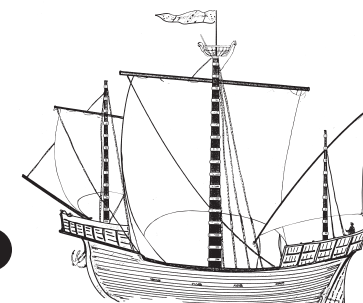




S.O.S.



the Newsletter of the
Friends of the Newport Ship

AUTUMN EVENTS 2006:

Tuesday 17th October 2006

Talk by Lise Brekmee at the St. Jutians Public House, Caerleon Road, Newport (7.30 pm) "Community Archaeology" Learn how to join in! Lise is one of the ship team. She is a Norwegian archaeologist who has also worked in Warwickshire and on excavations at Cardiff Castle.

Saturday 21st October 2006

Annual General Meeting (2.30 pm) at the Rathmel theatre, University of Wales, Newport. (Lodge Road Caerleon) This will be followed by talk by skipper Chris Witts "My life on the Severn". Kate Hutter will also give an update on the work cleaning and recording the Newport Ship.

Saturday 11th November 2006

Ship Open Day (2 - 5 pm)

Tuesday 21st November 2006

Talk by Yardeni Vorst at the St Julian's Pub (7.30 pm) "Roman River Barges in the Netherlands" Yardeni is a Dutch archaeologist and one of the team working on the Newport Ship. Apart from working on the excavation of several Roman barges found in the province of Utrecht, she was also one of the team that excavated the Newport Medieval Ship.

Tuesday 12 December 2006

Social meeting and ship update at the St Julian's Pub at (7.30 pm)

Events in 2007 (please check future newsletters and the website www.thenewportship.com for confirmation)

Tuesday 16th January 2007

Talk by Vassilis Tsiaris At the St. Julian's Pub (7.30 pm) "Maritime Archaeology in Museum Displays" Vassilis is another member of the ship team. A key issue for the Newport Ship is its future display and Vassilis will be talking of his own experience in this field. He is a Greek archaeologist who studied Maritime conservation at Portsmouth and maritime archaeology at Southampton.

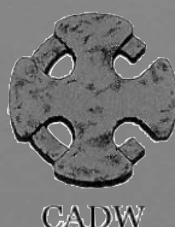
Tuesday 20th February 2007

Talk by Toby Jones At the St Julian's Pub (7.30 pm) "Underwater Exploration in Cyprus" Toby has previously talked to the Friends. He is an original member of the Ship Conservation team, and is an American archaeologist who studied at Texas. He has considerable experience of boat archaeology - on wrecks of river boats in Oklahoma, maritime wrecks in the Gulf of Mexico, and late Roman wreck near the coast of Cyprus. Talk by Matthew Simmonds at the St Julian's Pub (7.30 pm) "HMS Sapphire a 17th century Naval Frigate from Newfoundland" Matthew is a Canadian who has worked on three 17th century sites in Newfoundland. He is also a member of the ship team.

Tuesday 20th March 2007

Talk by Ben Jennings at the St Julian's Pub (7.30 pm) "Lake dwellings in Lithuania" Ben studied maritime archaeology at Bristol University. He has worked on various archaeological sites in the UK, and on Bronze Age sites in Lithuania. He is also a member of the Ship team.

Tuesday 17th April 2007



OUTDOOR EVENTS TO BE ANNOUNCED LATER

Newport Ship Detectives

A new and exciting classroom based workshop has been developed for school children around the theme of the Newport Medieval Ship and life in Medieval Newport. Children will have the chance to try on Medieval costume, create a timeline using numbers and events familiar to them, and to act as a detective using clues to find out more about life on board the ship and in the local town. The workshop is designed to cover many areas of the National Curriculum and is suitable for Key Stages 1 & 2.

These workshops are free of charge. We are available for single 1 hour sessions or alternatively we can provide 4 sessions in one day. Please book early as we expect the workshops to be very popular. For further information and to book a workshop please contact Neil Stevenson, Access and Learning Officer on 01633 215708

No. 9

Autumn 2006

£1.50

Free to Members

Inside this edition

- Ship Detectives
Friends reporting for duty.
- Letter from the editors
A few words from the new Editors.
- The Golden age of Paddle Steamers
Remembering the river kings.
- New Educational Service
A educational officer for the Ship.
- Nine Hours on Steephholm
Visiting the island!
- President's Report
A few words from our President.
- Sailing Viking Ships
The Ship and the Arts.
- Ship team afloat
Raft racing with the Friends!
- Ship Experts Meet
Advisors for the project get together.
- Of Guns, Cannonballs & Harry
Memories of a fine teacher.
- In the Papers
Friends in the media.
- Diary Dates
Upcoming events with the friends.



THE GOLDEN AGE OF THE PADDLE STEAMERS

To leave the bridge without mentioning the golden age of the paddle steamers would leave a large gap in the maritime history of Newport. The Campbell family began its Steamer services on the River Clyde in the 1880's. A series of events resulted in the Campbell Brothers, Peter and Alexander transferring their business from Glasgow to Bristol in the 1890's. Despite fierce competition their business flourished and the golden age of Steamers was here. This came to an abrupt end at the outbreak of World War 1. The fleet was requisitioned by the Admiralty and it was off to war they went as minesweepers. At the end of hostilities the company recommenced its peacetime services which continued through the difficult years of industrial unrest. Albion however was considered unserviceable to recommence sailings she had received a hit at Dunkirk and caught fire, however her engines were considered perfectly fit and she was towed to Ailsa ship building works at Troon, where Campbell's were having a new, paddle steamer built. Albion's engines were fitted to the Glen Gower and she carried those engines until she was scrapped in April 1960 in Antwerp. An excellent model is in the Newport Museum of Glen Gower and is well worth a moment of time to look at. With the commencement of World War 11, the entire fleet was again requisitioned, however only four of these returned. The Ravenswood, Britannia, Glen Usk, and Glen Gower. They were joined by the turbine steamer Empress Queen which had been requisitioned by

the Admiralty immediately after completion of her trials in 1940 and by two new paddle steamers the Bristol Queen in 1946 and the Cardiff Queen in 1947. It was at the end of the 1980's season that the golden age of P & A Campbell Ltd finally passed into History; the floating pontoon u/as quickly sold and towed to Holland for further use. The Empress Queen was the least successful vessel for Campbell and was eventually laid up at the end of the 1952 season. Just after entering commercial service after the Second World War Britannia suffered serious boiler defects and the Admiralty was left to pay for the boiler. She was fitted with a double ended boiler which meant that she had to have a second funnel. The star of the fleet must be the Ravenswood; she gave Campbells 60 years continuous service and served in two world wars. Built for the Bristol Channel trade in 1891 she was the longest serving Campbell steamer and a regular visitor to Newport. She was withdrawn in October 1955 and broken up on the banks of the river she served at Newport in John Cashmore's yard. However, one of Campbell's ships still plies the Bristol Channel - Balmoral, built for the Red Funnel fleet as a car and passenger ferry between Southampton and the Isle of Wight. She was purchased by Campbell's and later joined the Waverley Paddle Steamer Trust to replace the ill-fated Prince Ivanhoe ex [MV.Shanklyn] which sank off Mumbles after hitting an underwater obstruction.

Alan Smith



AN EDUCATIONAL SERVICE FOR THE SHIP

Thanks to Lottery funding the Ship Project now has a "Learning and Access Officer". This is Neil Stevenson. He is an archaeology graduate from Bristol University with an in Landscape Archaeology. Neil has worked in the Dock Museum at Barrow-in-Furness, and has spent lots of time working with school children and community groups. In 2002 he started working for English Heritage at the National Monuments. Heritage Record Centre in Swindon, where part of his work involved working on Community based projects. This included producing a community archive film on DVD. Since arriving at Newport Neil has been working on a full educational service to be launched later this year and which covers all educational years' right through to University and also involves 'lifelong learning". His first project called "Ship Detective" a workshop aimed at younger school children is proving very popular and has lots of bookings. The Friends will be working closely with Neil. He has already put out a plea for more members of the Friends to act as guides on future open days. Neil can be contacted on 01633 215708.

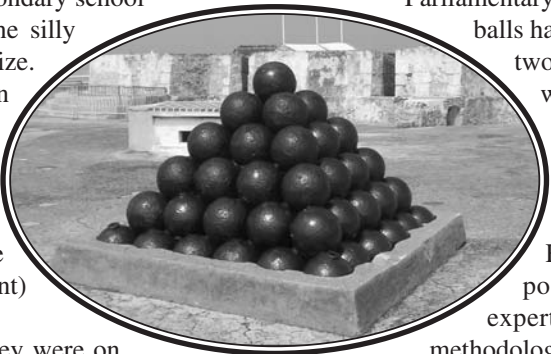


FROM THE EDITORS

We wish to offer many thanks to Emma Lewis for editing the previous newsletters. She is a hard act to follow. Fortunately Emma is still our very active Vice-Chairman and has contributed an article on the recent visit by the Friends to Roskilde. This is the short version of the newsletter, but we hope to produce at least one long version each year, so keep sending us your stories and articles. We are already planning for future editions. We hope this edition will help you keep in touch with the Friends. As you will see we have an extensive and interesting series of talks planned - thanks to members of the enlarged team now working on the ship timbers. The team is made up of archaeologists from across the world, 50 we are now able to give you a programme to rival any University - plus food and drinks. Please support us. The Friends are grateful for donations we have received recently. These include a grant of £650 from Cadw and the Welsh Assembly Government towards the cost of the newsletters, £100 from the Gloucester branch of the Richard III Society after a tour of the Maesglas facilities, and another donation from Charter Housing after hearing a talk on the ship. Nor should we forget the support in kind that we receive from our solicitors FWD Law and our accountants Arthur Gait & Co. Looking back over previous issues of the newsletter it s staggering how far we have come. In September 2002 the ship was still being excavated and the Friends were a pressure group often n confrontation with Newport City Council. Since then the Council has provided the amazing facilities at Maesglas for the recording and conservation of the ship, and these facilities are probably unparalleled anywhere in the world. The Friends are essential to the ship project. Our support has helped to trigger the large grant from the Heritage Lottery. We also assist at Open Days, help publicise and promote the Newport Ship and at the same time we are an independent voice able to act to protect the future of our ship. It is particularly pleasing that the new Mayor, Miqdad-Al-Nuami, and the Mayoress should be our guests at the September Open Day, a far cry from the time when the Council minutes referred to us as "a certain pressure group". Bob Trett and Alan Smith *** You can now contact us by phone by leaving a message with the Ship Project Team. The phone number is 01633 215707 and the new Administrative Assistant, Glyn Bateman, is happy to take messages for us.

OF GUNS, CANNONBALLS & HARRY

Some people you never forget and Harry, his real name, is certainly one of those. A tiny figure who taught History for several ages of the Earth in a tough Newport secondary school and imposed a reign of terror on anyone silly enough to take advantage of his small size. He was an excellent teacher. He retired in the mid-1970's and his retirement plans, as a keen local historian, included an amazing scheme to prove that Parliamentary soldiers had guns and a trench system on Queens Hill during the siege of the castle (a Royalist strongpoint) in 1646. His mode of operation was simple. If they were on the hill, he reasoned, the Royalists would have fired cannon balls at them. So, he knocked on the doors of houses whose backs faced the castle site, explained his plan and offered to dig up their gardens. There were a surprising number of takers for the volunteer gardener who offered to turn their soil to a far depth. He began his work and swiftly produced results. Over a period of about three weeks he discovered six golf ball size cannon balls and two larger, around the size of a tenno ball. I'm not sure that all were mel, but three of the smaller ones bore what Harry assured us was the mark of King Charles 17's armour. There were no marks



on the two larger balls; in fact Harry thought they had not been fired and were simply lost or left behind on Queens Hill by the Parliamentary gunners. He surmised that the smaller balls had been fred from swivel guns with barrels two to three feet long. The larger balls, which weighed at least a kilo (2.2 lbs.) would have needed much larger canon; probably mounted on a proper wheeled carriage, but surely not on the castle walls?? Harry never did find his trench system, possibly because he did not have the expertise to do so and his archeological methodology would make Kate Hunter and her team shudder. His entire store of ammunition went to live in a sturdy shoe box which he popped under his arm as he left our staffroom for ever with a cheery greeting and a farewell to all. I never saw Harry again. Somewhere in the Newport area there may be a shoebox (and maybe Harry) both of which would be of great interest to Newport Museum and the Medieval Ship team. If anyone reads this and recognises Harry (or the shoe box) please contact the Museum or the Ship. Harry's cannon balls would make an interesting comparison with the cannon ball found in our ship.

IN THE PAPERS

South Wales Argus September 11th 2006:

"Record numbers went to the last Newport Ship open day. The August events was attended by more than 1200 people and was the most successful to date, showing massive public support for, and level of interest in, the restoration project. People came from as far as Birmingham to see the 1,700 timbers of the 15th century ship, witch was discovered on the banks of the River Usk in Newport in 2002. Recording work is being carried out in Maesglas thanks to a Heritage Lottery fund grant."

South Wales Argus August 23rd 2006:

"Newport author Terry Underwood [founder member and Patron of the Friends of the Newport Ship] has called on the council and residents to give their support to a threatened museum. Pill Heritage Centre's founder and curator Jan Preece is presently packing up after the building housing the museum was sold at auction. His collection includes wartime memorabilia, photographs and even an air-raid shelter, which he has built up over the last five years. Mr Preece refurbished the interior of the 100 year old former church at s own cost and has received less than £30,000 in European grants to help to preserve the past of Pill. Mr Underwood praised Mr Preece's dedication and devotion to the city by financing the fascinating museum in Alexander Road. He described the sale of the building as "a terrible disaster"."



VOLUNTEER

Mr Eric Channins. A Friend of the Newport Ship. Enthusiastically doing his bit for the ship, working on the timbers.

SHIP COIN REPLICA

This coin is a base silver French "Petit blanc" which was found sealed in a joint on the Newport ship. Deliberately embedded by the ship wrights early in the construction process, it lay between the keel and the stempost, the timber which forms the bow. There is a long tradition among boat builders of incorporating coins into the fabric of ships for good luck. As found, the cross face was facing upwards. It has the latin inscription "SIT NOME[:D:]NI : BENEDITV", which may be translated as "Blessed be the name of the Lord". The face shows the coat of arms of the Dauphin of france, Louis, who became King Louis XI in 1461. The arms are quartered with the Fleur-De-Llys (Lilies of France) and dolphins, a pun on the name of the Dauphin. The Latin inscription reads "LVDOVICS : DPHs : VIE[NE]SIS" (Louis Dauphin De Viennois). It was hand struck in a town called Cremieu in south east France, an area controlled by the Dauphin and circulated throughout France. It was minted in the years between 1445 and 1456 so our ship cannot be older than 1445 and is a clue, but it is not absolute proof of, a possible French origin for the Newport Ship. Replicas of the coin can be obtained from the friends. You can strike it yourself!



fwdlaw associates
your local legal service

conveyancing
will writing
executor services
mediation
business legal services
employment advice
personal injury services

fwdlaw people who care about people
Clifton Chambers, 12 Clifton Road, St. Woolos, Newport NP23 4EW
telephone: 01633 660440

THE SHIP TEAM AFLOAT

Archaeologists from the Ship Project and Charlie Ferris from the Friends decided to enter a raft in the Monmouth Raft Race. The race is held in aid of the St. David's Foundation Hospice Care and begins at Monmouth and finishes 6.5 metres downstream (or quite likely somewhere in between!). Solutia UK Ltd. kindly donated barrels and Parcel Force generously loaned us ratchet straps for the construction of the

raft. We attempted to make the raft resemble a clinker built ship by including a mast step mast, sail, rigging, anchor and planks complete with nails and barnacles. Kate Hunter designed a sail and Mark Holmes temporarily lent us an anchor. We came 33rd out of 81 entries and completed the 6.5 metres in 2 hours 10 minutes. We also managed to raise £257 for the St David's Foundation. Our raft was

one of the better decorated ones a lot of them were not decorated at all! We managed to get a van from the Newport City Council Telford Depot free of cost and the whole raft cost under £5 to build and transport. We were pleased to complete the race but our main goal was to have fun.

Matthew Simmonds



SHIP EXPERTS MEET

Mike Lewis and Kate Hunter of Newport City Council organised a group of ship experts to meet regularly and to advise on the ship project. The group includes both national and international experts' and as many as could come met at the Ship Conservation Centre on 19 July 2006. I was fortunate to be invited as a representative of the Friends.

The experts were introduced to the staff and shown the new equipment being used to record the timbers. They saw an assortment of interesting features on the plans, including "V" and diamond shaped marks inserted at the end of cracks or splits, presumably in an attempt to stop them spreading.

Toby Jones also showed them a suggested reconstruction of the stempost, laid out with the keel, scarf and a rebate for the French coin. Work on the recording is continuing and hopefully future newsletters will bring us up to date on this work.

Much of the discussions related to publication of work on the ship, and the need for both academic reports and popular accounts. The Project archaeologists are working on an article to be published in The International Journal of Nautical Archaeology. This should be a useful summary of the discoveries so far, including work on the objects found in the ship and a number of specialist reports. We will let you know when it is available.

The experts were clearly impressed with the present project, and also discussed how further funding grants could be achieved. The future of the project, leading to eventual display of the ship in Newport, will no doubt involve considerable work and many difficult decisions, but everyone was optimistic that it will be successful.

Bob Trett

NINE HOURS ON STEEP HOLM

Jerry Cross, our travel organiser extraordinaire, is a fund of clever ideas for activities closely or vaguely related to the preservation of the Newport Medieval Ship. When he came up with "a day on Steep Holm my son and I volunteered immediately. All my life Steep Holm has been a fairly constant, but misty, presence on the far side of the Bristol Channel, keeping company of a sort with the much slimmer and lower Welsh island of Flat Holm. The two Holm were used by mariners to align their vessels for the approach to Bristol, so the Newport Ship may have done the same on its approach to the river Usk.

Weston-super-Mare was surprisingly busy and a motley crowd of some forty souls slowly gathered on the key above the "Severn Queen", in which we make the journey to the island. She is worthy of a mention in herself. A splendid example of pre-war Clyde shipbuilding and a veteran of Dunkirk, she moved gently across the water towards Steep Holm at a serene four knots: the better to catch the tide, orbit the island and give everyone a something unexpected on the way back!

The landing beach is the first surprise. I visualised the island as a high bare rock covered in coarse grass: but the cliff above the beach is a profusion of trees, colourful bushes and flowers with a steep path fringed by old buildings that takes you onto the main plateau in only a couple of minutes. My second surprise is the thick rather luxuriant summer mixture of bushes and wind-stunted trees that cover most of the island to a height of around two metres. Others were similarly impressed and also slightly bemused by the mixture of Victorian and 1940's military architecture which presents itself at the start of the plateau. This takes the form of abandoned gun batteries and two nine-ton, 9-inch muzzle loading guns.

We then follow a broad path over springy turf (lots of springy turf) to a pair of buildings, the larger of which is the Barracks and the centre of activities. The Friends of Steep Holm have done an excellent restoration to produce an immaculate building that appears untouched by the many westerly storms it has to face each

year and its neat, welcoming interior is impressive. Lots of movement as chairs are brought outside, water is boiled for tea and various foodstuffs are mustered at the counter in the Barracks' immaculate interior. So, a quick purchase of a guide book, cup of tea, sticky cake and off and out as we all break into smaller groups for our exploration.

The circular walk of the island takes barely 30 minutes non-stop: but that isn't the point. each turn of the route presents different flora, gentle slopes, plunging rock faces, old buildings and abandoned batteries and their guns, plus some surprises. A tiny secret valley with a profusion of trees, bushes, and flowers so dense they hide the rock behind them. All hacked out by 19th Century military engineers and easily missed. Another nine inch MLR gun lying flat in its own hole inside a much later gun emplacement, how did it get there? Pillars of harder rock rising out of the steeply sloping scree of softer rock that tumbles into the sea and, always, always, hundreds of shrieking gulls (30,000 at one estimate) noisily curious about those who intrude into their fortress.

Best of all is the ruined farmhouse on the central ridge of the island and the beam end of the labourer's cottage where the largest tree shades a small natural lawn. Just around the corner are the remains of a religious settlement, being excavated with enthusiasm by some of the Friends and beyond them the gun batteries alongside which we arrived.

Steep Holm is a real multi-faceted surprise and we are looking forward to returning: but I doubt that we'll get such wonderful weather second time around: but we might see the muntjack deer that eluded us (and most of the others) on this visit. The method of leaving the island is interesting if your skipper decides that we are on the very last of the high tide. The "Severn Queen" runs her engines at full power (and full vibration) and shoots back from the beach to begin a fast journey home. The men who built her nearly seventy years ago would have been proud that her hull still brushes off such treatment.

Emma,



PRESIDENT'S REPORT

Dear Friends,

Thanks for making us what we are. It has been another solid year of consolidation and continued development for our Society, with an active programme of events and fundraising, and our chance to participate as the Ship Project continues to thrive. Four years ago the internationally re-knowned Newport Ship Conservation Centre and its expert team would have been dismissed as a fantasy, but now there is talk of storing other waterlogged archaeological artefacts, such as the Milford log boat, here.

Our support is still vital, since demonstrable community involvement and interest are key in the next stages of funding application. (Yes, the grant applications will be going in again next year.) Recording is scheduled for completion in December 2007, and the expert panel will need to advise on conservation techniques and the ultimate display method prior to conservation starting. There is gentle debate on how our Ship should be displayed, but I believe it may probably be re-assembled as it was found. In the current climate our popular support is invaluable to obtain funding, so we need to keep up our involvement.

The Friends are vital to the Open Days as guides and greeters, with over 1350 members of the public attending the last open afternoon, and we were delighted to welcome the Mayor of Newport and his party to the Conservation Centre. As we might expect, the Mayor is fully aware of the significance of the Ship and happy to support the project for its importance as part of Newport's regeneration. As a Newport man, born and bred, I realised I've never formally met the mayor or even seen the mayoral chain up close. I'd like to thank the mayor and his party (for making the afternoon very pleasant and relaxed, and I look forward to seeing them again at future Open Days.

You, as members can play a more active part, either as guides or on the administrative or PR side. If you'd like to volunteer, just get in touch. Currently we need a replacement membership secretary, and I'd like to thank Adrianne and Mike for all their hard work and efficient organisation.

Finally, I'd like to thank all the Committee and helpers for doing a tremendous job. Bob and Alan have put together a great newsletter, and Alan was instrumental in organising the Mayoral visit.

Please complete your membership form and rejoin the Friends, and I look forward to seeing you at the AGM.

Simon

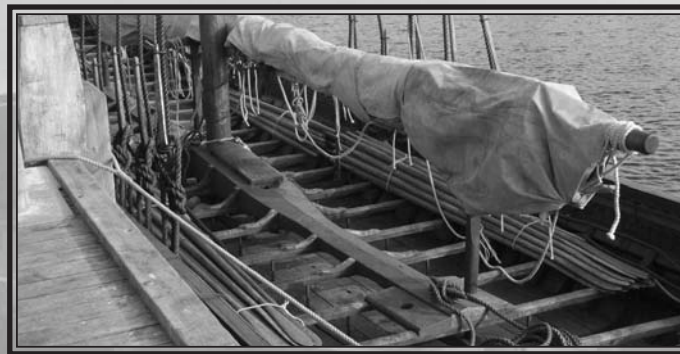
S.C.Rutherford, Chairman

SAILING VIKING SHIPS - THE FRIENDS VISIT TO ROSKILDE



The Friends event of the year has been our visit to the Viking Ship Museum in Roskilde, Denmark, as guests of the Museum's founder's Ole Crumlin Pedersen.

Over many years, and using the same tools, techniques and materials as used for the original ships, an accurate copy of each ship has been made and they look fantastic - just exactly like the ones I remember from school history books but real, solid, sailing vessels, full size and quite breathtaking. They are found afloat, tied up alongside the quay, just as they would have been at Roskilde in the Viking age. With the modern style buildings and people in manly modern clothing around them it's a slightly surreal experience to say the least. Kate Hunter (project leader of the Newport Medieval Ship), Bill Brookes, Jerry Cross, Charles Ferris and Emma, Pamela and Keith Lewis made the trip to Roskilde, and it was the trip of lifetime - even for Kate, and Jerry, who has visited the museum twice before but never had the chance to sail the ships...



Kate's personal tour of the museum brought the whole place and its work to life, and a lot of the work there relates directly to the Newport Ship and the work that will be done on her - to have Kate to explain everything to us meant 'we really had an excellent and memorable visit. Having said this, the real once-in-a-lifetime, childhood-ambition treats were the two sailing trips Ole arranged for us on two of the ships. We sailed as crew, and rowed as crew each time, rowing clear of the harbour before setting sail (thanks to divine intervention, we had perfect weather - the first weekend they were able to sail this year), sailed in the Fford and then returned under oar into the harbour. Thankfully, the crews of each of the ships knew exactly

what they were doing, and made the whole experience not only possible for us, but just wonderful - sailing on Viking waters in a Viking ship, in sight of the old Capital City of Roskilde was so evocative of the era, and we enjoyed ourselves enormously. We were delighted that Ole was able to join us on the second trip, and put us completely to shame with his excellent rowing.



Viking ships are very shallow drafted, so they are difficult to steer - turning the vessels involves 'going into reverse' and of course, square sails are quite different to handle - bracing the sail is an ongoing job, and the vessels are prone to slide somewhat sideways as they don't have a keel. Due to the enormous distances the Vikings rowed, they have a very efficient rowing technique - with a short pause in every stroke. Thankfully, we could all see a 'proper' crew member so we didn't get too far out of time...



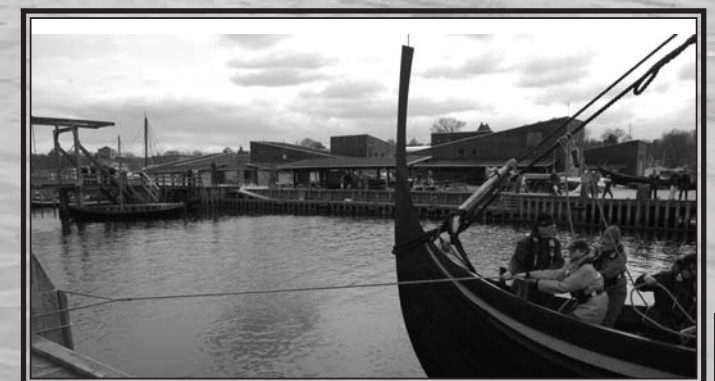
My overall impression, apart from the thrill of the voyages, was the speed the vessels went. We were sailing short handed, with a half novice, half retired crew - even the Danes with us were weekend volunteers and not hardened crewmen as the old Vikings would have been, and both boats were short handed. The speeds we achieved with a non-Viking, half unfit Welsh and English novice crew and light winds were truly impressive, and it was suddenly easy to see how effective the Viking raiding parties would have been before the days of motor cars and mobile phones, by the time the Viking ships were seen by the people on land, it would be a very short time until the Vikings were ashore.



The Viking Ship Museum is worth a visit at any time, but to see the ships sailing, go in the summer months. The Museum and remains of the original ships are worth going to see on their own, and the workshops and educational facilities are inspiring and gave us so much enthusiasm and hope for the future of our Newport Ship.

There are so many other things we enjoyed on our visit - the warm welcome from Ole and the Viking Ship crews (not what they're usually known for..), the fact the trip was so easy as almost everyone speaks English, the Tivoli Gardens in Copenhagen, the wonderful Danish transport system and the very high standard of design of everything, from the furniture to the trains to the architecture. The hostel we stayed in, within the Museum complex, was terrific and the breakfasts and a walk along the waterfront were the best start to the days. I should also mention the food and the beer, which we very much enjoyed - and time, a fantastic and memorable time - with friends.

Emma Lewis



Ole is one of the international panel of experts who oversee the conservation and recording of the Newport Medieval Ship, and a leading light in the world of nautical archaeology - the museum he founded at Roskilde, near Copenhagen, has the very well preserved and beautifully displayed remains of five Viking ships, which now overlook the fjord in which they rested for many centuries.

