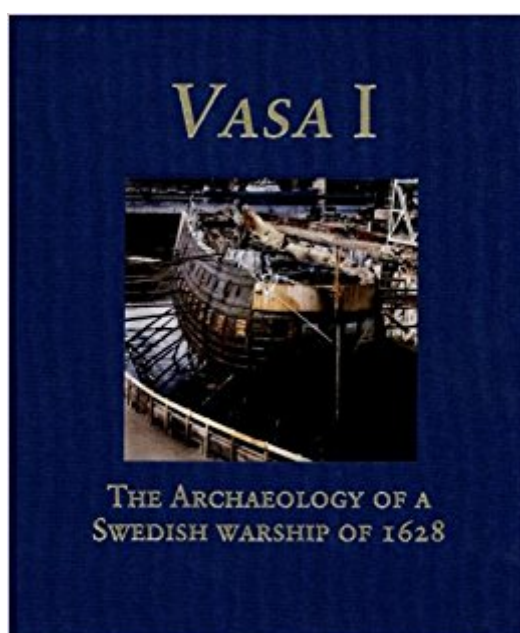


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# Vasa I: The Archaeology Of A Swedish Royal Ship Of 1628 (Statens Maritima Museer (National Maritime Museum Of Sweden))



## Synopsis

This book is the first in a new series of monographs to be published on Sweden's royal ship, Vasa , which sank on its maiden voyage on August 10th 1628. Volume I will put the series in context, presenting the background to the ship's story, its excavation and salvage, as well as an overview of the the finds and their context. Future volumes will examine the armaments, the engineering and the on-board community of the ship, as well as its place in society.

## Book Information

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## Customer Reviews

...an exciting story of history and politics, contracting and deviation from contracts, construction, error, change and correction, buck-passing and escapism, accusations and lawsuits and the history of numerous recovery attempts-mostly failed.This is one heck of a book!' (Clayton A. Feldman Books for the Ship Modeler)In the half-century since the events described in the book, the many photographs of operations, people and finds have acquired a strong historical value. Line drawings also have been chosen for their ability to capture ongoing thought processes rather than as static museum objects. These editorial choices confirm that this book was intended to bring early ship archaeology to life, as well as to present the rich finds from Vasa.' (Brad Loewen International Journal of Maritime History)

By Carl Olof Cederlund, series editor Frederick M Hocker

Great book!

Superb book. Deals with the excavation and restoration of the Vasa. Very informational with fabulous photos. Many details of the actual ship. My only complaint is: Where is part 2?

Amidst all the necessary scholarship in this first volume of the series, the authors have also painted a vivid picture of the background, from the conception of the grand ship to its demise, including the various salvage attempts over the ages. It is incredible that, in the 17th century, men were willing and able to descend 30m into the pitch dark in a bell partially filled with air, and salvage guns weighing over a tonne each by first unfastening them from their carriages within the ship, and then wiggling them out of the gun ports. Their courage was matched by that of the 20th century copper helmeted divers digging tunnels under the ship for the lifting cables, never being totally certain that the enormous weight above would not press the hull further into the mud, and them with it. That the divers, in zero visibility, wearing thick rubber mittens recovered almost all of the wooden ornamentation which fell off the hull is equally impressive. Following this is the challenge to excavate the interior, an enormous task, even without the pressure placed upon the archaeologists by the salvage master to lighten the ship NOW. One of the authors was a senior member of this team, and his record of these historic events has an unmatched immediacy. This is an adventure story for the layman, as well as being a scholarly work for the academic. When will the next volume appear?

For those not familiar with the history of this great ship, it is the best preserved ship of the 17th century. In part, one may jest, because it was "only used once and never driven hard". Back in 1628 Naval Architecture took a bold step forward when the order for topsails taught the pressing need for proper ballast. As the King's fortune sunk into the wood preserving mud of the harbor the Vasa was lost from view, flash forward three hundred years Vasa is rediscovered at the turn of the century, last century, and raised in the seventies. Vasa I: The Archaeology of a Swedish Royal Ship of 1628 is the first of what will be four volumes published roughly one year apart or so.[...] to view the ship as it is today in Stockholm and you will buy the book. If you are a ship model maker with tens of thousands of hours of free time rejoice the plan set offer by the Vasa museum is about to be surpassed at light, of the day, speed. Of course as a four volume set the detail will be extensive, easily on a par with the great works of A.N.C.R.E. published in France which many consider the benchmark of ship design and history. Future volumes will cover sailing the ship and tactics, rigging,

and hull construction. Vasa I is a flawless start to what will be a warm friendship with the past over the next few years, we are all very lucky.

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