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THE NYDAM BOAT AT KIEL

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slipped off it and sank. He did not rise again and Mitchell was tried for the murder and acquitted. A more curious case was that of one Richard Ireland, Quarter Master of the *Powerful*, who in 1786 got into trouble with Lieutenant Fry of that ship. Ireland belonged to the long boat—that is to say, as one of the witnesses put it, “he was Patron of her.” He lived in her and his wife lived with him. Fry seems to have insisted that the woman must leave the boat. Ireland was extremely angry, and his anger was expressed in a decidedly comic way. He complained curiously that his wife was not thought good enough to go in the longboat, although it was constantly employed to carry —, and the honest man used a certain biblical word.

It would be easy enough to prolong the list of examples of more or less the same character as the above. But what becomes very hard is to get definite traces of the presence and the functions of the women who were undoubtedly not rarely to be found in the *sea going ships*. They were there and there is mention of them. But what were the terms on which they were there and how, for instance, were they rationed? The decidedly gruesome case of the discovery of the dead body of a woman sewed in a hammock, in the bread room of a man-of-war, throws some light—but then what it shows is a kind of pit of Tophet, which one would rather not dwell on. I may, with your leave, return to the subject, which calls for some putting together and interpretations.

THE NYDAM BOAT AT KIEL.

BY CAPT. L. ARENHOLD.

THE Nydam boat was found at the place of that name in Schleswig about 50 miles north of Kiel buried in a moor near Als Sound. Very little is heard of this boat, although at the time of her discovery, in 1863, she aroused the greatest interest. As a matter of fact, if the age of the vessel and the importance of her contents are considered, she may almost be said to remain unequalled to this day.

The place where the boat was found was an inlet of the sea ending in a moor close to a village. It was then Danish territory. Another old boat of fir was found some months earlier ; it had a length of keel of about 50 ft. and was dug out in the presence of King Frederick VII. of Denmark. The more important " Nydam boat " was discovered in August, 1863. There were many objects in the boat and round about. She was at once dug out, and then the importance of this discovery became clear.

The planks had fallen together, but they were carefully marked and transported to Flensburg where a clever boat-builder from Copenhagen put them together and found no difficulty in restoring the boat to her original shape. He did his work very well and everyone was astonished at the success of the reconstruction and at the boat's beautiful lines, like those of a gigantic whale-boat.

Evidently she had been sunk intentionally, for large holes had been cut in her bottom planks. This appears to have been done in a hurry for much of her freight had been thrown over-board, while the rest remained in the boat. Probably she was pursued by an enemy, but this we can never know.

The boat was full of weapons and other objects. There were no fewer than 106 iron swords, 552 iron spear-heads of different shapes, bows, arrows, quivers, fragments of wooden shields, toilet articles, bronze and iron ornaments, 70 knives, skulls of horses and of a cow, bridles, etc. There was a quantity of gear such as oars, poles and thwarts ; there were also 34 Roman coins belonging to various years between 69 and 217 A.D. These various objects made it easy to estimate the age of the boat. This was settled as the IV. century A.D. ; she is therefore from 1,500 to 1,600 years old.

Her dimensions are :—Length over all, 75 ft. ; greatest breadth, 10 ft. 6 in. (the Gokstad boat is 76 ft. by 16 ft. 6 in.). This shows clearly that she was a rowing boat, and no mast or yard was found to prove the contrary. Tacitus, in his description of Germany of about 110 A.D., says : " The Germans have only rowing boats and the use of sails is unknown to them." There is no evidence that it was any different 200 years later.

The various parts of the boat were of oak and were well preserved by the peat. There were five planks on each side and a keel, all joined by clenched bolts clinker fashion. Some of the planks were as long as 45 ft. They were fastened to the frames by bast ropes, as were also the thole-pins on the rail, fourteen on each side. The seams were made watertight with

some sticky substance. The rudder, or steering-oar, was 9 ft. 3 in. long with a hole below water for a rope. Its upper end passes through a piece of wood fastened across both rails. I think this arrangement is rather doubtful, for the original rudder was broken and the new one is given a strop through the hole holding the lower part so near the boat's side that the rudder cannot be turned. The wood is very hard, but the bolts were of course rusty and the bast ropes rotten, so that the planking had collapsed. There were no signs of a deck.

The gear taken from this boat fills many cases in the museum at Kiel. Many of the weapons had been made useless after capture in the old Teutonic fashion. The swords were of widely differing origin, some marked with Latin, some with Runic letters. It would take too long to describe everything.

Sketches 1, 2 and 3 are from nature. Sketch 4 shows the stern of the boat and the rudder from above. Sketch 5 shows the wooden thole-pins lashed to the rail; they had strops to allow the rowers to back-water. Sketches 6 and 7 illustrate the way the planks were lashed to the frames. Ribs were carved on the planks with holes for the lashing, a most difficult piece of work. Sketch 8 shows the original rudder. There is a good model of this boat in the museum, made by the boat-builder who rebuilt the vessel. It is about 5 ft. long, with oars and everything in her. An iron anchor was found during the war of 1864 by an Austrian officer.

The fir boat mentioned above was laid aside at the beginning of the war and covered with moss. When the war was over all her planking was found to have disappeared—only the keel was left. Probably the solidiers had used the planks as firewood. This boat had at least one peculiarity. She had at each end of her keel an iron shoe whose point was broken off; this was probably intended for ramming an enemy's vessel under water, as was done by the Roman galleys.

The Nydam boat has now been in German possession for fifty years, thanks to a special stipulation in the treaty of Vienna. Unfortunately she had found a very bad resting place in Kiel, right under the roof of the Museum of Antiquities, by no means a suitable place for such a valuable relic. This is, of course, the reason why she is so little known. It is to be hoped that she will eventually be moved to a position more worthy of her.