

## Järvenkari (Haapa Islands) MVID#1131

The wreck was a flat-seamed ship made mainly of softwood, with unusually weak side arches. In addition, the shape of the ship suggests that it was used on inland waterways, typically rivers, carrying light but bulky cargo such as fodder and grain. The radiocarbon profile of the wood material, dating back to the mid-18th century, raises the question of whether it was a cargo ship of the Russian Navy.

**Location (WGS84) and date of last inspection:** Lat: 60°16.483' N, Lon: 27°11.653' E // August 25, 2023

**Depth & length & direction:** Approximately 21m, approximately 28m and keel line approximately 160°/340V

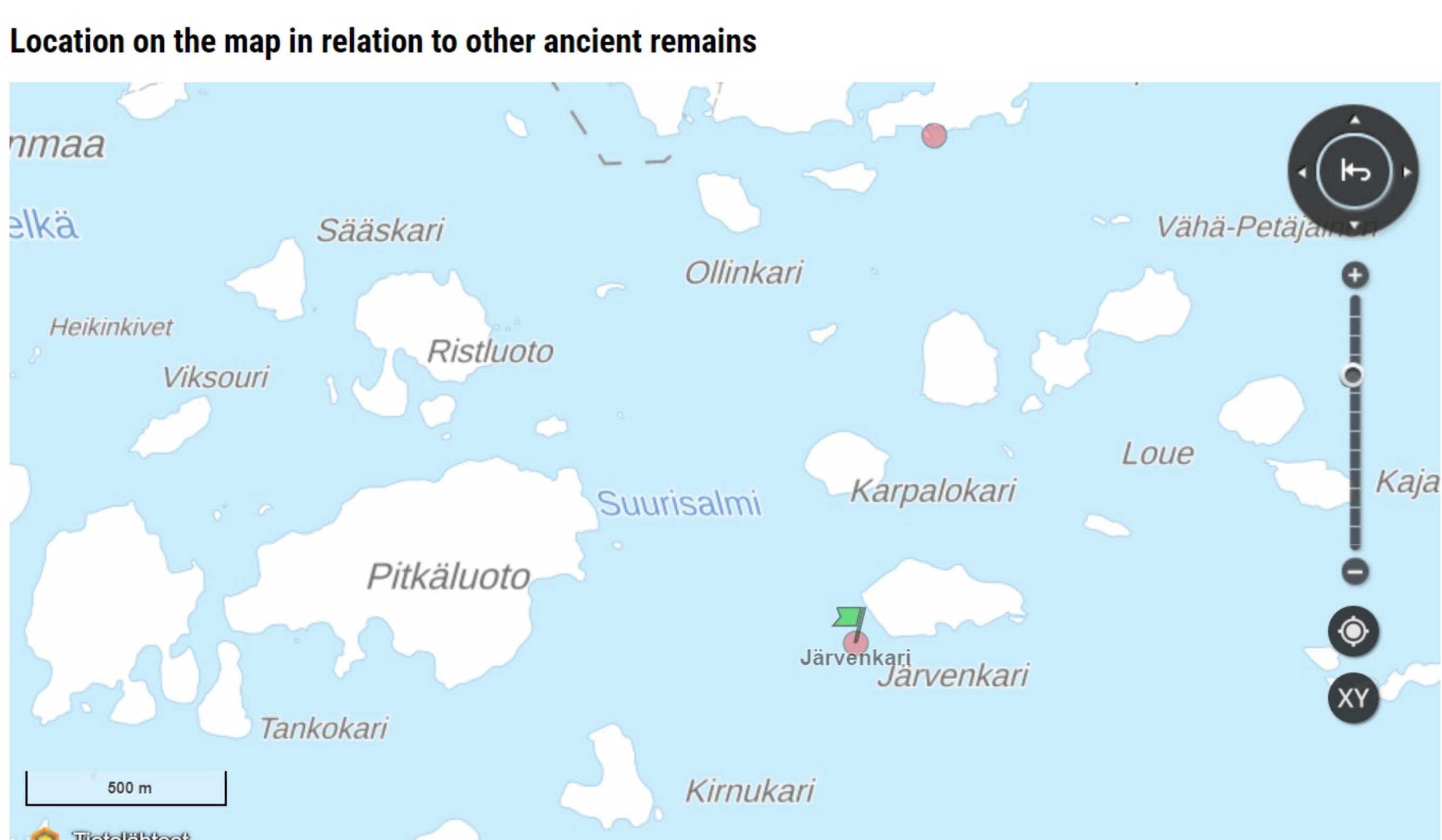
**Research team and rapporteur:** MAS research expedition 08/2023, Markku Luoto

**Research data:** [https://masdownload.mikrojebe.fi/kähet/1131\\_Jaervenkari/](https://masdownload.mikrojebe.fi/kähet/1131_Jaervenkari/)

**Link to the Ancient Relics Register:** [https://www.kyppi.fi/palveluikkuna/mjreki/read/asp/r\\_kohde\\_det.aspx?KOHDE\\_ID=113...](https://www.kyppi.fi/palveluikkuna/mjreki/read/asp/r_kohde_det.aspx?KOHDE_ID=113...)

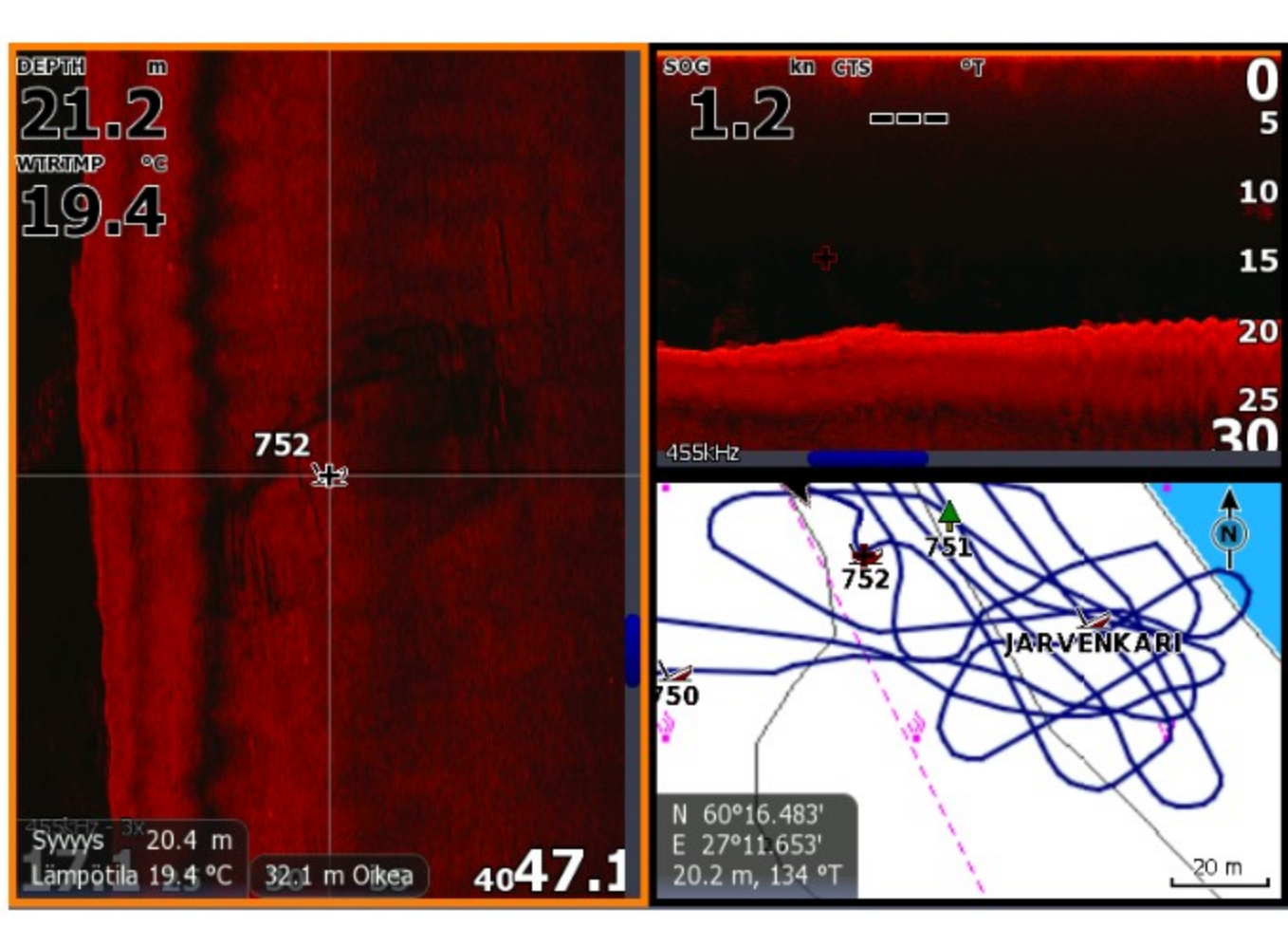
**Link to this page:** <https://www.mas.fi/fi/julkaisut/hylykehte-merialue/jarvenkari-haapasaaret-mvi...>

## Location on the map in relation to other ancient remains



## Research measures performed

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 initially located according to the coordinates in the Kyppi.fi service of the Finnish National Board of Antiquities, but when confirming the location with oblique echo sounding, it was noticed that the coordinates of the Finnish National Board of Antiquities were about 50m too far to the southeast, as can be seen from the attached map of the museum network as of 14 February 2024. The coordinates of Hylyt.net were about 50m too far to the west-southwest. A smaller MAS calibration cube with an edge length of 44cm was placed on the wreck. Topi Sellman filmed the wreck with 4k video from a distance of about a meter, so the resolution of the image is more accurate than that of the human eye from a similar distance. In addition, Markku Luoto filmed the wreck with 4K/FHD stereo videos and other MAS explorers filmed the artifacts or structural parts in the wreck with high-resolution photographs. The quality of the wood material was observed extensively on the wreck and for the purpose of dating, a wax sample was taken from the third starboard arch as viewed from the bow. Topi Sellman made a 3D model of the wreck, which is approximately 130MB in size and contains approximately 7 million polygons. The timing sample was radiocarbon dated using the so-called AMS method, the results and interpretation of which can be read in the adjacent diagram. At the end of each dive, accumulated plastic debris was removed from the wreck.



## Description of the item

The wreck lies at a depth of about 21 meters, almost in a south-north direction, with the bow facing south. The bow has been identified by the bowsprit and "water cutter" and other structural features typical of the bow. The wreck area is up to 35 meters long, of which at least 28m is wreckage. The wreck is about 7m wide. The wreck has sunk into the mud at least 1-1½ meters, and there does not appear to be any cargo or significant ballast. The arches are smooth, suggesting a flat-seam construction style. The arches are confusingly thin - barely thicker than the side planks. The arches are very tight, practically stuck to each other. The arches are also confusingly straight and the wreck resembles modern cargo ships more in shape than historical ships. There is some garnishing on the inside of the hull, but only a few knees have been located in or around the wreck - although both types: "hanging" and "dagger" knees. There is little evidence of deck beams or planking. No artifacts were located on the wreck, except for a handsome anchor winch.

## Preliminary interpretation

Our companions' preliminary interpretation is that it is most likely a cargo ship intended for sheltered inland waters - possibly even a barge. The building material appears to have been mainly softwood and, as previously mentioned, exceptionally thin wood for the arches. Although the arching was tight, it probably did not provide sufficient rigidity for the ship's hull to withstand even moderate sea swells - at least not for long. The same applies to heavy cargo, which would cause too much pressure both towards the bottom and inwards from the sides, given the strength of the material. Therefore, our educated guess is that the ship was only used to transport light cargo, such as delivering feed and hay to the livestock on Haapasaari.

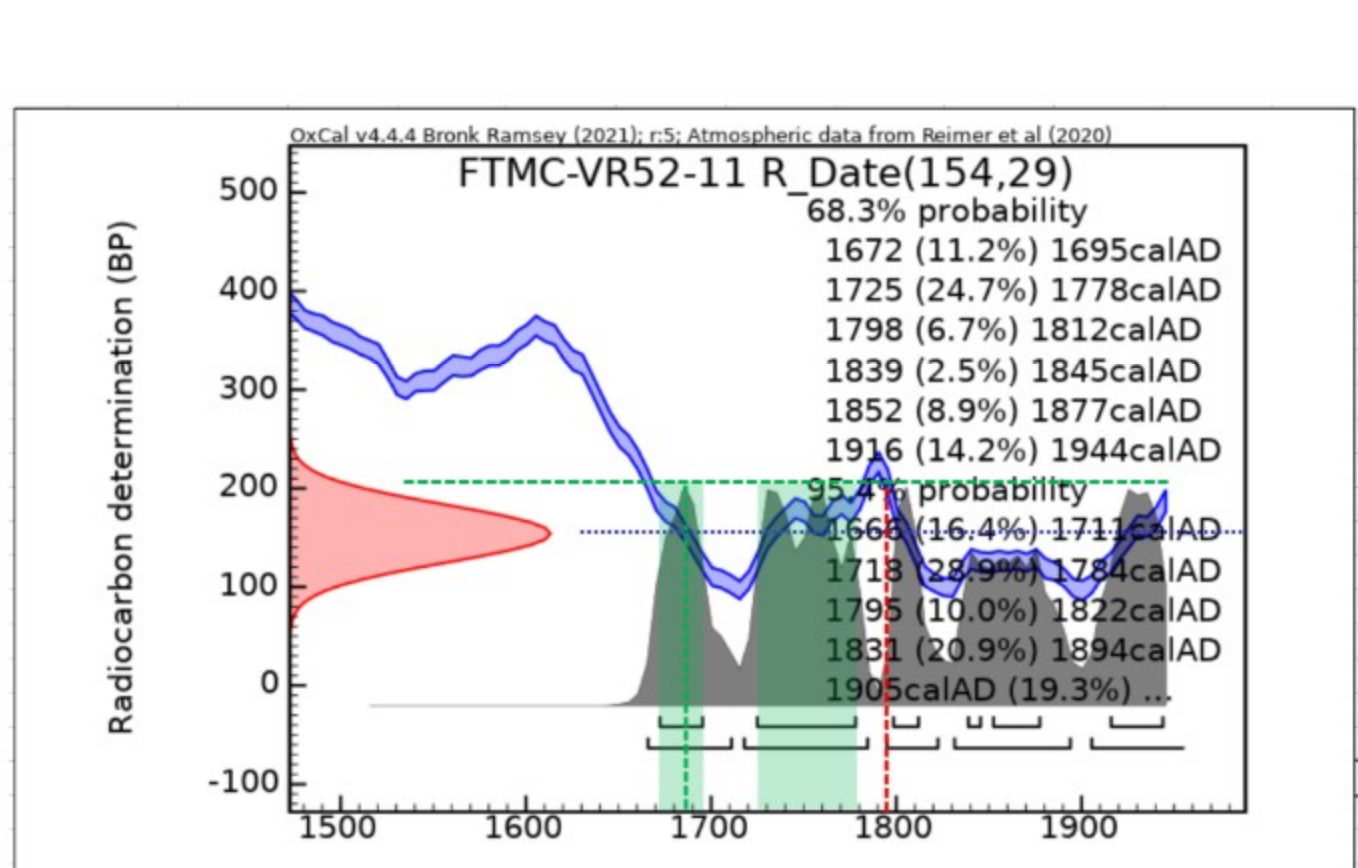
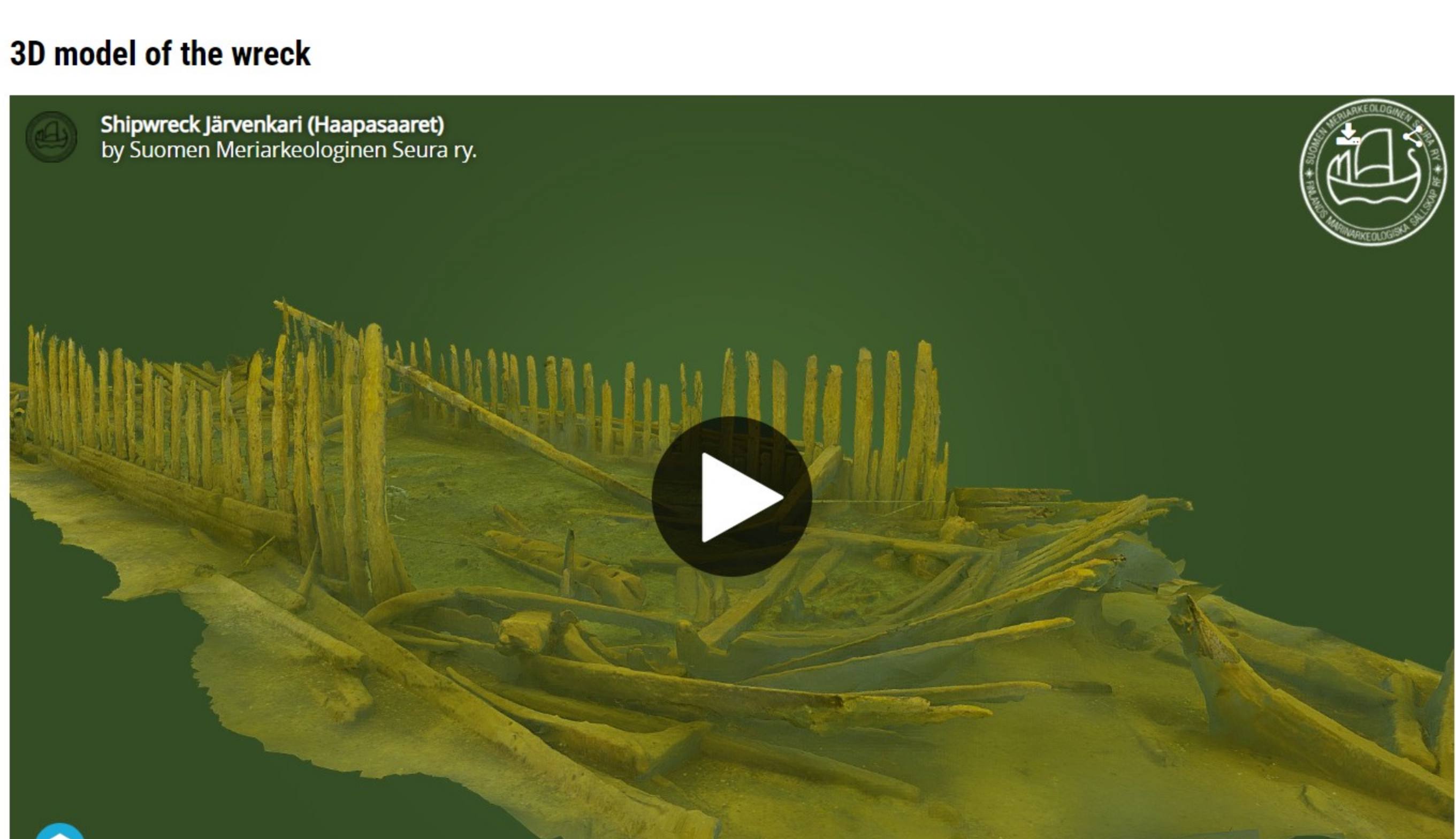


Fig. 11. Radiocarbon date 154±29BP (red), part of the calibration curve (blue) and the calibrated probability density function (grey) calculated in OxCal.

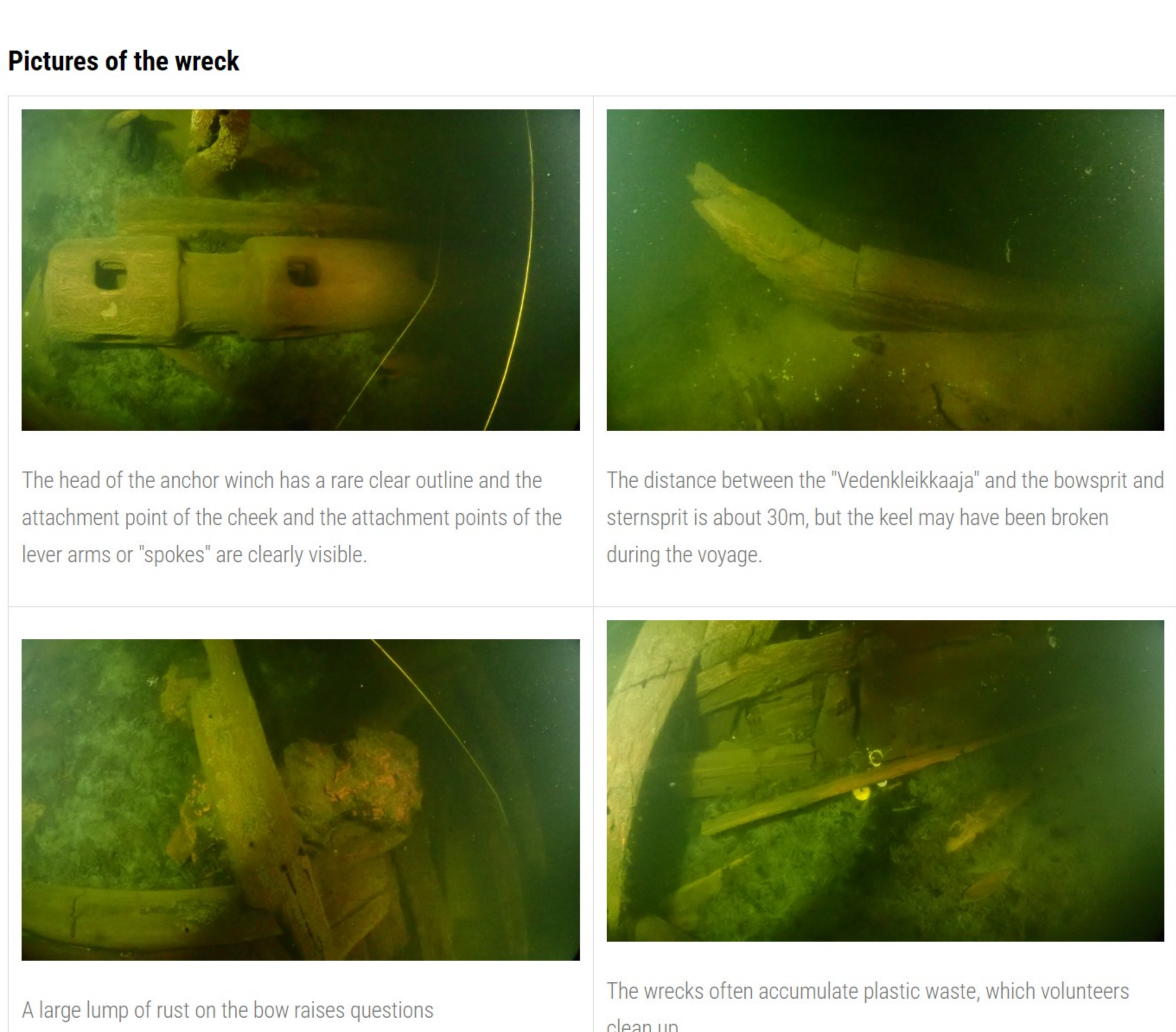
We interpret the radiocarbon dating as meaning that the wood material (cellulose) of the sample is most likely from the late 17th or mid-18th century, with a maximum probability of dating to the 1690s. The similarity of the radiocarbon profile to that of the ships that participated in the Second Battle of the Swedish Straits raises the question of whether this could be a Russian cargo ship originally intended for the Neva river routes?

## 3D model of the wreck



JÄRVENKARI (KOTKA, HAAPASAARI) by Finnish Maritime Archaeology Society on Sketchfab

## Pictures of the wreck



The head of the anchor winch has a rare clear outline and the attachment point of the cheek and the attachment points of the lever arms or "spokes" are clearly visible.

The distance between the "Vedenkleikkaaja" and the bowsprit and sternsprit is about 30m, but the keel may have been broken during the voyage.

A large lump of rust on the bow raises questions

The wrecks often accumulate plastic waste, which volunteers clean up.

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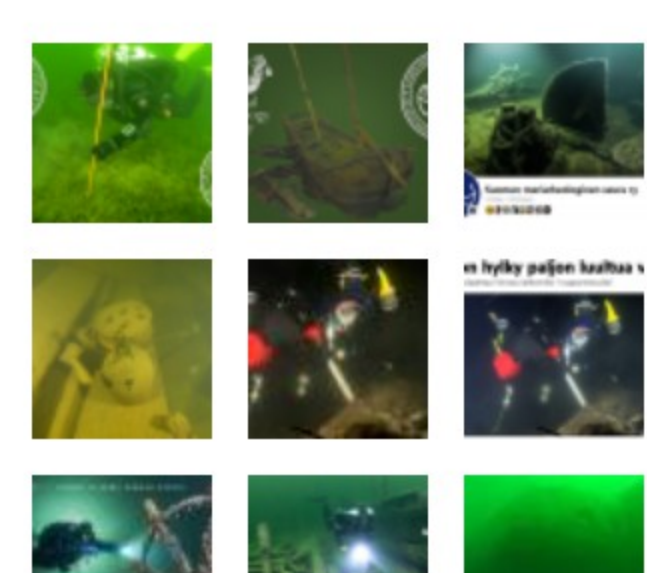
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**Contact information**  
- all club communication channels

**3D models in Sketchfab**  
- a showcase of the wrecks we modeled

**MAS portal**  
- the club's open data repository, approx. 18TB



More pictures of our activities