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Grain, Greed and Green Wood

The Late Sixteenth-Century Scheurrak SO1 Shipwreck

and the Use of Double Hull Planking in the Early Modern Netherlands

Hendrik Lettany

Propositions

1. *Free surface effect caused by the cargo of grain, flawed hull design caused by greed, or changing weight of the hull caused by the use of green wood all can have contributed to Scheurrak SO1's stability problems. (chapter 7)*
2. *To properly assess past shipbuilding practices, careful and analytical disassembly of the construction should be considered a prerequisite. (chapter 5)*
3. *The use of the term "double Dutch" in reference to double-planked hulls should be abandoned in favour of case-specific explanations for the application of double hull planking. (chapters 3 and 4)*
4. *Shipbuilding contracts – although often abstract and technically challenging to interpret - allow us to identify patterns and changes within the maritime cultural landscape through quantitative and qualitative analyses. As yet, however, they remain an underexplored source in both maritime history and archaeology. (chapter 6)*
5. *It is up to the nautical archaeological community to identify diagnostic tools to differentiate between case-specific explanations for the application of double hull planking. To identify these tools, recording and description cannot be mixed with interpretation. (chapters 4 and 5)*
6. *The conversion of a hull relates to a specific opportunity, problem or innovation which is embedded within wider societal developments. Therefore, the identification and contextualization of multiple building phases should receive more focused attention in the field of nautical archaeology. (chapter 7)*
7. *The fieldwork executed as part of this dissertation demonstrates that the preservation of underwater cultural heritage for future research is valuable and worthwhile.*
8. *Ship construction data retrieved from underwater excavations in the Netherlands is often too inconsistent and limited to support a thorough analysis of ship construction or design, particularly in a comparative perspective. The 3D annotated scans method can help overcome this problem.*
9. *The study of the maritime past benefits from an integrated and transdisciplinary approach. Reducing the study of this past to a specific type of source such as archaeology, history or iconography is artificial and limits its potential.*
10. *Belgium should take a more proactive stand in the protection, management and research of its underwater cultural heritage. This can be established by centralizing the now fragmented expertise on a national level.*
11. *Indiana Jones could never make for a good underwater archaeologist due to the complexities of using a whip in an underwater environment.*