



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.
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8. **Every book must be handed in. In no circumstances may answer books, used or unused, be taken out of the examination venue.**

1	Student Number	1810659	List the numbers of the questions you have attempted	Office Use
2	Title of Examination Paper	Nautical Archaeology.		
3	Module Code	HPAR 5007.		
4	Date and Time of Examination	March 7, 2019.		
5	Examination Venue			
6	Seat Number			
7	Number of Answer Books handed in			
			Office Use	

(Gweler yr ochr arall am y fersiwn Cymraeg)

SURNAME: King

FORENAME(S): Hannah.

Niter y Llyfrau Atebion a gyflwynwyd

[illegible]

6. Ni ddylid rhwgo unrhyw ran o'r llyfr hwn; rhaid ei gyflwyno yn gyfan.
7. Os defnyddir mwy nag un llyfr, rhwymwmch hwy gyda'i gilydd gan ddefnyddio'r tagiau sydd ar gael oddi wrth y gwyllwyr/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.

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 a'i seilio 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 annarllenedwy, neu drefnu iddi gael ei thelpio a chael yr ymgeisydd i dalu.	

Cyfarwyddiadau i Ymgeiswyr

12 Tudalen

Llyfr Atebion Arholiadau



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

Llenwch, plygwch a seliwch

(gweiler nodyn 2 isod)

CYFENW:

ENW(AU) CYNTAF:

Plan

Question No.

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Question 2:

Prehistoric period (4500 BC - 100 AD).

Primary evidence:

✓ Log boat

✓ Hollowed out tree logs

✓ 'Brigg Raft' (800 AD).

✓ Sewn-plank boat:

✓ Dover (1575 - 1520 BC).

✓ Yew withies.

✓

Secondary evidence:

✓ Foreign/exotic goods found in non-maritime areas.

✓ Associated monuments

✓ Funerary

✓ Iconography

✓ Coins / Seals.

✓ Rock art.

Question 4: (1066 - 1492).

✓ Wheels:

✓ Double ended, clinker built

✓ Major Pill (1290).

✓ 7:1:1. ✓ 9.5 x 2.2 m? ish.

✓ Regional trade.

✓ New port (1449).

✓ Abandoned.

✓

✓ Hulls: (Double ended, collars, reverse clinker).

✓ None found.

✓ Only documentary evidence

✓ Artistic license, grain of salt.

✓ Seals (John of Worcester) (London charters).

✓ Logs:

✓ "Double ended w/ angular profile, flat bottom."

✓ Fitted rudder.

✓ Bremen Log: (1390).

✓ PEG (polyethylene glycol).

✓ Sagged during reconstruction.

✓ 3:1

✓

one was
warn
bottom.

ole
cramlin-
Rederson.

Found far out sea-wall back.
Pushed the mound back.

located under sheer-strake

wanted/needed to
be excavated fast.

water damage.

eroded most
stuff away.

Flush strakes.

Arholwr yn unig

Rhify Cwestiwn

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<u>Question 2:</u> → there is many pieces of evidence for boats and ships during the later prehistoric period in Northern Europe, but how do we define the later prehistoric period. It is around the Neolithic (4500 BC - 3500 BC) to the late Iron age (800 BC - 100 AD). This includes many ships and associated materials. The type of ship that was used in the Neolithic period would be the log boat, then after that the most commonly used boat would be the sewn plank boat. Other evidence for ships would be secondary associated materials such as documents or images. The log boat was not that common in Northern Europe because it was not that stable but it did have its purposes. ^{like for lakes or rivers.} A log boat is typically built from cutting down a mature tree (usually oak) then cutting off the top third of it and then hollowing it out. People then used paddles to move around. An example with much debate of a log boat would be the "Brigg Raft" (800 AD). Although it is much too late to be in the Neolithic period and is much more complex than a regular log boat ^{and} it is still debated. Another piece of physical evidence of a type of boat used during the Bronze age would be a			Sewn plank boat. They are made from a clinker tradition with withies and other material building a continuous stitch holding the planks together, usually with some sort of caulking or wedges to prevent water from coming in. One of the best examples for sewn plank boats is the Dover boat built around 1575 - 1520 BC. It fits into this group because when excavated they found ^{a bunch of} holes on top of most planks suggesting continuous stitching was used. They also found that yew withies were used for the stitching. Another part of the evidence of ships and boats is the secondary evidence. This includes any material but the ships themselves. Such as exotic goods that are found in places that do not or cannot produce those specific goods like amber, tin, copper, and lead. For these to get into the areas that they were found ⁱⁿ means that regional and coastal trade and seafaring would have had to occur. Especially for those types of material to end up in Britain, boats used would have had to be sturdy and able to sail the channel. Other evidence would be iconographic, any document, coin or seal that depicts
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a boat, sail, paddle, etc. These documents tend to come from maritime cultures or people who have seen and been around boats, which would show some truth into the boat building tradition. But with any image there could be some level of distortion or myth behind it. So when looking and discussing secondary evidence one should always be careful as to how true and realistic it is. The evidence that exists for boats and ships during the later prehistoric period in Northern Europe would be primary evidence which includes log and sewn-plank boats and secondary evidence which includes documents and other associated monuments.		Question 4: The medieval period made and produced many great and big things. One of those things was by creating more than one style and tradition of boat building. The three greatest and most long lasting styles during the medieval period (1066-1492) would be keels, hulks, and cogs. Keels were and are in certain ways still the most used style of boat. They are double ended clinker built vessels, which means the planks ^{are} put on after the keel ^{and} are over-lapped on the outside of the inner plank. This helps create not only a sturdy keel but water-proofing the ship too. Two examples of keels would be the Magor Pill (1290 AD) and the Newport (1449). The Magor Pill was a smaller regional trade vessel. It was discovered pretty far out in the foreshore, which scholars suggest the people of that area had pushed the sea-wall out and created more land to use. When excavated the crew had found that the bottom of the keel was really badly worn, further suggesting that the ship was dragged on the sea-floor frequently and would have needed to be repaired soon. As for the Newport shipwreck it	
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is on the brink of the medieval period. ① (See last page for the rest).			

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Hulks on the other hand are a more stylized form of boat, for none have been found so there is no confirmation on whether they did exist or not. ^②Because none have been found the only evidence we can go to are historical documents or iconographic pieces. The historical documents include pieces such as the London Charter (date ?) and the chronicle of John of Worcester (date ?). Not only are documents important to analyze how these ships could have been built but so are images. Images of hulks can be seen on many things such as coins and seals. These images though must be taken with a grain of salt because of the artistic license. This means the image depicted is probably not the actual boat itself because the scale and ratios are terrible. In some coins and seals the boat is almost the same size as the people. It could also be that the artist have never seen a real boat or has only been described what they look like and if the artist is from a coastal or ② Hulks have been described and depicted as ships that are		maritime culture why did they decide to proportion it the way they did. Lastly, cogs were used during the medieval period as well. Cogs as described Ole Crumlin-Pederson as "a double ended ship with an angular profile that has a flat bottom with flush side strakes." Not that but they tend to have a fixed rudder and are clinker built and tend to have a mixed building process. The most well known example of a cog is the Bremen cog (1390). For its time it was a decently sized ship at around 80 tons for cargo, which was most likely wine. The ship itself had around a 3:1 ratio meaning it was meant for cargo carrying and long hauls. When discovered the ship was badly water-logged meaning they had to pump it with polyethylene glycol during conservation in order to save it. But sadly when reconstructed they decided to hang it up by wires in the museum, causing the whole base of the ship to sag down and no longer be near the same shape and size as when it was discovered.	
double ended, have collars, and are reverse clinker built. Meaning the planks are put on the inside of the previous plank.		Although hulks are still to be found physically, keels, hulks and cogs were the most used ships of the medieval period. That are of different techniques, styles and traditions.	
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①

When the ship was excavated it was ⁱⁿ terrible shape. The water had eroded most bits away and parts were missing. The most important bit missing was the sheer strake, ^{because it is gone} & we do not know how large the ship was. This makes it difficult during the reconstruction and replica building process. Although keels are the largest category for ship types there are also hulls.

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