

# SEVERN PROJECT

## Severn Ships Timeline Answers

From earliest to latest, the correct order is shown below. Note that some overlap occurs

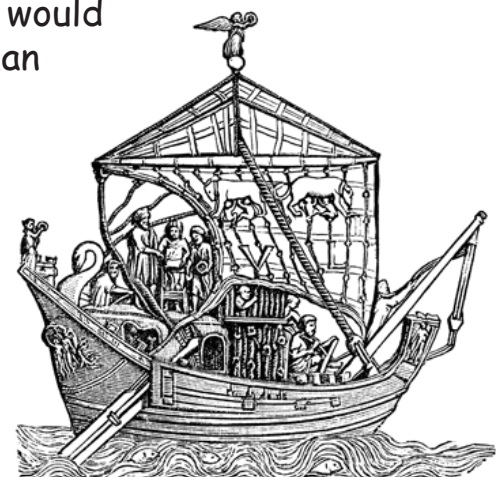
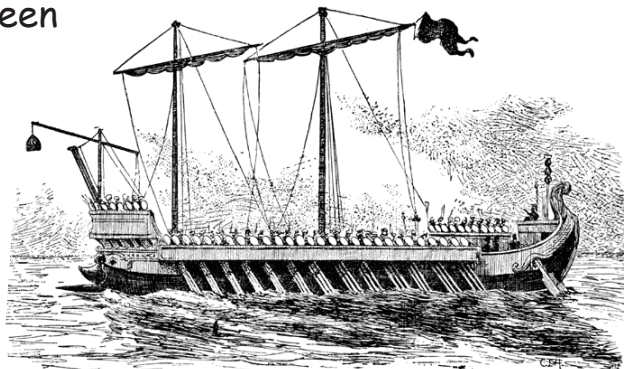
1. Skin-boat - Made from tree branches and covered with animal skins, these were probably used on the river from Mesolithic times onwards. The image shown is a coracle but a larger version that looked more like a boat called the curragh (see below) would also have been used. Coracles are still used on the river today for salmon fishing.



2. Punt/dug-out - Log-boats or dug-outs were probably used on the river during pre-history. Punts are a type of extended log-boat where the hull has been extended by the addition of planks. As such, punts would have been used since Roman times. These are also still in use on the river.

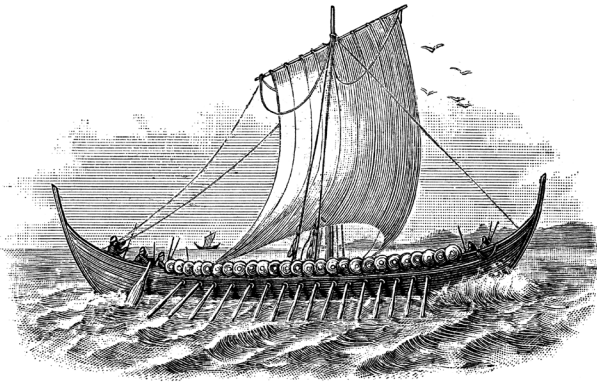


3. Roman galley/merchant ship - both of these ships would have been common sights on the Severn during the Roman period from about 60AD to 400AD. A roman naval base may have been established at Lydney around 100AD.

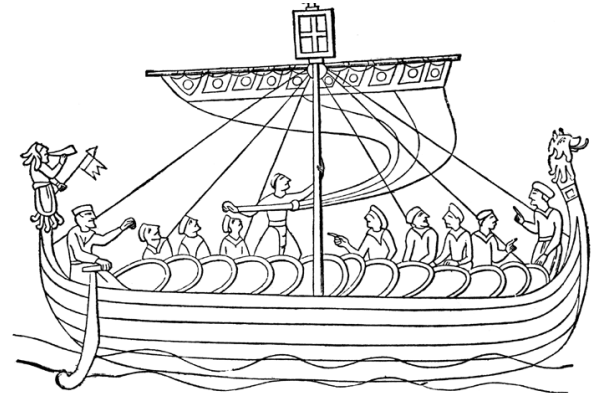




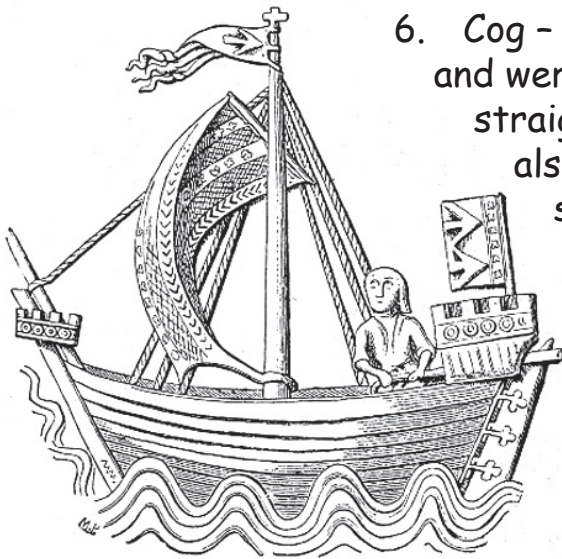
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4. Viking longship - These were in use on the river and estuary by Viking raiders and Saxon settlers from around 500AD to 1000AD. They were sleek, fast craft that used oars and sails for propulsion. Cargo-carrying versions called knarrs used only sails.



5. Norman longship - These craft were used up until around 1300AD. They were little different from Viking longships.



6. Cog - The cog began to appear in the late 1200s and were distinguished from longships by having a straight bow and stern and a stern rudder. They also had fortified towers (fore-castles and stern-castles) for protection. Cogs increased in size throughout the period and some had enormous single masts. They often remained in use for many years. Cogs were also the first ships to carry cannon, with the guns being placed in the centre of the ship and pointing over the side.

7. Caravel - This type of ship was first developed by the Portuguese in the 1400s and used a mix of Northern European and Mediterranean styles. They introduced carvel hull construction (side-by-side hull planks rather than overlapping clinker hulls) and could have one or two masts. Some had Mediterranean lateen sails (fore-and-aft sails) while others had square-sails. The Matthew of Bristol (picture above) is a replica square-sail caravel.



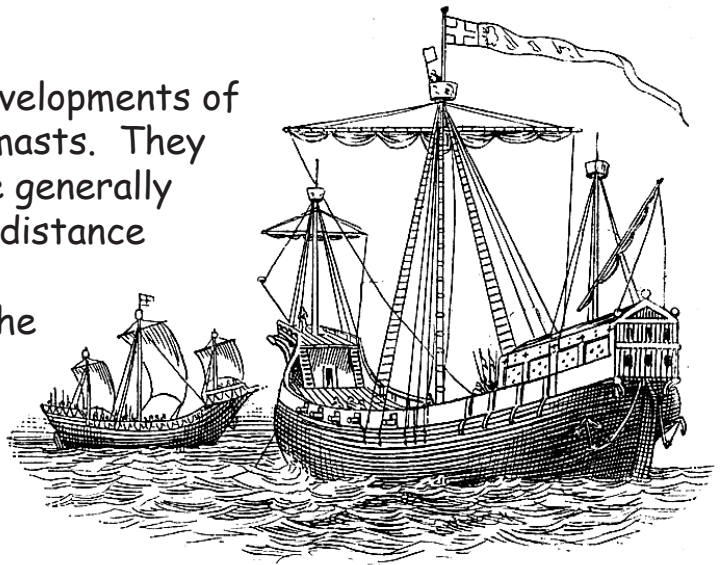


# SEVERN & PROJECT



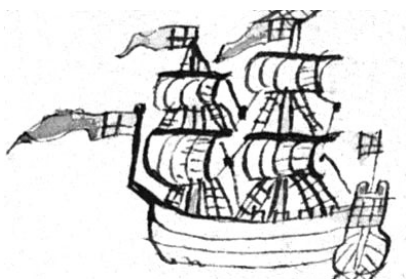
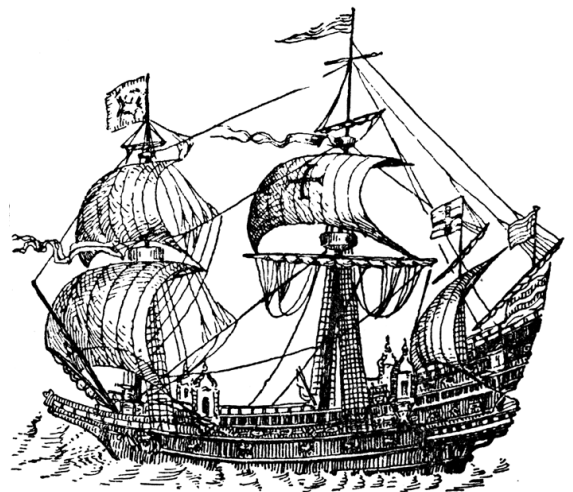
A caravel on a map from Gloucestershire Archives. (Ref: D1655)

8. Carrack - These were larger developments of the caravel and introduced multiple-masts. They first appeared in the late 1400s and were generally large ships and could undertake long-distance sea-voyages. Large carracks become known as galleons, especially during the Elizabethan period.



A large galleon on a map from Gloucestershire Archives. (Ref: D1655)

9. Elizabethan galleon - By the late 1500s, the galleon had become a large, cumbersome craft and the English Navy under Hawkins and Drake developed the 'race-built' galleon - this was a smaller, cut-down version ('race' from the word 'raze') that was faster and much more manoeuvrable.

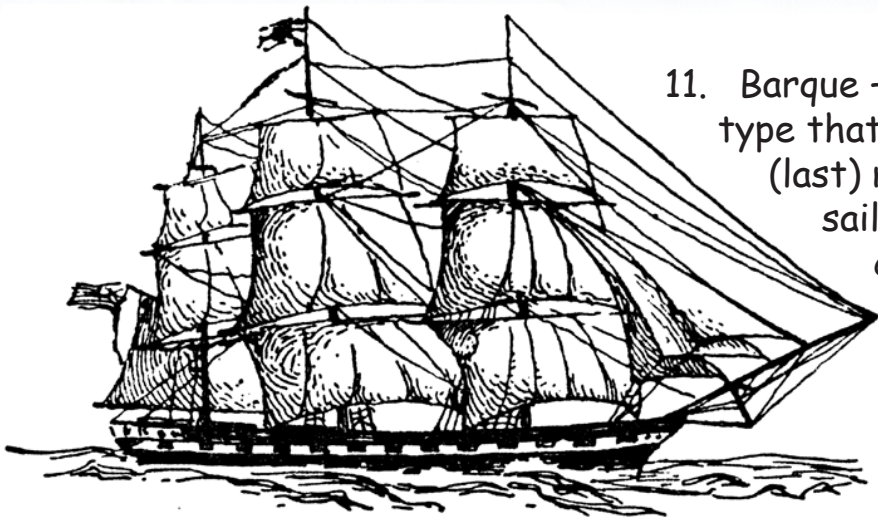


10. Brig - By the 1700s ships began to become lower, with fewer upperworks. Most were ship-rigged in that they had square-sails on all masts. One very popular design was the brig, which had 2 square-rigged sails.

A brig on a map from Gloucestershire Archives. (Ref: D1655)

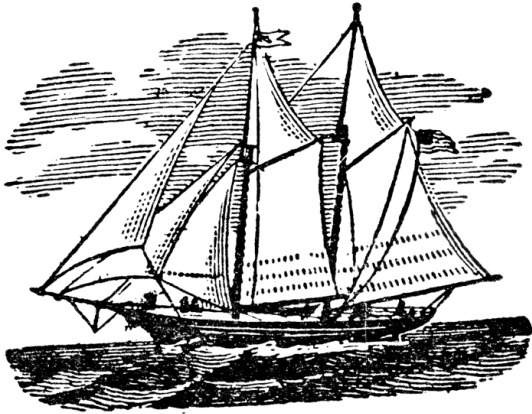
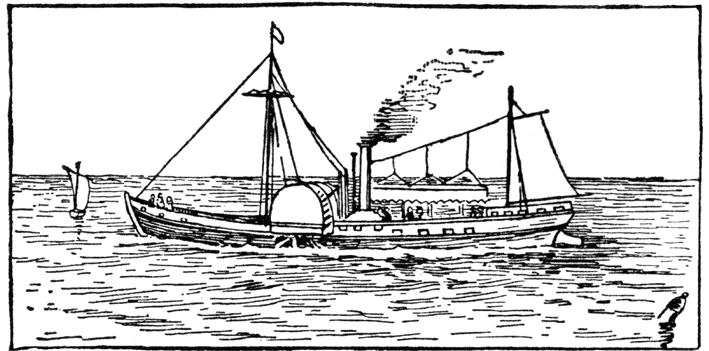


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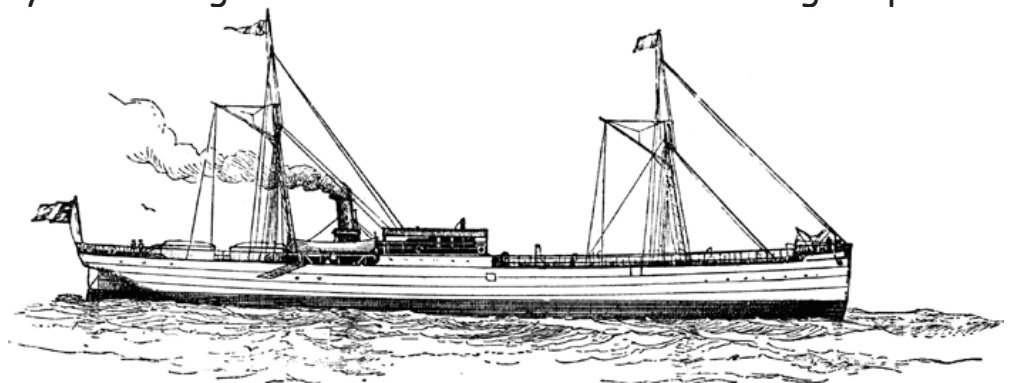
11. Barque - The barque was a popular ship type that had 3 masts with the mizzen (last) mast having a fore-and-aft sail. These ships would have been common sights in the estuary until the 1800s.

12. Steamship - paddlesteamer - by the 1820s, the first paddle-steamers were appearing on the Severn and the estuary, running as ferries, either across the river or along it.



13. Schooner - Schooners are ships with two or more masts with fore-and-aft sails. They were fast ships that required fewer crew than square-rigged ships to sail. They became common from the 1850s onwards especially for coastal voyages and were still in common use in the 1940s.

14. Screw-steamships - The steamship began to replace sail ships from the 1880s onwards, but until the 1950s, only in certain trades. The main reason was that they could carry more cargo and had fewer costs than sailing-ships. Steamers - especially those carrying coal, grain and timber - were a common sight in the estuary in the 20th century.



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