



# Farledsförbättring i Vänern

**Ekens och Lurö skärgårdar**

Arkeologisk utredning etapp 2

Otterstads och Eskilsäters socknar, Lidköpings och Säffle kommuner, Västra Götalands och Värmlands län

Staffan von Arbin & Delia Ní Chíobháin

Bohusläns museum Rapport 2010:43



BOHUSLÄNS MUSEUM



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Bohusläns museum

Museigatan 1

Box 403

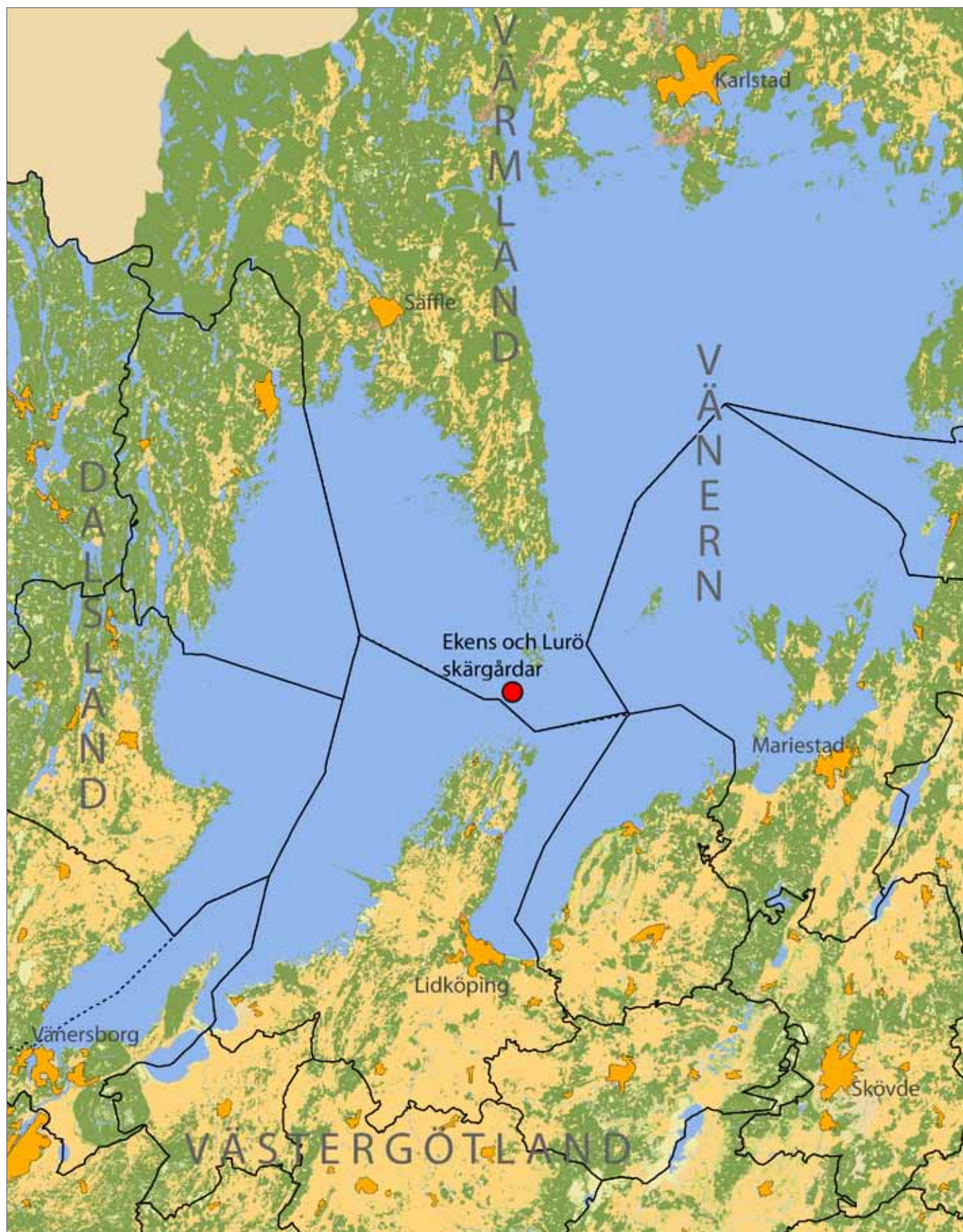
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Figur 1. Utsnitt ur GSD-Röda kartan/Fastighetskartan med platsen för undersökningen markerad.

## Sammanfattning

På uppdrag av Sjöfartsverket utförde Bohusläns museum, i samarbete med Värmlands museum och Vänermuseet, i juni 2010 en marinarkeologisk utredning, etapp 2, inom delar av Ekens och Lurö skärgårdar, Vänern. Utredningen utfördes med anledning av planerade farledsförbättrande åtgärder och omfattade sju områden vilka valts ut på basis av resultatet av en första utredningsetapp i augusti 2009. Arbetet, som bestod av okulär dykande besiktning samt sticksondering, resulterade i fynden av ett stockankare av 1800-talstyp (Eskilsäter 302) samt en lös bordplanka från ett klinkbyggt fartyg av okänd ålder (Eskilsäter 303). Båda fynden indikerar vrakförekomster i närområdet, det vill säga utanför de berörda exploateringsområdena. Eftersom planerade åtgärder är av en mycket begränsad omfattning gör Bohusläns museum bedömningen att de registrerade objekten ej kommer att påverkas av planerade exploateringar. Några ytterligare antikvariska åtgärder bedöms således inte vara nödvändiga.

## Background

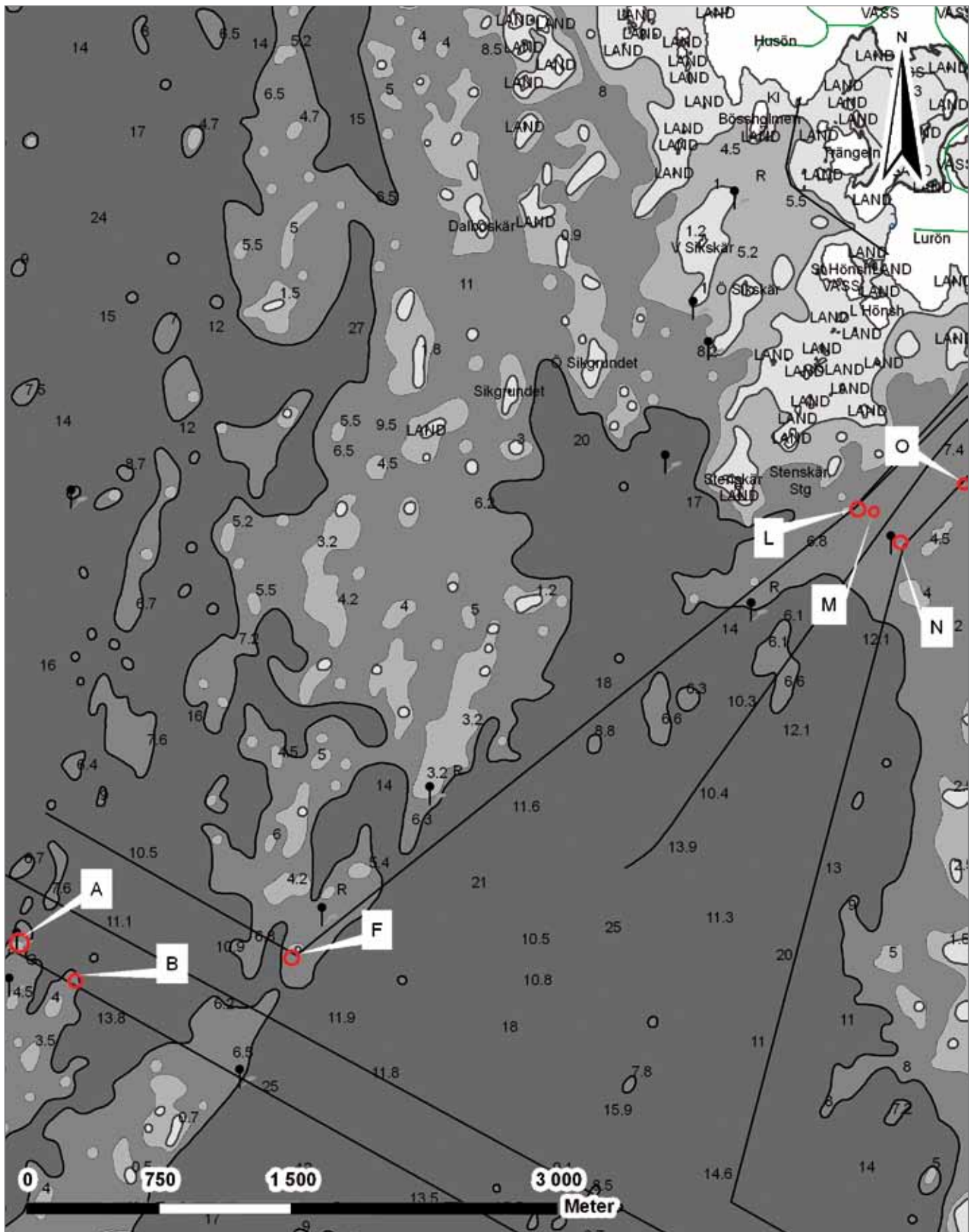
Bohusläns museum, in co-operation with Vänermuseet and Värmlands museum, was commissioned by Sjöfartsverket to carry out phase 2 of a maritime archaeological survey. This survey is in advance of planned measures to improve safety of navigation along the Stånguddenleden and Milskärsleden channels via the archipelagos of Lurö and Eken in Lake Vänern. The plans include, among other things, improved marking and blasting/removal by dredging of a number of natural rock outcrops. The plan also includes the removal of Lilla Milskär and Östra Stenskär lighthouses.

The archaeological survey has been conducted in collaboration with Roland Peterson of Vänermuseet and Björn Wallbom of Värmlands museum. The survey was conducted on seven areas of interest, chosen in light of research carried out in phase 1, the results of which suggests that the area has been important for shipping for a very long time (von Arbin 2009). The results also indicate that unknown ancient remains in the form of ship communications may be affected by work planned by the company.

## Cultural landscape

### Shipping

Lurö archipelago is located in central Lake Vänern, at the intersection of the north-south and east-west channels of the lake. Due to its strategic location and many good ports the archipelago has always been a natural centre of communication. Ancient remains and previous archaeological



Figur 2. Utsnitt ur Sjökort, blad 1331, med översikt över undersökningsområdet. Skala 1:30 000. Godkänd ur sekretesspunkt för spridning. Lantmäteriet 2010-06-15. Dnr 601-2010/1697.

investigations indicate that the area has been exploited since prehistoric times, specifically in the Iron Age (Jansson 1995). The route via Källand and Värmlandsnäs, via Byälven and Glasfjorden and up towards Norway is one of the earliest known transport routes. During the 1000's it came to be an important route for pilgrims to travel to and from the shrine in Nidaros (Westerdahl 1977:61; Sigsjö 1990). A regular ferry service between Källandsö and Värmlandsnäs Lurö can be affirmed from the 1600s (Westerdahl 2003:66).

According to a long-standing tradition, there was a Cistercian monastery on Lurö during the early medieval period. There is some support for this tradition in the written source material (Sigsjö 1990; Andersson 1995:36). According to surviving written records, the monastery in Varnhem had ownership interests in Lurö during the late medieval period at least. Some of these interests appear to have been linked to the rich salmon fisheries in the island's surroundings (Sigsjö 1990:56; Jansson 1995:68). Archaeological investigations of the ruins that are traditionally identified as the foundations of the monastery have not revealed any monastery, but rather the remains of a Romanesque church. The area also contains several foundations which date from the 800s until the 1700s (Andersson 1995).

Shipping on Vänern during the medieval period was strongly oriented towards the Göta river valley and the towns of Kungahälla, Lödöse and Nya Lödöse, whose roles would later be taken over by Göteborg. A number of towns developed along the shores of Vänern, beginning in the late medieval period. Most of these were already significant market places but once given city charters, trade and maritime transport grew in importance. Cereals, among other cargo, were transported from Dalsland and Västergötland to Värmland. In the opposite direction timber, tar and iron were transported and a significant proportion was shipped further down the Göta River (Lidholm 1940:426; Holmström 2000:20). A significant part of this traffic passed through the Lurö archipelago.

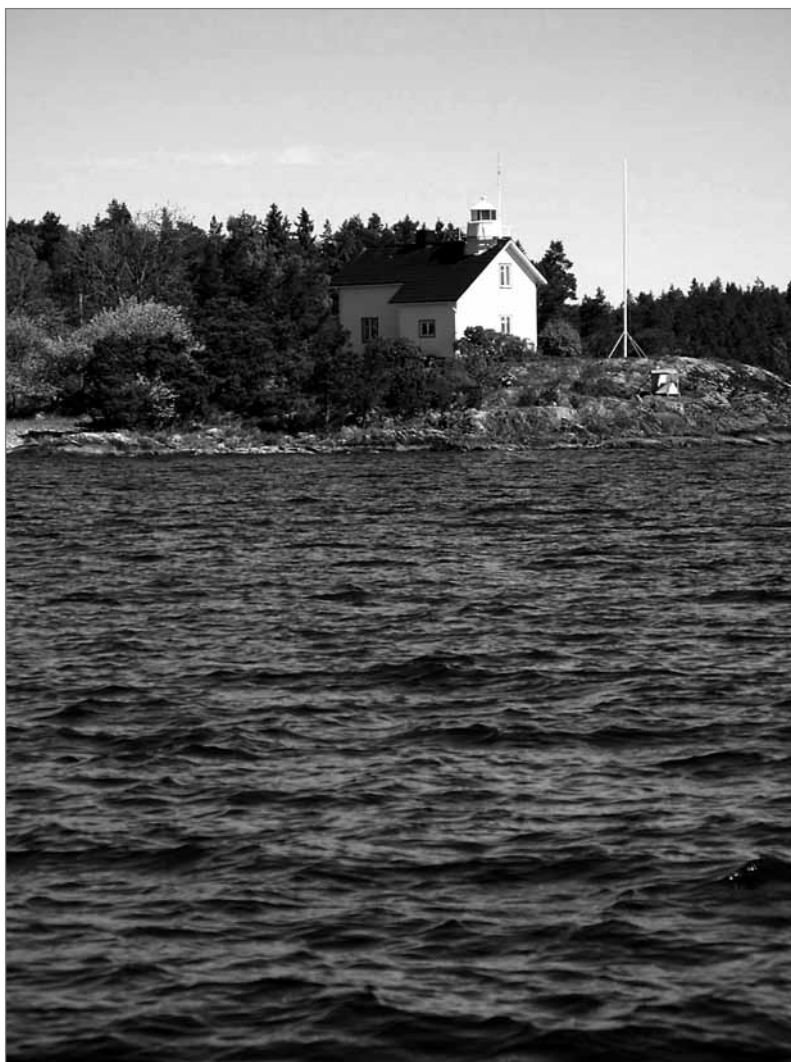
## Shipping channels

Stångudden and Milskärslederna are presumed to have functioned as sailing channels in antiquity. Stånguddenled is thought to be illustrated on one of the oldest charts of Lake Vänern. The chart, called *Hydrographisk charta öfver Wästra Delen af Sjön Wenern eller så kallade Dalbo-Sjön*, was drawn by Vice Admiral John Nordenankar in 1788. In the *Special charta öfver Lurö Skärgård i Sjön Wenern* from 1789, also signed by the aforementioned Nordenankar, this point is called the *Södra leden* (Freudentahl 1982).

A series of measures to improve safety for shipping in Lake Vänern began in the late 1700s and was initiated by the mayor and hydrographer Petter John Warberg. Buoyage of the main shipping routes was financed by a special fund called *Fonden för seglotionens förbättrande å*

*sjön Wenern*. This initiative came to form the foundation for what later would become Vänern sailing board, that is, the organization which until 2004 was responsible navigation of the lake (Holmström 2000:22; Lidholm 1956).

The earliest lighthouses along the channel sections in question are Stånguddens fyr (fig. 3) and the former lighthouse on Norra Trädgårdsholmen, which was established by 1864. The name Stångudden suggests that there had previously been a beacon on the site in the form of a pole. Other lighthouses that are or have been in use in the area include (year of construction in parentheses): Lurö Röskär (1915), Lilla Milsjär (1957), Carlosgrundet (1957), Pålgrunden (1958), Norra Trädgårdsgrundet (1963), Lemongrund (1973) and Östra Stensjär (1987). Several of the lighthouses listed were preceded by



*Figur 3. Stånguddens fyr på Lurö. Foto taget av Anders Martinsson, 1998. Foto i Vänermuseets arkiv.*

light buoys, the earliest being at Lemongrund which was established as early as 1898.

## Shipwrecks

Both Eken and Lurö archipelagos have the highest densities of shipwrecks in Vänern. This ratio naturally reflects the shipping lanes in these two areas, but is also a consequence of the waters being difficult to navigate, as well as having a large number of dangerous underwater grounds. This is evident from the many documented earlier shipwrecks located in the shipping channels related to this survey. However, it should be noted that a large number of incidents only refer generally to Lurö or Ekens archipelagos and sometimes only "Vänern". It is of course possible to allude that some of this data does in fact affect the proposed development area.

The areas identified as shipwrecks premises are Lemongrund (unknown vessel, 1858), Stenskär (*J(e)anette* 1855, and two unknown vessels, 1869 and 1881), Pålskären (unknown vessel, 1858), Milsjär (unknown vessels, 1865) and Trädgårdsholmen (the galeas Victor Emanuel, 1891). In 1881 the galeas *Frideborg* sank after having collided with the steamship *Idun* between Stenskär and Norra Trädgårdsgrundet (Westerdahl 2003 and the archives of Vänermuseet and Bohusläns museum).

The data related to shipwrecks is low despite some known ancient shipwreck sites in the area. The National Heritage Boards digital archaeological records, FMIS, contains data of only three, namely *Bo Harald* (Otterstad 250/259), foundered in 1957, *Carmen* (Otterstad 255), sunk in 1981 and *Atlantic* (Otterstad 252/260), sank 1989. All are located in relation to Carlosgrund. Although none of the listed vessel remains are older than 100 years, and therefore not yet protected by the Heritage Act, at least one of them, *Carmen*, may be attributed a significant cultural and historical value. The ship was built in 1888 as an *älvbåt*, a kind of sailing barge which was a characteristic vessel type on the Göta River in the 1800s and early 1900s (Granlund et al. 1951:643 and the archives of Sjöfartsmuseet in Göteborg). *Carmen* is the only known preserved wreck of this vessel type.

Some other vessel remains have been located in the area but not reported to FMIS. On the east side of Pålgrundet Roland Petersson located three highly degraded remnants of clinker-built ships in the 1980s. Exact positions of the sites are uncertain, as are updates on their current condition and legal status.

## Method

The survey was conducted by maritime archaeologists from Bohusläns museum, Värmlands museum and Vänermuseet. Dives were conducted on areas which are to be affected by the proposed work. Two main areas

were chosen for survey, one located North of Källandsö with sites A, B and F (fig. 2, bilaga 1). The other area was located south east of Lurö and contained the sites L, M, N and O (fig. 2, bilaga 2). A visual survey and probing of the seabed was conducted within each survey area.

## Results

During the survey, two objects of archaeological significance were located (bilaga 3). An anchor with part of the anchor chain (Eskilsäter 302) from circa 1800s was located within area M and a stray clinker plank (Eskilsäter 303) was located within area L. The clinker plank was circa 2 meters long and little eroded. Both objects suggest the presence of ship remains in the vicinity, that is, outside the survey areas.

## Conclusion and recommendations

Considering the planned work is of a limited extent it is not expected that the objects Eskilsäter 302 and Eskilsäter 303 will be affected. Bohuslän museum therefore have no archaeological comments to make on the proposed plans.

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## Otryckta källor

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FMIS, Informationssystemet för fornminnen, Riksantikvarieämbetet, Stockholm.

Vänermuseets arkiv, Lidköping.

Sjöfartsmuseet i Göteborgs arkiv.

## Tekniska och administrativa uppgifter

|                                   |  |
|-----------------------------------|--|
| <b>Västarvet dnr:</b>             | NOK 595-2009   |
| <b>Västarvet pnr:</b>             | E150   |
| <b>Län:</b>                       | Västra Götalands och<br>Värmlands län  |
| <b>Kommun:</b>                    | Lidköping och Säffle   |
| <b>Socken:</b>                    | Otterstad och Eskilsäter   |
| <b>Fastighet:</b>                 | Ekens och Lurö skärgårdar  |
| <b>Ek. karta:</b>                 | 9C3j   |
| <b>Läge:</b>                      | X 6520241, Y 1351225   |
| <b>Koordinatsystem:</b>           | RT 90, 2,5 g V   |
| <b>Vattendjup:</b>                | 3m-13m   |
| <b>Uppdragsgivare:</b>            | Sjöfartsverket   |
| <b>Ansvarig institution:</b>      | Bohusläns museum (BM)  |
| <b>Medverkande institutioner:</b> | Vänermuseet (V)<br>Värmlands museum (VM)   |
| <b>Projektledare:</b>             | Staffan von Arbin  |
| <b>Fältpersonal:</b>              | Staffan von Arbin (BM)<br>Delia Ní Chíobháin (BM)<br>Roland Peterson (V)<br>Björn Wallbom (VM) |
| <b>Fältarbetstid:</b>             | 2010-06-08 t.o.m. 2010-06-11   |
| <b>Arkeologtimmar:</b>            | 128  |
| <b>Undersökt yta:</b>             | 11,200 m <sup>2</sup>  |
| <b>Arkiv:</b>                     | Bohusläns museums arkiv  |
| <b>Fynd:</b>                      | Inga fynd omhändertogs   |

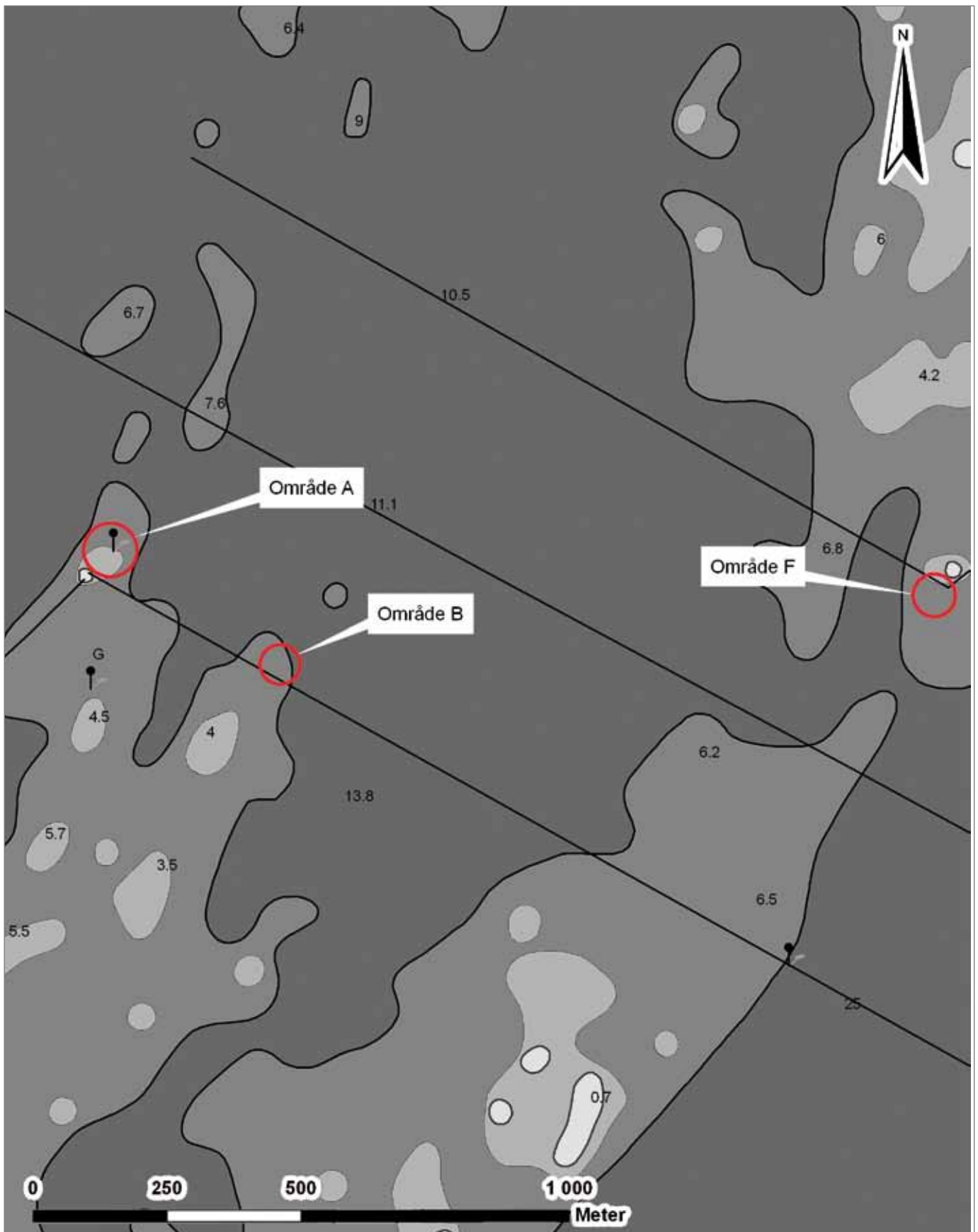
## Bilagor

**Bilaga 1.** *Karta över undersökningsområdet A, B, F. Skala 1:10 000. Godkänd ur sekretessynpunkt för spridning. Lantmäteriet 2010-06-15. Dnr 601-2010/1697.*

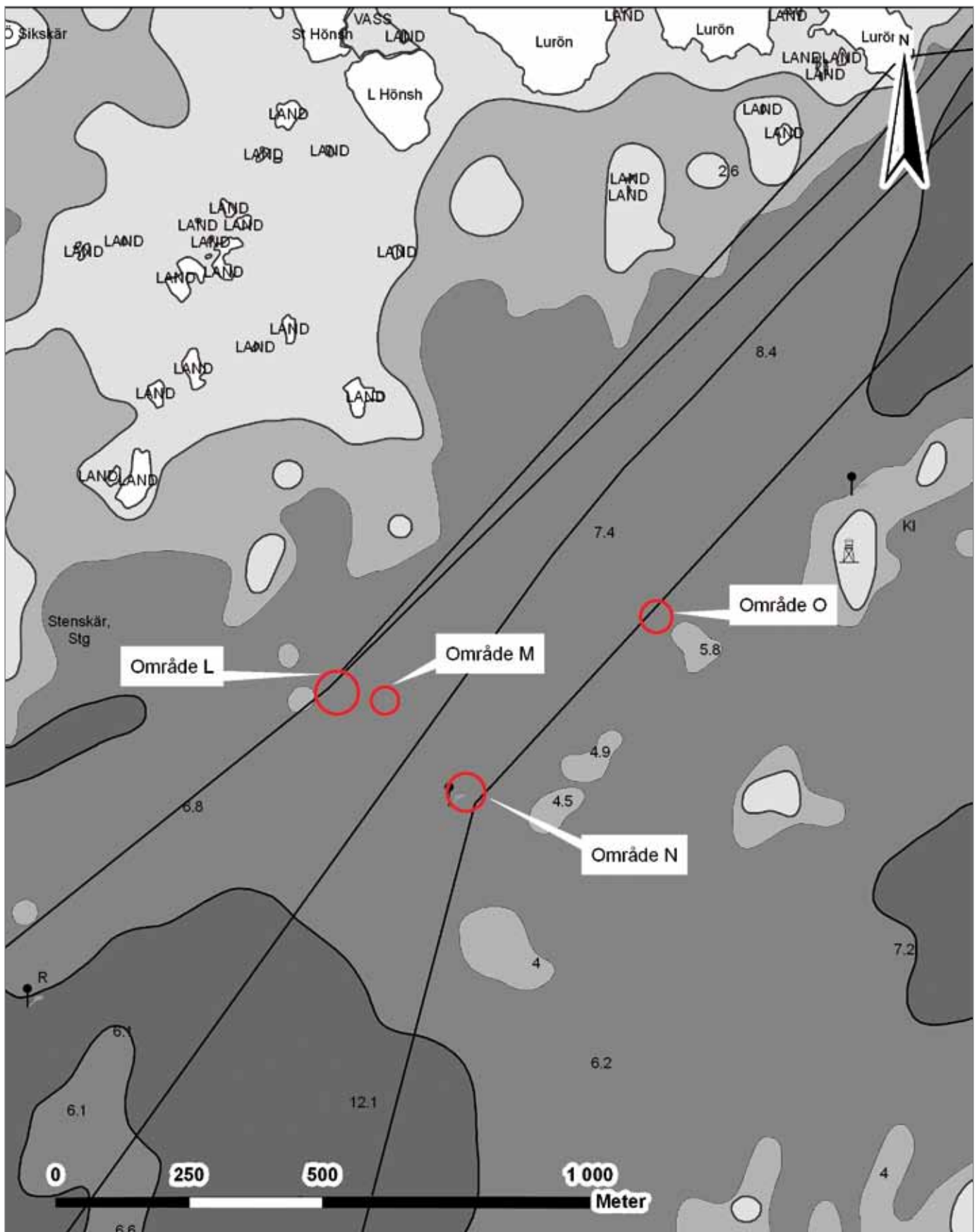
**Bilaga 2.** *Karta över undersökningsområdet L, M, N, O. Skala 1:10 000. Godkänd ur sekretessynpunkt för spridning. Lantmäteriet 2010-06-15. Dnr 601-2010/1697.*

**Bilaga 3.** *Karta över undersökningsområdet L, M, N, O och objekt 1 och 2. Skala 1:4 000. Godkänd ur sekretessynpunkt för spridning. Lantmäteriet 2010-06-15. Dnr 601-2010/1697.*

Bilaga 1. Karta över undersökningsområdet A, B, F. Skala 1:10 000.



Bilaga 2. Karta över undersökningsområdet L, M, N, O. Skala 1:10 000.



Bilaga 3. Karta över undersökningsområdet L, M, N, O och objekt 1 och 2. Skala 1:4 000.

