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UNDERWATER ARCHAEOLOGY IN ESTONIA

Vello MÄSS

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Estonian underwater archaeology was born in 1958 when the remains of a prehistoric wooden structure lying at the bottom of Lake Koorkülа-Valgjärv were investigated under the leadership of Jüri Selirand from the Institute of History, Estonian Academy of Sciences.[1] However, this first attempt did not lead to systematic research in the waters of Estonia. The time was not favourable for underwater archaeology then: because of the "iron curtain" contacts with foreign countries were extremely restricted; no knowledge, equipment, or literature was available.

The next attempt was made after an interval of 20 years by the Estonian Maritime Museum in 1978.[2] By that time underwater archaeology had already gained success in many European countries. Salvage of the Royal ship *Vasa*, five Viking ships from the Roskilde fjord, and the Bremen cog had already become history.

The Estonian underwater archaeology of today is mainly based on research at sea and only the Maritime Museum is practising it. In 1980 the Viikar Diving Club was founded at the Museum. In 1982 the research vessel *Mare* was acquired. In 1988 the Department of Underwater Archaeology was established.

A lot of work has been done during the past years. Among the objects found some are of remarkable historical importance.

In 1985 a 16th century wreck, the Maasilinn ship, was discovered in the waters of the West-Estonian Archipelago.[3] In 1987 the wreck was excavated, lifted ashore, and conserved using the method of freeze-drying (Plate XLVIII, *1*). The find represents an object of undoubted interest because of its original keel construction, double outer planking—thick carvel secured on top of thin clinker (Fig. 1), and a special manner of fastening the stem to the keel by two tenons using the natural curvature of a branch of the timber of which the keel was made (Fig. 2).

In 1989 a wreck was discovered at the bottom of the strait of Aegna Salm between the islands of Aegna and Kräsuli. A medieval sea route leading from Tallinn to the East passed through this strait. The wreck is dated to the 15th century.[4] Smooth outer planking was surprisingly already used in that vessel. In 1991 the wreck was preliminarily investigated and mapped. The origin of the ship has not yet been determined. However, eight preliminarily finished rectangular limestone slabs were

[1] **Selirand, J.** Valgjärve arheoloogilise uurimise esialgseid tulemusi. — ENSV TA Toim. Ühisk., 1960, No. 3, pp. 268—276.

[2] **Selirand, J.** On Underwater Archaeology in Soviet Estonia. — In: Publication number 4 in the series of the Provincial Museum of Kymenlaakso. Kotka, 1985, pp. 32—46.

[3] **Mäss, V.** Some Noteworthy Features of the Maasilinn Shipfind. — In: Publication number 14 in the series of the Provincial Museum of Kymenlaakso. Kotka, 1987, pp. 205—213.

[4] The ^{14}C dating of the wreck, Tln-1415 Aegna laev. (The Laboratory of the Institute of Geology of the Estonian Academy of Sciences.)

found on the wreck; these are remains of its cargo (Fig. 3). The limestone has been determined to be of Estonian origin and presumably it was intended to be exported to some European country as building material. By the way, in 1984 a 15th century wreck was found off the southern coast of Norway with a cargo of Estonian limestone quarried at Lasnamäe.

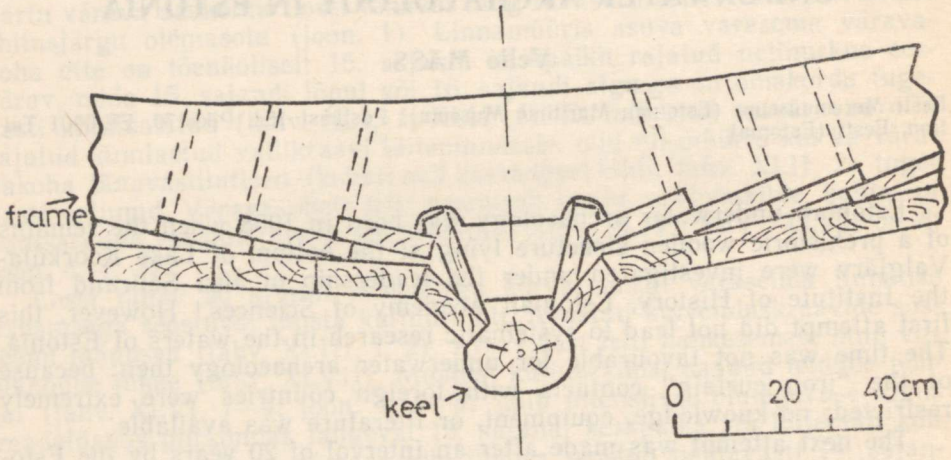

Fig. 1. Maasilinn ship. Cross-section of the keel construction.

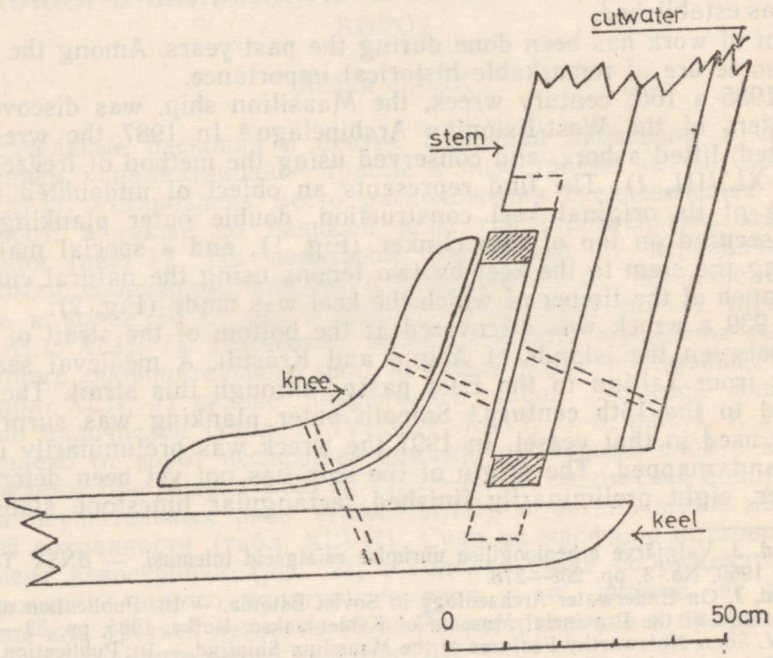

Fig. 2. Maasilinn ship. Fastening of the stem to the keel.

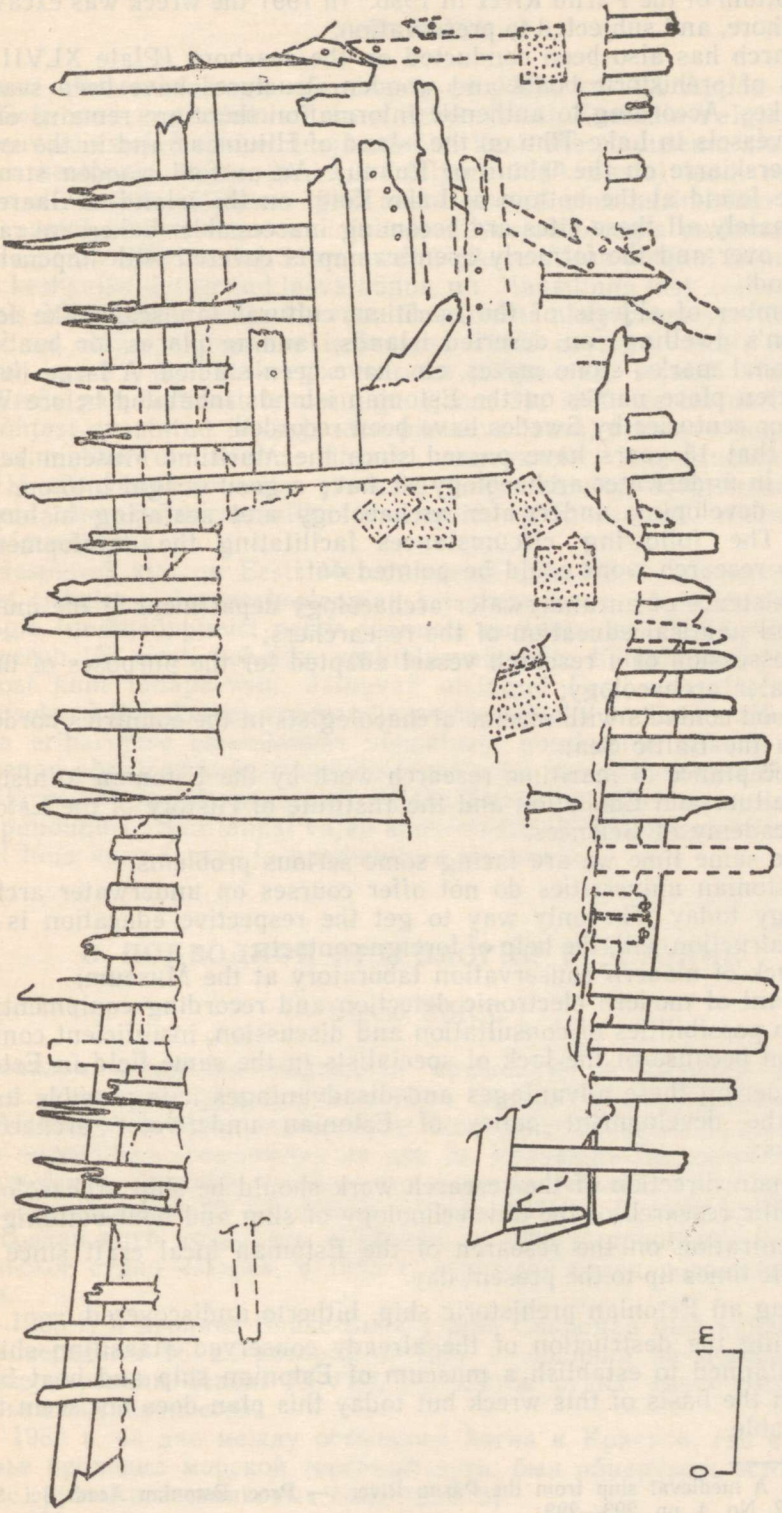

Fig. 3. Aegna Salm wreck with eight limestone slabs.

The oldest wreck ever discovered in the waters of Estonia was found at the bottom of the Pärnu River in 1990.[5] In 1991 the wreck was excavated, taken ashore, and subjected to preservation.

Research has also been conducted on the seashore (Plate XLVIII, *2*). Remains of prehistoric boats and wooden structures have been searched for in lakes. According to authentic information there are remains of prehistoric vessels in Lake Tihu on the island of Hiiumaa[6] and in the swamp of Houberskiarre on the island of Ruhnu[7]. An ancient wooden structure might be found at the bottom of Lake Koigi on the island of Saaremaa. Unfortunately all these sites are becoming inaccessible. Lakes are rapidly growing over and the formerly open swamp is covered with impenetrable brushwood.

A number of objects of the maritime cultural landscape like former fishermen's dwellings on deserted islands, landing places for boats, old navigational marks, stone mazes, etc. have been studied. A large number of forgotten place names on the Estonian islands inhabited before World War II for centuries by Swedes have been recorded.

Now that 15 years have passed since the Maritime Museum became engaged in underwater archaeology we have a good insight into our prospects of developing underwater archaeology and seafaring history research. The following circumstances facilitating the development of maritime research work could be pointed out:

— Existence of an underwater archaeology department at the museum and nautical education of the researchers;
— Possession of a research vessel adapted for the purposes of underwater archaeology;
— Good contacts with marine archaeologists in the countries bordering on the Baltic Sea;
— Acceptance of maritime research work by the Estonian Ministry of Culture and Education and the Institute of History of the Estonian Academy of Sciences.

At the same time we are facing some serious problems:

— Estonian universities do not offer courses on underwater archaeology today. The only way to get the respective education is self-instruction with the help of foreign contacts;
— Lack of modern conservation laboratory at the Museum;
— Want of modern electronic detection and recording equipment;
— No possibilities of consultation and discussion, insufficient competition because of the lack of specialists in the same field in Estonia.

Considering these advantages and disadvantages it is possible to formulate the development policy of Estonian underwater archaeology as follows:

1. The main direction of the research work should be ship archaeology—scientific research of the old technology of ship and boat building.
2. Concentration on the research of the Estonian local craft since prehistoric times up to the present day.
3. Finding an Estonian prehistoric ship, hitherto undiscovered.
4. Avoiding the destruction of the already conserved Maasilinn ship. It was planned to establish a museum of Estonian ship and boat building on the basis of this wreck but today this plan does not seem to be realizable.

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[5] **Mäss, V.** A medieval ship from the Pärnu River. — Proc. Estonian Acad. Sci. Social Sci., 1992, No. 4, pp. 293—298.

[6] **Arald, H.** Kui Tihu järvel otsiti viikingilaeva. — Nõukogude Hiiumaa, No. 47, 24. 04. 1979.

[7] **Tibergs, N.** Runöbondens Ägor. Uppsala, 1959.

EESTI ALLVEEARHEOLOOGIAST

Vello MÄSS

Eesti allveearheoloogia sünniaasta on 1958, kui TA Ajaloo Instituut Jüri Seliranna eestvedamisel uuris teaduslikult Koorküla-Valgjärve põhjas asuvaid esiajaloolisi ehitusjäänuseid. Eesti Meremuuseum alustas töid allveearheoloogia vallas 20 aastat hiljem. 1980. aastal loodi muuseumi juures allveeklubi «Viikar». 1982. aastal soetati oma uurimislaev «Mare». 1988. aastal asutati muuseumi juurde allveearheoloogia osakond. Märkimisväärne on 1985. aastal Saaremaalt Väikese Väina põhjast leitud 16. sajandi keskpaika dateeritud laevajäänus, nn. Maasilinna laev (tahv. XLVIII, *1*), mis 1987. aastal välja kaevati, üles tõsteti ning konserveeriti. Laevavrakil on olulisi ehituslikke iseärasusi. 1989. aastal avastati Aegna ja Kräsuli saare vahel keskaegse meretee põhjast 15. sajandi vrakijäänus Lasnamäe paeplaatidest laadungiga (joon. 3). 1990. aastal uuriti Pärnu jõe põhjast avastatud 14. sajandist pärineva laeva, arvatava koge vrakki.

Uurimistöid on tehtud tühjadel meresaartel, mererannikul (tahv. XLVIII, *2*), kinnikasvavates järvedes ning rabades. Registreeritud on mitmeid merekultuurmaastiku ilminguid, jäädvustatud rootsikeelseid kohanimesid jms.

Käesoleval ajal on Eesti Meremuuseum arendamas allveearheoloogia kitsast eriharu — laevaarheoloogiat, s. t. vana laeva- ja paadiehituse tehnoloogia tundmaõppimist nende jäänuste uurimise teel. Lähiaastail kontsentreerub töö Eesti kohalike veeliiklusvahendite tüüpide uurimisele esiajaloost kuni tänapäevani. Jätkuvad otsingud Eesti esiajaloolise laeva leidmiseks. Lahendamist vajavateks probleemideks on Eestis allveearheoloogia eripära omandamise võimaluste puudumine ülikooli tasemel, muuseumi algelised konserveerimisvõimalused, moodsa elektroonilise otsimis- ja registreerimisaparatuuri vajakajäämine ning erialase kollegiaalsuse puudumine. Säilitamist vajab konserveeritud Maasilinna laev, et selle baasil luua vana laeva- ja paadiehituse muuseum.

О ПОДВОДНОЙ АРХЕОЛОГИИ В ЭСТОНИИ

Велло МЯСС

Началом рождения подводной археологии в Эстонии является 1958 г., когда под руководством Юри Селиранда из Института истории АН Эстонии были подвергнуты исследованию останки доисторического подводного сооружения на дне оз. Кооркюла-Валгъярв.

Эстонский Морской музей начал свою деятельность в области подводной археологии 20 лет спустя, т. е. в 1978 г. В 1980 г. при музее был создан клуб водолазов «Вийкар», в 1982 г. приобретено исследовательское судно «Маре», в 1988 г. учрежден отдел подводной археологии.

В 1985 г. в проливе Вяйке-Вяйн у о-ва Сааремаа был найден остов судна середины 16 в., который в 1987 г. подняли на поверхность и законсервировали (табл. XLVIII, *1*). Остов судна имеет ряд примечательных особенностей.

В 1989 г. на дне между островами Аэгна и Крясули, где в средневековье проходил морской торговый путь, был обнаружен остов судна 15 в. с грузом известняковых плит (рис. 3).

В 1990 г. был исследован остов средневекового судна, предположительно когга, найденный на дне реки Пярну. Изыскательская работа проведена и на ныне необитаемых морских островках, на морском по-

бережье, на озерах и болотах (табл. XLVIII, 2). Зарегистрированы многие элементы морского культурного ландшафта.

В настоящее время музей осваивает специальную отрасль подводной археологии — археологию судна, исследующую технологию постройки старинных лодок и судов по их остовам. В ближайшие годы работа будет сосредоточена на исследовании водных средств передвижения местных типов начиная с древнейших времен до сегодняшнего дня. Продолжаются поиски эстонского доисторического судна.

Развитие подводной археологии в Эстонии сдерживает ряд обстоятельств, в частности отсутствие возможности приобретения специального образования на уровне университета, создания в музее всех требуемых для консервации условий, нехватка современной поисковой техники на судне «Маре» и т. д.; к тому же в республике нет желаемого числа сотрудников, в кругу которых можно было бы обсудить тот или иной вопрос по специальности в ходе дискуссии.

Сейчас перед нами стоит задача сохранить остов законсервированного судна с тем, чтобы при возможности создать на его основе музей старинного судостроения в Эстонии.

KROONIKAT

Jaan Rebane

10. novembril 1993 lahkus seitsmekümnendal eluaastal meie hulgast tuntud filosoof akadeemik professor Jaan Rebane.

Kadunu loomingu kõrgperiood langes ajalootormidest räsitud ajale, mil Eestis ei olnud kerge olla haritlane. Siiski kujunes kõige kiuste sel ajal Jaan Rebase osavõtul Eestis välja professionaalne filosoofia, tekkisid suunad ja mõttestiilid, mis juba paarkümmend aastat tagasi arenesid ühes rütmis maailma teadusmetodoloogia ja loogikaga. Kui olud muutusid, siirdusid mitmed Jaan Rebase õpilased pikemaks või lühemaks ajaks lääne ülikoolidesse külalisprofessoriteks, kusjuures kunagi ei ole neil tulnud häbeneda oma erialast haridust.

Jaan Rebase interpretatsioonid sotsiaalse mälu, keele, informatsiooni ja muude probleemide kohta elavad edasi suveräänses ideedemaailmas andes märku, et kadunu on jätkuvalt meiega.