

Bastuhamn (Pellinki) MVID#1032

The Bastuhamn wreck appears to have been a sailing ship built of softwood, with a rabbeted pattern throughout, which was very wide and plump amidships, but whose bow and stern narrowed quite sharply, at least near the waterline. The bow and stern were straight and the ship apparently did not have much deck, as no knees have been identified from the wreck. The ship's bow apparently had a hearth made of slate. The wood in the wreck has been tentatively dated to the 17th century.

Location (WGS84) and date of last inspection: Lat: 60° 13.7434' N, Lon: 25° 49.8335' E // March 6, 2024

Depth & length & direction: about 2-4 m, about 17-18 m, keel line about 30°/210°

Research team and rapporteur: Topi Sellman and Markku Luoto

Research material: https://masdownload.mikrojebe.fi/kähet/1032_Bastuhamn/

Link to the Ancient Relics Register: https://www.kyppi.fi/palveluikkuna/mjreki/read/asp/r_kohde_det.aspx?KOHDE_ID=103...

Link to this page: <https://www.mas.fi/fi/julkaisut/hylkykehte-merialue/bastuhamn-pellinki-mvid103...>

Location on the map in relation to other ancient remains



Research measures performed

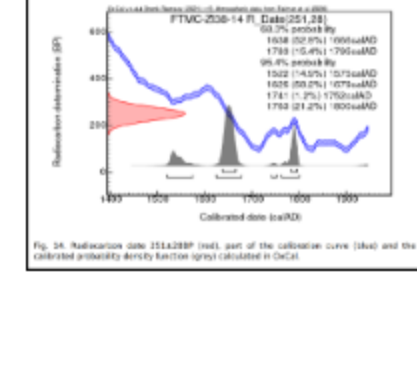
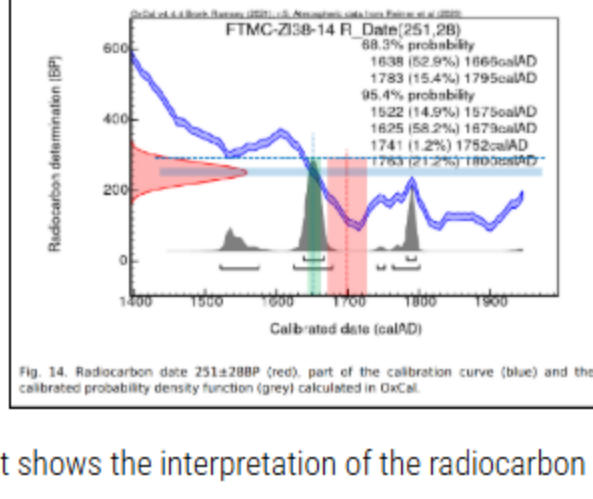
The wreck was located using GPS and the coordinates of the Kyppi.fi service, which directly hit the wreck. The wreck area was investigated by diving, using non-invasive methods, for the 3D ontology of Baltic Sea wrecks of the Finnish Maritime Archaeological Society. The wreck was filmed with 4k video (Topi Sellman) and 4k & FHD stereo video (Markku Luoto), and a stream sample was taken from the arch for radiocarbon dating. 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 the human eye from a similar distance. In addition, the quality of the wood material and the attachment methods of the structural parts were observed extensively. Markku Luoto made a 3D model of the wreck, which was based on the material photographed by both Markku and Topi, which contains a total of 13,144 images and the 3D model created from them has over 31 million polygons, approximately 670MB in size. The version uploaded to Sketchfab had to be reduced to about a quarter of full resolution.

Description of the item

The wreck area is approximately 20 by 6 meters and is almost south-north oriented, with the stern (determined based on the hinge locations in the stern coaming) in the south, i.e. on the bottom side of the bay, and the bow in the north. The bottom supports and arches are lapped throughout. Based on the arches of the stern coaming and port side, the wreck lies tilted about 40 degrees to starboard, i.e. the right side of the wreck is about 40-60 cm in the mud (measured by sounding). As can be seen from the 3D model, the aft part of the starboard side has torn away from the stern coaming and moved slightly east, i.e. towards the shore. The port side is destroyed, except for a few lower planks and half a dozen arches/bottom supports. On the port side of the wreck lies a long and gentle arch, which speaks volumes about the shape of the ship. A few meters northeast of the wreck area, a bowl stands out from the bottom sediments, reminiscent of raw wood. About five meters southeast of the wreck, a kind of a tree peeks out from the bottom sediments. No metal parts were found in the wreck, although the recesses of at least two hinges can still be distinguished in the stern. The remains of wooden connecting pins are visible in the arch and nail holes are visible in the seams of the side planks. No loose objects were found in the wreck apart from the structural parts of the wreck.

Preliminary timing

A sample of the stream taken from the wreck was radiocarbon dated at the Vilnius University Radiocarbon Laboratory, which gave a radiocarbon age of 251±28BP for the wood sample. When calibrated and interpreted, the result places the wood sample in the mid-17th century, although there is a small possibility that the sample is a hundred years older or almost a hundred and fifty years younger. The dating results are always probabilities. The larger of the images on the right shows the interpretation of the radiocarbon age calibration to normal calendar years, and the smaller image allows you to download the original laboratory result. The residual carbon amounts and pMC measurements can also be found on the MAS research data portal.



Previous research and local lore

Markku Luoto dived on the wreck in the early 1990s with Pekka Paanasalo, when the wreck was being measured and Pekka found a ball joint of a human femur in the wreck, which he took with him to the Finnish Maritime Museum. After the dive, an elderly lady from a nearby house came to chat and, after hearing about the femur, she said that there was also a body in their flower bed, which according to tradition had been found on the shore. The Maritime Museum did not have the funds for osteological studies, so the head of the femur was later returned to the wreck. This time, no bones were visible.

Since then, the wreck has been visited by Minna Koivikko, Riikka Alvik and Päivi Pihljarvi, whose blog about their expedition can be read here: <https://haavitauki.blogspot.com/2016/08/pellinkilainen-hylky.html>

During the 2024 expedition, local residents came to see our activities and told us that a skull had been found in the basement of another house during renovation work and that a table from the wreck or its material had been found in a nearby house. According to local folklore, the name of the bay "Bastuhamn" does not refer to a sauna, but to the word "bast" or "bast", i.e. the name of the bay would have been "bast hamn" some time ago, because according to folklore, bast was grown in its bottom and bast ropes and mats were made. This is interesting information, because many cogs - such as the Skanör cog - had so little rigging that a bast mat was spread over it (between the rigging and the cargo) to prevent the cargo from flowing into the bilge and clogging the pumps. Such mats would have been needed later, because in several maritime chronicles we can read how coffee beans, grain, etc. have clogged the pumps and the ship has sunk as a result.

Preliminary interpretation

Our preliminary interpretation is that this is the wreck of an old sailing ship. Based on the erosion 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 it is a solid ancient relic.

The interpretation of the material is still in progress, but the keel line of the wreck appears to be about 17-18 m. long. When observing the arches and side planks and taking a wax sample from the arch, one gets the impression that the ship was made of at least mainly softwood species such as conifers. Based on the fully stepped bottom logs and arches, the ship appears to have been entirely tongue-and-groove and at least mainly an open "pod", because the wreck shows no clear signs of decking or supporting structures for the decks - although there is planking inside the ship, which is either cargo, deck or decking.

In our opinion, the softwood material and construction technique refer to the northern Baltic Sea construction tradition, which combines, on the one hand, the nailing of the side plank seams typical of rowing boats and, on the other hand, the tenoning technique used in seaworthy vessels. The visible parts refer to a ship that is very wide in the middle, but tapers strongly towards the bow and stern, and whose sides have been up to 4 m high at the bow. The straightness of the bow and stern coamings refers to an older ship type, so their typology supports dating the wreck to the 17th century. There is nothing in the wreck that indicates a rowing ship, such as wrecks, etc., so it is probably a sailing ship. The position of the ship, bow facing the sea, may indicate that the ship was abandoned and rescued on the shore, because sinking ships seeking emergency beaching typically have their bow facing the shore. This strengthens our interpretation that it may be a local so-called a peasant ship, because the wreck seems very simple and even the stove was made of flat stones. There are other wrecks in the area, so the local stories may be related to them. The femur found in the wreck is of course a mystery.

3D model of the wreck



Shipwreck Bastuhamn (Pellinki) by Finnish Maritime Archaeology Society on Sketchfab

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

The rudder hinge recess is barely visible at the top of the stern.	A very light wax mark indicates a soft wood species, typically a conifer.	The direction of the wreck's keel can be seen from the compass on the scale.
The rudder hinge recess is more clearly visible at the bottom of the stern.	Slates at the bow of the wreck suggest a hearth	A (possibly ceramic) bowl on the southeast side of the wreck's stern

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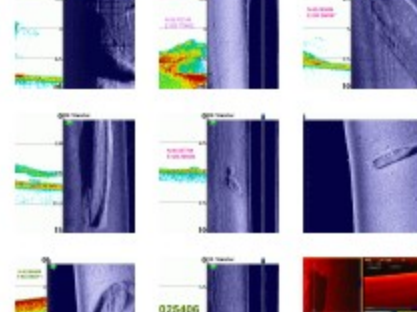
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- [bastuhamn_pellinki_mvid1032_mas.fi_2024-03-16.pdf](#)



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