



UNDERWATER ARCHAEOLOGICAL FIELDWORK IN THE KOLGA BAY AND GULF OF RIGA

MAILI ROIO

*Muinsuskaitseamet (National Heritage Board), Uus 18, 10111 Tallinn, Estonia;
maili.roio@muinas.ee*

INTRODUCTION

In 2011 the Estonian National Heritage Board conducted underwater archaeological fieldwork within the framework of an international project *Shipwreck Heritage: Digitizing and Opening Access to Maritime History Sources* (acronym SHIPWHER). A 19th century shipwreck was documented in the Kolga Bay and systematic area surveys were carried out in the Gulf of Riga.

STUDYING MONUMENT NO 27868 IN KOLGA BAY

Inspired by archival research, fieldwork was conducted in the Kolga Bay for documenting a cultural heritage monument there. The shipwreck of a galliot was located in 2000 during underwater survey conducted by the Estonian Maritime Museum and in 2002 various commodities like porcelain, faience and earthenware, dated to the 19th century, were recovered from the seabed. Also, several fragments of clay pipes, dated to 1840–1880s were found (Mäss 2003, 204). Referring to the documents found in the Estonian Historical Archives by hobby diver Andrei Ossiptšuk, Estonian Maritime Museum's researcher Vello Mäss identified the shipwreck as 'Maria' – a ship of Swedish origin that sank in 1867 (Mäss 2006, 172–174). However, archival research conducted within the framework of SHIPWHER by Kersti Lust, project manager in the Estonian Historical Archives, confirmed that the Swedish sloop 'Maria' did not sink, but reached Rohusaare and managed to anchor after an accident near the village of Haapse (EAA 30-5-1622). Furthermore, a story describing a shipwreck of a Dutch merchant ship near the village of Kiiu-Aabla in October 1870, was found in the Tallinn City Archives by Lauri Suurmaa. The galliot 'Barteld Herman', carrying a load of rye was on her way from St Petersburg to Holland when she was caught in a heavy storm. The crew of the ship, which had filled with water, evacuated and witnessed the sinking from a distance. After that the crew reached the shore near the village of Kiiu-Aabla ca. 1 mile from the location of the shipwreck (TLA 1213-1-22).

Studies of the shipwreck were carried out during 8.–12.10.2011. The purpose of the fieldwork was to gather additional information about the ship's origin and cargo by using non-destructive methods. Side scan sonar surveys were conducted, video and photo material of individual details was gathered with the help of divers and samples were taken from the cargo of grain for determining the sort.

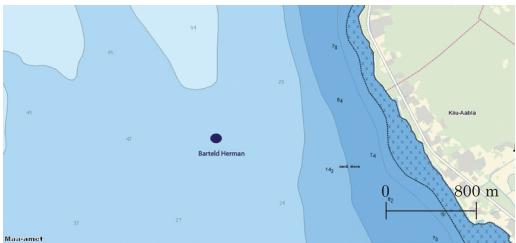


Fig. 1. Map displaying the location of the shipwreck in the Kolga Bay.

Jn 1. Kolga lahes asuva laevavraki asukohaplaan.
Map / Kaart: Estonian Land Board

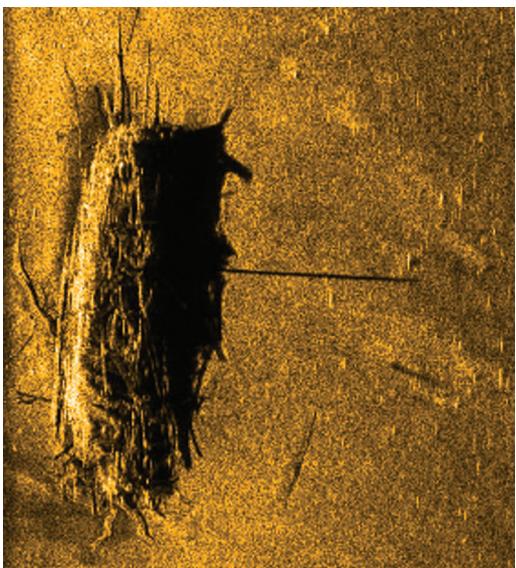


Fig. 2. Sonar image of the shipwreck in the Kolga Bay.

Jn 2. Kolga lahest leitud laevavraki sonarikujutis.
Image / Kuujutus: MA



Fig. 3. Dutch clay pipe on the wreck of 'Barteld Herman'.

Jn 3. Barteld Hermani pardal lebav Hollandi savipiip.
Photo / Foto: Tanel Urm

The shipwreck is located *ca.* 1.7 km west from the village of Kiiu-Aabla, at the depth of 43 m on a sandy surface (Fig. 1). The wreck, situated in the NE–SW direction, is *ca.* 24.8 m long and 5.2 m wide. The sonar image displays characteristic features of a galliot like a round-shaped bow and stern and a vertical stern (Fig. 2). On the wreck, there were many tools, commodities and details belonging to the rigging (Fig. 3). The grain found on the wreck is rye *Secale cereale*.¹

There are many similarities between the story of 'Barteld Herman' described in archival records and the shipwreck in the Kolga Bay, e.g. the wreck originates from the 19th century, the location of the wreck *ca.* 1 mile from the village of Kiiu-Aabla, the type of the wreck being a galliot, and the cargo of rye. In conclusion it is possible to say that the shipwreck is most probably the Dutch galliot 'Barteld Herman'.

FIELDWORK IN THE GULF OF RIGA

Systematic area surveys using the side scan sonar Edgetech 4125 were carried out in the Gulf of Riga, east and south of the Ruhnu Island, during the periods 11.–14.07. and 19.–27.07.2011. As a result of these surveys, two new shipwrecks and several anomalies that need further research were identified near Ruhnu.

We located the wreck of a submarine, east of Ruhnu, which is lying at the depth of 37 m. Aare Sünter, head of the local municipality, informed us that the local people were aware of a possible ship wreck (pers. comm. 30.07.2008). The possible wreck had also been considered during the fieldwork of project 'Maritime archaeological cultural heritage of the islands' in 2008. As seen from the sonar image (Fig. 4), the length of the submarine is 57.75 m, width is 6.2 m and height from the bottom is 3.97 m.

¹ Determined by Sirje Hiie (AI).

The wreck is densely covered in trawling nets. The measurements and profile of the wreck have many similarities with a Štš-type submarine S-310, which was built in Gorki in 1933–1935. According to one source the submarine was taken to Liepaja in 1958 to be made into scrap iron and according to other sources it was purposely sunk near Ruhnu during field training to be used as a target (www.deepstorm.ru).² In 1939–1945 the S-310 was involved in battles in the Gulf of Finland, Gulf of Riga and the areas around Gotland. The submarine was responsible for sinking the German troopships ‘Franz Robert’ in 1942, RO-24 and dredger Bagger-3 in 1944 (Ojalo 2007, 79, 100). In 1953 the ship was removed from active service and was used in trainings until 1958.

The second find was a small, ca. 20 m long, shipwreck that was densely wrapped in trawling nets. The wreck is located ca. 14 km southeast of Ruhnu at the depth of 55 m. Unfortunately there was no time to conduct further research.

One objective of the project SHIPWHER is to assemble the material found in different archives and the results of underwater archaeological research into a joint wreck register with the purpose to get an overview of possible sites in Estonian waters, to contribute to the identification of found shipwrecks and to encourage maritime history and shipwreck related researches. Bringing together the wrecks of sailing ships with specific shipwreck stories is usually complicated. Therefore the results of research done with the wreck of a Dutch galliot ‘Barteld Herman’ in the Kolga Bay are positive and give reason to believe that shipwreck descriptions in archival sources concerning a certain period of time are fairly reliable.³ In the summer of 2012 additional research will be carried out within the SHIPWHER project to document the objects found in 2011 in the Gulf of Riga and systematic surveys will be conducted in the waters of Hiiumaa and Saaremaa.

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² The sinking of S-310 near Ruhnu was pointed out by hobby diver Andrei Ossiptšuk.

³ Relevant source criticism and analysis of various data will have to be considered at all times.

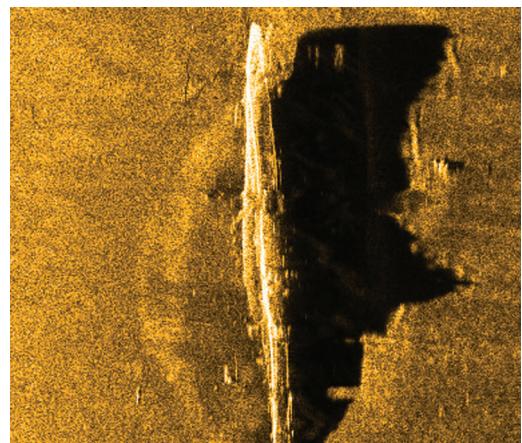


Fig. 4. Sonar image of the submarine in the Gulf of Riga, near Ruhnu.

Jn 4. Ruhnu lähedaal Liivi lahes asuva allveelaeva sonarikuujutis.

Image / Kujuutis: MA

ALLVEEARHEOLOOGILISED VÄLITÖÖD KOLGA LAHES JA LIIVI LAHEL

Maili Roio

2011. aastal toimusid projekti *Shipwreck Heritage: Digitizing and Opening Access to Maritime History Sources* (akronüüm SHIPWHER) raames Muinsuskaitseameti allveearheoloogilised välitööd Eesti vetes. Kolga lahes dokumenteeriti 19. saj II poolest pärit laevavrakki ning süsteematiilisi alaotsinguid teostati Liivi lahel.

Arhiiviuuringutest ajendatuna toimusid välitööd Kolga lahes kultuurimälestisel nr 27868. Laevavrakk avastati Eesti Meremuuseumi allveeotsingutega 2000. a ning 2002. a toodi merepõhjast üles mitmeid tarbeesemeid nagu nt 19. saj portselani, fajanssi ja glasuuritud savinõusid. Samuti leiti mitmeid Hollandi savi-piipude katkeid 1840.–1880. aastatest. Eesti Meremuuseumi teadur Vello Mäss määras leitud vraki 1867. a uppunud Rootsil päritolu kaubalaevaks *Maria*, kuid SHIPWHER raames toiminud arhiiviuuringutega selgus, et Rootsil luup *Maria* ei uppunudki, vaid jõudis pärast önnetust Haapse küla all Rohusaare alla ankrusse. Projekti käigus leiti veel üks hukulugu Tallinna Linnaarhiiivist, mis kirjeldab Hollandi kaubalaeva hukku Kiiu-Aabla küla all 1870. a oktoobris. Rukkilaadungiga galiott *Barteld Herman* oli teel Peterburist Hollandi ning jäi tugeva tormi käte. Veega täitunud laeva meeskond evakueerus, vaatas pealt laeva uppumist ning seejärel läks paadiga ligikaudu 1 miili kaugusele asuva Kiiu-Aabla küla juures kaldale.

Laevavrakk paikneb Kiiu-Aabla külast umbes 1,7 km läänesuunas 43 m sügavusel liivasel pinnal (jn 1). Kirde-edela-suunaliselt paikneva vraki pikkus on ligikaudu 24,8 m ja laius 5,2 m. Sonarikujutisel on näha galiotile iseloomulikud ümar võör ja ahter ning püstine vöörtäav (jn 2). Vrakil lebab palju tööriisti ja tarbeesemeid ning taglastuse juurde kuuluvaid detaile (jn 3). Lastiks olnud teravili on rukis.

Arhiivimaterjalides kirjeldatud *Barteld Hermani* hukulooaga on mitmeid kokkulangevusi nagu vraki pärinemine 19. sajandist, tänapäevane asukoht umbes 1 miili kaugusel Kiiu-Aabla külast, aluse kuuluvus galiotile ning lastiks olnud rukis. Kokkuvõtteks võib öelda, et seni arhiivimaterjalides Rootsil päritolu luubiks *Maria* identifitseeritud laevavrakk on suure tõenäosusega Hollandi päritolu galiott *Barteld Herman*.

Süsteematiilised alaotsingud sonariga Edgetech 4125 toimusid Liivi lahel Ruhnu saarest idas ja lõunas 11.–13.07. ja 19.–27.07.2011. Uuringutega lokaliseeriti kaks uut laevavrakki Ruhnu lähedal ja mitmeid anomaaliadi, mis vajavad lisauuringuid. Ruhnust idas lokaliseerisime allveelaeva vraki umbes 37 m sügavusel. Leitud allveelaeva pikkus sonarikujutiselt mõõdetuna on 57,75 m, laius 6,2 m ja kõrgus põhjast 3,97 m (jn 4). Allveelaeva vrakk on tihedalt täis traalimisvõrke. Oma mõõtmetelt ja profiilit on kokkulangevusi Štš-tüüpi allveelaevaga S-310, mis ehitati aastatel 1933–1935 Gorkis ning mis ühtedel andmetel viidi 1958. a Liepajasse vanametalliks ning teistel andmetel uputati märklauaks õppuste käigus Ruhnu lähedale. Teiseks leiiks oli Ruhnust ligikaudu 14 km kagusse jääva väikese u 20 m pikkuse tihedalt traalidesse mässitud aluse vrakk 55 m sügavusel, mida lähemalt uurida ei jõutud.

Projekti SHIPWHER üheks eesmärgiks on koondada erinevate arhiivide materjale laevahukkudest ja allveearheoloogiliste uuringute tulemusi ühisesse vrakiregistrisse, et saada ülevaadet võimalike leiukohade hulgast Eesti vetes, aidata kaasa leitud laevavrakkide identifitseerimisele ja soodustada laevahukke käsitlevaid ning merendusalaseid uurimistöid. Purjelaevade vrakkide kokkuvõimine konkreetse laevahukuga on tavapäraselt raskendatud. Seetõttu on Kiiu-Aabla küla all asuva galioti vraki *Barteld Herman* uuringute tulemused positiivsed ning annavad alust pidada arhiivimaterjalides toodud hukukirjeldusi teatud ajaperioodidel üsnagi usaldusväärseks. 2012. aasta suvel jätkuvad projekti SHIPWHER raames lisauuringud 2011. aastal leitud objektide dokumenteerimiseks Liivi lahes ning süsteematiilised otsingud Hiiumaa ja Saaremaa vetes.