



Cogan Scholars Programme

History Award



This document contains the syllabus for the Cogan Scholars: History Award.

You will need to study all the information presented here.

Staff will help you develop the study skills you need in order to memorize, retain and recall this information.

Once you are confident you can recall this syllabus tell your teacher and they will give you your undergraduate test.

Once you have passed you will receive a badge and be known as a Cogan Scholar!

William Wilberforce (1759-1833)

Early life: The Wilberforce family were wealthy merchants. When William was eight years he was sent to live with his aunt and uncle in London. His aunt and uncle attended the Methodist Church regularly and took William with them. He enjoyed this, but his mother felt that he was being too strongly influenced by religion and brought him home to Hull. He was sent to board at Pocklington Grammar School and then attended Cambridge University. Wilberforce graduated in 1781, determined to have a career as a Member of Parliament.



"You may choose to look the other way but you can never say again that you did not know."
— William Wilberforce

Main achievements

In 1780 Wilberforce became a Member of Parliament (MP) for Hull.

In 1784 his responsibilities increased when he was elected MP for Yorkshire. This meant that he was able to be much more influential politician.

In 1785 Wilberforce became a committed Christian. His new faith meant that his lifestyle changed completely. He became very interested in improving people's lives and campaigned for better factory conditions in Britain. He also supported the Royal Society for the Prevention of Cruelty to Animals (the RSPCA).

In 1789 Wilberforce began to support the campaign for which he is most famous – the abolition of the slave trade. The slave trade involved British ships carrying black slaves as goods to be bought and sold from Africa to the West Indies. Wilberforce was appalled by this and for eighteen years he presented anti-slavery motions in Parliament.

In 1807 the slave trade was finally abolished with the Slave Trade Act, but this Act of Parliament did not free those who were already slaves.

In 1833 The Slavery Abolition Act was passed. Finally, the purchase or ownership of slaves was made illegal within the British Empire. A few days after this, William Wilberforce died.

Amy Johnson



Early Life: Amy was educated in Hull and studied economics at the University of Sheffield. She then worked in London as a secretary to a solicitor. She was introduced to flying as a hobby and gained her pilot's licence when she was 26. She bought her first aircraft with the help of her father. It was a de Havilland DH.60 Gypsy Moth. She named it 'Jason' after her father's business.

"Had I been a man I might have explored the Poles or climbed Mount Everest, but as it was my spirit found outlet in the air." – Amy Johnson

Main Achievements

Amy was determined to be the first woman to fly solo from England to Australia. On 5th May 1930 Amy left Croydon, England and set off for Darwin, Australia. The weather was poor and the aircraft suffered damage on the way, but Amy reached Australia nineteen days later. She was disappointed not to beat the world record flight time of fifteen days, but the flight still made her famous across the world as the first female aviator to make this flight alone.

When Amy arrived back home a huge crowd greeted her. She had a tour of the London streets in an open topped car to see her fans. She was nicknamed 'Queen of the air' by the British newspapers.

In 1931 Amy set a record for her flight across Siberia to Tokyo.

In 1932 Amy broke the record for solo flight to Cape Town, South Africa.

On January 5th 1941, Amy's plane crashed into the Thames Estuary. It is thought that she had run out of fuel. She was never seen again. Her body was never found.

Amy was an inspiration to other women, encouraging them to be aviators and seek an interest in flying. There are many local tributes to her, including a statue of her in Prospect Street, Hull, and an Amy Johnson Building on the campus of the University of Sheffield. There are also several streets named after her, both in England and Australia.

Clive Sullivan.

Early life: Clive's father was Jamaican. His family was the only black family in the area where he grew up. Clive began playing rugby at school but suffered so many injuries as a teenager that he had to have operations on his knees, feet and shoulders. The doctors said that he would most probably never walk normally again.



Main Achievements: Clive joined the British Army aged 17. Whilst working for the army, Clive's rugby career took off. Shortly after joining up, he was spotted playing brilliantly in a game at the army barracks and was given a trial at Bradford Northern. This trial was not successful and he was not signed by Bradford. However, after the game he was offered a trial at Hull.

In 1961, aged 17, Clive accepted the trial for Hull FC. He scored three tries and was signed as a professional the following day. He was determined to serve in the Army and play professional rugby. The first three years of his Hull career were disrupted by Army commitments and injuries. In 1963 a car crash almost killed him...but he was back on the rugby field three months later.

Clive left the army in 1964 and went on to play 352 games for Hull FC, scoring 250 tries. In 1974, Clive moved to Hull FC's rival rugby club, Hull KR, (Kingston Rovers) and played 213 games, scoring 118 tries.

In 1967, Clive played rugby for Great Britain for the first time.

In 1972, Clive became the first black captain of any British sporting team and led Great Britain to become World Champions. In this same year, he was awarded the MBE (Member of the British Empire).

Ten years later, in 1982, Clive returned to the Hull FC team.

He retired from the team, and from rugby, in 1985.

Just six months after he retired, Clive Sullivan tragically died of liver cancer, aged just 42. The city of Hull mourned his death together. His funeral was a mass of red and white and black and white team colours.

The people of Hull adored Clive and renamed a section of one of the city's main approach roads The Clive Sullivan Way in his honour.

The Headscarf Revolutionaries – How the Women of Hull Changed the Fishing Industry

A long time ago, in the city of Hull, fishing was one of the most important jobs. Hull, in East Yorkshire, was one of the biggest fishing ports in the world during the 20th century. Hundreds of men worked on trawlers, which were large ships that went far out into the Arctic waters, often near Iceland, to catch fish.



Fishing was very hard and dangerous work. The men would spend weeks at sea, often in freezing weather, working long hours. The ships were sometimes old and not very safe, with not enough lifeboats, radios, or trained crew to help if something went wrong. The trawlers didn't always have **radio operators**, which meant that ships couldn't send messages if they got into trouble. Storms, ice, and rough seas could damage the boats—and if a ship sank, help was often too far away.

In **1968**, something tragic happened. In just three weeks, **three Hull trawlers sank** —the **St Romanus**, the **Kingston Peridot**, and the **Ross Cleveland**. Altogether, **58 men died**, and many families in Hull were left grieving.

People across Hull were shocked and heartbroken. But one woman, named **Lillian Bilocca**, decided enough was enough. Lillian worked in a fish factory and was the wife and daughter of fishermen. She knew how dangerous the job was—and she knew it didn't have to be this way. She joined forces with three other strong women—**Christine Jensen, Mary Denness**, and **Yvonne Blenkinsop**. They started a campaign to make the trawlers safer. These women became known as the **Headscarf Revolutionaries**, because they often wore headscarves while protesting.

They made a list of demands called the **Fishermen's Charter**, which included:

- **A radio operator on every ship**
- **Proper safety equipment**, like lifejackets and lifeboats
- **Better training** for crews
- **Medical support** on board

They went around Hull collecting signatures, and in just a few days, they gathered over **10,000 names**. People lined the streets to sign the petition. The women gave speeches, appeared on TV, and even travelled to London to speak to government ministers.

At first, some people didn't like what they were doing. They said women shouldn't get involved in men's work. Some even threatened Lillian and the others. But the Headscarf Revolutionaries didn't give up. They were determined to protect their community.

Because of their efforts, the government listened—and safety rules were changed very quickly. From then on, trawlers had to follow strict new rules, and fishing became much safer.

The Headscarf Revolutionaries didn't just change fishing—they changed history. They proved that ordinary people can stand up and make a difference, even when others say they can't.

Today, there are statues and memorials in Hull to honour these amazing women. Their bravery helped save the lives of many fishermen, and their story still inspires people today.

Task

Read each slides and make notes about the historical figures and events that are connected to the city of Hull.

Use your notes on each section to remember your facts before sitting the scholar exam - you can not bring the fact files with you, but you can bring your notes!

Good luck!