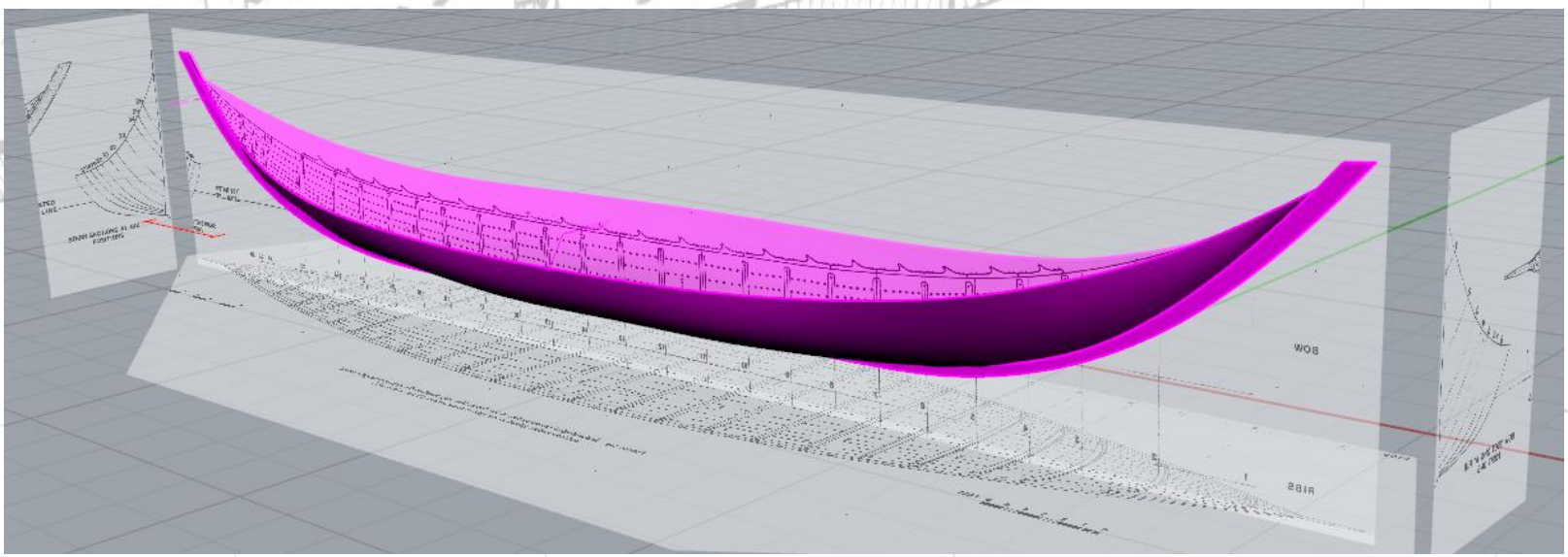
The Hypotheses and outstanding Questions in relation to The Sutton Hoo Ship		
A. Hypotheses *'We intend to build the ship using these hypotheses which are based on the evidence available'*		**B. Questions** *'Where the evidence is ambiguous or non-existent, and we need a way forward'*
A1.1 The ship had a rockered keel A1.2 The ship was of clinker construction A1.3 The size and shape of the rivets can replicate the rivets retrieved A1.4 The planks varied in thickness A1.5 Each strake was composed of scarfed planks A1.6 There were 5 or 6 planks per strake	**A1/B1 Building Methods and Techniques**	B1.1 How many moulds should the ship be built around? B1.2 How were the stem and stern posts scarfed to the keel? B1.3 What shape was the joint in plank-to-plank scarfs? B1.4 What risks are there scarfing together planks that have been cut differently? B1.5 What was the size, shape and construction of the oars? B1.6 Could the ribs be either complete or composite? B1.7 How important is authentic timber conversion for the production of planking? B1.8 Would it be an advantage to loft all of or parts of the ship?
A2.1 The ship was made of oak A2.2 The oak was green at the time of construction A2.3 The ship was fastened with iron and trunnels/trennels/treenails A2.4 The ship had trunnels/trennels/treenails to fasten the planks to the rib	**A2/B2 Materials**	B2.1 What sort of oak should be used? B2.2 How do we judge the quality of the oak? B2.3 What were the trunnels/trennels/treenails made of? B2.4 What other materials were used in the ships construction? B2.5 What are the most important issues when working with green oak? B2.6 How important is authentic metal composition for the production of fastenings?
A3.1 The ship was between 26.18 m and 26.8 m in length at the junctions of the gunwales A3.2 The ship was between 4.2 m and 4.4 m maximum beam A3.3 The keel was 60 ft./ 18.28 m in length A3.4 The ship has 9 strakes per side, the garboard strake was the widest A3.5 The ship was in the shape of the image below – *see figure 1*	**A3/B3 Size and Shape**	B3.1 What height were the stem and stern posts? B3.2 What freeboard is produced by the hull form? B3.3 How much rocker is required on the keel? B3.4 What buoyancy is produced by the hull form? B3.5 What should be the maximum number of planks per strake?
A4.1 The tholes ran continuously along the gunwales A4.2 The ship was rowed by up to 40 oarsmen A4.3 The craft was designed to withstand regular and deliberate beaching A4.3 The oars could be used to manoeuvre the ship in different directions	**A4/B4 Function and Movement**	B4.1 What was the seating arrangement? B4.2 What was the construction of the seating arrangement? B4.3 What was the sole arrangement and how was it constructed? B4.4 What method was used for retaining the oar in the thole? B4.5 What was the rudder and steering arrangement?
A5.1 It was a vessel used for Royal transport A5.2 The ship was a rowing vessel A5.3 The ship was not intended for really heavy loads A5.4 The ship was mainly used in inshore waters A5.5 The ship was not built as a burial ship	**A5/B5 Use and Purpose**	B5.1 How did people get on and off the ship? B5.2 How many oarsmen were there per oar? B5.3 How was the ship coxed?

Figure 1. Generated image of the Sutton Hoo Ship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