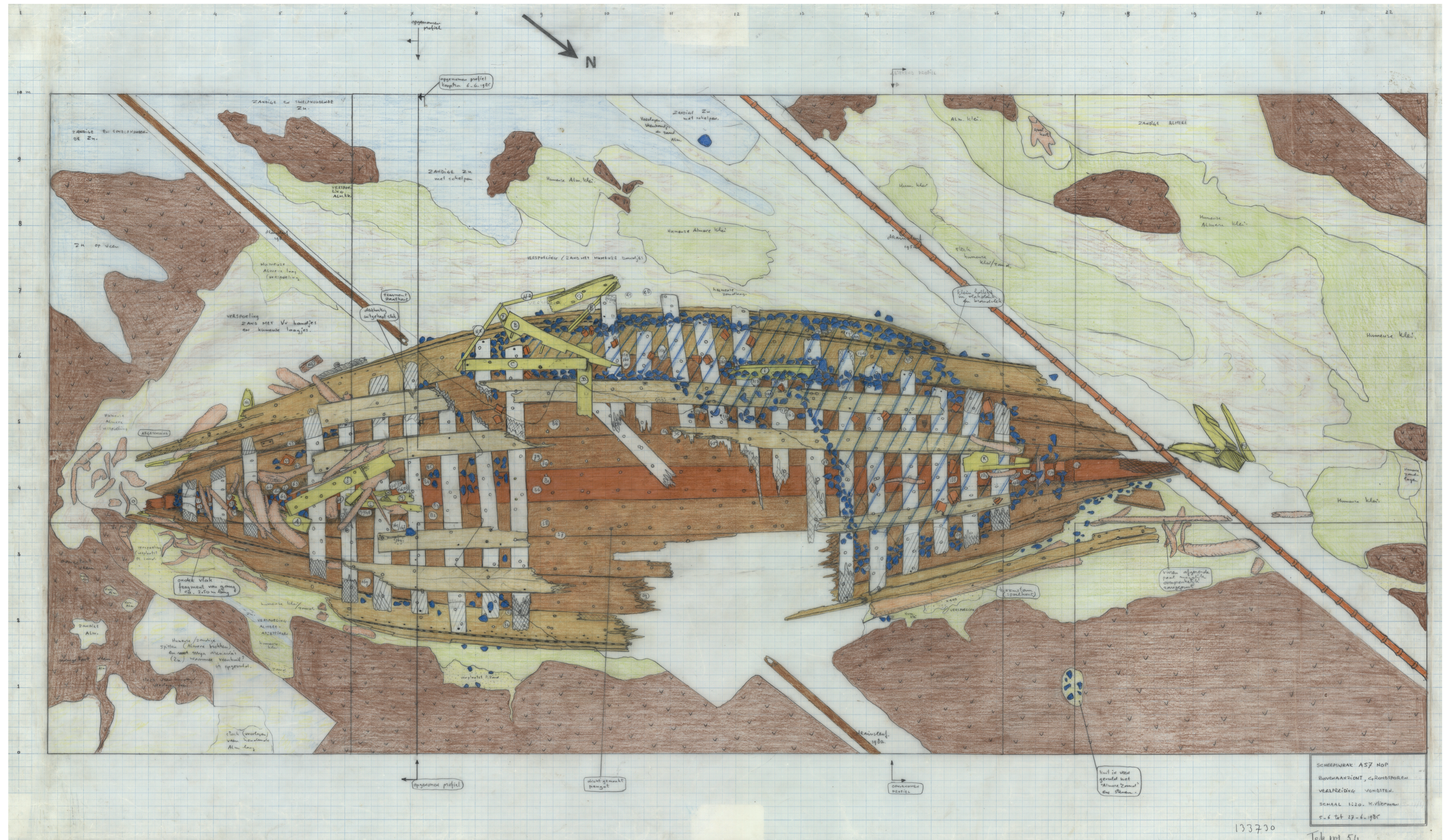
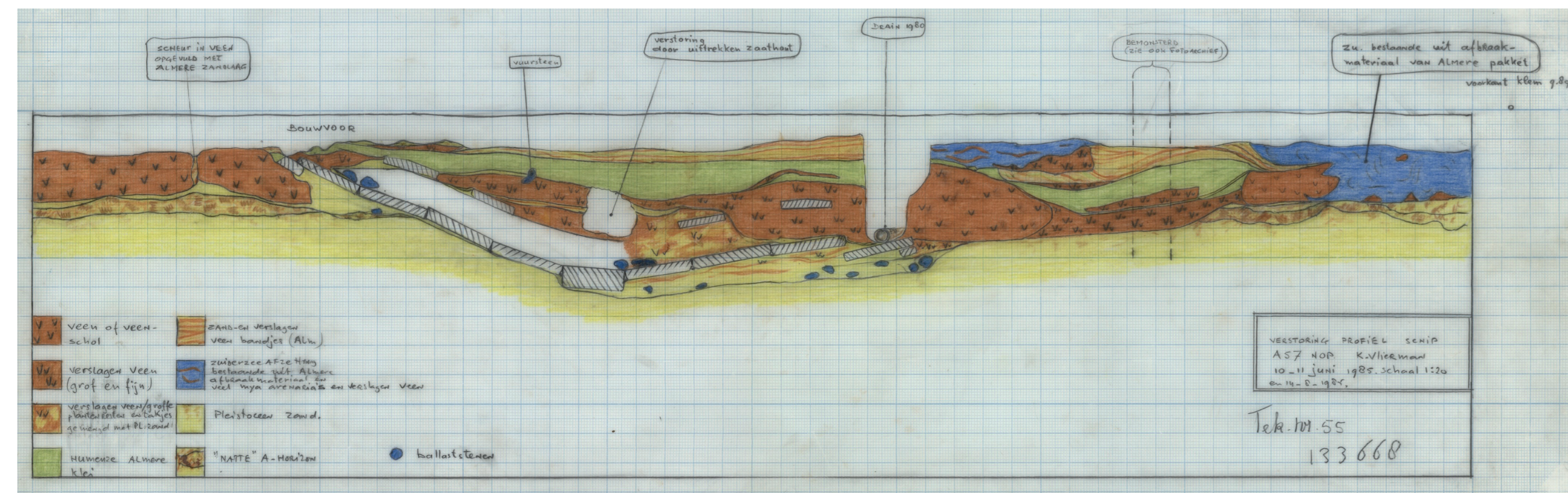


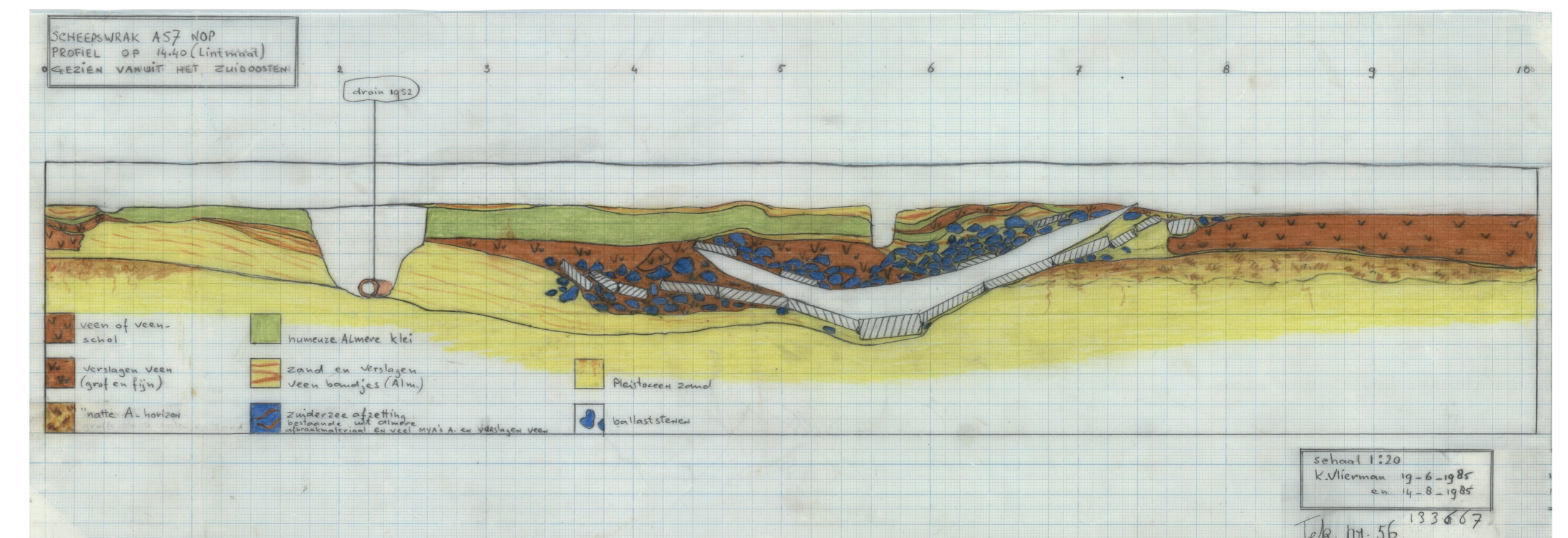
A. Top view



B. Section of soil profile



C. Section of soil profile



Field drawings

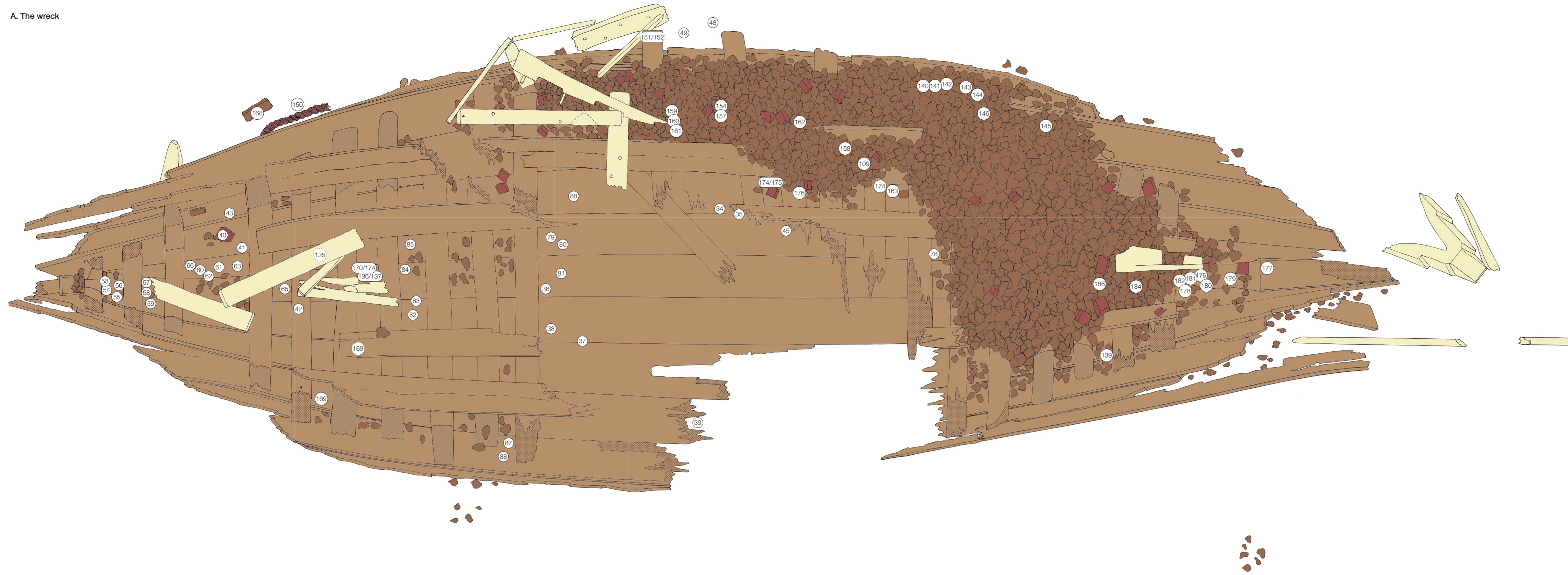
A. The Ruten cog in situ, with detached timbers (yellow), ceiling boards (pale ochre), frames (white), planking of the sides (dark ochre), bottom planking (brown), keel plank and stern- and stem hooks (red-brown), ballast of flint (blue) and brick (red), and the distribution of the finds.

B. The soil profile and section of the wreck, at 7.1 m on the tape measure.

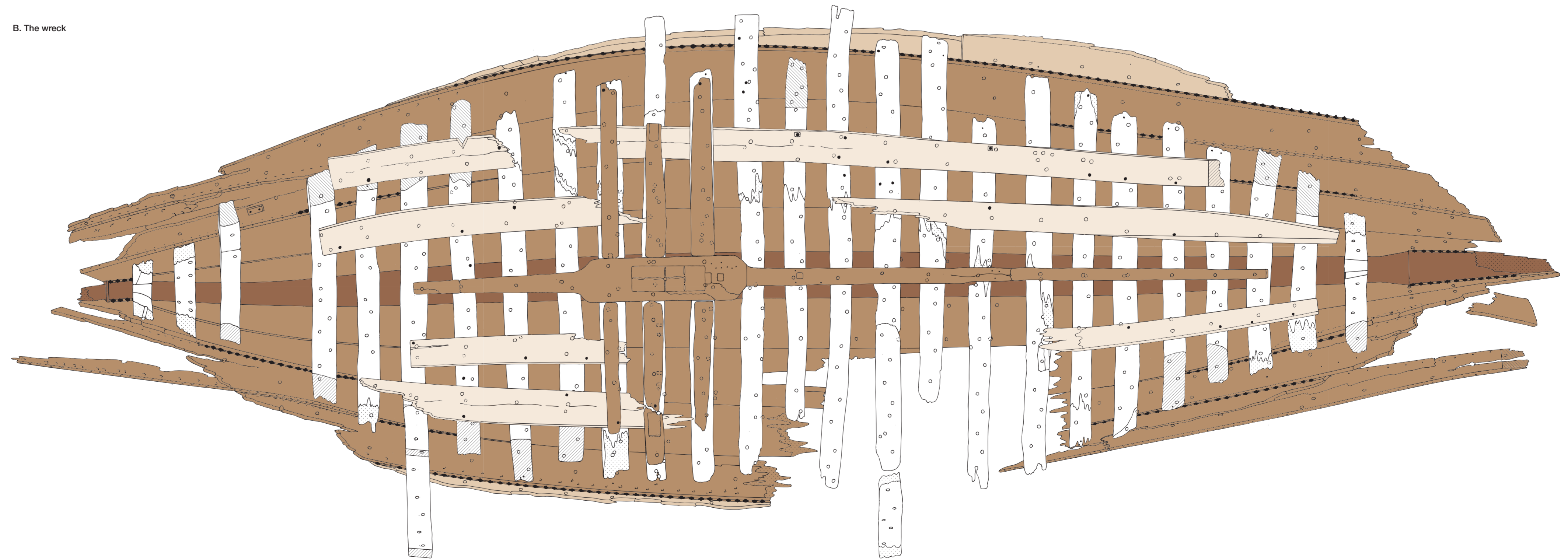
C. The soil profile and section of the wreck, at 14.4 m on the tape measure.



A. The wreck



B. The wreck



Legend to A

- Still joined-up timbers
- Detached timbers
- Scarf, cross-cut wood
- Broken-off frames and planks
- Ballast/erratic stones, peat
- Bricks, cable
- Find number in the field

Legend to B

- Keel plank, stem- and stem hooks
- Bottom planking, keelson with mast step, riders
- Planking of the sides
- Ceiling boards
- Frames
- Scarf, cross-cut wood
- Broken-off frames and planks
- Clamped moss caulking on clinker seam

Field drawings

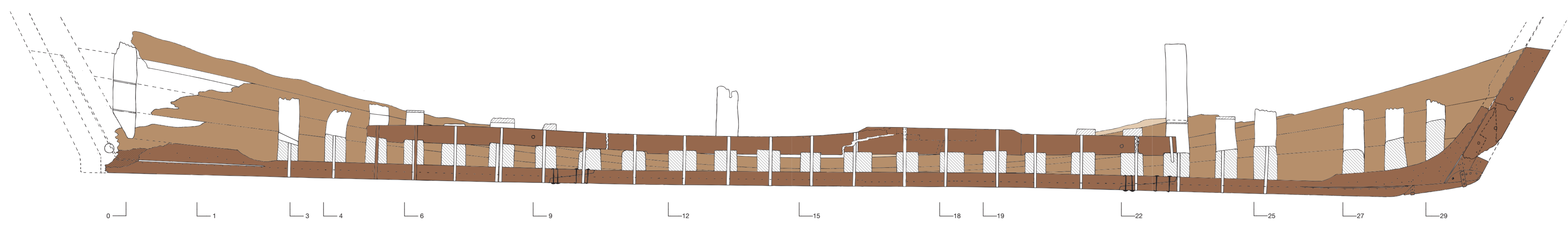
A. The wreck in situ, with detached timbers, ballast, and distribution of finds.  
 B. The wreck after removal of the detached timbers and the ballast, and the repositioning of the frame and ceiling parts, keelson and riders ripped out by a bulldozer in 1960.

Scale

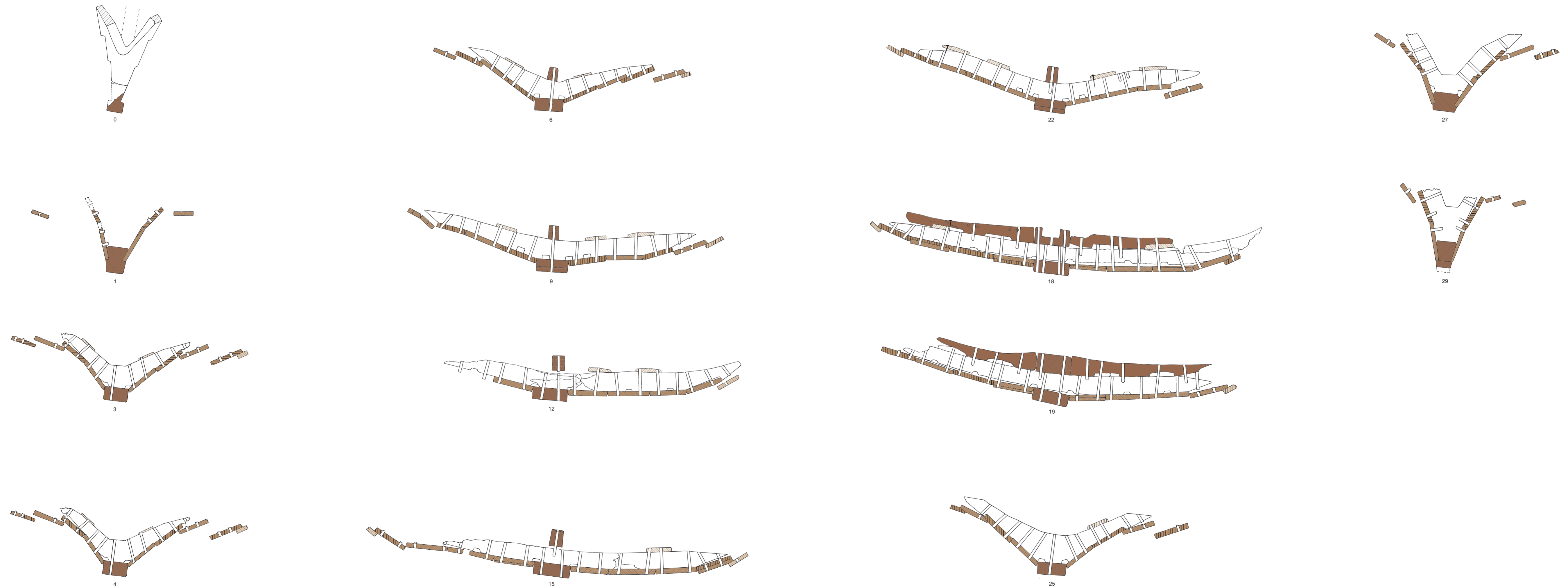




C. Longitudinal section, port side



D. Cross-sections



**Legend**

- Keel plank, stern- and sternhooks, keelson with mast step, riders
- Bottom planking
- Planking of the sides
- Ceiling boards
- Frames
- Cross-cut wood
- Broken-off head of the stempost
- Frame number

**Field drawings**

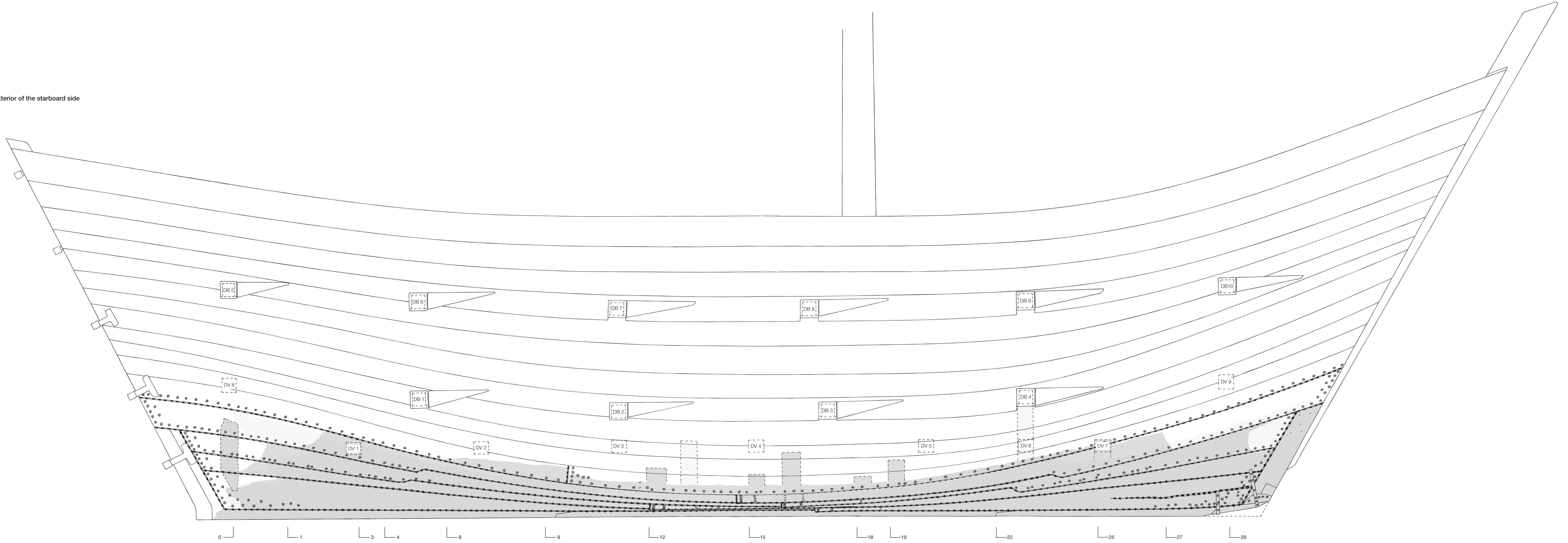
- C. Longitudinal section, supplemented with recovered frames and planks of the port side (reconstructed).
- D. Cross-sections.

**Scale**





A. Exterior of the starboard side



Legend

- Recovered timbers of the starboard shell and the highest recovered parts of the frames
- Recovered timbers of the port shell and the highest recovered parts of the frames
- Crossbeam
- Cross connection

Field drawing

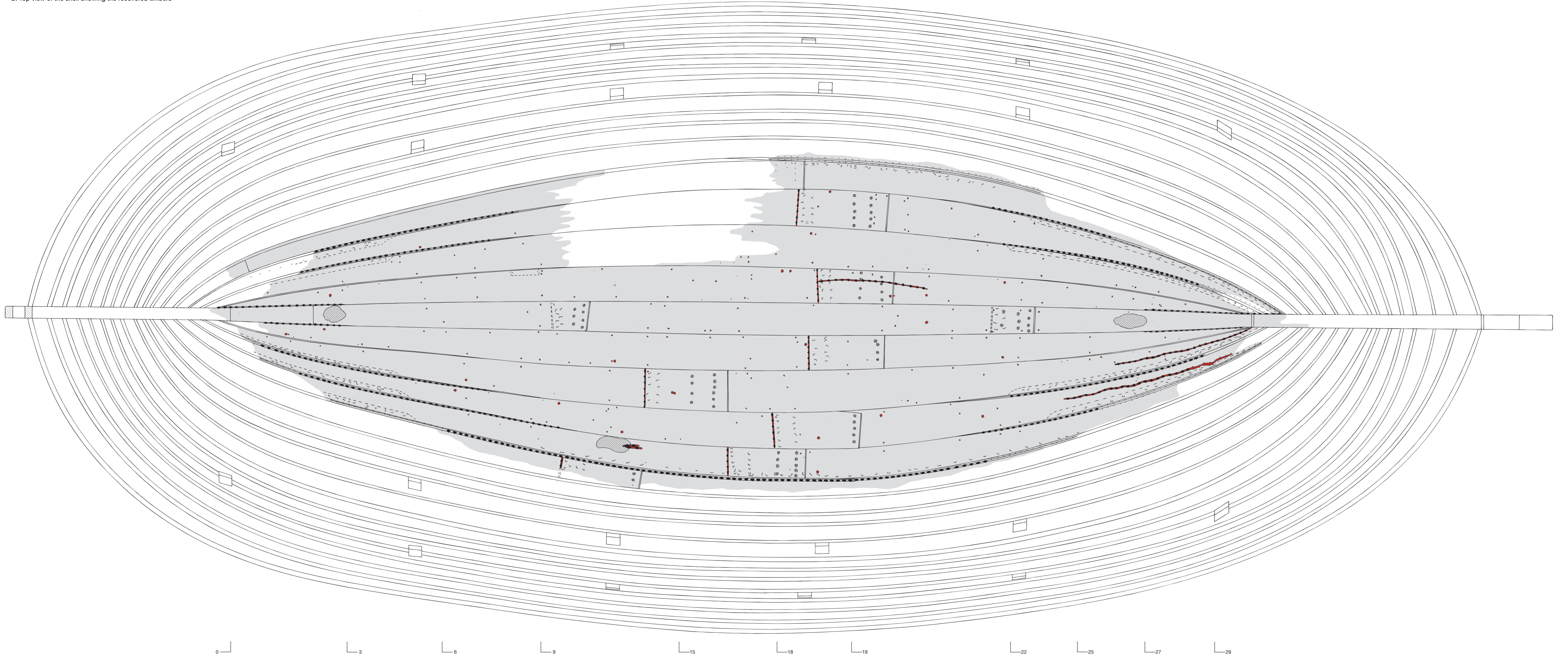
A. Exterior of the starboard side combining the recovered parts of the starboard and port sides, showing the presumed locations of protruding crossbeams (DB) and cross connections (DV), and the clamped moss caulking.

Scale












B. Top view of the shell showing the recovered timbers



**Legend**

-  Abraded area
-  Recovered timbers
-  Treenails and nail-hole plugs resulting from temporary framing
-  Clamped moss caulking on the outside of shell seams and plank ends
-  Clamped moss caulking on exterior cracks in the shell planks
-  Clamped moss caulking on the inside of clinker seams
-  Frame number

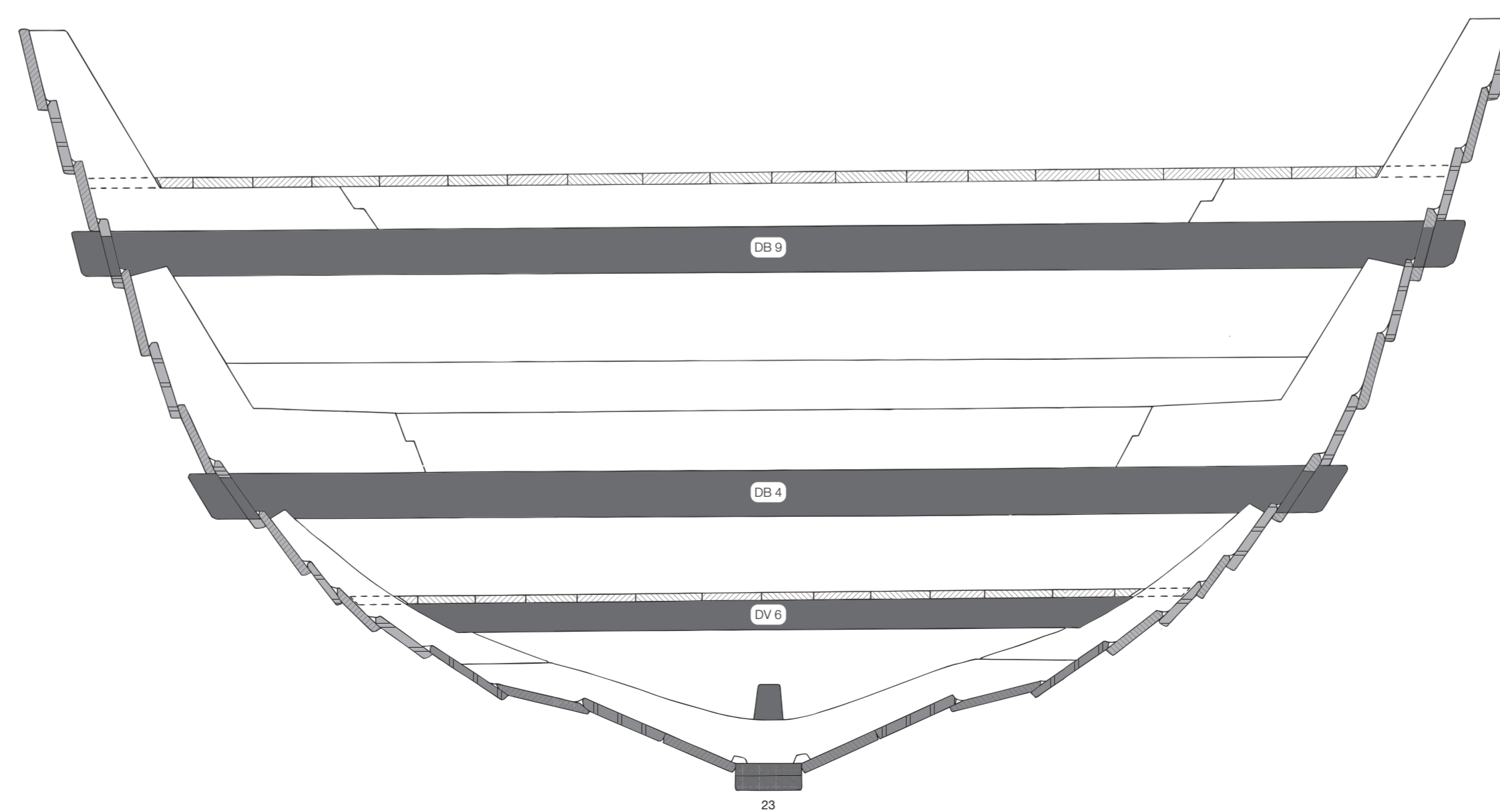
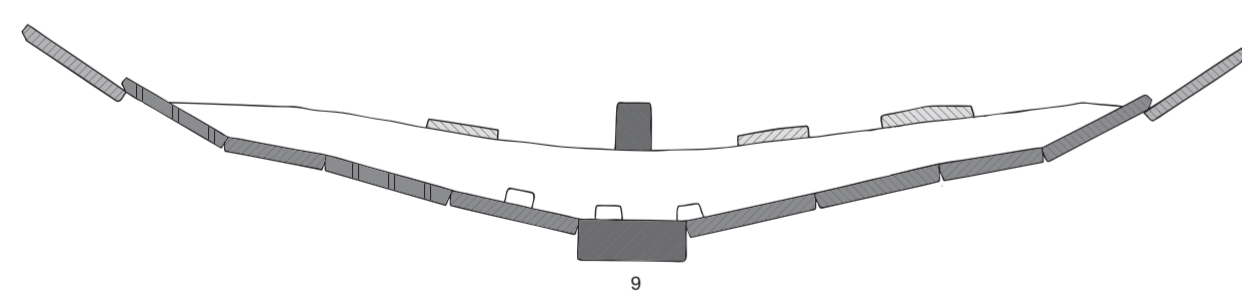
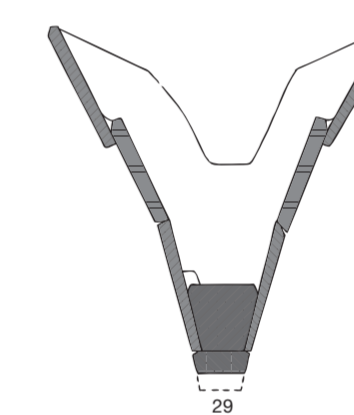
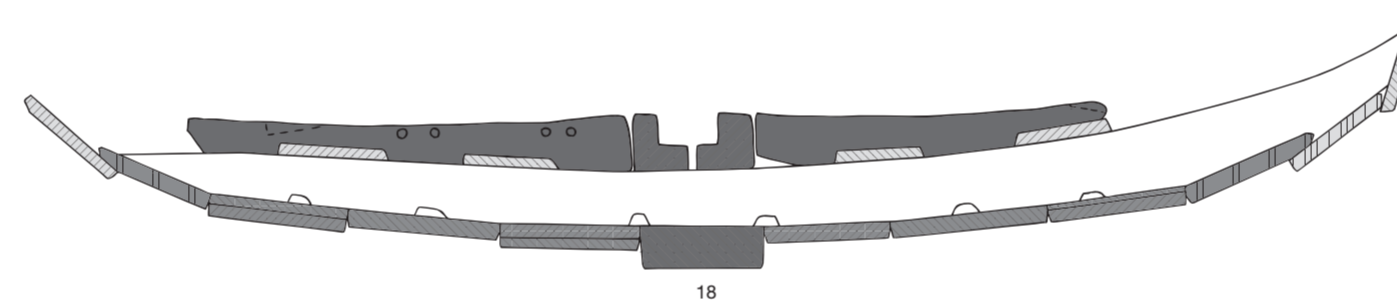
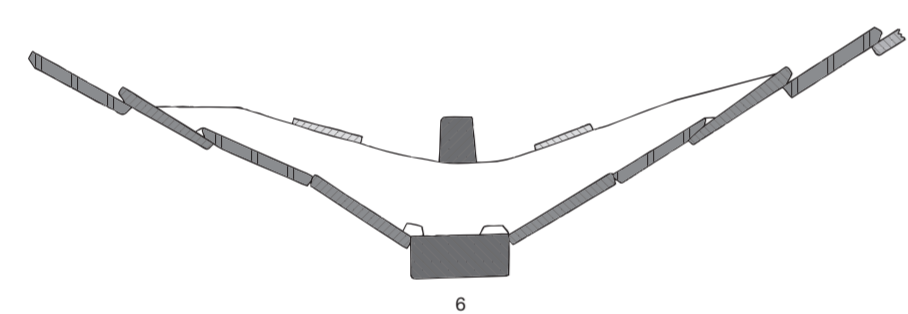
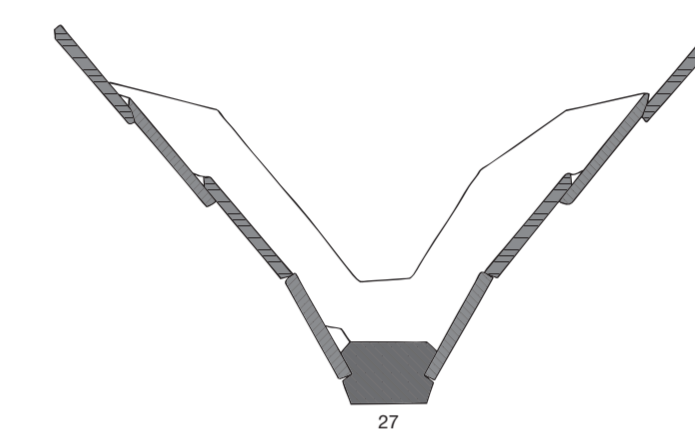
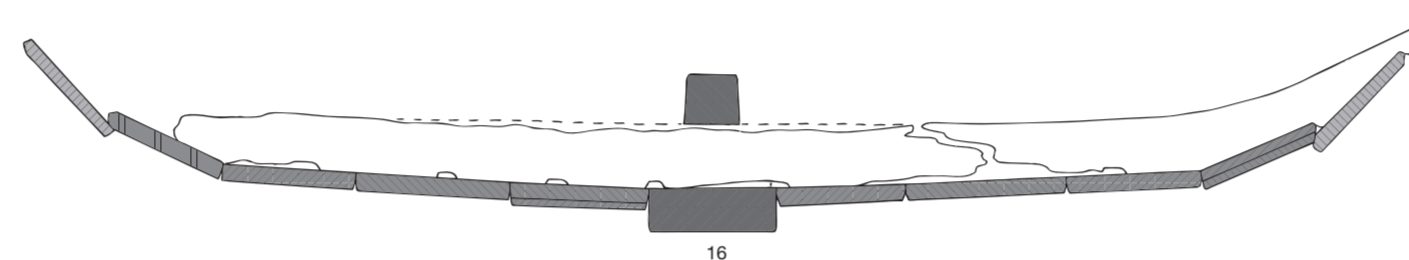
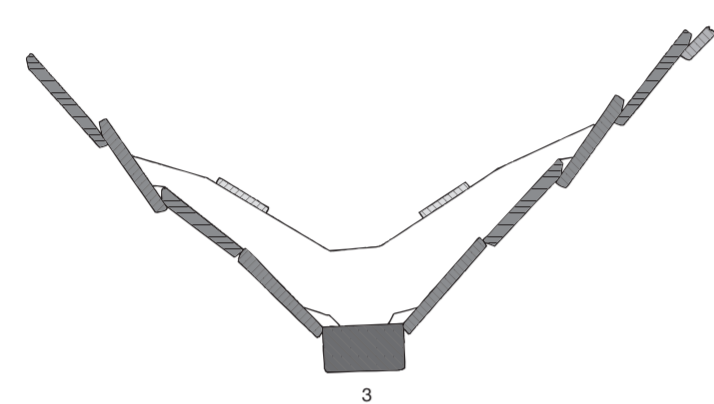
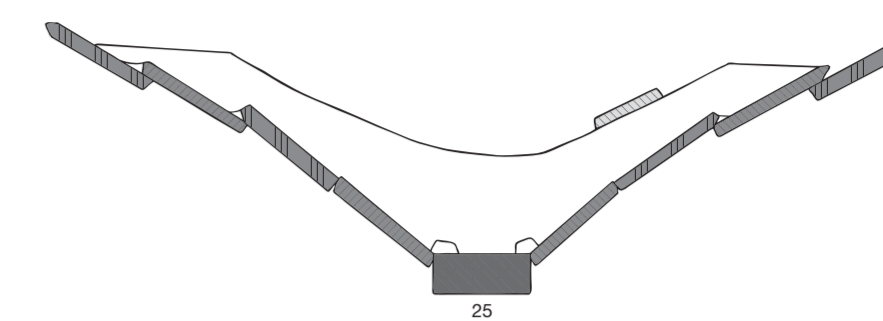
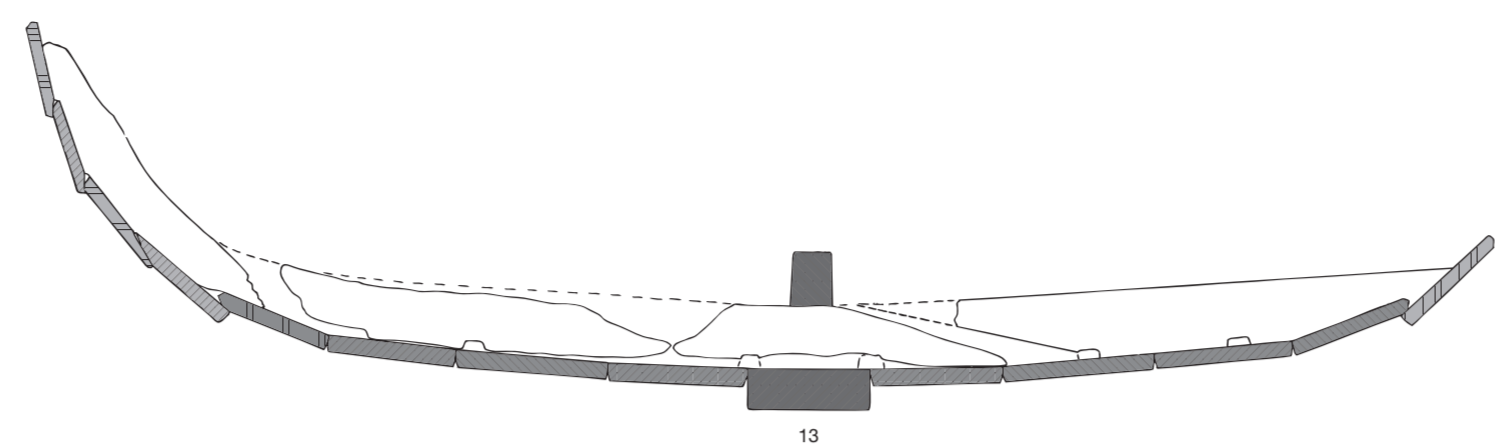
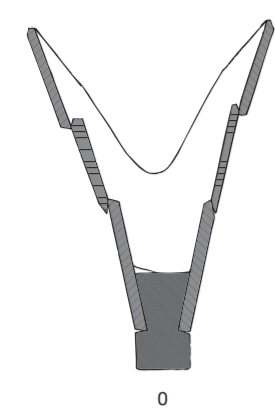
**Reconstruction drawing**

B. Top view of the shell showing the recovered parts, the scarfs, the observed nail-hole plugs and treenails of temporary framing employed during construction, and clamped moss caulking.

**Scale**

0 m 1 m





Legend

- keel plank, stem- and stern hooks, keelson, riders, crossbeams, cross connections
- Bottom planking
- Ceiling boards
- Planking of the sides
- Frames
- Cross-cut wood
- Crossbeam number
- Frame number

Reconstruction drawings

C. Cross-sections.

Scale

