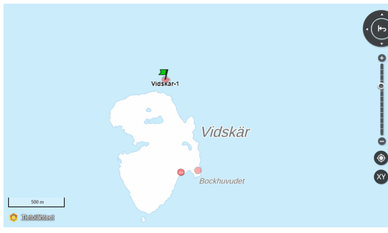


Vidskär 1 (Parainen) MVID#2284

The wreck of Vidskär seems to have been a 15 m long sailing ship built of softwood with glue seams, which was ballasted when it sank. The artefacts lifted from the ship have been dated to the 14th-17th century, and the preliminary radiocarbon dating to the 14th century. The remains of the ship are in two parts: under the pile of ballast stones about 11-12 m. in depth and as loose planks and e.g. anchorage about 25 m. in depth.

Location (WGS84) and date of last inspection: Lat: 59° 54.8640' N, Lon: 21° 27.7191' E // 5 July 2024
Depth & Length & Direction: 11-25 m, about 16m, collision direction about 100°/280°
Research team and reporter: Topi Sellman and Markku Luoto
Research material: https://masdownload.mikrojebe.fi/kahet/2284_Vidskaer-1/
Link to the Antiquities Register: https://www.kyppi.fi/palveluikkuna/mjreki/read/asp/r_kohde_det.aspx?KOHDE_ID=228..
Link to this page: https://www.mas.fi/fi/julkaisut/hylkyehte-merialue/vidskar-1-parainen-mvid228..

Location on the map in relation to other ancient remains



Performed research procedures

The purpose of the study was to supplement the 3D ontology of Baltic Sea wrecks collected by the Finnish Maritime Archaeological Society. The wreck was located with the help of GPS and the Kyppi fi service coordinates, which hit the lower part of the wreck directly. The area delimitation of the wreck area also covers the structural parts of the deeper part well. The wreck area was investigated by oblique echo sounding and diving, and only with non-destructive methods, as the visibility was excellent. The wreck was filmed with 4k video (Topi Sellman) and 4k & FHD stereo video (Markku Luoto). The imaging was carried out at structural parts and artifacts from a distance of less than a meter, which means that the resolution of the image is better than that of the human eye at a similar distance. Parts of the connecting base were photographed 2-3m. from a distance. A small flux sample was taken from the larger structural part (annotation #9) on the northeast side of the ballast pile for radiocarbon dating, the results of which can be seen in the attached image. In addition, the quality of the wood material and the fastening methods of the structural parts were observed in general. A 3D model was made of the entire wreck area, with a total of 10,091 images, and the resulting 3D model has more than 30 million polygons, about 1.8 GB in size. The version uploaded to Sketchfab had to be reduced to about a quarter of full resolution. The images on this page are taken from the 4k footage shot by Luoto and Sellman. All source material and results can be found in the "research material" link given above.

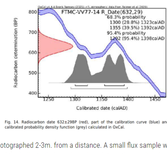


Fig. 14. Radiocarbon date 632±29BP (red), part of the calibration curve (blue) and the calibrated probability density function (grey) calculated in OxCal.

Item description

The depth of the bottom is around 11-12 m in the shallowest part. and the deepest remains were found at about 25 m. from depth. The wreck is badly disintegrated and its only surviving parts are probably under the ballast stones. The ballast pile is almost east-west, but nothing stands out from it, based on which one could conclude which end is the bow and which is the stern. A few ends of arches and planks can be seen between ballast stones. Wooden structural parts can be seen about 15 m below the ballast. from the trip. Of the scattered structural parts, only the anchor block (annotation #5) and bottom block (annotation #6) and possibly a piece of the bow/stern transom (annotation #7), half of the pump pipe or the water chute coming from it (annotation #13) and a piece of the bow transom (annotation #) can definitely be identified 14). The only visible artifact is apparently a metal (bronze?) cauldron (annotation #11). The soap sample taken from the larger structural part (annotation #9) on the northeast side of the ballast pile appears to be softwood, with the soap trace being pale.

Previous studies

The wreck was found while inspecting the recovery site for loose finds (two bronze three-legged cauldrons, SMM62003: 1 and 2) in 2003 (report). A trial excavation comparable to surface excavation was carried out at the site in 2007 (report), when a Prussian jug (SMM82007) was also found. The objects recovered from the wreck site can be found in Finna et al. with codes:



- SMM62003:1
- SMM62003:2
- SMM82007:1

It is interesting that the inner rim of the thinner cauldron (SMM62003:1) has the same casting mark as the cauldron still at the wreck site. In that second cauldron (SMM62003:2) that has already been lifted, a fragment can be found in the same place, which refers to a similar sign that was there. From this it could be concluded that all three cauldrons were cast in the same place.



Preliminary interpretation

Our preliminary interpretation is that it is the wreck of an old sailing ship with a seam. Based on the erosion of the wood material and the complete corrosion of the iron parts, it is very likely that the wreck has been submerged for more than 100 years, i.e. it is a solid ancient relic. Furthermore, as can be seen from the adjacent AMS dating interpretation, preliminary and exclusionary AMS radiocarbon dating places the wooden material of the wreck strongly (over 90% probability) in the 14th century - possibly even earlier.

The interpretation of the material is still in progress, but the keel line of the wreck, which appears to be quite intact, is probably about 15 m long. However, since it is buried in the sand, it is only a rough estimate. On the basis of the arches peeking out between ballast stones, it is not possible to make an informed assessment of the type of vessel, but the stepped bottom log found on the lower slope points to a vessel with a glulam seam. The soap sample and the light soap mark indicate a vessel made of softwood. The size of the windlass refers to a smaller ship and brings to mind the equivalent of the Jussarö-VI wreck tentatively dated to the end of the 15th century. There is also a piece of plank on the lower slope, which is more than 60 cm wide.

In our opinion, softwood material and glue-jointed construction technique refer to the shipbuilding tradition of the northern Baltic Sea, but this preliminary interpretation may change when samples of the ship's wood material are obtained in further studies for naturalistic origin analyses.

If 25 m. the structural parts in the depth turn out to be oak, so it is worth considering whether they belong to the same wreck.

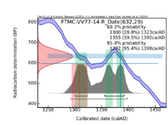
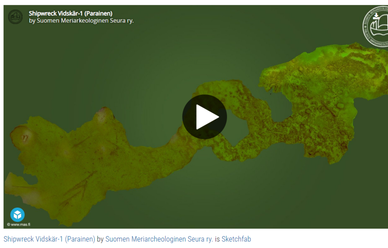


Fig. 14. Radiocarbon date 632±29BP (red), part of the calibration curve (blue) and the calibrated probability density function (grey) calculated in OxCal.

3D model of the wreck



Shipwreck Vidskär-1 (Parainen) by Suomen Meriarcheologinen Seura ry. is Sketchfab

Pictures of the wreck (pictures can be enlarged by clicking on them with the right mouse button and selecting "open in a new tab)



Block of anchor game



Cauldron from above



Bottom log



Bricks and ballast stones



Special material



Stepped arch piece



Tail/bow part?



Ballast stones through the eyes of a diver

Last edited on August 20, 2024

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