



**Sheila Dyke keeping shop!**

The sales team of the Friends of the Newport Ship have been very busy this summer; going to various shows and telling people about the Ship and the open days. We've been to various venues: for the Gwent Family History Society, the stall was on the balcony at Cwmbran Town Hall with magnificent views over the valley but not much time to appreciate them. Another time we went to the GGAT open day at Swansea Museum and enjoyed the smell and the taste of traditional Mediaeval cooking, Mediaeval archery and pottery throwing on a potter's wheel. A charity festival in Cardiff at the Norwegian church was another venue; with customers encouraged to visit the stalls by the admonishments of the pirate "Charles" and his parrot. We also visited the grounds of Tredegar House for the St. Mellons agricultural show and again for the veteran car rally. People were always pleased to see us and learn more about the ship. At the agricultural show we were opposite the model railways' exhibition; which the children, old and young, enjoyed; we also had a close-up acquaintance with a steam driven road roller. The veteran rally was a much quieter site with views of some very stately veteran cars complete with picnic baskets; a reminder of the past, and of quieter and more leisurely times. Many people have asked us when we will be selling pottery again... see below!



## WE'RE OFF TO COPENHAGEN IN MAY – DO COME WITH US!

The Newport Ship has close links with 'The Viking Ship Museum' in Roskilde just outside Copenhagen. Ole Crumlin-Pedersen, founder of the museum and world expert in ship conservation is one of the advisory panel for our Newport Ship, and a very good friend of the Friends. The Viking Ship Museum is a fantastic experience and some of the Friends of the Newport ship are planning a long weekend there in May next year, which promises to be a truly wonderful weekend of maritime history and city exploration. We will have a guided tour of the museum and go out for a sail on a replica Viking Ship. We will not be booking places for friends, but you are all very welcome to come out with us and enjoy the museum and the city. If you would like details of this visit, please write to us at the Friends and let us have your contact details, stating that you'd like to receive details of the trip when they are worked out.

The Museum's main hall houses five original Viking ships – the Skuldelev ships – which look out over Roskilde Fjord. The museum tells the story of the ships and seafaring, and describes the lives of the Vikings in the Nordic countries. The museum has a large boat collection, containing reconstructions of Viking ships and traditional Nordic boats berthed at Museum Harbour – and the vessels are not just for show. We plan sailing as well as looking!

## POSH MUGS

The Friends' new mugs are now available, and are much posher than the lovely old rustic ones. These are in smart dark blue, with gold trim top and bottom, and have 'The Newport Mediaeval Ship' and a line drawing of the ship as she may have looked in the badge, in white and lighter blue.

The picture doesn't do the mugs justice – they're very smart and can be mail-ordered from the Friends' address, or email us via the website for details.

If you'd like to see them before you buy, or save on the postage, they can be seen on the stall at almost every Friends' event and many others besides. £6.95 each plus £2.50 p&p Happy shopping!



## FRIENDS EVENTS Winter Programme

We have decided to make the Winter schedule easier for all of us – so we will be meeting at 7pm at the St. Julian's Pub on the road between Newport and Caerleon on the **SECOND THURSDAY OF THE MONTH** from November to April, inclusive... please put these dates in your diaries now! The programme promises to be particularly relevant as it will include talks from all the members of the Ship Conservation team – and we have some great maritime history stories to tell from their previous work. Jerry Cross will also be showing documentary film of the maritime history of Wales and the Severn, including the muddiest archaeology you've ever seen!

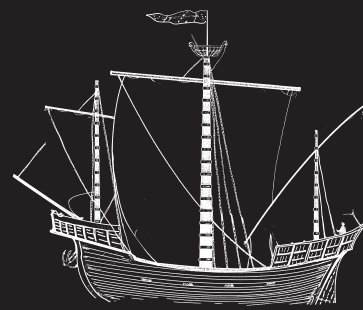
### THURSDAY 10th. NOVEMBER

Angela Karsten, one of the conservation team working on the Newport ship will talk about the preservation of a leather lantern from The Darss Cog, a German ship that dates back to the early 14th century. 26 metres were excavated by the island of Darss in 2001, but was left where it was found. The contents were removed and these include the leather lantern, reindeer bones, wet stones, and fish bones. There will be a video to accompany the talk.

### THURSDAY 8th. DECEMBER

Monika Maleszka-Ritchie, also from the Newport Ship conservation team, will talk about Trade and Exchange in the Viking Age. There will be a cover charge of £2 to cover the cost of sandwiches and refreshments. The meeting is open to anyone interested in coming, so bring friends and family with you! Contact details and details of future talks available from The Friends website: [www.thenewportship.com](http://www.thenewportship.com).

# S.O.S.



## the Newsletter of the Friends of the Newport Ship

## AT LAST – OPEN TO THE PUBLIC!



Our first three open days, held this summer, were a great success – with over 2,500 members of the public visiting the ship in her new home. The visitors organised themselves very well, with the number of visitors rising at each open day – which enabled us to get used to 'tour guiding' them around the centre as the numbers grew! Tour Guides were trained in advance by Kate Hunter, Curator of the Ship, so we knew quite a lot about her by the time we had the first open day – this was a very good thing, as the public were very interested in the ship, and asked an awful lot of questions! The public were welcomed to the centre, shown something of the discovery and rescue of the vessel, taken round the tanks and taught a little about the parts of the ship and their care and then introduced to members of the ship conservation team, who showed them the delicate and precise cleaning and recording of the timbers. Visitors then had a chance to see artifacts found on the ship, and met medieval re-enactors (and Friends of the

Ship), Adrianne and Mike Jones, who introduced them to some of the realities of life at exactly the time of the ship's working life. Visitors were also able to visit the membership stand and buy a souvenir at the Friends' shop, before going home with a stack of memories, photos, facts and figures and enthusiasm, as well as an understanding of the ship, her place in history, her past and her future. The Newport Ship conservation team and friends of the ship worked together to share the ship and her story with the public who saved her and are following her now. Big "Thank You"s to everyone who worked so hard to make these days great – we're hoping for six open days next year. We hope you enjoy these photos, which give an idea of the Open Days – do come next year and meet the people and the ship – it's a remarkable story, and you can come and visit her for yourselves as she is conserved and cared for – come and ask questions, meet the experts and be part of her new life as a fantastic archaeological treasure.

**No. 7**

Autumn 2005

**£1.00**

Free to Members

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## DEAR FRIENDS

With 2006 just around the corner we are almost at the end of another year, and I think I can say the most successful yet. The three open days held at the Conservation Centre were a great success and say very clearly Newport's Mediaeval Ship is still drawing the crowds. No one had any idea what was expected of us or the hard work it was going to be, but it has all been worth it and the Newport ship is set to be a major attraction for a very long time to come. May I, on behalf of the committee, thank you all for your hard work and support. It has been a wonderful experience for us all and we all look forward to even more Open Days in 2006. Some members say, 'I haven't done anything yet', but just being a member is real support and has been quite sufficient. However, we are all conscious that some of you are far away and if any of you have any ideas how we can involve you please let us know. We now have over 500 members and this is increasing all the time, from near and far. Please remember, you can always go to the friends' web page and see the latest information.

It was with great sadness that in February this year we reported the passing of founder member Glenys Silversen. In those early days, Glenys really drove us hard; she was a true friend to so many people and a true friend to the Newport ship. Her passing has left a big gap that will be very difficult for us to fill. We will always remember Glenys and her family and all their support.

The second Friends' island hopping event was to Steep Holme, an island in the middle of the Bristol Channel. We met on the Quayside at Weston-Super-Mare and the weather was absolutely brilliant. I have lived in the shadows of these two islands all my life and always promised myself I would visit them. I can promise you neither I nor any body else was disappointed from the moment we boarded the Bristol Queen. We all had a fishy story to tell as it brought memories of the Campbell's paddle steamers back to many of us. Steep Holme is as its name suggests very steep on all sides. It was heavily fortified to protect the South Wales coast in two world wars. There are hundreds of seagulls that will confront you if you go near their nests. There is also a small herd of deer. Our thanks to Jerry for organising this trip and I look forward to a trip to Lundy Island in 2006.

In July this year Simon, our chairman, was invited to a Maritime reception at St James' Palace by no less a person than Her Majesty the Queen. Royal recognition for the ship. Unfortunately,

Simon could not go and so it was down to Charles - now what a tale. For those of you who do not know Charlie, he is one of life's real characters. He runs the city's bus station cafe and fish and chip shop and I can tell you that more work about the ship has been done in that cafe than cups of tea sold. At the end of a day's work, Charlie would go and see the ship, whilst it was still on the riverside.

May I thank each and every one of you near and far for all your contributions and support to the ship in 2005 and look forward to a productive 2006. Alan Smith.



2 'Patrons Terry Underwood (left) and Charlie Ferris (right) celebrate with Friends Chairman Simon Rutherford'

## LETTER FROM THE EDITOR

I am delighted to welcome you to the latest edition of the Friends' Newsletter. This time, some of the Committee have included letters to you to give you all an insight into the early days of the campaign, the ongoing Friends marketing campaign and the promotion of the ship at the Trafalgar 200 festivals and at a Royal Garden Party...

Many of you made it to see the ship at one of the open days - 2,500 members of the friends the public visited the ship and saw the work going on to clean and record her timbers - if you didn't get there, we plan 6 more in 2006 - it's a great opportunity to see the ship and meet the team working on her, so do come along.

The next edition of the newsletter will be out in a more timely manner (!) as we will have a team to put the next one together. Special thanks to the contributors for this edition, notably Kate Hunter (Curator of the Ship and contributor to the Friends and the newsletter) and Monika Maleszka-Ritchie (photographer).

We hope you enjoy this newsletter and find it keeps you up to date - the centre pages are a real coup (thank you to Kate and Bob), and we also hope to see more of you at the excellent Friends' Winter Programme, where the ship team will be giving us a personal insight into a number of maritime archaeology projects and answering any question you may have about our ship.

I hope to see you at one event or another over the coming months. Emma the Ed.



## PATRONS OF THE SHIP

The Friends of the Newport Ship have recognised the special contributions of four individuals in the campaign to save the ship, and the ongoing campaign to ensure her safe passage to a new berth, properly recorded, conserved and displayed in a suitable museum. Shown receiving certificates to mark the naming of our four patrons are, on the left, Patron Terry Underwood, early campaigner and treasurer of the Friends of the Newport Ship, and on the right, Patron Charlie Ferris, the 'face of the Newport Ship' on television and anywhere else he can publicise the ship and the work of the Friends. Friends' Chairman Simon Rutherford, centre, holds the certificates for the other two patrons who were unable to make the ceremony; Sir Robin Knox-Johnson and Sir Anthony Hopkins. Our sincere thanks for the past and ongoing support of our four patrons.

## MARITIME MUSEUM REVIEWS

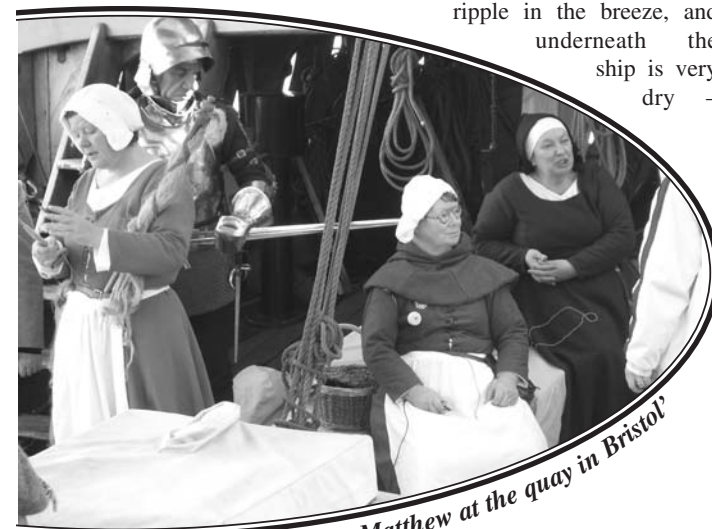
The National Waterfront Museum, Swansea has opened - and it hasn't got any boats in it! The Friends' independent museum tester (and a maritime history expert himself) visited both the maritime museums featured in this issue, and will not be rushing back to Swansea. Seemingly designed for children, with lots of interactive, computer-based displays, the museum is lacking artifacts on display and with no boats - well, we'll just have to wait for the Newport museum for our ship, and the other ships and boats found in the Newport area... entrance is free, and if you're in Swansea with time to spare, do check it out - but do expect a computer based experience, not an artefact or boat based one.

The newly re-vamped SS Great Britain is open to visitors. I could write pages about the fantastic new conservation processes and how wonderful it is to see her 'floating' with water up to her waterline once again, so she looks as she would have done when sailing. The water is,

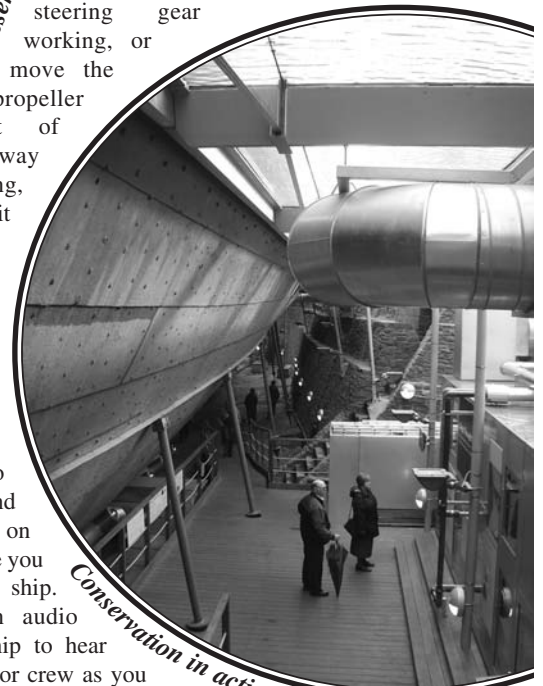
however, just deep enough to ripple in the breeze, and underneath the ship is very dry -

with dry air being blown over the hull to arrest the deterioration of the hull and frames. This, combined with interior work, has made her future very much more secure, and they haven't restricted access to the ship to do it - and you can even see the air-drying machine at work. The interior has been fitted with much more 'passenger space' - bunks, spaces to eat and so on, and gives a very much better feel for what life on board would have been like for the crew and passengers of all classes. Before you get to the ship, you will go through a new museum which is creative and stuffed with artifacts, pictures and information on the ship - you can even steer the ship and watch the steering gear working, or move the propeller out of the way for sailing, and then lower it again and re-engage the engine for motoring! There are original diaries and drawers of passengers' personal items to snoop through, and period hats to try on for a photo before you step aboard the ship. There are even audio guides to the ship to hear from passengers or crew as you explore. A very highly recommended visit, and if the Matthew is alongside, you get a real bonus by getting the chance to explore Medieval sailing too.

Life aboard the ship really does come to life in the reconstructed passenger & crew cabins

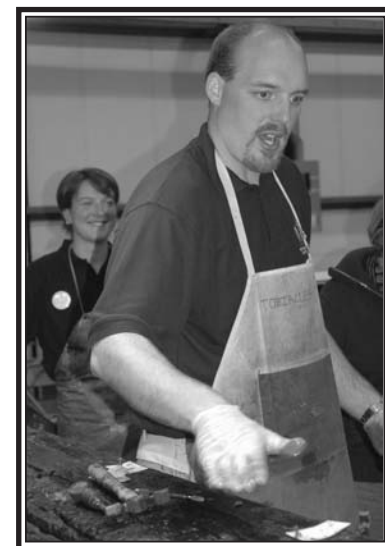


Medieval re-enactment on The Matthew at the quay in Bristol'



Conservation in action at the SS Great Britain

## Pictures from The Open Days





# VICTORY CELEBRATIONS

The Bicentenary of Nelson's epic victory and heroic death at Trafalgar has been marked by maritime events and celebrations up and down the country. The largest was at Portsmouth and closer to home Bristol has also held its festival of the sea.

I was fortunate enough to visit both, although sad circumstances enabled me to visit Portsmouth. Steve Taylor, HTV broadcaster and long term friend of the ship was taken ill and unable to use his ticket for the Portsmouth festival - he let me use it. Steve made the wonderful 'Caught in a Storm' with cameraman and Friends committee member Jerry Cross, and we all wish Steve a speedy recovery.

I travelled to Portsmouth with Jerry and to dodge the traffic we drove to Gosport and got the ferry to Portsmouth. There was something appropriate about arriving by boat, even if it was just the Gosport ferry!

All along the Naval Dockyard quay were tall ships from all over the world. We visited the Portuguese training ship Sagres - with her figurehead of Henry the Navigator who founded the Naval College at Sagres, Europe's most westerly point. The officer of the watch had heard about the Newport Ship thanks to the Timewatch program and was most interested in her Portuguese connections. Moored nearby was the India Naval Training Ship Tarangini, the first ship in the Indian Navy to complete a global circumnavigation. She is India's only training ship but has been so successful that the Indian Navy plans six more so that all Indian Navy officers can train on a tall ship.

There were ships from Russia, Croatia and Poland, we enjoyed the stirring sight of the Dutch 'Europa' coming in under sail with a following rain squall. The festival wasn't just tall ships and Jerry, who owns a Hilliard, was particularly keen to see Arthur Ransome's 'Nancy Blackett', a Hilliard sailing cruiser and the inspiration for the 'Swallows and Amazons' books. Being a part owner of a humble Drascombe Lugger, I was pleased to see the Drascombes so

well represented and in illustrious company too, moored on the same pontoon was a half sized replica of the 6th Century Saxon Sutton Hoo ship. We saw her under sail, and with just one sail she seemed to be very fast. Her builder, Giff, and his wife were in Saxon clothing, frying fish over an open fire. Giff has also built a replica of the bows of the Magor Pill Cray, which we all look forward to seeing properly displayed in Newport soon.



We also came across coracles and a banana shaped Severn Punt (which were used for net fishing in the upper Severn from Medieval days 'til quite recently).

I was really taken with the many unkempt pirates wandering the quays, and thought that this might be a good to advertise the Newport ship.

Having hired the pirate suit many of you will have seen me in from Fancy Dress hire shop 'Danceland', the lady owner supported the ship by selling it to me at a discount, so I can go on promoting the ship.

After Portsmouth, I set off for Bristol with a few hundred flyers, in my Pirate outfit - a free event in the city centre, and therefore very busy. Our first stop was at the Matthew, the replica of Cabot's ship which sailed to

Newfoundland at about the same time as Columbus. The Medieval fair on the quay was fantastic, with weaving, woodworking and archery. What a great way of letting the public get a feel for the period.

A particular treat at Bristol was a replica of the sloop HMS Pickle which brought Nelson's body back from Trafalgar in a barrel of brandy, and gave us the phrase 'getting pickled'!

Walking along the quays, with leaflets and newsletters, I was delighted to arrive at the Llandoger Trow (trows are flat boats which used to ply the Severn and Wye). I had a great day at Bristol and there was a lot of interest in the Newport Ship. As I was leaving, I handed my last leaflets to a young family with Bristol accents - but Grandad was originally from Newport and promised the grandchildren 'I'll take you all over there and show you our Newport Ship'



## PRINCE PHILIP REMEMBERS THE NEWPORT SHIP

Simon Rutherford, in his esteemed position as Chairman of the Friends of the Newport Ship, was invited to the Royal Garden Party at St. James' Palace held this summer especially to celebrate the 200th anniversary of the Victory at Trafalgar and to mark the death of Admiral Lord Nelson. The garden party was especially for the maritime community of Britain. Unfortunately Simon was unable to attend, and Charles Ferris, tireless publicist for the Ship, was honoured and delighted to go in his place. In between the canapés and champagne, and in the most wonderful and historic of surroundings, Charles was introduced to His Royal Highness Prince Philip. Charles explained to His Royal Highness that he was there representing the Newport Ship, and before Charles could explain about the ship, Prince Philip, who has connections to very many ships, historic and modern, immediately said 'Ah, the one found in the mud, in the river bank'. Prince Philip remembered the story of our ship, and in a sea of hundreds of people talking to him about their own different maritime projects, past and present, he knew exactly which one the Newport Ship is.

The Prince was pleased to catch up on her progress, and amongst the Maritime community, once again, the Newport Ship is recognised for her unique place in maritime history - only this time, it's by Prince Philip!



## NEWPORT'S MEDIEVAL SHIP

By Jean Gray,  
Friend of the Ship



As a Newportonian living in Cwmbran, I was so enthused by this discovery that I could not wait to see it. On the second viewing we waited in the queue for several hours. Whilst waiting we were (a) asked to sign a petition (b) asked by Charles Ferris to send a matchstick to Sir Harry Jones, Leader of Newport Council, this was to show what we would end up with if their original plan succeeded (c) given a Save Our Ship sticker to wear.

On getting to the front of the queue we were told we could not go onto the site as we did not have suitable footwear, (open toe sandals, it was the height of Summer). Everyone in the same situation was being offered shoes by those with good footwear. The community spirit and camaraderie was fantastic. This was an early sign of what was to follow.

We had a public meeting at the Dolman Theatre that same evening and there was standing room only, such was the interest in this fantastic find. The next day I sent an Email to the students who had set up a web site with comments on how we should launch an active campaign. Little did I know that one was Charles Ferris' son. As a result, the next morning at 7am, Charles, Sherrie and myself started the vigil. It went on 24 hours a day until on the 23rd August it was announced that money had been found to finance the recovery of our ship. The location of the site could not have been better for our protest, on the riverbank right in the centre of the City. During this time, the people of Newport and much of the UK came to show their support for our action, by tooting the

horns of cars, taxis, ambulances, fire tenders, buses, and lorries. This continued round the clock, night and day. The people of Newport where galvanised as never before, in showing the powers that be that they had had enough of the destruction of their City. Our history was important to all of us and they wanted Council decisions to reflect this.

The archaeologists working in the muddy hole, in cold wet conditions, said how invigorating it was to hear the horns being sounded all day while they worked. We had messages of support from around the world. Archaeologists were astounded at the media coverage that we generated, as this had never happened before.

People came to visit to see the ship from America, Egypt, France, India, Sweden and many other countries; we had to turn them away as the ship, being on a building site, was not open to the public, but they signed our petition as proof that they had come.

During this time we had many frequent visitors. Some wrote us poems; some wrote music and lyrics - in fact, one late evening as the clubs were turning out, we had a musician come by, who sat and wrote a song whilst playing a guitar, we then practiced accompanied by myself playing on the bucket, Dave playing the railings and Tracy on the spoons. There were about a dozen of us there at the time singing and playing away, and those in the bus station seemed to enjoy the performance. Children did paintings which we displayed on the railings and now keep in our archives. We also had plenty of refreshments from thoughtful supporters, and hundred of offers of help. Being out all night for two weeks we all got to know of the nightlife in Newport, a life that we have been profoundly touched by. Many hours were spent in the company of youngsters who lived in squats near to the town centre and they where happy to have someone to talk to and we all enjoyed their company.

Many new friendships where forged during this time and it shall be remembered as a very happy time, all the more so, as we succeeded in our quest to save the Newport Ship in its entirety. We took great delight in toasting our success in champagne on the roadside at 12noon on the 23rd August 2002.



## THE AGM & ANOTHER INSPIRATIONAL SHIP

The Friends AGM was held once again at Caerleon on 22nd October. The business part of the AGM was kept to a minimum, with Simon Rutherford being returned as Chairman, Jean Gray as Treasurer and Emma Lewis as Vice Chairman. Adrianne Jones stepped down after sterling service as Secretary for which we are very grateful, and Ann Horton steps up as our new Secretary - we are delighted to welcome her aboard - Adrianne can be seen handing over the paperwork with great delight at the start of the AGM...

Other committee members and support staff remain in post, including Mike Jones as a s

Membership Secretary, Sheila Dyke on the sales front, Charlie in PR, Jerry Cross, Alan Smith and too many others to mention. Without you, the Friends would not exist at all. Thank you.

We were honoured at the AGM to have an excellent illustrated talk

by the Curator of the SS Great Britain, Shane Casey, seen pictured with the Curator of the Newport Ship, Kate Hunter. Shane gave an excellent talk, and received a grilling afterwards, on the subject of the rescue, conservation and display of the SS Great Britain - a great ship, a great story and a great inspiration. Our thanks to Shane for his time and insight - he transported us through the story of the vessel and those connected with her, and we thoroughly enjoyed the journey.

Whilst we were absorbed by Shane's talk, Kate was impressed with us - the Friends asked questions afterwards on ship construction, conservation, interpretation and recording... from a bunch of civilians moved by the discovery of a 'lot of wood' in the mud, we have become a well informed bunch with more knowledge than you'd imagine on maritime archaeology, conservation and history.



'Adrianne Jones hands over as Secretary to Ann Horton'

Historic Vessel Curators, Shane Casey & Kate Hunter



## TRANSLATION

by Robert Trett.

“Warwick Record Office CR 1998/J2/177

Richard Earl of Warwick and Salisbury great chamberlain on England and captasin of Calais to Thomas Throckmorton our receiver of our lordship of Glamorgan and Morgannwg greeting. We well (will) and charge you that of the revenues of your office to your hands coming you content and pay unto our right trusty and welbeloved Harry Vernan esquire £30 to John Blunte John Owen and other of our town of Cardiff £15 8d for bread, ale and other stuff parcel of the expenses of Walter Wrattisley, Edward Grea Walter Skull? Knights and other of our council late there being also to Thrahawron (?Traherne) ap Merik £10 the which he paid unto John Colt for the making of the ship at Newport to Richared Port purser of the same 53s 4d, to William Toker mariner for the carriage of iron from Cardiff unto Newport for the said ship 6s 8d to Matthew Jubber in money, iron, salt and other stuff belonging to the said ship £15 2s 6d, to Thomas Veyne for the making of the sea wall at Neath £6 13s 4d and over that you retain in your hands to your own behoof and use £20 18s 4\_d for your expenses made in our service within? Of our said lordships as other wise at Carmarthen, Swansea and other places. And thus our writing shall be unto you in that to behalve to fore our auditors at your accompt sufficient warrant and discharge. Given under our signet at our castle of Warwick the 22 day of November the ninth year of the reign of our sovereign lord king Edward the fourth.

R Warwyk”

Richard Erle of warwick and Salisbury grete chamberlain of England and captasin of calais. to Thome Throckmorton our receiver of our lordship of Glamorgan and Morgannwg greeting. We well and charge you that of the revenues of your office to your hands coming ye content and pay unto our right trusty and welbeloved Harry Vernan esquire xxx li. to John Blunte John Owen and other of our town of Cardiff. xliiij s. viij d. for bread ale and other stuffe parcel of the expens of Walter Wrattisley Edward Grea Walter Skull knyght and other of our council late there being. Also to Thrahawron ap merik. xli. the which he paid unto John Colt for the making of the Shippe at Newport. to Richared port purser of the same. lxxij s. viij d. to William Toker mariner for the carriage of yron from Cardiff unto Newport for the said Shippe. lxxij s. viij d. to Matthew Jubber. in money. yron. salt. and other stuffe belonging to the said Shippe. xliiij s. viij d. to Thome Veyne for the making of the sea wall at Neath. lxxij s. viij d. And so that ye retorne in your hands to your own behoof and use. xliiij s. viij d. for your expens made in our service within of our said lordships as other wise at Carmarthen. Swansea and other places. And thus our writing shalbe unto you in that behalve to fore our auditors at your accompt sufficient warrant and discharge. Given under our signet at our castle of Warwick the xxij day of November. the ix<sup>th</sup> year of the reign of our soverain lord king Edward the fourth.

Richard Warwyk

Reproduced with the permission of the Warwickshire County Record Office.

## SHIP'S PAPERS

The newsletter has received kind permission from the Warwickshire County Record Office to reproduce the letter you see here. This important and historic letter was sent by the Earl of Warwick to his receiver, Thomas Throckmorton, dated 22 November 1469, instructing him to provide monies for the making (good) of a ship at Newport, almost certainly our Newport Ship. This is a really exciting development in researching the ship and her place in history, and we're privileged to be able to see it. Many thanks also to our own Bob Trett, who translated the letter into an understandable version for us!