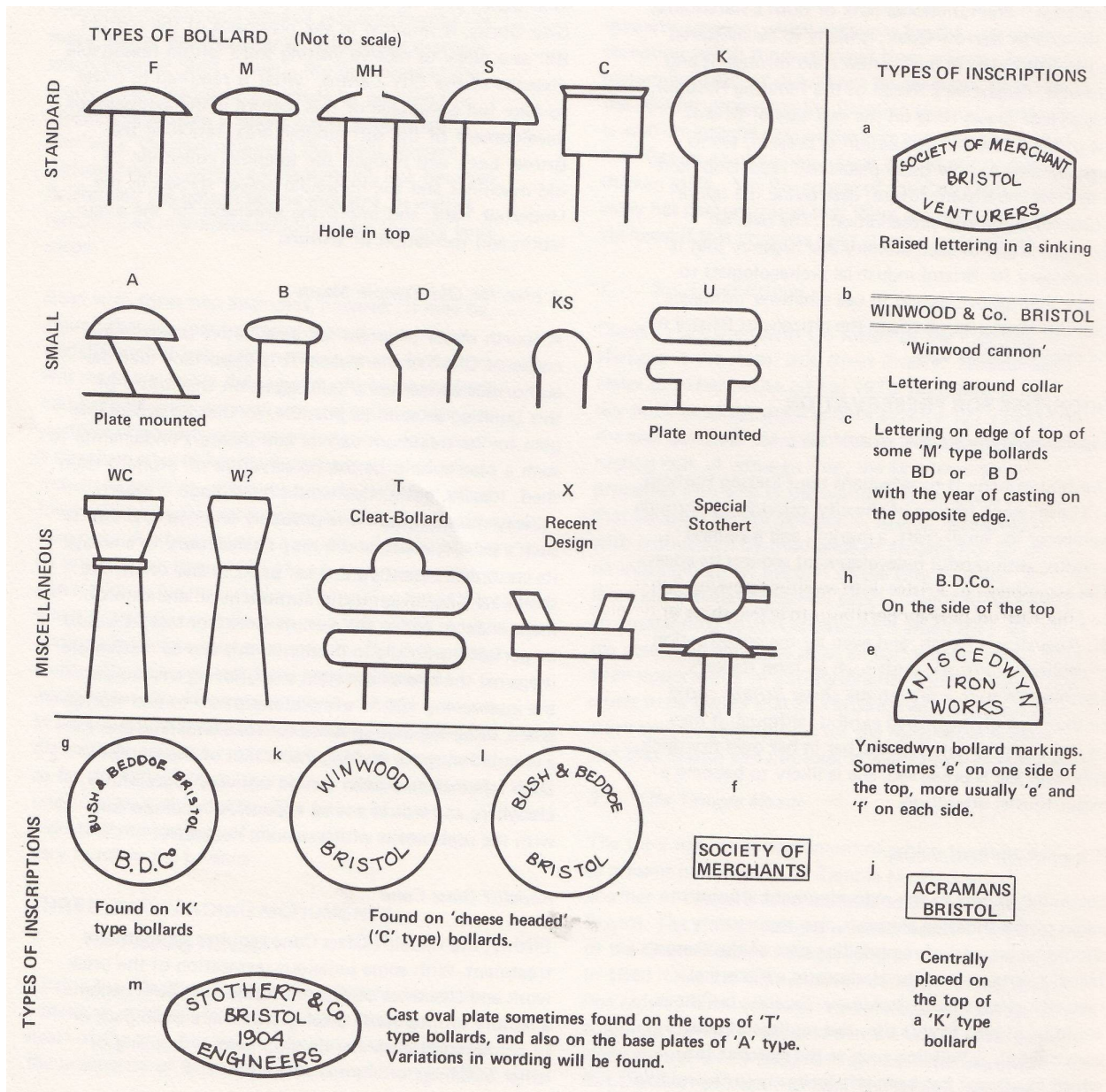


BRISTOL QUAY BOLLARDS by Grahame Farr

A large proportion of the bollards set in the quays of Bristol Harbour are of historic interest. Some bear the names of long extinct ironfounders, others are dated, sometimes giving a clue to the year in which a particular stretch of the harbour bank was quayed.

One hopes that when the City Docks are eventually closed a specimen of each type of inscription **will** be collected in a show area.

The list herewith will be seen to follow a straightforward perambulation from Bristol Bridge westwards, round the Frome Reach to Mardyke and Hotwells as far as what we might now call the Plimsoll Slip. The procedure is then reversed eastwards and along the south side of the Harbour to Redcliff Bridge. One or two minor sections were omitted because of difficulty of access, but in most cases the quays are modern and unlikely to have the older types of bollard, for example Brandon Wharf, which now has a camp-sheet facing. The temptation to describe other types of quay furniture, such as capstans, has been avoided in this study.



The dimensions shown on the diagrams are approximate as the bollards have been found to vary slightly among those of apparently similar types. Patina, excessive wear and somewhat primitive casting, might all contribute to these variations. One can but guess at the length of the castings, although an incompletely buried 'M' type (my classification - certainly not official!) bollard at Bathurst Basin Inner Locks site, which is 17" long before its section changes to a 14" square might provide a clue to the underground shape of this type. In some places, such as on the east side of Bathurst Basin, the bollards have in the course of time become buried almost out of sight.

One or two questions beg answers, for example, the reason is not apparent for the holes in the tops of the bollards at Hotwells Dock. Possibly they originally had a pulley bolted horizontally to the top for warping purposes, c.f. examples at the old Inner Junction Locks and at Bathurst.Basin Locks, but the hole is larger than one would expect for this purpose.

The oldest bollards are evidently those from the Yniscedwyn Ironworks, introduced by the Society of Merchant Venturers of Bristol, probably early in the nineteenth century. Probably the earliest are the flat topped variety bearing only the name of the ironworks. Slightly later would be those with a virtually semi-circular top bearing the names of both the Society and the ironworks. Later still would be the elliptical headed pattern ('M') with a sinking showing the name of the Society only.

Other bollards are marked as cast by Acramans, by Bush and Beddoe, and by Winwoods. The two last named founders cast a large number of cheese-headed bollards, some inscribed and some anonymous. In these the almost flat top is a separate casting. Winwoods also made a unique imitation cannon which some observers have mistaken for the genuine article.

Of later types a number of the 'M' type, and of the cleatbollards which predominate on the north side of the Harbour, are dated. Those at Mardyke bear an oval sinking - perhaps a plate-recording that they were cast by G.K. Stothert and Sons. Similar plates can be seen on the plate-mountings of the small 'U' type bollards at The Grove, but in all these cases the lettering is so worn as to be almost indecipherable.

The various foundries known to have produced bollards for Bristol quays are as follows:

YNISCEDWYN IRONWORKS - situated a few miles north of Swansea. Jones (History of the Port of Swansea, p.318) thought they were the oldest in the area. He mentions that they pioneered the making of pig iron with anthracite in 1820, but did not perfect the method until 1837.

ACRAMANS - The Acramans were a large family - timber merchants and ship-chandlers - at Bristol at the end of the eighteenth century. By 1797 they were anchor-smiths and edge-tool makers. In 1821 they had a foundry at Bathurst Basin and opened another at St. Philips in 1829. The last Acraman retired at the end of 1840 when the concern, embracing ship-building as well as other interests, became Acramans, Morgan and Company, but bankruptcy proceedings were started in 1842. There is, incidentally, only one bollard bearing the name Acraman in the area covered by this survey, and that at Bathurst Basin.

JOHN WINWOOD AND COMPANY'S Cheese Lane Foundry was said to have been established in 1764 and if not actually opened by the family it was in their control soon afterwards. In 1837 the company became WINWOOD, BUSH and BEDDOE and two years later, BUSH AND BEDDOES. T. AND E. BUSH took over the business in 1846.

HENRY STOTHERT opened a foundry in Avon Street in 1837 which, from about 1858, was known as the AVONSIDE ENGINE WORKS. Stothert, his sons and relatives were at St. Philips until 1905, but also took over a shipyard and foundry at Hotwells in 1851. This shut down in the 1920s and was sold up in 1933.

THE ALBION SHIPYARD

By kind permission of Charles Hill and Sons, the Albion Shipyard (576723), with the Albion Drydock (578723) and Great Western Dry-dock (578724) were examined subsequent to the above study.

As might be expected they have a considerable variety of quay furniture. On the short harbour front quay at the west end there is a 'Patent Fairlead' by H.E. Beresford, of Cardiff, and a good example of Sef. The margins of the fitting-out berths, which were altered to their present form

BOLLARDS AT BRISTOL (CITY) DOCKS

during WW2, are fitted with ten examples of simple plate-mounted double bollards such as are fitted on shipboard. On the harbour frontage on each side of the Albion Dry-dock - a much older piece of ground - there is a Mc1900, another double bollard and two specials, similar to the 'Special Stothert', but without inscription and with the cross-arms emerging from the shank instead of the head.

Around the Albion Dry-dock itself there are ten examples of W?, one WC and three home-made bollards which appear to be pipes of approximately 12" o.d. filled with cement. The W? examples are intriguing as they look more like genuine cannon than any others in the harbour area. In view of the antiquity of the drydock - 1820 and lengthened at a later date - it is not impossible that they are genuine muzzle-loaders. Perhaps it could be arranged to excavate one as an experiment.

In the Great Western Dry-dock area, now the GREAT BRITAIN enclave, there is a Sef near its western boundary fence and another on the north side of the dock. Around the dock, mainly on its south side, are 7 small bollards not readily classifiable, similar to B, although one has an offset oval head.

Locality	Limits	Map Ref.	Direction	Bollard Types
Welsh Back	Bristol Bridge -	589728	N-S	A, WC, M, WC, Mc1926, M, W?,
The Back	P.B.A. Club	589726	N-S	WC, A, Mc1903
The Grove	P.B.A. Club -	589724	E-W	Ux2, Ax5, M, Mc1922, Fe
Narrow and Broad Quays	Bascule Bridge	586723	E-W-N	Mc1904, Sef, Ux11, Ax3, WCx2, M
	Prince St. Bridge			B, Ma, Fe, Sef, Mc1922, Sef,
	Prince St. Bridge -			Mx3, A, Mc1917, Mc1925,
	Quay Head			
				Mc 1903
Sheds E, W, U	Quay Head - knuckle	585727	N-S	Ux6, Tx4, T1889x7
Sheds T, V	Knuckle - old crane	585725	N-S	T1889x13
Sheds Z, Y, A	plinth	584722	E-W	T1889, T1904x12, T, T1904x4,
	Old crane plinth -			

Gas Works Mardyke	end of quay End of quay - old ferry steps Timber yard - old	580723 577725	E-W E-W	Tx6 Max2, Ax3, Sef, D, Ma Tx3, Tm 1904x9, M, Tm 1904x2
Sand Wharf Hotwell Dock Harbour wall Merchants' Dock Inner Locks	Mardyke ferry Old Mardyke ferry - Hotwell Dock S.W. side Hotwell Dock - Merchants' Dock East side West side North side	575724 572723 572722 572723 571722	E-W N-S E-W E-W	(Camp-sheet wharf, ? nil) MHx4, special Stothert Mx3 MH Fx9 B, Mx8
Cumberland Basin N.	North side -	570723	E-W	Mx2, Mc1902, M, Clx2, M, C, M,
Outer Locks -	High Level Bridge High Level Bridge -	568724	E-W	Ck, C, M, Mc190-, Ma, Bx2 Mx2, Mc1902, Mx15, Mc1928
North side Outer Locks -	Plimsoll Slip High Level Bridge -	568723	E-W	M, Bx4 Bx2, M, Mc1912, Mx10
South side Tongue Head	Tongue Head West and South sides	567724	W-E	B, M, Sef, Mx2, C, M, Cx3, B, C, Cl
Cumberland Basin	Inner Tongue Head	568723	W-E	Mx2, Ma, Ax4
Cumberland Basin	High Level Bridge -	568722	W-E	Mx3, C, Ck, Cl, C, B, S, M, Cl, S,
South side Cumberland Basin -	Old Inner Locks West of Inner Low	570722	E-W -	Mx2, Ck, C M, Cx2, M, A, M
Inner Tongue Head Inner Locks	Level Bridge South side, East of	571722	N-E W-E	A.B.M.A, Mx2, KSx4, Mx3, B
Old Inner Locks	Low Level Bridge North side (Dock)	571722	W-E	Ma, S, M, B, M.B.Mx3,
Old Inner Locks	Cottages, etc.) South side (Nova Scotia)	571722	W-E	M (+ pulley), Mx3 M, C
Entrance to Cut	Old Rownham Ferry	567722	W-E	Mx3
Underfall Yard	- Ashton (Rly.) Bridge Water frontage of yard	571721	W-E	Mx8
Timber Yards	Baltic, Cumberland, Canada and Gefle	572721	W-E	C, Fex2, Ma, M, C, M, Ma, Sef, M, Mc1903, Mc1921, Mc1903x2,
West Wapping	Western Dry-dock -	577724	W-E	Mx2 Fe, Ma, Fe, Mc1904
Wapping Wharf	Gas Works Ferry Old Gas Works Ferry -	579723	W-E	B, Mx2, Bx2, Mc1908, Xx12,
Princess Wharf	Steam Crane			Mc1903, Ma
Bathurst Wharf	Steam Crane - Prince St. Bridge Prince St. Bridge -	584722 586722	W-E W-E	A, Mx5, Xx10, M M, A, Bx12
Bathurst Basin Locks	ent. Bathurst Basin West side	587722	N-S	Mx3, WC, M
Bathurst Basin	North side	587721	NE-SW	M (+ pulley), Kg, S, M, Kg, M,
Bathurst Basin	N. side, Outer Lock	586720		Kh, Kj, Kh, M, Kh, Mx2, Me M
Bathurst Basin	South side	586720	S-N	r KS
Bathurst Basin	East side	588721	S-N	Kh, Sx2, WC, S, WC, S, WC
Bathurst Basin Locks	East side	588722		Mx2, WC, Mx2
Midland Wharf	Old ferry steps - wall	588722	W-E	KSx5, WC, KSx5
Redcliff Wharf	Wall - Redcliff Bridge	589723	S-N	(Old stanchions and lamp post bases only)

Notes:

Col. 3 Map References are all 'ST' series.

Col. 5 Capital letters refer to type and shape of bollards, lower case letters to inscriptions (see lists).

BOLLARDS IN BRISTOL DOCKS



The commonest type of YNISCEDWYN bollard.



Winwoods' "Cannon" type bollard.