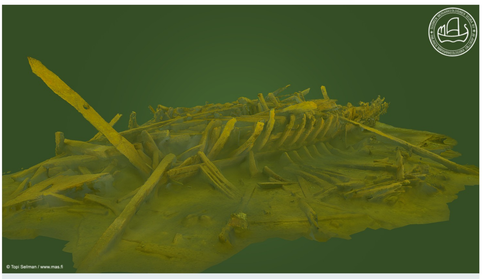


Lehmäsaari Länsiranta 2 (Kotka) MVID#1121

The wreck appears to be connected to another wreck some twenty meters further south, possibly originally the bow of a ship about 43m long, as remains of a stove can be found in this wreck. There is a suitable description in written sources of a ship that was wrecked on the western shore of Lehmäsaari during the Second Battle of Ruotsinsalmi in 1790.

Location (WGS84) and date of last inspection: Lat: 60° 25.2009' N, Lon: 26° 58.8745' E // August 26, 2023

Depth & length & direction: about 8-10m, about 18m, keel line about 90°/270°

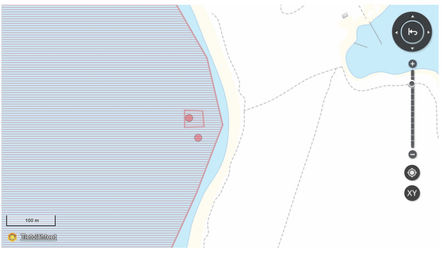
Research team and rapporteur: MAS research expedition 08/2023, Markku Luoto

Research data: https://masdownload.mikrojebe.fi/kehte/1121_Lehmasaaren_lansiranta-2/

Link to the Ancient Relics Register: https://www.kyppi.fi/palveluikkuna/mjreki/read/asp/r_kohde_det.aspx?KOHDE_ID=112...

Link to this page: https://www.mas.fi/fi/julkaisut/hylkykhtet-merialue/lehmasaari-lansiranta-2

Location on the map in relation to other ancient remains



Research measures performed

The purpose of the research was to supplement the 3D ontology of Baltic Sea wrecks collected by the Finnish Maritime Archaeological Society. The wreck was located according to the coordinates in the Kyppi.fi service of the Finnish National Board of Antiquities, which were very accurate. A 1m measuring stick with a compass was placed on the wreck, approximately in line with the keel line. 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, other MAS explorers filmed the artifacts in the wreck with high-resolution photographs. The quality of the wood material was observed extensively on the wreck and, for dating, from a wax sample taken from the other starboard bow when viewed from the stern. Topi Sellman made a 3D model of the wreck, which is approximately 150MB in size and contains approximately 8 million polygons. The dating sample was radiocarbon dated using the so-called With the AMS method, the results and interpretation of which can be read in the adjacent chart.

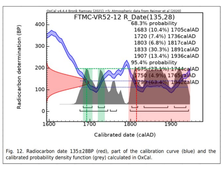
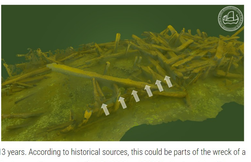


Fig. 12. Radiocarbon date 135±28BP (red), part of the calibration curve (blue) and the calibrated probability density function (grey) calculated in OxCal.

Description of the item

The wreck lies at a depth of about 8-10m, almost in an east-west direction, with the end previously interpreted as the stern facing the sea, i.e. west. The wreck area is about twenty meters long, of which the wreck is about 18m. The width of the wreck is about 5-6m. As can be seen from the 3D model, the wreck is badly broken up and its other side is also largely on the bottom. There is no bow or stern frame or parts of the keel visible. A structural part rises from the so-called stern to a height of about three meters from the bottom, but it is probably too light to be a stern coaming. Ropes and jumpers have been located inside the ship, as well as some ceramics and bricks. There are structures resembling ruins on both sides.

Preliminary interpretation



Our companions' preliminary interpretation is that this is most likely a ship wrecked in the Second Battle of the Swedish Strait in 1790, or rather a part of it, which may well be related to another wreck located only a couple of meters to the south (***MVID#2442***). The structures of the wrecks have certain similarities, such as a flat-seam structure, structures indicating wreckage on the inner sides (marked by arrows in the accompanying image), and the building material, which in both cases seems to be mainly softwood. The radiocarbon age difference between the samples taken from the shelves is only about 13 years. According to historical sources, this could be parts of the wreck of a Russian ship named Tikhvin, built in 1775, because it was 43m long and these wrecks (MVID# 1121 and 2442) indicate a ship of the same size in terms of their total length. In this case, we would consider this part of the wreck (MVID#1121) to be the bow of the ship and the more southern part (MVID#2442) to be the stern of the ship, as the southwestern end of the latter part contains more solid structures that could indicate a stern coaming.

We interpret the radiocarbon dating as meaning that the wood material (cellulose) in the sample is most likely from the turn of the 17th/18th centuries or the early 18th century, with the maximum probability falling in the 1690s.

3D model of the wreck

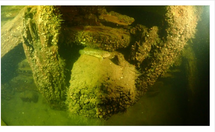
LEHMÄSAARE WEST BEACH 2 (KOTKA) by Finnish Maritime Archaeology Society on Sketchfab

Pictures of the wreck

Jumpers, also called skull blocks, and a few bricks

Wrecks often contain old nets because they are good fishing spots.

On the left is a faceted stone and in the middle is an unidentified ceramic object.



The wrecks are a haven for small fish and seals have even been seen eating them.

Page last updated 26.03.2024

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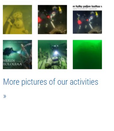
lehmasaari_lansiranta-2_mvid1121_2024_03_26_mas.fi_.pdf

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 »