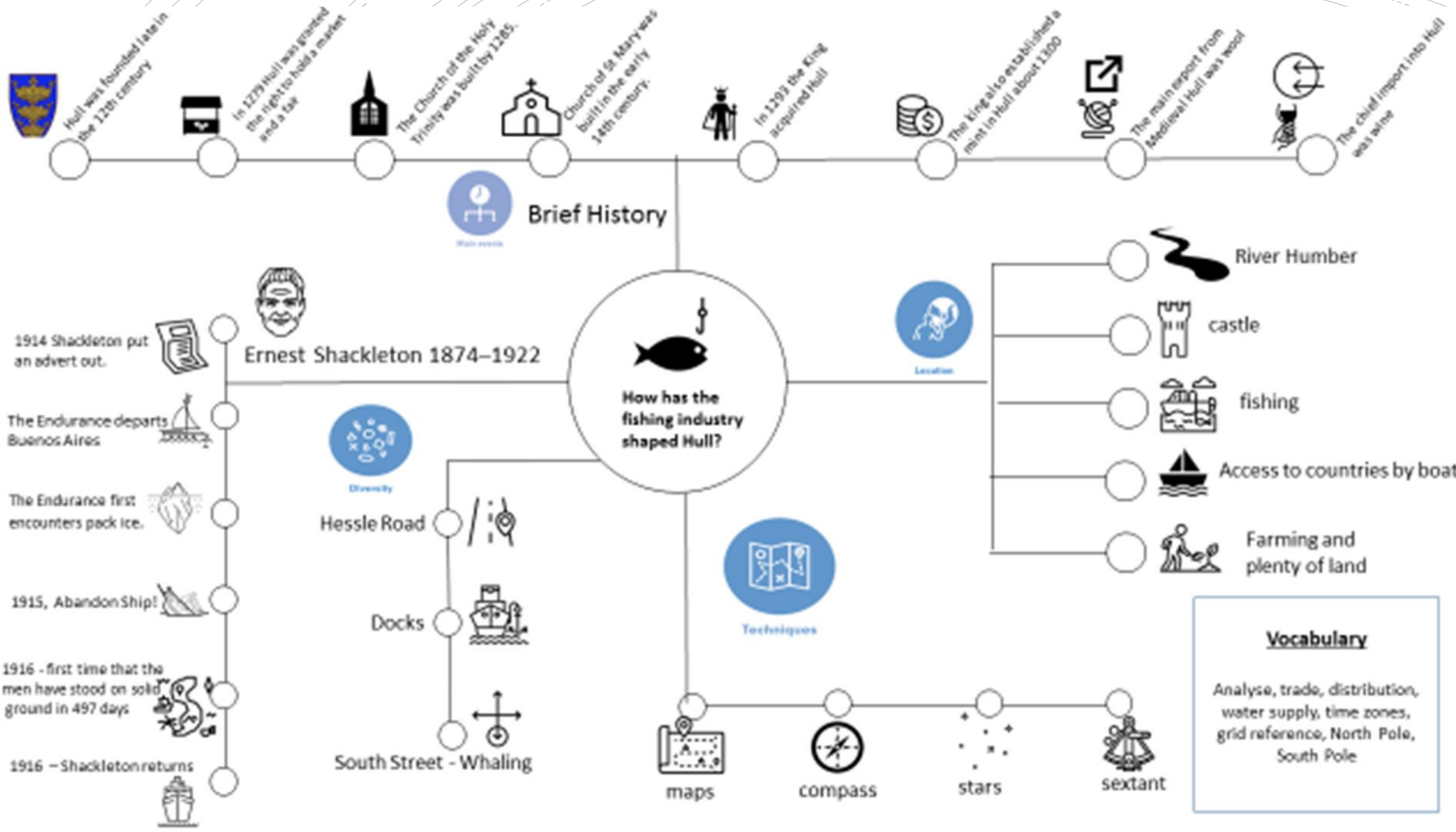


The background features a series of concentric circles in light gray, some solid and some dashed, creating a ripple effect. A large blue speech bubble is centered on the page, containing the text.

Year 5

How has the fishing industry shaped  
Hull?



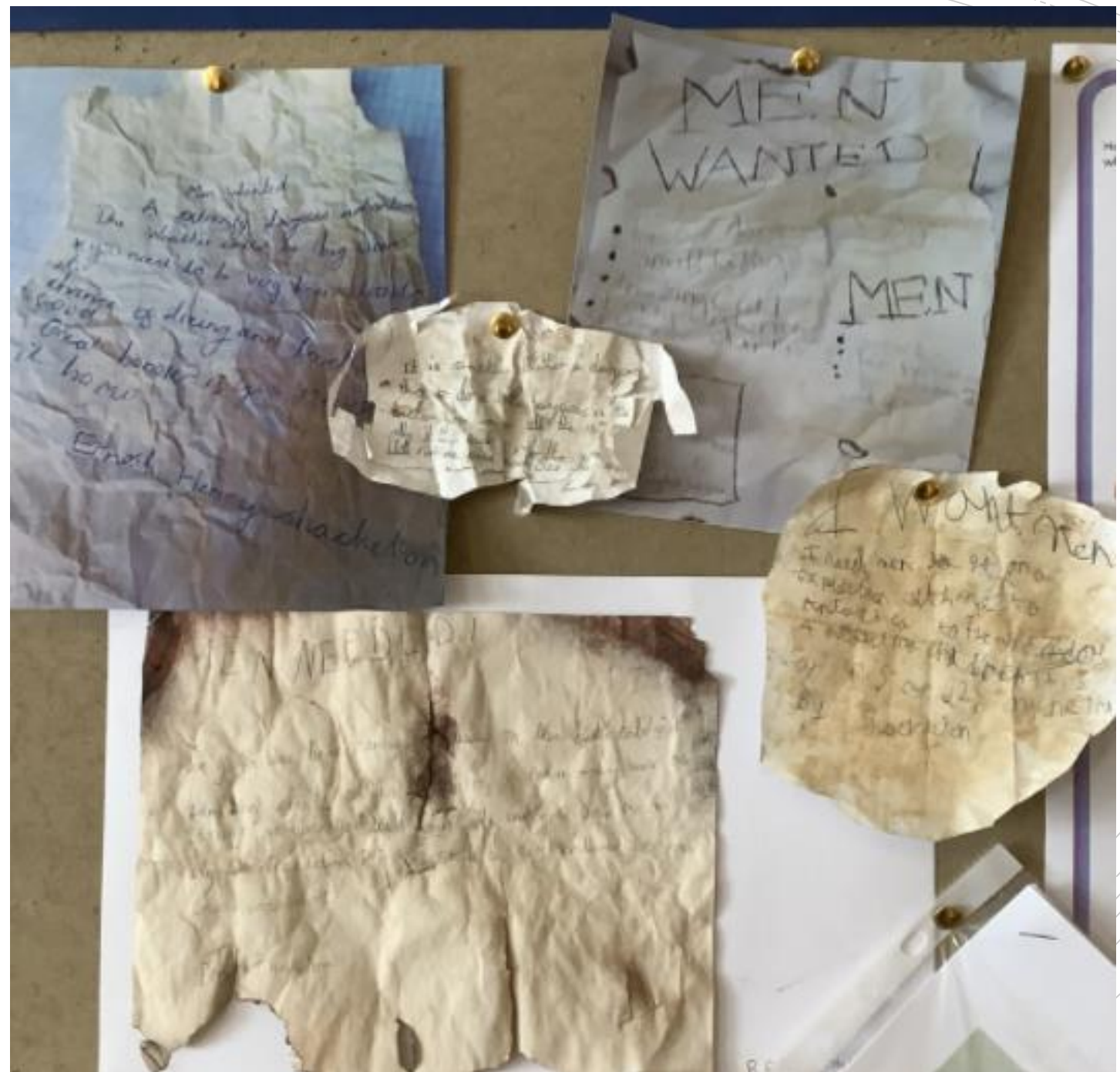
Our Power of  
Reading text this  
term has been ...



In August 1914, Ernest **Shackleton** and his brave crew set out to cross the frozen wastes of Antarctica, in what was to be the last expedition of the Heroic Age of Antarctic Exploration. Ahead of them lay unimaginable danger - ferocious seas, uncharted mountains, ice and snow.



Year 5 wrote adverts  
looking for brave,  
fearless men to help  
Shackleton on his  
journey



Lockdown gave us the chance to write informative paragraphs about Shackleton's crew of dogs.

**Shackleton took 69 dogs on his expedition but that wasn't all there was 99 to choose from these were all different mixed breeds. These breeds came from Canada. There are three types of dogs: wolves, wolfhounds and Eskimo dogs.**

**They crossed breeds because the end results were substantially good. These included dogs that can pull more than their weight which is 100 pounds.**

**In Canada, 1914, 99 mixed dogs were shipped to London. Only 69 were chosen to go on Shackleton's expedition. Shackleton and his crew all named a dog. These breeds were Newfoundlands, St Bernard, Eskimo dogs, Wolfhounds and wolves.**

**Shackleton took the dogs because he needed sled dogs. The dogs under took miles of ice and snow. Many crew members had a strong bond with their sled dogs.**

Reading Shackleton's Journey, we imagined what it would be like for Shackleton to lose a valued member of his crew. We used empathy in our writing.

**Date - 1915 March 16th-17th**

**Dear Diary,**

**This expedition is hard enough as it is but now we've lost a crew member. Titus Otis had started to feel very ill a few days ago. He was so bad he just didn't want to move poor man. We managed to persuade him to go on our afternoon march - we only managed a few mile. When darkness came, he seemed so much worse. He was very brave and didn't complain, only thinking of his family. He somehow slept through the night. The next morning it was very bad weather and we had a blizzard. Titus told a few of us he was going outside and might be a while. We haven't seen him since. He was a brave crew member and we'll never forget him.**

**Saturday June 14<sup>th</sup> 1903**

**Dear Diary, I've lost track of time but Titus Oates is really ill and days cannot be counted. At least we have our compass. We're currently heading south Titus is insisting that we leave him in his sleeping bag to die alone but we weren't having it. We said that we are going to do everything it takes to keep him alive but we don't have much time. Titus is dying slowing and he keeps telling us to leave him, we won't let him get in our heads, so he keeps struggling. He's been trying to influence us for a while now but I didn't think it would go on this long and he keeps saying that" it is worth leaving him because he won't make it and end up getting everyone sick" but that's not true. Our surgeons have tried everything. A couple hours ago, he went for some fresh air but we haven't seen him since. I wonder where he is, and I hope that he's alive. He was a brave man. I wish I could see his poor soul one last time at least but may he is still in a better place now.**



Poetry week allowed the children to look carefully at their vocabulary choices as they created poems from an iceberg.



I am who I am a vast diamond gliding magically on the cold water like a polar bear its paws paddling gently on the sea. I keep many things hidden from ships and boats but share all my secrets with seals and whales. We care for our home not like the people on land who wreck things they say are special to them. I look for those who are making my land disappear and with a shattering crash I smash into them I will do this until I melt.

I am who I am.

I glide with pride over the special sea,  
I gleam like a diamond over it precious,  
and the pressured polar bears swim with me.

I'm melting and cracking because the sun shines on me gladly but its getting hotter every hour like a hot shower. This is one of the warmest, sweaty centuries.



# Year 5 became authors and illustrators to publish their own stories

## SHACKLETON'S JOURNEY



## Shakleton's journey Buckingham style.

The ocean glimmering in the daylight creating a gradient of emerald and cyan like a galaxy. I can see for miles, while the crew navigate the boat, I scarcely get a glimpse of the dark nightmare like water below. The bleak, murky ice is stopping the boat but we carry on. Wind swirling across my face with a howl. It took another strike but stroking my face this time. I feel fierce. Nothing could stop us now, while the waves stomped past us not knowing we were there. Birds squawking with a horrid, blaring screech like a roar trying to spot their destination. While the boat is crying and rocking in the bottomless, foul sea, the horrid, bleak cold brought me back to the heartless, thoughtless reality.

The beauty of the sea would never end I thought to myself, it was like a glamorous, cyan diamond had been dissolved into the sea. The ocean started tossing and turning. This is not right -at all the sea started to turn from navy blue to black. There were colossal growlers, which were like 2 dreadful ice giants in a middle of an appalling, horrendous war. They were crackling like a mellow fire breaking on top of another. Then a mass of ice came soaring through the air coming towards the helpless, weak boat.

"Quick hurry" called out the captain. "Go to the bow of the boat" commanded Frank Worsley. Right after he shouted that, the boat jolted forward pushing everyone to the bow. One of the massive, razor sharp growlers came gliding our way the boat creaked and vibrated slowly before cracking. Our home was nearly demolished, the wood started to burst the impact of the tremendous, atrocious growler brought our only shelter soaring in the air.

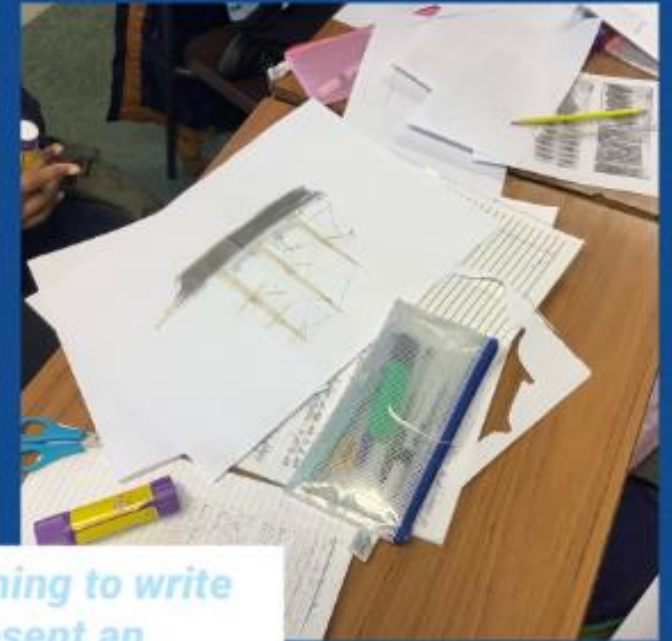
I plummeted into the bottomless bleak water like anchor as soon as I touch the water a wet, bitter blanket covered me. "HELP HELP" I wailed bubbles came from my mouth at that moment I knew no one would be able to hear my screams. Noone would get me help. Noone would see me. I toss my arms all around trying to get up but there was no use I was too low. The murky, bottomless water devoured me in one bite I couldn't be stiller why couldn't I escape. My ears were filling up gradually at the same time as my mouth both blocking my most valuable senses...

A journey to the bitter cold. Doubtful of a safe return.  
Ernest Shackleton and his crew journey to the uncharted meadows, the killers rampage, the point of no return, Antarctica. He challenges the champions of the sea, the warriors of the water and the gods of the deep. He tackles brutes of ice and waves of tears. Will he come back...?

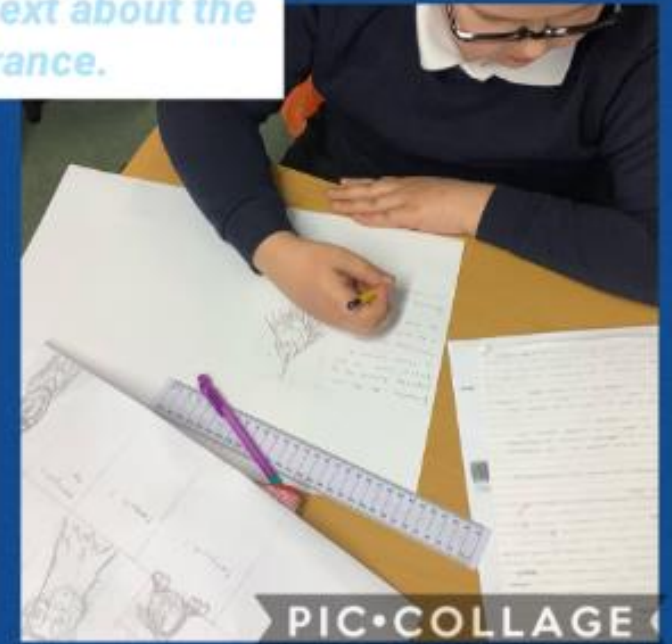
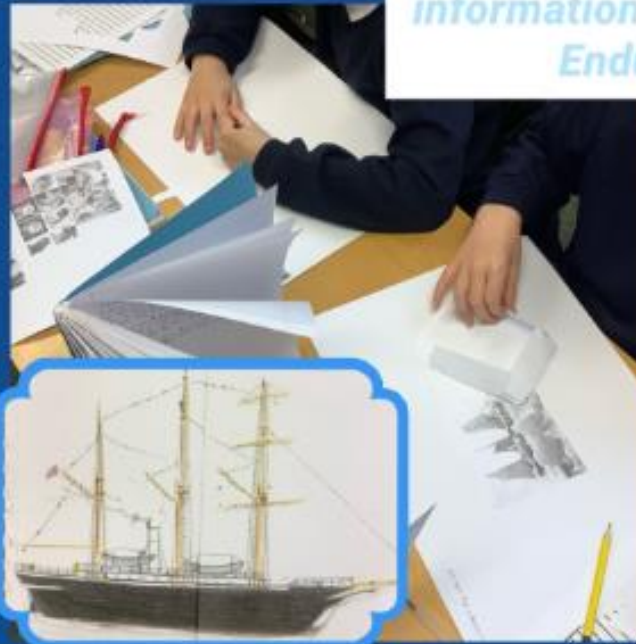




We created  
information texts  
about the  
Endurance.

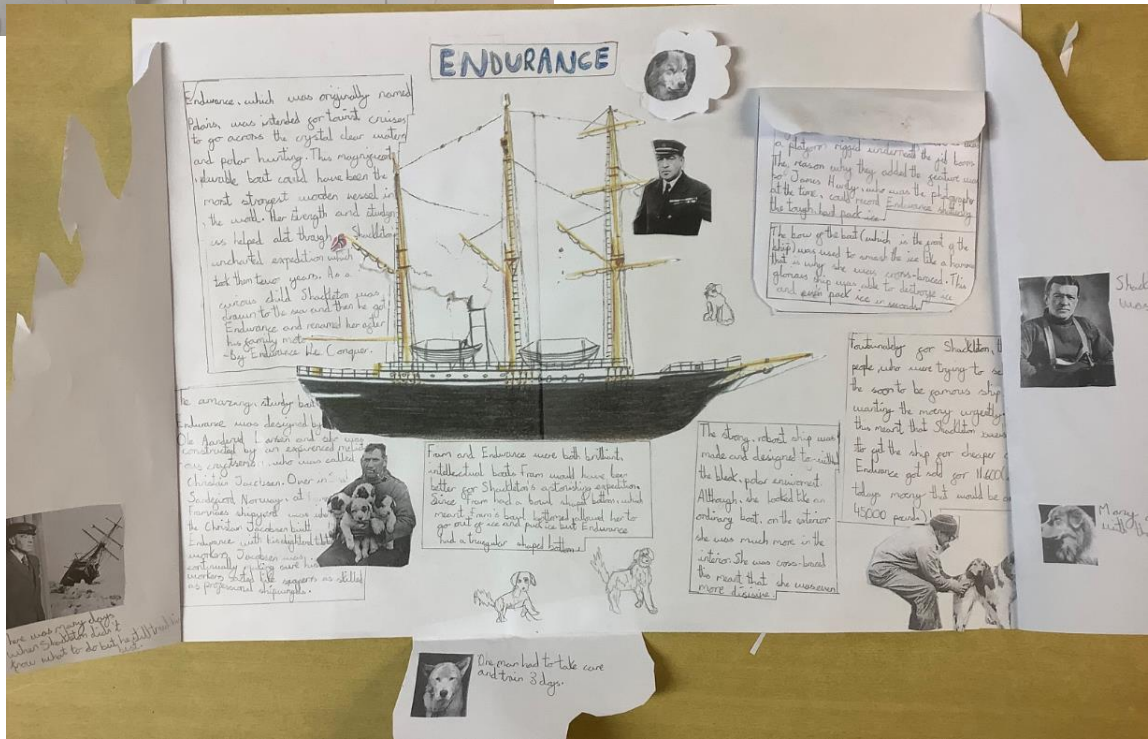
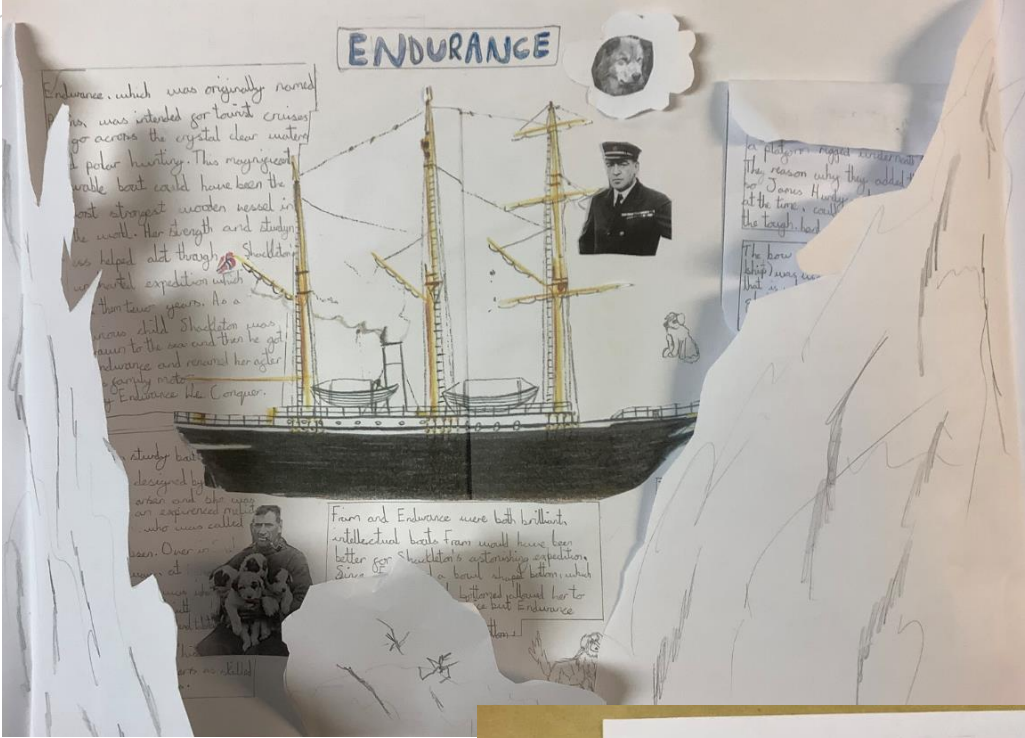


*We are learning to write  
and present an  
information text about the  
Endurance.*



PIC•COLLAGE

We presented our writing on A3 spread pages to showcase Shackleton's boat - Endurance.





## Endurance

Endurance was an  
icebreaker ship, used for  
very purpose and very  
long time. The right  
of all Byers Forest  
Shackleton bought it for  
£11,000 and used on  
a huge journey to the  
Antarctic with a crew of  
65 dogs. The boat  
was probably used on  
the journey across  
the ice. The boat  
is still around today.

Byers the ship  
project started the boat  
was actually designed by  
the boatmaker who built  
it. It was built in 1902  
by the shipbuilder who  
built the ship. The boat  
was built in 1902 by the  
shipbuilder who built the  
ship. The boat was built  
in 1902 by the shipbuilder  
who built the ship.

dog was  
used to pull  
the boat

you can find  
for collection

it is a good way  
to get around  
the boat

Canoe to  
the north of the  
boat they got

Logans to  
the north of the  
boat they got

If you want to  
go to the north of the  
boat they got

It is a good way  
to get around  
the boat

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to get around  
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the boat

## Endurance

Endurance which was the strongest  
wooden vessel in the world. It was  
a barrel stevedore and a polar hulk.  
That's not it is used for not it is a  
expedition ship. The ship was made by  
Ole Anderson Larsen. It was being  
whatched by master shipbuilder  
who is Jacobson Christian. The  
Endurance was used to be more  
polar not it is named the Endurance  
after Shackleton's garden. The expedition  
thought to be a success but it  
was a fail.

Endurance was made by Ole  
Anderson Larsen and whatched by  
Christian Jacobson. The ship was made  
at Farnham shipyard in Chatham.  
Norway. Jacobson made three very new  
was the first construction builders  
cargoes and skilled shipwrights.

Endurance had a triangle shaped  
bottom so when it got stuck it wasn't  
able to move in the thick part ice.  
The gambrel shaped bottom that could  
make it float to the top of the thick  
part in but the other one wasn't used.

The Endurance was special because  
the wood they were from a wood they  
were Norwegian oak and green heart.  
The wood had needed to be placed in  
very carefully.

The Endurance can be in harsh, polar  
conditions that's why it was built.  
The Endurance is an icebreaker in  
the ship.

The boat is special  
because it is 1.3m  
thick it can bash  
in then part ice.  
It can also be named  
a balling ram.

One day later there  
was a job done. It is  
a pile that can make  
a pile higher than a pile  
of the Endurance with  
the ice.

Shackleton was lucky because  
Shackleton original business Andersen  
de Gerlach and was Christian  
there was a lot of the Endurance.  
The Endurance cost 11600 approx  
in today's money.

Original use  
Endurance was originally used  
for cargo and polar hulk.  
Also, good people agree. Shackleton  
agreed to be the Endurance.

The ship had a unique but  
study structure. But the boat  
only came to be a good  
a unexpected failure.

Put one end  
for climbing.

Shackleton  
Endurance was changed by  
Ole and essential under  
the watch of master ship  
builder Jacobson in Norway.

The ship  
The bow of Endurance  
is 1.2 meters thick. This  
helps to break ice.

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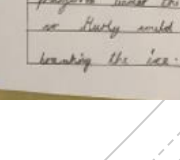
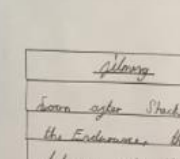
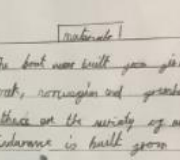
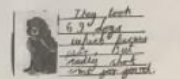
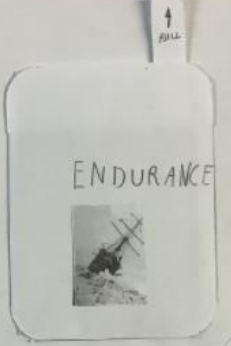
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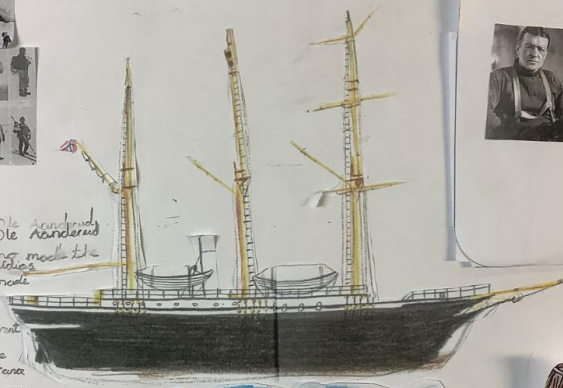
Really, there is a world changing boat, but the Endurance, originally called the Polaris is one. The Endurance was named after Shackleton's family motto - which was Endurance we conquer. It is owned by Sir Shackleton he went on the majority of the polar expeditions.



She was designed by Ole Aanderud Larsen, a carpenter - who made the Endurance was a fastidious builder. Polaris was made in Norway.

The Endurance is different to the Fram. Although the Fram is under the Endurance is a triangle.

Although, the Polaris's front was cross-braced, there were also used for bracing shipwrights tables. The Polaris which was made from variety of different wood / gearments.



Shackleton's equipment.



## The Endurance

Endurance, who was originally used for polar hunting and tourist cruises, was maybe the most powerful wooden boat. But at least Shackleton's expedition was a success.

Endurance was designed by Ole Aanderud Larsen and was constructed by master shipbuilder (Christian Jacobson) She was made in Sandness, Norway. And she was really really built.

THANK YOU FOR READING THIS



icebergs



extra things they needed...



Endurance is a really strong boat, she was made up of 4 sandwiched pieces of solid oak. She was also really thick.

The ship was called Endurance because Shackleton named it after its family motto. It was also justly named Polaris, along with its uses which are tourist cruises and polar hunting. The boat was so bold and tough that it was almost the strongest wooden vessel in the world. Then this made it successful in part of Shackleton's expedition, also the journey was taken in 1914 being attached to the sea. When Shackleton was young he loved boats so that was when Endurance was made.

Ole Aanderud Larsen, constructed the Endurance under the watch of a master shipbuilder. The ship was built from Frammases shipped in Sandness, Norway.

Jacobson, was brilliant being a craftsman and he always made sure the men who helped design the ship also have a chance to be a skilled shipwrights.

There was quite a lot of differences with the Fram and Endurance but one of them was that the Fram was bowl-bottomed, which allowed it to rise out of the pack ice if it was glued to the water.



THE ENDURANCE



The Endurance was a tough and powerful boat, she was specifically designed for things such as polar conditions. It was also built from a massive variety of solid wood. Although the joints and fittings were cross-braced, it still made the ship strong.

The job boom which was later on rigged under the boat, was made so that Jane Hurley could film the marvellous ice in the sea.

The front of the boat (the bow) was like a battering ram to break the pack ice.

pull out the jacks

Endurance - which was originally named Polaris and was used for polar hunting, tourist cruises, was possibly the strongest wooden vessel constructed of its time. She was also one of the main reasons Shackleton's expedition to plan during 1914. Shackleton a man of his age from a family of, named 'Ole Aanderud' and his family right by the name of the Coast. Although the ship may have been made - and during the time of its construction, the ship was built up to the day and yet it was found to be strong enough to break through the pack ice.



The bow, which was the front, was usually used like a battering ram to break through the ice. It was so strong that it could break through the ice.

Endurance was designed by the shipwright Ole Aanderud - one of the Frammases shipped in the Sandness, Norway. Christian Jacobson, who was the master shipbuilder, was working for him, controlling the shipwrights. They were very experienced and controlled the shipwrights.

Endurance and the Fram had a main difference, which was that the Fram was built to break through the ice, while the Endurance was built to sail in the ice.

Being a sturdy and large, she (Endurance) was designed to withstand the ice, and was built to break through the ice. Although the ship was built to break through the ice, it was not built to sail in the ice. It was built to sail in the ice, and it was built to sail in the ice.

Being a sturdy and large, she (Endurance) was designed to withstand the ice, and was built to break through the ice. Although the ship was built to break through the ice, it was not built to sail in the ice. It was built to sail in the ice, and it was built to sail in the ice.

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TOOLS



## Endurance

Endurance which was the strongest wooden vessel in the world. It was a tourist cruise and a polar hunting. That's not it is used for not it is a expedition ship. The ship was made by Ole Andrued Larsson. It was being whacked by master shipbuilders who is Jacobson Christen. The Endurance was used to be name polaris not it is named the Endurance after Shackleton's family. The expedition thought to be a successfull but it was a fail.

Endurance was made by Ole Andrued Larsson and whacked by Christen Jacobson. She was made at Farnnes shipyard in Changene, Norway. Jacobson made shore every man was experient construction builders, seagars and skilled shipwrights.

Endurance had a triangle shaped bottom so when it got stuck it won't be able to rise out of the thick pack ice. The gambrel shaped bottom that could make it float to the top of the thick pack ice but the other one can't rise out.



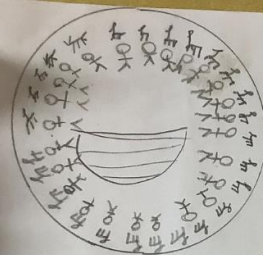
Shackleton was lucky because Shackleton, original owners Andrued de Gerlach and Larsson Christen. There were go to sell the Endurance. The Endurance cost 11600 approx in today's currency.



The Endurance can be in harsh polar conditions that's why it was built. The Endurance was cross braced in the ship.

The bow is special because it is 1.3m thick it can bash in thin pack ice. It can also be raised a battering ram.

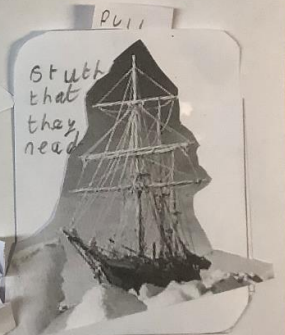
One day later there is a big boom. It is a pile that can make a photo of the Endurance hitting the ice.



Endurance was named after the name of the ship. It was named after the name of the ship. It was named after the name of the ship.

Endurance was originally named after the name of the ship. It was named after the name of the ship. It was named after the name of the ship.

Endurance was named after the name of the ship. It was named after the name of the ship. It was named after the name of the ship.



Endurance is different from the gram because the gram was built-bottomed allowing her to rise out of the ice she became stuck. The more of Endurance.

Endurance was built from Norwegian fir oak and greenheart. She was from a ship yard in Sandvig. Endurance is a brave ship, which was originally named Polaris that helped Shackleton and his crew get to Antarctica.

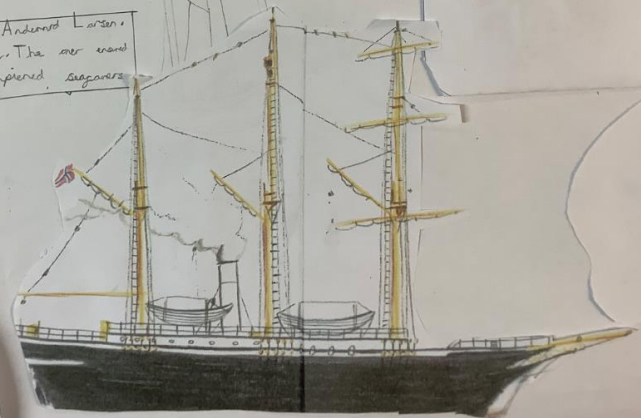


Endurance was designed by Ole Andrued Larsson. She was made in Sandvig, Norway. The men and the people on this ship are experienced seagars.

ENDURANCE



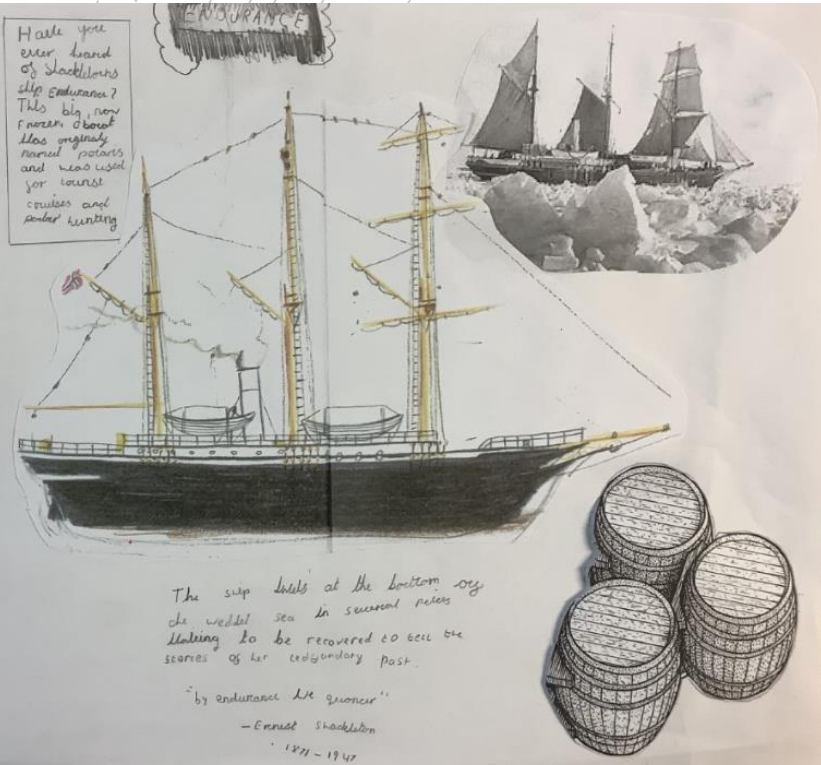
ice  
gast





Endurance was supposedly most constructed by Ernest Shackleton. She was designed by a man named O.E. Anderson and constructed under the lead of master ship builder's chairman Jacobson. Endurance was constructed at granville shipyard in Longwood, Norway.

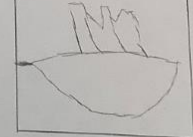
Endurance, a sturdy ship, was built to withstand harsh polar weather. She has been made with a huge variety of hand tools and the ship is 13m wide. Although she looked like a normal ship, Endurance was actually constructed to make her survive in bad weather.



Have you ever heard of Shackleton's ship Endurance? This big, new frozen, cheap was originally naval stores and was used for tourist cruises and polar hunting.

The ship holds at the bottom of the world sea in several places looking to be recovered to see the stories of her extraordinary past.

"by endurance the pioneer"  
- Ernest Shackleton  
1871-1947



Endurance was designed by O.E. Anderson and was constructed under the lead of master ship builder Christian Jacobson. The vessel, which was built in Sandefjord, Norway, but the original owner, Adrien de Germiny and Lars Christensen, who were in financial straits, had to sell for as much as they could.

There was a big difference with the form, a difference is that the form is built-bottomed, letting her rise out of the ice ever get in the ice.

### GET INFO

Did you know  
They liked the  
sailing days  
for food



Endurance, which was possibly one of the strongest vessels of its era, was seen to be designed by its timber pole. The body was originally named Polaris and was used for polar hunting and land cruises. This boat, with its mighty structure, aided the success of the Underwater Antarctic expedition. Shackleton always had a strong interest in the sea. Endurance was named by his family rather than Endurance the conqueror.



Shackleton was lucky to get to get Endurance as the owner was in need of money and had to sell for less than what it would be sold for approximately 45,000.

Endurance was designed really to withstand harsh polar environment. Although it looked like a normal and strong boat it was cross-braced, which helped it rise through the ice, this made from a variety of wood that was strong for cold and greenback.

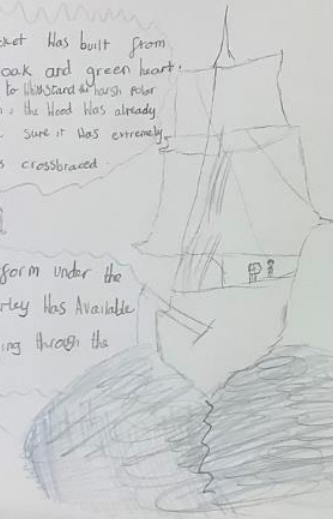
The thing with the bow is that it's made from thick wood which was necessary because it helped the shattering of the ice that is 15 meters thick.



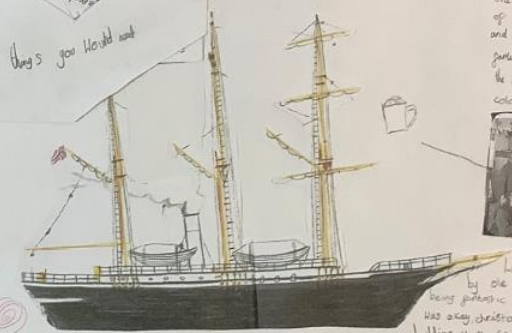
The old rust bucket was built from Norwegian fir, oak and green heart. It was designed to withstand harsh polar environment. Although the wood was already strong, to make sure it was extremely strong the ship was cross-braced.



They added a platform under the jib boom so that they had available record the ship barging through the pack ice.



Has you heard and



The old rust bucket



Endurance (which was actually called Polaris) was originally built for Arctic cruises and especially used for polar hunting. The ship was probably one of the most rugged wooden vessels of all time. Polaris was sold for £11,000 and was renamed Endurance after Shackleton's family motto. Although the ship was powerful, the ship still unfortunately got stuck in the cold hard ice and sank.



Some of the crew

Looking at the ship's design, which ended up being perfect. To make sure Endurance was able to survive in the cold, Endurance was built with a cross-brace. Endurance was created in the cold breeze. Standford was one of the main differences about Endurance and the form was that the form was built-bottomed, letting Endurance to come out of the ice if it came stuck. Endurance is more like a triangular bottom.



Endurance, a hunting, along wooden boat that originally made for hunting cruises and polar hunting was challenged to travel across Antarctica. The original name was the polaris and was more than likely the strongest wooden vessel in the world. Shackleton was brought up to the realize that the Endurance was named after the family motto (Endurance we conquer)

Endurance was constructed by Ole andraud Larson and Christian Jacobsen. She was made at Finnass shipyard at Sandness, Norway. He ensured that all of his workers were seafarers as well.



# ENDURANCE



Endurance was different to the Fram because it had a bowl-bottomed whereas Endurance had a chop bottom whereas Shackleton was lucky because it was approximately 11,600 and today it would be 645,000 pounds and the original owners were happy to sell it for the least amount of money possible.

About 20 Shackleton

Endurance, a small, sturdy ship that was out of Norwegian fir and oak and Greenheart was made so it could withstand harsh, polar conditions was made cross-braced so it would be strong along. The keel of Endurance was made up of 4 sandwiches.

Later on in the journey they added a special feature called the Jib boom, was made so it could break through ice. Also so Harty (a crew member) could film the notorious expedition.



## Endurance

The bow was really special because it would be used as a bathing room to destroy thick, bulky ice so Endurance had to be extremely strong.

Endurance was made from Norwegian fir, oak and green heart wood. He keel was as wide as 4 sandwiches.

Endurance was very different from the fram because the fram was bowl-bottomed, which allowed her to rise from the ice if she became stuck.

Ernest Shackleton was quite lucky to get Endurance because the original owner was desperate to get rid of her. So they happily sold her for £14,000 which is approximately £40,000 in today's currency.



The Endurance was made in Sandness, Norway. Jacobsen being an intelligent craftsman made sure that all of his handymen on the ship were very skilled and experienced, which would have hopefully made the ship a lot more stronger and a lot more sturdier.

Endurance, who was originally made for family cruises and polar hunting, was designed by a great man named Ole andraud Larson and was constructed by Christian Jacobsen. She was possibly one of the strongest wooden vessels of this time and its unusual, sturdy structure had to be changed to use which may have been why Ernest Shackleton's expedition to Antarctica in 1914 was a huge success.

## The Endurance

1. Endurance is different from the fram because the fram is bowl-bottomed so if she got stuck in the ice they could get out.



4. The ship was built to be strong because Endurance was designed to stand with polar conditions. They made her strong by joining cross-braced strength making her stronger.

2. She was designed by Ole andraud Larson and it was made in Sandness, Norway. The original owners, Adrien de Gerlache had wanted that when found and developed for sea traveling and sea sickness.



5. The bow (the front) was used to break up thick ice. It was special because it could break up thick ice.

Pull out the facts



3. Luckily for Shackleton Adrien de Gerlache sold the ship for £11,600 and that got Shackleton's attention so he bought it. The ship was also made for harsh polar conditions.



Ernest Shackleton a 47-year-old explorer had a goal to go to the unknown Antarctic. Can he do it?

6. They also added an extra keel which was 4 sandwich pieces solid oak making the thick keel to 2.2m and the sides 0.7m thick. 7. What was so special about the timber is that each piece of timber had been steamed separately. It came from Norwegian Oak and Malovius green heart. It was also 1.3 meter thick.

## ENDURANCE

Endurance, which was initially called polaris, was used for cruises and polar hunting. She was one of the strongest wooden vessels of the era. Endurance was named by a great man named Ole andraud Larson and was constructed by Christian Jacobsen. She was possibly one of the strongest wooden vessels of this time and its unusual, sturdy structure had to be changed to use which may have been why Ernest Shackleton's expedition to Antarctica in 1914 was a huge success.

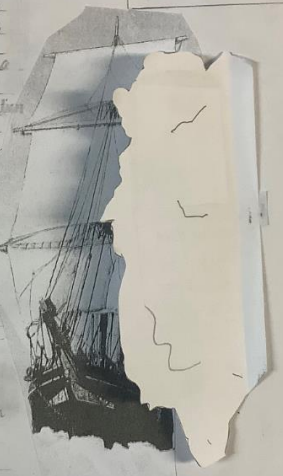
The ship, designed by Ole andraud Larson, Endurance, was originally made for hunting but was made for polar hunting by Christian Jacobsen who developed the wooden boat. Jacobsen ensured that all of the talented workers who experienced sailing had been special.

Endurance, a special boat was designed for Ernest because it was built to withstand being hit by ice. It was built to rise up out of the ice if she got stuck.

The mighty sturdy ship (Endurance) was designed to withstand polar conditions. Although, she looked like a normal ship on the outside, she was really strong, which made her really strong.

The bow was special because it was used like a heavy-duty bathing room so it had to be super strong. It was 13 meters thick.

A platform was placed under the sternmost of the hull, later on in the expedition times, Harty was able to record the ship's location through the platform, approximately 100m.



Endurance was built from Norwegian fir, oak and green heart. The keel was made up of 4 sandwich pieces. The keel was as wide as 4 sandwiches. Endurance was the most extreme.



ENDURANCE  
ENDURANCE





Endurance was made to polar hunting and for to withstand  
 crews. It was possibly one of the strongest wood  
 vessels.







Endurance was designed by Ole Andersen Larsen  
 also under the watch by Jacobsen who was the original  
 designer and made sure the names of the next ships  
 to.

The difference from the frame and how different it was  
 it was got out. But with the frame it was about.

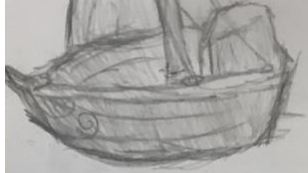

Shackleton was lucky  
 he they got it for £11,000, which is what  
 is now currency, which is at situation of the co  
 the

Endurance was strong but it was not  
 2-banded, which was long out of tin and had a  
 green paint, to make sure polar habit more.

They an extra feature was the boom  
 to James Hardy could film.

# Shackleton's Journey

They all  
 entered it

Endurance the boat was  
 originally designed by Ole  
 Andersen Larsen and built  
 by Christian Jacobsen in  
 Norway being an expert  
 in his field he insured  
 he worked with professionals




It was very strong  
 because it was  
 made of strong  
 wood and was  
 built to withstand  
 the cold and the  
 ice. The original  
 plan was to make  
 it a small boat  
 but it was made  
 to be a large  
 ship.

The reason  
 why it was  
 made like this  
 was because  
 it was to be  
 used in the  
 Arctic and the  
 Antarctic. It was  
 to be a small  
 boat but it was  
 made to be a  
 large ship.

A small boat  
 was not in the ship  
 but it was made  
 to be a small  
 boat. It was made  
 to be a small  
 boat but it was  
 made to be a  
 large ship.

Being the first  
 in Endurance was  
 designed to withstand  
 the conditions  
 of the Arctic and  
 the Antarctic.

Shackleton was lucky to  
 get Endurance but how  
 did he get her in the  
 first place? The original  
 plan was to make  
 it a small boat  
 but it was made  
 to be a large  
 ship.






# ENDURANCE

She was different to most because the  
 frame was built to withstand so if the frame was  
 got struck she would be able to get out of the ice  
 which was very helpful.

Shackleton was very lucky because Ole  
 Larsen, who was building Endurance because they  
 needed the money when they sold it it was 11,000  
 pounds which was what he needed for the boat.


A very robust and sturdy little ship, Endurance  
 looked like a little broken wreckless boat but  
 that was just the outside. It was cross-banded  
 to make the sides of the ship very  
 strong.



Later on  
 a platform  
 was rigged  
 under the  
 boom so that  
 Hardy was able  
 to film the ship  
 breaking  
 through the  
 pack ice.

The (so) the  
 front would be  
 used like a  
 back from  
 to break up  
 thick ice so  
 it had to be  
 specially  
 strong. In  
 total it was  
 1.3 metres thick.

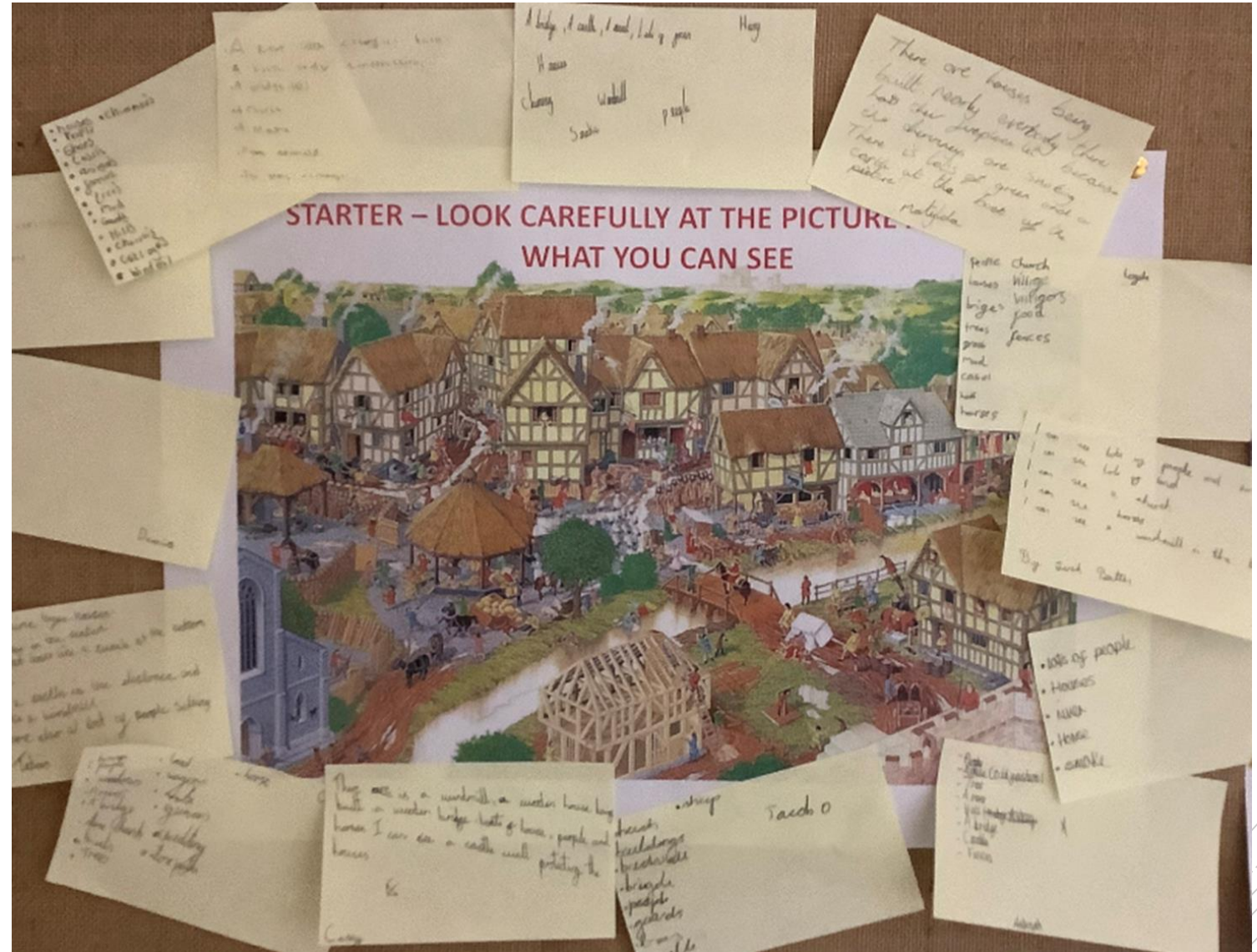
Endurance which was initially named Polar was  
 used for extraordinary missions like Polar  
 hunting. It's mighty structure was  
 possibly one of the strongest wooden vessels  
 of its time. The boat was 11,000 pounds back in  
 the day but now would be 45,000 pounds  
 it was still here.



Endurance was made by Ole Andersen Larsen  
 and was built by Christian Jacobsen in Norway. Jacobsen  
 made sure his workers were skilled and healthy  
 and strong to build Endurance.



We used inference skills and historical skills to consider what medieval Britain would have been like



To answer the enquiry question we first needed to know what Hull was like in the 12<sup>th</sup> Century.

## WHERE DID MEDIEVAL TOWNS GROW?

Medieval towns tended to grow up at the following types of sites:

- by a river
- by the sea
- where 2 main roads crossed
- by a castle
- by a monastery



## WHAT WAS LIFE LIKE IN A MEDIEVAL TOWN?

The streets of a medieval town were narrow and busy and dark as the houses nearly touched each other. They were noisy, with the town crier, church bells, and traders calling out their wares. There were many fast food sellers, selling such things as hot sheep's feet and beef-ribs.



## WHAT WAS IT LIKE TO LIVE IN A MEDIEVAL TOWN?

Towns were dirty places to live in. There were no sewage system as we would know it today. Many people threw toilet waste into the street along with other rubbish. Rats were very common in towns and cities. Towns might use pigs to eat what rubbish there





# The beginning of Hull's fishing industry



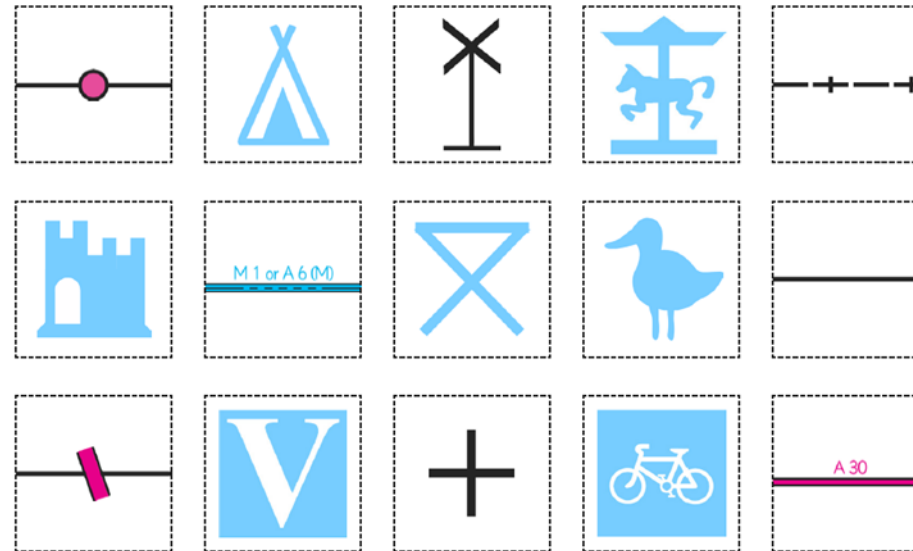
- Hull's fishing industry has its very beginnings in the 12th century, with the monks of Meaux Abbey. The monks owned and looked after 'Wyke-upon-Hull' as Hull was called then. In 1160 a 'charter' (special document) was granted to the monks by King Henry II, allowing them to fish in the Humber estuary, or just outside in the open sea.



- The fresh fish caught by the monks or local people were mainly sold locally. Roads in medieval times were narrow and uneven and usually in very poor condition. Transporting the fish would take a very long time, and the fish would have gone off before it reached its destination!
- Only the people living near the coast would have enjoyed fresh fish in medieval times, unless they were lucky enough to live near a river and could catch fresh fish like salmon, or were very rich and could afford to have their own fishing pond. Most people who lived inland in medieval times would have eaten salted and dried fish, which was extremely hard and had to be cooked for a long time to make it edible.
- The city records show that a fish 'shambles' (street) was established in Hull in 1517. Hull had important links to Iceland and imported salted fish in return for butter, timber and cloth, although this trading declined at the end of the 1500s as salted herring began to be imported from Scandinavia.



To enable children to develop their map skills, they had to learn to read a compass, recognise symbols and give directions to various cities across the United Kingdom

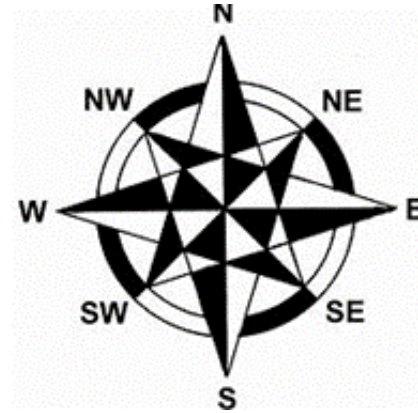


#### AfL – Challenge

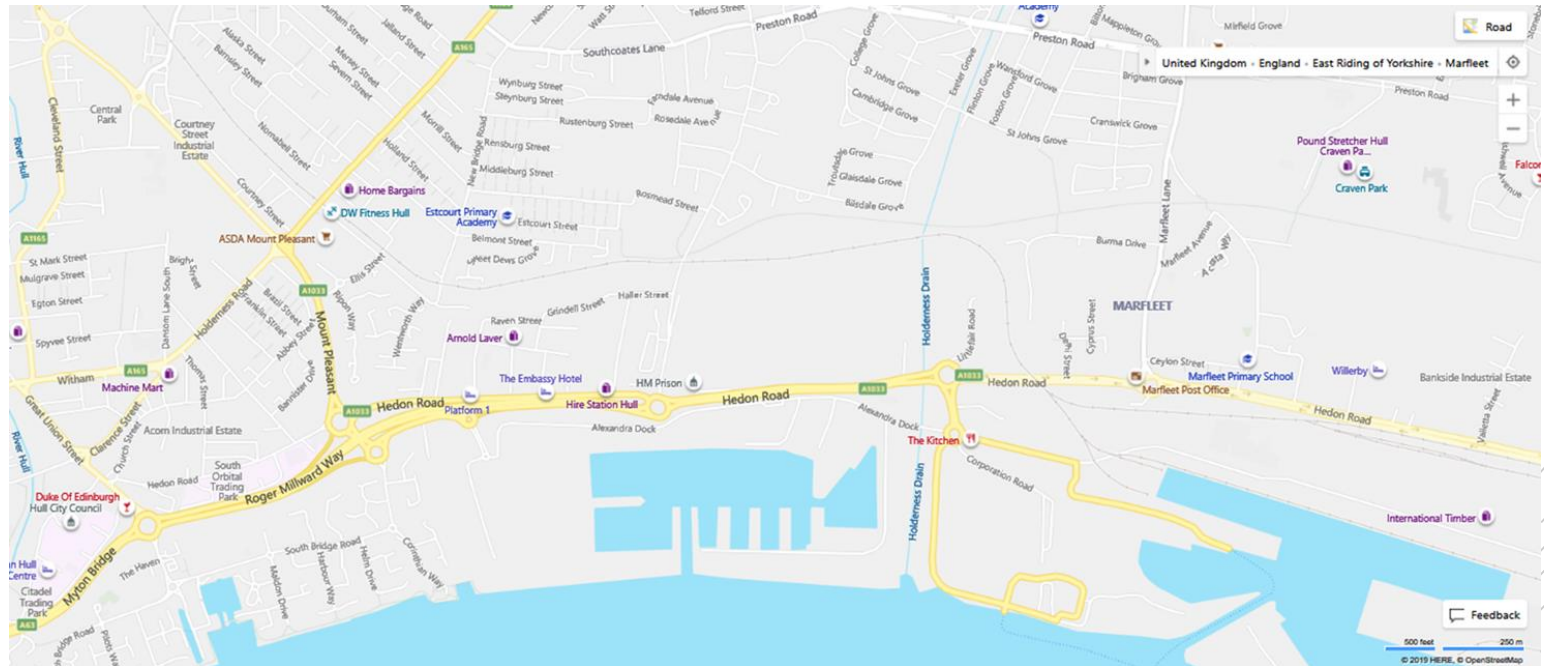
You can use a spare piece of paper to help draw pictures / diagrams to help you solve the problem.



1. Swindon is west of London. Portsmouth is south of Swindon. What direction is Portsmouth from London?
2. Lincoln is east of Chester. Blackpool is north of Chester. What direction is Blackpool from Lincoln?
3. Sheffield is south of Leeds. Harrogate is north of Sheffield. What direction is Harrogate from Leeds?
4. Cardiff is west of London. London is east of Bristol. What direction is Cardiff from Bristol?
5. Leeds is south of Newcastle. Hull is east of Leeds. What direction is Hull from Newcastle?



Year 5 developed their skills further by using the 8 compass points to direct someone from the school to King George Docks.



# Hulls Whaling industry

## Hull Whalers

Hull's whaling industry has been through a number of recessions and revivals in its colourful history. The first whaling ships left Hull in 1598 after the discovery of Greenland by Sir Hugh Willoughby. After a decline in the seventeenth century there was a successful revival in the mid eighteenth century mainly due to Sir Samuel Standidge who organised a small but successful fleet of whalers in the 1750's and 60's.

It was not until the early nineteenth century however, that Hull's whaling industry really began to prosper. During the years 1815-1825 Hull had 2000 men employed in the trade and she could boast over 60 whaling vessels making it the largest fleet in Britain.

## Catching a Whale



Whales were harpooned by a whaler in a small boat. This would not kill the whale but would allow the whaler to keep contact with the whale. Most whales would then attempt to flee by diving and then swimming away pulling the whaleboat with them. They would often swim for hours before tiring. The whalers would then use long lances or spears to stab between the whale's ribs and eventually kill it before towing it back to the main ship where it would be processed for its blubber and baleen.

The favoured whale was the Greenland Right Whale so called because it was classed amongst whalers as the 'right' whale to hunt as it was slow, not too dangerous and floated when it was dead. Whalers in the South Seas and America hunted the Sperm whale which was much more dangerous, often fighting back and crushing whaleboats with their jaws or smashing into the boat.

Although whaling was extremely profitable it was also a wasteful business and most of the carcass was abandoned overboard. A by-product of the whaling industry was the production of scrimshaw which became a popular past time with ordinary sailors and ships captains alike.

(Scrimshaw is scrollwork, engravings, and carvings done in bone or ivory. Typically it refers to the artwork created by whalers, engraved on the by-products of whales, such as bones or cartilage.)





Most whaling took place between Spitsbergen and Greenland but as the number of whales depleted whalers were forced to enter more hostile areas such as the Davis Strait and Baffin Bay where ships often became trapped in ice. Whaling was a dangerous occupation. Many whalers lost their lives and nearly 800 ships were lost at sea between 1818 and 1869.



# Hulls Whaling Industry

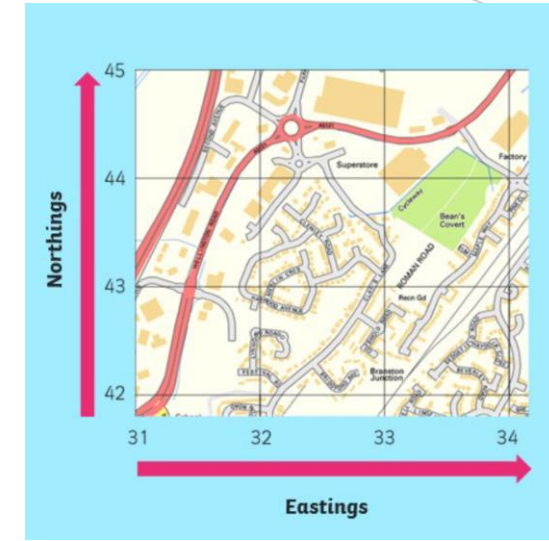
## Decline of the Whalers

Hull's whaling industry had begun to decline in the 1830's and by the mid 1850's there was only a handful of Hull whalers left. This decline was worsened by the successful introduction of steam powered whalers in Dundee and Peterhead. A few Hull ships were fitted with auxiliary steam but Hull's hopes for another revival were dashed with the Diana disaster in 1867 which led to the deaths of 13 men, including the ship's captain, after she was caught in ice in the Davis Strait. In 1869 the Diana was swept onto the Donna Nook where she broke up; a symbolic and poignant end the Hull's relationship with the whaling industry.





We looked at ordnance survey maps to determine the location of points of interest in Hull



- An OS (Ordnance Survey) Map is a useful tool if you are planning a route for a long walk off-road. It has symbols to explain the features of different areas so walkers know where and where not to go. You can download OS maps from the Internet or buy them in shops.

We are beginning to use primary and secondary sources of evidence in our investigations.



- What similarities and differences can you see now?



### St Andrews Dock and Hessle Road

Hull's fishing industry centred on St. Andrews Dock, situated towards the west of the city, near the Hessle Road area. The historian Kenneth McMahon described Hessle Road as a rapidly expanding community; a 'main artery' and a local thoroughfare to the west of the town in close proximity to the fish docks. Furthermore, the historian Alec Gill also describes the fish dock as the 'symbolic bridge,' with the Hessle Road fishing community on one side of the divide and the Arctic fishing grounds on the other side.



# Year 5 researched fishermen's fashion and the concept of '3 day millionaires'

## Fishermen's Fashion



Most Hull fishermen were smart dressers with a unique style: flamboyant suits in pale blue, lime green or even yellow were worn on many an occasion; trousers with 24" bottoms, deep Spanish waistbands and jackets often with pleats in the back and half moon pockets.

There were a number of local tailors who catered for the fishing industry on Hessle Road. Some of them i.e. Finestein Bros visited the trawler owner's offices and waited outside to gain trade from the crewmen. The numerous tailors and clothing shops did great trade as fishermen almost always bought new clothes on their return home between trips. Many young fishermen enjoyed visiting a particular tailors on Hessle Road because it was rumoured that measuring was carried out by a pretty young lady!

High end tailors in the City Centre were:

- Maurice Lipman
- Jacksons of Whitefriargate
- Casril Browns in Carr Lane
- Austin Reed in Jameson Street
- Hepworths—they claimed their menswear was designed by Hardy Amies, a nationally renowned designer

Some fishermen liked to wear a sports jacket so they would visit Sam Bass on Paragon Street



Businesses serving West Hull:

- Waistells
- Burras Peakes
- Clothing House
- Edelstons
- Henleys
- Marcus Bishop
- Southwells







## Life as a fisherman

- Fishermen had to work hard and long into the night or early morning. After fishermen had been at sea for days on end, they returned home where they would have to sort the fish ready for Auction in London. Hull brought in 1/3 of the nations fish in the 1950's and the 1960's.
- The headscarf revolutionaries were the gutsy northern fishwives who took on the might of the British establishment in the wake of the nation's worst trawler disaster. They campaigned and fought to improve safety in an industry that was killing their men. Their bravery and determination, in the space of weeks, forced major changes to UK shipping laws.



We studied the artist  
Tula Moon and  
created our own  
interpretation of fish  
related to Hull's fishing  
industry.





We created  
atmospheric  
drawings using  
charcoal and  
chalk.

