

One Magnificent City (OMC) Learning Links

Liverpool has a rich maritime history that has transformed the world. In 2015 the city and Cunard celebrate 175 years since the first transatlantic passenger liner left Liverpool for the United States. One Magnificent City is an exciting 7 week programme of activities that will celebrate this unique heritage www.cultureliverpool.co.uk/one-magnificent-city

Culture Liverpool's OMC Learning Links offers information on the history of Cunard and makes connections to local exhibitions, archives and cultural programmes.

Culture Liverpool in partnership with Liverpool School Improvement Services have created numeracy, literacy and early years activities linked to Liverpool's unique history.

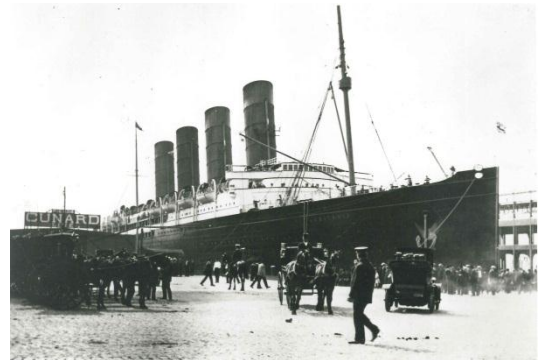


School Improvement
Liverpool

University of Liverpool Cunard Archives

OMC Learning Links has been produced in partnership with University of Liverpool Cunard Archives. This Archive is part of the University of Liverpool's Special Collections & Archives, located in the Sydney Jones Library just off Abercromby Square (for a map see

<http://www.liv.ac.uk/files/docs/maps/liverpool-university-campus-map.pdf>



The archive is working with Culture Liverpool throughout 2015 providing research materials for many of the major events. Members of the public are very welcome to consult material in the fully accessible, ground floor reading room, which is open from Mon to Fri 9.30am-4.45pm.



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Appointments must be made in advance, by 4pm the day before your visit at the latest. Please bring some form of photo ID (e.g. driving licence, travel pass, passport); reception desk staff will issue you with a day pass.

Email scastaff@liv.ac.uk or phone 0151 794 2696 for an appointment.

Special Collections & Archives can also accommodate school visits, and is happy to provide copies of materials for use in teaching. Interested schools should email scastaff@liv.ac.uk, or contact the Special Collections & Archives Manager Jenny Higham j.higham@liverpool.ac.uk to discuss their requirements.

Further information, including catalogues and collection descriptions, can be found on the Special Collections & Archives website <http://www.liv.ac.uk/library/sca/index.html> and blog <http://manuscriptsandmore.liv.ac.uk/>

All photographs in this learning resource are from the Cunard Archives (unless otherwise stated).

Cunard Archive at the University of Liverpool Library

Cunard 175 – A Voyage Through History

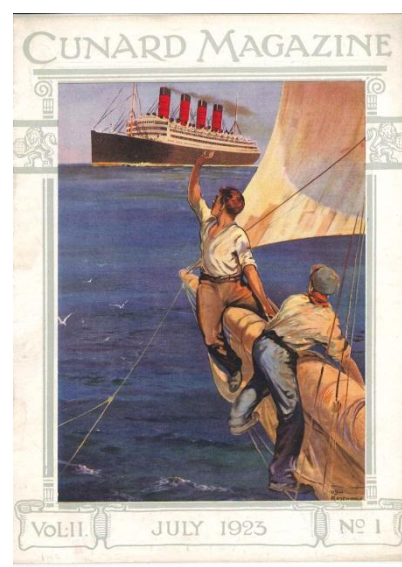
The Cunard Archive has been a crucial source of images and materials for many of this Summers events. Come and see for yourself an exhibition of original documents and photographs from the official Cunard Archive at the University of Liverpool Library.

8th May to 1st September 2015

Free admission; opening hours 8.30-6pm Monday to Friday, 9am to 1pm Saturdays

Special Collections & Archives, Sydney Jones Library, Chatham Street, Liverpool L69 3DA

See <http://www.liv.ac.uk/library/sca/index.html> for further details



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National Museums Liverpool

A group of free museums housing varied collections www.liverpoolmuseums.org.uk

Lusitania: Life, loss, legacy

Opening on the 27th March

Collection highlights: Propeller (located outside), waterline model, Captain Turner's gold watch, German medallions & Morton's medal.

As well as the story of the Lusitania, the displays will consider the role of Liverpool's liners in the First World War.

Website for Maritime Museum exhibition

www.liverpoolmuseums.org.uk/maritime/visit/floor-plan/lusitania

Sail Away: Liverpool's Shipping Posters

Opening 16th May to 4th October

This new display features 14 posters dating from 1888 to 1980, advertising Liverpool shipping companies. Many of these posters have never been on display before.

Website for art and sea gallery: <http://www.liverpoolmuseums.org.uk/maritime/visit/floor-plan/artsea/index.aspx>

Maya: the revelation of an endless time

Exploring the powerful and revealing world of this Mesoamerican civilisation that left a far-reaching legacy of architectural, cultural and artistic achievements.

<http://www.liverpoolmuseums.org.uk/wml/exhibitions/maya/>

Titanic and Liverpool: The Untold Story

This compelling exhibition explores Liverpool's central role in the Titanic story. Titanic, then the largest ship in the world left Southampton for New York on Wednesday 10 April 1912. On board were 2,208 people in all.



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Website on Titanic's connection to Liverpool:

<http://www.liverpoolmuseums.org.uk/maritime/visit/floor-plan/titanic/liverpool.aspx>

National Museums Liverpool Learning Sessions

All our schools programmes are free and we offer a rich and varied range of sessions which precisely meet the needs of the National Curriculum with exhibitions to complement. Sessions at the Merseyside Maritime Museum will clearly support a programme of study themed around Cunard, but there are also excellent sessions at the Museum of Liverpool which support an understanding of Liverpool's role as a port and Gateway to the World, with sessions for very young children in the Little Liverpool gallery for under 7s in which they can engage in water based activities.

Maritime Museum:

<http://www.liverpoolmuseums.org.uk/learning/sessions/index.aspx?venue=merseyside+maritime+museum>

Museum of Liverpool:

<http://www.liverpoolmuseums.org.uk/learning/sessions/index.aspx?venue=museum+of+liverpool>

A Brief History of Cunard

Since 1840, 248 ships have flown the Cunard flag. It began as a contract to transport the Royal Mail across the Atlantic, made by Samuel Cunard. 1840 saw his first ship, *Britannia* launched, to carry mail and passengers regularly across the Atlantic.

War

Cunard ships have been involved in many wars over the years, acting as troop transports, hospital ships and store ships, starting with the Crimean War of 1853. Cunard took part in both World Wars, losing many of its fleet, but remaining resilient.



Dazzled *Mauretania*



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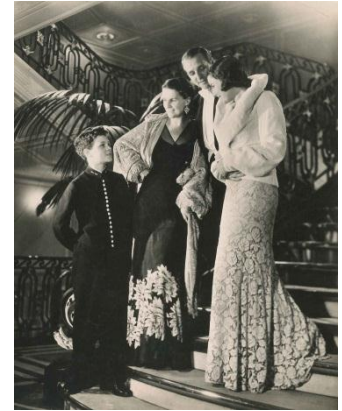
World War I saw a loss of 20 ships, including the *Lusitania*, one of the superliners, which was torpedoed during a passenger voyage. Her sister ship, the *Aquitania*, survived both world wars and maintained a reputation of being the height of luxury.

Life on board

Cunard's reputation for luxury travel has remained intact. Despite its involvement in war over the past hundred years, it has still managed to provide a unique service for passengers.



Cunard ships have for a long time appeared to be 'cities on the sea'. Even during the turn of the 20th century, their ships had on board newspapers, gyms, swimming pools, theatres, chapels, bars, shops and accommodation fitting to the rich and famous passengers on board.



Front page of *Aquitania* newspaper

Aquitania passengers and bellboy

Merge between Cunard and White Star Lines

White Star is most famous for its liner *Titanic*. This disaster became the beginning of the end for the company. By the 1930s both rival companies White Star and Cunard were in financial crisis during a European depression. Cunard had run out of money for the *Queen Mary* and White Star had for the *Oceanic III*.

In 1934, the government offered both companies a deal; they would give them £9.5 million if they merge together into one company. They accepted, knowing it was the only answer. Cunard took 62% of shares but later bought out the rest of the shares, leaving White Star to the history books.



Queen Mary poster



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Cunard links:

Website: www.cunard.co.uk

Social media: www.facebook.com/cunard <https://twitter.com/cunardline>

Youtube channel: www.youtube.com/channel/UCjdHw6iv2DInn8U0iuhEpt

For more information:

- See information on Samuel Cunard and Time Liners 'Oral Histories' for interviews with people with historical ties to Cunard.
- For a time line of Cunard history: <https://www.youtube.com/watch?v=wzDrusc60Q>
- Interview with a Cunard bell boy: www.youtube.com/watch?v=piOgQjwJ6s
- For information on the White Star merger: http://www.titanic-whitestarships.com/WSL_Demise.htm
- Visit the Cunard Archives in the University of Liverpool.

Source of images – Cunard archives at University of Liverpool



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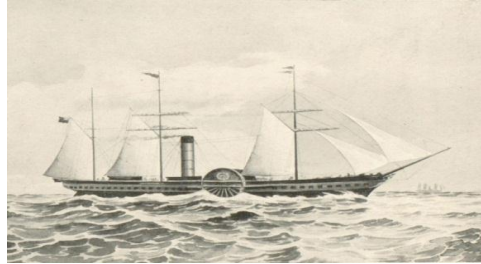
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Cunard's Ships

This section contains information about some important ships throughout Cunard's history to provide a broad look at how Cunard has developed over the years.

Britannia (1840-1880)



The Beginning of Cunard Line

Cunard Line began when a Canadian entrepreneur, Samuel Cunard, won a government contract to send the Royal Mail across the Atlantic, with his newly formed Cunard Company. The *Britannia* was launched on 5 February 1840. She made her maiden voyage on the 4th July 1840. She sailed from Liverpool to Halifax and Boston. The voyage, took 14 days and 8 hours, which was considered fast for the time period.

In 1844, it became entrapped in the ice in Boston Harbour but the citizens of the town cut an escape channel, 7 miles long at their own expense.

In November 1848, the *Britannia's* took its last voyage on this service. In March 1849, *Britannia* sailed to Bremen and became the *Barbarossa*, part of the former German Confederation Navy. In 1852 it was transferred to the Prussian Navy under the same name. In 1880 it was sunk when acting as a target ship.

For more information:

<http://www.clydesite.co.uk/articles/Britannia.asp>



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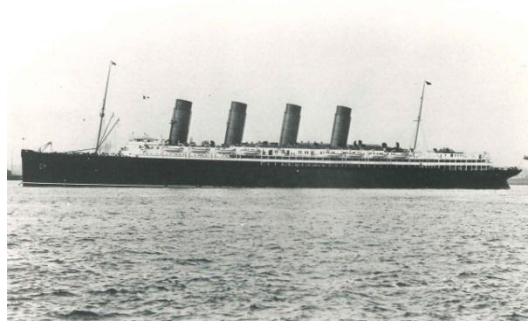
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The Three Transatlantic Palaces

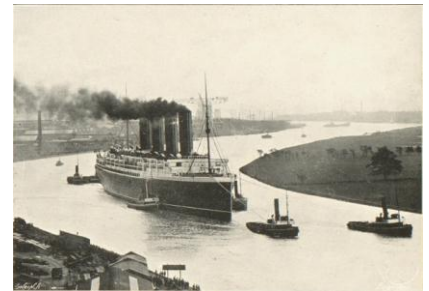
Lusitania (1907-1915)



Lusitania exterior

In 1897, Germany took the Blue Riband from Cunard's *Campania* and *Lucania*. They held this trophy without challenge, until negotiations began in 1902 to build two superliners. The government agreed to lend £2.6 million to build the ships, along with an annual payment on the condition that the ships could be armed for the government to claim their services.

The ship was launched on 7th June 1906. It was the largest vessel afloat at the time and a pioneer in maritime history, designed to carry 12 quick firing 6 inch guns. *Lusitania* left Liverpool on 7th September 1907 on its maiden voyage to Queenstown and New York. *Lusitania* won the Blue Riband on her second voyage on the 5th October 1907.



Lusitania leaving the Clyde

War

In January 1915, Captain Turner feared a torpedo attack and hoisted the 'stars and stripes', as America was still neutral in the war. The event became famous and alerted the Germans. They warned newspapers that passengers travelling on Allied ships did so at their own risk.



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The *Lusitania* travelled from New York on 1st May with 1,959 passengers on board. Some believe that the cargo contained military hardware, which the Germans would later claim.

At 2.15pm, Captain Turner heard his second officer shout, 'there is a torpedo coming, Sir!' This was a terrific explosion between the third and fourth funnels, followed by a second explosion. This was assumed to be a second torpedo but was later discovered to be an internal explosion, the cause never established. Within seconds of being hit, the lights went out, the ship listed heavily, and within 18 minutes it had sunk entirely, taking 1,198 lives with it.

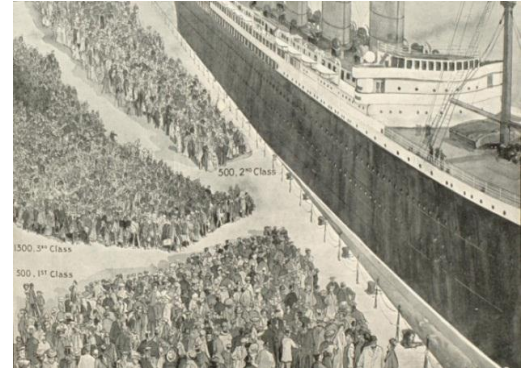


Illustration showing number of passengers carried

The sinking of the *Lusitania* was one of the First World War's single biggest tragedies. The political repercussions were enormous. Though it did not directly bring America into the war, it ensured they would never be allied to Germany.

For more information:

- See information on Captain Turner in Characters section
- See information on the Maritime Museum exhibition
<http://www.liverpoolmuseums.org.uk/maritime/visit/floor-plan/lusitania/>
- See the Lusitania art exhibition in St George's Hall
<http://www.titanichiddenhistories.info/#!video/cf6n>



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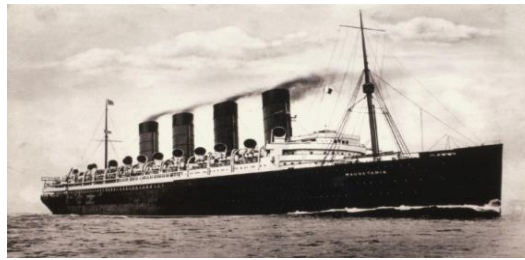
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Mauretania I (1907-1935)



Mauretania exterior

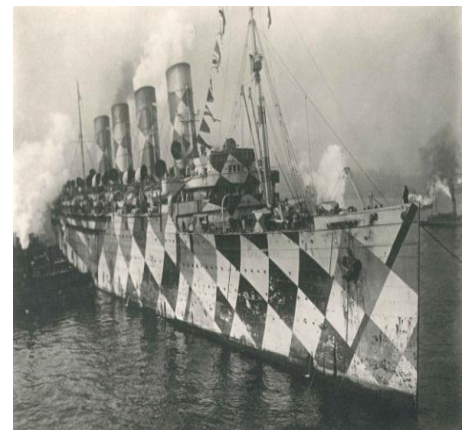
The *Mauretania* was built alongside the *Lusitania* with the aim to achieve speeds of 24-25 knots and win back the Blue Riband for Britain. The government lent £2.6 million, as well as an annual payment to Cunard on the same conditions as the *Lusitania*.

The *Mauretania* made its maiden voyage from Liverpool on 16 November 1907. By April 1909, the *Mauretania* had captured both eastbound and westbound records and retained the Blue Riband for 20 years, until July 1929. The reputation of the ship attracted several prominent passengers, including royalty. In June 1911 the ship brought thousands of visitors to Britain for the Coronation of King George V.

War

When Britain declared war on Germany, on 4 August 1914, the ship was on its way to New York. At the last minute the ship was diverted and the Admiralty sent out an order requisitioning the ship as an armed merchant cruiser, as soon as it returned to Liverpool.

On 11 August, the *Mauretania* and *Lusitania* were released from government duties. However, after the loss of the *Lusitania* in May 1915 the *Mauretania* was required to return to service. On one of several voyages to Mudros Bay Island of Lemnos, the *Mauretania* was attacked by a submarine but managed to avoid the torpedo, due to the ship's high speed.



Mauretania dazzle painted



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Post-war

On 21 September 1919 it sailed from Southampton on its first commercial voyage since World War One began. In July 1922 the ship broke its pre-war Atlantic speed record. The ship's average speed was now above 26 knots. This record was broken several years later in August 1928 by the *Bremen*, but the margin of time was quite small.

The *Mauretania* made its final passenger sailing from Southampton on 30 June 1934, the day Cunard and White Star Lines merged operations began. The completion of the *Queen Mary* and the merger with White Star meant that the fleet had to be reduced. The ship was purchased on 3 April 1935 for scrap. On 3 July it reached the Firth of Forth and was then moved to Rosyth for dismantling.

For more information:

- See Writing on the Wall production of 'The Maurie' a play about the stokers on The Mauretania www.cultureliverpool.co.uk/one-magnificent-city
- Liverpool Biennial Dazzle Project <http://www.biennial.com/dazzleferry>



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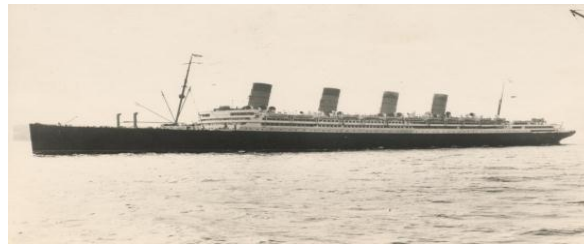
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Aquitania (1914-1950)



Aquitania exterior

The *Aquitania* was the longest serving Cunard liner built in the 20th century and survived service in both World Wars. It would be the largest ocean liner in the world at the time. The *Aquitania* was launched on 21 April in front of a crowd of over 100,000 people and left Liverpool on its maiden voyage on 30 May 1914, bound for New York.

World War One

With the outbreak of WW1, it was requisitioned by the Government to serve as an armed merchant cruiser and was converted for this role in Liverpool. It was then commissioned into the Royal Navy on 7 August to patrol the Western Approaches. On 18 June 1915 it was again requisitioned by the Government to serve as a troopship. On 25 June it left Liverpool with over 5,000 troops on board. It was then converted into a hospital ship during 1915 and 1916.



Second class dancing lounge

Life on board/luxury

In 1932, the *Aquitania* was used as a cruise ship for the first time. The *Aquitania's* passenger accommodation was superior to anything seen on the North Atlantic before. The design of various rooms was inspired by Landsdowne House, Greenwich Hospital, Louis XIV and Jacobean styles. With public rooms of this standard and passenger cabins superior to those on previous Cunard ships, it was no surprise that the *Aquitania* became one of the best-known Cunard luxury ocean liners.



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World War Two

The *Aquitania* was requisitioned as a troop transport on 21 November 1939. During 1940 it was defensively armed with six inch guns. For the remainder of the war it was employed on the Atlantic, and after the war, for the repatriation of troops. On 1 April 1948 it was released and returned to Cunard. By December 1949, Cunard announced that it would be withdrawn from service. In 1950, the ship was sold for £125,000.

The Original Queens

Queen Mary (1936-1967)



Exterior shot of *Queen Mary*

Queen Mary in dry dock



Construction during the Depression

The keel of the ship was laid down on 31 January 1931 and the launch was scheduled for May 1932. On 11 December 1931 the Cunard Board announced that work on the ship was to be suspended due to the world economic depression. Cunard were forced to pay all outstanding bills and lay off the Clydeside workforce indefinitely.

It was during 1931 that Cunard had started negotiations to buy out its main rival, the White Star Line. In December 1933, an agreement was reached whereby the two companies would merge to form Cunard White Star Ltd and the government would lend them £9.5 million. The majority of this sum was to be used to complete the *Queen Mary* and build a sister ship. The ship was launched on 26 September by Queen Mary.



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On 21 March the *Queen Mary* left New York under orders to sail for Cape Town and Sydney. On arrival work began converting the ship to a troopship. The luxury furnishings were removed and tiers of bunks and hammocks were fitted. Small calibre guns were fitted on the ship but its main protection was to be its speed.

When it was approaching the Clyde, the *Queen Mary* required an anti-aircraft escort, amongst these was the cruiser *HMS Curacoa*. The *Queen Mary* was steaming at 28 knots in a zigzag pattern whilst the *Curacoa*, whose best speed was 26 knots, kept as close as possible. The *Queen Mary* overtook its escort and then the zigzag patterns of the two ships converged and she collided with the *Curacoa*, slicing straight through the ship. Out of 430 crew members on the cruiser only 101 survived. A long legal battle eventually laid the blame equally on both vessels.

On 27 September the *Queen Mary* was handed back to Cunard. During its war service it had travelled over 600,000 miles and carried nearly 800,000 people.

A seamen's strike in May 1966 cost Cunard £4 million and spelt the end for the *Queen Mary*. It made its last transatlantic crossing on 16 September 1967. Cunard decided to sell the liner to the town of Long Beach for £1,230,000 to become a museum, hotel and conference centre. The *Queen Mary* still remains there today.



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Queen Elizabeth (1940-1972)

Queen Elizabeth at New York



The *Queen Elizabeth* was the second of the two superliners which Cunard had built for the New York service. The Treasury agreed to advance £5million to Cunard.

The outbreak of World War II on 3 September 1939 meant that the ship would follow a different agenda. The ship was painted grey and its maiden voyage was cancelled. Soon it was realised that the *Queen Elizabeth* was both a risk and an inconvenience whilst it was berthed on the Clyde. Not only was it at risk from German bombers but it was also occupying a fitting-out berth which was required for warship construction.

Despite the ever-present threat of U-boats, the ship continued services unscathed, although the German press reported that a U-boat had hit the vessel with a torpedo on 11 November. In 1946 it was released from Government service. During the war, the *Queen Elizabeth* had carried over 750,000 troops and travelled some 500,000 miles.

Post-war

The *Queen Elizabeth* finally left for Clyde at the end of March, where it was repainted in Cunard livery. Over the coming months, the ship was fully booked, and carried many famous passengers. By September 1951, the ship had made its 100th Atlantic crossing.

However, it was soon unable to compete with air travel. More people crossed the Atlantic by air than by sea by 1950s.



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In 1959 the *Queen Elizabeth* collided with the *American Hunter*, a United States Lines cargo ship. Luckily, damage to both vessels was only slight. During another cruise, a light aircraft smashed into the sea only a few hundred yards from the ship, which killed the pilot. In March 1965 it was announced that the ship was to undergo a major overhaul.

In May 1967, Cunard announced that *Queen Mary* and *Queen Elizabeth* would be withdrawn from service over the next two years. The ship was running at a loss after an extensive refit, and the seamen's strike. *Queen Elizabeth* was sold for £3.25million to be opened to the public. However, it was losing money and was closed down by the local authorities as a fire hazard.

The ship was bought by C.Y. Tung shipping group in Hong Kong with the intention to turn it into a floating university. Work soon began on a £5million refit. When it was almost complete, several fires started on the ship and it became only fit for scrap. The ship's final protest came on 5 November 1975, when it rolled over and spilled several tons of oil which polluted the surrounding waters and beaches.



Seawise University damaged by fire (ex-Queen Elizabeth)
<http://www.liverpoolships.org>

Image source:

For more information:

- Website covers many ships including *Queen Elizabeth*
<http://www.liverpoolships.org/>



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The Three Queens visit Liverpool 25th May 2015

Maths Activities



Queen Elizabeth

Queen Mary 2

Queen Victoria



School Improvement
Liverpool

Created by

Stephanie Laurence – SIO Maths, School Improvement Liverpool

Sue McMullen – SIO Maths, School Improvement Liverpool

Mathematical ideas that link to the National Curriculum in England 2014

These ideas could form the basis for activities to develop pupils' mathematical skills, and can be differentiated for different ages and abilities.

Number

- Costs of booking a cruise for a family on given dates, and with given percentage discounts
- Calculation of the wages bill
- Costs of a menu
- Comparison of cabin prices, including percentage difference



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Ratio, Proportion and Rates of Change

- Ratio on the recipes for the signature dishes of each ship
- Comparing consumption on each ship, eg. smoked salmon consumed Elizabeth : Mary : Victoria
- Ratio of crew to passengers

Algebra

- Drawing distance time graphs
- Conversion graphs – miles to kilometres, miles to knots
- Use of the SUVAT equations and pre-calculus activities on acceleration as gradient of the graph and distance travelled as area under the graph

Geometry and Measures

- Ship-Shape – a hunt for different geometrical shapes from photos of the ships
- Calculations of time, distance and speed of voyages, including a comparison of nautical knots to land miles per hour
- Bearings and distances of different sea routes
- Calculation of the difference between actual routes and the shortest route “as the crow flies”
- Area, perimeter and capacity of the pools on board
- Distance of the jogging circuit of each ship
- Plotting graphs of daily temperature/rainfall on a cruise and comparing with different times of the year

Probability

- Probability of encountering certain weather on a cruise, eg. a hurricane

Statistics

- Statistical comparisons of data on the three ships and their representation in statistical diagrams, eg. pie charts to compare the proportions of different types of cabin in one ship in comparison with the other ships
- Average age of passengers v. average age of crew: which average is more representative and why – could also compare data from different cruises to different destinations

Interpreting time zones of different destinations in comparison to Great Britain



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One Magnificent City – Information published by the Liverpool Echo

Three Queens Liverpool 2015: Queen Elizabeth

Meet the Queen Elizabeth heading for Liverpool as part of Cunard's 175 anniversary

The Queen Elizabeth is the youngest of Cunard's current 'Three Queens', having been launched in 2010.

The following year, she made her first appearance in Liverpool, with crowds lining the banks of the Mersey to see her turn in the river and berth next to the Three Graces as part of a cruise of the British Isles.

It was as long ago as then that the shipping giant revealed its plans for 2015.

And now we are here, and when the QE returns to the city this May, it will be in the company of her sister ships - Queen Mary 2 and Queen Victoria - to celebrate Cunard's 175th anniversary with a very special birthday salute.

So what do we know about the ship?



The Queen Elizabeth was built at the Fincantieri Monfalcone shipyard near Venice, the same shipyard as Queen Victoria. She is the second largest Cunarder ever built.

- She was christened by Her Majesty the Queen in Southampton in October 2010, and her maiden voyage was to Spain and Portugal.
- The ship has a gross tonnage of 90,900, is 964.5ft (294m) long, and 106ft (32.25m) at the beam.



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- The ship's whistle is a replica of the one fitted to the original Queen Elizabeth.
- She can carry a total of 2,092 passengers.
- The Queen Elizabeth is driven by six diesel engines and has a maximum speed of 23.7 knots, with a normal speed of 21.7 knots.
- She boasts a number of Art Deco interiors in tribute to the original ship to bear the name.
- Each year her passengers get through 1,528,707 fresh eggs and 121,137lbs of scrambled, 371,955 packets of breakfast cereal, and 351,900 bottles of wine and champagne – including 119,400 bottles of fizz.

Three Queens Liverpool 2015: Queen Mary 2

Meet the Cunard flagship leading the 175th birthday salute in Liverpool

Once upon a time, there were many queens of the Atlantic, plying the vital shipping lanes between Britain and the New World. Now, there's just one – the Queen Mary 2 flies the flag as the sole remaining transatlantic liner in regular service on the route.



The flagship of the Cunard Line was named after the first Queen Mary in a ceremony by the current monarch, Her Majesty the Queen, in 2004 and has been sailing the ocean waves since then. She is also used for cruising, including an annual world cruise.

And this year, to mark Cunard's 175th anniversary, the Queen Mary 2 will pay not one but two visits to Liverpool. In July she will recreate that original transatlantic voyage undertaken by Samuel Cunard's mail ship Britannia, from the Mersey to Halifax in Nova Scotia, and on to the US eastern seaboard in 1840. Before that, in May, QM2 will be joined by her sister ships, Queen Elizabeth and Queen Victoria, to salute the city of Cunard's birth with a spectacular meeting and choreographed 'ballet' up and down the Mersey



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Queen Elizabeth	Queen Mary 2	Queen Victoria
<ul style="list-style-type: none"> • Year Built: 2010 • Year Last Refurbished: - • Capacity: 2,068 passengers • Decks: 12 • Tonnage: 90,900 • Registry: England • Cost: £350 million 	<ul style="list-style-type: none"> • Year Built: 2003 • Year Last Refurbished: 2008 • Capacity: 2,620 passengers • Decks: 14 • Tonnage: 148,528 • Registry: England • Cost: £460 million 	<ul style="list-style-type: none"> • Year Built: 2007 • Year Last Refurbished: - • Capacity: 2,014 passengers • Decks: 12 • Tonnage: 90,000 • Registry: England • Cost: £270 million
Ship Profile and Statistics	Ship Profile and Statistics	Ship Profile and Statistics
<ul style="list-style-type: none"> • Cruise Line: Cunard Line • Ship Type: Cruise Ship • Line Class: Premium • Registry: England • Year Built: 2010 • Year Last Refurbished: - • Capacity: 2,068 passengers • Decks: 12 • Gross Tonnage: 90,900 • Length: 964.5 ft (294m) • Beam: 106 ft (32.3m) • Draught: 26ft (8m) • Cruising Speed: 23 knots • Inside Cabins: 154 • Outside Cabins: 892 • Nationality of Officers: British • Nationality of Crew: International • Number of Crew: 996 	<ul style="list-style-type: none"> • Cruise Line: Cunard Line • Ship Type: Cruise Ship • Line Class: Premium • Registry: England • Year Built: 2003 • Year Last Refurbished: 2008 • Capacity: 2,620 passengers • Decks: 14 • Gross Tonnage: 148,528 • Length: 1132 ft (345m) • Beam: 131 ft (41m) • Draught: 33ft (10.2m) • Cruising Speed: 29 knots • Inside Cabins: 293 • Outside Cabins: 1,017 • Nationality of Officers: British • Nationality of Crew: International • Number of Crew: 1,253 	<ul style="list-style-type: none"> • Cruise Line: Cunard Line • Ship Type: Cruise Ship • Line Class: Premium • Registry: England • Year Built: 2007 • Year Last Refurbished: - • Capacity: 2,014 passengers • Decks: 12 • Gross Tonnage: 90,000 • Length: 964 ft (294 m) • Beam: 106 ft (32 m) • Draught: 26ft (7.9m) • Cruising Speed: 24 knots • Inside Cabins: 148 • Outside Cabins: 842 • Nationality of Officers: British • Nationality of Crew: International • Number of Crew: 1,000



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<p>Facilities <i>Dining</i> 5 restaurants:</p> <ul style="list-style-type: none"> • Britannia restaurant (Cap. 872) • Queens Grill restaurant (Cap. 126) • Princess Grill restaurant (Cap. 122) • Lido buffet restaurant • The Verandah French restaurant <p>12 bars/cafes including: Cafe Carinthia (Cap. 75) Golden Lion pub Courtyard al fresco Queens Room tea room Churchill's cigar bar Midships bar Lido pool bar Lido pool grill Pavilion pool bar</p>	<p>Facilities <i>Dining</i> 5 restaurants:</p> <ul style="list-style-type: none"> • Britannia restaurant (Cap. 1351) • Queens Grill restaurant (Cap. 206) • Princess Grill restaurant (Cap. 180) • Kings Court buffet restaurant • Todd English restaurant <p>12 bars/cafes including: Sir Samuel's wine bar Queens Room tea room Boardwalk café Golden Lion pub Chart Room cocktail bar Churchill's cigar bar Terrace bar Champagne bar</p>	<p>Facilities <i>Dining</i> 5 restaurants:</p> <ul style="list-style-type: none"> • Britannia restaurant (Cap. 900) • Queens Grill restaurant (Cap. 142) • Princess Grill restaurant (Cap. 132) • Lido buffet restaurant • Todd English restaurant <p>11 bars/cafes including: Cafe Carinthia Churchill's cigar lounge Lido pool grill Lido pool bar, Pavilion bar Champagne bar The Golden Lion pub (Cap. 116)</p>
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Cunard Yanks

Background

Between the 1940s-1960s, Liverpool teenagers would sign up to work on the Cunard ships and would sail between Liverpool and America.

They often ended up spending so much time in the US that they became 'Americanized'. When returning to Liverpool, they brought with them

American culture, music and style that quickly became popular in a post-war Britain.



They are thought to be the people who brought rock and roll to Merseyside. Some say that The Beatles were influenced by records brought back to Liverpool from the Cunard Yanks, which were later played over local radio. In 1957, George Harrison famously bought a black Gretsch guitar from Ivan Haywood, one of the Cunard Yanks. The guitar was unavailable to buy in the UK.

For more information:

- See, 'Sailors, Servicemen and Touring Musicians', information on the Cunard Yanks. <http://www.liverpoolmuseums.org.uk/wml/exhibitions/thebeatgoeson/thebeatgoesonline/sounds/diversecitysounds/sailors.aspx>
- Website: www.cunardyanks.org (Includes shared memories/stories/photographs)
- Films: Liverpool's Cunard Yanks (TV Movie) 2007
- For information about some of the ships the Cunard Yanks would have travelled on, see the sections on individual ships in the section 2 of this resource.



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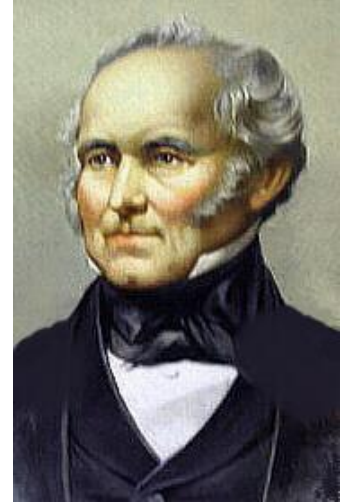
CHARACTERS

Samuel Cunard

Early life

Samuel Cunard was born in Halifax, Canada in November, 1787. From an early age he demonstrated entrepreneurial spirit, becoming a manager of a general store by age 17. He later became involved in the family timber business, which he expanded into coal, iron, shipping and whaling.

In the 1830s, Samuel Cunard decided to concentrate on the shipping business. The British Government called for tenders for a steam powered Royal Mail contract, leading Samuel Cunard to place a bid for the work. He won the bid and formed the 'British and North American Royal Mail Steam Packet Company', which was soon known as 'Cunard's Line'.



Launch of Cunard's Line

Cunard's first ship, *Britannia* (1840), was a success. It formed the backbone of what became the world's leading transatlantic shipping company. Cunard also saw the potential to carry passengers and he began to include a small amount of passengers on each voyage.

Cunard's strongly held belief was in safety over speed. He instructed his Captains that they should keep this in mind at all times. This would lead to Cunard's excellent safety record.

In 1859, Samuel Cunard was created a Baronet by HM. Queen Victoria, in honour of his contribution to the British shipping industry.

Samuel Cunard died in Kensington at the age of 77, leaving control of Cunard Line to his son.

For more information:

- https://www.princeton.edu/~achaney/tmve/wiki100k/docs/Samuel_Cunard.html
- http://www.biographi.ca/en/bio/cunard_samuel_9E.html

Image source: http://www.chriscunard.com/samuel_cunard.php



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Captain William Turner



Early life

William Turner was born in Liverpool October 1856, the son of a First Mate who had recently gained his Captain's certificate.

His first Cunard appointment was the *Cherbourg*, where he rescued two people. He rescued many people in various accidents, earning him the Liverpool Shipwreck and Humane Society's Silver Medal.

In 1886, he gained Captain's certificate. After he captained *Star of the East*, the owner gave Turner a reference which he took straight to Cunard, after previously being turned down for senior roles. He was made Chief Officer of the *Catalonia*.

Cunard

Cunard disliked his 'gruff manner' and his lack of polished manners expected of a captain. He was unimpressed with first class passengers who expected entertainment and he avoided dinner at the Captain's table whenever he could. This only made the passengers actively seek out the mysterious captain. As a result, Cunard gave him command of the *Carpathia* and the *Ivernia* which led to an increase in revenue, having previously operated at a loss. Cunard announced a Special Christmas voyage from Liverpool to New York and back in 12 days. Despite warnings that it was impossible, Turner managed it.

Turner captained the *Lusitania*, the *Mauretania* and the *Aquitania* at various points in his career. In 1913, he was promoted to Commodore and given rank of Commander of Royal Navy Reserve. During the Mersey Review of 1913, he conducted the King and Queen on a tour of the *Mauretania* (right).

By the outbreak of the war, he was made captain of the *Lusitania* again.



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The Sinking of the Lusitania

Turner survived the *Lusitania* sinking but was blamed for it. A public enquiry cleared him of any wrongdoing. However, Churchill later reiterated accusations against him in his memoirs published in 1918. This led the press to find Turner, forcing him to move back to Liverpool where he retired.

Turner was left with depression and guilt, especially from a man who saved so many people over his career. He thought people avoided him because he did not go down with the ship. He never forgave Churchill for trying to make him a scapegoat.

He died at his home in Crosby in June 1933.

For more information:

- See <http://www.lusitania.net/turner.htm> for information on the Lusitania and Captain Turner's life.
- The Maritime Museum *Lusitania* Exhibition, Captain Turner's gold watch will be displayed as part of the collection. See section 1 for details
<http://www.liverpoolmuseums.org.uk/maritime/visit/floor-plan/lusitania/>
- Bonnie Cummins exhibition at Liverpool's St Georges Hall
<http://www.titanichiddenhistories.info/#!video/cf6n>



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George Garrett



George Garrett was originally born in 1896, in Seacombe, Wirral and later moved to Liverpool after the failing of his father's business which he lost to drink. At age 17 he ran away to sea. He jumped a ship as a stowaway, bound for Argentina. As he was found too far from shore, he was set to work as a stoker, heaving coal into the furnaces.

He returned to England in 1914, at the outbreak of the First World War. He sailed on convoys and was taken prisoner by the Germans. He was forced to sign a declaration not to take up arms against them, when his first ship, the *SS Potaro* was captured. He escaped and went back to sea, but was taken prisoner a second time when the ship he was aboard, The *SS Oswald*, which was also torpedoed.

Politics

His membership to the Communist Party prevented him from gaining employment in Britain. He returned to New York and became a member of the Industrial Workers of the World (The Wobblies) and completed his political education. The Wobblies, believed in the 'One Big Union' and combined radical protest and cultural production of theatre, art, propaganda, prose, poetry and song.

Works

He wrote short stories about seafaring, working class family struggles, social conditions and confrontation with authoritarian institutions (social, political, religious). His unfinished autobiography, *Ten Years on the Parish*, gave an account of working class life in Liverpool between the wars. His account of the first hunger march (1922) was a unique record of that particular historical event.



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He met George Orwell and gave him guidance and support to his research for *The Road to Wigan Pier*. Orwell was impressed by Garrett but the feeling was not mutual.

He began to write plays which, according to his son, John, were inspired by his time living in America with young Irish actors Barry Fitzgerald and Victor McLaglen, later Jackie Gleason, all of whom went on to achieve success in Hollywood.

He later helped to found the Liverpool's Unity Theatre in 1936-37.

Later life

In 1939, with the outbreak of World War Two, he returned to sea, sailing to Buenos Aires, the city to which he had first stowed away more than quarter of a century before. He later worked through the worst of the blitz as a night watchman on the Bootle Docks.

Only one short story comes from this period, *The Maurie*. He uses the phrase *Subterranean Theatre*. It is a phrase he used repeatedly, and one that could be applied to his own life as a writer, as he laboured below decks to create a body of work about the life and conditions of the working classes.

By the 1950s, aside from one letter published in the Liverpool Echo calling for a regeneration of Liverpool's waterfront, it seems he wrote very little. He worked for ten years as night watchman on a Shell tugboat until he retired.

He died in 1966 after developing throat cancer.

For more information:

- See the George Garrett Archive Project <http://www.georgegarrettarchive.co.uk/> and the Writing on the Wall production of *the Maurie*.

Images and information taken from <http://www.georgegarrettarchive.co.uk>



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Nancy Cunard

Born in 1896, Nancy Cunard was the only child of Bache Cunard, making her heiress to the Cunard fortune. However, she decided to shun this luxury lifestyle and became an outspoken writer, publisher and political activist.

Civil Rights

In 1928, she became romantically involved with African-American jazz musician Henry Crowder. They moved into a Harlem apartment together. This prompted outrage from tabloids on both sides of the Atlantic. It cost her fortune and family.

This was the first step in turning her into a civil rights activist. Crowder showed her the injustices that African-Americans were subjected to.

She published the pamphlet, 'Black Men and White Ladyship' which was an attack on racist attitudes. She also edited an anthology of African-American writers.

Activism

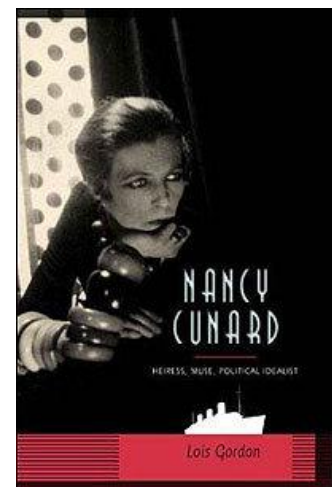
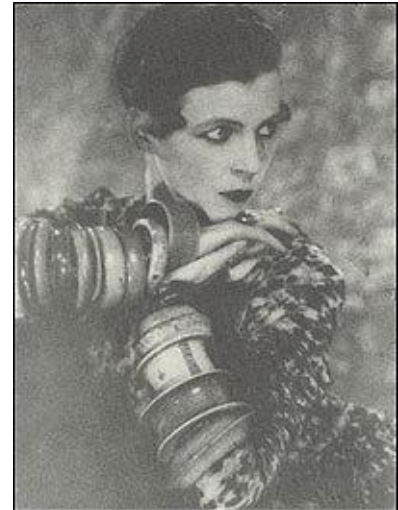
She fought fascism during the Spanish Civil War and reported first hand on the atrocities of French concentration camps. She established shelters for camp survivors and begged on the streets of Paris for starving children in Spain.

She was ridiculed and rejected by her friends and family.

Despite her accomplishments, she was self-destructive and an alcoholic, traits which led to her death. She died penniless in 1965.

For more information:

- 'Nancy Cunard: Heiress, Muse, Political Idealist' book by Lois Gordon.
- 'Nancy Cunard: A Biography' book by Anne Chisholm



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Early Years Learning

Sea- related rhymes and poems

Singing to and with your child is very good for their development, here are just a few rhymes and songs

- *Row, Row, Row Your Boat*
- *The Big Ship Sails* <http://www.rhymes.org.uk/a122-the-big-ship-sails.htm>
- *My Bonny Lies Over the Ocean* <http://www.lullaby-link.com/my-bonnie-lies-over-the-ocean.html>
- *When I Was One*
http://www.bbc.co.uk/schoolradio/subjects/mathematics/countingsongs/G-Z/when_i_was_one
- *A Sailor Went to Sea*
http://www.bbc.co.uk/schoolradio/subjects/earlylearning/nurserysongs/P-T/sailor_went_to_sea
- *The Owl and the Pussycat* <http://www.poetryfoundation.org/poem/171941>
- *The Jumblies* <http://www.poetryfoundation.org/poem/241166>

Sing, read and chant; use percussion instruments and objects, fabrics to create the sea, the clouds, use pebbles/sand in a container to mimic the sound of waves on the beach. Use Google Earth to explore beaches in different parts of the world. Where do the cruise ships go when they leave Liverpool? Follow on maps, a globe, use <http://www.cruise-liverpool.com/cruise-liverpool/>

See the City of Readers section below for examples of sea- related literature.

Water play

You can play with water in the sink, in a plastic tray, in a bowl or in a bucket; or at bath-time

Collect a range of toys and objects to see which will sink and float and talk to your child about why some things float and some things sink (reasoning, thinking, predicting)



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Making

- Children can make boats and sea-related items – collages, junk modelling, clay, papier mache. Use block play to build large scale items; ships, boats, the dock. Use crates and boxes to build outdoors; crow's nest, different kinds of boats.
- Build dens and hideaways – where would you hide on a boat?

Visits

Visit Little Liverpool at the Museum of Liverpool – lots of hands on activities for little ones, related to the docks and the waterfront.

<http://www.liverpoolmuseums.org.uk/mol/visit/galleries/little-liverpool/index.aspx>

Take a walk along Otterspool Promenade, the Albert Dock and the waterfront to talk about the river, the river traffic and the surroundings. Visit Tate Liverpool; look at the sailing ships and boats moored in the docks.

Take a trip on a Mersey Ferry <http://www.merseyferries.co.uk/Pages/default.aspx>



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City of Readers Reading List

City of Readers is a campaign to transform Liverpool into the UK's foremost reading city. The aim is for every child to learn to love reading. That means growing up with reading as an enjoyable part of everyday life, sharing stories, talking about books, and surrounded by adults who love reading. Website: <http://cityofreaders.org/>

Age group: Early Years

Liverpool connected literature

Yellow Submarine by the Beatles, (free e-book):

http://www.openculture.com/2011/12/download_the_yellow_submarine.html as a free interactive ebook.html



Sea related reading

Lost and Found by Oliver Jeffers <http://www.oliverjeffers.com/picture-books/lost-and-found>

Where the Wild Things Are by Maurice Sendack

The Storm Whale by Benji Davies

Pirate Pete by Kim Kennedy

Age group: Primary

Liverpool connected literature

The Stowaways, by Roger McGough (available from www.thereader.org.uk)

Sea related reading

Ottoline at Sea by Chris Riddell

The Jumblies by Edward Lear

The Owl and the Pussy Cat by Edward Lear, (animation video):

<http://www.youtube.com/watch?v=HpwAP36-w7E>



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The Little Mermaid, by Hans Christian Andersen, (free e-book):

http://downloads.bbc.co.uk/schoolradio/pdfs/transcripts/the_little_mermaid.pdf

Percy Jackson and the Sea Monsters, by Rick Riordan

Age group: Secondary

Liverpool connected literature

The voyage of the Dawn Treader, by CS Lewis

Sea related reading

We Didn't Mean to go to Sea, by Ransome

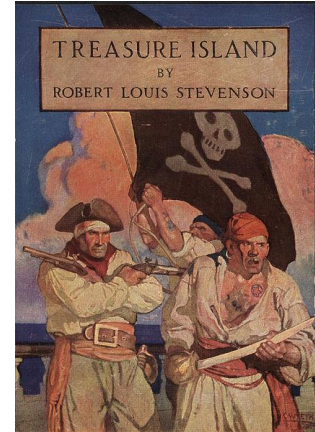
Alone on a Wild, Wild Sea, by Morpurgo

Treasure Island, by RL Stevenson, (free e-book):

<http://www.gutenberg.org/files/120/120-h/120-h.htm>

Gullivers Travels, by Jonathan Swift (free e-book):

<http://www.gutenberg.org/files/829/829-h/829-h.htm>



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Liverpool Libraries, Information and Archive Services

Liverpool has a dedicated 24 hour library service consisting of Central Library in the city centre and a community library network located in local neighbourhoods.

www.liverpool.gov.uk/libraries

Liverpool Central Library events

“The pirates’ greatest outrage”: the sinking of the Lusitania May 7th 1915: An exhibition at Liverpool Central Library (3rd floor) March to May 2015



Liverpool Central Library - Cunard reading list

Books for loan at Liverpool City Libraries:

A full list can be seen on the online catalogue at www.liverpool.gov.uk/libraries

The Edwardian Superliners: a Trio of Trios by Layton, J Kent

Cunard: a photographic history by Janette McCutcheon

The New Cunard Queens by Nils Schwerdtner

Cunard Liverpool by Tony Storey

Cunard Queens revealed: The Evolution of Six Great Passenger Ships David L Williams

Probing the Mysteries of the Sinking that Changed History by Robert D Ballard

Wilful murder: The Sinking of the Lusitania by Diana Preston



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Cunard material at Liverpool Record Office

See the Record Office website at www.liverpool.gov.uk/archives

Make an appointment to view the items below via email archives@liverpool.gov.uk or phone on 0151 233 3069

Examples of available items below:

Ships	<p>Cunard magazine (1920-1927)</p> <p>Cunard pamphlets</p> <p>Illustrated souvenir</p> <p>Newspaper cuttings</p> <p>Photographs & small prints collection</p> <p>Gracious living at its best by the Connoisseur</p>
Cunard Buildings	<p>New Cunard buildings (1917)</p> <p>Cunard Shell Works</p> <p>Cunard National Aeroplane factory in Merchant fleet at war</p>



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Links to One Magnificent City events

Look15

Liverpool International Photography Festival, LOOK/15 is asking everyone to submit images that connect to the *Women and the City* theme, ready to share with the world.

Stage One celebrates Women and the City and gives the Queens an exhibition to look at. Entries made go to www.cultureliverpool.co.uk/one-magnificent-city/look-photo-competition before Friday 10 April 2015 will be entered for a public exhibition in Liverpool ONE.

Stage Two images will be displayed in an online gallery during the Three Queens weekend and the rest of the *One Magnificent City* festival. Stage Two will start immediately after Stage One closes and will continue until midnight on Wednesday 27 May 2015.



Time Liners – launch Light Night 15th May

A unique installation that will transport you to the golden age of travel, sit at the Captains table, listen to stories from those who worked on the liners, experiencing for yourself the festivity, the hope of departure and the excitement about the adventures ahead.

Digital resources created for this installation containing interviews with people who worked on the Cunard Liners and images from the Cunard Archive will be available for schools with WOW spaces to create your own immersive learning contact

linda.meagor@liverpool.gov.co.uk

Image provided by Cathy Cross



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Liverpool Biennial Dazzle Ferry

Sir Peter Blake: *Everybody Razzle* Sir Peter Blake: Everybody Razzle Dazzle

April 2015 – December 2016

Liverpool Biennial, 14-18 NOW: WW1 Centenary Art Commissions and Tate Liverpool have commissioned one of the major figures of British pop art, Sir Peter Blake, to 'dazzle' a Mersey Ferry in partnership with Merseytravel and National Museums Liverpool.

Sir Peter's design entitled *Everybody Razzle Dazzle* covers the Mersey Ferry *Snowdrop* with a distinctive pattern that can be seen for the next two years. Unlike other forms of camouflage, 'dazzle' works not by concealing but by baffling the eye, making it difficult to estimate a target's range, speed and direction.

As well as being a moving artwork, visitors who board the *Snowdrop* can learn more about the history of dazzle and the role that the Mersey Ferries took in the First World War in a curated display.

Teachers can also access a free online learning resource for schools, with a wealth of information and lesson plans linking to key stages of the national curriculum, as well as fun interactive activities for the classroom.

Book your group visit now and attend one of the special 'dazzle' events for schools throughout the year.

To find out more and access the free online learning resource, visit www.biennial.com/dazzleferry



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The Crossing Liverpool One South John Street

15 May - 5 July

The Crossing, on South John Street, will surround you with the sounds that perfectly capture the special relationship between Liverpool and New York – a transatlantic link with an internationally renowned maritime history. You'll be transported from one magnificent city to another using sound techniques developed by musician and producer Martyn Ware, of Heaven 17 and founder of sound installation company, Illustrious.

http://www.liverpool-one.com/event_profile.aspx?id=15372

The Lusitania Multi-Media Installation at St.George's Hall – Bonnie Cummins

St. George's Hall will be hosting an interactive, multi-media art installation from the artist Bonnie Cummins. Looking at the Cunard-style funnels that will also have headphones, featuring soundscapes created by Josh Cummins. The installation will run from 2nd May – 17th May.

<http://www.bonnycummins.com/>

<http://www.titanichiddenhistories.info/#!video/cf6n>

Image Bonny Cummins



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