heads, and Winterton Ness, the most easterly points of land on this side of the island (excepting the North Foreland), the land retreats inward, forming a large bay. If vessels leaving Flamborough Head proceed southward and meet with a hard gale from any point between north-east and south-east, or of leaving Yarmouth Roads, proceeding northwards, they are retarded by the wind blowing hard from the north-east; so that as they cannot weather Winterton Ness, they become embayed, and the only chance of safety is to run for Lynn Deep, in attempting which they are in danger of foundering on the rocks near this town or stranding upon the flat shores between Cromer and Wells.

Cromer is much frequented in summer by visitors for the sake of sea-bathing, for which the fine sandy beach to the eastward affords great convenience. It is a place of very little trade, and is chiefly dependent on the fishery. Cromer light-house stands on an eminence, about three-quarters of a mile to the eastward of

the village. It is a revolving light, and is visible, in clear weather, at a distance of five or six leagues. It appears in its brightest state once in every minute, and then gradually becomes eclipsed.

# KINGSTON-ON-HULL

Hull, though one of the most considerable ports of the kingdom, is also one of the least picturesque. From its low situation, little more of the town can be seen than the modern houses near the banks of the Humber; and though jetties, dock-gates, and pier-heads, are sometimes useful as accessories in a picture, yet where such occupy almost the entire line of the foreground, with a row of brick buildings behind them, the painter must manage his subject as he best can, and be content with giving correctly that which his art cannot improve: – "*Res ipsa negat ornari.*" The view of Hull, from a painting by Balmer, is taken from the Humber, looking towards the north. Beyond the river-craft, which are seen in front, is the entrance to the Humber dock; and the jetty to the right, which appears crowded with people, is a favourite promenade with the inhabitants of Hull, who sometimes assemble there in crowds to watch the sailing and arrival of the steam-packets. The most distant building to the right is the citadel, at the entrance of the river Hull, which then discharges itself into the Humber. Towards the middle of the engraving is seen the tower of Trinity Church, the only object which, at the distance of a mile, commands the attention of the stranger, and gives an individual character to the river.

The town of Hull, or, as it is sometimes called, Kingston-upon-Hull, is in the East Riding of Yorkshire, and lies about

one hundred and seventy miles northward of London, and about thirty-nine to the south-east of York. On the south it is bounded by the Humber, and on the eastward by the small river Hull. The old town, which was formerly protected on the north and west by a wall running from the Hull to the Humber, is now wholly insular, as a line of wet-docks occupies the site of the old fortifications. The suburbs, of Sculcoates on the north, and Drypool on the east, may be considered as forming, with the old borough of Hull, but one large town.

The Hull, which is but a small river, has its source near the village of Lissett, about five miles from Burlington, and after running about twenty-six miles, in a southern direction, discharges itself into the Humber, on the east side of the town to which it gives name. It is navigable for small craft as far as Elmotlands about sixteen miles from its mouth. It contains many fish, such as roach, perch gudgeon, eels, and pike; and Driffeld Beck, one of its tributaries, is famed for the size and excellence of its trout.

The Humber, which opposite to Hull, is nearly three miles broad, and about six fathoms deep in mid-channel, is formed by the junction of the Trent and the Ouse, about sixteen miles above Hull, and it discharges itself into the sea about twenty-four miles below that town. From the rapidity of the current, which at spring tides runs at the rate of five miles an hour, and from the numerous sand-banks which are in the river, the navigation of the Humber is both intricate and dangerous; for should a vessel

get aground on one of the sands, she is extremely liable to be overset by the force of the tide. Such accidents are, indeed, by no means uncommon, for almost every year affords instances of vessels, both ships and river-craft, being lost in the Humber in this manner. In the upper part of the Humber, in the Trent, and in the Ouse between Trent-falls and Selby, the flood tide, more especially in a strong easterly wind, frequently rushes up the river like a wave, considerably raised above the water which it meets. This tidal wave is called by the people of Hull and its vicinity the "*Ager*," – the *g* being pronounced hard; and from the murmuring sound which it makes, as it rolls onward and dashes against the shore, it has been supposed that the river was called the "*Humber*." Drayton, in his *Poly-Olbion*, thus notices the "*Ager*," or as he spells it, the "*Higre*," in his description of the Humber: —

"For when my Higre comes, I make my either shore  
Ever tremble with the sound that I afarre doe send."

Taylor, the water-poet, observed this tidal wave in the estuary of the Wash below Boston: —

"It hath lesse mercy than beare, wolfe, or tyger,  
And, in those countries it is called the Hyger."

Dryden, who had noticed it in the river Trent, calls it the "*Eagre*."

"But like an Eagle rode in triumph o'er the tide."



# BURLINGTON QUAY

The Engraving of Burlington Quay, from a painting by Balmer, presents a view of the entrance to the Harbour from the eastward. To the right is seen the inner part of the Old Pier, as it appeared after the great storm of 17th and 18th February, 1836. In front are the houses at the end of Quay Street, and to the left is the South Pier; between this and the shore two ships are perceived aground at the entrance of the inner harbour, which is nearly dry at low water. In the storm above alluded to, great injury was done to the old North Pier, and part of one of the houses to the right was washed down by the violence of the sea.

Burlington Quay lies about a mile to the north-east of the market-town of Burlington, and at the bottom of a bay of the same name. It is in the East Riding of Yorkshire, and is about two hundred and eight miles from London, forty from York, and twenty from Scarborough. The earliest mention of it as a harbour occurs in a mandate of King Stephen, addressed to the Sheriff of Yorkshire, commanding him to allow the Prior of Burlington to hold it on the same terms as Walter de Gaunt, and Gilbert, his ancestor, had held the same. During the time that it was in the possession of the Priors of Burlington, it seems to have been an inconsiderable place; but subsequently, as the coal trade between London and the northern parts of the kingdom increased, it began to be of greater importance as a harbour, in

consequence of its affording shelter in stormy weather to vessels engaged in that trade. In 1546, an act was passed imposing a duty for erecting the piers and keeping them in repair; and, in 1614, a second act was passed, upon a petition from the merchants and ship-owners of the eastern coast, imposing a duty, for the same purposes, on all coals shipped at Newcastle. Since 1614, several other acts have been obtained, authorising the levy of duties and tolls for the purpose of improving the harbour and repairing the piers; and since 1816, the sum thus collected has averaged about £1,750 per annum.

The harbour at Burlington Quay is almost entirely the work of art, as the small stream which there runs into the sea is scarcely sufficient to turn a mill. Its locality seems to render it one of the most appropriate stations for a harbour of refuge between the Frith of Forth and Yarmouth Roads, more especially in gales of wind from the north-eastward; but unfortunately it can only be entered by comparatively small vessels, as the depth of water at the entrance is only from ten to twelve feet at neap-tides, and from fourteen to sixteen feet at springs. The harbour is also so small, that fifty sail of colliers taking shelter there would render it extremely crowded.

The history of Burlington Quay, considering it as a separate place from the town of Burlington, is extremely meagre. The most remarkable event which its annals record is the landing there of Henrietta Maria, Queen of Charles I., on her return, in 1643, from Holland, whither she had been to conduct her

newly-married daughter to her husband, the Prince of Orange, and where she pledged part of the crown jewels in order to obtain money to purchase arms for the Royalists. The Queen, who was attended by a convoy of Dutch men-of-war, under the command of Admiral Van Tromp, landed at Burlington Quay, on the 22nd of February. The Parliamentary admiral, Batten, who had been cruising, with four ships, for the purpose of intercepting her, having received intelligence of her arrival, sailed into the bay and began to cannonade the town. Several of the shot struck the house in which the Queen was lodged, so that she was obliged to leave it, and take shelter in a ditch in a neighbouring field. A serjeant was killed near her, and the Parliamentary admiral continued his fire until the reflux of the tide and the threats of Van Tromp compelled him to desist.

Burlington Quay is much frequented in summer as a bathing-place; and many persons prefer its quiet and retirement to the greater gaiety of Scarborough. The beach, to the northward of the quay, affords excellent opportunities for bathing, and the walks and rides in the vicinity are extremely pleasant. A visit to Flamborough Head, which is only about five miles distant, forms a highly interesting excursion either by land or water.

The market-town of Burlington, or, as it is frequently spelled, Bridlington, is situated about a mile to the north-westward of the quay.

# FLAMBOROUGH HEAD

The view of Flamborough Head, drawn by Balmer, is taken from the cliffs to the north-west. To the left is the promontory properly called "The Head," at a short distance from which stands the lighthouse. Between the Head and the nearer cliffs is a small haven, which is used as a landing place by the fishermen of the village of Flamborough, which lies about a mile to the south-west of the lighthouse.

Flamborough Head, which lies about eighteen miles southward of Scarborough, and four and a half miles northward of Burlington, is one of the most remarkable promontories on the eastern coast. It projects about five miles into the sea, from a line drawn between Burlington Quay and Filey; and its southern side forms the northern boundary of Burlington Bay. The cliffs, which are of limestone rock, are from three hundred to four hundred feet high, and their crumbling sides form the haunt and the breeding place of innumerable flocks of sea-birds: among which are cormorants, puffins, razor-bills, and guillemots, with gulls and terns of several species. Guillemots, which are here extremely numerous, are known to the seamen of Shields and Newcastle by the name of "Flamborough-head pilots," as their presence in considerable numbers is almost a certain indication of the ship being "off the Head." Great numbers of those feathered denizens of the cliff are killed every year by "parties

of pleasure," from Burlington, Scarborough, and other places, who visit the "Head" for the sake of indulging in the heartless sport, which requires neither skill nor courage, of killing birds by wholesale. At the foot of the cliff, which to the north-west is much indented, there are several caverns and large insulated masses of rock. The largest of those caverns, called Robert Lyth's Hole, has two openings, the one communicating with the land and the other exposed to the sea. The roof, though low at the landward entrance, is in some places fifty feet high; and the view, looking through the rocky vault towards the sea, is extremely grand.

Flamborough Head, which is a most important land-mark for vessels navigating the eastern coast, lies in  $54^{\circ} 8'$  north latitude; longitude  $2^{\circ} 30'$  west. A revolving light is displayed from the lighthouse from sunset to sunrise, and presents, first the appearance of two lights on the same tower, and next a brilliant red light. Each of those lights appears at intervals of two minutes; and after gradually attaining their greatest lustre, they in the same manner decline and become eclipsed.

Between Flamborough Head and Burlington Quay, is situated Burlington Bay, a secure roadstead in north-east gales; and, during the prevalence of such winds, it is not unusual for three hundred ships to be riding there at the same time, sheltered from the violence of the wind and sea by the lofty promontory. On the south-east, the Bay is partially sheltered from the violence of the sea by the Smithwick Sands, which run nearly in a line

with the coast, from Burlington Quay to Flamborough Head. At each extremity of those sands there is a channel leading into the Bay; that towards the Head is called the North Sea; and the other, towards Burlington, the South Sea. Though the Smithwick Sands effectually break the violence of the sea at low water, yet at high water, when they are covered to a considerable depth, the protection which they afford, in gales of wind from the south-eastward, is not to be depended on. Vessels, therefore, leave the Bay as soon as the wind changes to east or south-east, as it no longer affords them sufficient security; the protection of the Smithwick Sands not being equivalent to the risk of the lee-shore, to which they would be exposed in a gale from the south-east. Were the harbour of Burlington, which is situated to the westward of the Bay, enlarged and deepened, its importance, as a place of refuge for vessels compelled to leave the Bay from the wind changing to the eastward, would be very greatly increased. Could it be so enlarged as to admit one hundred vessels, of from 200 to 300 tons each, it would, with the Bay, afford a place of refuge in all storms from north-east to south-east, which are generally the most destructive on the eastern coast.

# SCARBOROUGH

In this view of Scarborough, by Harding, which is taken from the southward, the most conspicuous object is the Lighthouse on the Old Pier, or, as it is sometimes called, Vincent's Pier, from the name of the engineer, by whom the outer portion was erected about the year 1750. Beyond the pier are seen the masts of vessels lying in the harbour; to the left are the houses, which are built near the shore between West Sand-gate and Bland's Cliff; and on the height are the barracks, with the ruins of the old castle, a little further distant, to the left.

Though the name of Scarborough appears to be of Saxon origin, yet as the place is not mentioned in any author who wrote before the Conquest, nor in the Domesday-book, we cannot reasonably suppose it to have been of much importance, either during the Saxon period, or at the time when the Conqueror's survey was made. The castle of Scarborough was built about 1163, by William le Gros, Earl of Albemarle and Holderness; and from that period the authentic history of the town commences. The castle is situated to the north-eastward of the town, and is built on the isthmus of a peninsula, which comprises an area of about sixteen acres, and is bounded on the north, east, and south by inaccessible cliffs, whose summits are about 300 feet above the level of the sea. The western boundary, overlooking the town, is also formed by an elevated rock; and

the only means of approach to the castle is by a steep path near the edge of the cliff forming the north side of the isthmus. On passing through a gateway, and over a draw-bridge, we arrive at the castle, which, previous to the introduction of cannon, must have been almost impregnable. The keep or principal tower is ninety-seven feet high, and though greatly dilapidated, is yet a striking object, more especially when viewed from the sea, at about two miles' distance from the north cliff.

There is no river at Scarborough; and the harbour, which is formed by the piers, is only accessible towards high water. It is high water at Scarborough at forty-five minutes past three o'clock at the full and change of the moon; and at spring tides there is about twenty-two feet water at the end of the pier. At night a light is shown from the lighthouse as long as there is twelve feet water at the entrance to the harbour; and during the same period a flag is hoisted by day.

About 1620 the sanative virtues of the Spa-well were discovered by Mrs. Anne Farrow, who "sometimes walked along the shore, and observing the stones over which the water passed to have received a russet colour, and finding it to have an acid taste different from the common springs, and to receive a purple tincture from galls, thought it probably might have a medical property." The lady having tried the water herself, and persuaded others to do the same, it was in a short time pronounced an all-heal, and the people of the place took it as their usual physic. Before 1670 these waters had become celebrated, and many



persons resorted to Scarborough for the sake of drinking them. Medical men, however, disagreed both as to their composition and effects; and the opinions of Dr. Witty, a resident physician, who recommended them in every case, were controverted by Mr. Simpson and Dr. George Tonstall. The latter says of the Spa-water, "The essence is fit for the cup of a prince; the *caput mortuum*, which is sand and clay, is fit for nothing but the bricklayer's trowel. Hence it doth follow that those who are weak in their digestive faculties, and strong in their distributive, may find good by drinking this water; but those who are weak in both will experience the contrary." From the following anecdote related by the doctor, we may infer that the spa-drinkers of that period were accustomed to indulge in rather copious draughts. "Mr. Westro came to us at Scarborough only to visit his friends, and the two or three days he drank the waters (*not above two quarts at a time*), did so far put him out of tune, that he made his complaint to me he could neither eat nor sleep; and it took me a week's time before I could reduce him to the state of health which he had before he meddled with the waters." He would have been a person of strong constitution indeed not to have been "put out of tune" by such drenching; and it is no small proof of Dr. Tonstall's skill that he should have been able to restore Mr. Westro the blessings of sound sleep and a good appetite in so short a time as a week. From the double advantage which Scarborough presents to visitors, of drinking the waters and enjoying the benefit of sea bathing, it is much frequented during the summer season; and a

more agreeable place is not to be found on the coast betwixt the Humber and the Tyne.

# WHITBY

This engraving of Whitby, from a drawing by Harding, presents a view of the entrance to the harbour, as seen from the northward. Towards the middle of the plate is seen the end of the east pier; on the top of the cliff are the ruins of the abbey and the parish church; while, farther to the right, part of the town is perceived.

Whitby is in the North Riding of Yorkshire, and lies about 246 miles north of London, 22 north-north-west of Scarborough, and 47 north-east of York. It is chiefly built on the sloping banks of the river Esk, by which it is divided into two parts; that on the west side being the most populous. The opposite parts of the town are connected by means of a bridge, the middle of which is moveable for the purpose of allowing ships to pass through. In the old bridge, which has been pulled down, the opening in the middle was upon the principle of a drawbridge, in which the roadway is raised and lowered by means of beams and chains. At high-water the river above the bridge expands into a spacious harbour, where ships can lie in perfect security; but at ebb tide, except in the mid-channel, the harbour is nearly dry. In the outer harbour, as it is called, below the bridge, vessels cannot ride with safety in gales of wind upon the land.

The piers at the entrance to Whitby harbour are not built and maintained at the sole expense of the place, but by a duty

on coals shipped at Newcastle, Sunderland, Blyth, and their dependencies – Yarmouth vessels only being exempt – and the sum thus raised amounts to upwards of £2,000 per annum. It is doubtless a great advantage to the people of Whitby to have their piers built and kept in repair at the expense of other ports; but it is equally certain that the same sum might be employed more to the advantage of those by whom it is paid in improving other places – Scarborough and Burlington, for instance – as harbours of refuge on the eastern coast. In a gale of wind from the eastward, Whitby is perhaps one of the most dangerous harbours that a vessel can attempt to take between Yarmouth roads and the Frith of Forth, and captains of coasting vessels cannot be too frequently warned to avoid it. As the flood tide sets strong to the southward across the entrance to the harbour, vessels in attempting to enter with a gale of wind from the north-east are extremely liable to be driven on the rocks and wrecked at the foot of the cliff beyond the east pier.

A singular customary duty, called "making the penny-stake hedge," is annually performed at Whitby, by certain tenants of the Lord of the Manor. It consists in driving a certain number of stakes, which, according to the ancient prescribed form, were to be cut with a knife of the value of one penny, on the shore of the south side of the Esk, at low-water mark, at nine o'clock on the morning of the day before Ascension-day, while a man with a horn blows, "Out on you! Out on you!" to the shame of the persons whose duty it is to drive the stakes. When it shall be

full sea or high-water at nine o'clock on the day of performing this service, it was to cease; but as Ascension-day is regulated by the change of the moon this can never happen. This custom is of great antiquity, as the *horngarth*, the enclosure formed by the stakes, is mentioned about 1315 in the registers of the Abbey, in an account of certain disputes between the abbot, Thomas de Malton, and Alexander de Percy, of Sneaton. Tradition reports that this custom was imposed as a penance on three persons of the families of Percy, Bruce, and Allatson, who held lands of the Abbey, for having killed a hermit in the chapel of Eskdale-side, when hunting a wild boar which had there taken refuge. The penance imposed was the tenure by which they and their successors were to hold the Abbey lands.

Leland, who visited Whitby a few years before the suppression of the monastery, describes it as a "great fisher town;" and he mentions that when he was there a new quay and pier were in course of erection. Until the establishment of the alum works in its neighbourhood, towards the latter end of the reign of Queen Elizabeth, Whitby appears to have been a place of little trade. As this new branch of commerce extended, the trade and population of Whitby steadily increased until it has attained its present importance.

# WHITBY, FROM THE NORTH-WEST

The view of Whitby from the north-west, by Balmer, is taken from the sands near Uppang, between Whitby and the village of Sandsend. From this point nearly the whole of the west pier is seen, extending directly from the shore, and having a light-house near its outer extremity. Beyond the pier, and on the other side of the river, are seen the houses built on the sloping side of the cliff, and on its top the ruins of Whitby abbey, which

"In solemn grandeur, calm and still,  
O'erlook the restless flood."

The first authentic notice that we have of Whitby, is contained in Bede's Ecclesiastical History. In the time of the venerable historian it was called in the Anglo-Saxon language *Streoneshalh*, a name which he interprets in Latin by the words *Sinus Fari*; that is, in English, "Light-house bay." Subsequently it received from the Danes its present name of Whitby, a word which is probably derived from *hvit* or *whit*, white; and *by*, a dwelling, or in its more extended sense, a village or town. It has been supposed that this name might be given to the village in consequence of its being built chiefly with stone taken from the ruins of the monastic buildings; but the supposition is untenable, unless we

at the same time presume that the stones, which were taken from buildings which had been destroyed by fire, were rendered white by being burnt. In Domesday Book the place appears to be called *Prestebi*— Priestby — as well as *Witeby*— Whitby. The name Priestby, which soon became obsolete, probably denoted that part of the village which lay on the east side of the Esk, and was more immediately dependent on the monastery.

The abbey of Whitby, founded by St. Hilda in 658, acquired considerable importance as the residence of this saint, of whose miracles certain marvellous traditions are still current in this vicinity. At the dissolution, under Henry VIII., Richard Cholmley, Esq., obtained a lease for twenty-one years of the site of the abbey and several parcels of its lands. In 1550 those lands were sold by the crown to John, earl of Warwick, who again sold them to Sir John Yorke, of whom they were purchased by the original lessee, then Sir Richard Cholmley, in 1555. Since that time the property has continued in the family of Cholmley, who enjoy many valuable rights and privileges as lords of the manor of Whitby. On the dissolution of the monastery, the abbey was stripped of every thing that was valuable. The bells were taken down, and the church was unroofed for the sake of the timber and lead. The walls only were spared, as the cost of taking them down would probably have been greater than the value of the stones. Though time has destroyed much of Whitby Abbey, yet the ruins still form a conspicuous and interesting object when viewed from the sea. The tower, which for several preceding years had been in

a tottering state, fell down 25th June, 1830. The parish church, a plain structure, probably founded about the beginning of the twelfth century, stands at a short distance to the north-westward of the abbey. The direct foot-way to the church-yard from the town is by a steep ascent of one hundred and ninety steps.

It is worthy of remark that the number of ships registered at Whitby by no means affords a criterion of the trade of the place, for the greatest part of them are freighted to and from other ports. Perhaps no port in the kingdom presents so great a difference as Whitby between the number of ships registered at the port, and the number annually entered and cleared. This discrepancy between the trade and the tonnage of the port arises from the circumstance of many wealthy persons who live there having their ships built and registered at Whitby, but chiefly employed, on freight, in the trade of other places. When speaking of the shipping of Whitby, it would be unpardonable not to mention that Captain James Cook one of the most distinguished of British circumnavigators, served an apprenticeship in a vessel belonging to that port.

The principal trades carried on at Whitby are ship-building, and the manufacture of sail-cloth. Its chief imports are coals from Newcastle and Sunderland, and timber, hemp, flax, tar, iron, and tallow, from the Baltic. Alum manufactured in the neighbourhood is shipped at Whitby, but the principal article of export is at present stones for building, of which great quantities are sent to London.



From the light-house, on the western pier, a tide-light is displayed at night time, as long as there is eight feet water on the bar. The light is stationary, and is visible at the distance of two leagues in clear weather. During the same period of tide, in the day, a flag is hoisted on the west cliff. It is high water at Whitby pier at forty minutes past three o'clock at the full and change of the moon.

# ROBIN HOOD'S BAY

The above is the name of a fine bay on the Yorkshire coast, between Whitby and Scarborough, and also of the fishing village, situated towards its northern extremity. In the view, which is taken from the north, several of the houses are seen standing upon the very edge of the cliff. The promontory to the left is called Ravenhill, and forms the south-eastern extremity of the bay. From an inscription dug up at Ravenhill in 1774, it appears that there had formerly been a Roman camp there.

The ancient name of the bay was Fyling, and from what reason or at what period it first received the name of Robin Hood's Bay is uncertain. That it ever was the resort of the famed outlaw of that name is extremely questionable; although two or three tumuli on the moor, about two miles to the southward of the village, are said to be the butts, in shooting at which he exercised his men in archery. Near Whitby Lathes, about five miles to the north-west of Robin Hood's Bay, are two upright stones, which are said to mark the spots where the arrows of the bold robber of Sherwood Forest, and his man Little John, fell, when, in a trial of strength, they discharged them from the top of Whitby Abbey in the presence of the abbot. As the distance from these stones to the abbey is rather more than a mile and a half, it is evident that a *long* bow must have been drawn by some one, if not by Robin Hood. It has been supposed that the place was originally called

Robin Wood's Bay, from a fisherman of that name, who formerly resided there; but this conjecture rests on no better ground than the fact of two or three fishermen of the name of Wood having lived there in modern times. A family of fishermen of the name of Wood, with whom "Zebedee" appears to have been a favourite "fore-name," have resided at Runswick, a fishing village, about seven miles northward of Whitby, for several generations.

Leland, in his Itinerary, written about three hundred years ago, calls the village by its present name, Robin Hood's Bay, and describes it as "a fisher townlet of twenty boats." It is still, as in his time, almost entirely inhabited by fishermen. The houses forming the principal street are built on each side of a steep road, leading down to the shore; while others, as may be seen in the view, are built upon the very extremity of the cliff. The approach to the village is by a steep descent, which is extremely inconvenient for carriages. It is about fourteen miles north-west of Scarborough, and seven south-east of Whitby; and the population is about a thousand.

Robin Hood's Bay, Filey, Runswick, and Staithes, are the principal fishing villages on the Yorkshire coast. Filey is about eight miles south of Scarborough; Runswick, as has been previously observed, is about seven miles northward of Whitby; and Staithes is about three miles northward of Runswick. At each of those places the fishery is carried on both by cobbles and by five-man boats. At most of the other fishing stations on the Yorkshire coast cobbles only are employed. A description of the

last named species will be found in our notice of [Bambrough from the South-east](#); and of the five-man boats, we propose to say a few words on the present occasion.

The vessels now called five-man boats are about forty-six feet long, sixteen feet eight inches broad, and six feet three inches deep. They are clinker-built, sharp at the bows, and have a deck with a large hatchway in midships, and a cabin towards the stern for the men. They have three masts, on each of which they carry a lug sail. Their other sails are a jib, and, in fine weather, a top-sail set on a shifting topmast, above the main-mast. As the sails are all tanned, a five-man boat forms a picturesque object at sea, more especially when viewed in contrast with a square-rigged vessel with white sails. The crew of each five-man boat consists of seven persons, five of whom, called *shares-men* have equal shares of the proceeds of the voyage, or the season, after the boat's share is paid. The sixth person is often a young man who receives half a share, and is a kind of apprentice to the captain or owner of the boat. The seventh is generally hired at a certain sum per week, and not sharing in the profits of the fishery.

To each five-man boat there are two cobs, which in proceeding to the fishing ground are generally hauled up on the deck. On arriving at the place where it is intended to fish, the boat is anchored, and the cobs being launched, three men proceed in each to shoot their lines, while one remains on board. The lines used for this more distant fishery are called *haavres*. They are about the same length as those used in the coble fishery nearer

the shore, though thicker, and having the hooks placed at greater intervals. As the six men who fish have each two sets of lines, they are thus enabled to shoot one set immediately after they have hauled the other. In the five-man-boat fishery the hooks are always baited at sea.

# HARTLEPOOL

The view of Hartlepool, painted by T. Creswick, from a drawing by G. Balmer, is taken from the northward. To the right, between the foreground and the town, are seen the sands of what is called the "Slake;" to the left are the cliffs, at the foot of which are the excavations called "Fairy Coves;" and beyond the town part of the southern coast of Durham is perceived, which extends from Hartlepool southward to the mouth of the Tees. The figures in the foreground are characteristic of the place; for there is no obtaining a view of Hartlepool from the land-side without seeing a group of fishwomen.

The town of Hartlepool stands on a small peninsula on the southern coast of Durham, and is about nine miles north-east of Stockton-upon-Tees. From the "Slake," or Pool, which is between the town and the mainland to the west, it probably received the appellation of "*Le Poole*," to distinguish it from the village of Hart, which is about four miles and a half to the north-west. The word Hart, according to Ducange, signified, in Teutonic, a forest; and, if the name of the parish of Hart be of the same origin, the reason why the place should have been so called is obvious. The old town-seal of Hartlepool contains a rebus of the name – a hart up to his knees in a pool – which assigns to the first part of it a different etymology. Previous to receiving the name of Hartlepool the place was called Heortu, and sometimes

Heortness; the terminating *u* is perhaps an abbreviation of *eau*, water; and the name Heortu synonymous with Hart-le-pool. The termination *ness* is expressive of the place being built on a point of land which projects into the sea. "At or near this place," says Bishop Tanner, in the *Notitia Monastica*, "was the ancient monastery called Heorthu, founded upon the first conversion of the Northumbrians to Christianity, about A.D. 640, by a religious woman named Hieu, or, as some have it, St. Bega, whereof St. Hilda was some time abbess." This ancient convent was destroyed by the Danes about 800, and its site is now unknown, though it is supposed to have stood on the spot which was subsequently occupied by a Franciscan monastery, founded by one of the Bruce family about 1250, and suppressed by Henry VIII. Of this monastery or its church there is at present no part remaining, though some old houses, called the Friary, probably built out of the ruins, still indicate its situation. The church of Hartlepool, which is dedicated to St. Hilda, is a large building, and, from the various styles of its architecture, has evidently been built at different periods.

About the time of the Conquest, the manors of Hart and Hartness belonged to Fulk de Panell; and, upon the marriage of his daughter Agnes with Robert de Brus, one of the Norman followers of William I., they came, with other rich manors in Yorkshire and in Durham, into the possession of that family. Upon Robert Bruce, a descendant of the above-named Robert de Brus, succeeding to the crown of Scotland in 1306, all his English

estates were confiscated by Edward I., who granted the manor of Hart and the borough of Hartlepool to Robert de Clifford, "saving the rights of the Bishops of Durham," under whom, since 1189, the property had been held.

In 1201, King John granted a charter to Hartlepool, conferring upon the burgesses the same privileges as those of Newcastle-upon-Tyne; and in 1230, Richard le Poor, Bishop of Durham, granted another charter, appointing a mayor and other officers for the government of the town. In 1593, Queen Elizabeth granted a new charter, under which the affairs of the borough have been since regulated.

From the reign of King John to that of James I., Hartlepool was the most considerable port in the county of Durham; but from the latter period till about seven years ago, its importance as a place of trade appears to have greatly declined: and from 1730 to 1832, its condition was that of a small fishing town, scarcely visited by any ships, except colliers belonging to Sunderland and Newcastle, which occasionally sought refuge in its harbour during a storm. In 1832, a bill was obtained for the purpose of improving the harbour and forming a dock at Hartlepool; and since that period a considerable portion of the projected works have been finished. A railway has since been formed, by which coals are brought to the town; and a considerable quantity are now shipped there for the London and other markets; and from the advantageous situation of the harbour, and the facility with which vessels can be loaded, there seems great probability of



Hartlepool becoming, in a few years, one of the principal ports for the shipment of coals in the county of Durham.

# **SUNDERLAND, THE LIGHTHOUSE ON THE SOUTH PIER**

The view of the Lighthouse on Sunderland South Pier is taken from the south-east. The entrance to the harbour lies beyond the pier-head, to the right, on which a crane, and a capstan used in warping out ships, are perceived. The large D on the fore-topsail of the collier lying within the pier is a distinguishing mark adopted by the owner that his vessels may be more readily known. To the left is seen the higher lighthouse, of stone, which stands on the north pier, on the opposite side of the river.

The erection of a pier on each side of the entrance to Sunderland harbour has been rendered necessary in consequence of the constant tendency of the bar of sand at its mouth to accumulate. The piers, by contracting the channel of the river, have deepened the water, and increased the velocity of the current at ebb tide, which thus scours the entrance to the harbour, and prevents the accumulation of sand upon the bar.

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