



Preliminary survey of wreck Nimetu-367 off the west coast of Saaremaa Island

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INTRODUCTION

During the 2024 fieldwork season Estonian Maritime Museum continued its long-term mission to survey the wrecks in Estonian waters. This activity aims to get a better understanding of the type and age of the wrecks beneath the waves and to determine which align with the Museum's research interests. Currently, there are more than 700 identified targets in the Transport Administration Hydrography Information System (HIS), which have been found during their regular seafloor mapping. Some of them have been identified either through historical sources or by diving, but most are still unidentified. A few have been documented by side scan sonar (SSS) or multibeam echo sounder (MBES) images, which may help the archaeologists to determine their type and approximate age, but it is very easy to misinterpret even seemingly good quality images. So, each year Estonian Maritime Museum tries to check as many of the unidentified targets as possible, prioritising the ones that show the most research potential.

Thanks to the Swedish technical divers who have volunteered to help the Estonian Maritime Museum by providing a boat and a dive team, we have had a chance to inventory some of the wrecks on the western coast of Saaremaa Island during the last few years. The availability of technical divers allowed to inventory the wrecks outside the recreational diving depths, i.e. deeper than 40 metres. Another criterion for selection was that the wrecks would have either MBES or SSS images available (usually provided by the Transport Administration in HIS). If the wrecks in those images looked like wooden sailing vessels, they were included in the list of potential targets, as one of the museum's research interests is Early Modern Age ships. The third criterion was the distance. The Swedish dive vessel made berth in Veere harbour, which meant that all the targets should be within a day's return voyage – maximum 25 nautical miles from the harbour.

One of the wrecks selected for diving from HIS database based on the aforementioned criterion was *Nimetu-367* (HIS ID 1169), also known locally as Rjabin shoal wreck. The side scan sonar images of the wreck showed a distinct wooden sailing vessel. The ship seemed to be in good condition, and the hull looked mostly intact. This is characteristic of the Baltic Sea – because of the low salinity, the shipworm (*Teredo navalis*) does not survive here, also the oxygen content in deeper waters is low to non-existent. In waters deeper than 50 metres, the water temperature is constantly around 2–5 degrees and light does not penetrate that deep, so the decomposing processes take much more time. This all makes the Baltic Sea an ideal place for the survival of the wrecks. The main objective of the dive was to ascertain the type and potentially also the age of the wreck and to collect as much data as possible for the identification of the wreck. The dive to the wreck was done on 27 May 2024. The total dive time was 100 minutes, with 27 minutes spent at the wreck. In addition to visual inspection of the wreck, high resolution photos were taken.

THE WRECK

According to the data in HIS, the wreck of *Nimetu-367* was discovered in 2017 by the Estonian Maritime Administration (now the Estonian Transport Administration). The wreck lies at the depth of 66 metres, approximately 8.7 nautical miles west of Harilaid peninsula in Saaremaa Island (Fig. 1). No measurements were taken during the dive due to limited time,

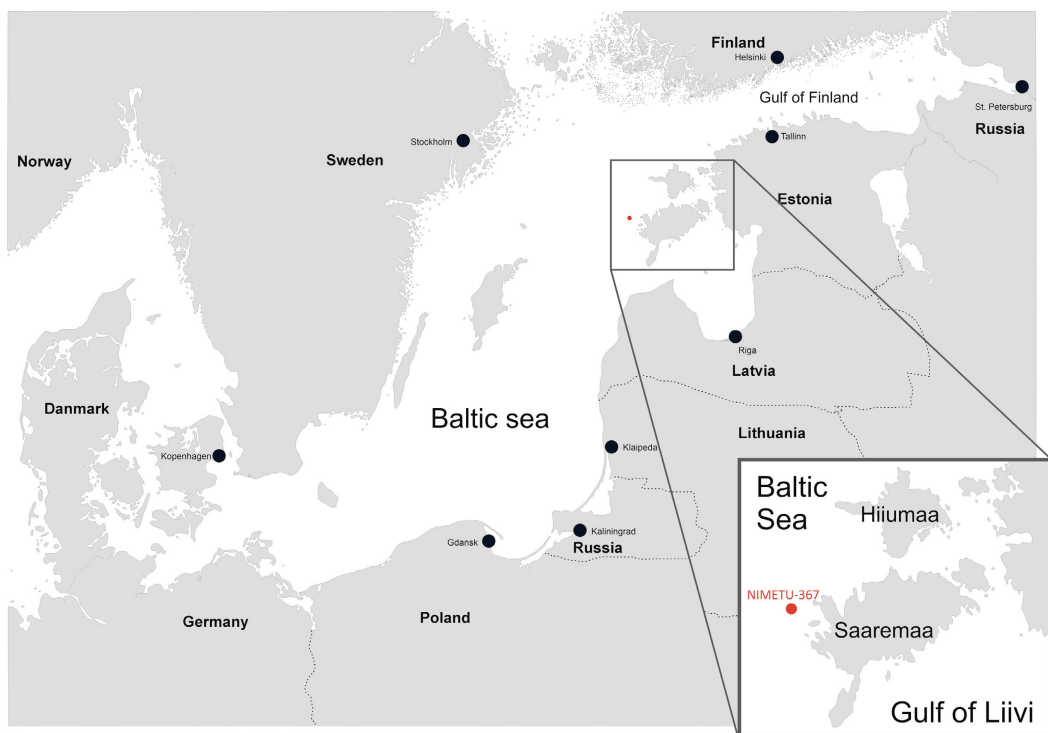


Fig. 1. Location of the wreck *Nimetu-367*.

Jn 1. *Nimetu-367* vraki asukoht.

Map / Kaart: Roman Matkiewicz

all dimensions were taken from the MBES image. These are approximate and may have some margin of measuring error. Still, they give us an understanding of the overall size of the vessel.

The length from stem- to sternpost is ca. 33.10 m. The breadth of the wreck at $\frac{1}{3}$ of the length is 8.1 m, at midship 8.6 m and at $\frac{3}{4}$ of the length 7.8 m. The height of the stempost from the bottom is about 4.8 m. There are carved Roman numbers on the starboard side of the stempost that are the draft lines (Fig. 2). Unfortunately, these markings went unnoticed during the dive and were only discovered from the photos of the wreck. Thus, there is only one photo where those markings are clearly visible. The highest carving visible in the photo is 'XVI'. The lowest one is 'X', which is about 1.2 metres from the bottom (measured from the photo). As 'X' corresponds to 10 feet (ca. 3 metres) of draught, it would mean that the wreck sits about 6 feet (1.8 m) in the sediment and the whole height of the stem post would be around 6.6 metres.

The wreck sits on its keel, without any noticeable list to either side. The ship was made of wood, and the hull is in a relatively good condition. However, remnants of old fishing trawls and dislocated windlass prove that the wreck has been damaged by trawling. There are some loose structural parts of the ship near the wreck (up to 3–4 metres from the hull), but further out, no ship parts are lying on the seabed. This can be seen from the sonar image uploaded



Fig. 2. Carved depth marking on the stempost.

Jn 2. Täävil paiknevad süvisemärgid.

Photo / Foto: Marcus Runeson

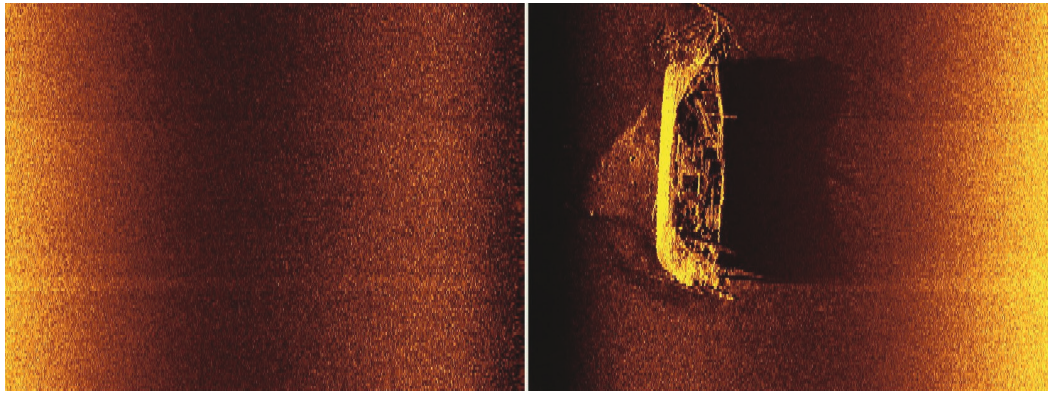


Fig. 3. Side scan sonar image of Nimetu-367.

Jn 3. Nimetu-367 sonarikuujutis.

Image / Kujutis: Estonian Transportation Administration / Transpordiamet

to HIS (Fig. 3). The bow of the ship has survived better than the aft part, which has suffered a rather extensive damage up to about midship (Figs 4–5). The ship had a flat transom. The sternpost is still standing, with the lower part of the rudder attached to the sternpost. The upper part of the rudder has been torn off and lies on the bottom behind the stern. The sternpost rises about one metre above the remaining stern, illustrating the level of destruction inflicted on the stern. Although many details of the stern construction are missing, the flat transom suggests a relatively late construction. Although there were several ways to construct the stern of the ship, the flat transom seems to be the most common solution at least from the 18th century (Kenchington 1993).

The main deck planking has somewhat survived in the bow up until three beams behind the main cargo hatch. Further astern, no beams or deck planking have remained in place. In front of the main cargo hatch, there is another smaller hatch. In the stern, it is visible that both inner and outer planks have been attached to the frames with treenails. Similar constructional features have been observed on wrecks dated to the 19th century (Kraut & Lätti 2021), and it is the common construction method of the era (Greenhill & Manning 1988, 145–147).

On the bottom, around the wreck lie mostly loose planks and other bits and pieces from the vessel. One of the more prominent items on the bottom is a wooden-stocked Admiralty-type anchor that leans against the starboard side of the bow. Judging by the position of the anchor on the starboard side, this is most likely the best bower, while the small bower is missing. The remains of an anchor chain still hang from the anchor. The use of an anchor chain instead of a hemp cable is also suggested by the iron hawse pipes. The use of iron can be detected by the corrosion around the hawse holes, which would not be there in case of lead hawse pipes used with hemp cable (Adams *et al.* 1990, 130). There is a smaller forged anchor on the deck under the starboard side cathead (the portside cathead is missing) and another one on the port side on the third beam abaft the main cargo hatch. Both anchors are without the stock. Most likely they are kedges, which were used to manoeuvre sailing vessels out of tight harbours or tidal river entrances. Because both anchors are covered in trawls, their original locations cannot be determined, and without further investigation, the exact type of the anchors cannot be determined.



Fig. 4. Bow of Nimetu-367.

Jn 4. Nimetu-367 vöör.

Photo / Foto: Marcus Runeson



Fig. 5. Stern of Nimetu-367.

Jn 5. Nimetu-367 ahter.

Photo / Foto: Marcus Runeson



Fig. 6. Windlass on the bow.
Jn 6. Võõris paiknev ankrupeli.
 Photo / Foto: Ivar Treffner

The windlass (Fig. 6) has also been dislocated from its original position by the trawl. The carrick bitt on the starboard side is still whole, and the barrel of the windlass is attached to it. The port-side carrick bitt has been broken, and the barrel has come out of it. The barrel is octagonal with remains of a heavily corroded iron mechanism in the centre. This could have been a ratchet for fixing the position of the barrel with a retaining pawl. On both ends of the barrel where it enters the carrick bitts, there are remains of yet another iron mechanism – most likely ratchet wheels for either push pawls or retaining-pawls. What makes this interesting is that even though the barrel has iron ratchets, and it may have had

push pawls, it still has pawl bitts in the barrel and on the outside of the carrick bitts, making it possible to use the windlass the old-fashioned way with handspikes. The windlass may have been a basic one with only retaining pawls and no drive mechanism except handspikes. No remains of any drive mechanism or levers could be observed, which does not fully rule out that something might have existed, yet has now been destroyed and removed by the trawl.

RIGGING

Surprisingly, not much of the rigging has survived. It remains unclear how many masts the ship had. A part of the lower foremast was observed in the bow. The foremast has been broken and now lies on the deck extending over the port side. Most likely, it was in the opening in front of the windlass, and such position would suggest a three-masted vessel. There are no other openings in the deck between the windlass and the main cargo hatch that could have housed a mast. Overall, there are very few mast parts (yards, spars, etc.) around the wreck. In the Baltic Sea, when masts have broken off during sinking or by subsequent trawling, most parts of the rigging lie on and around the wreck – see, for example, *Nargen* (Treffner 2024), *Nimetu-45* (Treffner & Lätti 2024), *Witte Swaen* (Eriksson *et al.* 2024), etc. However, in the case of *Nimetu-367*, there are only a few items (some blocks, deadeyes) of the running rigging in the bow. No parts of running rigging were observed from the main cargo hatch towards the stern.

The lack of running rigging could mean that the rigging was removed from the ship prior to the sinking. To carry out the removal, it would mean that the ship had to be afloat or stranded for a considerable amount of time and did not sink immediately. Another observation that supports this is that no tools, tableware, or personal items were seen on and around the wreck. The lack of such items points to the fact that they were removed from the ship before the sinking.

CARGO

The hold of the ship is full (Fig. 7). Although the cargo in the hold is mostly covered with sediment, in some places it has been washed off and a cargo of coal can be observed (Fig. 8). It seems that most of the wreck is filled with coal and therefore, in terms of identification we need to look for a ship that sank while carrying coal.



Fig. 7. Full hold of the wreck.

Jn 7. Vrakilaadung.

Photo / Foto: Ivar Treffner

Historical records show busy traffic between the English and the Baltic Sea ports. In the second half of the 19th century, the coal trade grew rapidly, with export from the British ports increasing almost tenfold (Osier 2005, 1). The profitable trade route attracted many shipowners, and in addition to the British, other nations participated with their vessels. The bulk of British coal export came from Newcastle and cargoes were taken mainly to Kronstadt and St. Petersburg, but other larger ports, like Stettin (Szczecin), Riga and Tallinn were frequently called as well (*ibid.*, 19, 199–200). The much-needed fuel for factories and steam engines was transported mostly by sailing ships – brigs, snows and barques, most of which had a capacity between 200 and 350 registered tonnes and draft about 14–16 feet (about 4–5 metres) (*ibid.*, 17). This is well illustrated by the fact that in 1861, only fifteen Baltic-bound departures were made by steamers, while sailing ships made over a thousand departures (Osier 2002, 16).



Fig. 8. Piece of coal from the cargo.

Jn 8. Tükike laadungiks olevast kivisöest.

Photo / Foto: Ivar Treffner

The Wreck Register, maintained by the Estonian National Heritage Board¹, contains 84 historical mentions of ships that perished between the 17th and 20th century. Most of them were sailing ships bound for St. Petersburg or Kronstadt. The main reason for shipwreck, at least in Estonian waters, seems to be navigational errors in shallow and treacherous waters near the coastline. However, coal was generally considered a dangerous cargo, because it could shift in rough weather and ultimately capsize a ship. Also, there was the possibility of spontaneous combustion and collection of explosive gases for some type of coal (Carter *et al.* 2023, 434).

According to the historical accounts, in 1890–1899 eleven ships carrying coal to Russian ports were lost (Carter *et al.* 2023, 442). Although the information about the earlier years of the 19th century is scarce, it can be assumed that the number of shipwrecks was similar or even higher. Thus, finding a wreck with coal cargo should be quite common, but the large number of wrecks and historical records about the accidents at sea make accurate identification of a ship remains relatively complicated.

In the case of *Nimetu-367*, some assumptions about the circumstances of the accident can be made. The dangers mentioned in historic accounts – explosion onboard and capsizing rapidly because of shifting cargo can be ruled out. There is no evidence of fire or explosion in the wreck; its holds are full of coal that would readily spill out in case of capsizing and there is no larger debris field around the wreck associated with capsizing. The seabed around the wreck is surprisingly empty of elements associated with the ship, which may indicate that the damaged ship was adrift before finally sinking.

DATING OF THE WRECK

Although no samples (dendrochronological or otherwise) were taken, it is still possible to preliminarily date the wreck.

The ship had a rather simple and old-type windlass. According to Adams *et al.* (1990, 130), hand-spike type windlasses were common until the mid-19th century. Windlasses with iron ratchets or cog wheels were characteristic to the 19th-century (see Harland 2015). The old-type windlass with newer type iron add-ons may indicate a transitional period in windlass development, which would date it most likely to the first half of the 19th century.

The anchor chain started to replace hemp cable around 1800, but as it was an expensive piece of equipment, it was unlikely to appear on the merchant vessels so soon. Even the Royal Navy adopted the chain only in 1811, and the chain became a standard in the merchant marine much later. It has been suggested that the colliers whose seamen were known for their general competence might have been slow to accept changes (Adams *et al.* 1990, 130).

The deadeyes and blocks found on deck indicate that the ship was using hemp rigging instead of wire. The latter started to replace hemp in the 1850s and 1860s (*ibid.*), so this suggests the building date prior to the 1860s. Considering all the above, the ship was most likely built somewhere in the late first half to the middle of the 19th century.

POSSIBLE IDENTIFICATION

For identification, the Estonian Wreck Register was first consulted. Set parameters for cargo (coal), time (19th–20th century) and location (near Vilsandi Island, Saaremaa) of the sinking filtered out seven likely candidates. It must be noted, however, that the Wreck Register relies

¹ https://register.muinas.ee/public.php?menuID=en_wreckregistry (last accessed 07.04.2025).

on written records, and if the ship's last cargo was not specified in the historical documents, it does not appear in the Register either. Thus, it cannot be excluded that the wrecks with unknown cargo might have been inevitably overlooked. The seven possible shipwrecks included: *Worthy of Devon* (id 1217), *George Palmer* (id 1159), *Alexander* (id 1279), *Alfred* (id 1179), *Sabina* (id 1130), *Mary* (id 1157), and *Anna-Lina* (id 901). Lloyd's Registers of Shipping were then consulted to specify the dimensions of these vessels. Information on the circumstances of the wrecking, as well as on rescue works and subsequent sales of the salvaged goods, were obtained from the records of merchant Christoph Friedrich Schmidt's company², which organised the sales of the salvaged goods from ships stranded on the coast of Saaremaa.

Based on the approximate measurements deduced from the sonar image, *Alfred*, *Sabina*, and *Anna-Lina* were ruled out as their length and breadth proved to be smaller than that of the wreck in question (Lloyd's 1887; Lloyd's 1837; Lloyd's 1838). Considering the calculated height of the stem post and the position of the carved draught marks, *Mary* and *George Palmer* were discarded as well, for per their captains' declaration made after the loss, the draughts of these ships were respectively 12 and 13 feet (3.6 and 3.9 m).³ Additionally, according to Lloyd's Register of Shipping (Lloyd's 1845), *George Palmer* was iron-sheathed in 1844, whereas no signs of such an amendment were observed on *Nimetu-367*. In the auction protocol of the salvaged goods, the windlass from *George Palmer* is noted to have been sold (RA, EAA.625.1.458)⁴, whilst the windlass of *Nimetu-367* lies with the wreck. No decisive information was retrieved about the dimensions of *Alexander*, but according to both Lloyd's Register (Lloyd's 1846) and Wreck Register, *Alexander* was a barque with a tonnage of 304–305 t. It underwent major repairs and improvements during its lifetime and had recently been felted and sheathed before running aground (Lloyd's 1846). Without knowing the dimensions, however, it is impossible to define it as *Nimetu-367*.

The method of exclusion left *Worthy of Devon* – a barque built in 1851 on Prince Edward Island with the tonnage of 372 t (Lloyd's 1852) – as the most likely candidate. The building date is consistent with the dating of the wreck. According to Lloyd's survey report (*ibid.*), the length of this vessel was 110 ft 5 inches (33.66 m vs. ca. 33.10 m measured from the MBES image) and breadth 28 ft 14 inches (8.85 m vs. ca. 8.6 m), which corresponds well with the dimensions of the wreck. Its draught of 18 ft also agrees with the height of the stempost of *Nimetu-367* and its corresponding draught marks.

According to written accounts,⁵ *Worthy of Devon* was destined from Newcastle to Kronstadt with 640 tons of coal on board when it ran aground on Tinarahu, a shoal on the coast of Saaremaa, on the night of 28 August in 1860 (by Julian Calendar). The official records give 13 September (by Gregorian Calendar) as the date when the ship was wrecked on Oesel (Royal Commission 1874, 606, 607). Tinarahu is approximately 8.3 nautical miles from *Nimetu-367*. It is quite a distance, but in favourable conditions, a slowly sinking ship that has come off the shoal could theoretically cover it. With a drift of 1.5–2 knots, it would take the ship four to six hours to cover the distance.

The crew was saved, but the ship suffered damage from the mid-mast backwards, and a persistent storm with extremely high water further impeded the rescue works. The sea smashed the deck cabin immediately, so that the captain was unable to save the ship's

² RA, EAA.625.1.523; RA, EAA.625.1.454; RA, EAA.625.1.458.

³ RA, EAA.625.1.454; RA, EAA.625.1.458.

⁴ RA, EAA.625.1.458.

⁵ RA, EAA.625.1.523.

documents. As mentioned above, the wreck's bow has survived very well, but there is extensive damage towards the aft from about midship, which is consistent with the description of the loss of *Worthy of Devon*. However, the historical accounts do not reveal the extent of the damage to the stern, so this fact cannot be used as a definitive identification.

Salvaging of ships had been a common practice for peasants and landlords alike in Estonia already for centuries (Lust 2017), and the case of *Worthy of Devon* was no different. The rigging, the steering wheel, the anchor chain and two anchors were eventually salvaged, and sold at the auction.⁶

Worthy of Devon had six anchors – three bowers, one stream and two kedges (Lloyd's 1852). If two anchors were sold, they were likely the most expensive ones – bowers. On the wreck, there is one bower and two kedges, which also fits well with the historical description. Again, because of the trawl damage, it cannot be ruled out that the anchors could have caught the trawl and have been dragged away. 265 yards (about 80 m) of anchor chain was sold at the auction.⁷ On the wreck, a few metres of potential anchor chain were observed, so evidently most of it has been removed. Because only a few items of running rigging were found on the wreck, it seems likely that *Nimetu-367*'s rigging was also removed before sinking.

The fact that quite a lot of items were salvaged means that the ship must have been stranded for some time. The historic accounts do not reveal how long the ship was stranded or what happened to it eventually, but if rigging and heavy items like anchors and anchor chain were removed, it could have made the ship light enough to become afloat again and drift away if conditions changed.

Of course, there are some inconsistencies – for example, the hull of *Worthy of Devon* was zinc-plated below the water line. On *Nimetu-367*, there is no plating visible on the hull above the sediment. The lifespan of the protective plating was very short – for example, *Worthy of Devon* received new zinc plating in 1853 and 1857 (Lloyd's 1853; Board of American Lloyd's 1859), indicating an interval of four years. It remains unclear what exactly was meant under 'zincplating' in the case of *Worthy of Devon*, but in the mid-19th century, a 'yellow metal' or 'Muntz metal', an alloy of copper and zinc, became increasingly popular with merchant vessels (Bingeman *et al.* 2000, 224). It was considered to last longer than regular copper sheathing – a 24-gauge plate was considered to last about three years (Carlson *et al.* 2011, 108). Thus, it is possible that the plating has completely disintegrated, which, considering the conditions in the Baltic Sea described in the beginning of the article, seems unlikely though not entirely impossible. Another possibility is that for whatever reason by 1861, the old plating was removed, and no new plating was (yet?) installed.

CONCLUSIONS

Nimetu-367 offers a unique glimpse into the merchant shipping in Estonian waters in the 19th century. Even though current information regarding the wreck does not allow its definite identification, it is highly likely a British cargo ship, *Worthy of Devon* that sank in 1860 near the island of Saaremaa. However, to confirm it with absolute certainty, further research is necessary.

⁶ *Ibid.*

⁷ *Ibid.*

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ESMASED UURINGUD NIMETU-367 VRAKIL SAAREMAA RANNIKU LÄHEDAL

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Transpordiameti poolt hallatavas Hüdrograafia Infosüsteemis (HIS) leidub ligikaudu 700 teadet veealuste objektide kohta, millest vaid mõni on kindlalt tuvastatud. Ehkki paljude leitud objektide kohta on olemas nii lehvik- kui külgvaatesonari andmestik, on täpsemaks uurimiseks vajalik sukeldumine ning objekti lähivaatlus, mis kuulub juba aastaid Eesti Meremuuseumi allveearheoloogiliste tegevuste sekka. 2024. aastal uuriti Saaremaa läänerannikul uppunud laeva, töönimega Nimetu-367. Tööd said võimalikuks tänu Rootsi vabatahtlikele sukeldujatele, kellel lisaks oma tuukripaadile on tehnilise sukeldumise võimekus.

Nimetu-367 ehk Rjabini madala vrakk on purjelaev, mis lamab ligi 66 m sügavuses, Harilaiu poolsaarest 8,7 miili lääne pool. Sonariandmete põhjal on laev 33,1 m pikkune ja 8 m laiune, mis paikneb tasakiilul. Sukeldumise käigus tuvastati, et hilisema traalpüügi käigus vigastada saanud laevakere on suhteliselt hästi säilinud: võõr paremini kui laeva ahtriosa, mis on kuni kesklaevani tugevasti kahjustatud. Siiski saab kindlaks teha, et laeval oli lame ahtripeegel. Tehtud fotodelt avastati ka täävidel paiknevad süvisemärgid, mille järgi võib eeldada, et laevakere paikneb ligi 1,2 m sügavuselt põhjasetetes.

Laeva tekk on säilinud võõriosas ning selles paiknevad kaks luuki. Võõris asub väiksem luuk ning laeva keskosas suurem, ilmselt trümmiluuk. Säilinud tekk ulatub umbes kolme piimi jagu luugist ahtri poole. Lisaks väiksematele vraki ümber lamavatele laevadetailidele paikneb vraki paremal pardal, võõriosas ka puust tokiga ankur koos ankruketiga. Tekil paikneb veel kaks väiksemat ankrut, üks tüürpoordi kraanpalgi juures ning teine trümmiluugist tagapool. Viimatimainitud ankrud on väiksemad ja tokita, olles ilmselt laeval kasutatud varpankrud. Vrakki kahjustanud traalimine on vigastanud ka võõris paiknevat ankrupeli. Tervena säilinud ning eraldatud konstruktsioonielemendid viitavad 19. sajandil kasutatud ankrupelile.

Laeva kahjustuste tõttu pole võimalik kindlalt määrata mastide arvu. Võõris on näha fokkmasti alumine osa, mis ilmselt paiknes ankrupeli ees. Fokkmasti selline asend võib viidata kolmemastilisele laevale. Märgiline on ka taglasedetailide vähesus vraki ümber. Tavajuhtudel paikneb purunenud taglas vraki vahetus ümbruses ka siis, kui vrakk on traalpüügi käigus kahjustada saanud. Nimetu-367 vrakil oli võimalik märgata vaid mõningaid plokkke ja juhvleid. Samuti paistab silma väiksemate tarbeesemete,

näiteks nõude ja tööriistade puudumine, mis võidi eemaldada laevalt vahetult enne selle uppumist.

Laeva trümm on pea täielikult täis kivisütt. Tegemist oli üsnagi tavalise laadungiga 19. sajandi Läänemerel, mil sütt veeti Inglismaal asuvatest kaevandustest peamiselt Vene keisririigi sadamatesse. Õnnetused sõelaevadega olid sagedased ning Muinsuskaitseameti vrakiregister tunneb samuti 84 sõelaadungiga laeva. Lisaks nõ tavalistele laevaõnnetuste põhjustele (ilm, karilesõit) ohustas sõelaeva ka kummulimine nihkuva lasti tõttu, aga ka tulekahju ja plahvatus pardal sütest eralduva gaasi tõttu. Nimetu-367 vrakil tulekahjust ja plahvatusel jälg ei ole; pigem näib, et laev uppus pärast pikemat triivimist, mil meeskond oli vigastatud laeva maha jätnud.

Vraki ehitustunnuste järgi on võimalik laevajäänuseid esialgselt dateerida. Laeva ankrupeli on ehituselt lihtne ning kuulub ilmselt 19. saj I poolde. Ka ankruketid tulid kasutusele samal ajal, asendades järkjärgult seni kasutatud ankrüköied. Vrakil säilinud taglasedetailid viitavad ilmselt kanepiköite kasutamisele laeva taglases. Metallvaieritest taglas hakkas purjelaevadel levima 1850.–1860. aastail, seega kinnitab see senist oletust, et laev pärineb 19. saj I poolest.

Laeva identifitseerimiseks kasutati välistamismetoodit, jättes kõrvale Saaremaa rannikul paiknevad 19. sajandi vrakid, mille mõõtmed ja muud teadaolevad tunnused Nimetu-367-ga ei kattu. Kandidaadina tuleb kaaluda 1851. aastal Inglismaal ehitatud parklaeva *Worthy of Devon* (Vrakiregistri ID 1217) mahutavusega 372 tonni. Inglismaalt Newcastle'ist Kroonlinna teel olnud laev jooksis Tinarahu madalale 28. augustil 1860. See koht on ligikaudu 8,3 meremiili kaugusel vraki asukohast, kuid on võimalik, et vigastatud laev triivis nii kaugele. On teada, et laeva meeskond pääses, samuti päästeti laeva taglas. Kirjalikud allikad mainivad ka viga saanud ahtrit, kuid selgusetuks jääb vigastuste ulatus. Laeval oli algselt 6 ankrut, vrakil on märgatavad kolm. Vrakil pole näha ühte *Worthy of Devon*'i tunnust – metallplaatidega kaetud kere veealust osa. Kuivõrd metallplaatistuse eluiga oli lühike, on võimalik (ehkki ebatõenäoline), et see on täielikult hävinud.

Ülaltoodu põhjal pole võimalik vrakki üheselt identifitseerida ning andmete täpsustamiseks on vajalikud täiendavad väli- ja arhiivitööd. Nimetu-367 vrakk pakub põnevat võimalust uurida 19. sajandil Eesti rannikuvetes toimunud kaubaliiklust ning selleks kasutatud laevu.