

# **Fish and Ships Conference**

## **Abstracts**

### **Sailing the Severn Sea in the mid-fifteenth century**

*Ralph Griffiths (Swansea University)*

The Severn estuary and its approaches were the haunts of traders, pirates and, during the Wars of the Roses, of ships engaged in maritime politics. Contacts with ports overseas – from Ireland to Iberia – were frequent. The fortunes of port-towns, and their political allegiances during the civil war, provide a third context.

### **Shipping in Medieval Society**

*Mark Redknapp (Amgueddfa Cymru-National Museum Wales)*

In the Middle Ages, ships were the main vehicles of trade, of exploration and of conquest. They were the drivers of technological change and scientific discovery. Each represented a gamble for its owners and a risk to those who sailed in her. This paper will explore these themes and illustrate them with contemporary archaeological discoveries.

### **Recording and Modelling the Newport Ship**

*Toby Jones (Newport Ship Team)*

In 2002, the mid-fifteenth century Newport Ship was carefully excavated and then dismantled into its nearly 2000 component timbers. Since that date every timber, with its detailed toolmarks, fixings and scribings has been meticulously recorded using 3D digital technology. These digital records are now enabling the original form of the Newport Ship to be modelled on computer and by producing and re-assembling exact 1:10 scale plastic models of each component.

### **A Day in the Life: A Master Gunner aboard the Mary Rose**

*Julie Gardiner (Wessex Archaeology)*

This paper will attempt to paint a picture of the life on board a Tudor ship of a Master Gunner by drawing together evidence from the skeletal remains of a specific individual and the gun beside which he was found, combined with the wider evidence of gunnery equipment, ship structure and personal possessions.

### **Too many ships! The Barcode Wrecks, Oslo**

*Jostein Gundersen (Norwegian Maritime Museum)*

During 2008 and 2009, the Norwegian Maritime Museum excavated 15 boat and shipwrecks from a construction site in the city centre of Oslo. The large number of wrecks forced us to use other methods and perform the excavation much faster than we would have done with only one wreck.

## **From St Cuthbert to the Beauchamp Pageants; depictions of ships and the sea in the golden age of manuscript illustration**

*Joe Flatman (University College, London)*

Drawing on the collections of the British Library explored in my book 'Ships and Shipping in Medieval Manuscripts', the paper will discuss the changing technological and social details of vessels depicted in such manuscripts from the 12<sup>th</sup> to the 15<sup>th</sup> centuries AD.

## **Public Engagement with the Newport Ship**

*Neil Stevenson (Pitt-Rivers Museum, Oxford)*

Since its discovery in 2002, the Newport Medieval Ship has generated huge interest amongst the general public. This presentation will look at some of the ways the project has engaged with schools, volunteers, and non-traditional and hard-to-reach audiences.

## **Mapping and Dating Fishtraps in the Severn Estuary**

*Toby Catchpole (Gloucestershire County Council)*

The Rapid Coastal Zone Assessment of the foreshore of the English Severn estuary has identified hundreds of fishtraps from aerial photos. In recent months, a selection of these sites has been the subject of detailed survey and dating. This paper will explore the regional variation and evolution of this remarkable group of sites dating from the last 1000 years.

## **Fishweirs and coastal communities in northwest Europe**

*Dr. Aidan O'Sullivan (UCD School of Archaeology) and Dr. Vincent Bernard (CNRS, University of Rennes, Brittany)*

This paper will report on the results of a Irish-French collaborative research project funded by the IRCHSS/Éigide Ulyssess programme, investigating prehistoric and medieval fishweirs in northwest Europe, particularly in France and the British Isles, where coastal communities constructed, used and abandoned fishweirs of regionally varying character, form and antiquity. The paper will discuss the various strategies for catching the fish in estuarine and coastal tidal waters; how these weirs were constructed and used; who owned and managed them and the implications of these remarkable archaeological sites for our understanding of the life and traditions of medieval (in particular) European coastal communities.

## **The Medieval Origins of Commercial Sea Fishing in the North Sea**

*James Barrett (McDonald Institute, Cambridge University)*

This paper will report on the results of a Leverhulme-sponsored project investigating offshore fishing by communities around the North Sea. It will look at the strategies for catching the fish, the sites where they were processed and the trade in 'stockfish', which formed a staple food in the medieval European diet.

## **The Fish Trade in medieval and post-medieval Wales and the Marches**

*Rick Turner (Cadw)*

This paper will present the historical and archaeological evidence for the bringing the catches of fish from the sea to the table. It will focus on salmon, lampreys and herring, and show how they were transported to and traded in the market towns of Wales and the Marches, then onto the kitchens of the monasteries and great houses of the region.

## **Cooking and Eating Fish in the Middle Ages**

*Peter Brears (Food Historian, Leeds)*

Christian feasts and fasts ensured a year-round demand for fresh and preserved fish. A wide range of recipes have survived from the Middle Ages to show how ingenious cooks were in preparing fish dishes for the royal and aristocratic table. Here they were served and eaten with great ceremony.

## **Battered but Unbowed; 20 years work in the Severn Estuary**

*Nigel Nayling (Lampeter University)*

This paper will be a personal reflection based on the excavation and analysis of the Barland's Farm Roman Boat, the Magor Pill Wreck and the Newport Ship as well as numerous fishtraps in the Gwent Levels. It will consider the advances made in understanding 'Fish and Ships' over the past two decades and what challenges will be faced over the next 20 years.