Key Into Ulster

A Key Stage 3 Citizenship Resource

PART 2

Poetry About Childhood

Here we can look at two poems written by Ulstermen—Seamus Heaney and James Fenton. These two men come from different traditions within Northern Ireland but as they write of their memories of childhood in their poetry you can see that they share experiences of life.

Meet The Poets

SEAMUS HEANEY was born in Derry on 13 April 1939. He was brought up on the family farm at Mossbawn.
He was educated at Anahorish, St Columbs and Queen's University.
He trained as a teacher and went on to work at both Harvard and Oxford Universities.
In 1995 he was awarded the Nobel Prize for Literature.

JAMES FENTON was born in 1931 and grew up in the townlands of Drumadarragh and Ballinaloob in County Antrim.
He was educated at Stranmillis College and Queen's University and became a teacher and then a school principal.
He wrote 'The Hamely Tongue' which is a collection of Ulster- Scots words and this poem comes from his first poetry collection 'Thonner and Thon'.
He lives now in Glengormley on the outskirts of Belfast.

Poetry About Childhood

In the two poems 'Digging' by Seamus Heaney and 'Dinnis' by James Fenton, the two men are writing about their childhood memories.

They were both brought up in farming communities and sothey are remembering episodes from their childhood to do with adults working on the land.

Digging

By Seamus Heaney

Between my finger and my thumb
The squat pen rests; snug as a gun.

Under my window a clean rasping sound
When the spade sinks into gravelly ground:
My father, digging. I look down

Till his straining rump among the flowerbeds
Bends low, comes up twenty years away
Stooping in rhythm through potato drills
Where he was digging.

The coarse boot nestled on the lug, the shaft
Against the inside knee was levered firmly.
He rooted out tall tops, buried the bright edge deep
To scatter new potatoes that we picked
Loving their cool hardness in our hands.

By God, the old man could handle a spade,
Just like his old man.

My grandfather could cut more turf in a day
Than any other man on Toner's bog.
Once I carried him milk in a bottle
Corked sloppily with paper. He straightened up
To drink it, then fell to right away
Nicking and slicing neatly, heaving sods
Over his shoulder, digging down and down
For the good turf. Digging.

The cold smell of potato mould, the squelch and slap
Of soggy peat, the curt cuts of an edge
Through living roots
Awaken in my head.
But I've no spade to follow men like them.

Between my finger and my thumb
The squat pen rests.
I'll dig with it.

Dinnis

By James Fenton

A gaen farder, thon day, nor iver, adgin canny
Ower the stick brig, booin nerra
Ower the slow blak watter o the sheugh, an awa
Ower the sookin fog an gruppin ling,
The boag streetchin oot aheid, far,
An far, waitin, an thonner
He wuz, stretchtin hissel in the bink-bottom, blak
Han lifted, the gless o
The square bottle glancin lake fire,
The heid bak, thrapple thrabbin wae
The lood glug o his swally, tae
He stapped, waited, rifted an
Pushed it bak doon inty the blak
Glar.

Pechin, sweerin, he hilshed hissel up,
Plartin doon, heavy, on the binkheid, the face
Big, roon, bleezin rid an
Rinnin wat.
'Davy Leary his a machine
Dis this'
(His an dis, naw haes an daes: an
Ower his shooter,
Thon far, dark shape on Tullaghans).

A lucked roon, luckin
Bak, an sa the ithers, awa
Thonner, booed
Ower the fittin, an,
Niver missed,
Stud wee in the wileness o the boag
an
The wile, hantin reek
O whuskey.

- Explain in your words what experience the young Heaney and the young Fenton have in common.

LISTEN AND LOOK AGAIN!

In 'Digging' find 3 onomatopoeic words which Heaney uses

LISTEN AND LOOK AGAIN!

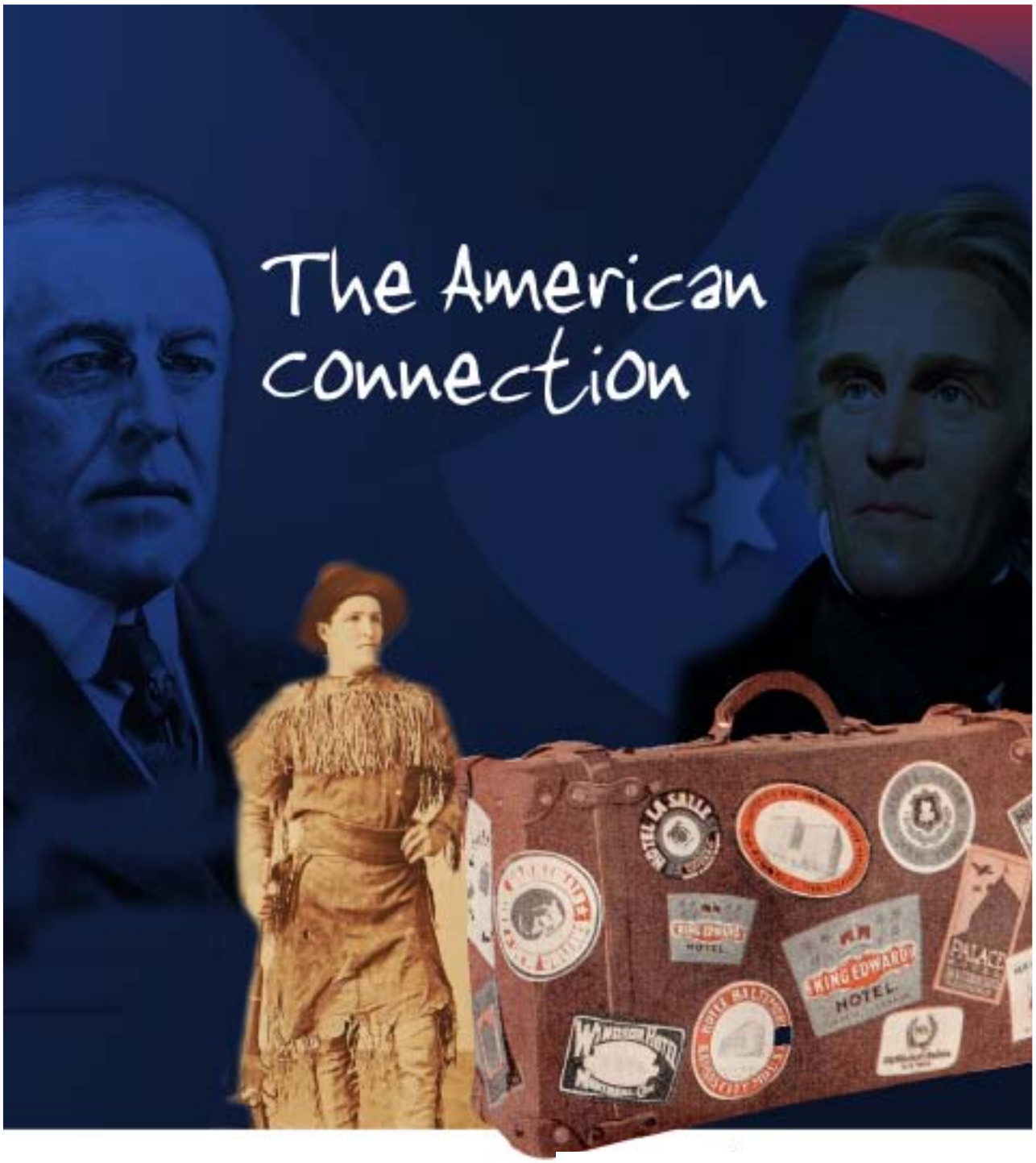
What do you think these words which Fenton uses mean?

sheugh
sookin
thrabbin
glug
pechin

Try It Yourself

- Think back to an event or occasion in your childhood.
- Try writing your own poem about it.
- Use onomatopoeia to help your readers 'hear' and 'see' the experience more vividly.

Module 3



How the Ulster-Scots became the Scots-Irish

Self Management VAK Routes

You need to find out the facts of the story of the journey of the ship the *Eaglewing* carrying a party of Ulster-Scots to North America.

You are going to choose how you want to do this.

CHOOSE ONE OF THESE

Read the story yourself or with your teacher or in a group	Listen to the tape of the story	Use the internet to research the story of the *Eaglewing*

Now you are going to choose which task you would like to complete to show you have understood the information you have read or heard and that you can select from it appropriately.

CHOOSE ONE OF THESE

either Answer the 'Reading for Understanding' worksheet *or* Prepare a cartoon story-board of what happened for a wall display	*either* Answer the 'Listening Comprehension' questions *or* Retell the story to your partner	*either* Complete the sequencing exercise *or* Act out a role play of the story with

On EagleWing

The first passenger ship to leave Ulster and head for North America was called the *EagleWing*. It set out just 16 years after the Plymouth fathers sailed in their ship the *Mayflower* to settle in Pennsylvania. The Eagle Wing left Groomsport bound for Boston on 9th September 1636 with 140 Presbyterians- four ministers (clergy) and 136 laity - from congregations in counties Down and Antrim on board seeking a new life in the New World.

Groomsport at this time had a thriving Presbyterian congregation who, because of persecution, did not have the opportunity to practise their beliefs freely. The son of the Governor of Massachusetts had invited them to come to the New World where they would have the freedom to worship as they wished and would not be persecuted for being Presbyterian. Two ministers— Robert Blair and John Livingstone—commissioned the building of a ship which would be able to transport them and their entire congregations to America. The result was the *EagleWing* which was built in Groomsport with wood from the Dufferin Estates. The name, which was a popular one for ships at this time, was taken from a Bible verse: '*Ye have seen what I did to the Egyptians and how I bore you on eagle's wings and brought you to myself.*' (Exodus chapter 19, verse 4)

The total cost of construction would probably have been in the region of £1000. Records show that the ship had a carrying capacity (burden) of 150 tons and was rigged with fore and main masts, a mizzen at the stern and a bowsprit. The sails would have been made of hand-sewn flax canvas and the rigging (probably about 8 tons of it!) would have consisted of around 350 hemp ropes. There would probably have been a crew of between 20 and 35 men.

When all was ready the ship set out. It was the 9th September 1636. This was too late in the year to sail around the southern coast of Ireland so instead they sailed towards the north. Blair records: *"When we had passed the back of Ireland and had entered the great ocean, O what mountains, not waves of sea did we meet. The swellings of the sea did rise higher than any mountains we had seen on earth, so that in the mid-day they hid the sun from our sight."*

When the ship reached mid Atlantic it was caught up in a fierce storm. *"Heavy rain did break our rudder, much of our gallon-head and fore-cross-trees, tore our foresail, five or six of our champlets and a great beam under the gunner-room door broke. Seas came in and wet all them that were between decks,"* wrote Reverend John Livingstone.

Although the passengers had completed almost 800 miles, about two thirds of their journey to America—something that they may not have realised— they decided to turn back rather than go on. One of the ministers on board – the Reverend John Livingstone – said that it was God's will that they should return. The ship's captain agreed with him so the ship was turned around and they headed back for Ireland.

Perhaps it was just as well that they decided to turn back for reports say that when the *EagleWing* reached Carrickfergus Bay on the 3rd November 1636 the ship's sails were ripped into shreds, the mainsail was in ribbons and the rudder had been badly damaged. Blair's young son, William, died on the night they returned.

Although the *EagleWing* never reached its destination and returned to Ulster after two months at sea, it could be said to be the spark that lit the flame of emigration which was to be fanned into life over the next two centuries. *Friends Goodwill* sailed from Larne in 1727 and became the first recorded vessel from Ulster to reach North America beginning the connection with America.

Eaglewing comprehension

Reading for Understanding

1. From which port in Ulster did the ship the *Eagle Wing* set sail?
2. Who invited the group to go to America?
3. Why did they want to leave Ulster?
4. How many in total were on the ship?
5. Of what were the sails of the ship made?
6. On what date did the ship set sail?
7. Why did the ship sail north?
8. In your own words, explain what happened to the *Eagle Wing* and its passengers.
9. Which port in Ulster did the ship return to?
10. Why was the homecoming sad for the Rev Robert Blair?

Work It out

Work out, from the information in the passage,approximately how far the ourney from Ulster to America was. Explain how you reached your answer.

Work It out

What does the word 'commission' mean?

Further Research

The name 'Eagle Wing' was a very popular one for ships. In the passage you can find the bible reference.
Why not look at the story and find out why people would have been glad to use this name.

On Board Eaglewing

We do not know exactly what the EagleWing was like but we can have a good idea from looking at other ships of the same size built at this time. We can also research records which show that it had a carrying capacity of 150 tons and we do have details about the rigging on the ship which also helps us to work out its size.

Researchers estimate that the *Eaglewing* was:

Length	70 feet	21.4 metres
Breadth	21 feet	6.4 metres
Depth	10 feet	3 metres

Perhaps you could measure out this size in your assembly hall or gym.

Think about what it would have been like on board the *Eagle Wing.*

Remember these dimensions were the overall ship not the interior which would have been even smaller!

Conditions would have been difficult because:

- There was no heat
- There was no water for washing
- There were buckets for toilets
- The deck leaked soaking the passengers
- Drinking water was strictly rationed
- Food was mostly biscuits and salted beef and pork
- There were cooking facilities for the passengers
- The ship's crossbeams were 5 feet above the floor
- The ship's hold carried food for 2 years on land
- The deck was cluttered with livestock pens

Drama Script

Read or listen again to the details of the story of the *Eaglewing* and those who sailed in her.

Imagine that you have been commissioned to write a radio play about this adventure.

Write a script for the section of the play when the captain and passengers decide to turn back. Your scene should last about 2 minutes.

THINK ABOUT……
You will need to think about why they make this decision and also who would take it. Consider which characters should be in your scene and how they would speak. You should also consider what sound effects you will need.

NOW…
Write your script. If you need help to set it out ask your teacher for the 'How to set out a drama script' helpsheet.

FINALLY……..
Why not get together in groups and record your scene? Then each group can play back their scene for the whole class to hear and you can compare how you have interpreted the story.

setting out

In the 18th century about a quarter of a million people left Ulster to find a new and better life in the colonies of North America. Most of these people were Ulster-Scots, that is people whose ancestors had moved to Ireland from Scotland during the years of the Plantation.

Their journey to America was not an easy one. Of course everyone had to travel by ship. Your task is to find out some more about their journey.

Let's set out……..

Your Tasks

Task 1

You have a blank map of Ulster which is made up of 9 counties. Find out the names of the 9 counties and write them onto the map in the correct positions.

Task 2

Below are the names of the 8 main ports used to travel from the North of Ireland to a new lifein America during the 17th and 18th centuries.

There are 8 red circles on your map. Each one marks one of these ports.

Mark on the names in the correct positions.

PORTRUSH - WARRENPOINT - LARNE
LONDONDERRY - CARRICKFERGUS -
DROGHEDA - BELFAST - DUNDALK

The Mellon homestead can be seen at the Ulster-American Folk Park near Omagh. The Mellons were just one family out of many which made the sometimes hazardous journey across the Atlantic Ocean in search of a better life for themselves.

Between 1717 and the early 1780s around a quarter of a million Scots-Irish Presbyterian emigrants left Ulster to cross the Atlantic to make a new life for themselves. Their journey could be difficult and hazardous although it must be said that only a very small percentage did not survive the journey.

They travelled in simple wooden sailing ships for anything up to six weeks. They could take little with them—even if they had had many possessions which most probably did not. When they did eventually arrive in America they could be kept on board quarantined until infections had passed.

The first regular Scots-Irish emigrant ships were chartered in 1717. The year was significant. It was when drought completely ruined the crops. 5000 men, women and children headed to Pennsylvania as a result. Another contributory factor was the severe restrictions which were placed on their Presbyterian faith.

The first recorded successful passenger ship from Ulster was the *Friends Goodwill* which left Larne bound for Boston in April 1712.

The Atlantic crossing Game

You have now learnt something about life on board ship as the emigrants made their journey to America.

Now you can try the Atlantic Crossing Experience on the Ulster-American Folk Park website.

Go to **http://atlanticcrossing.folkpark.com/**

See if you survive the journey and how long your crossing takes.

Good luck!

Scots-Irish Emigration

You are going to undertake some research on the 1718 emigration of the Ulster-Scots to North America.

Go to the website at
http://1718migration.org.uk/s_originsAndTerms.asp

Now try to answer the following questions:

INTRODUCTION

1 How many Ulster-Scots arrived in Boston in 1718?
2 Name one area where some of these emigrants settled.

BACKGROUND TO 1718

Write a paragraph about William Holmes and the 1718 emigration.
Do not copy and paste your answer but use your own words.

WHERE THEY CAME FROM

1. Name the two areas in Ulster where most of the emigrants came from.

WHY THEY LEFT

1 Cut and paste the quote from Reverend James McGregor which shows his reason for going to America.
2 What else happened in 1714 and 1719 which would have encouraged people to leave Ireland?

THE VOYAGE

Tell the story of 'Ocean Born Mary' in your own words.

THEIR ARRIVAL

1 Name two of the ships that arrived in Boston in 1718 and where they set out from.

Shipping Lists

Can YOU find YOUR name?

Acheson	Adair	Adamson	Addis	Addison	Agar	Agnew	Aidy
Aiken	Aitchinson	Aitken	Alexander	Allen	Allison	Anderson	Armstrong
Auchinleck	Bailey	Bailie	Baird	Barr	Barron	Baxter	Beattie
Beatty	Beggs	Bell	Bennet	Bingham	Bishop	Black	Blair
Boal	Bogue	Bonar	Bonner	Boyd	Boyle	Bradley	Broderick
Brodie	Brown	Buchanan	Burns	Cahoon	Cairns	Caldwell	Cameron
Campbell	Cannan	Cannon	Carleton	Carley	Carlisle	Carr	Carson
Chambers	Choun	Christie	Christy	Clarke	Cleary	Clements	Cochrane
Colhoun	Coll	Connell	Cooke	Corry	Coulter	Cowan	Craig
Crandle	Crangle	Crawford	Crindle	Cringle	Crombie	Cromie	Crozier
Cully	Cullen	Cunningham	Curran	Curry	Davidson	Davis	Davison
Dawson	Dempsey	Dempster	Dickson	Dill	Dixon	Doherty	Dougherty
Donaghy	Donaldson	Donnelly	Dougan	Douglas	Downey	Doyle	Duff
Duffy	Dugan	Duncan	Dunlop	Dunn	Dunne	Eadie	Eager
Eakin	Eakins	Edgar	Egan	Ekin	Elliott	Ellis	Emmerson
Ennis	Ervine	Erwin	Ewing	Fairley	Fairleigh	Fee	Ferguson
Ferris	Finlay	Fisher	Fleming	Ford	Forde	Forsythe	Foursides
Foster	Fraser	Frazer	Frizell	Fullerton	Fulton	Galbraith	Gamble
Gibb	Gibson	Gillespie	Gilliland	Gilmore	Gilroy	Gordon	Gourley
Graham	Grant	Gray	Greer	Gregg	Hall	Hammond	Hamill
Hamilton	Hanna	Harbison	Harper	Harperson	Harris	Harrison	Hart
Harte	Harvey	Hawthorne	Hayes	Henderson	Hendrie	Hendron	Henry
Heron	Herron	Hewitt	Hill	Holmes	Home	Houston	Hoy
Hume	Hunter	Huston	Hutcheson	Hutchinson	Irvine	Irwin	Jamieson
Jeffers	Jefferson	Jenkins	Johnson	Johnston	Keenan	Kelly	Kennedy
Kerr	Kidd	Kilpatrick	King	Kirk	Kirkpatrick	Kitchen	Kitson
Knox	Kyle	Laird	Lamont	Laurie	Lavery	Lee	Levinston
Lindsay	Little	Livingstone	Logan	Long	Longley	Loughlin	Love
Lowry	Lynn	Lyons	Lyttle	MacAdam	MacAlean	MacAllen	MacAllister
MacArthur	MacAteer	MacAuley	Macbeth	MacBratney	MacBride	MacCabe	MacCaffrey

Shipping Lists

MacCaig	MacCall	MavCallon	MacCallion	MacCartnay	MacCartney	MacCaul	MacCauley
MacClaine	MacClane	MacCleary	MacCleery	MacClelland	MacClenaghan	MacClintock	MacCloy
MacClure	MacCluskey	MacComb	MacComish	MacConaghy	MacConkey	MacConnell	MacCormack
MacCormick	MacCorry	MacCourt	MacCoy	MacCracken	MacCrea	MacCready	MacCrory
MacCullagh	MacCullough	MacCully	MacCune	MacCurdy	MacCutcheon	MacDaid	MacDermott
MacDonagh	MacDonald	MacDonnell	MacDowell	MacEldowney	MacElroy	MacElwain	MacElrain
MacEvoy	MacEwen	MacFadden	MacFall	MacFarland	MacFerrin	MacFetridge	MacGarvey
MacGee	MacGeown	MacGibb	MacGill	MacGoldrick	MacGorlick	MacGoughan	MacGowan
MacGrath	MacGuckan	MacGugan	MacGuigan	MacGuire	MacHenry	MacIlroy	MacIlveen
MacIlwaine	MacInally	MacInnes	MacIntyre	MacIvor	MacKane	MacKain	MacKay
MacKeag	MacKeague	MacKean	MacKee	MacKeever	MacKellar	MacKelvey	Makemie
MacKendry	MacKenna	MacKenzie	MacKeown	MacKibbon	MacKilley	MacKillop	MacKinley
MacKinney	MacKinnon	Macintosh	MacKinstry	MacKnight	MacLaughlin	MacLean	MacLenaghan
MacLoughlin	MacManus	MacMaster	Macmenamin	MacMichael	MacMillan	MacMillen	MacMullan
MacMullen	MacMurray	MacCurty	MacNaughton	MacNeill	MacNeilly	MacNeish	MacNickle
MacNish	MacParlan	MacParland	MacQuestion	MacQuilken	MacQuillan	MacQuiston	MacReynolds
MacRobert	MacSorley	MacStay	MacSweeney	MacVeagh	MacVeigh	MacVey	MacVitie
MacWhiston	MacWilliams	Maffett	Magee	Magill	Mann	Marshall	Martin
Mateer	Mathews	Matthews	Maxwell	Mefatt	Mellon	Mercer	Millar
Miller	Milligan	Millikin	Mitchell	Mitchum	Moffat	Moffatt	Moffet
Moffett	Moffit	Moffitt	Montgomery	Moore	Moorhead	Morgan	Morris
Morrison	Morton	Mullan	Mullen	Mullin	Murdoch	Murdock	Murray
Murtagh	Napier	Neill	Nelson	Neilson	Nesbitt	Newell	Nicholl
Nicholson	Nisbet	Nixon	Noble	Orr	Park	Parks	Paterson
Patterson	Pattison	Patton	Petrie	Phillips	Poland	Pollan	Polland
Porter	Rae	Revie	Rainey	Ramsay	Ramsey	Rankin	Rea
Reid	Reynolds	Richardson	Ritchie	Robb	Roberts	Robertson	Robinson
Rodgers	Rogers	Ross	Roulston	Rowe	Russell	Rutherford	Rutledge
Sands	Scott	Shanks	Shannon	Shaw	Sheilds	Sheils	Shields
Sheils	Simms	Simpson	Sinclair	Sloan	Sloane	Slowan	Small
Smith	Smyth	Somerville	Speers	Speirs	Spiers	Spence	Steele
Steel	Stevenson	Stewart	Stuart	Sweeney	Taggart	Tait	Tate
Taylor	Teague	Templar	Thompson	Thomson	Todd	Turner	Urquhart
Walker	Wallace	Waters	Waterson	Waterston	Watson	Watt	Watters
Weir	WWhite	Wiley	Wilkinson	Williams	Williamson	Willis	Wilson
Wright	Wylie	Young					

Extra When you have checked the names, why not see what percentage of your class would have emigrated to America?

Living Conditions Aboard Ship

FOOD AND WATER

Adults received the following amounts of food (children less):

DAILY:

Loaf of bread (2-3 lbs)
3 quarts of water

WEEKLY:

1lb preserved meat
7 oz sugar
1lb preserved pork
1 oz tea
1 lb salt beef
1 1/2 oz coffee
1/2 lb pickled fish
a little mustard
3 lbs flour
1 pint oatmeal
2/3 pint of pease
6 oz suet

Nowadays if you were travelling to America by ship it would be a luxury liner complete with swimming pools, cinemas and shops. It was very different in the 18th and 19th centuries.

In the 18th century the most commonly used type of ship was the BARQUE. It usually had three masts and had not been built to carry passengers originally but was converted to carry passengers.

The ship had what was called a POOP DECK where the full fare paying passengers were housed while passengers paying only a part fare or no fare travelled in the area under the main deck which was usually used as the cargo hold. This was usually not even high enough for an average person to stand up straight.

This letter came from Samuel McCullough to his father in Carrickfergus. It appeared in the Belfast News Letter.

24 September 1774

Dear Father
This comes with our duty to you and our stepmother, and our love to your brothers and sisters, and to let you know that it has pleased God to spare all the principals of out two families, but it was sore on our children; for on the 19th June, Tommy Jackson died, and the day after the two girls, to our great grief, both died in one hour. This was the greatest trouble I ever felt, to see out two fine girls thrown into the ocean after they had been seven weeks on board and were on the coast. Our mate died, and several more men and women and about 12 children. We had great fever on board; men lay raving through all the berths. I never lay down that night, but I was afraid that some of us would have it before the morning. Our children died of a short illness and not of the fever.

Task

Keep a food diary for a week. In it you should record all the food (including snacks!) which you eat. Include the amounts (ounces or grams) and compare at the end of the week what you have eaten with what the emigrants had on board ship.