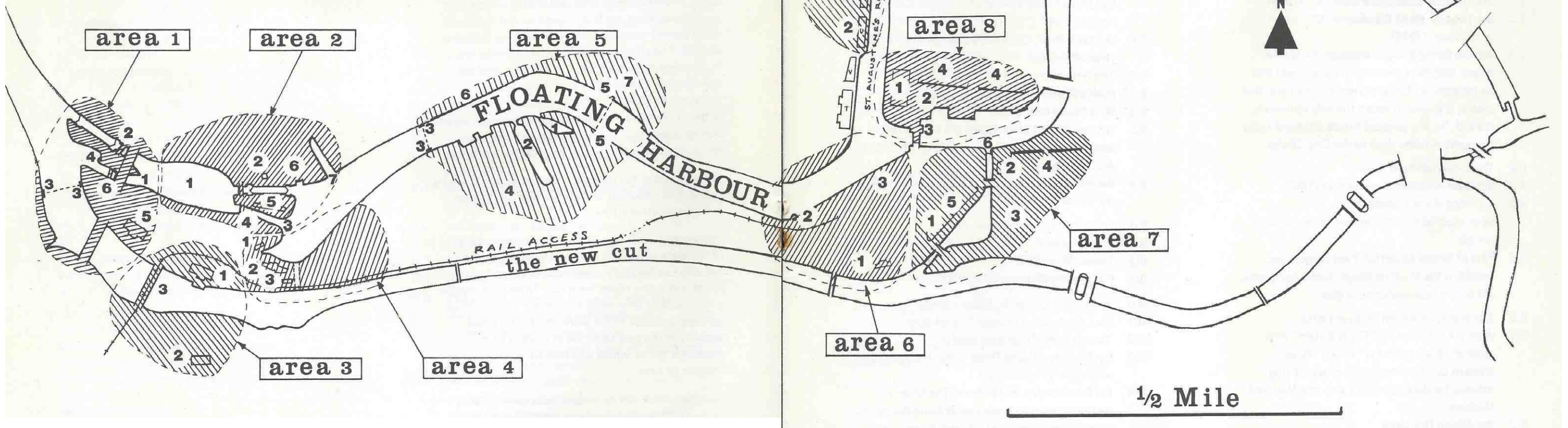
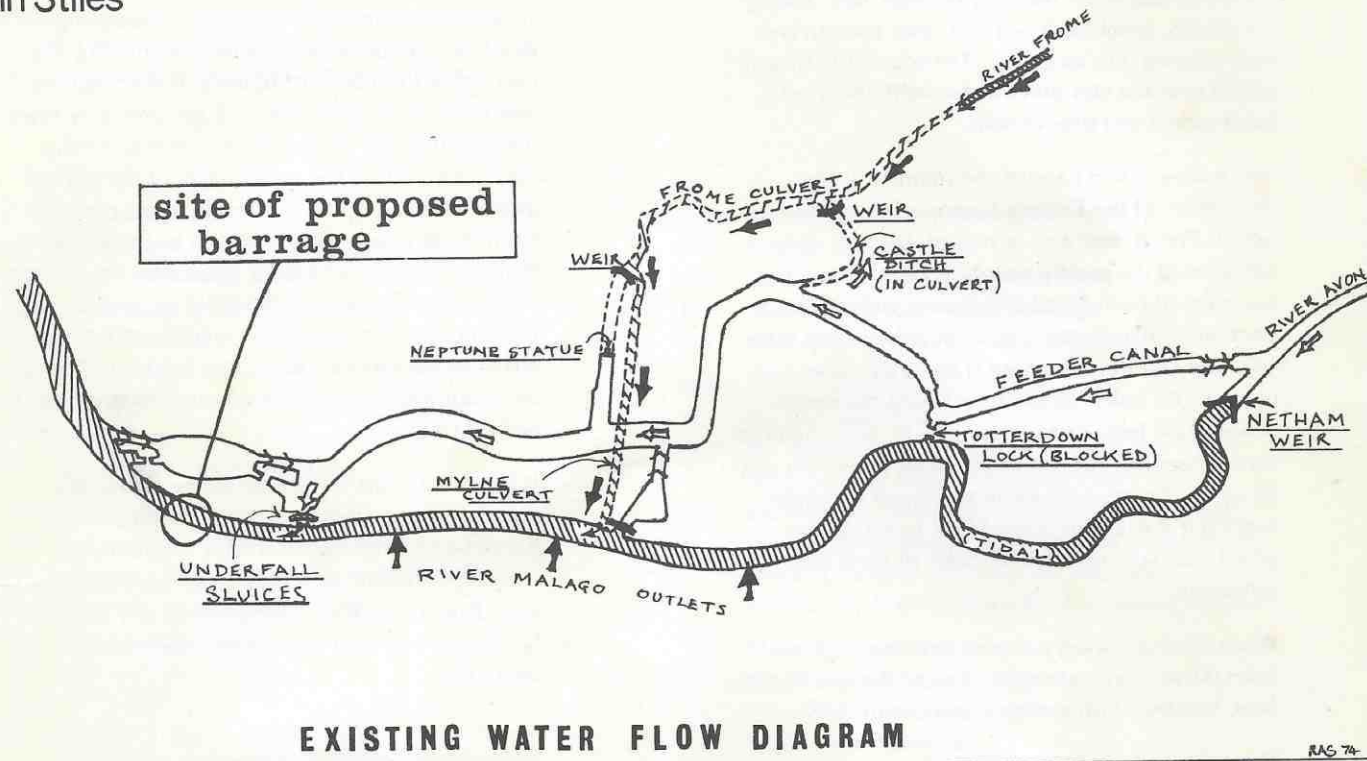


# BRISTOL CITY DOCKS

Robin Stiles



## KEY TO MAP OF BRISTOL CITY DOCKS

Items of prime industrial archaeological significance. Those already "Listed" under the Town & Country Planning Acts as being of Special Historic or Architectural Interest are marked with an asterisk.

- 1.0 Entrance Locks Area  
1:1\* **the Brunel South (disused) Entrance Lock**  
1:2\* **the Brunel small Swing Bridge**  
1:3 **the two ramps to Rowham (disused) Ferry**  
1:4 **the Gridiron (c.1870)**  
1:5 **the Tobacco Bond Warehouse "B"** (built 1908 and the first building in England to use the Coignet form of re-inforced concrete.  
1:6 **the copy Brunel Swing bridge**
- 2.0 Cumberland Basin Area  
2:1 The principal item here is **the Basin** itself  
2:2\* **the Original (c. 1871) Hydraulic Powerhouse**  
2:3\* **the South (disused) Junction Lock**  
2:4\* **The "Nova Scotia Hotel"**  
2:5\* **Old Dock Cottages (1831)**  
2:6 **Merchant's Dock** was filled some years ago.  
2:7 **Hotwells Dock**, is still in full use for unloading sand. Originally constructed in 1765 it probably still retains features from c. 1772.
- 3.0 Ashton Swing Bridge Area  
3:1 **the Tobacco Bond Warehouse "A" (1909)**  
3:2 **the Tobacco Bond Warehouse "C"** - south of the river, (1919)  
3:3 **Ashton Swing Bridge** - although it has now largely lost the superstructure that made this an interesting "Double-Decker" Road and Rail bridge, it is vital to retain this sole remaining rail link for any possible future potential rapid transport systems close to the City Centre.
- 4.0 The Underfall Yard Area  
4:1\* **the Main Hydraulic Powerhouse (1887)**  
4:2\* **1-7 (inc.) Avon Crescent**  
what must be retained in one functional unit are the  
4:3 **Port of Bristol Underfall Yard Workshops**, including the Machine Shops, tools, equipment, sail loft, sluices and control gear.
- 5.0 The Mardyke/Albion Shipyard Area  
5:1\* With the future of "SS Great Britain" now apparently secure in the "Listed" **Great Western Dry Dock** plans are already being mooted for developing this area as a Maritime Museum.  
5:2 **the Albion Dry Dock**
- 5:3 **the Mardyke Ferry Steps** (both sides)  
5:4 **Sydney Row Cottages**  
5:5 **Gas Works Ferry Steps** (both sides)  
5:6 **the Mardyke open wharf frontage**  
5:7 **the Canon's Marsh Gas Works buildings**
- 6:0 Prince's Wharf Area  
6:1\* **the Old Gaol Entry**  
6:2\* **the Heavy Duty Steam Crane**. Although of little intrinsic interest it will be important to retain the remaining **cranes at Princes Wharf** to keep the characteristic 'Maritime' prospect towards Dundry Hill from the Neptune Statue on the City Centre, down St. Augustine's Reach.
- 7:0 Bathurst Basin Area  
7:1\* **the "Bathurst Hotel"**  
7:2\* **the "Ostrich Inn"**  
7:3\* **the General Hospital**  
7:4\* **the Georgian terraces of Redcliff Parade**  
7:5 there is a notable omission in the **two 'Venetian' style Warehouses** (in the so called "Bristol Byzantine" local variant of Victorian Commercial Architecture.  
7:6 **the Lock Gear, Quay walls and the steps to Redcliff Parade.**
- 8:0 The Grove Area  
8:1\* **Bush's Warehouse** (c. 1840)  
8:2\* **Mud Dock Hand Crane**  
8:3 Also worthy of preservation are the **Italianate small tower by Princes Swing Bridge** (Hydraulic Accumulator  
8:4 **the Warehouse frontages of various age fronting the Grove**
- 9:0 The Centre/St. Augustines Reach  
9:1 **Transit Shed E**  
9:2 **Transit Sheds W & U**  
9:3 **Railway Warehouse at Canon's Marsh**
- 10:0 The Bristol Bridge/St. Philip's Bridge Area  
10:1 **the Counterslip Tramway Powerhouse**  
10:2 **Temple Back Generating Station**  
10:3 **the Mediaeval Castle Ditch** (now in culvert but accessible by small boat)  
10:4 **the Old Granary, Welsh Back**. The latter in particular must be preserved as being the most outstanding example of "Bristol Byzantine".