



# Friends of the Newport Ship

# June 2019

## Update from the Chairman

Bob Evans [chair@newportship.org](mailto:chair@newportship.org)

The Friends' activities have continued at a frenetic pace since the last newsletter and there is plenty of progress to report as you can see from this very full edition.

A few congratulations to begin. To Councillor Charles Ferris on his election as Deputy Mayor of Newport, to curator Toby Jones on becoming a British Citizen and to Naura Cox on running the Newport marathon for us. Well done all!

If you have visited the Ship Centre recently, you will see that we have reorganised the displays ready for a major redesign later this year. A new storage area has been constructed above the cabin which allows a tidier floor space and better stock control. We have ordered new roller doors and hope to see them installed soon.

Our advertising campaign has borne fruit and we welcomed over twenty newcomers to our Volunteer training day on 30th March, many of whom have already begun to make an impact, not least Alison Smith who has taken over as our Newsletter Editor. We also have a number of younger recruits; FONS is now accredited as a D of E Scheme partner – see Charlie Tanner's article below - and we will be providing work experience for a further three volunteers this summer under the Go Wales scheme.

We are delighted to be hosting the Royal Commission exhibition on the WW1 U-Boat Campaign and you can read about this later below.

We also hosted a very successful Intertidal Archaeology course run by Professor Martin Bell as part of the Living Levels Project. We are working closely with them on other ventures including an oral history project run by Marsha O'Mahoney and on a joint 3D display of the Newport Ship, Barlands Farm boat and others.

Toby Jones and I have held various discussions with York Archaeology Trust and the Mary Rose Trust about accelerating the freeze drying of our remaining timbers and we hope to have new arrangements in place shortly. The Friends have agreed to support some of the preliminary work on reassembly of the Ship timbers including funding a second 3D model of the dried timbers and cradle. We are bidding for funding to develop an integrated 3D database of all the Ship data which will be required to inform the reassembly process.

Finally, some numbers. Although the first half of the year is traditionally our quiet time, we have already welcomed 1,171 visitors since the last AGM, including 307 school visits. That compares to 2,186 visitors in the whole of last year. Lewis Griffith's Scouts promotion has been a remarkable success. We have given 20 talks and attended 7 outside events. And we have generated revenue of £17,151. Not a bad start to the year!

**Advance notice: our AGM this year will be on Saturday 5<sup>th</sup> October, rather than 28<sup>th</sup> September as previously announced.**

## Latest news on the Ship

### A message from Dr. Toby Jones

Dear FoNS members,

It has been a busy few months here at the ship centre.

We collected 108 dried timbers from our conservation contractors (York Archaeological Trust) in March and brought them down to the ship centre. They are now safely stacked away inside the second timber store. This means that over 70% of the ship is now dried! Thanks to all the FoNS volunteers who helped with the unloading of the timbers, many of which were very heavy!

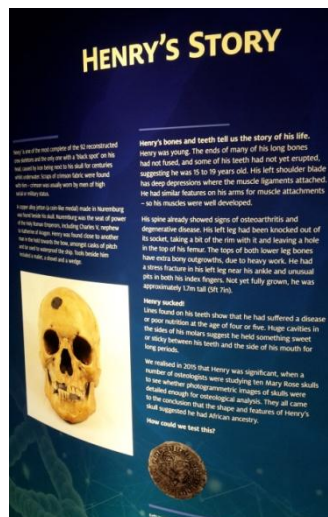
We have inherited a substantial amount of high-quality mobile library racking from the closure of Ringland library and have put it to good use holding our ever growing maritime archaeology and history book collection.

We recently received approximately 200 relevant books and journals from the Brunel Institute (part of the SS Great Britain Trust).

In other conservation news, Dr. Eric Nordgren is continuing the iron artefact conservation work, with most of the iron artefacts nearing completion.

The Goldcliff Bronze Age boat plank is now on display in the ship centre – you can find it in the new display case near the lectern.

We also recently laser scanned a skull for the Mary Rose Museum. The scan data was used to create several 1:1 scale crystal clear 3D printed skulls, one of which is on display with the other being used as a foundation for 3D facial reconstruction.



And finally, on a personal note, I have recently been naturalised as a British Citizen which seems a fitting way to mark 15 years on the Newport Medieval Ship project!

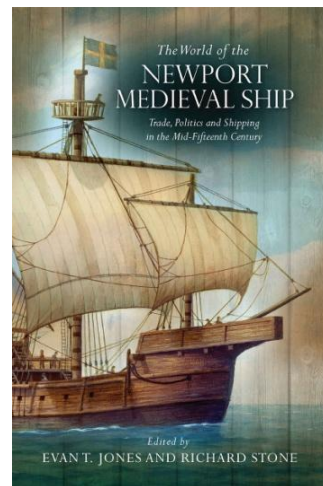


## World of the Newport Medieval Ship

Last year you may remember the Ship Centre hosted the launch of 'The World of the Newport Medieval Ship' which brings together all the current research and knowledge relating to both the Ship and the maritime history of that period.

The book is a must read for anyone interested in medieval or maritime history or for those who want to better understand the ship and the world in which it sailed. Make sure you get your copy.

They are on sale in the Ship Centre or you can purchase a copy from Amazon.



## Duke of Edinburgh's Award (DofE) and the Newport Ship

**Charlie Tanner aged 14**

The DofE programme enables young people like myself to gain experience and life skills by undertaking expeditions, physical activities, developing skills and volunteering. I am currently working to achieve my Bronze DofE award and working with the Newport Ship will enable me to complete the three month volunteering section of the award.

I answered an advert in a local magazine asking for volunteers to help with the Newport Ship. It seemed like a good opportunity to combine my interests and contribute to my DofE.

I have an interest in history and study history at school and I am always curious about different aspects of it. However maritime history is new to me.

On my first visit to the Newport ship I met Lewis Griffiths and Bob Evans who welcomed me enthusiastically and agreed for me to join in and to help with my DofE.

I find it inspiring to learn about the history of the ship, the people who would have seen it originally and the places that it would have visited. I realise that the ship now has a second history since it was found in all that mud and I can be involved in this as part of my volunteering.

I hope to be able to help in the shop, promote the ship project by telling my friends and by being invited to write this article.



Upon my first visit to the ship it was great to be allowed to touch the preserved timbers. I learnt about the ship's history and was amazed at the scale of the preservation work. I held the cannon balls which were found on the ship and was very impressed by the craftsmanship. I thought that they had been carefully rounded by hand so many years ago. The story of finding the Petit Blanc coin hidden in the keel was amazing because it was and is so valuable and is one of only six known coins of this type.

I also hope to contribute to the display boards for visitors by researching and presenting information about the armaments on the ship and learn more about the conservation techniques.

The ship is very inspiring and I am encouraging everyone to visit.

## In search of the Hulc.....



A gold Angel from the reign of Edward IV,  
showing a Hulc on the obverse

In the last newsletter, I included a photograph of a carving in the Chapter House of Salisbury Cathedral – a Noah’s Ark with the clinker planking upside down and the strakes gathered to the prow rather than hooded into the stem.

These features are characteristic of a vessel called a Hulc. But what is a Hulc? In later times the word hulk was used to describe an old or dismantled vessel but in medieval times a Hulc was a distinct type of vessel like a cog or caravel.

The Newport Ship presents us with many enigmas. A large clinker-built vessel with three masts, two decks, a transom stern and rudder, it does not readily fall into any of the categories of ship known in mediaeval times. It is not a cog or a “keel” (a double-ended clinker ship), or a caravel or a carrack. It stands alone. We cannot easily point to an image in a manuscript which corresponds to our Ship or, for the moment, identify its presence in the historical record. But our vessel definitely exists: we have 17 tonnes of timber to prove it.

Imagine the opposite circumstance: a vessel for which we have many images in medieval documents and plenty of references in historical records, but no archaeological remains. Another enigma, to the extent that some authorities now doubt whether it really existed. This is the Hulc.



There are frequent references to Hulcs in medieval documents and they appear to be important trading vessels in the 13th and 14th Centuries. In 1235 a license was granted to the abbot and monks of Neath Abbey for their ship, 'Le Hulc' to sail safely to England with merchandise to trade<sup>(1)</sup>. When the nuns at Neath Priory had to evacuate and move to Gloucester in the 14th Century they did so in their own “Hulc”.

Customs officers recorded the type of vessel berthing at their ports and 12th Century records for Billingsgate in London refer to “Hulcs” and suggest that they paid a lower rate of duty than “keels”, presumably because they carried less cargo. By the 14th Century however, Hulcs were paying higher dues than keels and the presumption is that they had become larger vessels. Certainly, by the time of the Newport Ship, Hulcs had come to dominate the Hanseatic Baltic trade at the expense of the smaller cog. Some historians have suggested that this was because the cog hull form could not be adapted to carry large volumes of salt, grain and timber in overseas trade<sup>(2)</sup> whereas the Hulc could be adapted to be larger and to carry additional masts.

An interesting idea, but one which is difficult to test given the lack of archaeological evidence.

What were the distinctive features of a Hulc? There is a form of vessel which is seen frequently in carvings and images, which has two odd features.

### Matthew Parris Life of St Thomas of Canterbury



First, the clinker planks are reversed so that the lower plank overlaps and is nailed to the upper plank – known as reverse lapstrake. This is very evident in medieval illustrations because the line of nails is on the top edge of the plank rather than the lower. The other feature is that the strakes are not hooded into the stem and stern but curve upwards to finish in a horizontal collar at both ends.

There are over 200 known medieval images which correspond to what we think is a Hulc-shaped vessel. One of the best known is the illustration of the White Ship (which sank in 1120 with the son of Henry I on board) shown in John of Winchester’s manuscript of c1140.



Some images appear to show a later form of the Hulc with a post or plank keel at the stern. They were so common that the Angel coin struck by Edward IV and contemporary with our own ship has an image of a Hulc on the obverse.

The result is something that looks a bit like a banana in medieval images. In reality, the structure would provide a wide beam and roomy hold and would therefore be an efficient merchant vessel.

Reverse lapstrake construction may appear odd to those used to more conventional clinker construction, but it is still used today in Bangladesh and the Far East. There was a fashion for reverse lapstrake in early 20th Century sailing yachts when it was held to offer advantages of stability and speed. McGrail<sup>(3)</sup> has also pointed to evidence from 20th century Bangladesh boats which suggests that the hull planks are straight and do not need to be shaped or curved as in a keel or cog. This would allow straight runs of sawn planking to be used, reducing cost and construction time.

Just such a vessel is illustrated on the 1295 town seal of New Shoreham in Sussex, which was also known in medieval times as "Hulcmouth". So we have a link between a name and an image. This is only one reference to be sure, but that is more than we have for many other medieval terms.



Our problem is that although archaeology has uncovered keel-type vessels, cogs and other uncategorised vessels like our own Ship, it has not so far turned up anything which we can confidently identify as a Hulc.

A few 10th Century strakes of possible reverse lapstrake were uncovered at Bull Wharf at Queenhithe in London, but not enough to give evidence of the hull form. Other finds of reverse lapstrake may be individual strakes on a vessel which was otherwise conventionally constructed. In Joe Flatman's database<sup>(4)</sup> of maritime vessel finds, there are 831 catalogued in Northern Europe, but none of them can unambiguously be identified as a Hulc.

The absence of remains has led some authorities to doubt whether the Hulc existed at all as a separate hull type. They argue that the term applies to some other characteristic of a vessel. This is a possibility, though the number of historical references and images is hard to ignore. I know from my own work on church carvings, that medieval images are usually surprisingly accurate, even if we do not understand what they are showing us.

Furthermore, the treatment of Hulcs as a separate category for customs purposes suggests they were sufficiently distinctive to be recognised by the most hard-bitten official.

It is equally possible that there are remains out there still waiting to be discovered. The number of medieval vessels known is still small compared to the total which existed. It is striking that, although we know of 70-80 remains of cogs – a ubiquitous medieval ship type – none of them have yet been discovered around the UK. Cogs must have been a common sight around our shores and it is inconceivable that none of them foundered in our waters. The same must be true of Hulcs. They may be waiting to be found.

The third and most likely explanation is that the Hulc design evolved over the centuries and became something different. Authorities such as Ian Friel<sup>(5)</sup> and Jonathan Adams<sup>(6)</sup> and Charles Stanton<sup>(7)</sup> are inclined to this view. Early Hulcs may indeed have included the “banana boat” features of the medieval images. Later, as shipwrights considered ways of increasing the cargo-carrying capacity of vessels there may have been a coming together of the Hulc design with that of the cog. Christensen<sup>(8)</sup> suggests that the model ship found in the German church of Ebensdorf, which dates from around 1400, exhibits features of both vessels. Adams argues that the strake alignment special to Hulcs would have suited the development of large fore and stern castles, for example the vessel on the obverse of the Angel coin. In his view, by the end of the 15th Century, the term Hulc would be applied to any large clinker-built vessel.

On this basis our own Newport Ship is a Hulc, although I will suspend judgement on this until we find a reference to her in the historical record.

This article is a contrast between two extremes of knowledge. One is a tangible find with no historical record as yet. All we know about the Newport ship comes from archaeology. Yet that is a great deal. We know about how the ship was constructed, how it sailed, what cargo it carried and much about the diet, lifestyle and skills of the men who sailed her. In contrast, for the Hulc, we have a rich historical and iconographic record, but no certainty that it ever existed as a distinct and different hull form.

In 1960, Noel Hume made a famous remark about “archaeology as handmaiden to history”. As I have often argued, the Newport Ship reverses this taunt. Archaeology has shown that it can be a lot more effective at proving and explaining what actually existed than the written record. It is something we should always bear in mind. Despite all our knowledge about our Ship and the maritime archaeology of the 15th Century, our ignorance is far greater. Who knows what we will know in another hundred years?

#### Notes

1. Roderick, A.J. and Rees, W. (eds.) 'The Accounts of the Ministers for the Lordships of Abergavenny, Grosmont, Skenfrith and White Castle', South Wales and Monmouth Record Society. 2 (1950), p. 25.
2. Heinsius 1986 and Vogel 1915. Heinsius was the first to identify the New Shoreham seal with the Hulc.
3. Sean McGrail Early Ships and Seafaring -European Water Transport 2014
4. J Flatman PhD thesis 2007
5. Ian Friel “The Good Ship” 1995
6. JR Adams A Maritime Archaeology of Ships (2013)
7. Charles D Stanton Medieval Maritime Warfare (2015)
8. A R Christenson The Ebensdorf Ship Model of 1400 (2012)



## Fundraising news

### Raise free funds for us every time you shop online!

**Amazon Smile** – support Friends of Newport Ship every time you buy something through Amazon. Look out for the ‘Eligible for AmazonSmile donation’ on the product page. Millions of products are eligible for donations and every time you buy one Amazon will make a donation to us at no cost to you.

In order to take advantage of this opportunity go to **smile.amazon.co.uk** and select Friends of Newport Ship as your chosen charity. You can use your existing Amazon account but to qualify for the donation you must shop through the AmazonSmile website rather than the Amazon.co.uk website. Don't worry though, both the look of the screen and the shopping experience are the same! Bookmark the page on your computer or laptop to make sure you always shop on AmazonSmile.

If you use Amazon on a smart phone you may want to delete your existing Amazon.co.uk app. There is currently no app for AmazonSmile but you can share the website to your phone by tapping the share button at the bottom of the website and then tapping the ‘Add to home screen’ icon. You will now have an AmazonSmile icon on your home screen which you can use in exactly the same way as the Amazon app with the added benefit that Amazon will donate a percentage of the purchase price to FoNS!

**Easyfundraising** - don't forget that if you shop online you can sign up to [easyfundraising.org.uk](http://easyfundraising.org.uk) to support Friends of the Newport Ship.

All you need to **do is go to:**

**[www.easyfundraising.org.uk](http://www.easyfundraising.org.uk)**

Enter Newport Ship in the ‘Search for a cause’ box and then follow the onscreen registration process.

When you shop at over 3,000 online stores, including John Lewis, M&S, eBay, Argos, the retailer sends us a free donation at no cost to you.



## Opening days and FoNS events 2019

The Ship Centre is open to visitors from 10.30 to 16.00 (last admission 15.30) on the following days:

<b>Fridays</b>	<b>From 12 April to 29 November</b>
<b>Saturdays</b>	<b>From 2 March to 30 November</b>
<b>Bank holiday Mondays</b>	<b>6 May, 27 May, 26 August</b>

## At the Ship Centre

There are lots of ideas for 'themed' days at the Ship Centre and for evening events to bring in new audiences. If you have any ideas, or if you want to take part in any of the events or organise an event, please get in touch with Rob Kenny at [events@newportship.org](mailto:events@newportship.org)

Date	Event
<b>19 April – 30 June</b>	<b>Forgotten U-Boat War around the Welsh Coast 1914 – 18</b> The Ship Centre is hosting the Royal Commission for Ancient and Historic Monuments Wales exhibition showcasing a collection of stories that have particular relevance to Newport and South East Wales
	<b>A series of talks by Andrew Hemmings BA(Hons) FCILT</b> , local author of <b>Secret Newport</b> , featuring Heritage Lottery Funded films and remembering the Newport 'Honour Roll' for the Mercantile Marine and Royal Navy.
<b>Saturday 11 May</b> <b>10.00 – 11.00</b>	<b>Newport and the Sea</b> - ships, sailors and survivors in WW1
<b>Wednesday 15 May</b> <b>19.00 – 19.50</b>	<b>Newport and the Sea</b> – Newport Docks disaster and recovery 1900 – 1950
<b>Saturday 18 May</b> <b>10.30 – 11.30</b>	<b>Newport and the Sea</b> – Sailors, submarines and sacrifice in WW1
<b>Saturday 25 May</b> <b>18.00 – 23.00</b>	<b>Open mic fundraising night</b>
<b>Saturday 8 June</b> <b>14.00 – 16.00</b>	<b>Sailing Pilots of the Severn Sea</b> – building on his family experiences <b>Bob Parfitt</b> will tell his tales of the competition for trade.
<b>Saturday 22 June</b> <b>20.30 – 21.30</b>	<b>This boat can be our symbol</b> - the discovery and twenty-first-century life of the Newport Medieval Ship. <b>Simon Hickman</b> reviews his M.Phil dissertation that focused on the social history of our project
<b>Wednesday 3 July</b> <b>19.00 – 21.00</b>	<b>Somerset-Wales Maritime links in the Medieval Period</b> – talk by Philip Ashford
<b>TBA</b>	<b>Music night with the Ian Phillips' Big Band</b> – we welcome the Jazz and Swing band back to raise the roof at the Ship Centre. Dancing is encouraged!
<b>Friday 16 August</b> <b>Saturday 17 August</b> <b>10.30 – 16.00</b>	<b>Family fun day with story teller</b>
<b>Saturday 5 October</b>	<b>FoNS Annual General Meeting</b>

## Out and About

We have a number of external events lined up both near and far all aimed at spreading the word and encouraging more people to visit.

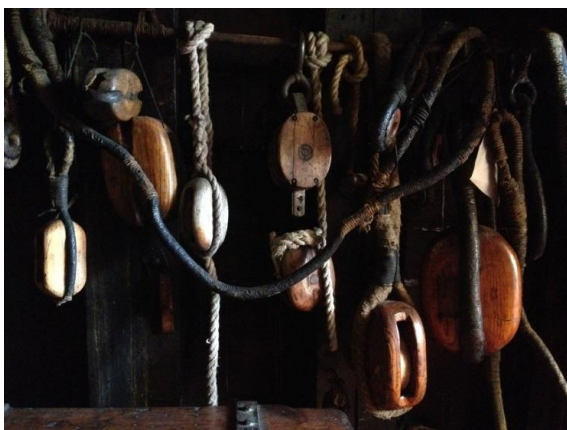
Date	Event
11 May	<b>Swansea Local &amp; Family History Fair</b> organised by Swansea Historical Association at the National Waterfront Museum. This is a free day of expertise and information to help visitors find out more about local and family history.
8 – 9 June	<b>Barnet Medieval Festival</b> - centred around the re-enactment of the Second Battle of St Albans 1461 and the Battle of Barnet 1471, Barnet Medieval Festival is London's only medieval festival of its kind.
6 July	<b>Monmouth Show</b> - an annual celebration of the best of our local community – rural trades, talents and tastes.
13 – 14 July	<b>Tewkesbury Medieval Festival and Battle re-enactment</b> - centred around the re-enactment of the 1471 battle, this huge medieval fayre brings together history in a wonderful setting.
10 – 11 August	<b>M5 Living History Show, Spetchley Park Gardens, Spetchley, Worcester</b> – including re-enactors covering Ancient Greeks, Romans, Medieval, Vikings, Napoleonic, American Civil War, WW1 and 2 and many more. A large traders' area can supply anything from a new string for your longbow to a tasty burger plus there is a large beer tent and food traders catering for all tastes. A great family day out.
17 – 18 August	<b>Bosworth Medieval Festival</b> - this is a great full day family event, with not just the battle re-enactment, but jousting, a medieval market, children's games, large living history encampment, author talks & book signings and entry to the award-winning Exhibition.
24 – 26 August	<b>England's Medieval Festival, Herstmonceux Castle, Hailsham</b> – billed as the largest medieval festival in the UK, it includes re-enactments, jousting, activities for kids, medieval banquets, music and dance and stage shows.
31 August – 1 September	<b>Ancient Oak Medieval Fayre, Cambridge</b> – entertainment includes: Horsemen of the Knight performing trick/stunt riding and jousting, Devilstick Peat the jester, Pentacle Drummers, Viking and Medieval re-enactment battles, Out on a Wing falconry, facepainting and more.

## Nautical terms explained

### Rats & Ratlines

Rats were a common pest on board ships. Seamen often hunted them for entertainment and then ate them, reporting they tasted nice and delicate and as good as rabbits.

Ratlines are the small lines tied across the shrouds (lines that support the mast) used to climb to the yards & masts. Sailors on a sinking ship may have climbed up the ratlines as a last desperate action and 'ratlines' became known as a word to describe escape routes.



### Chock a Block

Chock-a-block is a nautical term relating to a pulley system. Pulleys on ships are called blocks.

When there is no more rope left on a two or more pulley system (block & tackle) the blocks jam together because the system is raised to its fullest extent. This makes the system chock-a-block.

## Get out and about this summer at a maritime festival

### Bristol Harbour Festival, Saturday 20<sup>th</sup> – Sunday 21 July 2019 FREE

From the SS Great Britain into the heart of Bristol there will be music, dance food markets, water display teams and circus acts.

The Harbour will host special on-water displays, including the arrival of three very special tall ships, The Etoile Molene, Irene and Iris.

The headline act on the water will be the Power8 Sprints.

There will be something to delight and entertain all members of the family.

<https://www.bristolharbourfestival.co.uk/>

### Whitstable Harbour Festival, Saturday 3rd August 2019 FREE

Craft in the harbour will range from a Bronze Age replica boat to the latest high-tech racing dinghy. Boat rides will be offered on A 45 foot ex-naval launch belonging to the Maritime Volunteer Service. Visitors will be able to learn about the restoration of the town's iconic Oyster Yawl, the Gamecock. On the beach local Bodgers will be demonstrating how to build a coracle, and the equipment used by the Coastguards and RNLi will be on display. There will be information on marine life and habitats and how to protect marine environments. For children there is a boating pond with radio controlled model boats and rides on a model steam engine along the quay. This is a great celebration of Whitstable's maritime history and future.

<https://www.whitstablemaritime.org.uk/news/>

## U-Boat Project Wales 1914 – 18 Commemorating the War at Sea

From Easter until the end of June the Ship Centre has been partially taken over by the U-Boat Project team who provided displays and presentations about how Wales and the Welsh people experienced the Great War at sea.

This is a fascinating project and well worth investigating if you are unable to get to the Centre to see the display or attend the talks.

The U-Boat Project 1914–18 is using the latest underwater imaging techniques to reveal wrecks from the Great War and support communities to seek out the previously untold stories about their ancestors' experiences.

Seventeen wrecks around the coastline of Wales have been scanned and the team have uncovered the stories behind their sinking. Two 3D-printed 'touch models' of two of the wrecks, the DERBENT and U 87, were on display in the Centre.

The stories really bring the wrecks to life. One of them concerns the sinking of a wooden schooner called the ETHEL by U 91, 19 miles off the coast of Pembrokeshire which was carrying a cargo of coal from Cardiff to New Ross.

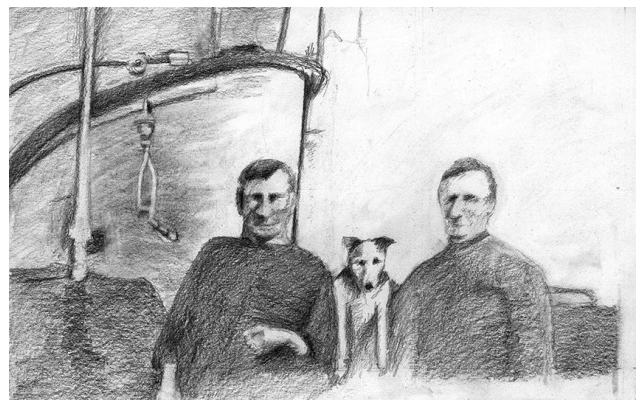
The crew spotted the U-boat and abandoned ship, escaping into lifeboats. The crew of the U-boat climbed aboard to search the ship for provisions before attaching detonators and setting fire to them, causing the ETHEL to sink.

But they also found the ship's dog, which the crew had abandoned in their haste to escape. The dog was a small wire haired terrier. The German crew adopted the dog and named her Lotte. According to diaries Lotte stayed with the submariners for the remainder of their patrol around Wales.

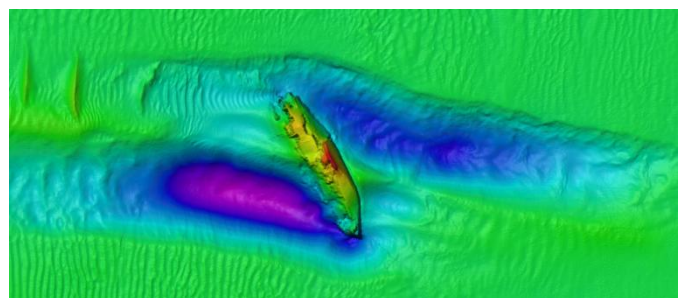
One of the wrecks scanned is the APAPA, which was a passenger steamship built by Harland & Wolff at Glasgow in 1914. She was used by the Elder Dempster Shipping Line for the West African Mail Service. The ship had left Sierra Leone in convoy in early November 1917.

Two miles north of Port Lynas, the ship was torpedoed by the German submarine U 96.

Forty passengers and 37 crew members went down with the ship. Seventy-nine passengers and 95 crew members managed to board the ship's six lifeboats, which were later taken in tow by two steam drifters.



Artistic impression of Lotte between two prisoners on board U 91 © Crown Copyright RCAHMW / CBHC

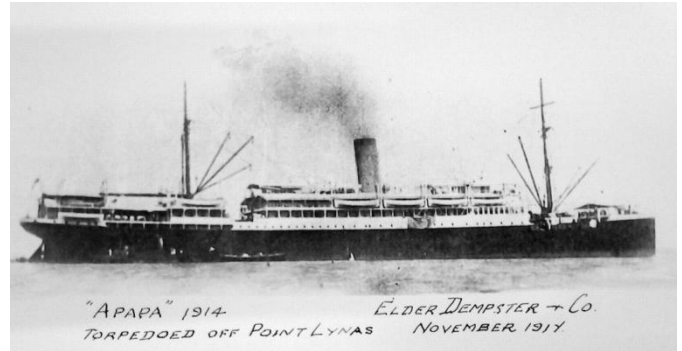


Multibeam sonar scan of the APAPA © SEACAMS, Bangor University

The wreck of this vessel now rests upright on the seabed, with its bow pointed towards the coast, off Point Lynas, Anglesey.

If you want to know more about this exciting project, check out the website where you can explore the wrecks and find out about the fate of their crews.

<https://ubootproject.wales/>



Historical photograph of the APAPA © Merseyside Maritime Museum and Archives

## Other news

### A special birthday present for Toby Jones, our Curator

**Charles Ferris, Patron of the Friends of the Newport Ship, describes how the committee and volunteers joined together to show their appreciation of the work that Toby does.**

Some while ago I was really pleased to get a kit of the Mataro Votive Ship constructed and displayed at the Ship Centre.

When thinking about a suitable plaque to describe the model I thought it would be a great idea to get hold of the silver five ECU commemorative coin depicting the Coca De Mataro on the obverse and an early medieval ship on the reverse.

John de Caux, whose son Luke had helped with the final touches of the kit's construction, succeeded in sourcing a coin via the internet. We had this set into the name plate of the model and it certainly does the model justice.

This handsome coin, a little larger than an English Crown, was struck in 1996 and continues the historical maritime theme popular on Iberian Commemoratives over recent decades.

I noted that Toby was very taken with the coin and, knowing that he had a special birthday coming up, I asked John to see if there were any more available.

John came up with a particularly interesting example complete with its original cardboard wallet, as issued by the Spanish bank, and its own numbered certificate. Inside the wallet was a well crafted wooden case housing the coin. All this adds to its collectability. John had certainly come up trumps.

As we owe Toby so much for his dedication to "Our Ship" it was only fitting that this should be a present from all of us, so the committee along with all of the weekend tour guides clubbed together to cover the cost of the coin as a token of our gratitude to "Our Curator".



**Happy 40<sup>th</sup> Toby!**

### A very well deserved reward

In April Jerry Cross was presented with a Peter Power print of the ship in recognition of his long standing contribution to preserving the Newport Ship and for his hard work on behalf of the Friends.

The print was presented to Jerry by Charles Ferris, Patron of the Friends of the Newport Ship.

