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CALENDAR

- Fri 8 Feb "The Winchester Diver & How they saved the Cathedral", John Crook, 7.30 pm, Pilgrim's Hall, The Close, Winchester (Hants Field Club)
- * Thurs 14 Feb READING WATERFRONT EXCAVATIONS by Peter Fasham, 7.30 pm, Chute House (Jackson Room)
- Thurs 21 Feb "Mid-Hants Railway - The Watercress Line ", John Adams (Friends of the Willis Museum) 7.30 Willis Museum (old Town Hall)
- Fri 8 March "The Medieval Carpenter", Julian Mumby, King Alfred's College, Winchester, 7.30 (HFC)
- * Thurs 14 March GENERAL PITT RIVERS & CRANBORNE CHASE, Claire Conybeare, 7.30 pm, Chute House
- Thurs 21 March "Woodland Trees - their rise & decline in North Hants & West Berks", EJT Collins (Friends of the Willis Museum) 7.30 Willis Museum
- * Thurs 11 April NEW DISCOVERIES FOR ROMAN WINCHESTER, Ken Qualmann, 7.30 pm, Chute House
- Thurs 18 April "Anatolian Encounters", Stephen Scoffham & Christopher Trillo (Friends) Willis Museum 7.30
- Sat 20 April Annual Symposium, Local History Section of Hants Field Club, Southampton University
- Mon 22 April Open Meeting: Aspects of Current Building Research & Recording in Hampshire, King Alfred's College, Winchester 7.30 (HFC)
- Wed 8 May Centenary General Meeting, Hampshire Field Club, King Alfred's College, Winchester
- * Thurs 9 May GEORGE WILLIS, Arthur Attwood, 7.30 pm, Chute House

STOP PRESS Sat 23 Feb CBA 12 meeting 2 pm, Salisbury Museum
The re-excavation of Maiden Castle; The Life Around
Stonehenge Project (details from Mary Oliver, Bas 24263)

READING WATERFRONT EXCAVATIONSLecture by Peter Fasham, 7.30 pm, Thursday 14 February

The Reading waterfront excavations last winter aroused a great deal of interest, attracting over 3,000 visitors in three months. In his lecture, Peter Fasham will give the inside account of this first modern excavation of an inland non-tidal waterfront in Britain. Eight main phases of waterside management were identified, from the foundation of Reading Abbey in 1125 to about 1800, but it is the medieval waterfront of Reading that perhaps most catches the imagination today.

Before the Reading excavations, Peter Fasham organised excavations and fieldwork along the line of the M3; today he is directing the excavations at Brighton Hill South, in Basingstoke.

GENERAL PITT RIVERS AND CRANBORNE CHASELecture by Claire Conybeare, 7.30 pm, Thursday 14 March

In our August Newsletter Andrew Duckworth described a Hampshire Field Club visit to sites excavated by General Pitt Rivers on Cranborne Chase and hoped that we would soon have the opportunity of a lecture by the "most articulate and talented archaeologist", Claire Conybeare, who led the excursion. Claire Conybeare is responsible for the Pitt Rivers Gallery at Salisbury, and we have been fortunate enough to persuade her to talk to us in March.

BRIGHTON HILL SOUTH - A FORGOTTEN VILLAGE?

On Sunday, 2nd December, Peter Heath led some members round the excavations. With the short notice, it wasn't possible to get the message to all our members, but a small party turned up in wellingtons and anoraks. The site director was unfortunately unable to show us round, as he had hoped, so there was some interesting speculation about some of the features on this large and complex site. The local papers have since given details of the graves, some still occupied by skeletons when we saw them. They are now seen to be associated with a church (flint wall base, probably with wood above) of the 12th/13th centuries, and it is suggested that this belonged to the village of Hatch, previously thought to be on the other side of the motorway.

Something else that interested us particularly was a "hollow way" showing how wagons had caused deep ruts to be cut into the chalk.

It is good to know that more money has been voted to the excavation, which is now planned to continue till April. The site director, Stephen Rendell, welcomes helpers during the week and we still hope to arrange fieldwalking - contact Peter Heath for details (tel 27713)

MORE ROMAN ROADS

Following the articles on 'our Roman road' in the last two Newsletters, we invited a contribution from an expert on Roman roads who is well known to members, David Johnston, author of Roman Roads in Britain.

F B Mayo's interesting article about 'our' (i e 'your') Roman road reminded me that I could perhaps claim it as mine, too. At least, my back garden in King's Worthy is accurately on the line between Winchester and Silchester as marked by a long stretch of the A33; and when, last summer, they dug a hideous trench through my lawn to connect us to the mains sewer the only compensation for me was a glimpse of what might have been the last traces of gravel metalling and the damaged bottom of one side ditch.

This was very faint, and rather ambiguous. Not so the excavation I did in 1972 with an evening class in Wimborne. For this was a unique event - the first excavation of a Roman crossroads in Britain. In my book Roman Roads in Britain I had used Professor St Joseph's fine air photograph of the road complex near Badbury Rings, and had stated boldly that the Silchester-Dorchester road (Ackling Dyke) seemed to cut the lesser road from Poole to Bath and put it out of use. That is, the side-ditches of the former seemed to be continuous while the others stop short at the junction. This we set ourselves to test by excavation.

First, we located the two pairs of ditches by trenches laid across them - a procedure that enabled us to predict accurately where the crossroads would be. We then examined the inter-sections, and found to our dismay that the sequence seemed to be the other way around. The mystery was solved by the excavation of the ditches that seemed to run across the junction; and these proved to have been filled in with flints and chalk. We then realised that we had misinterpreted the air photographs. Ackling Dyke had in fact been the earlier road, and when the other had come to join it the ditches had been filled in to allow both roads to be used simultaneously - a genuine crossroads. So they appeared on the air photographs just the same, and only excavation could give us the true sequence.

This was excavation, and such opportunities do not come very often. Moreover, setting up even a small excavation is a considerable task. But there is still a great deal to be done by pure fieldwork, and one does not need to be an expert archaeologist to do this. All that is needed is plenty of time and a clear idea of how to go about it. Experience builds up with practice, and it is well to walk several stretches of known road before undertaking any original research. In any case, it is always useful to take a fresh look at old assumptions, for the condition of the roads is always changing and at any time there may be important new evidence waiting for us.

Tracing the roads is an absorbing pursuit; and still very much a concern of the amateur, since professional archaeologists have little time or enthusiasm for real fieldwork, and have more substantial excavation and post-excavation work on hand. Such a detailed knowledge of the local landscape (and its landowners) is needed that the best work is undoubtedly done by local societies or individuals. It seems unlikely that Ivan Margary's great work will ever be revised by one person, as there is such a mountain of new material. We urgently need a Committee or Study Group to co-ordinate the independent work that is being done, and someone to take the initiative - any offers?

DAVID E JOHNSTON

THE ARCHAEOLOGY OF INDUSTRY IN HAMPSHIRE
17th November 1984

This was the latest in the series of day conferences organised by the Archaeological Section of the Hampshire Field Club and Southampton's Extra-Mural Department, and held at the University. Previous ones have covered the archaeology of the County, of the Town, and of Life and Death in Hampshire, and had all brought the story up to date in the last lecture or so dealing with more recent historical times. As I had not seen the programme, I looked forward to hearing about early potting techniques and metallurgy, expecting much the same format this year; I was therefore taken by surprise that the bulk of the conference was post mediaeval and much of it nineteenth or early twentieth century. However I offer that as a comment rather than a criticism, as the quality of lectures was high and the whole day very full and interesting.

The day began with a very brief look at the prehistoric and Roman pottery and tile industries, by David Johnston, and the theme of brick and tiles was continued by Kevin Stubbs. He spoke of the four main ways in which information can be put together about these industries:

- from documents (eg sixteenth century references to breaking the Southampton court leet regulations on firing and clay digging, implying overproduction);
- from archaeology (eg an undated brick kiln at Ower, less highly developed than Roman tile kilns, and a marked absence of tile kilns of medieval period, implying use of clamps);
- from standing buildings (very little authentic medieval brickwork remains - a kitchen and chimney at North Baddesley, once part of a monastic range - but a wealth of material from the seventeenth century onwards, eg The Vyne, and Lutyens' Daneshill, to give local examples of the kinds of bricks being made and used);
- from recent technology (photographs and the recollections of brick makers).

Dr Peter Ovenden then spoke on ironworking in Hampshire. The pre-Roman utilisation of the siderite outcrop on Hengistbury Head was not continued in the Roman period; Roman production was concentrated in the Weald and later, perhaps because

of Saxon incursions on the coast, in the Forest of Dean. It is likely that iron goods were imported through Southampton from late Saxon times onwards; there were considerable imports from Spain of both raw iron and goods from the later Middle Ages. There was a Hampshire iron industry from the 17th to the 18th centuries - furnaces at Sowley and Bursledon and forges at Tichfield and Sowley, using local ore from Hordle Cliff and Poole. The competition of better quality Swedish iron, and the lack of cheap fuel compared with other areas of the country, led to their demise by 1772.

Adrian Rance spoke about shipbuilding on the Itchen, both the small scale wooden shipbuilding of yachts etc at Northam and then, with the advent of steam navigation, the iron ships built by boiler-makers rather than carpenters. A lot of detailed records, pictures and models survive, and occasional ships.

John Silman gave a comprehensive survey of milling, not only in Hampshire. The commonest type of Hampshire mill is the water mill with the breast-shot wheel, well suited to the steady flow of the chalk streams. The Headley mill is still in commercial production. Windmills are rarer in Hampshire, though there were once at least 200, on written evidence. No post mills survive, but Bursledon mill, a tower mill, is being restored to working order. The Eling tide mill has already been restored, so Hampshire will shortly have working examples of all three types.

Liz Lewis gave a brief but fascinating glimpse of the Huguenot glassmakers of the 16th century. This was very much a minority industry in Hampshire, with only two glass houses - at Buriton and Buckholdt - in short-lived production. It would seem that the natural resources, particularly fuel, and expert workforce were possibly not so important as the patronage and protection of an interested landlord in ensuring the industry's success. Window glass, pharmaceutical glass and vessel glass were all manufactured.

Dr Martin Doughty lectured on brewing, which was a domestic industry of great importance, because of the impurity of drinking water. Until the advent of "porter", a black bitter beer in the 18th century, which was stable to transport, beer was not produced on a large commercial scale. The growth in population, and especially of towns, saw a rise in the number of brewers, centred on towns. In the late 19th and early 20th centuries, the trend has been towards fewer and larger regional or national companies. The Hyde Brewery in Winchester, studied and surveyed by the lecturer, was used to illustrate the sequence. A rare survival of a small scale brewing concern can be found at the Golden Lion brewhouse, Southwich, currently being restored.

The subject matter of the conference changed for the last session, to transport and distribution of goods. David Johnston returned for a brief résumé of Roman roads. Two points he stressed - Roman roads were intended primarily for human and animal, and not for wheeled traffic, and road travel was not considered to be very safe, as travellers were allowed to carry arms to protect themselves from bandits, normally illegal in the Roman Empire.

Edwin Course finished off the day with a mammoth survey of turnpike roads, canals and railways. He commented on the differences between the turnpikes and the Roman roads - the turnpikes were a series of road improvements, organised by private enterprise, not a planned network provided by the state, like the Roman system. There were several canal schemes in Hampshire (including Basingstoke), none of which were commercially very successful because they were not part of a system, and also in Basingstoke's case they were overtaken by the railways. Hampshire railways form part of the national and of course international network (via Southampton and Portsmouth) and are a very important part of the country's communication system. There have of course been minor line closures, eg the Meon Valley. Dr Course's slides of the progress of this line at Meonstoke Station, from a bustling place with trains, and with people and flowerpots on the platform, to a mere overgrown earthwork cutting, brought us to a suitably archaeological conclusion of a fascinating, if long day.

MARY OLIVER

LOCAL HISTORIANS AND MICROCOMPUTERS

On two Saturdays in November and December, Mike Wall and I attended a course designed (by Oxford's Department of External Studies) to show local historians how they could use a microcomputer to work on records. We worked in pairs on BBC micros, using the MASTERFILE database, entering material from the 1851 census and the Tithe Schedule for two Oxfordshire villages. It was a demanding and stimulating course, with clear exposition and practical help from the two lecturers. The main points I learned were:

- a) It is no good thinking you can just capture all your data on a micro and then think what to do with it later. Before keying anything in you need to think very hard about the questions you will want to answer.
- b) MASTERFILE is fairly straightforward to use (with practice) but also rather frustrating in its limitations. There doesn't seem to be a suitable reasonably priced database yet, but things move fast in the micro world.
- c) Things can go wrong. When a fault appeared on some of the disks we were using, we were lucky to have a computer expert to find a way round it. But often it's just that your fingers insist on pressing the wrong key (you recognise the symptoms after a while and get used to correcting it).

But the most valuable thing I learned was the kind of questions people were asking, the kind of suppositions that can or cannot be made from different types of evidence. I found it exciting to realise that computers didn't only have to be used for statistics or for word processing, but that records can be "interrogated" to give a deeper insight into the quality of life in a particular place at a particular time, to make comparisons and recognise trends.

A follow-up course was suggested. I'd certainly like to go.

BARBARA APPTLIN