



Founded 1983

East Dorset Antiquarian Society

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NEWSLETTER – January 2019

NOTES:

The EDAS December Lecture by Dr Phil Judkins was yet another very interesting talk. Phil brought this potentially dry subject to life and we look forward to another talk from him in the not too distant future. We thank Alan Dedden for writing up this very exciting and technical lecture.

The EDAS January Lecture: the first lecture of 2019 is by Dr Kath Walker: “Neolithic Imports or Collectors? - Continental axe-heads in Britain”, Kath is a friend of the society and will be working on the flint assemblage collected at Druce Farm.

Kath’s latest book, *“Axe-heads and Identity: An investigation into the roles of imported axe-heads in identity formation in Neolithic Britain”* will be available for sale. This work was highly praised by Dr. Alison Sheridan at the recent Bournemouth University Pitt-Rivers Lecture.

A Life in Digs: this is a short tribute to our very own Len Norris who contrary to appearances is the longest serving field archaeologist active in EDAS (see pages 8/9).

A View from Above No 15: we thank Sue and Jo Crane yet again for a stunning photograph of the spectacular Broadmayne Bank Barrow (see page 7).

Weblinks: another list of interesting weblinks collated by Alan Dedden (see page 10).

Potential Excavation at Kingston Lacy 2019: In December we held a preliminary meeting on site with the enthusiastic tenant and the NT archaeologist Martin Papworth about the prospect of undertaking a small excavation. We submitted an outline project proposal, the NT have now asked for a formal proposal which will be made in February. Subject to acceptance this will offer training opportunities for people with little or no archaeological experience.

Andrew Morgan

EDAS Lecture: Chess - Europe's 'Wizard War' In the Air - And Dorset! by Dr Phil Judkins

Dr Judkins has a long and impressive list of qualifications and appointments, including Masters degrees in Economics and Classical Archaeology from Sidney Sussex College, Cambridge and in Business Management and IT from Bradford, but perhaps most relevant to his talk, a PhD in the history of radar from Cranfield. The talk explored the use of radar in the air war during WW2, looking at both British and German developments - and failures.

The story starts before the war in the mid-thirties with 'secret' work on the first radars at Orford Ness, moving to Bawdsey Manor in 1936. It had been recognised very early on that this technology could allow early warning of enemy aircraft and also guide fighters to intercept them. The work was so secret that the establishment list containing details of personnel, location and pay, was published annually in the "Air Estimates" -available from HM Stationery and given free to the German Embassy.



Local 1930s holiday postcard showing the Bawdsey Manor "Chain Home" radar aerials from the river.

The team at Bawdsey not only invented the first operational radar, but built into it a level of jamming resistance (as early as 1934 Air Marshal "Stuff" Dowding - then head of R&D - personally wrote orders for the scientists to prevent jamming). They also practised repeatedly the use of the radar to direct fighter intercepts of target aircraft.

Meanwhile, the Germans had realised the potential of radio aids for navigation during their operations in the Spanish Civil War, and put their major efforts into these offensive aspects of the technology. They regarded the radar developments as defensive, which did not align with their expansionist ideas. Their Head of Signals - General Wolfgang Martini - saw the potential of the aerials at Bawdsey but because the responsibility for intelligence lay with his rival (General "Beppo" Schmidt - a notorious drunk and a drinking buddy with Goering - the only resource Martini could use was the Graf Zeppelin airships for electronic intelligence (ELINT).



General Wolfgang Martini



General "Beppo" Schmid

With the Zeppelins loaded with sensitive receivers, Martini went looking for radar signals, but could only find a constant slow crackly hum all along the British coast. This effort was not helped by the German system - "Freya" - was being tested that day, transmitting at high power to test range. They probably failed to identify the British radars because they were looking for a system similar to Freya. They instead concluded that the hum was caused by poorly designed insulators on the national grid pylons. A German Intelligence map of all RAF, Navy and Army radio stations dated 1st July 1940 has the radar stations labelled "funkstelle" - just radio stations!

By the start of the war, enough radar stations had been built to provide a complete shield along the south and east facing coasts, and had been integrated into the RAF fighter squadrons making the

world's first effective fighter defence force. Bomber crews however were reliant on the recently introduced celestial navigation with only 50 trained crews at the outbreak of war! This meant their bombing accuracy was 15 miles or worse in bad weather or at night.

Typical Chain Home radar station. The tallest aerials are 365ft high.



Map of Chain Home radar coverage. The first system was long range (the outer line). A low level, short range system was added later.

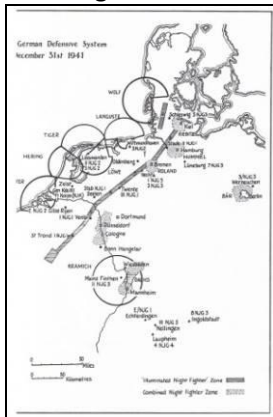
The German system at the outbreak of - "Freya" - war was much less extensive and was not integrated with their fighters. Despite this, the Battle of Heligoland Bight in December 1939 proved its worth when 2 squadrons of British bombers attacking Wilhelmshaven in daylight were intercepted by German fighters and sustained heavy losses. However, as the radar station was on the Navy phone network, and the fighters were on the Luftwaffe network, the fighters were only alerted after the radar station got permission from Berlin to talk to the fighter base!

When the Blitz began in autumn 1940, the German concentration on radio navigation aids paid off. They had *three* accurate systems to guide them onto their target. They each had advantages, and also weaknesses. However, it was Bletchley Park that proved key to combating these systems. The simplest, "Knickebein" (crooked leg) was eventually jammed after a prisoner was overheard to say "no matter how hard they look, they won't find it". This led to the discovery that it used an unnecessarily sensitive blind landing receiver, so jammers on that frequency were deployed. The second system - "X beam" - was discovered by a decoded Enigma message, but only defeated following the recovery of equipment from a Heinkel He111 bomber which force-landed on Bridport beach in November 1940. Initially, we failed to completely understand its working, allowing the devastating raid on Coventry on 11/12 November. Modifications to the jammers the next week scattered a raid on Birmingham just 6 days later.

The third system - "Y beam" - was also discovered from a decoded Enigma message. This system used the same frequency as pre-war British TV, so Alexandra Palace (by then not used for TV transmissions) was brought back into use as the world's most powerful jammer, code named "Domino". German crews then rapidly lost faith in Y beam and it fell out of use.

In May 1940, the research team had moved from the vulnerable east coast location at Bawdsey Manor to Worth Matravers in Dorset, where an improved radar was designed. The accuracy of Chain Home was only 4 miles, so intercepting night raids was difficult (during daylight hours, human observers reduced this problem). It could also only locate either a bomber or a fighter, but not both simultaneously. This led to the development of the plan position indicator or PPI (a format still used today). The new radar was smaller and featured a rotating aerial. To reduce development time, the motive force for the rotation was not a motor, but hand cranked using a modified bicycle frame! It was this radar, called the Ground Control of Interception radar, GCI, that defeated the Blitz.

The German defence network had by now improved and was known as the Kammhuber Line (after its leader, Col Kammhuber) using sets of one Freya radar for long range and two Wurzburgs for short range. These were deployed in a grid of hunting areas.

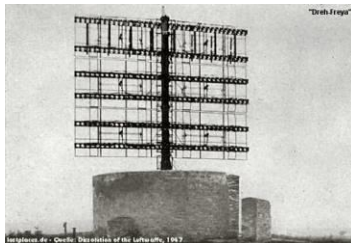


The Kammhuber Line,
December 1941



Wurzburg radar at
Bruneval

The priority was to discover the Wurzburg secrets. Photo reconnaissance identified a Wurzburg radar at Bruneval on the French coast in November 1941. A commando raid - Operation Biting - was carried out in February 1942. Despite capturing the radar units and an operator, the raid caused alarm amongst the British scientists as the German units were seen to be much better made than their own equipment, it was also made in 1940 (much earlier than previously thought) and the coastal location made it easy to attack by parachutists and then get away by sea. This rapidly led to the relocation of the Worth Matravvers team to Malvern within a month.



Freya radar

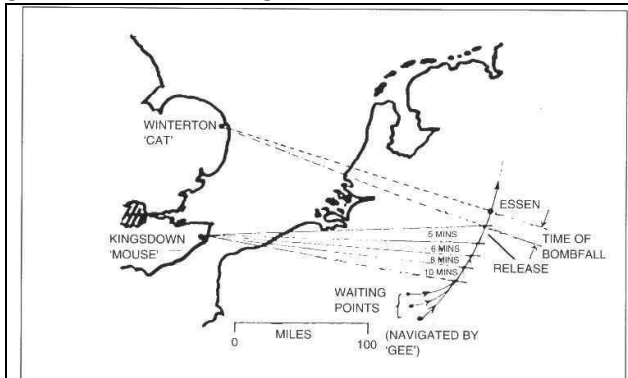


Research team huts at
Malvern

This month saw the appointment of Arthur Travers Harris as C-in-C Bomber Command, but at a difficult time as it was under threat of being disbanded. Earlier analysis of target photos following raids showed that less than one tenth of bombers were within 75 square miles on a moonless night. Work at Worth Matravvers resulted in the GEE radio navigation system, fitted to a third of RAF bombers by March 1942. At the same time, Albert Speer was appointed to head up the German war production effort. By now the focus of the German air war was on the eastern front following the invasion of Russia in 1941. Harris stepped up the bombing raids, so German efforts to counter the raids had increased importance. The effective head of the Luftwaffe, General Hans Jeschonnek, supported the efforts of Kammhuber and Martini whilst Goering had little faith in electronics saying "radio aids contain boxes with coils and I don't like boxes with coils!".

The lead figures on both sides watched the bomber command losses - if these were sustained above 5% for a prolonged period, it would not be possible to continue the bomber war. GEE initially reduced losses, but Germany improved the defences by adding more radar sites, and increased their range. This gave greater depth to their defences. These moves and those that followed resulted in a constant rise and fall in the losses, but the threat posed by German night fighters fitted with airborne radar was not resolved until a specially equipped Wellington bomber went on a suicide mission in December 1942. Once they had detected the night fighter transmissions they radioed back details, but came under attack and several crew members were wounded. Eventually the crew parachuted into the channel off Ramsgate, and were all rescued and later recovered. This led to the *MANDREL* jammer, giving another reduction in losses until the Germans built *Freya-Halbe* which homed in on *MANDREL* transmissions.

Another system to come out of Worth Matravers was the target marker *OBOE* - now the RAF had a system to pinpoint targets to within yards. First used in December 1941, its increased use and later improvements again gave reduced losses, which rose again as the Germans countered it with a modified Wurzburg radar. Then *WINDOW* (a radar jamming shower of thin metal strips) brought the losses back down again. Germany then stopped using radar for intercept and instead used a technique called *WILDE SAU* or Wild Boar. This used fighters not fitted with airborne radar to fly high over the bombing zone and spot the bombers from their outlines against the fires on the ground. Losses rose again.



OBOE target marker system principles

Following the Hamburg raids in July/August 1943, Bomber Command was given Peenemunde as a priority target to disrupt the German production of the V-1 and development of the V-2. The success of this raid on the 18th August 1943 caused Jeschonnek to shoot himself and Kammhuber to be moved to Norway. In Kammhuber's place they appointed Beppo Schmid.

Bomber Command were now using an airborne navigation radar called H2S to great effect, but the previously error prone Schmid this time got it right. After the loss of an H2S equipped bomber over Rotterdam, he reasoned that they only needed a directional aerial to locate the bombers. The British radar scientists, Watson-Watt and A P Rowse could not be convinced that the Germans could track the bombers using this technique until a year later in October 1944.

Good as this concept was, it still relied on ground to air communications to direct the fighters, and the British had started to use high powered transmitters to send false instructions to the fighter pilots. But then the Germans moved from short wave radios to VHF, and so the losses continued to rise and fall with the moves and counter moves.

Harris decided now to move his main target to Berlin, not knowing that Beppo Schmid was tracking them. In addition there were four other developments that gave the Germans an edge in this phase (contrary to British histories of the war until recently). First, their night fighter radars had moved to longer wavelengths, which the British were not looking for - we were moving to shorter wavelengths. Second, the British had fitted every bomber with an Identification Friend or Foe (IFF) device. This signalled British radars so they were not seen as enemy aircraft. Although the British could switch the IFF off when over Germany, the Germans had recovered the units from downed aircraft and modified Freya radars (code name Freya-Flamme) which could trigger the IFF and track the aircraft from 200 miles out over the North Sea. Third, Martini had introduced adapted radars to allow tracking despite *WINDOW*. He only needed some radars across Germany to see through *WINDOW* for the bomber stream to be tracked, even when the majority could not. Fourth, another British defence aid - Monica - gave the Germans a signal to home in on. Monica was an airborne radar fitted in the tail of the bombers to warn of attacking fighters, but the fighters were then fitted with receivers - Flensburg - to detect and attack the Monica fitted bomber. Losses rose steeply through the winter of 1943/44.

As 1944 progressed, priorities changed again for the Allies with the V-1 and V-2 threats having to be countered, and preparations for D-Day called on resources to attack German coastal defences and radar sites. One indicator of Bomber Command success in these areas can be gauged from the fact that two-thirds of V-1s were destroyed either in the factory or on their way to launch sites in France.



V-1 on launch rail



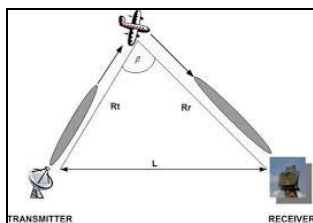
V-2 preparing for launch

The biggest effect on bomber losses was D-Day, or rather, the elimination of German radar sites as the allied troops advanced across France and Belgium. Coincidentally, in July a German night fighter fitted with both Flensburg and long wavelength radar (SN-2) landed in error at RAF Woodbridge (?). Analysis of these devices prompted Harris to order Monica to be abandoned and scientists to come up with a new WINDOW to counter SN-2. In addition the German aircrew also disclosed the tracking of H2S, so its use was very restricted after that. Taken all together, the bomber attacks were now much harder to detect and surrounded by a range of defences.

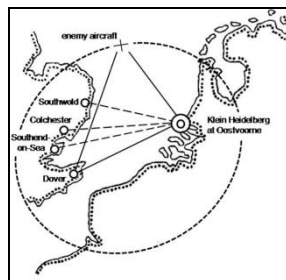


Messerschmitt Bf110 fitted with SN-2

The Germans however continued to develop new systems, including a new type of radar that relied on Chain Home transmissions reflected off the bombers. Code named Klein-Heidelberg, it was passive and therefore extremely difficult to detect. The most advanced current radars use this principle and are called parasitic bistatic radars.



Bistatic radar principle



Klein Heidelberg plan

With launches of V-1 and V-2 from fixed launch sites mostly stopped, the Luftwaffe moved to air launch V-1 and mobile V-2 launchers. The V-1s were then countered by intercept of the orders to the Luftwaffe airfields by Bletchley Park. Mosquitoes were then despatched to intercept the launch aircraft. Combating the mobile launch V-2 was not so effective as anti-missile missiles were only in the early stages of development, but modified Chain Home radars could detect them and give a 3.9 minute warning - the first ballistic missile early warning system (BMEWS eg Fylingdales).

After the war, trials by the RAF of the German defences showed they were much more effective than had been thought and caused alarm in the RAF.

The evening concluded with a number of questions and a vote of thanks for an extremely interesting talk.

Alan Dedden

View from Above No 15: Broadmayne Bank Barrow (NGR 3699 0855)

Situated on the South Dorset Ridgeway and 2.5 kms south west of Broadmayne is the Culliford Tree Barrow Group. This is an impressive prehistoric cemetery comprising 26 Bronze Age round barrows plus a Neolithic Long Barrow and a rare Neolithic Bank Barrow.



Photo by Sue and Jo Crane

Only ten Bank Barrows have so far been identified in Britain. The Broadmayne Bank Barrow lies on the crest of a chalk ridge and is 180 metres long, has a height of two metres, with parallel sides and rounded terminals. The eastern end has been slightly truncated by a road. The longest Bank Barrow was recorded at Maiden castle and measured 540 metres in length, but this has since been destroyed. The date of the bank barrow is estimated at c. 3400BC. Four secondary inhumations have been found but no primary burials have yet been discovered. The group can be seen from the roadside and there are some footpaths in the area.

Note: this group of barrows is part of the (South Dorset) Ridgeway Barrow Group which comprises 195 barrows and forms the largest concentration of round barrows in the British Isles.

Jo Crane

Len Norris - A Life in Digs

After working with Len on archaeological digs for over 12 years I only recently realised that he is the longest serving EDAS member who is still actively using his trowel. This insight happened one day in November towards the end of our seven year excavation at Druce Farm. I immediately went looking for him and there he was at the bottom of yet another deep pit he had excavated (10+ tonnes of dirt removed). I stood at the top impressed by the amount of material he had shifted and his agility to get in and out of the two metre deep hole. Although he is quietly tiptoeing towards the start of his ninth decade he is quick to point out that he is by no means the oldest, and there are one or two who can proudly lay claim to that title but Len has been digging with EDAS since the society was created in 1983. I thought we should offer a modest tribute to Len and his dedication to EDAS and archaeology.

Len recalls that he first became interested in archaeology aged about 10 when a school friend showed him his collection of flint tools gathered from Canford Heath. The artefacts may have been rather simple and a bit crude but nevertheless Len recognised they were special because they had been made by somebody in the unknown distant past and buried in the ground until discovered by his friend. The seed was sown.

Len's first opportunity to experience practical archaeology was whilst attending Poole Grammar School. Luckily for Len, his French teacher was the renowned local archaeologist Norman Field, and he was organising an archaeological dig at Woodhouse Hill near Studland. Len immediately volunteered to take part and enthusiastically cycled daily from Oakdale to the site via the Sandbanks Ferry. He remembers the thrill of finding a Roman coin and with the encouragement of Norman he was hooked for life. He recalls when digging on site that Norman Field would always find time to chat to a Robin who was using the disturbed soil to find a tasty snack. I think Len still keeps an eye open for a feathered friend to talk to.



2016 Len excavates Roman shoe

One of Len's schoolmates on the excavation was Dennis Harding who took the experience a little further and eventually became Professor of Prehistoric Archaeology at Edinburgh University. Len temporarily laid down his trowel and followed a different career in Engineering but nevertheless acquiring drawing skills that would be useful in later years.

Fast forward 30 years and his interest in Archaeology revived when he attended a series of adult education classes organised by the Workers' Education Association (WEA) at the teachers training centre in Wimborne. It also was the opportunity for Len to refresh his relationship with Norman Field with whom he was to spend many interesting days wandering over Dorset helping him research and excavate Roman Roads. Len and Pam, his wife who is a very talented artist, were even able to illustrate some of the drawings for his book 'Dorset & The Second Legion' and also a booklet on the 'History of Corfe Mullen'.

These classes were attended by a number of like-minded people and under the guidance and encouragement of the course tutors, David Johnson and Tim Schadla-Hall, they set up the East Dorset Antiquarian Society. Len recalls that in the early days EDAS was fired by the great enthusiasm of John & Della Day, Haydn Everall, Ann Sims Dennis Bicheno, Graham Adams and of course Martin Green. One of the first challenges was to design a logo for the new society. A



1980's Len planning

competition was announced and Len won, his logo is still used to this day.

Len has taken part in many digs over the years with EDAS. The first was with David Johnson on the Roman Crossroads north of Badbury Rings. Many others were to follow including: Wimborne on the old Q.E. School site opposite Wimborne Minster. Blandford By-Pass, Lazerton Farm near Hod Hill, a Ring Ditch near Down Farm, Horton Medieval Graveyard, Badbury Rings, Stourpaine, Worth Matravers and of course Druce Farm. Pam has been a stalwart supporter of EDAS from the very beginning and has been involved in many of the projects with Len, especially taking responsibility for finds washing on site and latterly at home when her other artistic hobbies allow.

Len explains that he is never happier than when trowelling and he has become one of Lilian's go to people whenever a tricky feature needs to be sorted out. As Lilian says Len never moans or groans he just gets on with it, as long as he hasn't lost his trousers! He relishes the health benefits of spending time in the open, usually in beautiful locations, and the hard physical work. He thoroughly enjoys the social aspects of working with a group of people and takes his responsibilities seriously. He particular enjoys the humour, the mindless banter and comradeship to be found on site. He takes great pride in his trowel expertise, which is second to none (Len's words), "follow the trowel" is his mantra. He is of course the official landrover chauffeur and apart from a rucksack or two we have suffered no fatalities....thank you Heather. Many of the team make generous direct or indirect financial donations towards the project and Len has been kindly buying the petrol to keep the fuel tank filled over the last three seasons. He is also the lunchtime monitor with the special responsibility to call time when we all gather to chat and discuss the mornings events, put the world to right and more importantly scoff Lyndsey's cakes.



Neil O'Lithic

Over the years Len has become very close to a certain TV historian we all know as Neil O'Lithic. We were delighted when Neil took time from his busy schedule to visit the Worth Matravers site in 2010 and shake his lustrous locks in the off-shore breeze. We were disappointed that his comments on the archaeology weren't very helpful but his advice on hair conditioning was excellent.

Len has also proven to be a popular TV celebrity and Stephen Humphreys of BBC South Today twice visited the Druce Roman Villa site to interview Len about the investigative skills needed in archaeology.



Cut, action, take 84

It's been great fun working with Len for so many years, his sense of fun and enthusiasm never fade. Which reminds me that he is also an expert in a very particular style of Dorset dialect which he taught me over the winter of 2012 spent in a freezing NT barn at Corfe Castle, carefully extracting minute bone fragments from soil samples. A short while later we were suitably impressed when the hundreds of fragments were casually discarded as useless. With a demanding and satisfying life in retirement Len wonders how on earth did he manage to work fulltime for over 50 years. I think he has taken Albert Einstein's advice to heart:

"Do not grow old, no matter how long you live. Never cease to stand like curious children before the Great Mystery into which we were born."

Andrew Morgan

WEBLINKS – December

A quiet month for web links, with two of the links being reviews rather than the announcement of a new discovery. Of the remainder, the item that stands out for me is the report that preliminary work on the Stonehenge tunnel/A303 improvements has damaged the Blick Mead site. Particularly so following David Jacques excellent talk last September. It beggars belief that this could happen at such an important and sensitive site, but maybe we should not be surprised. If you attended the EDAS talk last February by Martin Green, you may recall him telling us that part of the remaining section of the Knowlton southern henge had been dug out by contractors during building work. Lets 2019 brings better news.

Whilst writing up the December talk I needed to find some images to illustrate it, and came across a number of web sites devoted to various aspects of the story, such as:-

Bawdsey Manor - the third home of the team charged with developing radar.

<https://www.bawdseyradar.org.uk/>

Telecommunications Research Establishment - the organisation the team were part of (later to become the Royal Radar Establishment.

<http://enacademic.com/dic.nsf/enwiki/709891>

Chain Home - the string of radar stations built to defend the east and south coasts in the late 1930s.

<http://radarpages.co.uk/index.htm>

Freya German radar - the German radar that formed their first defence against bomber attacks.

https://www.secret-bases.co.uk/wiki/Freya_radar

These are just a few of the sites I came across and it demonstrates how much information is out there if you care to look - and it is not just Wikipedia!

Postscript:-

What a surprise to see archaeology featured in the Dr Who New Year special. But I suppose the only surprise is that a programme about time travel has taken so long to include archaeology in a story line. I shall be watching for a big blue box on the next EDAS dig!

Alan Dedden

500 Year Old Skeleton Died With His Boots On

<https://www.nationalgeographic.com/culture/2018/12/skeleton-london-boots-discovery-archaeology/>

Blick Mead Damaged By Tunnel Work

<https://www.theguardian.com/uk-news/2018/dec/06/ancient-platform-damaged-during-stonehenge-tunnel-work>

Earliest Plague Strain Found In Sweden Holds Clue To Stone Age Migration From The East

<https://www.theguardian.com/science/2018/dec/06/earliest-plague-strain-found-in-sweden-holds-clue-to-stone-age-migration-from-east>

London Burial Ground Reveals Evidence Of Tough Living Conditions

<https://www.theguardian.com/science/2018/dec/04/skeletons-found-in-london-archaeology-dig-reveal-noxious-environs>

Metal Detectorist Finds During 2018

<https://www.theguardian.com/science/2018/dec/11/forgotten-statue-kept-in-a-margarine-tub-is-2000-year-old-treasure>

Horse In Harness Found At Pompeii

<https://www.bbc.co.uk/news/world-europe-46671050>

Egyptian Tomb Of High Priest Found Untouched For 4400 Years

<https://www.bbc.co.uk/news/world-middle-east-46580264>

Huge Ice House Discovered Near Regents Park

<https://www.theguardian.com/science/2018/dec/28/chilling-discovery-archaeologists-uncover-lost-ice-house-under-london-street>

Overview Of Work At Pompeii

<https://www.theguardian.com/world/2018/dec/31/new-discoveries-at-pompeii-come-amid-renaissance-at-site>

Alan Dedden

EDAS PROGRAMME - 2019

2019			
Wed 9 th Jan 2019	Lecture	Kath Walker,	Neolithic Imports or Collectors? - Continental axe-heads in Britain
Wed 13th Feb 2019	Lecture	Ben Buxton	Orkney and Beyond
Wed 13th Mar 2019	EDAS AGM	AGM followed by Geoff Taylor and Andrew Morgan	2018 EDAS Field Trip: archaeological adventures in SE Wales
Wed 24 th Apr 2019	Lecture	Mark Corney	Annual Bournemouth University Lecture – Title to be confirmed
Sun 28th Apr 2019	Guided Walk	David Reeve	Wimborne – the final walk by David revealing the historic town of Wimborne through the C18 and C19th
Wed 8 th May 2019	Lecture	Dave Stewart	Once Upon a Hill: a study of Dorset hillforts

Note: unless otherwise stated all lectures are from 7.30 – 9.30 pm and are held at **St Catherine's Church Hall, Lewens Lane, Wimborne, BH21 1LE.**

<http://www.dorset-archaeology.org.uk/>

DISTRICT DIARY

This is a diary of interesting events held in the area. We cannot be held responsible for the arrangements so please check on the associated web-sites.

2018 Programme				
Date	Event	Group	Who	Title

<p>AVAS: Avon Valley Archaeological Society</p> <ul style="list-style-type: none"> at Ann Rose Hall, Greyfriars Community Centre, Christchurch Road, Ringwood BH24 1DW http://www.avas.org.uk/ <p>BNSS: Bournemouth Natural Sciences Society</p> <ul style="list-style-type: none"> Events held at 39 Christchurch Road, Bournemouth BN1 3NS. http://bnss.org.uk/ <p>BU AHAS: Bournemouth University Archaeology, History and Anthropology Society</p> <ul style="list-style-type: none"> Events held on different days and different times Events usually held at Talbot Campus, Bournemouth in Kimmeridge House room KG03 on Talbot Campus. <p>Blandford Museum</p> <ul style="list-style-type: none"> Events held at different venues <p>CAA: Centre for Archaeology and Anthropology: Seminars and Research Centre Meetings</p> <ul style="list-style-type: none"> Events usually held at Talbot Campus, Bournemouth in Kimmeridge House room F111 on Talbot Campus. 	<p>Dorset Humanists</p> <ul style="list-style-type: none"> Event held at Moordown Community Centre, Coronation Avenue, BH9 1TW. . <p>DNHAS: Dorset Natural History and Archaeology Society</p> <ul style="list-style-type: none"> Events held at various locations in Dorchester, now ticketed http://www.dorsetcountymuseum.org/events <p>Shaftesbury & District Archaeology Group:</p> <ul style="list-style-type: none"> St Peters Hall, Gold Hill, Shaftesbury. <p>Wareham: Wareham and District Archaeology and Local History Society</p> <ul style="list-style-type: none"> Meetings are at 7.30pm on the 3rd Wednesday of the month, unless otherwise indicated. The venue is Wareham Town Hall (on the corner of North Street and East Street). http://wareham-archaeology.co.uk/
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