



FORENAME(S): Evann

12 Pages

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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.
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1	Student Number	1700724	List the numbers of the questions you have attempted	Office Use
2	Title of Examination Paper		3	
			5	
3	Module Code	7103119 10:15		
4	Date and Time of Examination	7/03/19 10:15		
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(Gweler yr ochr arall am y fersiwn Cymraeg)



Prifysgol Cymru
Y Drindod Dewi Sant
University of Wales
Trinity Saint David

12 Tudalen

1. Rhowch yr holl wybodaeth y gofynnir amdani yn y blychau isod.
2. Rhowch eich enw yn y lle a ddarparwyd ar y dde, plygchw et a'i selio i lawr (gan ddefnyddio'r label a ddarparwyd) i guddio'ch enw.

Ленвч, плыгвч а селвч

ENW(AU) CYNTAF:

4. Ysgriennwch eich atebion mewn inc.
5. Dechreuwch bob ateb ar dudalen newydd. Gwnewch unrhyw fras nodiadau yn y llyfr atebion. Ilinell drwyddynt.
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 gwyliwr/gwyliwyr.
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.

[illegible]

(See the other side for English version)

3)

Sinn

• Location: most were found in Scandinavia except Skudalen 3 which was in Ireland

• Style of Construction: All Nordic style, clinker built

• Date: all dated via dendrochronology to be within 50 years of each other

• Size: all range between 11-17 meters except

~~Diff: Size~~ Skudalen 2

• Res: all had vessels

Diff: ~~purpose~~ purpose: 2 were merchant, 1 war and 1 fishing

• Size: 5 & 2 was 60m

"

3)

The Skudeller ships are a group of ^{five} ships which were discovered in the Skudeller fjord. Even ~~so~~ of the six ships have ~~been~~ allowed archaeologists to greater understand ~~the~~ maritime travel and its many uses. In addition to, gaining further insight ~~to~~ into Nordic ships.

The Skudeller ships have many similarities to each other, such as the location in which they were found. With the exception of ~~Skudeller~~ the Skudeller 3, which was discovered in Ireland, the Skudeller ships were all discovered in ~~the~~ ~~Scandinavian~~ Scandinavian countries of Denmark and Norway according to the Viking Ship Museum where the Skudeller ships are being held. In addition to this, each of the Skudeller ships are shown to have been constructed in the Nordic style of boat construction, this is ~~where~~ a ship building tradition which originates in Nordic ~~con~~ ~~country~~ ~~countries~~ countries such as Denmark and Sweden, in addition to this the remains of the ships indicate that they were constructed in the clinker style of boat construction, which is typical of the Nordic tradition. Clinker style ~~boat~~ construction is ~~the~~ a process of boat construction, where the strakes of the hull are placed overlapping one another. A notable similarity, which the Skudeller ships share is that dendrochronological dating has dated each of the Skudeller ships to within fifty years of each other, meaning that either the ships were constructed around the same ~~the~~ time frame, or that the timbers used for the construction were acquired around the same time, ~~not~~ The Skudeller ships also show the fact that even one of the ~~five~~ five ships have a replica of which

was reconstructed and sailed. Finally ~~to~~ all of the Skudaler ships ~~to~~ with the exception of Skudaler 2 all ~~shared~~ have a similar size, which ranged ~~from~~ from ~~the~~ eleven meters to seventeen meters.

1) Despite the many similarities that the Skudaler ships share, there are also many differences such as ~~the~~ the purpose of the ships, in ~~scandinavian~~ Nordic ship building, the types of ships can be generally be categorised into two ~~a~~ large categories: Knorr ships, which were the merchant ships and Knarr ships, which were ships used in warfare. A analysis of the Skudaler ships show that two of the Skudaler ships, Skudaler two and five were used as war ships whilst Skudaler one and three were believed to have been used as merchant ships according to the Viking Ship Museum, in addition to this ~~the~~ the Skudaler six ship was interpreted to have been a fishing boat, ~~on~~ continuing on from this, we also see that there is a significant difference in the number of oars each of the ships were interpreted to have ranging from two to four on the Skudaler one, to as ~~as~~ around sixty on the Skudaler two, there has even been shown that ~~the~~ even the ships which were similar in size had different number of oars used, for example the Skudaler ~~one~~ ships number ~~three~~ ^{one} and five all had a similar size they had a significant ~~number~~ difference in the number of oars which they possessed with the Skudaler one having between two and four oars, whilst the Skudaler five having twenty six. Finally there are also differences in the ~~the~~ amount of original material preserved in ~~the~~ each of the individual ships, according to the Viking Ship Museum the preservation varies between 25% to 75% of the original material between each of the ships.

In conclusion, the Skudaler ships were a

5) Reconstruction Plan

Why?

To gain a greater understanding:

- construction
- purpose
- To get the public interested:
 - gain a greater sphere of influence
 - present heritage to public
 - Public interest = more funding
 - Case study: ~~the~~ OSbry, Wlropart
- To test a hypothesis:
 - see how ripping ~~to~~ sail would have been
 - Case study: Kon tiki

How?

- Physical:
- case study: OSbry + Skudaler

Digital:

- VR + ~~AR~~ AR:
- ~~done~~ done via 3D imaging
- Case study: Wlropart ship: AR

Wore issue - not based on real maritime vessel just off on a tradition

5)

~~Nautical~~ Like many other areas of archaeology, Nautical ~~and~~ archaeology also incorporate the use of ~~re~~ reconstructions in order to achieve a variety of goals, they do this ~~by~~ for a number of reasons, ~~and~~ and achieve this ~~due~~ via a number of different ways which I shall discuss further.

The reasons why nautical archaeologists, undergo reconstruction of the original evidence is firstly to gain a greater understanding of the original material, such as, its structure, for example ~~if~~ nautical archaeologists may ~~also~~ wish to gain a greater ~~than~~ understanding of a ship's rigging or ~~so~~ sail design, they ~~would~~ undergo a ~~reconst~~ reconstruction to gain a better understanding of how and why a particular style worked, in addition to this, reconstruction would be ~~used~~ undergone in order to see what ~~a~~ purpose the ship had if it is ~~unclear~~ unclear, another thing to note is that ~~nauti~~ nautical archaeologists would reconstruct objects to ~~understand~~ try and understand the purpose of a particular part of an object if its function is unclear.

A another reason why nautical archaeologists ~~too~~ would undergo reconstruction is to gain interest with the public, this is because a greater interest by the public can result in more funding or additional support from other archaeological groups, an example of this would be the ~~V/V H Export Ship~~. ~~when it was first discovered in the early 2000's~~ ~~Many Rose, when it was proposed~~ OSbeng ship, when it was recovered in the mid 2000s and placed in the OSbeng museum in Oslo, ~~where~~ it gained a lot of attention from the public, and as a

result of this when it was proposed that a ~~reconstruction~~ reconstruction of the ship was to be done it resulted in a large contribution from the public, including volunteers to assist in the reconstruction.

And finally ~~the~~ ^{archaeological} reconstructions of ~~the~~ ^{the} material may be done to test a hypothesis for example ~~the~~ to test how seaworthy a ship was or how many sails it had, in addition to the size and shape of the ~~the~~ sails, an example of doing this would be ~~the~~ the Kon Tiki raft, which was ~~constructed~~ constructed to show that South American cultures had interacted ~~with~~ with communities in the Pacific islands, however it should be noted that the Kon Tiki raft was not based on an ~~actual~~ actual maritime vessel but a replica made from holes ~~taken~~ and accounts taken from studies of South American cultures.

~~These~~ ^{These} nautical archaeologists would use ~~one~~ ^{two} different ~~ways~~ ^{ways} to ~~one~~ ^{one} or both of ~~the~~ ^{the} methods of reconstruction, which ~~are~~ ^{are} one ~~physical~~ ^{physical} and digital reconstruction. Physical reconstruction is the process of physically reconstructing ~~the~~ the object in question in order to gain a greater ~~understanding~~ ^{understanding} of the archaeology, however this process is very expensive ~~and~~ and time consuming, ~~as a~~ ^{as a} result of this ~~scale~~ ^{scale} models are often used instead, an example of ~~this~~ a physical reconstruction would be the ~~the~~ ^{the} Oseberg Ship, which is a replica of the Oseberg Ship. ~~which~~

Digital reconstruction is similar to physical reconstruction in the sense that they both create

a replica of an historical object however with digital reconstruction it has allowed archaeologists to present an accurate replica of the object ~~in~~ ⁱⁿ a computer program, this has ~~also~~ ^{also} resulted in archaeologists to be able to analyse the reconstruction in great detail down to each individual plank, and as technology has improved it has allowed heritage and archaeology to be presented in a new way to the public such as through virtual reality (VR) and augmented reality (AR), this can be seen in the Newport Ship where plans have been made to use AR to present an accurate reconstruction of the Newport Ship to the public. In addition to the possibility of presenting to the public a digital reconstruction can also be used to undergo simulations of weather conditions to hypothesically test its seaworthiness however it is not completely accurate due to the random nature of the real world being unable to ~~be~~ ^{be} expressed in a digital simulation.