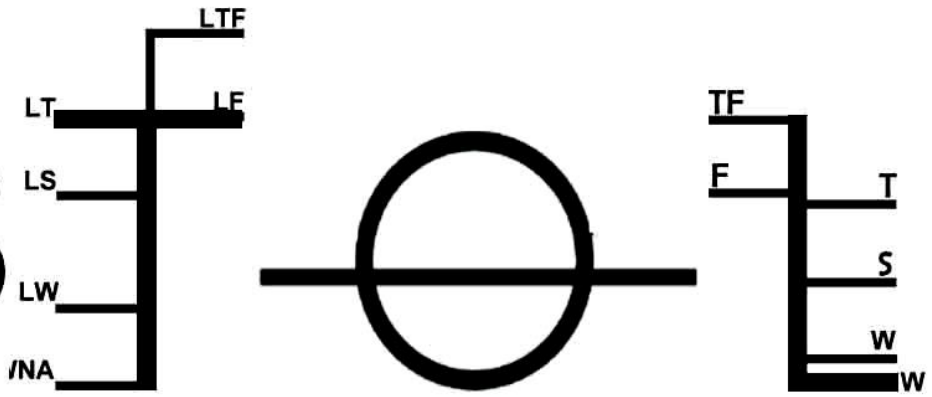


BRIS 



TIDES ?

2015 EUROPEAN GREEN CAPITAL
LOVES TIDES

my future
my choice

Proxi and Peri Bench Mark Scores

Theme	Proxi and Peri Benchmark Score out of 10	How can we raise the score?
Heritage	9	?
Water	4	?
Biodiversity	6	?
Energy	9	?
Hydropoetics	5	?
Future	7.5	?



Why is important to know about Bristol's past?

What did people eat?

How did they travel?

How did they shop?

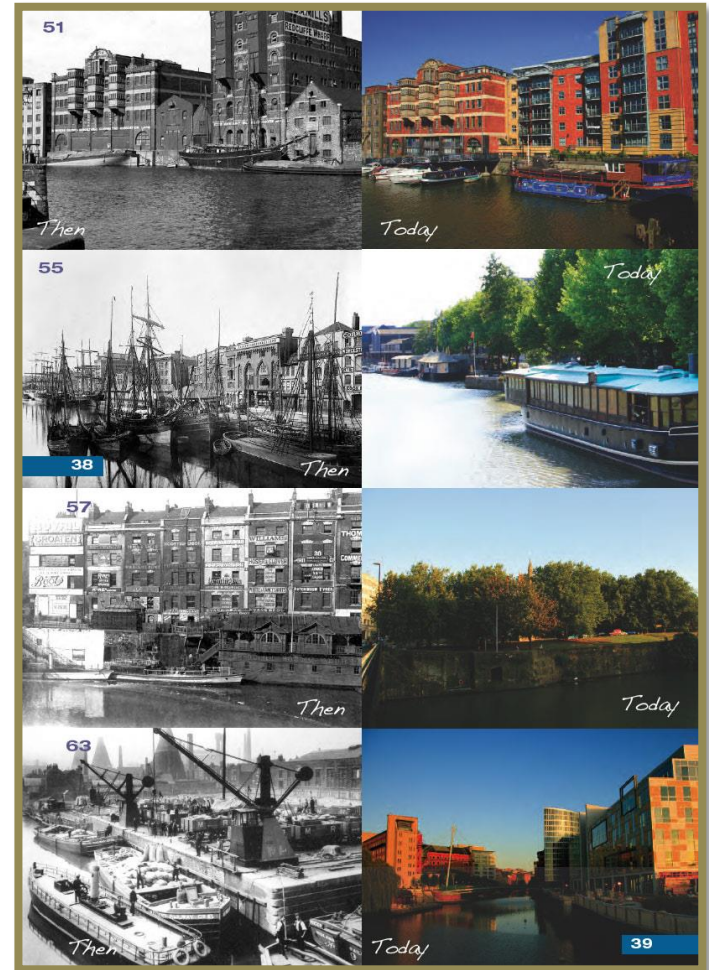
What work did they do?

Where did they live?

Where did they get their energy?

Did they take care of their environment?

How did they spend their free time?



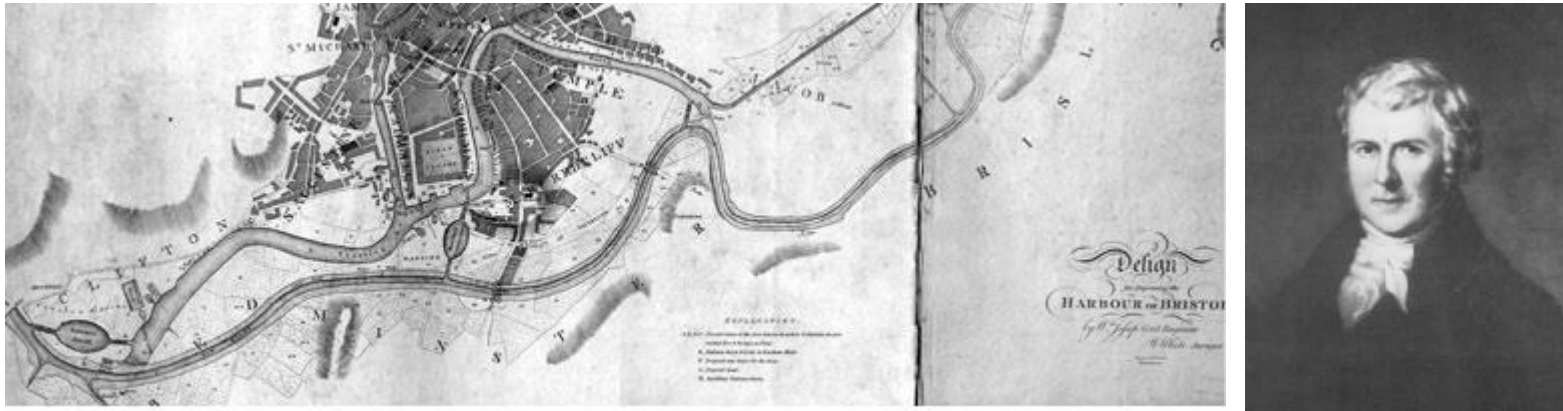
Your Vision

Using the idea of looking through a video camera that can see into the past.



What will people be doing or saying?

Jessop's vision in 1796 helped to shape Bristol as we know it today.



His vision created the floating harbour which was opened in 1809.

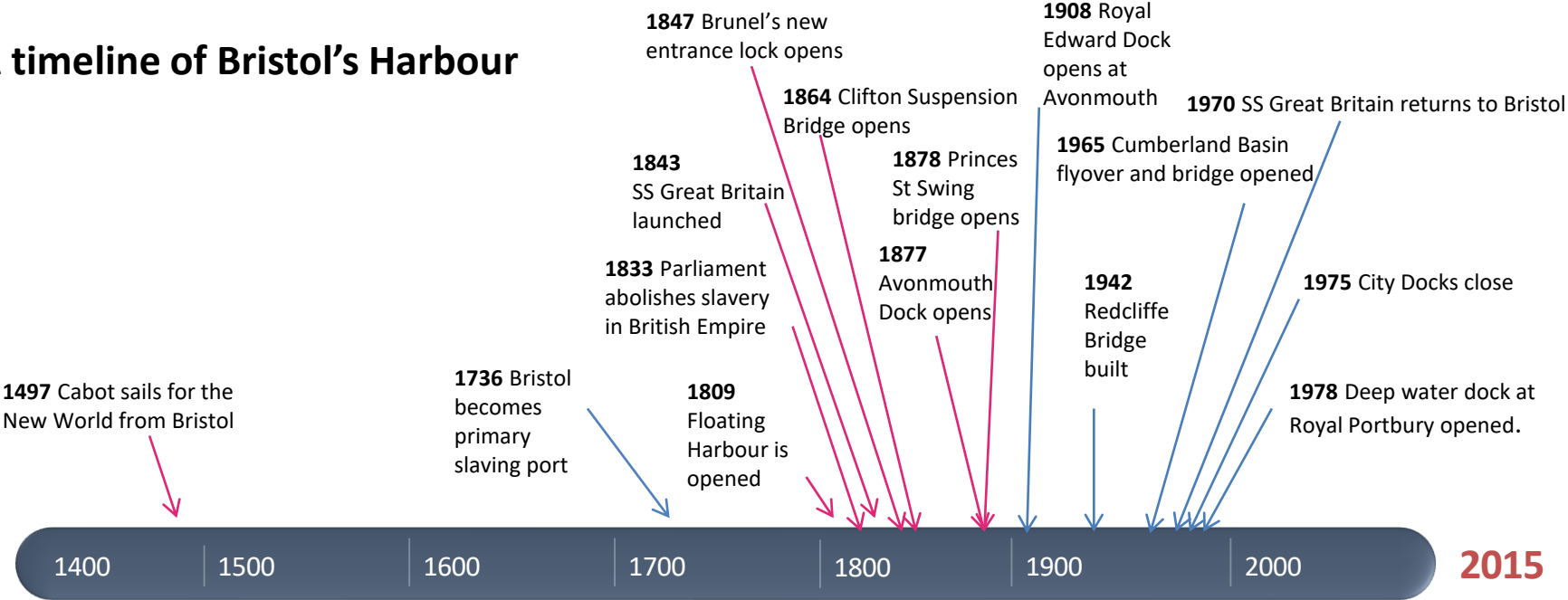
80 acres of tidal river was captured to allow visiting ships to remain afloat all the time.

Before the Floating Harbour.

- Ships became stranded if they missed the tides.
- The river had become too crowded as Bristol increased its popularity as a port.



A timeline of Bristol's Harbour



Boom as trade develops with South Wales and Ireland

Trade with America and West Africa. Bristol is 2nd largest port in England after London

Bristol was involved in the slave trade

Avonmouth expands as the main centre of the port of Bristol

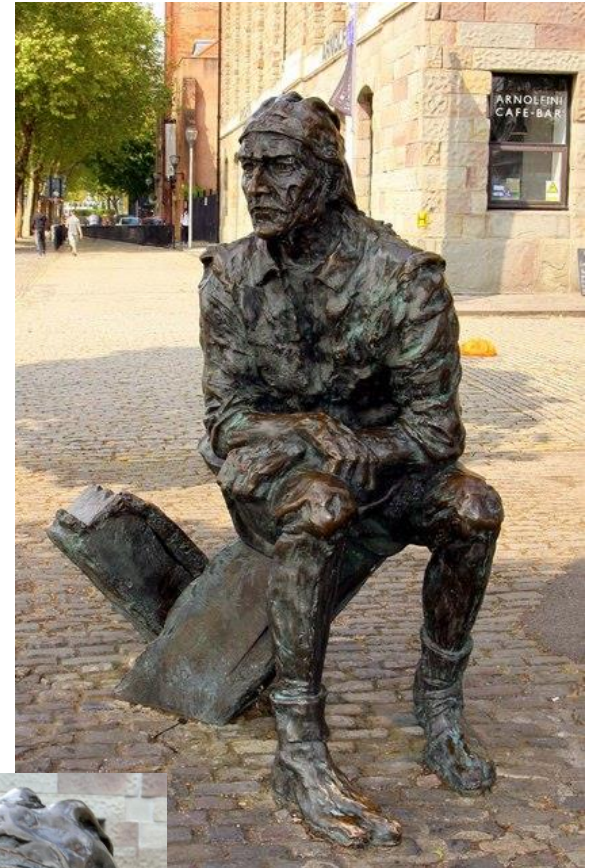
Bristol Loves Tides

Italian born explorer and navigator **John Cabot**, who moved to Bristol around 1495, made a voyage in 1497 on the ship *Matthew* and claimed land in Canada—mistaking it for Asia—for King Henry VII of England.

In early May of 1497, Cabot left Bristol on the *Matthew* with a crew of 18 men. On June 24, 1497, 50 days into the voyage, Cabot landed on the east coast of North America.

It is believed that Cabot went ashore and claimed the land for the King of England. The ship returned to Bristol on August 6, 1497. Cabot was soon rewarded with a pension of £20, the gratitude of King Henry VII and permission to make a new voyage to North America.

In May 1498, John Cabot departed from Bristol with five ships and a crew of 300 men. The ships carried ample provisions and small samplings of cloth, lace points and other "trifles," suggesting an expectation of establishing trade with the new land.





An illustration of how Alice Bennett may have dressed

Alice Bennett, galley pot maker, Brislington

Alice Bennett continued the production of tin-glazed earthenware after the death of her first husband. Brislington potteries were thriving in the late 1600's. The pottery was close to the Brislington Brook which would have allowed Alice and her fellow potters to transport raw materials and finished goods by boat, rather than overland on rough tracks.

Brislington Brook was crucial to supply a constant strong supply of water for washing the unprocessed clay in ponds to remove impurities. The watermill on Brislington Brook would have supplied power for grinding the ingredients of the colours used for decorating and glazing their wares.

It is possible that even the withy beds bordering the Avon were an attraction for Alice as these withies were grown for use in making baskets which could well have been needed by the potters as containers for transporting their finished fragile products.

Princess Caraboo pretended to be from a far off island kingdom and fooled Bristol people from April 1817 until June 1817 when she was revealed a cobbler's daughter, Mary Baker, from Devon.

She appeared in Bristol wearing exotic clothes and speaking an incomprehensible language. The woman was imprisoned and during her imprisonment, a Portuguese sailor claimed that he spoke her language and translated her story. According to the sailor, she was Princess Caraboo from the island of Javasu in the Indian Ocean. She had been captured by pirates and after a long voyage she had jumped overboard in the Bristol Channel and swum ashore.



She was released from prison and for ten weeks became a favourite of the local dignitaries. She used a bow and arrow, fenced, prayed to a god, whom she named Alla-Tallah. Her portrait was painted and reproduced in local newspapers. This was to be her downfall as she was recognised as an imposter.

She travelled to America, trying, with little success to portray her story on stage. Records show that she returned to Bristol, married and had a daughter and in 1839 was selling leeches to the Bristol Royal Infirmary.



Elizabeth Blackwell was born in Bristol in 1821, living at 1 Wilson Street in St Pauls in 1824. and emigrated to America in 1832. Her father, somewhat unusually for the time, supported his education as well as his sons.

The family emigrated to America in 1832, the year after a ceremony had been held to mark the start of the construction of the Clifton Suspension Bridge.

Elizabeth became a doctor in 1849 and she opened the New York Infirmary for Women and Children in 1857. All the medical staff were female.

She came back to England in 1859 and became the first woman to be enrolled on the British Medical register. She then campaigned for the admission of women to medical degrees and reforms in the medical profession, visiting Bristol frequently.

She would have been interested to see the newly opened Clifton Suspension Bridge in 1864.

Ernest Bevin was a famous Politian, a member of the cabinet from 1940 until his death in 1951.

He was orphaned at the age of six and when he was 11 move to Bristol where he lived in Saxon Road, St Werburghs. He worked as a labourer and then a van driver in Bristol docks.

In 1910 he formed a carter's branch of the Dockers' Union in Bristol.

In 1910, 1911 and 1912 there were strikes in the docks around Bristol as the dockers tried to prevent casual workers from taking their jobs.

In 1921 Bevin was involved in setting up the Transport and General Workers' Union and became the first Secretary to the organisation.



Police mobilising for 1912 dockers strike
© National Maritime Museum, London



Roger Griffith is a successful social entrepreneur, local radio personality from Ujima radio and author of [‘American Odyssey: From the Windrush to the White House.’](#)

In his book he describes moving to Bristol in the 1970s, having grown up in London, the son of West Indian Parents who came to Britain as part of the [Windrush Generation](#) .

He is interested in debating the impact of slavery on Bristol and his book explores a number of viewpoints including the unease that many people have with the Colston Hall as it is named after Edward Colston, a merchant who, although he gave much of his money to benefit Bristol, made much of his money from the slave trade.

In 1975 the City Docks closed to commercial shipping and the look of the harbourside changed forever. Roger welcomed the construction of [Pero’s bridge](#) in 1999, named in honour of Pero Jones, a slave who lived in Bristol in the late 1700’s.



As a group, create a sensory picture for your character

- Start with a discussion and record your thoughts on a large sheet of paper. Plot the 5 senses and list as many things you think they may have sensed around Bristol's tides.

sight

sounds

touch

smells

taste

**Roger Griffith
in the 1970's**



A large rectangular box with a blue border, intended for a sensory picture. The box contains a central portrait of Roger Griffith, a Black man with a beard, wearing a light-colored jacket over a white shirt. The portrait is surrounded by five sensory categories: 'sight' at the top, 'sounds' on the left, 'touch' on the right, 'smells' at the bottom left, and 'taste' at the bottom right. The text 'Roger Griffith in the 1970's' is centered above the portrait.



Work together to plan your picture around Bristol's Harbour or tides



Work as team to:

- Agree what the picture will look like overall
- Decide what materials you will use
- Divide up the picture in to sections
- Negotiate who will be responsible for each section

Become an investigator for BLT!

- Quiz your parents, grandparents and people that you know well from your community
- What stories do they have to tell about Bristol's tides and waterways?

