

# S.O.S.

the Newsletter of the

## Friends of the Newport Ship



### Ship Raised At Last



After a relatively short and intense campaign by SAVE OUR SHIP protestors, the final timbers of the Newport Mediaeval Ship have finally been raised and the conservation process begun. Exactly 12 weeks to the day after SOS activists began their round-the-clock vigil in protest at Newport City Council plans to 'bury' the remains of the ship, archaeologists carefully cleared the mud from around the keel and started the difficult task of lifting the massive timber backbone.

Following three days of painstaking excavation work engineers and archaeologists had cut the keel into 6 sections and on Thursday 7 November carefully began to extricate each section from the complex of concrete piles that had locked it in place since building works began. More than 12 specialists were involved in the process that continued throughout the day in the most appalling weather conditions with the site lashed continually by wind and rain.

The penultimate section was finally raised as darkness fell - it was decided to leave one small section at the controversial bow end in place for further detailed recording the next day. This piece, jammed hard up against the coffer dam which has sliced off the bow section, showed evidence of a scarf joint in the timber and was inclined upwards, possibly indicating the start of the stem post. Nigel Nayling, the consultant archaeologist who has overseen the recovery, commented, "...this will tell us an enormous amount about the construction of the bow section and may give an indication about how much lies beyond the coffer dam".

Following the successful recovery archaeologists, staff from Newport Museum and other site workers celebrated with a bottle of champagne provided by Friends of the Newport Ship. *Pictured above - members of the recovery team express their disappointment when the champagne runs out.*

No. 2

Winter 2002

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Free to Members

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#### ...STOP PRESS...

Welsh actor and star of *Silence of the Lambs*, **Sir Anthony Hopkins** has pledged his support for the Friends of the Newport Ship. Speaking to the South Wales Argus, Sir Anthony said "...it is clearly a unique piece of medieval history and holds both international and local significance. For this reason I lend my support to this vital preservation endeavour."

#### Ship Finds go on display

Some of the artefacts recovered from the ship are now on display in Newport Museum and Art Gallery until January 11.

#### MEMBERS EVENT

Monday 9th December

Asocial evening has been arranged with a short talk by Kate Howell, the lead site Archaeologist directing the recovery.

**For details see separate insert inside.**

# S.O.S. COMMENT

This issue of SOS brings readers up to date with the latest developments and discoveries of the Newport Mediaeval Ship. Now that the ship has been largely recovered and placed in safe storage the long process of conservation, detailed recording and reconstruction can begin. Much new information about mediaeval ship construction and Newport's role as a port and centre of international trade in the pre-Columbus era has already been gained from the excavation. Numerous artefacts have already been recovered from the site and provide evidence of life on board and trading links with Portugal in the 15th century.

And yet controversy continues to surround the ship, now with questions about the adequacy of the plans for display. Welsh Assembly Member William Graham has led calls for a purpose built maritime museum to house it (Weekly Argus Nov 15). Newport West MPPaul Flynn has laid out a visionary plan for a new centre that also celebrates the unique features of the River Usk.

It is early days yet and it will be a number of years before the ship is conserved and placed on display. SOS will keep you informed on its progress and bring you a regular series of articles by experts associated with the project.

In this issue there are also interesting features on the finds recovered from the ship together with information about its construction and theories on the probable reason it was laid up in Newport. A Members page features news of future events and gifts and souvenirs now available from the Friends of the Newport Ship.

Contributions for future issues are welcomed and members are invited to submit letters and other suggestions for the Friends of the Newport Ship. The deadline for issue No 3 is 31st March 2003

The Editor

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## THE BOW AND STERN

The significance of recovering the missing sections of the Newport Ship by **Gustav Milne**

The Newport Ship as found comprises part of the hull in which one side has been truncated at about 2m above keel level, with the other side deformed and collapsed outwards for a distance of c. 4m above keel level. The mast is missing, the decking has long since been removed, and at present, neither the bow nor the stern have been recorded, lying as they do, immediately behind the shuttering. In other words, the artefact as currently seen does not look anything like the proud ship she once was.

She was considerably taller and less wide-bodied than the superficial image seen on site. Precisely how tall or how wide or how long is simply not known at present. Consequently it seems a little premature to be designing a basement display area before we know the size of the item to be displayed.



The detailed recording taking place now and the much longer programme, which will take place off-site, will be the key to answering that fundamental question. What did this vessel look like - and therefore how did it operate? What was its cargo capacity etc? The recording, taking place now, is the just the first phase of essential 'Rescue/Salvage' recording. The next phase requires the vessel to be completely dismantled and taken to a much larger open study area, where the much more detailed 'Research Recording' can be undertaken - the essential task being to establish the vessel's complex curves, plan form and structure.

It is absolutely essential that as much information regarding the bow and stern is gathered as is possible, or it will prove impossible to establish a clear picture of form of the ship. You simply cannot attempt a reconstruction of the ship without it. The questions is not **should we recover the bow and stern** - but rather - **how are we going to recover the bow and stern?**

All minds must be constructively focussed on this issue now. There are issues of cost, issues of

delay, issues of safety, all of them important. But the central issue is simply that the bow and stern will be recovered, in a safe and a cost-effective manner, and within as fast a time scale as is appropriate, given the over-riding importance of these structural elements to the long-term project (i.e. to discover what the ship really looked like).

It seems that the vessel has been cut down 'horizontally' in antiquity to a height of c.2m above the keel. This could imply that the stern/median rudder (given that it had one) was also cut down in size or even detached from the gudgeon/pintle mechanism, which held it to the stern post and removed (as was the mast). In other words, it is quite likely that only the very base of the stern assembly - the crucial junction of the keel & stern post - survives just beyond the shuttering. Given what has been recorded up to now, this stern section would comprise a relatively modest amount of timber-work (clearly already damaged), but a section that incorporates structural information of fundamental importance if we are ever going to reconstruct this magnificent ship.

Much the same applies to the bow section: the timberwork behind the shuttering will be damaged and deformed and will require carefully study to fully understand. However, without that information, we will be missing one of the key diagnostic elements of the ship. As one of your other contributors said:

"The stem & stern will complete the Ship, and may contain a name, figurehead or identifying feature. The stem section will tell how fast the vessel sailed, and might reveal where she was built. The stern will reveal the steering mechanism.

Of course the Newport Ship needs its bow and stern; Would you erect a statue of a famous historical figure, but knock its head and feet off?

*Gustav Milne lectures in London Archaeology and Maritime Archaeology at University College London. He is Head of Archaeological Research Development at the Museum of London.*



# UPDATE ON THE RECOVERY

Bob Trett reports on what happens next...



The Newport Ship has finally been lifted in over 2000 pieces and transferred to water storage tanks at CORUS, the former Llanwern Steelworks.

The last part of the keel was removed on Saturday 9 November. This was a week later than anticipated, the delays caused partly by bad weather and high winds. During the storms part of the perimeter wall around the site was blown over!

## Supporting cradle found under ship

Meanwhile work continues on the site and much has to be planned for the next stage of the programme to eventually display the reassembled ship. At the time of writing the Glamorgan Gwent Archaeological Trust (GGAT) continues to excavate the area beneath the ship. Wooden shores have already been discovered; these would have held up the starboard side of the ship which later collapsed on top of them. Soon after the ship was laid up a door-sized hole had been cut into its side to give ease of access for dismantling. Further timbers have also been found under the bow and stern. Of particular importance is the fact that the wooden shores are normally made from fresh timber with the bark still attached. Dendrochronology (tree ring dating) of these timbers may give the archaeologists a possible date for when the ship was finally laid up at Newport. Other finds include a large amount of hawser (thick rope) around the hull, a medieval leather shoe, other leather remnants, pieces of slag, and brushwood. Archaeologists are also closely watching the digging of the new basement intended to house the ship display. Inspection pits have shown that there are wooden

stakes and other timbers buried in this area. Some of the timbers may possibly be scrap from a ship.

## Was she sinking?

There is tantalising evidence of the later history of the ship. The ship had three pumps, one at the stern, one amidship cut into the maststep, and one at the bow. An original pump was found in situ at the stern together with its filter (or strum box). The same type of filter survives in the mast step. Additionally one of the loose artefacts recovered from the interior of the ship during earlier excavation has now been identified as part of a pump mechanism. Experts are now wondering if extra pumps were installed because the ship was badly leaking.

Unlike the rest of the mainly oak ship the keel is made of beech. However Owain Roberts, an expert advisor to the project, has suggested that this could be a replacement keel. This keel is virtually unmarked and may have been installed late in the ship's working life. The structure of the ship is such that it would have been possible to replace the keel since the major fastenings are attached above the lowest plank (known as the garboard strake). The rest of the hull has signs of heavy wear and there is a major crack in the mast step. As a result a number of other repairs had been undertaken. We await with great interest a fuller account of what the experts have to say.

## Long haul with the conservation

The next stage in the project is called a post-excavation assessment. The archaeologists will identify as far as possible everything that now

needs to be done. The timbers will need to be cleaned and recorded in the greatest detail before they can be properly conserved. The specialists will be looking at the way the ship was constructed, trying to work out details of the performance of the ship, its carrying capacity, sampling timbers, materials and sediments within the ship for all types of evidence. Even mud from around the ship will be sampled to find out what conditions were like at the time.

## Expert panel to advise

Eventually the City Council will have to decide, with the help of a panel of experts, how best to conserve the timbers and how to reconstruct it within the confines of the new theatre basement. All this is going to take many years. In the meantime the smaller objects and finds from the ship will need to be properly recorded and conserved. Much of this work will probably done at Newport Museum and Art Gallery, where there is already a fascinating display of some of the most interesting objects. Hopefully the Council will also agree to the publication of a colour booklet giving details of the discovery and excavation of the ship. Eventually a full report on the ship and the excavations will be published. In the meantime the Friends will be asking the archaeologists involved to contribute articles to this newsletter.

*Bob Trett is Chairman of Glamorgan Gwent Archaeological Trust and was formerly Curator of Newport Museum and Art Gallery.*

# The Newport Ship and the Archaeology of the Severn Estuary

The prestigious 2002 annual lecture to the Monmouthshire Antiquarian Association was given by Nigel Nayling at UWCN in early October. Dr. Nayling of University of Wales College Lampeter is an internationally respected expert in wetland archaeology and ship recovery in the Severn levels. He is a consultant to Glamorgan Gwent Archaeological Trust (GGAT) and has overseen the recovery of the Newport ship over the last six months. The Lecture was open to the public and a capacity audience of 170 left some others turned away at the door.



The illustrated talk featured a number of interesting finds including the Magor-Pill and Barlands Farm Celtic-Roman boats and excavations, the Sewn Plank boat (2000 BC) and other related excavations in the Goldcliffe and Bristol areas on which he has worked.

A fascinating account of the discovery of the Newport Ship confirmed the significance of the find and details about the reasons for its having been laid up on the Newport riverside. Archaeologists had discovered a split in the mast step part of the keelson that houses the base of the mast, probably caused by a natural weakness in the timber which may have split during stormy conditions. Temporary running repairs had been made with a scarfed

joint inserted but the damage would nevertheless have resulted in the mast moving and this would have placed the ship in jeopardy forcing her to limp into the nearest port. Why she was never fully repaired but instead left for scrap remains to be discovered.

## ON THE SHIP

"...there is evidence that it was constructed from timbers felled in the winter of 1465 and matches timber used in buildings constructed in Gloucester at that time."

"...a project on this scale could only have been undertaken by people with substantial military and economic resources."

"...circa 25 metres long, I think its tonnage was somewhere around the 100 tonnes mark...it was a substantial trading vessel."

A number of observations focused specifically on the Bow and the Stern sections currently truncated by, and lying outside of, the steel coffer dam and yet to be explored.

## ON THE BOW & STERN

On the matter of what might remain outside the coffer dam Mr Nayling stated unequivocally:

"We are archaeologists...we can't see through five metres of alluvial clay."

"All I can say is, at the bow there must at least be some timbers surviving outside the cofferdam...there must be some materials and detail remaining... I see no reason why any pieces may have drifted away"

"...to reconstruct the original shape of the vessel will be impossible without information about the keel, the stem and stern posts."

"...As far as the stern goes, there have been some recent disturbances by machine, and some post 18th century deposits are placed on part of the stern. We are very close to the stern and have uncovered some smaller timbers in this area. I am fearful that much of the stern section may have been destroyed."

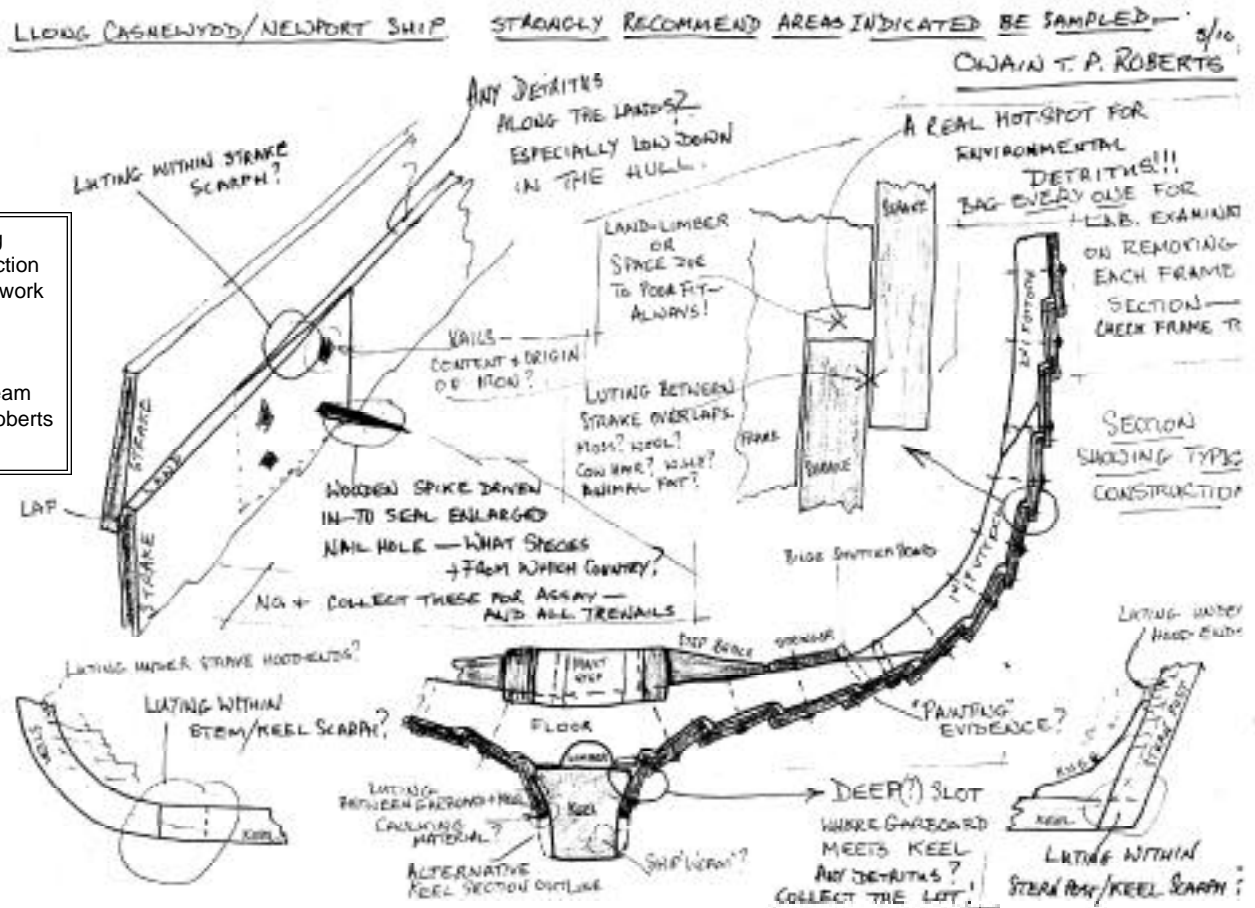
## ON THE PROPOSED ARTS CENTRE DISPLAY

"...the major archaeological threat to the area is the construction work to put the basement in."

"...It is usual in these circumstances to let the restored vessel dictate what kind of display hall you should set it in...How can you build a display space before you even know the size and shape of the ship? This is not the normal way to build a museum...it's a bit 'cart before the horse'"

"...there is no one single point from where you can see the whole ship."

Advisory drawing showing construction of the ship framework and keel section. Prepared for the archaeological team by Owain T.P. Roberts 05/10/02



# Newport Ship Campaign breathes new life into public participation by **George Lambrick**

With 78 different archaeological TV programmes or series getting into the UK top 30 viewing figures last year, what is it that stimulates such a level of public interest in archaeology? Judging by the content, it is all about discovery – not just in Britain, but worldwide, multi-theme and multi-period. The diversity of techniques used to investigate the past figure strongly, reflecting both the excitement of the hunt and people's interest in how archaeologists unravel long-lost mysteries. Issues of conservation are sometimes illustrated in passing, but are secondary to the quest for knowledge. It is the same with the equally compelling coverage of the natural world on TV, which focuses on discovering the behaviour and ecology of animals, plants and habitats. If TV coverage reflects the public's armchair interests, what about their practical involvement?

The recent Council for British Archaeology (CBA) Stakeholder survey of local societies similarly shows that communicating archaeological knowledge – through lectures, publications and excursions – is seen by almost all societies as a key function. Over half also do their own research – especially local history, excavation and fieldwalking. These, together with more outreach work, are all areas where societies want to do more. While new opportunities like the Local Heritage Initiative (recently extended to Scotland) have helped many groups with individual projects, the formalisation of lifelong learning has diminished a valuable source of general support and training. And there are still far too few community archaeologists.

Most local archaeological groups also profess an interest in conservation campaigns, though significantly fewer indicate that this is currently an important part of their activities. Public support for archaeological campaigns can be particularly powerful where well-preserved (often waterlogged) remains are unexpectedly discovered and people feel that not enough is being done to save their tangible link with history. In the 1980's the campaign against destruction of spectacular Viking deposits at Wood Quay in Dublin at one point attracted an unprecedented public demonstration of around 100,000 people – one of the largest ever held in Ireland. The case of the Rose Theatre in London attracted a high profile campaign, supported by well-known actors, that was instrumental both in saving the site and in establishing PPG16. In the recent campaign to save the medieval Newport ship, the huge public response won a commitment for long term preservation and display, which exceeded the campaign's immediate objective of a stay of execution to lift the ship and then consider future options. This campaign may yet prove to be the catalyst needed to create the long-awaited Welsh maritime museum.

While not on the scale of the land management operations of wildlife bodies, numerous building preservation trusts, industrial archaeology societies and private museums also involve people in looking after historic buildings, sites and antiquities. The Council for Scottish Archaeology's Adopt a Monument scheme is an example of another way



of engaging local community support. The National Trust and others also actively involve volunteers with physical conservation of sites and monuments. Examples like Leicestershire's parish archaeological wardens scheme shows there is potential for more monitoring of sites on similar lines to amateur naturalists' schemes for monitoring species populations.

Taking all this together, it is clear that public interest is not just confined to the armchair or the street scene, but can be galvanized into action. There is a thirst for more opportunities to participate in discovering the past – and under-used potential to help with its physical management. While the Heritage Lottery seems to be moving in the right direction, state heritage agencies' recognition and support of public interest outside their own properties often seems remote, and does not always reflect how people want to participate or the support they need. With notable exceptions, bodies concerned with academic and development-led archaeology still tend to be too introspective and competitive to engage properly with the public interest. That is why a case like the Newport Ship is so refreshing: it has galvanised all sectors of archaeology into working together, engaging with the public in a common cause of local, national and international interest.

Public participation in archaeology is alive, and in many places vibrantly active – but its breadth and range is under-appreciated and its full potential is certainly not being met everywhere.

*George Lambrick is Director of the Council for British Archaeology. This article was first published in **British Archaeology**.*

## THE FRIENDS now number over **700 Members**

Interest in the Newport Mediaeval Ship has continued to grow throughout the year. While the majority hail from Newport and South Wales there are also several hundred members drawn from all over Great Britain. We also have increasing numbers from Australia, the USA, Canada, Kuwait, Ireland, Norway and France.

Help is urgently needed to cope with the growth in workload and to assist with the other members activities being developed by the committee. Can you offer help with general administration, bookkeeping or even help with manning our market stall and other public and members events?

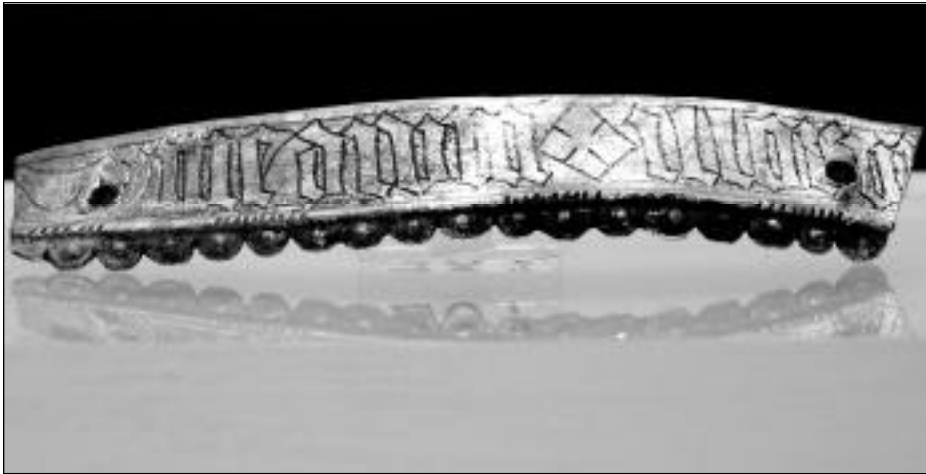
If you can help in anyway email us at  
**sos@chepstow.org.uk**

or write to:

The Secretary,  
Friends of the Newport Ship  
3 - 4 North Street  
Newport  
South Wales  
NP20 4EX

## HELP WANTED

# IHESUS AUTEM TRANSIENS PER MEDIUM ILLORUM IBAT AVE MARIA GRACIA...OMINUS TECUM.



Two metal strips were found between the ship's futtocks. One of them engraved with the text medium illorum separated by a stylised cross measures about 10cms.

The fragments are thought to be the decorative binding of a small chest and the text may originally have read IHESUS AUTEM TRANSIENS PER MEDIUM ILLORUM IBAT AVE MARIA GRACIA...OMINUS TECUM. This biblical text combining Luke IV. 30 with the Angelic Salutation was regarded as a protection against thieves. A similar inscription can be seen on a leather casket in the British Museum once owned by a 15th C Flanders merchant. The text was common at the time and possibly adorned a piece of armour, as a similar legend can be found on standard type gold nobles of the period:

IHC AUTEM TRANSIENS PER MEDIUM ILLORUM IBAT.

## Campaign Victory

Council planning and PR disaster averted writes **Charlie Barrett**

During excavations for Newport's new Arts Centre in the early summer remains of a remarkably well preserved 15th century ship were uncovered. Glamorgan Gwent Archaeological Trust (GGAT) were contracted to record as much of the vessel as possible, before the remains, scheduled to be destroyed on Tuesday the 27th August, were buried for ever.

### The campaign

The Newport Save Our Ship Campaign (SOS) sought to query the proposed destruction, and was supported by a number of eminent archaeologists, marine historians and yachtsmen. Supporters include the Council for British Archaeology, members of the Society for Nautical Research, RESCUE and a number of local archaeological, historical and community groups. The preserved ship would be an invaluable symbol of Britain and Europe's marine heritage, and the tourism and educational potential of this ship considerable, as important as the Vasa or Mary Rose.

### Public interest

Following widespread coverage in the local press the City Council arranged two public viewing days. 2500 people visited the Ship during a two hour period on 7th August; on 14th August, after further publicity, 10,000 people visited in a 4 hour period. Later that evening 250 people attended a public meeting to support this ship's preservation. These included Paul Flynn MP, Rosemary Butler AM and William Graham AM.

A third viewing day arranged in early September saw a crowd of over 4000 visitors and finally in response to requests from the Friends of the Ship, the Council agreed to open a permanent viewing platform enabling visitors to watch daily progress of the excavation. Since then over 200 people a day visited the site during the ten week period it was open. Many thousands of Newport residents and numerous others from further afield have visited the ship. To date an estimated 32000 visitors have travelled to view the ship.

### Recovery

The immediate work comprised recovery of the ship to temporary water tanks provided by CORUS

at their decommissioned Llanwern Steel Works. However doubts still surround the recovery of the bow and stern with the general public largely unaware that there are as yet no firm plans to recover these parts.

The prow and the stern sections lie outside of the immediate excavation isolated by a steel cofferdam originally inserted to allow the construction of a basement orchestra pit. Newport City Council has made public claims that the bow and stern sections have been "...long lost in the sands of time" (Western Mail - Friday 4th October). The evidence for this claim is however disputed by a number of marine experts who have described the claim as being fanciful and not based on any credible scientific evidence.

George Lambrick, Director of the Council for British Archaeology said "coincidences happen - the hole for the basement fortuitously happens to have hit 90% of the ship with very little to spare and one of the piles was driven precisely where the mast was; but it is not really credible on top of this that the hole was SO precisely positioned that there is nothing left outside. This must be challenged and scientifically tested. Even if these parts are not well-preserved, they could provide vital evidence of how the ship was constructed and what she looked like. Let's not spoil it for a ha'porth of tar."

The Chairman of Glamorgan Gwent Archaeological Trust (GGAT) Mr. Bob Trett commented: "GGAT has yet to confirm categorically whether the bow or stern exists - a detailed archaeological analysis has not been done. This will involve the excavation of an exploratory inspection pit."

"GGAT have assessed the likelihood of further sections of the ship surviving outside the coffer dam but this was to a great degree dependent on what they were told by Turners, the construction engineers. There may of course, be detached timbers anywhere in the vicinity. This could include the rudder, which by its shape alone would tell much about the steering of the ship. However its continued existence is only a matter of conjecture. There is as yet no actual proof it survives."

GGAT's archaeological consultant Nigel Nayling speaking to the Monmouthshire Society of Antiquarians in October responded to queries about the bow and stern "We are archaeologists ...we can't see through five metres of alluvial clay. All I can say is, at the bow there must at least be some timbers surviving outside the cofferdam...there must be some materials and detail remaining ... I see no reason why any pieces may have drifted away"

Professor Sean McGrail of Southampton University, who has visited the site recently, also considers recoverable timbers will still exist in the areas outside the cofferdam. Following further appeals by Friends of the Newport Ship campaigners, Newport City Council has confirmed a 'watching brief' with GGAT and trial excavations will be sunk in the area following completion of the orchestra basement and removal of the cofferdam in the New Year.

### Long term plans

The Welsh Assembly has in fact proposed far more than campaigners originally asked for, and the intention is now to excavate the Arts Centre basement and display the ship under a glass floor. This 'exciting' design has been questioned in certain quarters, but the ship will first require detailed recording and temporary conservation before being moved to a conservation laboratory for treatment. Readers should note that multi-million pound costs quoted are associated with long-term public display of the ship in Newport, not just the immediate archaeology. Experts are excited about the brave decision to excavate further holes in a riverbank likely to be consolidated with millennia's worth of abandoned shipping.

In terms of maritime history this part of South Wales already boasts a strake from a Bronze Age boat; a Roman ship from Barland's Farm; the 13th-century Magor Pill barge; and now this stupendous late medieval merchantman. That is a heritage to be proud of, a truly dramatic range representing a long-lived maritime tradition. Will they ever be displayed together?

*Charlie Barrett is an amateur archaeologist living in Newport*



# A message from the Chairman

Dear Friends,

Thank you for joining us and supporting our original campaign. You have certainly helped us achieve a great deal. Not only have we encouraged the powers that be to "Save the Ship", but they then agreed to our Ship's long term display in Newport, far more generously than we could have anticipated. There has been unfortunate comment that we are obviously a political organisation - I would like to correct this, the Friends are apolitical, and draw support from across the political spectrum.

As a group, since August we've gone from an ad hoc, highly successful campaign to one of the largest local History & Archaeological Associations in Wales, and possibly the UK. Our Ship, and Friends, have featured in articles in the journals "British Archaeology", "Current Archaeology", "Rescue", and we have been in discussion with various radio and TV stations. We have also nominated our Ship for inclusion in the World Monuments Fund Top 100 sites, which if successful, will attract extra publicity and funding.

The discovery of the Ship has certainly awakened strong feelings in Newport and archaeological & maritime history communities worldwide and we will continue to promote knowledge and information about the Newport Medieval Ship. Initially we would like to ensure recovery of the bow and stern components, then act to ensure an expert panel continues to advise Newport City Council on the recording, conservation, preservation and display of the Ship.

Over the next year we will be arranging a number of special events for members including social meetings, lectures, visits to the timbers at CORUS, a trip on the "Matthew" and a short course at UWCN. It will be an exciting time for the Friends as we work to ensure our Ship stays in the public eye.

I would like to record our thanks to Sir Harry Jones and Newport City Council for all their support and assistance, especially Iain Varrah and Ron Inglis, and all the members of their teams. The Welsh Assembly for their interest and support particularly, Rhodri Morgan AM, Rosemary Butler AM and William Graham AM. Paul Flynn MP who has taken such an active interest in the Ship. The Council for British Archaeology, especially George Lambrick and Alex Hunt for their unstinting support and help with the website and press contacts. UWCN, Glamorgan Gwent Archaeological Trust, WD Turner & Sons Ltd. and Tesco's stores for help in kind.

I would specially like to thank all our supporters, both local and international and the Save Our Ship Campaigners that worked tirelessly to promote the Newport Ship.

On a personal note thanks to all the Friends Committee - your help has been absolutely invaluable and has made us what we are. Particular thanks and best wishes to Jean Grey, the Friends secretary - good luck and our thoughts are with you.

S.C.Rutherford, Chairman  
November 2002

## be a guide on the Endeavour

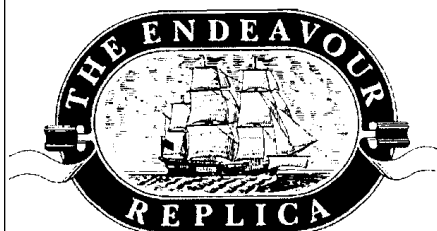
The star of BBC TWO's "The Ship", the Replica HM Bark Endeavour is in Cardiff Bay from 14th December 2002 to 24th March 2003. The Endeavour Group is looking to recruit approximately 100 volunteers to form a network of ship's guides.

Apart from having great fun, the duties will include a mixture of crowd control and security. As an official Endeavour Guide you will stand at various points around the Ship to protect her and help guide visitors around. You will be given special training before the Ship docks and will also receive a polo/T-shirt, straw boater and a tally band to wear whilst on duty.

To volunteer, please send for an application form to:

Jane Sullivan,  
Information and Learning Officer,  
Cardiff Harbour Authority  
Queen Alexandra Dock  
Cargo Road  
Cardiff CF10 4LT

or email: [jsullivan@cardiff.gov.uk](mailto:jsullivan@cardiff.gov.uk)



## Friends of the Newport Ship Committee

*Chairman:* S.C.Rutherford  
*Vice Chairman:* Ron McCormick  
*Treasurer:* Terry Underwood  
*Secretary:* Jean Gray  
*Membership Secretary:* Tracy Horder  
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Charles Ferris  
Rosi Hollister  
Chris Plaister  
Jan Preece  
Bob Trett

## Email

Do we have your correct Email address? We have experienced some problems with members email addresses. To ensure your record is correct and you are kept up to date with events please send an email to

[tracyh@ntlworld.com](mailto:tracyh@ntlworld.com)

Just type the word **Email** and your full name in the Subject box. e.g.

**Email - Alec Smith**

## Friends trip on The Matthew

The Matthew is a replica of the ship that John Cabot sailed across the Atlantic in 1497 on his voyage of discovery. He landed in what is now known as Newfoundland and is thought to be the 'real' discoverer of America.

Two trips on board the Matthew have been arranged in April 2003 for Friends of the Newport Ship. Places are limited so members are urged to book a place immediately.

**Saturday 5 April 2003**

**Saturday 12 April 2003**

The cost is only £25 per person to include a full day excursion with:

- **Return coach travel from Newport - Bristol**
- **Tour of S.S. Great Britain**
- **Shopping on the Quayside**
- **2 Hour trip aboard the Matthew**

To reserve your place please complete the form enclosed with this newsletter and return ASAP.



# Buy a Souvenir of the Newport Mediaeval Ship



## Special Edition - Commemorative T-Shirt

Black ship design on yellow cotton. Original S.O.S. brand with the date that the Welsh National Assembly announced a financial package to save the ship.

**Only a few left! £10 + £2 P&P**  
Child Size £8 + £2 P&P



**Friends Black T-Shirt**  
White Mediaeval Ship design on Premium heavy-weight black cotton.  
**£12 + £2 P&P**

The Friends of the Newport Ship are now able to offer a range of gift ideas for members including, a special Commemorative T-Shirt, Coffee Mugs and Tankards featuring an embossed image of the ship, Candles and a range of Greetings Cards, Postcard and Bookmarks featuring our ship logo.

All items can be obtained from the Friends stall in Newport Market (upstairs) and certain items can be ordered by post.

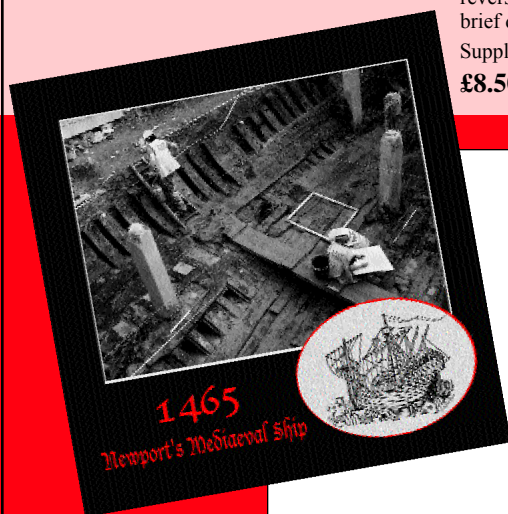
**A range of Wax Candles for the home.** They come packaged with the Friends Mediaeval Ship 1465 logo.

18 cms White Church candle	<b>£3.00</b>
10 cms White 'Stubby' candle	<b>£1.50</b>
21 cms Red Stick (Pack of 6)	<b>£2.50</b>

*Not available by mail order*

## 1465 Commemorative Card

Printed in full color and featuring the archaeological recovery inset with an illustration of a 14th century ship. The reverse side has the Friends logo and a brief descriptive history. (2 sided card) Supplied with envelopes in Packs of 10  
**£8.50 + £2 P&P**



## Mediaeval Ship Greetings Cards

Folded cards printed in red and black, the back is printed with the Friends logo and a brief descriptive history of the ship. The inside is left blank for your personal message.

Supplied with envelopes in packs of 10

<b>Large Christmas Card</b>	<b>£12.00</b>
<b>Small Greeting Card</b>	<b>£8.00</b>
<b>Small Notelet Card</b>	<b>£6.50</b>
<b>Postcards (without envelopes)</b>	<b>£2.50</b>

Plus £2.00 Post and Packing whatever the quantity.

A range of commemorative kitchenware is also available. **Coffee Mugs (£4.00), medium sized Milk Jug (£6.00), Half Pint Tankard (£5.00) and large Pint Tankards (£7.50)**

All items are fabricated in glazed earthenware with an embossed image of the Mediaeval Ship and the date 1465 surmounted on the face. **These are not available by mail order** but should be purchased from Newport Market or one of the Members events.

To order any item please complete the proforma sheet inserted in this Newsletter and return with your cheque payable to *The Friends of the Newport Ship*.

**As a special offer to Members please note that the maximum cost of Post and Packing is limited to £2.00 however many items you order.**