South Kari (Haapa Islands) MVID#1000022856

It appears to be the remains of a merchant ship with even seams and built of oak in the 18th century. The ship was carrying a bulk cargo, of which there is plenty left.

Location (WGS84) and date of last inspection: Lat: 60° 16.1499'N, Lon: 27° 16.5379' E // August 25, 2023
Depth & length & direction: about 36-42 m, about 30 m and keel line about 160°/350°
Research team and rapporteur: MAS research expedition 08/2023, Markku Luoto
Research data: https://masdownload.mikrojebe.fi/kehte/1000022856_Etelaekari/
Link to the Ancient Relics Register: https://www.kyppi.fi/palveluikkuna/mjreki/read/asp/r_kohde_det.aspx?KOHDE_ID=100...
Link to this page: https://www.mas.fi/fi/julkaisut/hylkykehte-merialue/etelakari-haapasaaret-mvid...

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 located using GPS and the coordinates of the Kyppi.fi service, which coincided with the wreck slightly to its southern end. The wreck area was explored by diving and only with non-intrusive methods. A 55 cm calibration cube and a 1 m measuring stick with a compass were placed on the wreck approximately in line with the keel line. The wreck was filmed with 4k and FHD videos. The video recording was carried out from a distance of less than a meter. In addition, artifacts in the wreck were photographed with high-resolution photographs. The quality of the wood material was observed extensively on the wreck and, for timing, from a stream sample taken from the third port bow when viewed from the stern. Due to the dead algae floating in the water, no material suitable for modeling was captured from the wreck. All source materials can be found in the "massdownload" link above. from the wreck site directory. The dating sample was subjected to radiocarbon dating using the so-called AMS method, the results and interpretation of which can be read in the adjacent diagram.

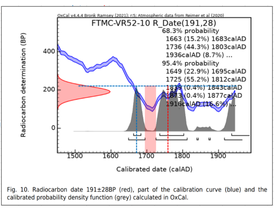

Fig. 10. Radiocarbon date 191±28BP (red), part of the calibration curve (blue) and the calibrated probability density function (grey) calculated in OxCal.

Description of the item

The wreck lies at a depth of about 36-42 meters, parts may be found even deeper. The keel line of the wreck is almost north-south, with the end interpreted as the stern facing south. The length of the wreck site is about 30 m and the width of the overturned eastern or starboard side is about 10 m. However, the discovery area continues in all directions. The western or port side is mostly upright and rises up to four meters above the bottom. The highest point of the cargo is up to 6 m above the bottom. The wreck contains some loose objects such as bottles, ceramic and metal dams, horseshoes, etc. A larger and smaller anchor has also been found in the wreck, as well as an anchor windlass, a pump pipe and ropes. The stern oar is upright, slightly detached from the sides. The rudder hinges can still be seen. The middle part of the wreck is filled with soft bulk cargo. The bow is badly damaged.

Preliminary interpretation

Our companions' preliminary interpretation is that it is a merchant ship with straight seams and mainly made of oak. The accompanying AMS radiocarbon dating strongly suggests that the wooden material was felled in the 18th century, although the end of the 17th century is also possible. However, the machining marks on the anchor windlass, the attachment and the metal-reinforced ratchet suggest that the ship is from the 18th century and most likely from the latter or early part of it. The ship was considerably more solidly constructed than the so-called Dutch-type ships of the same period, which could indicate a ship from further across the Atlantic, for example from England. The wreck itself did not contain any exceptional structural components or artifacts, but its bulk cargo is interesting because it may reveal something new about our foreign trade. The goal of the next expedition should definitely be to take a cargo sample and have it examined. Naturally, 3D modeling is also worth trying, if visibility allows.

Pictures of the wreck (you can enlarge the pictures by right-clicking on them and selecting "open in new tab")


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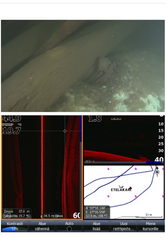

Pump tube mouth

A cracked earthenware vessel and apparently a deck cabin coaming

An oblique view showing a slope extending over 40 m to starboard

Last edited on 26.3.2024

Page history in PDF files:

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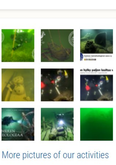
Contact information
- all club communication channels

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 »