



12 Pages

1. Please give the information requested in the boxes below.
2. Enter your name in the space provided to the right, fold over and seal down (using the label provided) to hide your name.
3. The answers must be legibly written. The Examiners can either ignore illegible script or have it typed and the expense of typing charged to the candidate.
4. Write your answers in ink.
5. Begin each answer on a fresh page. Do all rough work in the answer book and cross it through.
6. No part of this book is to be torn out; it must be handed in complete.
7. If more books than one are used, fasten them together using the tags available from the invigilator(s).
8. **Every book must be handed in. In no circumstances may answer books, used or unused, be taken out of the examination venue.**

(Gweler yr ochr arall am y fersiwn Cymraeg)

FORENAME(S): Joshua

Nifer y Llyfrau Atebion
a gyflwynwyd

Rhif SeddCyfanswm

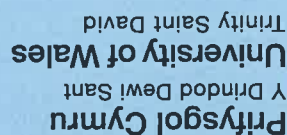
6. Ni ddylid rhwgo unrhyw ran o'r llyfr hwn; rhaid ei gyflwyno yn gyfan.
7. Os defnyddir mwy nag un llyfr, rhwymwch hwy gyda'i gilydd gan ddefnyddio'r tagiau sydd ar gael oddi wrth y gwy/liwr/gwylywr.
8. Rhaid dychwelyd pob llyfr. Ni chaniateir mynd â llyfrau atebion, wedi eu defnyddio neu heb eu defnyddio, allan o'r lleoliad arholi o dan unrhyw amgylchiadau.

1.	Rhowch yr holl wybodaeth y gofynnir amdani yn y blychau isod.	
2.	Rhowch eich enw yn y lle a ddarparwyd ar y dde, plygwch ef at i selio i lawr (gan ddefnyddio'r label a ddarparwyd) i guddio'ch enw.	
3.	Rhaid i'r atebion fod mewn llawysgrifen ddarllenadwy. Gall yr Arholwyr naill ai anwybyddu sgrïpt annarllenadwy, neu drefnu iddi theipio a chael yr ymgeisydd i dalu.	

Cyfarwyddiadau i Ymgeiswyr

12 Tudalen

Llyfr Atebion Arholiadau



Llenwch, plygwrch a seilwch (gweler nodyn 2 isod)

CYFENN:

ENW(AU) CYNTAF:

4. Which major ~~the~~ types of ships and boats were in use during the medieval period in Northern Europe?

There were three major ship types operating within Northern Europe in the Medieval period, the first of which being what is called a keel vessel. The keel shaped being in use during the Medieval period has its origins much ~~later~~ earlier in history as the name's etymology comes from the Anglo-Saxon 'ceol' and ~~an~~ which is a poetic synonym for ship. This was most likely used to distinguish between the 'ceols' and the 'Hulles' (ordinary ships) by English port admirals. This distinction ~~could~~ indicates that these keel ships could have been used for different purposes than the Hulles as the distinction was made due to it being a foreign word at the time thanks to the Norwegian ship building technique. The construction of these vessels starts with the keel with clinker planking running up the main hull form, demonstrated by the Skuldelevs and Roskilde finds which were mostly from Scandinavian localities with one possible exception, which

5. These ~~keels~~ ^{the vessels} ~~could be built~~ The keel keel however denotes ~~the~~ construction rather than its usage or size, for instance keel ships could be ships of war (Skuldelev 2, 5 and Roskilde 6) trade, ~~as to~~ through both rivers (Blakfries 3) and the rough seas of the Iberian peninsula (Skupen ship). In terms of size smaller clinker keels are often made ~~as a~~ thought to be of small size, however the Bryggen 'big ship' in Norway and the marine 1,400 ton Grace Dieu (15th century) show that this is not the case. Although the Grace Dieu does not follow standard keel construction, as its construction methods were copied from the French in order to ~~not~~ ^{be} wrestle control of the English channel, as since it was made with keel first with the ribcage added then filled with planking. This technique would further develop into carvel construction found in the early Tudor period with the Mary Rose and her sister

ship the *Peter Panegramite*. Not only is physical evidence plentiful, but there is a history of iconographic evidence to coincide with these excavations, such as the Southampton seal, further shedding light to the variety in usage of hull models, ~~this means that~~ by contrasting the Anglo-Saxon terminology and on one we can see that the idea of a hull as a ship type with defining characteristics is quite a modern view as originally these vessels would have been differentiated by their name and systems, e.g. *Severn* etc.

The ~~first~~ of the second major ship type is known as the *Hull*, which much like the *hull* has traceable origins to an Anglo-Saxon culture as the name means 'hollow' or 'cavity'. It is likely that the term *Hull* itself does not denote a specific ship type or method of construction, but rather used as a way to tell a ship apart from a ~~hull~~ ~~hull~~ ~~hull~~ (1972). However, in order to fully commit to this interpretation physical evidence may be needed, since none has been found so far to either confirm or deny this interpretation. Several pieces of iconographic evidence do exist which have some overlap of features, to wit seals such as *Nero* *Shore* *ham* (13th century), documents such as the *Chronicle of John of Worcester* (1118-1140) and even engravings such as *Nure* *ford* in *Wijnster* *Cathedral* in *Belgium* (1140) shows that hulls are vessels with side rudders, with no stem or sternposts ~~which~~ and potentially made by reverse chauler, that these characteristics are familiar to the 8th/9th century *wreck* *found* in *Utrecht* *Holland*, showing that hulls operated throughout the early medieval period and ~~potentially~~ ~~even~~ ~~earlier~~.

The third major ship type in Northern Europe was the *Cog*, which operated has its origins in the 10th century as shown by the *Murder* (948) *wreck*. Cogs were flat bottomed ships with angular side planks, giving it a rounded cross section. The hull, meaning it could hold much more cargo than its

Crafting vessel types, for instance the *Breton* *Cog* has an estimated tonnage of 60 tons whereas as *Shakespeare* 1, a large cargo trailer for the time has 24 tons of cargo carrying capacity. This coupled with the fact that these single masted vessels could be constructed cheaply led to their dominance in Medieval trade at the hands of the Hanseatic League.

These vessels could incorporate a less marked usage than the *hull* or *hull*, as they ~~were~~ were *ideally* *traders*, however some cogs have been used in combat roles due to the shiping system of *Naves* at the time. Evidence of this comes from the 'two cogs at war' in an English manuscript, description of the battle of *Styngert* and the two 13th century Royal Navy vessels the *Cog* *Thomas* and the *Redwing*. Cog vessels were originally designed as flat bottomed ships as a response to changing geography in the Baltic with sand building up at the western entrance to the *Limfjord* causing ships to enter *direct* through the *shoals* or *navigate* through it with shallow keels, this factor also contributed to the Cog's efficiency as a *merchant* *trader*. In terms of propulsion for ~~these~~ ~~these~~ ~~these~~ these vessels have a clear development from the 13th century *Cog* *Thomas* and *Redwing* which had both oar and sail to the latter *medieval* with *latter* *cogs*. As compared to their counterparts the *Hulls* these ships had mounted rudders in the center of the stem rather than a side mounted rudder which was likely as a result of technological transfer from the Mediterranean *caravel* vessels which would dominate European *navies* in the Tudor period.

This is not to say there were the only vessel types of this period, just the major types, indeed there is a myriad of other ship type specifications that were operating at this time with English records suggesting a total of around 60 from the period of 1200 to 1520 (*Medieval* *Ships* + *Shipping*).

3) Describe the similarities and differences between the Viking ship finds from Skuldelev, Fjord near Roskilde, Denmark.

The Skuldelev ships are a collection of five distinct Viking vessels, which were sunk as a port was ~~at~~ to defend Roskilde from Naval threats, the second cause being the further some vessels detected when the museum dedicated to the first five tried to expand to incorporate more interactive methods of engaging with the history of these finds. So far only work on Roskilde 6 has been published, however it shares with its brother some common characteristics, the ship being made of oak and pine, it being a keel vessel with clinker planking and in the Norse tradition. On a more individual level it shares the fact that it is a warship with Skuldelev 2/4 and Skuldelev 5, however it with it being the largest Viking clinker vessel found so far this is where the similarities ~~see~~ come, as it is predicted that this ship would have had a further purpose of transporting Danish royalty and had a crew of 100 with 32 pairs of oars. By comparison the second biggest ship being a sneekja or Bohus longship only has a estimated total crew capacity of 70 men and was made for earlier than Roskilde 6, dating back to 1030 AD. Skuldelev 5⁴² is yet further different to both of these ships, in terms of construction material, purpose and crew. In terms of construction it shares the oak and pine with the other ships but also has repairs of ash and alder much cheaper material and therefore is likely the result of obligation to the keislaige as a tax as a ship to provide men and crew to the King's navy, either this vessel was reluctantly built, / repurposed to fit the quota as singly one from a pair one is under however its small crew capacity of 5-8 men is indicative of structure as this puts it on par with the size of Skuldelev 3, the small cargo trader.

In terms of trades, Skuldelev 1, 3 and 6

constitute this category, however they have the same level of variation seen as the warships vessels. Skuldelev 1³ has a wider length to breadth ratio than the other two ships and therefore is the largest of the cargo traders with a crew capacity of ~~60~~ and a tonnage of 24 tons. whereas Skuldelev 3 only has a capacity of around 10 tons with a crew capacity of 5-8 men. In terms of clinker-
providence these ships are also different as Skuldelev 1 only shares its hull origins with Skuldelev 5, with that being western Norway, Skuldelev 3 is completely alien with the probable change being that it was originally constructed as in Dublin, Ireland since that is where the majority of its timbers are original with signs of repair using Danish timbers. Curiously Skuldelev 6 is made of Danish timbers alien to Skuldelev 2/4.

Therefore all the ships excavated and studied currently share an aspect of themselves with the other ships, with Skuldelev 3 being the ship with the most distance from the others despite sharing inevitably sharing the same basic characteristics and basic distribution in terms of usage it is impressive however that the ship survived the war and managed to arrive at Roskilde in order to trade, and its of repairs and the others produced by the Viking ship museum Roskilde are still afloat and provide a valuable archaeological tool and tourist attraction which allows for close examination of the similarities and differences between these 6 vessels.

*¹ Roskilde 6, made of Danish timbers dating to 1042.

*² Skuldelev 5, dating to 1042, timbers from both western Norway + Denmark.

*³ Skuldelev 1, dating to 1030.