



FRIENDS

of the

CANTERBURY ARCHAEOLOGICAL TRUST

NEWSLETTER

Replicas of the tools used to make the Dover
Bronze Age Boat

WINTER 2014 | **No. 95**

FCAT Committee

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Mrs Sue Chambers, Mr Lawrence Lyle, Mr Martin Pratt, Dr David Shaw

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If you would like to join the committee and help with the Friends' activities, please contact Dawn Baxter-Phillips (dawn@baxter-phillips.freemove.co.uk).

The next Newsletter will appear in March 2015. Please send contributions to Dawn Baxter-Phillips at the above address by the beginning of February 2015.

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Excursions organised by FCAT

Members and guests participate in excursions at their own risk. FCAT does not accept responsibility for any loss or injury. Excursions involve walking in the open and negotiating steps and stairs both externally and within buildings. Appropriate footwear and clothing should always be worn.

FCAT welcomes participation in its excursions by members and guests with impaired mobility, **provided that they are accompanied by a person who can act as a helper**. It is advisable to check in advance with the Excursion Leader or the Excursions Secretary to establish whether access problems are anticipated on a specific trip.



**Have you moved house or changed your bank?
Don't forget to let our Membership Secretary
know so that our records are up-to-date.**

Dear Friends

As your new Chairman, I would like to say how delighted I am to have been invited to take over this post. Most of you may not know me, but I hope that this situation will be rectified during the coming year. A little background for you; I have been interested in Archaeology since a very early age and although I started digging in the late 1970s, mostly on sites in the South East for what is now English Heritage, I decided to study the subject in fuller detail which led to me obtaining the Certificate and then, the Diploma in Field Archaeology from Birkbeck College, London University. My main areas of interest are the late Iron Age, Roman and medieval periods; but I can be equally enthralled by the areas outside of these.



Our Treasurer, Roger Sharp, has informed me as to how your membership fees have been put to good use in the past financial year and I feel sure that you will be interested to learn how these monies have been spent. As far as grants to CAT are concerned, a new alarm system has been installed in the CAT office in Broad Street (a very necessary item) and on the Educational side, a small grant was made for the purchase of Anglo-Saxon replicas, to wit, a sword and a shield (see Marion's report). Grants were also made to three staff in order that they could attend various conferences and present papers on topics as varied as Early Maritime Navigation and Heritage Ethics.

Finally, and by no means least, I would like to say a huge thank you to my predecessor, David Shaw, for all his hard work, some of which, I know, was above and beyond the call of duty; his will not be easy shoes into which to step, but I shall try my best with your help.

Dawn Baxter-Phillips (Chairman)

Volunteer wanted to help scan documents

CAT would welcome help, on a voluntary basis, from someone who could help to scan reports to put on to the Trust's computer system.

If you would like to help, please contact Jake Weekes at the Trust Office, (01227 825264, or email Jake.Weekes@canterburytrust.co.uk

The Great River Race

Most Friends will know of the beautiful Dover Boat half-scale reconstruction, built as part of our INTERREG-funded BOAT 1550BC project with European partners, University of Lille, INRAP (the French Archaeological Service), University of Ghent and Canterbury Christ Church University, with support from the Roger De Haan Charitable Trust and the Dover Bronze Age Boat Trust. Named after its designer, the late Ole Crumlin-Pederson, the boat has been permanently afloat at its mooring in Granville Dock, Dover Harbour, since we re-caulked the vessel last September, put the boat through her paces in Faversham Creek and officially launched her in Dover Harbour accompanied by some excellent publicity.

Throughout the past year we have built on that success, assembling a formidable and enthusiastic crew (of ten) who have turned out every Sunday morning for training in Dover Harbour. Our list of engagements has included the Dover Harbour Board open evening, Dover Regatta and the Faversham Maritime Festival weekend. On 7th September we undertook our first sea passage from Folkestone to Dover, accompanied by a support boat supplied by the Dover Sea Sports Centre (a marvelous institution run by great people – a precious asset for Dover). This often turbulent stretch of coast with strong tides and currents took pity on us and we completed the 6 mile passage in but two hours! We had lots of support from the local community, Meridian filmed us and the same evening Time Team broadcast their 'Special' on the boat

Our greatest achievement this year was participation in the Great River Race on the Thames. The race from South Dock to Ham, a distance of 22 miles, took place on 27th September. Preparation included a great deal of form-filling for the organizers who were thrilled to welcome us, featured the boat as a centre-page spread in their magazine and gave us the lowest handicap of any taking place in the race (we were boat Number One). We repaired and painted the boat trailer, put a tow-bar on the back of our 15-seater van, designed a banner for the trailer, made a flag to be flown during the race, made special 'T'-shirts for the crew, put together a travelling exhibition to be mounted after the race and prepared the boat for the event.

One of many challenges before the race was getting the boat to South Dock. Imagine driving through London having never towed a vehicle before, dreading the thought of reversing a 20m long, multi-wheeled articulated 'lump' weighing 1.5 tons. I can tell you, it was difficult. Minutes from South Dock I took a wrong turn to find myself in a housing estate congested with parked cars. Worse still was the nightmare drive to Ham through central London to drop off the bus and trailer, where we were accosted near the Embankment by a large, 4-wheel drive Mercedes driven by Boris Becker, former Wimbledon champion (I have his autograph and I swear, he hit us!). Returning to South Dock, we then waited for a tow across an incredibly busy and terrifyingly fast-

moving Thames (on the ebb) to Millwall Slipway, where in failing light we eventually moored up our lovely boat in readiness for the race the following day.

We were back at the Slipway early— one of the first to arrive, on a bright, dry and sunny late summer morning and spent the pre-race period telling fellow-competitors about our half-scale replica boat, the real Dover Boat in Dover Museum, ending with – ‘and go and see her’. As the clock moved ever closer to the start, there were over 350 boats of all sizes, paddled or rowed, all with brightly coloured liveries and costumes. Gradually we were called in stages to the start, just stemming a newly-turned and strengthening Spring tide. Caught by surprise - we were off.

What a wonderful spectacle the start must have made, with boats in a steady stream setting off for central London, passing all those landmark buildings we know so well, but have rarely seen from the river. Marking our passage one bridge after another, first Tower Bridge, then London Bridge, where a number of Trust staff and family members cheered us on - there was hardly a bridge without waving well-wishers. The Thames is not a slow river, nor is it quiet, and there are many obstructions, including other boats



and massive metal mooring buoys. At times the waters were turbulent, particularly around the bridges and although river traffic was restricted for the period of the race, the wash from passing river craft caused some moments of anxiety.

There were nine of us on board, six paddlers, one on the steering oar and two passengers. After the first two hours we started to spell each other, so that the entire crew was able to fully participate in the race. But the weight of our lovely craft, its inefficient hydro-dynamic design, drag caused by projecting wax-covered stitches and primitive paddles began to tell, and boat after boat passed us by, invariably with shouts of encouragement from their crews.

Once under Putney, Hammersmith and Barnes bridges we were in open country with people waving from bridges and riverbank gardens. By Chiswick Bridge, our twenty-second, we had less than 6 miles to go, but now the pace of the tide had greatly diminished, the scenery was entirely rural and most of the flotilla had past us by, with the remainder hard on our stern. Richmond Lock, Twickenham Bridge, Richmond Railway Bridge and then finally Richmond Bridge, our twenty-ninth, and a mile or so later, the report of a cannon as we crossed the finishing line and it was over after four hours twenty-eight minutes and nine seconds – and we were not (quite) the last boat to finish.

At the noisy and cheerful ceremony afterwards, and many nice words from the organizing committee, we were awarded 'The Scarborough Trophy for Sporting Endeavour'. I need hardly tell Friends how very proud I am of all my fellow crew members, Paul, Jess, Hazel, Ross, James, Andrew, Terry and Peter and above all, of our wonderful Dover Boat.

Paul Bennett



London Road

It has been a wonderful autumn and for many sunny weekends now I have been working with an industrious and dedicated team of volunteers at 65 London Road. The site, due to be developed in the near future, falls within the Canterbury Area of Archaeological Importance (AAI), the boundary established by Parliament in the Ancient Monuments and Archaeological Areas Act (1979), which also designates the Trust as the Investigating Authority for Canterbury. The Act helps to protect the City's heritage and its mechanisms have been used by City Council Planners and the Trust since the early 1980's to ensure the best possible outcomes for our heritage assets.

The London Road site is particularly sensitive. It lies immediately west of Cranmer House, where a substantial Roman cremation cemetery was identified, together with an inhumation burial, a robbed grave and a cremation burial containing Anglo-Saxon finds. The finds included two glass palm cups and a gold pendant dating from c AD 600 and a silver sceatta dated to c AD 700, all recovered and recorded during a hectic salvage excavation in 1982 (Frere et al 1987, 56–74).

The site was evaluated by trenching earlier this year and traces of a Roman metalling and a curving, perhaps contemporary ditch were discovered, sufficient to suggest that a further level of archaeological work was required. The Trust exercised its powers as Investigating Authority in the Canterbury AAI on this site because we were not confident that the arrangements likely to be put in place by the developer would lead to an excavation which would do justice to its considerable importance. We petitioned the City Council and the Secretary of State for a right of access to the site for the full statutory period of 22 weeks and carried out an excavation at our own expense with the backing of our Trustees, the practical help of Trust staff and the wholehearted support of our loyal, hardworking weekend volunteers.

The excavation has produced some remarkable results. We have discovered a section of the Roman London road extending north-east to south-west across the front garden of the former houses. This is the first time the road has been located this far from the town walls, although we have assumed for decades that the present London Road follows a Roman line. The street was formed in a shallow construction hollow, cut into natural brickearth. Associated with the hollow was a deeper subcircular disturbance, possibly formed when a tree stump was removed during road construction. The disturbance was filled with loose-textured old topsoil and at least eight full wheelbarrow-loads of large flints. The hollow and depression were capped by a single layer of graded road gravel. Cutting into the road surface was a series of wheel ruts, formed perhaps during periods of wet weather by heavily-laden carts. Two axle-widths were discerned in the group of ruts.

Most interesting was the date of the road, indicated by pottery recovered from the matrix of the street and embedded in the gravel surface. All the material appears to date from the last quarter of the first century AD and suggesting not only an early metalling but a short-lived street. The road was not accompanied by a side drain, but a substantial ditch located 3m to the south and set parallel to the street, probably a field boundary, was of contemporary date. The road was capped by a thick deposit of colluvium (a soil that has been washed down-slope as a slurry). One possible explanation is that the road was re-aligned further to the north in the last quarter of the first century AD and that at least this section was abandoned.

Although road and ditch were not identified under Cranmer House in 1982, the road extended immediately north of the building, continuing to the line of St Dunstan's Street, where banded road gravels cumulatively 1.20m thick were discovered in a service trench outside St Dunstan's cemetery in 1984 (Frere et al 1987, 55–6). The ditch perhaps turned to the south before entering the Cranmer House site, perhaps under the present line of Prince's Way, to form the corner of an agricultural field and a western boundary for the Roman cremation cemetery. Two Roman pits and a post-hole were located in the present excavation south of the ditch, together with a circular ring-ditch 8m in diameter and a short length of a second circular earthwork. Although the curving ditches contained a few small, worn Roman potsherds, the features are perhaps remnants of Anglo-Saxon burial mounds, suggesting that the graves and spectacular Anglo-Saxon finds discovered in 1982 formed part of a potentially larger Saxon cemetery which extends into the present site and beyond.



The early features were uniformly sealed by an agricultural soil that largely developed throughout the later Anglo-Saxon and medieval period when this site formed part of an extensive Manor for the Archbishop and lay close to the estate farm (Westgate Court Farm). Late features found cutting agricultural soils included pits, garden features and animal burials dating from the eighteenth century to the present. One of the latest finds was a large fragment of iron casing from the fuse of a First World War incendiary device, part of a bomb dropped by Zeppelin on the suburbs of Canterbury.

Despite difficult and regrettable circumstances, the part-time and mainly volunteer excavation at 65 London Road has added significantly to our knowledge of the area. My thanks go to the Trustees, to my staff and above all to our marvelous band of volunteers for all their help and support.

Paul Bennett

S.S. Frere, P. Bennett, J.Rady and S. Stow Canterbury Excavations Intra-and extra-mural sites 1949-55 and 1980-84, *The Archaeology of Canterbury*, vol. viii (Maidstone, 1987)

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European Association of Archaeologists Annual Conference, Istanbul 2014

The annual meeting of the EAA proved to be a truly impressive event, with over 2,300 archaeologists from 76 countries attending, 150 sessions and over 2,000 papers and posters; the book of abstracts alone ran to 619 pages! It was the largest archaeological conference held in Europe for well over 30 years, and the first large-scale international meeting ever held in Turkey on cultural heritage and archaeology.

Faced with such a bewildering array of sessions and speakers, one had to be very selective in planning what sessions to attend and what papers to listen to. In the end, I plumped for three main sessions, one focused on one of my own personal research interests, one on research issues that the Trust is currently involved with in producing its reports, and the third the session that I was to deliver a paper at, topped up by 'cherry picking' individual papers and poster sessions that caught my eye.

The first session, *'The technology of things: material transformations in Prehistory'* looked at the motivations that lie behind concepts of change, innovation and creativity in the craft production of prehistoric societies. This has been a subject of great interest to me for some years now, stemming primarily from the issues surrounding the manufacture of the Dover boat and the concepts of 'evolution' in boat design, but broadened through my work on the 'Beyond the Horizon' exhibition with its focus on the nature of craftwork in the Bronze Age and the social constraints and relations involved in the 'chaîne opératoire' of pre-literate societies. Why did people innovate in the past?



How do we understand concepts such as 'creativity' and 'art' in prehistory? It seems certain that these notions were very different than today; technical optimisation and the notion of artistic 'freedom' are post-Enlightenment concepts in Europe. So, in a rich series of papers by researchers from all over Europe, I had the opportunity to catch up on the latest thinking; from Poland, Adnan Baysal looked at the evidence for the secondary re-use of artefacts being intended from the start when creating an object, a point also addressed Philipp Rassman from New York in his study of Levantine Neolithic ground stone tools. The influence of raw materials on the creative process was also looked at; when building a boat, the behaviour of the tree log when split is an important factor in prescribing what the eventual boat might look like, but in other circumstances different raw materials can be treated in elaborate ways to create artefacts that superficially are identical, such as the early Bronze Age beads from

northern Italy described by Marco Baioni or the Bronze Age pottery from Sardinia studied by Maria Gradoli. I also enjoyed Alison Damick's experimental work on Lebanese early Bronze Age quernstones which suggested that different raw materials might be selected because of the different taste they gave to the finished product. All in all a very successful session, with much to think about after the conference.

The second session, '*Society, Power and Influence in Atlantic Europe*' focussed on the latest research into the Neolithic and Early Bronze Age, topics that are central to a number of reports currently being prepared by the Trust, and so an opportunity to ensure that our work is bang-up-to-date! This was one of the biggest sessions of the conference, held in the largest lecture theatre and characterised by a series

of seminal research papers by some of the 'big hitters' in contemporary European archaeology. They did not disappoint, with some exhilarating and ground-breaking work being presented for the first time. Jessica Smyth from Bristol University explored what happened in Ireland after the 'Pioneer' phase of the Neolithic with a move away from 'egalitarianism' and the growth of pastoral farming, something also touched upon by Stephen Davies from Dublin in his review of the Neolithic tomb complex in the Boyne Valley. Benjamin Chan from Leiden University argued convincingly that the ceremonial complexes at Ness in Orkney and Durrington Walls in Wessex were places of dissemination of new religious ideas; Jim Leary from Reading told us of the Neolithic mounds even larger than Silbury Hill that have disappeared from the landscape, that could have been built over time by a community no larger than the modern village of Avebury; Bettina Schulz Paulsson from Kiel University gave a magisterial paper on the analysis of well over 2,000 radiocarbon dates from Neolithic megalithic tombs that showed that they originated in Brittany, France and spread across Europe from there. Lastly, Kate Frieman of the Australian National University explored the evidence for the importation and adaptation of continental high status flint daggers into Britain (from the Netherlands, but ultimately from Scandinavia), pushing back our understanding of cross-channel connections into the Neolithic and early Bronze Age.

My paper on middle Bronze Age cross-channel connections was delivered at the '*Border Crossings: rethinking cultural and material diffusion*' session, and was well received and fitted well with the other papers, including that of Steven Matthews from Groningen University who looked at Bronze Age swords and their implications for social transmission of ideas and products; from Uppsala, Åsa Larsson's brilliant study of Neolithic pottery fabrics in the Baltic shows what might be possible in our area; Francesco Iacono's study of the theoretical reasons for why 'diffusion' of culture should take place at all; and from Belfast, Laura Basell's study of innovation, migration and diffusion in Palaeolithic Europe had important lessons for those of us studying later periods.

Apart from these sessions I attended many other individual presentations, but inevitably I was drawn to the latest finds of ancient boats; from the 36 ancient shipwrecks found at Yenikapı in Istanbul to the technologically dazzling survey work of the Bulgarian Centre for Underwater Archaeology in the Black Sea, there was lots to learn and lots to talk about.

The 2014 conference was an inspiring and exhilarating event, full of interest and very useful in terms of bringing an up-to-date, European perspective to the Trust's own work. Many thanks to the Friends and to the Dover Bronze Age Boat Trust for allowing me to attend.

Peter Clark

New resources for a new curriculum

CAT now has some new resources in its CAT BOX collection which principally supports History teaching in Kent schools but is also available for other educational activities. The original collection of mostly history themed replicas and models was inherited from KCC, is unique in Kent and is a great asset to the Trust.

With the revised National Curriculum now implemented, it's good to see that the 'Anglo Saxons' have retained their place in the History programmes for primary schools and we are now boosting the resources we have for this theme. We recently bought a replica Anglo-Saxon shield and sword with Friends funding and these will nicely complement some resources I'm planning for the classroom, based on an inhumation burial at the Meads Anglo-Saxon cemetery at Sittingbourne.

Because of the soil conditions at the Meads, very little bone from this burial had survived but artefacts had and the discovery enables an excellent illustration of how archaeologists interpret evidence. Around the time CAT was at the site, I was using a plan of the burial with local school children and they were able to make reasoned deductions from the remains they could see and 'best guesses' about this person who lived so long ago. Replicas and reconstructions can add a valuable dimension to this kind of investigative activity and I'm sure we will get a lot of use from our new weapons!

At the time of writing, the shield and sword are being enjoyed (I suspect mostly by boys) at the Lyminge Anglo-Saxon excavation Open Day. Ross Lane is modelling the replicas in the photo here. He really didn't want to give them up after the shoot ...

I'll be approaching the Friends again now I've sourced some nice (and very reasonably priced) 'female' replicas for the girls! Many thanks for your support with my activities.

Marion Green, Education Officer





We are sad to announce the death of our dear friend and colleague, Pan Garrard, at Faversham on Sunday 9th November. Pan came to archaeology as a volunteer, helping Frank Jenkins and the Canterbury Archaeological Society at Greyfriars and at Brenley Corner in 1972 and was with the Trust from its earliest days. Working on our finds for well over 30 years, Pan developed a support network of specialist friends the length and breadth of England – never shy of touting 'mystery objects' under their noses at conferences or in the back rooms of museums. Her happy enthusiasm has been missed by us all, since she retired several years ago.

Pan's funeral took place at St Margaret's at Cliffe on 26th November.

Lyminge 14 August 2014

The Tayne Field plateau in Lyminge, surrounded by the uppermost reach of the Nailbourne, has a bed of Mesolithic flints but no Neolithic, Iron Age or Roman archaeological evidence. The stream itself has moved away from the plateau by several yards as topsoil has washed down towards it. Rare opportunities to excavate a 2-metre deep wet Anglo-Saxon site in the former stream beds will enable pollen analysts to study the environment and the crops grown from the fifth century onwards and so compare it to Yeavinger.

The 2014 discovery was a Bronze Age barrow with a ditch 20 metres in diameter. The barrow has been ploughed out but the ditch contains metal artefacts such as a small copper-alloy chisel and a knife. The finds will be processed at Birmingham University. A ditch and mound in a valley, rather than on the shoulder of a hill, is rare. It is likely, despite the unusual location, to be a funerary rather than a settlement site of the Bronze Age.

Next to the ditch and mound there is a wide hollow of unknown depth and 10 metres across. This became an early Anglo-Saxon midden in the fifth and sixth centuries. Sifting the spoil has revealed one hundred fragments of glass vessels of various colours, monochrome and polychrome beads, items of bone such as combs, a brooch, and waste slag of both smelting and smithing. Iron ore must have been locally excavated and plenty of charcoal survives. On the edge of the pit there is a well-

metalled flint pavement. Most Anglo-Saxon middens are built high and so erode, or are carried away to fertilise the fields with composted rubbish. A large pit midden is therefore a rare treasure trove.

The 2014 site has evidence of large Sunken-Featured Buildings (SFBs) or Grubenhäuser. There is also a set of newly found post-holes belonging to a smallish house.

The third great seventh-century 'feasting hall' of the Lyminge site, which previously lay hidden underneath Second World War Canadian barracks, was hugely wide at 10 metres. There are no aisle posts to support a roof span of that breadth. The walls support the whole weight and so were braced with huge 'countering' timber buttresses set at an angle. The east end has been excavated but the west end is not known and might be 30 metres or more to the west, or even lie under Church Lane.

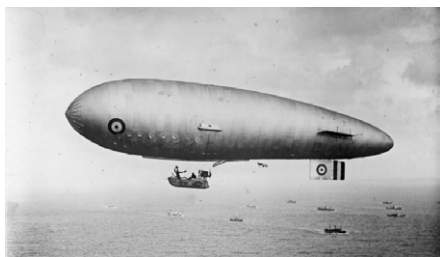
Looking down on the site is the old monastic church but whether the queen or princess who founded it was called Ethelburgha – or not – remains a topic of local debate. Folklore attaches her name to the Victorian well at the near-by source of the Nailbourne.

David Birmingham



Dr Gabor Thomas (Reading University) greets the Friends on their visit to Lyminge.

'WHERE BLIMPS WERE BORN': ROYAL NAVAL AIRSHIP STATION, CAPEL



SSZ class airship over convoy WWI IWM. SSZ 37 over ship WWI IWM.

Photos: assumed British military [Public domain], via Wikimedia Commons, from the collections of the Imperial War Museums.

As part of the Up on the Downs Landscape Partnership Scheme, the Trust has been working with a range of volunteers to map and assess twentieth-century military and civil defence archaeology within the scheme area, which extends from South Foreland to East Wear Bay at Folkestone and inland as far as Denton and Lyminge. Within this large area are hundreds of structures and sites relating to twentieth-century conflicts, from First World War earthwork redoubts and trench lines forming the landward defences of Dover (now mostly invisible in the landscape) through a plethora of Second World War pill boxes, defence lines, anti-aircraft batteries, coastal and heavy batteries, aircraft crash sites and many others to Royal Observer Corps bunkers dating to the Cold War, the latter thankfully never needed.

One rather unusual site that falls within the scope of this project is the former Royal Naval Airship Station at Capel-Le-Ferne. This came into operation in May 1915 and began operating a new class of Sea Scout (SS) airships. Initially these were produced at RNAS Kingsnorth, on the Isle of Grain, but production switched to Capel for a time, before being switched to Barrow. However, the engineers at Capel designed an improved variant, the SSZ, which first flew in August 1916. RNAS Capel was rapped on the knuckles by the Admiralty for exceeding its remit in designing and test-flying new design, rather than maintaining and operating the approved SS type. But the SSZ represented a clear improvement, and so went into production, with several being operated from Capel until 1918. RNAS Capel became RAF Folkestone from April 1918.

¹ Up on the Downs is a Landscape Partnership Scheme funded by the Heritage Lottery Fund and led by Dover District Council. CAT is one of several local partners in the scheme.

² See Lee, David W. (2010). *Action Stations Revisited*, Volume 3 South East England. Crecy Publishing Ltd.

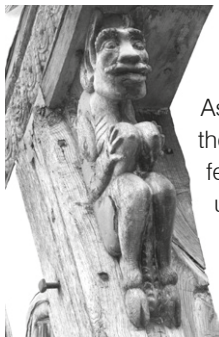
The airships had a coastal patrol and anti-submarine role, and on 16th September 1918 SSZ1, which at the time was being commanded by an officer of the US Navy, dropped depth charges on UB-103, sinking her off the French coast.

The airship station had three large airship sheds. These stood until they were demolished sometime after the Second World War, although the sunken concrete base of one remained open until the 1970's or 80's. The cropmark of a second is clearly visible on recent aerial photographs. A network of concrete roadways still survive across parts of the site, much of which is now a holiday park, and surrounding properties, including at Abbots Land Farm and Abbots Cliff House, served as barracks and mess facilities for station personnel.

In woods to the north of the site are several large concrete blocks which appear to have been dumped just inside the edge of the woods, probably to clear them from the arable field. It seems probable that these are remnants of the airship station, perhaps tethers. In July this year the writer visited the site along with students from Texas State University in Austin, who were volunteering with the Trust at the time. We located the concrete blocks and noted the remains of a brick structure that had also been dumped just inside the edge of the woodland. There is no doubt that further archaeology relating to the airship station exists buried across the site, but these fragments in the woods remain some of the last visible remnants of a pioneering facility. As well as designing and building the SSZ, it is also said that it was at Capel that the term 'blimp' first came into use in relation to airships. The name derives from the sound the fabric of the ships made when it was pulled and released during checking. The site is now almost vanished, like so many others locally from the First World War, but its memory lives on.

Andrew Richardson





CANTERBURY FESTIVAL WALKS 2014

As I write, a day or so after the end of the Canterbury Festival, the rain is teeming down but thankfully it was dry for much of the festival fortnight. A number of our walks were blessed not only with unseasonal warmth but also with glowing sunshine. Even Keith Parfitt, who was threatened with gale force winds on the Dover Western Heights, managed to complete his walk in relatively benign conditions. Meriel Connor and Derek Boughton drew short straws for their walks round Bridge and Elham but by good luck – or judgment – ensured that their groups were safely ensconced in parish churches while the rain was heaviest. The weather was so bad last year that some ticket-holders couldn't get to Elham. This year Derek, who was born in the village, kept a group of 27 well entertained, notwithstanding the grey drizzle, as he told us the history of Elham, showed us many striking buildings, and incidentally identified houses in which he or his forebears had lived.

Among the joys of leading – or backstopping – festival walks are hearing comments such as 'I never knew that' or, even better, 'I've lived in Canterbury for years and I've never been here before'. Most of the people who came on my '19th-century Canterbury' walk had never seen the lower chapel of St Augustine's Missionary College (now part of King's School) whose walls are covered with plaques commemorating students who died on the mission field,

some disturbingly soon after leaving college. I had never previously been into the Oddfellows Hall in Orange Street where, Alan Barber explained to us, James Beane sang to fellow guests when he visited his native city in 1878. Seven years later a huge banquet was held for Beane in the elegant Forresters Hall whose huge dimensions can still be discerned within Nasons. The hidden gem which evoked most delighted exclamations this year was the Jewish Cemetery, off the Whitstable Road, the last port of call on Jonathan Butchers' heavily subscribed 'Jews of Canterbury' walk. Jonathan not only explained some of the inscriptions on the graves but ended his 'talk and walk' by saying 'Kaddish', the Jewish prayer for the dead.

And then there are all those fascinating bits and pieces which most of us walk past without seeing. Pride of place here goes to David Lewis who emulated the British





Museum Director by charting the history of Canterbury through some 30-odd street objects and oddities, ranging from rare wooden corbels of big-busted women in Burgate to the city maceholder in St Peter's church. In the course of a 'Walloons and Huguenots' walk, Michael Peters pointed out a Blackfriars arch on which one of his de la Pierre ancestors had naughtily carved his initials. Going further back in time, Geoff Downer explained how much could be deduced from the position and colour of surviving stones of the Roman fort at Reculver, and crowned his walk by showing us a footprint of a three-toed dinosaur. You never know what you will see on an FCAT festival walk ...

... or what you will learn from expert walk leaders such as Sarah Pearson who introduced us to the fascinating histories of Sandwich and of Charing, and Peter Berg who told people about a village nearer home on a walk round Harbledown. Familiar sights took on new meaning for groups who toured the precincts with Maureen Ingram and the King's School with Mary Berg. Sheila Sweetinburgh shared her expertise on medieval hospitals and enabled her group to go into some city almshouses, so often only viewed from without. And, as always, people who bought tickets for the marathon Director's Walk benefited from Paul Bennett's infectious enthusiasm, passion for and deep knowledge of our city.

Last year a ticket for a festival walk cost £7. This year the price was raised to £8 – and then in addition the Marlowe Box Office imposed a booking fee of £1. An extra pound may not make much difference when one is buying a £35 theatre ticket but it is a big proportionate increase on a ticket for a walk or a talk. I was very concerned that this change could result in falling sales but a preliminary assessment suggests that almost exactly the same number of tickets were sold this year as last. Festival walks are FCAT's major fund-raising enterprise so this is very good news. The success of the walks is entirely due to leaders who year after year give unstintingly of their time and expertise, ably aided by a gallant band of what Meriel has traditionally called 'tail-end Charlies'. On behalf of FCAT and the Trust thank you all very much.

Doreen Rosman

FCAT Programme for 2014–2015

Saturday 31 January 2015:

Dr Paul Bennett (Director, CAT): The Frank Jenkins Memorial Lecture
6.00 pm. Michael Berry Lecture Theatre OG46, Old Sessions House, Canterbury
Christ Church University, Longport, Canterbury.

Wednesday 25 February 2015:

Dr Catherine Richardson (University of Kent): The early modern household.
Joint lecture with the Centre for Medieval and Early Modern Studies, University of Kent.
7.00 pm. Grimond Building, Lecture Theatre 2, University of Kent.

Wednesday 25th March 2015:

Dr Louise Wilkinson (CCCU): Women in the Age of Magna Carta
7.00 pm. Lecture theatre NG03, Newton Building, Canterbury Christ Church
University, North Holmes Road, Canterbury.

For all events that do not have a stated charge, FCAT requests a donation of £2.00 for members, £3.00 for non-members and £1.00 for students, to cover costs and to help to support the activities of the Archaeological Trust.

Can you help us with delivery of the Friends Newsletter?

We would like a volunteer to help us distribute to some addresses in the vicinity of **Tyler Hill** and **Blean**.

Delivering newsletters by hand reduces our postage bill and leaves more money to support the work of the Trust.

If you think you could assist us, please contact Jane Blackham:
phone 01227 373086 or email jayjay_blackham@btinternet.com.

Treasurer of the Friends

Our Treasurer, Roger Sharp, has indicated that he would like to step down as Treasurer in 2015 after 13 years in the post. If you would like to join the Friend's committee with a few to taking on this (not too arduous) role, please contact the Chairman, Dawn Baxter-Phillips (dawn@baxter-phillips.freereserve.co.uk) or contact Roger Sharp for more information about the role (rs37is.orient@waitrose.com).

You can contact the Friends of the
Canterbury Archaeological Trust at:

Canterbury Archaeological Trust Ltd
92a Broad Street
Canterbury CT1 2LU

t: 01227 825280

f: 01227 784724

e: friends@canterburytrust.co.uk

w: canterburytrust.co.uk



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FRIENDS
of the
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The crew of the Dover Bronze Age Boat
replica in the Great River Race.
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