

# Friends of the Newsletter Newport Ship March 2018

## Chairman's Introduction

Most of this newsletter was compiled back in early January before I disappeared on an extended holiday, wanting to be reassured that there was plenty of meat on the bones before I left. On my return, there was more to be added and so there's plenty to interest all sorts of different interests from WW1 submarines to a brief history of Newport Bridge.

The Ship Centre is now open (although we had to submit to the adverse weather and remain closed on 3 March) and we look forward to seeing many of you through the season, especially for the special events that we are setting up to provide yet more to tickle your fancies! Please come along and support the extra displays, especially as we are a location you can visit whatever the weather throws at us!

*Phil Cox, Chairman: [chair@newportship.org](mailto:chair@newportship.org) 07411 149678*

## Ship Centre Opening 2018

The Friends of Newport Ship now open the Ship Centre to visitors every Saturday until mid December. Also every **Friday** and **Bank Holiday Monday** from **Good Friday 30 March until 2 November** (half term)

As ever we do need more help to ensure that we have sufficient members at the Centre to tell our stories and entertain our visitors. If you can assist for a few hours on our regular open days, please get in touch with me.

## Your Personal Data

As from 25 May 2018, new regulations regarding the management of personal data by all organisations – including small charities like FoNS – come into force.

These require us to audit all personal data that we hold, define how we use it and 'process' it, and most importantly require us to have YOUR specific permission to hold it and use it.

We will be contacting all members whose details we currently hold to ask you to **positively confirm** that you agree to us holding and processing your data for the specific purposes that we will detail in the email/letter as appropriate. **The form is at the bottom of this newsletter – please fill it in and return it as soon as possible.**

***IF YOU DO NOT POSITIVELY RESPOND TO OUR REQUEST WE WILL NOT LEGALLY BE ABLE TO CONTINUE TO SEND YOU NEWSLETTERS AND OTHER INFORMATION ABOUT THE NEWPORT MEDIEVAL SHIP PROJECT.***

## Fundraising 1 – Newport Uskmouth Rotary Draw

Once again, we are participating in this annual draw – which means we will be selling raffle tickets to everybody to whom we can reach out. There are a dozen excellent prizes and in past years we have always achieved a very good percentage of success for our own buyers. Tickets are available now and have to be returned by 25 April.

This draw represents almost 10% of our annual income, but we do need more people to sell tickets as well as buy them. If you can sell to family, friends, workmates and even strangers, please get in touch. Every ticket that we sell directly benefits FoNS.

£1 Tickets are available from committee members, volunteers and also at the Ship Centre, and, as in previous years we will sell via post. Please send your name, address, phone number and a cheque (payable to FoNS) to Phil Cox (FoNS), 5 Goodrich Grove, Newport, NP10 8SY for multiples of £5 and I will write out your stubs and if you want the tickets sent back, then you can have them.

If you win the big cash prizes you could always consider donating half of it back to FoNS and claim gift aid!



## Footnote

The phrase 'Footloose and fancy free' has nautical origins. The bottom of the sail is known as the foot of the sail, if it is not secured it may become footloose



## This Month's Feature

*As mentioned in the last edition, I delved into 'A Topographical Survey of Medieval Newport' and was fascinated. We have so much history of this town/city of which, as a late arrival into Wales, I have been unaware. I was so intrigued that I thought that others might also like to read, or re-read some sections – or perhaps buy their own copy to browse the whole book – available in the Ship Centre!*

**Newport Bridge** (reproduced from *The Monmouth Antiquary 2009-2010* with kind permission of the author, Bob Trett and the Monmouthshire Antiquarian Association)

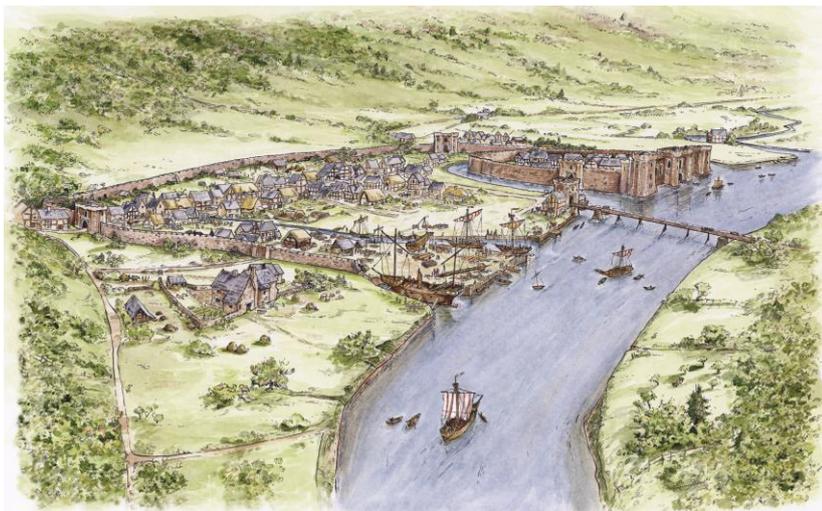
Newport Bridge has stood on approximately the same site since a bridge was first built, probably in the 12<sup>th</sup> century. The original bridge would have been built of timber – there was no stone bridge until 1800 AD, when William Coxe noted it was under construction.

Before the bridge was built there may have been a ferry crossing - but the depth of tidal mud almost certainly precludes the possibility of there having ever been a ford. The lowest point down river where it is now possible to ford the river at low tide with any degree of safety is to the north of Caerleon Bridge. The river level and the river course have fluctuated over the centuries, but there is a narrowing of the Usk valley at Newport Bridge, so that the river would have always remained fixed at this point.

To the east of Newport Bridge a ridge of land from the direction of Christchurch Village slopes down to the river. A Roman road from Caerwent to Caerleon would have left this ridge on the east side of Christchurch, but after the building of Newport Bridge in the Middle Ages the road through Christchurch would have been an important route across South Wales between Chepstow, Newport and on to Cardiff and West Wales.

To the west of Newport Bridge the land gradually rises along Newport High Street, and rises more steeply up Stow Hill. The low level of the road up Stow Hill compared to the houses on the west side of the road is indicative of an ancient road or trackway. In the Middle Ages the road appears to have split west of St Woolos. One route went down the hillside towards a crossing of the Ebbw River and then on to Cardiff. The other route headed along the Stow Hill ridge and on towards Bassaleg and Caerphilly. These routes can be seen on early 19<sup>th</sup> century maps of the area.

There is no evidence that the main Roman road across South Wales (later referred to as the Julia Strata) ever crossed the river at the site of Newport Bridge, and the obvious route was for it to cross the river at Caerleon. In 1910 the Newport historian James Matthews repeated a claim made by earlier antiquarians that in 918 AD a battle was fought between the Welsh and the Saxons at a ford across the River Usk at Newport. This is based on a brief mention in the Welsh chronicle *Brut y Twysogion* that in about that year "the action of Dinas Newydd had taken place" but there is nothing to link Dinas Newydd (New Fort) with the later Newport.



Possibly the earliest record relating to the bridge is in a grant of 20 acres near the bridge of Novi Burgi (Newport) and near the River Usk to the monastery of St Peter at Gloucester. This grant was made sometime between 1072 and 1104 AD. There is also a reference to a bridge at Newport in 1185 AD when the Pipe Rolls (the annual audited accounts of the king) have a reference to repairs of a bridge at Novi Burgi. After that there are a number of references to the bridge, and in 1418 AD Bishop Edmund Lacy of Hereford was offering an indulgence (i.e. remission of

punishment due for sin) for anyone who contributed towards the repair of the fabric of the bridge.

In 1486/7 there was a ferry across the river whilst a new bridge was being built and John Leland mentions the wooden bridge over the river sometime after 1533.

Newport Bridge was the key to controlling traffic up the river and crossing through south Wales. It would have limited the size of ships going to Caerleon – ultimately ensuring Newport's pre-eminence in the area.

## Newport's Brush with WW1 German Submarine

On October 4th, 1918, the *SS Hirano Maru*, on a voyage from Liverpool to Yokohama with 340 passengers and general cargo, was sunk by the German submarine UB-91 (captained by Wolf-Hans Hertwig), 200 miles South of Ireland (SW from Pembrokeshire). 292 persons were lost. Nothing was known about the eight whose bodies were washed ashore between 4th and 29th November 1918 and recorded in the Burial Register of Dale Parish Church. Because of the uncertainty of their identity, the War Graves Commission was unable to maintain the grave. The Memorial Cross was erected by the people of Dale.

Victims of the sinking, among others, were Yokohama Specie Bank sub-manager S. Ujie, his wife and three sons, together with bank employee Takashi Aoki and wife his Sueko.

*SS Hirano Maru* was built by Mitsubishi Dockyard, Nagasaki in 1908 and owned at the time of her loss by Nippon Yusen K. K., Tokyo, was an ocean liner of 7936 tons

**SM UB-91** was a German Type UB III submarine or U-boat in the German Imperial Navy during World War I. She was commissioned into the German Imperial Navy on 11 April 1918 as SM UB-91.

UB-91 was surrendered to Britain on 21 November 1918 at Harwich. After the armistice, all captured German



U Boats were brought to the port of Harwich from where they were filled with Royal Naval crews and sent to tour various ports of Britain to show them off to the public. UB91, under the command of William Brooks visited Newport in January 1919 with the event being recorded in the *South Wales Argus*, making much of Brookes and the fact he was the son of a Blaenavon collier.

William was initially tasked with taking a U Boat to Plymouth but instead asked for command of UB91 which was bound for the Welsh ports of **Newport**, Cardiff, Swansea,

Port Talbot, Pembroke Dock and Milford Haven, eventually being broken up in Briton Ferry in 1921.

King George V presented her deck gun to the town of Chepstow where it was incorporated into the war memorial, specifically to honour William Williams, a native of Chepstow who was awarded a posthumous Victoria Cross whilst serving with the Royal Navy at Gallipoli.

Brookes continued to serve in the Navy until April 1920, when he was placed on the retired list at his own request. In 1926 he was promoted to the rank of Lieutenant Commander (Retired).

At some point Brookes move to Australia and in March 1940 was recalled from retirement to serve in Royal Australian Navy for WW2. He mostly served in shore based training bases such as Melville and Penguin but for a time did serve as the Commanding Officer of HMAS Kookaburra, an anti submarine training vessel.

William Brookes' naval career finally ended on 20<sup>th</sup> January 1947 when he was removed from the naval list, having reached the age of 60. For his service in the Great War he was awarded the 1914/15 Star, British War Medal and Victory Medal. For his service in WW2 with the Royal Australian Navy he was probably awarded the War Medal and Australian Service Medal.

*Thanks to both Tim Dowle and to Viv Head for this snippet. Viv's book on Sailing Vessels of the Bristol Channel is available from the Cabin at the Ship Centre*



## On the subject of Submarines ...

There's a new project being started up by the Royal Commission commemorating the U-Boat War at Sea 1914-18 around Wales. Newport Council and FoNS have agreed to host the exhibition at the Ship Centre towards the end of 2018 when it is ready for public viewing. This is likely to include talks, events and exhibition panels. We will be meeting with RCAHMW over the next few weeks to see what we can do.

If you have any stories of family or friends that concern WW1 and the U-Boat War at Sea, then we would be delighted to collect them and pass them to the Royal Commission for inclusion in the project.

More news when we have it!



Comisiwn Brenhinol  
Henebion Cymru  
Royal Commission on the Ancient  
and Historical Monuments of Wales

## Mataro Votive Ship Model

*When a group from FoNS went across to the Basque country some 18 months ago, our patron, Charles Ferris lashed out and bought a kit to create a model of the Mataro Votive Ship – Charles Ferris tells us more....*

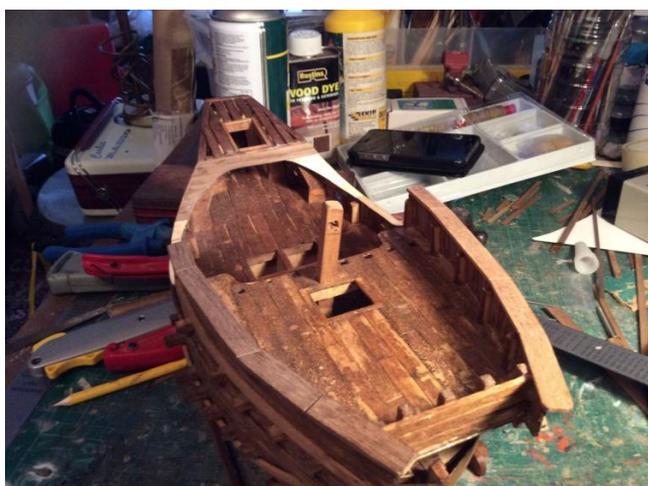
It's strange with The Ship, a lot of things stuck in my mind years before her discovery, which had relevance later. I wonder if she was trying to tell me something before she was unearthed! One strange thing was my buying a construction kit by Imai listed as the Catalan Ship in their catalogue. Usually kits that I buy stay in their box awaiting construction, but I was much taken with this kit and although I say it myself, I didn't do a bad job on it. Once constructed, it had pride of place, out of the way on top of my wife's prized Grandfather Clock escaping the fate of the still unmade Bismark and Graf Spey. I don't know when it disappeared, it survived the birth of our two sons but I think she came to grief in our one and only move to date in 1983. When we discovered the Newport Ship I really regretted not having that model to hand to show our growing fan base what a medieval ship looked like. This was a kit I'd bought in the late 70s early 80s. Imai had ceased



trading and despite searching hard, there weren't any old stock to be had- the last one that had appeared on the internet went for over £100! At least I'd learnt the significance of the model, The Catalan Ship being copy of the Mataro Votive Ship which dates from the same time as our own Medieval Ship. Votive models were hung up in churches as an act of thanks, maybe for a safe passage or in the hope of a blessing for future expeditions. It is safe to assume that the Mataro Votive was built by a shipwright of the day, and as there is very little surviving source material of how ships appeared; the model is of great importance. It has a history in its own right, Mataro is a small town near Barcelona, and somehow the

model was taken from the chapel there and ended up in an antique dealer's gallery in New York in the 1930s. It was then purchased on behalf of the Prince Hendrik's Maritime Museum in Rotterdam where it is one of the most treasured models on display in a collection that numbers over 1,000.

Two Years ago we visited the Basque Coast to see the progress of The San Juan under construction by the Albaola group, a ship about 100 years younger than ours, but with many similar features being from the same place of origin. Imagine my excitement when strolling past a superb model shop in San Sebastian to see a kit of the Mataro Votive Ship in the window! The proprietor said that it was a kit he was reserving for a customer and couldn't sell it to me. I tried to explain its relevance to The Newport Ship but I wasn't getting too far when I remembered a tip from an old used car dealer, "Let the Money Talk!" and



pressed 100 Euros in his hand – fortunately this turned out to be about the going rate for this kit. Unlike its plastic predecessor, this kit is a museum quality wooden replica and beyond my capabilities of construction.



Back home I contacted Gregg Heathfield, who with his Father are renowned for their model making skills at the Barry Model Boat Society. They have very generously taken on the kit to help out Ship Project as a visual aid to explain our Newport Ship.

As you can see, they are doing the kit justice and we hope to have it on display at the Ship Centre in the near future. It is a bit of a departure for the Heathfields as most of the models are of modern powered vessels. On visiting them I was amazed to see a 12 foot model of an aircraft carrier on the dining room table, so large that it is powered by a motor taken from a disability scooter! Ours is a static model but will help to explain the maritime architecture

of the time of The Newport Ship thanks to the kindness and craftsmanship of the Heathfields.

### **Obituary: The Rt Hon. the Lord Crickhowell (Nic Edwards)**

There has been much recently published in national newspapers about the passing of Lord Crickhowell, know to us as Nic Edwards, friend of the Newport Ship project.

Although I never met him, I am aware that Nic supported FoNS and was instrumental in getting Charles Ferris and I in front of HRH's Private Secretary which resulted in Prince Charles' foreword to our new Guide Book.

As a director of Associated British Ports, he was also key to the ongoing financial sponsorship that FoNS receives from that company, alongside our few other corporate sponsors.

I have been digging through old lists to try and pick out how Nic was drawn in to our project. I believe that it was from a contact at Oxford University who was in touch with our curator, Dr Toby Jones who was then introduced by Nic to others at Bristol University which in turn led to the 2014 conference there 'The World of the Newport Ship'. Toby recalls telephone calls from Nic to the project for progress reports and also visits.

### **Fundraising 2 – Sponsor the Chairman's Wife for the ABP/Newport 10km**

Following her spirited performance at the Cardiff Half Marathon back in October, the chairman's wife **Naura Cox**, is now signed up for the ABP Newport 10km run on 29 April 2018.

To spur Naura on to achieve a new personal best time in this event, we are asking members and visitors to sponsor her for either a fixed total amount or for a per km amount. Seeing that she completed the Cardiff Half in 3 hours 11 minutes, we have no doubt that she will finish, but will she come in under 2 hours?

Sponsorship forms are now at the Ship Centre and any other pledges can be sent either via email to [chair@newportship.org](mailto:chair@newportship.org) or via post to 'Naura's 10km Run', c/o Newport Medieval Ship Project, Unit 20 Estuary Road, Queensway Meadows, Newport, NP19 4SP.

### **An Introduction to Maritime Archaeology – M-Shed, Bristol – 28 April 2018**

Learn how shipwrecks and other underwater sites are investigated and recorded, and discover what happens to the objects that are found. Led by Dr Toby Jones, Curator of the Newport Medieval Ship Project.

More at <https://www.bristolmuseums.org.uk/m-shed/whats-on/introduction-maritime-archaeology/>

### **Victoria Nao International Congress: 5-6 September 2018, Donostia-San Sebastián**

Participation in this international event is offered to everybody. It covers the study and analysis of Magellan's Victoria nao's technological context, in the period of the first round the world journey.

Our own Dr Toby Jones will be presenting alongside other experts including Xabier Agote from Albaola reporting on the progress of the San Juan replica.



## FoNS Events 2018

We are currently building our events lists for 2018. We will be hosting a number of 'special events' at the Ship Centre, and we are already getting booked up for events out at about, both near and far, to spread the word about the project and encouraging greater footfall at the Ship Centre

<b><i>At the Ship Centre</i></b>	<b><i>All evening events will now take place on Saturdays</i></b>
7 April, 2 June, 11 August and 6 October	<b>The International Guild of Knot Tyers</b> visit the Ship Centre. This group has members across the country and we hope to see a wide-ranging set of skills.
17 February, 7 July and 15 September	<b>Cardiff Garrison</b> visit the Ship Centre
April/May tbc	Drama at the Ship Centre
<b>Saturday 26 May</b>	Music Night featuring Danielle Lewis & Mark Purnell
June tbc	Talk
July tbc	Comedy Night
August tbc	Talk
September tbc	Music Night
<b>Saturday 29 September</b>	AGM
<b>Saturday 8 December</b>	Christmas Fayre
<i>There are lots of ideas for 'themed' days at the Ship Centre and for evening events to draw new audiences into the Ship Centre. If you have any ideas, please let us know and we can see what we can do. If you feel that you can participate in any such themed days or events, or even organise it for FoNS, then please get in touch</i>	
<b><i>Out and About</i></b>	
<b>3-5 May</b>	St Fagan's
<b>5 May</b>	Radyr Fete
<b>12 May</b>	Swansea Maritime Museum Festival
<b>19-20 May</b>	Hanse Festival, Kings Lynn
<b>30 June</b>	Tintern Fete
<b>7 July</b>	Monmouth Show
<b>14-15 July</b>	Tewksbury Medieval Fayre and Battle Re-enactment
<b>28 July</b>	The Big Cheese, Caerphilly Castle
<b>3-11 August</b>	National Eisteddfod
<b>11-12 August</b>	Harlech Castle 'Pirates of the Cambrian'
<b>11-12 August</b>	Spetchley Park (M5) Medieval Fayre
<b>22-23 September</b>	Caldicot Castle Medieval Festival
<b>3 November</b>	Newport Chartist Fayre
<b>24 – 25 November</b>	Ludlow Medieval Christmas Fayre

For further information on any of these events, please contact Rob Kenny at [events@newportship.org](mailto:events@newportship.org).

# The Friends of the Newport Ship

(Registered Charity No. 1105449)

## Data Privacy Policy

The Charity holds personal data for all of its members. This comprises title, forenames, surname, address, contact phone numbers (both land line and mobile) and email addresses as advised by the member. Additionally we hold subscriptions paid over the last 3 years and a marker to indicate whether the member has registered for GiftAid. As from May 2018, we will also hold the date on which consent was given for the processing of personal data.

This information is held to allow the charity to communicate information regarding the ongoing conservation project (newsletters), annual or extraordinary meetings, lectures, field trips, other events in the ship centre, events in other venues, social events and to record the payment of annual subscriptions. Bank account details are collected if a member wishes to pay their annual subscription by standing order but these are not recorded once the appropriate form has been forwarded to the member's bank and the first payment received, after which the physical form is destroyed.

The remaining information is held electronically but is off line and password protected.

Within the society the information is accessed only by officers of the committee. It is not shared with any third party.

### Data Retention and Right of Erasure

Details are removed when a member fails to renew after 2 years from the annual renewal date of 23<sup>rd</sup> August. Additionally, if a member who formally requests removal of their data from the database, it will be deleted and no other records kept.

### Processing of Data

The following actions are performed on the data held:

Creation of mailing lists for the normal management of the Charity. These will be for electronic communications (email) and for physical mailings for specified purposes

The GiftAid data will be shared with HMRC in order to claim back the tax that members have paid and are specifically allowing us to claim.

### Consent

FoNS is undertaking an exercise to validate and improve the data that is held within the Membership Database. The new regulations regarding Data Protection (May 2018) require that 'data subjects' give their positive consent for their data to be recorded, held and processed in accordance with this Data Privacy Policy.

All members are required to positively respond with their consent in written form (i.e. physical paper with the member's signature) to allow FoNS to continue to serve the member with the benefits of membership.

### Appeals Procedure

Enquiries and complaints should be addressed in the first instance to the Secretary via email to [secretary@newportship.org](mailto:secretary@newportship.org). If the matter is not satisfactorily settled, the next level of appeal is to the Chairman by email to [chair@newportship.org](mailto:chair@newportship.org). Further appeal would be to FoNS' external auditor and moderator who would liaise with the Charity Commission. The ultimate right of appeal is to the Information Commissioner's Office.

