



East Dorset Antiquarian Society

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NEWSLETTER – November 2019

In Memoriam

It is with great sadness that we have to report the death of Penny Copland-Griffiths, a past member of EDAS. She passed away peacefully on Monday 21st October at Salisbury Hospital after battling with cancer, diagnosed earlier this year. Penny originated from Horton, the site of several of the early Verwood pottery kilns for which she became so well-known. A fuller tribute appears on the next page.

Editorial

EDAS 13th November Lecture will be by Bob Kenyon, who'll be telling us about waves of migration into Dorset. Obviously this won't be about recent immigrants, like myself, but what advances in scientific techniques, and particularly in DNA studies, show about the ancient peoples who inhabited Dorset.

Vikings: Wayne Bartlett's two articles a little earlier in the year talked about Viking visitors to Dorset over a thousand years ago, though initially more raiders than immigrants. My article this month looks at the Viking Ship Museum in Oslo and the type of ships that, no doubt, brought these people to our shores.

Articles: Thanks to Vanessa Joseph for the information about work on the finds from the wreck of HMS Invincible, where several EDAS members are volunteering. This 74-gun ship was launched by the French in 1744, captured by the British in 1747 and wrecked in the Solent in 1758. Alan Dedden is promoting a Radio 4 programme about more recent history, which sounds really interesting when I can find time to listen. Then, of course, there's a further 'View from Above' based on Sue & Jo Newman's aerial photographs.

Weblinks: Alan Dedden has provided another long list of links to interesting archaeological and historical articles online. I always follow these up but wonder if any of you do? It would be good to hear from someone.

Events: As ever, there's a wide choice of things to do over the next few weeks but I'd particularly draw your attention to the first item in the 'District Diary': the CBA Conference at Bournemouth University on Saturday 9th.

Your feedback is always as welcome as your contributions – do let me know what you think.

Geoff Taylor

PENNY COPLAND-GRIFFITHS

Penny's reputation as the expert on Verwood Pottery is well known at the Priest's House Museum. Some volunteers may not be acquainted with her personally, but mention Verwood Pottery and most will then recall Penny and how she has supported the Museum over the years.

Penny became involved with amateur archaeology back in the 1970s. When she found that pottery recovered during an excavation had originated in East Dorset, she was set on a lifetime labour of love to research and record the history of this important local industry.

There had been potteries on Verwood Heath and the surrounding area for hundreds of years, with the last of the kilns at Cross Roads, Verwood, closing in 1952. When the Verwood and District Potteries trust was set up in the early 1970s 10 sites were known in the area. After years of Penny's and the group's painstaking documentary research and fieldwork, 42 sites are now known to have existed.

Over the years she had built up a considerable reputation for her knowledge on every aspect of the Verwood Pottery industry. So, when lots of what we thought could be Verwood Pottery was recovered during the Community excavation at the Priest's House Museum in 2011, we knew who to contact for help and advice. Penny happily gave her free time to help me and the group of archaeology volunteers identify and record the vast number of pottery sherds we had found, her enthusiasm for the industry being catching. Penny also spent time in taking us around some of the kiln sites that had been discovered in the area.

Not only interested in recording the history of this local industry, Penny also built up a large personal collection of ceramics, mainly Verwood but also pots from well-known modern potters. Most people have a dining room but not Penny. She had a Pottery Room, full, floor to ceiling, with shelves of pots. In 2013 she took the decision to donate her collection to the Priest's House Museum. The Museum now has probably the largest collection of Verwood pots in the county, if not the country.

Over the last few years not only has Penny been running a local U3A group on ceramics, but she has also been a regular visitor to the Museum, joining the archaeology group each week to record the history of each pot and also the history of the industry as a whole. Due to her sad passing this work remains unfinished. Penny will be sadly missed by us all.

Gill Broadbent

(Hon. Keeper Archaeology
Priests House Museum)

Our October talk was by Rob Curtis, a local historian and Blue Badge guide. He explained the development of the national road network and, in particular, the importance of turnpikes and the golden age of coaches.

Roman Roads in Britain

Based on *Britannia: The Roman Provinces*, Isaac & Nuttgall's *A Vision of Roman Britain*, and *The Roman Road Network in Britain*, and other, minor sources.

0 km 100
0 mi 50

The map shows the Roman road network in Britain, with major cities and landmarks labeled. The network is dense, with many roads radiating from central locations like Londinium and Eboracum. Key features include the Hadrian's Wall, the Antonine Wall, and the Fosse Way. The map also shows the English Channel and the North Sea.

A photograph showing a person standing on a steep, eroded bank of a stream. The bank is composed of dark, loose soil and is heavily eroded, with a large, exposed root system visible. The background shows a forest of tall, thin trees, likely deciduous, under a cloudy sky. This image illustrates the effects of deforestation on soil stability and erosion.

Rob mentioned the Gough Map of Great Britain which, by convention, has been dated to around 1360. It shows that by the middle of the 14th century there was a highly developed national road system centred on London. Some roads benefitted from maintenance to support high volume trade, such as for the cloth and wool markets requiring access to coastal ports. Most goods were carried by pack animals.

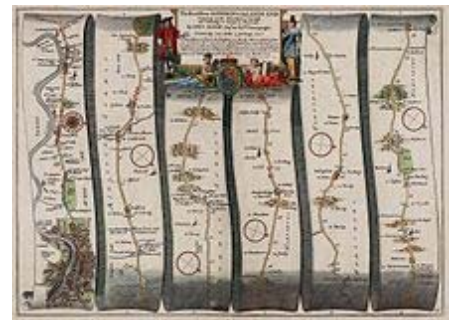


While there was little demand for wheeled-traffic the poor state of road surfaces tended to be ignored, although travel during the winter was often difficult, if not impossible. The Elizabethan period experienced an increase in wheeled transport and with it came a demand for better roads. At that time the responsibility for roads lay with the local landowners and maintenance was often neglected. In an attempt to improve matters, the responsibility was placed on the relevant parishes but, again, maintenance was usually neglected.

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In 1695 the map of Dorset prepared by Robert Morden used three different mileage scales, none of which are based on the statute mile.

The growing importance of the road network can be seen in the great national survey undertaken by John Ogilby and his team. In 1675 he published *Britannia*, a road atlas which presented sequential lengths of road between major towns in a series of strips.



In 1656 Parliament passed an act that gave local justices powers to erect toll-gates on a section of the Great North Road to collect revenues for the maintenance of the road. This was successful, but it was not until the next century that the enthusiasm for Turnpike Trusts developed.

Initially turnpikes were installed on the many roads radiating from London. By 1750 there were 200 turnpike trusts but by 1800 this had risen to 800. They eventually managed 23,000 miles of road and many remain important roads to this day.

Rob explained that a turnpike was a gate set across a new or improved road which was only opened when a toll had been paid to the turnpike-keeper. Most such roads were less than 30 miles in length, serving local commercial requirements.

In Dorset, the introduction of turnpikes was relatively late, perhaps reflecting the distance from London and also the well-drained soil conditions on the chalk downs and heathlands of Dorset. In 1753 the road between Shaftesbury and Sherborne was taken over by a turnpike; this is part of the Great Western Road (later labelled the A30) that runs from London to Land's End. The east-west route through Blandford, Dorchester and Bridport was changed to a turnpike in two Acts of 1754 & 1756, and there followed a rapid development of turnpike roads in the rest of the county.

Dorset also had several town-centred trusts to improve access to local markets such as Sherborne, Shaftesbury and Wareham, and to seaports such as Poole and Weymouth. The last major route to be turnpiked was the new east-west road between Wimborne & Puddletown, through Bere Regis, in 1840. A principal promoter was Mr John Samuel Wanley Sawbridge Erle-Drax MP of Charborough Park, who insisted that the proposed route of the road should be altered so that it passed further away from his house. To emphasise the point, he had the long wall built which we can still see today (it is estimated that two million bricks were used in its construction). Eventually there were 17 trusts in Dorset covering 500 miles of road with 90 toll houses. The turnpike system continued until 1895, when responsibility for the roads was taken over by local authorities.

The early coaches were not really designed for long distance travel. In 1662 metal springs were introduced, and with this improvement the demand for passenger service grew. Regular services were introduced, typically travelling at the speed of 2 miles per hour. Dorset to London would take between 2½ and 3 days. This was a seasonal service as the roads deteriorated so much during the winter.

The Regency period saw great improvements in coach design and road construction, leading to greater speed and comfort for passengers. For example, in 1754 a company in Manchester began a new service called the "Flying Coach", which would travel from Manchester to London in just 4½ days. A similar service began from Liverpool three years later, using coaches with a new steel spring suspension. These coaches reached the great speed of 8 miles an hour and completed the journey to London in just three days. By the next century, with improved road maintenance, the speed of the coach had increased to 10 miles an hour. The impact of turnpikes and the improvements they made to the surface of the roads was significant. Together with design improvements to the coaches, they offered a speedy service and enabled significant reductions in the travel time:

From London to:	1750	1850
Edinburgh	10 days	2 days
Bath	2 days	12 hours
Holyhead	3 days	18 hours

Competition between different coach operators was intense, which resulted in a well organised and efficient system to ensure that they ran to schedule. One unexpected consequence was that highwaymen could anticipate their arrival at a given spot and, in the 17th and 18th centuries, stagecoaches were often targeted by rogues such as Dick Turpin and Claude Duval who terrorised the roads of England. As you would expect in these harsh times, the punishment for highway robbery was the gallows.



The coaches were pulled by teams of four horses. They would travel between 10 and 15 miles then be changed. Although this was an extremely hard life for the horses, they had to be well treated to minimise the risk of failure en-route. They worked 3 days on and then were allowed one rest day. Their working life would be between 3 and 4 years, after which they were sold on. They were selected for speed, style and temperament.

The development of the stagecoach also had a big impact on the postal service. When introduced in 1635, the mail was carried by horse. This service was perilous and delivery haphazard and slow. It was decided to introduce mail coaches to transport letters and parcels in a faster, safer and more efficient way. By 1797 there were forty-two coach routes throughout the country, linking most major cities with passenger and mail coaches.

By 1835 there were 3,300 licensed coaches in Britain. One of the larger operators was William Chapman who operated 100 coaches, employed 3,000 people and had 1,500 horses. Overall it is estimated that the business employed 30,000 people to look after the horses, their equipment and the passengers. There were in excess of 150,000 horses so that this was a major logistical challenge, not least in providing feed.



Note: As roads were improving and coaches becoming more comfortable for the passengers, there was a surge in the numbers of coaches and an increase in road accidents. The Highway Act of 1835 introduced better standards, especially with regards to safety, and this is when driving on the left side of the road was introduced.

An important part of the coaching business were the coaching inns, the contemporary service stations for passengers, staff and horses. They had to provide rooms, food and refreshments to the passengers and crews, as well as having large stables to cater for the many needs of the horses. Numerous coaching inns still remain and many can be identified by their distinctive entrance arch. Dorset coaching inns include the Antelope and the Kings Arms in Dorchester, the Bull Inn in Bridport and the New Inn at Cerne Abbas. In Wimborne the Albion, dating back to the 17th century, is the oldest of four coaching inns that serviced the town.

The golden age of coaching was ended quickly by the development of the railway. From the 1840s railways became essential for the swift movement of goods and labour that was needed to support the Industrial Revolution. The railways changed British society in numerous and complex ways and, once established, the rail network spread rapidly. This ended the need for coaches, the traffic on turnpike roads collapsed and they became financially unviable.

Responsibility for maintaining the roads returned to the local parishes, and most roads were used only for short distance travel. Their revival would wait until the arrival of the motor car and unrestricted private transport, which would cover the landscape in tarmac, cement and potholes.

There were several good questions and we thanked Rob for an interesting and well delivered talk.

Andrew Morgan

HMS Invincible 1744 – finds recording and conservation

The Maritime Archaeology Sea Trust (MAST), acknowledged to be the responsible face of underwater archaeology, is working with partners Bournemouth University, the National Museum of the Royal Navy and Dan Pascoe of Pascoe Archaeological Services for a third and final season. During 2019, 447 dives were completed, equating to a total of 37,628 minutes below the surface. Several EDAS members, including Vanessa Joseph and Sara Marshall, are volunteering on the HMS Invincible 1744 project, undertaking a range of conservation and recording tasks on the finds.



Vanessa and Sara examine and record a 2019 find comprising multiple leather belts or sashes likely to have been worn over the shoulder. On one artefact, the fastenings are still intact, as is the buckle. Another came complete with a pouch.



Several leather shoes have also been recovered, some with wooden heels. They are extremely fragile when handled and many are in a delaminated condition.

Vanessa Joseph

Tunnel 29, BBC Radio 4 Series

The last episode of this series on Radio 4 has just aired. It is a stunning piece of storytelling about the escape from East Germany of 29 people. If you did not hear it, I strongly recommend it as both a gripping listen and a fascinating retelling of a piece of recent history that most of us will have at least some vague memory about.

The story is told by Helena Merriman over ten 15 minute episodes, and they are available on BBC Sounds at <https://www.bbc.co.uk/programmes/m0000nfh> or you can read the transcript and see pictures of some of the people involved, the tunnels and Berlin locations here: https://www.bbc.co.uk/news/extra/Od4dL9Lip2/tunnel_29

Helena Merriman researched this story by interviewing as many of the people involved as possible, and others in Berlin at the time. She also read the relevant Stasi files - and there were over 2,000 of them. I will not give my summary of the story here because however hard I tried, I would not do it justice. Believe me, it is well worth the time to sit down and listen to this gem of historic record.

Alan Dedden

The Viking Ship Museum, Oslo

The Viking Ship Museum (*Vikingskipshuset*) in Oslo contains the remains of 3 longship burials over a thousand years old. That's not only rather amazing in itself, but 2 of the ships are almost complete, as are many of the artefacts buried with them. This is clearly a 'must visit' if you're ever in Oslo.

We only had the afternoon in the city before taking the train to Bergen to catch the Hurtigruten 'ferry' along the Norwegian coast, but that was plenty of time to look around the centre, visit the museum and go to the very unusual Vigeland Park, with its strange sculptures – over 200 of



them made by Gustav Vigeland in the 1940s. It's free, and open day and night all year round. As you can see from the photographs, it was pretty cold and snowy when we were there in mid-March 2013, and you might think that's normal so far north (nearly as far north as Lerwick in the Shetlands). However, several people told us that they were eating lunch and having coffees at



outdoor cafés with just light sweaters at the same time in the previous year.

The Viking Ship Museum is a little way out of the centre on the Bygdøy peninsula, but easily reached on Bus 30 from the centre with no problems doing that - almost all Norwegians speak English and they are very helpful. It's open every day except Christmas and New Year, with entry now 100 Norwegian krone (80 for seniors and students) – that's about £9 (£7.50) currently. Sadly, the price has almost doubled since we were there, but is hardly unreasonable and the ticket does also cover the Historical Museum in the centre – a quick look at their website suggests that's worth a visit too, if you have time.



The 'Tune ship' was built around AD 910 and, despite its current state, is still amongst the best preserved of all Viking ships. It was the first one ever to be excavated, in 1867 on the island of Rolvsøy about 70km south of Oslo, from one of Norway's largest burial mounds – 80m in diameter and 4m high. Much of the mound had already been removed and the ship exposed to the air before excavation, which was done roughly in under 2 weeks. The man buried with the ship and most of the grave goods were badly damaged or lost and, even after being transported to Oslo, the ship was left in the open for some time. It is, perhaps, surprising that as much survives as you can see in the picture.



Despite ancient looting of the site, what remained showed the high status of the man buried with the ship. There were 3 horses, the remains of the man's weapons and several enigmatic wooden items. The size and design of the ship, about 19m long and 4m wide, suggests a sea-going warship with a crew of 26 and cargo capacity too small to carry other than high-value items.

The 'Oseberg ship', built of oak around AD 820, was found in 1903 in a mound on the farm of Lille Oseberg at Slagen, to the west of the Tune ship across the inlet that leads to Oslo. Much greater care was taken this time and, although the excavation in 1904 took under 3 months, 21 years was spent in preserving and reconstructing the ship and the artefacts found with it. Over 90% of the ship in the museum is original and the fine carving that decorates much of the ship is well preserved, as are the various grave goods.



and woollen fabrics for a variety of uses.

Unusually, the ship was the resting place of 2 women, clearly of great importance either politically or religiously. One was about 50 years old and the other over 70, though their relationship isn't known. Five unique animal head carvings were found, perhaps decoration for a house, and the remains of a wide range of textiles, including imported silks, embroideries using silk thread, ornamental tapestries, tablet bands



A finely carved cart was buried with the ship. Probably made around AD 800 it was able to be taken apart, perhaps to carry on board. There were also 3 large sleighs thought to be transport for these high status women, so appearances were important. These, too, are highly carved and had originally been painted in contrasting colours. Like the cart, each sleigh would have been drawn by two horses.



The ship itself had a crew of 30 oarsmen, plus a lookout and helmsman. The oars were found with the boat, unlike the other ships, though their newness and traces of painted decoration suggest they may have been made just to be buried. Like all these ships, the mast mounting and part of the mast survives, showing that they were, of course, able to be sailed as well as rowed.

The 'Gokstad ship', built around AD 890, was found in 1879 only a few kilometres down the coast from the Oseberg ship. Despite the early excavation, in 1880, it seems to have been well conserved and there are relatively few new pieces, all obvious in the museum and to some extent in the photo. The higher parts didn't survive as they protruded above the clay in which the ship was buried below ground level, and into the mainly peat mound above. Slightly larger than the Oseberg ship at 23m long, it had a crew of 34 and was originally found with 32 painted shields fixed to the sides.



The man buried with the ship was in his forties, powerfully built and about 182cm (almost 6 feet) tall. He was in a bed made up with linen in a special burial chamber, shown to the left of the photograph below,

originally roofed with birch bark layers and with walls that seem to have been covered inside by tapestry of silk and gold thread. It appears that he died in battle, as there were deep cut wounds to both legs. Any weapons and jewellery were robbed long ago, but there was a vast range of grave goods, including a gaming board, beds, kitchen utensils, a sleigh and 3 small boats (2 in the photograph). He was also buried with 12 horses, 8 dogs, 2 goshawks and even 2 peacocks from far to the south, demonstrating the wide Viking trading network. In fact, a market has recently been found close to the burial site that testifies to trade there around AD 900.



I hope that has encouraged you to visit this fascinating museum if you can. If you go in a few years' time the new Museum of the Viking Age should be completed, expanding the museum to 3 times the original size.

When I first drafted this we were hoping to see the Danish Viking Ship Museum, just outside Copenhagen. Sue & I did visit that

recently, and a follow-up article will appear in a future newsletter. For now, suffice to say that it was very different to this one, but no less interesting for that.

Geoff Taylor

Web Link Highlights October 2019

The item on an anchor found in St Thomas' Bay, Malta struck me as coming from a preconceived idea as I read it, so I looked a little further into the BASE Institute. It turns out that BASE (Bible Archaeology Search and Exploration) Institute is the creation of Bob Cornuke (he was or is the president of the Institute), and is located at his home in Colorado Springs, Colorado, USA. Bob Cornuke does not have any archaeological degree or training in archaeology. He does, however, have an MA in Biblical Studies and a PhD in the Bible and Theology, both from the unaccredited Louisiana Baptist University.

The BASE website gives Cornuke's reasoning for concluding that the anchor in question was from the St. Paul shipwreck. It also has similar texts on finding Noah's Ark and the Ark of the Covenant, but appears mainly to be a platform for selling his various books on these subjects. Web searches also reveal that this is not the first time this claim has been made by Cornuke, and that the report has only been picked up by a small number of outlets (and several of these with fairly obvious agendas). Whilst none of this means that the claim is not true, I think I'd want some independent and objective scrutiny of the claim before I'd give it any credence.

You may wonder why I have chosen the Sun's version of the story of the discovery of Knights Templar tunnels and fortress at Acre in Israel. After looking at the Independent and Daily Mail versions (I could not find a National Geographic original - this story was the subject of a National Geographic documentary), I decided to ignore the salacious adverts alongside the story because it included a short video and several still pictures which greatly enhanced the item. It also included references to other related sites. The Independent story in particular seemed rushed and badly written, which disappointed me as I would expect better from a respected outlet.

Alan Dedden

Please send your suggested weblinks to alan.dedden@gmail.com

October Weblinks

Evidence The Bow Was Developed 20000 Years Earlier Than Thought

<https://www.dailymail.co.uk/sciencetech/article-7528565/Neanderthals-perished-human-ancestors-better-weapons-study-claims.html>

Three Skeletons From The Time Of The Roman Empire Found Under Rome Metro Station

<https://www.dailymail.co.uk/sciencetech/article-7528209/Three-Roman-skeletons-metro-station-Rome.html>

Fossilised Shark Skeleton Is First Of Its Kind

<https://www.nationalgeographic.co.uk/animals/2019/10/amazing-fossil-shark-skeleton-first-its-kind>

Investigations To Begin Into Nabataean Culture In Saudi Arabia

<https://www.bbc.co.uk/news/science-environment-49424036>

Another New Dinosaur Found - This Time In Australia

<https://www.theguardian.com/australia-news/2019/oct/04/fossilised-partial-skeleton-of-new-winged-dinosaur-found-in-queensland>

A Cautionary Tale Of Four Metal Detectorists

<https://www.telegraph.co.uk/news/2019/10/03/metal-detectorists-accused-stealing-3m-haul-anglo-saxon-coins/>

Does An Anchor Found In 60s Come From St Paul's Shipwreck?

<https://www.dailymail.co.uk/sciencetech/article-7539609/Researchers-say-identified-anchor-belonging-St-Pauls-60-AD-shipwreck-near-Malta.html>

Bronze Age "City" Found In Israel

<https://www.news.com.au/technology/science/archaeology/israeli-archaeologists-say-they-have-discovered-a-bronze-age-new-york-city/news-story/1142a0935e5e61897640b8cf8a906fcf>

The Last Woolly Mammoths

<https://www.cnet.com/news/the-last-woolly-mammoths-lived-on-a-remote-island-study-says/>

The Mayan Canals And Fields Impacted Tropical Forests

<https://phys.org/news/2019-10-ancient-maya-canals-fields-early.html>

Discovery Of Platinum Meteorite In South Africa Suggests It Caused Mass Extinction 12800 Years Ago

<https://www.dailymail.co.uk/news/article-7547017/New-evidence-suggests-huge-asteroid-DID-hit-EARTH-12-800-years-ago-causing-ice-age.html>

And Another New Dinosaur - In Thailand

<https://www.nationalgeographic.com/science/2019/10/huge-new-shark-toothed-dinosaur-siamraptor-found-in-thailand/>

Orkney's Archaeological Sites At Risk

<https://uk.reuters.com/article/uk-climate-change-orkney/climate-change-endangers-scotlands-archaeological-treasures-idUKKBN1WP15Q>

Fresco Of Fighting Gladiators Found At Pompeii

<https://www.theguardian.com/world/2019/oct/11/pompeii-dig-unearts-fighting-fresco-gladiators-tavern>

Lost Chapter Of World's First Novel Found In Tokyo Home

<https://www.independent.co.uk/arts-entertainment/books/news/worlds-first-novel-book-chapter-found-the-tale-of-genji-tokyo-a9152861.html>

The Only Surviving Example Of An Elizabeth I Dress On Display At Hampton Court Palace

<https://www.townandcountrymag.com/uk/culture/a29435470/lost-dress-elizabeth-hampton-court/>

Ancient Egypt Coffin Contained Map Of Underworld

<https://www.thesun.co.uk/tech/10090139/ancient-egypt-coffin-map-underworld/>

20 Well Preserved Ancient Coffins Found In Egypt

<https://www.dailymail.co.uk/sciencetech/article-7577157/Archaeologists-uneath-20-preserved-wooden-coffins-Egypt.html>

Oxford Professor Accused Of Selling Ancient Bible Fragments

<https://www.theguardian.com/education/2019/oct/16/oxford-professor-dirk-obbink-ancient-bible-fragments-hobby-lobby>

Nelson's Sketch Of Trafalgar Battle Plan Found In Scrapbook

<https://www.bbc.co.uk/news/uk-england-hampshire-50102210>

Was This Road In Jerusalem Built By Pontius Pilate?

<https://www.nationalgeographic.com/history/2019/10/road-built-biblical-villain-uncovered-jerusalem/>

Havering Hoard To Go On Display At Docklands Museum

<https://www.theguardian.com/uk-news/2019/oct/21/havering-hoard-of-bronze-age-objects-to-go-on-show-in-london>

Intended Location Of The Bayeux Tapestry Discovered

<https://www.dailymail.co.uk/sciencetech/article-7605633/Bayeux-Tapestry-DID-belong-Normandy-Scientists-embroidery-fit-cathedral.html>

da Vinci's Vitruvian Man Decoded

https://www.dailymail.co.uk/news/article-7606491/What-inspired-worth-HARRY-MOUNT-cracks-code-da-Vincis-860m-man.html?ns_mchannel=rss&ito=1490&ns_campaign=1490

New Fossils Throw light On New Life After Mass Extinction

<https://www.nationalgeographic.com/science/2019/10/new-fossils-show-mammals-growth-spurt-after-dinosaurs-died-coral-bluffs/>

Possible Bronze Age Thames Ritual Site Discovered

<https://www.independent.co.uk/news/uk/home-news/havering-hoard-bronze-age-discovery-river-thames-sacred-london-worship-supernatural-a9170956.html>

Mystery Of Prague Castle Skeleton - Viking Or Slav?

<https://www.bbc.co.uk/news/world-europe-50082866>

Probable Site Of Dismantling Of HMS Beagle Found

<https://www.dailymail.co.uk/news/article-7619471/Archaeologists-uncover-Essex-dock-Charles-Darwins-famous-ship-HMS-Beagle-dismantled.html>

Knights Templar Tunnels And Fortress Revealed In Israel

<https://www.thesun.co.uk/tech/10189648/knights-templar-hq-treasure-tunnels-israel/>

View from Above No 22: Castle Rings, near Shaftesbury

Photo by
Sue & Jo Crane



Castle Rings is a univallate Iron Age hillfort less than 2 miles from Shaftesbury, though just in Wiltshire. It's a large fort, enclosing almost 13 acres of fairly flat ground in a roughly oval shape. The land is currently grazed and there are no obvious signs of occupation. The ditch, around 16m wide and up to 4m deep, was enclosed by banks on both sides, originally at least 2-3m high. There are entrances in all 4 cardinal directions, though it is thought that the original entrances were just those on the east and west. There's also an outlying bank and ditch 'defending' the ridge about 150m to the west.

The antiquarian Richard Colt Hoare described the hillfort and provided a plan in *The Ancient History of Wiltshire* (1812), at which time the interior was divided into 3 fields. Heywood Sumner's description and plan in *The Ancient Earthworks of Cranborne Chase* (1913) show that, as now, there was then a single field. He describes the views to northwest and east as "most beautiful".

In 1985 a metal detectorist found a hoard of 86 Durotrigian Iron Age silver *staters* and 2 quarter *staters* in an upper section of the outer bank. Although they were notified to the authorities, and subsequently declared treasure trove, the finder was prosecuted for digging on a Scheduled Monument and fined £100. The Wiltshire museums declined to buy them since they didn't wish to financially reward 'a looter' or, indeed, acquire 'loot'. The coins were worth rather more than £100 on the open market, and the British Museum bought them as it felt that their academic value outweighed the concerns. A puzzle remains in that, although the coins were dated 60-20 BC some were said to have been in a ceramic vessel, though then fragmented, which was clearly Roman and dated much later; at least after AD 80 and stylistically after AD 200.

Dave Stewart pointed out in his May 2019 presentation that many IA hillforts were originally built or started in the Bronze Age, some even earlier, that some aren't even on hills and that a good number would be difficult to describe as forts. This one is on Tittle Path Hill, actually a steep, high ridge, and I think it's safe to say it appears to be a fort. I've found nothing to say it had any pre-Iron Age antecedent, which isn't to say it didn't. It has been surveyed by RCHME but I can find no record of any excavation. The outlier, a 'cross-ridge dyke' is, though, more a feature of the Bronze than Iron Age.

Jo Crane/Geoff Taylor

EDAS PROGRAMME

Unless otherwise stated, all lectures are from 7:30 – 9:30 pm at St Catherine’s Church Hall,
Lewens Lane, Wimborne, BH21 1LE. <http://www.dorset-archaeology.org.uk/programme.html>

2019			
Wed 13th November	Lecture	Bob Kenyon	The Ancient DNA Revolution – waves of migration into Dorset
Wed 11th December	Lecture	Miles Russell Bournemouth University	Arthur and the Kings of Britain
2020			
Wed 8th January	Lecture	Monique Goodliffe	The Aristocrat and the Ironmaster (Dowlais and Wimborne)
Wed 12th February	Lecture	Josh Pollard University of Southampton	Settlement and monumentality in the Avebury landscape AT BOURNEMOUTH UNIVERSITY
Wed 11th March	Lecture	AGM and members talk	The Druce Neolithic Site- Lilian Ladle and Andrew Morgan
Wed 1st April	Lecture	Emma Ayling Priest’s House Museum	Taking Community Museums into the 21 st century NOT SECOND WEDNESDAY
Wed 13th May	Lecture	Tim Darvill Bournemouth University	Sticks and Stones and Broken Bones

DISTRICT DIARY

This diary of what I hope are interesting events in the area depends partly on information received from the organisations concerned, some of which organise events at fairly short notice.

Your information is also welcome – do let me know of any events.

PLEASE CHECK RELEVANT WEBSITES/CONTACTS FOR THE LATEST INFORMATION BEFORE VISITING.

2019			
Sat 9th November	Sunrise over the Stones	CBA	2019 CBA conference on Neolithic and Chalcolithic Wessex – see p.15 Summer Newsletter https://www.cba-wessex.org.uk/product-category/conference/
Sat 16th & Sun 17th November	Inflatable Museum at Stalbridge	County Museum	Dorset County Museum on tour – see p.11 October Newsletter
Wed 20th November	The Antiques Road Trip - behind the scenes	Wareham Society	Lecture by Tim Medhurst, TV celebrity, auctioneer and antiques expert
Thu 21st November	Investigating the History & Archaeology of the River Stour	Blandford Group	Lecture by Dr Antony Firth & Emma Firth
Sat 23rd November	The Wars of the Roses- The First People’s War?	BNSS	Dr Gordon McKelvie (Joint Historical Association Lecture) NB CHANGE OF DATE

Tue 3rd December	Art and Illustration in Archaeology	BNSS	Lecture by Bryan Popple
Wed 4th December	Miss Bennett's Basket ...and what every young lady should know	Wareham Society	Lecture by Gordon Le Pard, archaeologist and social historian
2020			
Wed 15th January	Purbeck's Early Archaeologists	Wareham Society	Lecture by Bryan Popple
Thu 16th January	Aerial Photography & Archaeology	Blandford Group	Lecture by Claire Pinder, Dorset Council Archaeologist
Sat 15th February	Inflatable Museum at Blandford Forum	County Museum	Dorset County Museum on tour – see p.11 October Newsletter
Wed 19th February	Chedworth Roman Villa – what's new?	Wareham Society	Lecture by Nancy Grace, National Trust archaeologist
Thu 20th February	Portable Antiquities Scheme & the Treasure Act	Blandford Group	Lecture by Coirstaidh Hayward Trevvarthen, PAS Finds Officer, Dorset
Sat 29th February	Inflatable Museum at Lytchett Matravers	County Museum	Dorset County Museum on tour – see p.11 October Newsletter
Wed 18th March	Golbekli Tepe - a Prehistoric Ceremonial Site in Turkey	Wareham Society	Lecture by Tim Darvill, Bournemouth University
Thu 19th March	Title to be decided	Blandford Group	Lecture by Edrys Luprian
Sat 21st March	Inflatable Museum at Corfe Castle	County Museum	Dorset County Museum on tour – see p.11 October Newsletter
Thu 16th April	Finding Nero (and other Emperors)	Blandford Group	Lecture by Miles Russell, Bournemouth University
Wed 15th April	Life, death and feasting – 6000 years of occupation at Worth Matravers	Wareham Society	Lecture by Lilian Ladle
Wed 20th May	Music in Every Home – the disc vs. the cylinder	Wareham Society	Lecture by Gordon Bartlet, specialist in restoring mechanical musical instruments IN WAREHAM MASONIC HALL
Wed 17th June	Portland – Isle of Fascination	Wareham Society	Lecture by Stuart Morris, local historian and author

Archaeology Societies

- **Avon Valley Archaeological Society:** <http://www.avas.org.uk/>
Meetings at Ann Rose Hall, Greyfriars Community Centre, Christchurch Road, Ringwood BH24 1DW, 7:30pm 1st Wednesday of month except June, July & August. Visitors £3.50; membership £10 pa.
- **Blandford Museum Archaeology Group:** <http://blandfordtownmuseum.org.uk/arcaeology.html>
Meetings at Blandford Museum, Bere's Yard, Market Place, Blandford Forum, DT11 7HQ, normally 7:30pm 3rd Thursday of each month (although the Museum is being refurbished from November 2019 – please check for alternative meeting location). Visitors £4; membership £10 pa.
- **Bournemouth Natural Sciences Society:** <http://bnss.org.uk/>
Events at 39 Christchurch Road, Bournemouth BN1 3NS; lectures Tuesday 7:30pm/Saturday 2:30pm.
- **Dorset Natural History & Archaeology Society:** <http://www.dorsetcountymuseum.org/events>
Events at various locations in Dorchester, usually ticketed

- Wareham and District Archaeology & Local History Society: The website is no longer updated; for information contact Karen Brown at karen.brown68@btinternet.com
Meetings at the Town Hall, Wareham (corner of North Street & East Street), normally 7:30pm 3rd Wednesday of each month except July & August. Visitors welcome for £3; membership £10 pa.

Bournemouth Natural Science Society 2019 Lecture Programme

(Tuesdays @ 7:30, Saturdays @ 2:30)

NOVEMBER		
Saturday 2 nd	Black Holes	Prof Rob Fender
Tuesday 5 th	Hair Analysis in Clinical and Forensic Toxicology	Dr Richard Paul
Saturday 9 th	Flying Raptors	'Liberty's Owl', New Forest Raptor & Reptile Centre
Tuesday 12 th	Cetaceans, Conservation and Cruising: whale and dolphin watching trips to Iceland, Norway, Canada and Alaska	Hazel Pitwood
Saturday 16 th	Queens, Workers and Soldiers, Farmers, Paper Makers and Complex Social Societies in the Insect World	Mark Spencer
Tuesday 19 th	Molecular tools for conservation: study case of red squirrels in Dorset	Emilie Hardouin
Saturday 23 rd	The Wars of the Roses-The First People's War? (Joint Historical Association Lecture)	Dr Gordon McKelvie CHANGED DATE
Tuesday 26 th	Climate Crisis and Solutions	Mark Chivers
DECEMBER		
Tuesday 3 rd	Art and Illustration in Archaeology	Bryan Popple
Saturday 7 th	Stridulation – a look at Insect Sounds	Jonathan MacGowan
Tuesday 10 th	The Songs of Tin Pan Alley	Richard Hesketh