Viking Wirral and the Draken Harald Fairhair Viking Longship Project

Stephen Harding
But you just never know...

HOW TO AVOID A VIKING ATTACK ON YOUR WAY TO THE LIBRARY

1. Keep your head – don’t try to reason with them (they hate softies).

2. Show them you don’t wear a vest – you’re obviously a man to be reckoned with!

3. If they persist head directly to the public library.

4. Vikings are notoriously noisy, and will be expelled forthwith!

5. Once the coast is clear, head down to your nearest Cains’ pub and reward your ingenuity with a refreshing pint of Cains – you deserve it.

Tell us about your narrow escapes and win an ‘I KEPT MY HEAD’ T-shirt!
Send your true stories to:
I Kept My Head,
Robert Cain Brewery, Stanhope Street,
Liverpool L8 5XJ or
e-mail: ikeptmyhead@cainsbeers.com
All respondents qualify to join the “Cains Survivors’ Club” and receive certificates for themselves and their local pub.
The Draken Harald Fairhair Project 2009 -
The Draken Harald Fairhair: aim to recreate a ship – the largest ever reconstruction with the superb seaworthiness that characterized the Viking age

- Excellent sailing characteristics of ocean going ships
- Warships usage of oars
- “25 sesse” – 25 pairs of oars, 2 men to an oar
- 35 metres long – half a football pitch – 8 metres wide
Many reconstructed vessels have been based on the Gokstad (~AD850) at the Oslo Skiphuset
The Viking, Chicago, 1893 – 2/3 replica crossed the Atlantic
Odin’s Raven - Manx Millenium, 1979
The Gaia, late 1980’s – also crossed the Atlantic
A recent project has also focused on a replica of the Oseberg ship (~AD800), also at the Skiphuset...
.. *Oseberg* replica (2009)

.. built by Per Bjørkum who wanted to show that the Oseberg ship was seaworthy!
..another was based on Skuldelev 2, a warship at Roskilde (dated to ~1050 and built in Dublin)
..reconstructed in 2004 as the “Sea Stallion”

Photo Michael Borgen
The Draken Harald Fairhair Project 2009 -
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Place names in Wirral & West Lancashire
Viking genes in Northern England project

- Part 2 - North Lancashire, Cumbria and N. Yorkshire (2008-2012)
Knowsley Hall, 27 November 2007

Mark Jobling

Judith Jesch

Kevin Taylor

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The genetic structures of past human populations are obscured by recent migrations and expansions and have been observed only indirectly by inference from modern samples. However, the unique link between a heritable cultural marker, the patrilineal surname, and a genetic marker, the Y chromosome, provides a means to target sets of modern individuals that might resemble populations at the time of surname establishment. As a test case, we studied samples from the Wirral Peninsula and West Lancashire, in northwest England. Place-names and archaeology show clear evidence of a past Viking presence, but heavy immigration and population growth since the industrial revolution are likely to have weakened the genetic signal of a 1,000-year-old Scandinavian contribution. Samples ascertained on the basis of 2 generations of residence were compared with independent samples based on known ancestry in the region plus the possession of a surname known from historical records to have been present there in medieval times. The Y-chromosomal haplotypes of these 2 sets of samples are significantly different, and in admixture analyses, the surname-ascertained samples show markedly greater Scandinavian ancestry proportions, supporting the idea that northwest England was once heavily populated by Scandinavian settlers. The method of historical surname-based ascertainment promises to allow investigation of the influence of migration and drift over the last few centuries in changing the population structure of Britain and will have general utility in other regions where surnames are patrilineal and suitable historical records survive.

Introduction

Studies of the human past draw on lines of evidence through studies of men sharing surnames (Sykes and Irven 2000; King et al. 2006; McEvoy and Bradley 2006), Al-
Hvert år drar tusenvis av nordmenn til Liverpool for å se The Beatles Story på det gamle havneanlegget Albert Dock, eller for å se fotballkamper med Liverpool, Everton eller Tranmère. Likevel er det svært få av disse som vet at for tusen år siden var hele området rundt Liverpool, Wirral-halvøya og West Lancashire, en blomstrende norrøn koloni med egne ting på begge sider av den store elven Mersey. Nyere genforskning har påvist at hos menn fra gamle, lokale familier, er opptil 50% av DNAet av norsk opprinnelse. Denne boken er skrevet av Wirral-mannen Steve Harding, og oversatt av hamingsingen Stig Vaagan. Den vil forhåpentligvis bidra til at nordmenn "gjenoppdager" de gamle norrøne koloniene i Liverpool-området.

Boken tar oss med på en ferd fra fortid til nåtid.

"Denne boken gir oss gjennom grundig forskningsresultater og verdifull innuks nye bevis for de tette båndene mellom Norge og Storbritannia (i dette tilfellet Nordvest-England) og viser at landene ikke bare er sammenknyttet i våre dager, men har dype, mer enn 1000-årige røtter." - Charles Hill, den britiske ambassaden i Oslo

Kr. 348,- Innbundet - Kommer 10. november
We have also been testing in Scandinavia.
Sigurd Aase, Haugesund
… also Patron of the Draken project!
Sigurd – and Marit Synnøve Vea: Project Leader
Terje Andreassen: another Project Leader
Turi, Mark, Marit, and Harald Lørvik
Heading off to Karmøy Viking Village
Harald Härfagre – and Gyda
Hafrsfjorden – site of the famous victory by Harald Härfagre
June 2010: Sigurd agrees to the Draken coming to Wirral on its maiden voyage, 2013!
• Progress
• Practice voyages 2012
• The maiden overseas voyage 2013
• Volunteer recruitment and other activities
Hjortspring Boat ~ 300BC - suggested reconstruction
Nydam oak boat, Southern Jutland ~ 400 AD.
Rowlocks for 30 oars on either side
(Schleswig-Holstein museum)
Gokstad ~ 850AD (Sandefjord)
Drawing of the Gokstad ship, bow to the left – Steering paddle at the stern on the starbord (styrbord) side
Askekärr boat ~ 1000AD (Gothenburg)
Magnussons and Åkerlunds reconstruction proposals.
Skuldelev 2 (~1055)
From drawings on stonework...
From drawings on stonework...

Tjängvide stone, Gotland
From drawings on stonework...

Hunninge Klinte stone, Gotland
From drawings on stonework...

Hunninge Klinte stone, Gotland
From other old drawings...
Men will quake with terror
Ere the seventy sea-oars
Gain their well-earned respite
From the labours of the ocean.
Norwegian arms are driving
This iron-studded dragon
Down the storm-tossed river
Like an eagle with wings beating

Snorri Sturluson: King Harald’s Saga
To a Viking, his ship was …

“an oar steed”
“horse of the breakers”
“surf dragon”
“fjord elk”

… and much more
Measuring up!
Terje finds the oak of his dreams…
Spring 2010 ...
Arne-Terje Saether – constructing the ribs of the boat
July 2011...
September 2011…
One or two missing pieces...
Inspecting the finest silk for the 300m² sail
What happens now?

- November: Last planking complete
- February/March: Terje visits Wirral – site for mooring chosen
- Spring 2012: Training for oarspeople steps up!
- June 2012 – May 2013: experiment with rigging, sailing, rowing
- The maiden overseas voyage 2013
- Prepare for the arrival in Wirral
Draken Harald the Fairhair Viking Longship project
ITV Granada - June
### PLAN, VOYAGE 2013

Estimated average speed: 5 knots

<table>
<thead>
<tr>
<th>Place</th>
<th>Time at sea (days)</th>
<th>Time in harbour (days)</th>
<th>Estimated distance (nautical miles)</th>
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<tbody>
<tr>
<td>Avaldsnes</td>
<td>1</td>
<td>1</td>
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<tr>
<td>London</td>
<td>7</td>
<td>4</td>
<td>680</td>
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<tr>
<td>Largs</td>
<td>6</td>
<td>4</td>
<td>110</td>
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<tr>
<td>Isle of Man</td>
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<td>Liverpool</td>
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<td>3</td>
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<td>3</td>
<td>300</td>
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<tr>
<td>Brest</td>
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<td>4</td>
<td>210</td>
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<tr>
<td>Lisboa</td>
<td>7,5</td>
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<td>900</td>
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<tr>
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<td>4</td>
<td>310</td>
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<tr>
<td>Istanbul</td>
<td>2,5</td>
<td>4</td>
<td></td>
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<tr>
<td><strong>Summarized</strong></td>
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<td><strong>54</strong></td>
<td><strong>4738</strong></td>
</tr>
</tbody>
</table>

Length of voyage 100 days
What’s under here then?
Wirral's Clinkership under a pub!
Vertical Side Scan appears to show the outline of a boat (blue). 1.5 - 1.8M deep +/- 1M.
GPR Scan Meols
19th July 2007 GeoFizz Ltd.

Pub Frontage

Boat Shaped anomaly.

30 Impulse Parallel scan Future I-160 GPR.
Sample rate 0.5m
15m x 3.5m.
Special thanks to!

- Jim Bibby and colleagues at Liverpool Victoria
- Andy Bonner at Granada
- Royal Mersey Yacht Club (Bromborough Pool)
- Steve Gallimore, Richard Mawdesley at Peel Holdings
- Wirhalh Skip Felag & Friends of Meols Park
- All volunteer oarspeople!
Latest – follow link on

http://www.nottingham.ac.uk/-sczsteve