

R E - D I S C O V E R I N G VROUW MARIA



1. GALLEY

The galley is located in the bow of the ship. There was not much space available to the crew. The galley houses a fireplace built of bricks. The smoke flue goes through the bow deck behind the windlass.

2. ANCHORS

Two anchors have been found near the wreck, each with a wooden stock. One of the anchors is hanging on the port side of the wreck near the bow. The other stock anchor lies on the seabed on the starboard side.

3. SECOND CARGO HATCH

The smaller cargo hatch is located behind the foremast. The cargo hatch offers a view of items such as wooden crates, ropes of varying thickness, blocks, pulleys, zinc ingots, and coke.

4. MAIN CARGO HATCH

The main cargo hatch is located between the masts. The cargo hatch reveals a number of tobacco pipes, various wooden crates, and wreck parts which have fallen into the hold. The lead seal, tobacco pipes and zinc ingots recovered from the wreck came from this cargo hold.

5. MASTS

The vessel had two masts rigged with square sails. Both masts were originally composed of three parts: mast, topmast and topgallant mast. The mainmast, which is still standing, is about 16 metres tall and the fore mast is about 14 metres tall.

6. PUMPS

The two ship's pumps are located right in front of the rear cabin. They were clogged by coffee beans when the crew tried to pump water out of the ship after the shipwreck. The port side pump still has the piston rod remaining.

7. REAR CABIN

The rear cabin is mostly disintegrated. The roof beams, one of which is decorated with a leaf pattern, and part of the floor structure are still remaining. The rear cabin was occupied by the master of the vessel, and it was also used for storing valuable or fragile cargo items.

8. REAR HATCH

The rear hatch is situated beside the sternpost near the waterline of the ship. The hatch provides a view of loose structural parts, which have fallen from the rear cabin located above. The rear hatch was used for loading goods such as timber into the vessel.

9. SEABED

The wreck is lying in an underwater valley at a depth of approximately 40 metres on a muddy clay bed, on top of which there is a layer of sand and gravel. The area is bordered by large rocky slopes. The terraces surrounding the wreck are caused by sea currents.

10. JELLYFISH

The underwater landscape and a jellyfish at a depth of about twenty metres. There is no plant life this deep down.

11. RESEARCH EQUIPMENT

A variety of documentation tools have been used in the research of the wreck. One of the most commonly used devices is a small remotely-operated vehicle, which can get into the confined hold and other small spaces more easily than a diver. Ambient conditions around the wreck were documented by means of devices which recorded issues such as temperature, salinity and currents automatically every 1 to 2 hours. This information can be used for assessing the preservation of the wreck and its conservation after potential lifting to the surface.

12. LANDSCAPE VISUALIZATION

It is often difficult to observe the underwater landscape at a depth of 40 metres because of darkness and the turbidity of the water. The wreck serves as an artificial reef for a variety of fish and daphnia. The wreck lies in an underwater valley where the slopes rise further away from the wreck. The landscape near the wreck is flat.

13. SOUND OF FISH

Sounds of the bullhead. Recorded very close with an underwater microphone.

14. SOUND OF GREY SEAL

Typical sounds of a diving grey seal. Recorded from a distance of a few metres from the seal at a depth of about 8 metres.

15. SOUND OF ICE

Sounds of pack ice. Recorded in the Gulf of Finland in March 2011.