

Vidskär 1 (Parainen) MVID#2284

The Vidskär wreck appears to have been a 15 m long, softwood-built, tongue-and-groove sailing ship that was in ballast when it sank. The artifacts recovered from the ship have been dated to the 14th-17th centuries and preliminary radiocarbon dating to the 14th century. The remains of the ship are in two parts: under a pile of ballast stones at a depth of about 11-12 m, and as loose planks and, among other things, an anchor windlass at a depth of about 25 m.

Location (WGS84) and date of last inspection: Lat: 59° 54.8640' N, Lon: 21° 27.7191' E // July 5, 2024

Depth & length & direction: 11-25 m, about 16m, direction of rotation about 100°/280°

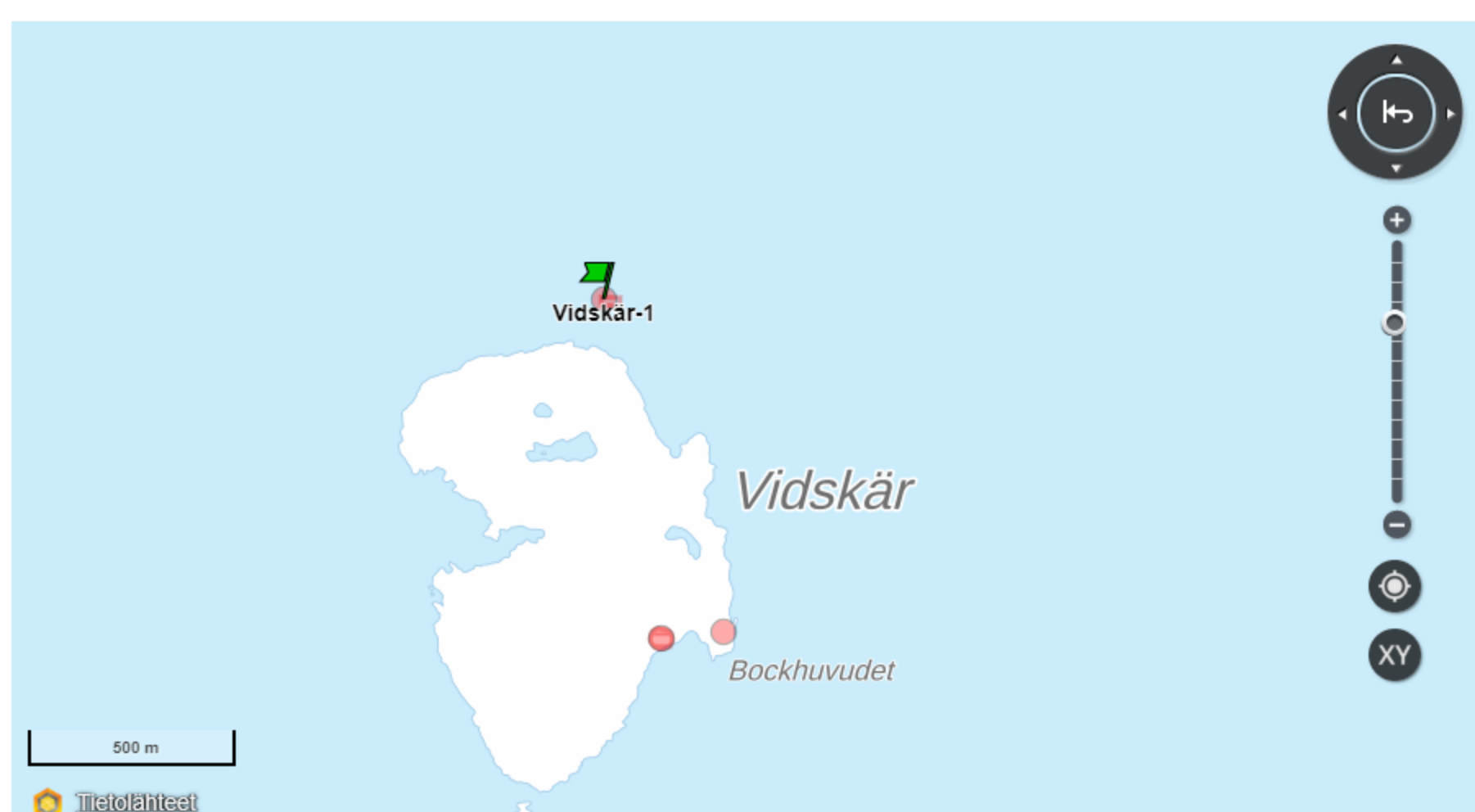
Research team and rapporteur: Topi Sellman and Markku Luoto

Research data: https://masdownload.mikrojebe.fi/kähet/2284_Vidskaer-1/

Link to the Ancient Relics 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/hylkykehte-merialue/vidskar-1-parainen-mvid228...>

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 directly hit the shallow part of the wreck. The demarcation 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 non-intrusive methods when visibility was excellent. The wreck was filmed with 4k video (Topi Sellman) and 4k & FHD stereo video (Markku Luoto). The filming was performed at the structural parts and artifacts from a distance of less than a meter, which means that the resolution of the image is better than from a corresponding distance of the human eye. The bottom connecting the parts was filmed from a distance of 2-3m. A small flux sample was taken from the larger structural part on the northeast side of the ballast pile (annotation #9) for radiocarbon dating, the results of which are shown in the accompanying image. In addition, the quality of the wood material and the fastening methods of the structural parts were generally observed. A 3D model was made of the entire wreck area, which contains a total of 10,091 images and the resulting 3D model contains over 30 million polygons, approximately 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 have been extracted from the 4k material filmed by Luoto and Sellman. All source material and results can be found in the "research material" link above.

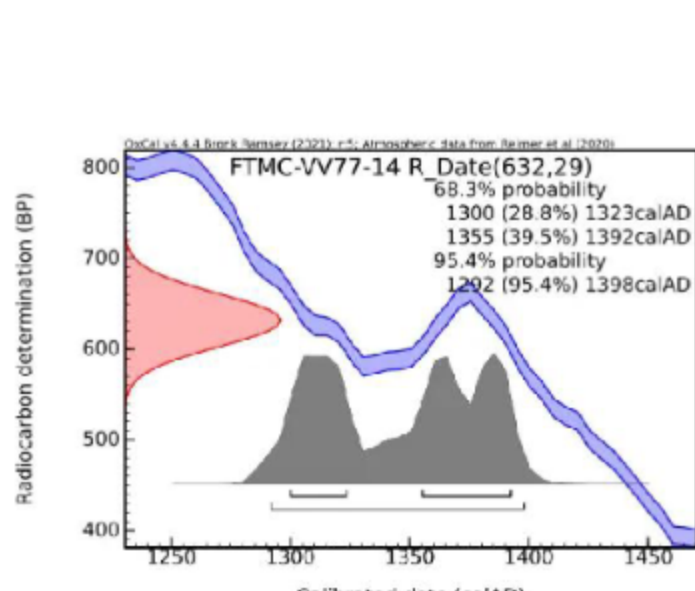


Fig. 14. Radiocarbon date 632±29BP (red), part of the calibration curve (blue) and the calibrated probability density function (grey) calculated in OxCal.

Description of the item

The depth of the bottom is about 11-12 m. in the shallowest part and the deepest remains were found at a depth of about 25 m. The wreck is badly decomposed and its only preserved parts are probably under the ballast stones. The ballast pile is almost east-west oriented, but there is nothing to distinguish it from 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 the ballast stones. Wooden structural parts can be seen from a distance of about 15 m. under the ballast. Of the scattered structural parts, only the anchor winch (annotation #5) and the bottom log (annotation #6) can be identified with certainty, as well as possibly a piece of the bow/stern coaming (annotation #7), half of the pump pipe or the gutter leading from it (annotation #13) and a piece of the bow coaming (annotation #14). The only visible artifact is apparently a metal (bronze?) cauldron (annotation #11). A wax sample taken from a larger structural component on the northeast side of the ballast pile (annotation #9) appears to be coniferous, with a light wax mark.

Previous studies

The wreck was found while checking the location of the loose finds (two bronze tripod cauldrons, SMM62003: 1 and 2) in 2003 (report). A trial excavation, which was essentially comparable to surface excavation, was carried out at the site in 2007 (report), during which a bronze jug (SMM82007) was also found. The objects recovered from the wreck site can be found in Finna under the above-mentioned identifiers:

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

Interestingly, the inner rim of the more intact cauldron (SMM62003:1) bears a similar casting mark as the one still at the wreck site. A fragment is also found in the same place in the other cauldron (SMM62003:2), which has already been lifted, which refers to a similar mark. This suggests that all three cauldrons were cast in the same place.



Preliminary interpretation

Our preliminary interpretation is that this is the wreck of an old glued-together sailing ship. Based on the wear of the wood and the complete corrosion of the iron parts, it is very likely that the wreck has been submerged for over 100 years, meaning that it is a solid ancient relic. Furthermore, as can be seen from the adjacent AMS dating interpretation, the preliminary and exclusive AMS radiocarbon dating places the wood material of the wreck strongly (with over 90% probability) in the 14th century - possibly even in its early part. 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 sandy bottom, this is only a rough estimate. Based on the arches peeking out from between the ballast stones, it is not possible to make an informed assessment of the type of ship, but the stepped bottom log found on the lower slope indicates a glued-together ship. The wax sample and light wax trace indicate a ship made of softwood. The size of the anchor windlass suggests a smaller ship and is reminiscent of the Jussarö-VI wreck, which is tentatively dated to the end of the 15th century. A piece of plank that is over 60 cm wide was also found on the lower slope.

In our opinion, the softwood material and the glulam construction technique point to a northern Baltic Sea shipbuilding tradition, but this preliminary interpretation may change when samples of the ship's wood are obtained in further studies for natural science origin analyses.

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

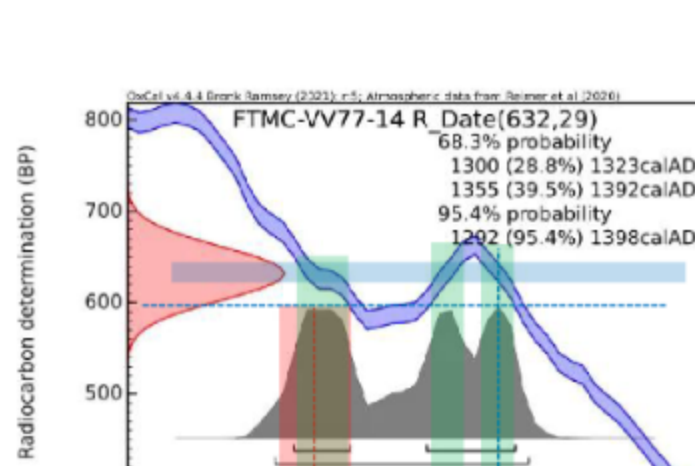
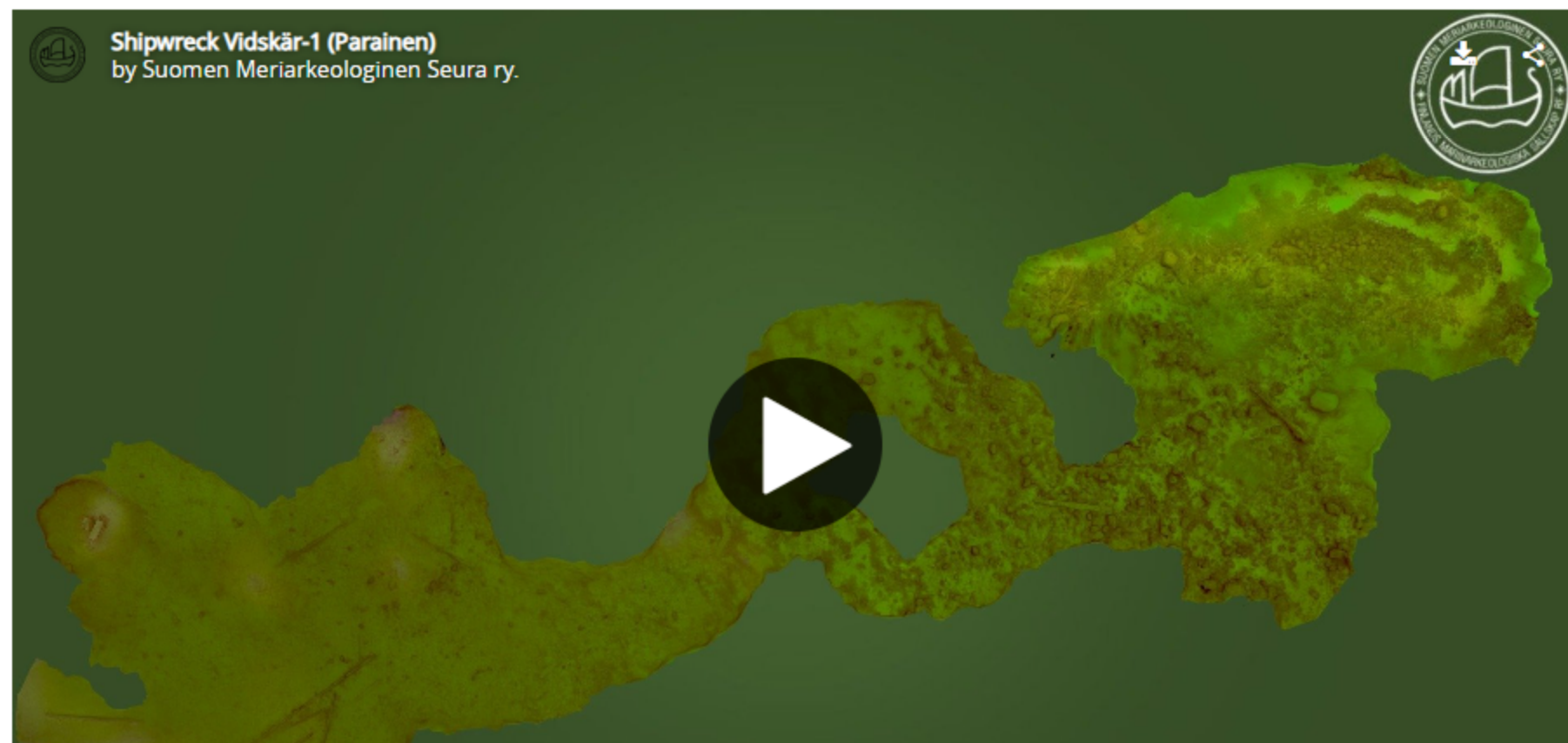


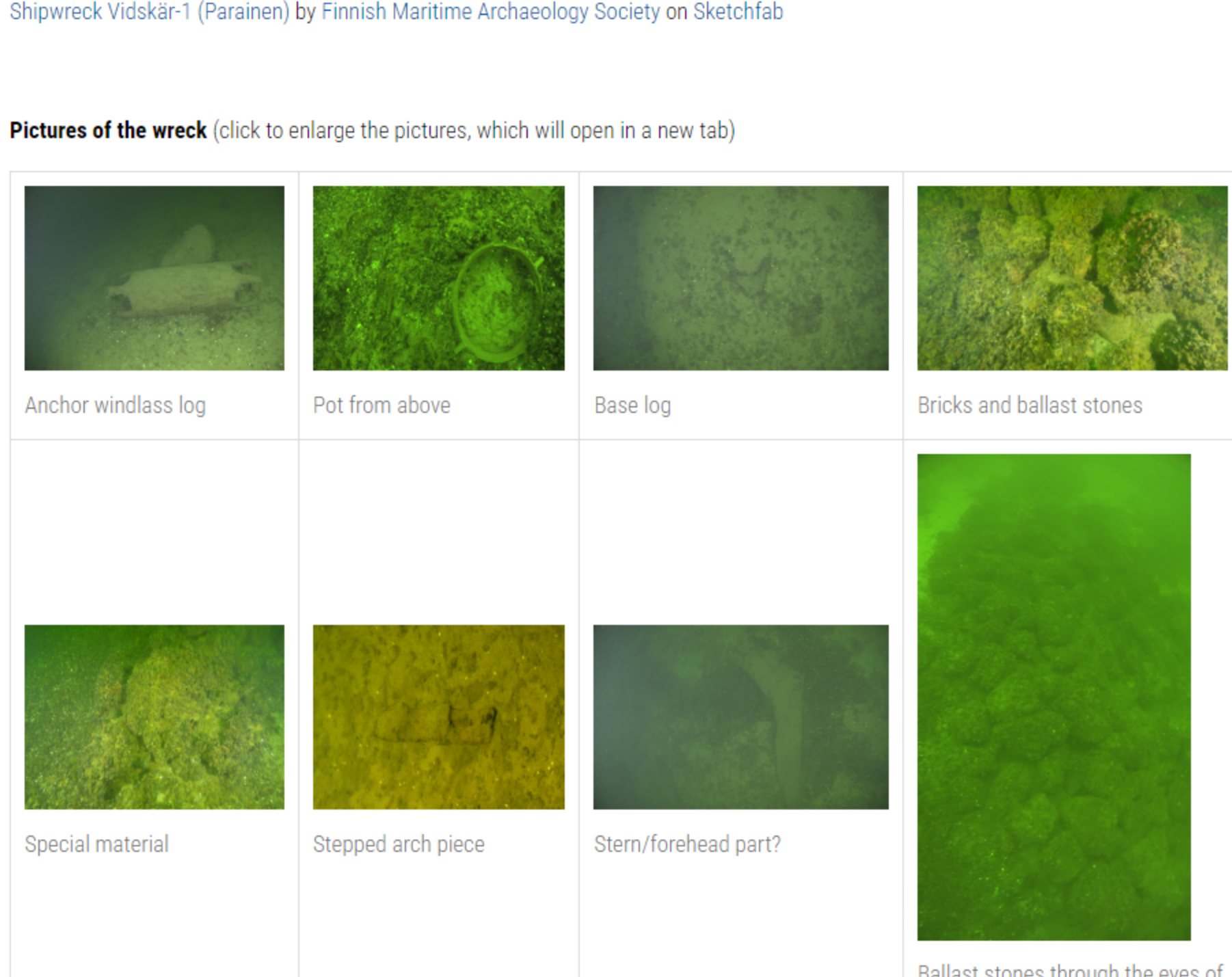
Fig. 14. Radiocarbon date 632±29BP (red), part of the calibration curve (blue) and the calibrated probability density function (grey) calculated in OxCal.

3D model of the wreck



Shipwreck Vidskär-1 (Parainen) by Finnish Maritime Archaeology Society on Sketchfab

Pictures of the wreck (click to enlarge the pictures, which will open in a new tab)



Last edited on 20.8.2024

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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