

MAGNETOMETER POINTS with equivalent excavation numbers plus OTHER AREAS

MANCETTER

L96/(i)	120g	iron?	W69 14 1-4	hearth
L96/(ii)	30g	Dr 8' small pit	W69 12 1-8	well
L98/(i)	60g	Dr 5' pit	W69 15 1-7	kiln
L 2/(i)	350g	Dr 4' kiln?	W70 22 1-53	kiln
			Anything marked W70 21 1 = W70 22 1	
			W71 22 54-134	well, WC, ditches, tile-lined clay tanks, PH etc
M 2/(i)	20g	Dr 5' small pit	W64 8 1-8;	
			W70 8 1-14;	water
See W70 18; W71 18; W71 18/8 etc. below			W71 8 15-34	channel
M95/(i)	300g	Dr 4' kiln or iron	W70 16 1-60	kiln+milit. ditch
See W77 31 below				
M98/(i)}	300g	Dr 4' kiln	W64 7 1-8	Glass furnace
}			W69 7 1-115	4 kilns
N98/(i)}	130g	Dr 5' possible kiln	W70 7A 1-50	kiln 7G; pit
O99/(i)	40g	Dr 4' small pit?		not excavated (see below)
P94/(v)	180g	Dr 4' kiln	W64 6 1-3	kiln
P93/(i)	200g	iron	W69 11 }	2 kilns/
P93/(ii)	500g	Dr 6' pit	W69 11 1-40}	ditch etc.

P94/(i)/	200/400g	2 kilns	W69 10	1-26}	2 kilns+
/O94/(i)		Dr 5' & 5'		}	
P94/(ii)	65g	Dr 8' pit	W69 13	1-15	well
P94/(iv)	500g	Dr 6' kiln	W64 9	1-14	kiln
{Q96/(i)	100g	iron?	W70 19	1-70	2 kilns, pit
{*Q96/(ii)	35g	small pit			road
the edge of the road and to link up with Area 19; might not be reliable.					
R99/(i)	60g	Dr 8' pit	W64 5	1-16	Driers, ovens,
			M65 I-V		kiln, post-trenchs,
					first-century features
S95/(i)	50g	Dr 8' pit	W70 23	1-48}	well
			W71 23	40-95}	post-trench
(Context nos. 40-48 reused in 1971 by accident; they are different contexts)					
See W70 17; and W77 17/23 below.					
V 1/(i)	150g	Dr 5' possible kiln	W64 3	1-27	2 kilns + puddling pit
X 2/(i)	180g	Dr 5'trial hole/kiln debris	W64 4	1-3	kiln
Y 1/(i)	400g	6'x 6' as above	W64 1	1-25	kiln
Y 2/(i)	170g	4'x 10' Hemsley 1961			kiln
Y 2/(ii)	130g	4'x 6' ?kiln	W64 2	1-14	kiln

* not found in original magnetometer survey; probably supplied by Tony Clark.

OTHER AREAS

1970-1971

W70 17 1-61. Parallel to the north-west hedge-line of Broadclose field. Object to section the road leading from Broadclose field into Watling Street, north of Manduessedum. Well also found beneath road.

W70 18 1-15; W71 18 16-25 It was originally intended that 18 should be used for magnetometer point 099/(i) but Section 18 was laid out by sighting through from W64/70 8, without reference to this magnetometer point. Unfortunately the magnetometer reference was left in the site book. Point 099/(i) was not measured in in 1964, perhaps because the bamboo marking it had disappeared. In fact we never laid out any area specifically for 099, though it should be in Area 20 (and 7/20), somewhere between where the water channel turns east and the well in the angle of the roads; much of that area was not excavated below the pebble surface.

The object of Section 18 was to pick up the true edge of the pebbles (sealing or road surface?), which we had not obtained from Area 8 and to check whether the water channel was still continuing. In 1970, the attempt was abandoned very early because the young man working on this section, Hedley Pengelly, was called home on account of some domestic crisis and I could not replace him with anyone good enough to complete the section; a contiguous section was completed in 1971. (There ought to be a measurement somewhere but I have not yet found it).

W71 18/8 1-7; After locating the water channel in Section 18 and discovering that the channel was linked to the well in Area 22, we laid out another section which was almost contiguous with the south-east end of Area 20. The number 18/8 was used to link it with numbers primarily associated with the

water channel. The section of the water channel drawn in 1977 in Area 7/20 is in fact section 18/8.

Its unlikely that we could have completed Section 18/8 in 1971 but we abandoned it because Tony Clark, who happened to be on site when we were discussing it, announced that he could trace it. He gave us the point at which it turned and it was from his information that the turn was plotted. We made a swift and ill-advised attempt to check the turn in the ground because we had no expectation of being able to return to the site. This and Section 8/18 accounted for the deep backfill in two parts of Area 7/20.

- W64 8 1-8;
- W70 8 1-14;
- W70 18 1-15;
- W71 18 16-25;
- W71 18/8 1-7;
- W71 8 15-34;

All of the above & also contexts in Areas 7/20; 22; 34 contain water channel contexts. (See also notes on Water Channel)

NOTE:

Some explanation is required for the way the water channel was treated. No channel was located by the original magnetometer survey. It is difficult now to think of anyone tracking a ditch of this kind by means of sections but that was what we were doing and this may help to account for the rather cavalier fashion in which some sections were abandoned as soon as the ditch was recognized. Except for 1965, the weather was always extremely dry combined with a drying wind; the channel was consequently always difficult to excavate; it always had to have the best digger on the site until you reached near to the bottom. We were always short of such people.

The reason why a magnetometer was not used to trace it later, i.e. before the end of the excavation season in 1971, is because Dr Aitken had been unable to trace the military ditch (there are various possible explanations for that). It was quite early in the history of the magnetometer and we had found several features at both Hartshill and Mancetter which had not been located by it. It did not seem all that surprizing at the time.

W70 20 1-8; Object: to investigate the large number of stones in the plough soil in an area north-west of Area 7. We went down only to the pebble surface, not through it. No edge to the pebble area was found anywhere but the cluster of filled-in pits, some intersecting, were located (termed 'wells' in the site book for Area 20). It was the extent of the pebbles seen in 1970 which accounted for the huge area exposed in 1971; we were initially trying to find at least some of the edges.

W70 24 1 Does not really exist. Initially intended to section the 'road' going west. No more than plough soil removed and no pebble surface found.

W70 25 1-5 JCB trench to pick up the military ditch. Failed.

W70 26 May exist in topsoil only; an attempt to locate the military ditch; not pursued.

1971

This is one point where I stopped last summer!! I would quite like to check all of the above but I think its OK.

1977

W77 17/23 Links areas 17 and 23 with extension. Importance mainly in evidence for the service road system. 2 wells, one perhaps first century;

furnace for unknown purpose; post-trench, post-holes, amphora emplacement. Not excavated to natural due to shortage of workers.

W77 7/20 Links Areas 7; 20; 32; 34; Object: to obtain course & edges of roads and water channel and relation between them. Also found: wells, cremation, first-century features etc.

W77 30 Object: to plot position of road going east to Watling Street. It was probably OK but road not well-preserved here. (Some checking needed - on plan has been numbered 31, probably in error.)

W77 31 1-2 A machine-trench to try to locate the military ditch. It does not quite coincide on the site plan but it may not be impossible - see section drawing in the back of the individual site book for Area 23; there is a later feature cut into the filling of the ditch. The only mortarium in Context 2, the upper filling of ?military ditch could well be pre-Flavian. The ditch itself is likely to be difficult to identify in dry weather, as all first-century features can be at Mancetter; we were lucky that it had a lot of turf in the filling at W70 16. It might be that the feature whose end is drawn on the site-plan in W77 31, is the later feature. Suggest to check the two sections. The V-shaped section in W77 31 is not one of our normal Mancetter ditches; also it has an exceptionally clean filling, which is typical only for SOME of our first-century features,; not for ANY later one.

W77 32 Links with Areas 7/20 etc. above. Little more than cleaned.

W77 33 + layer only. No record; probably projection north from W77 31.

W77 34 Links with Areas 7/20 etc. See above.

MAGRPTS

N.B. There is a confusion about W 31 because at the moment 31 is attached on the Site Plan to a section set out to locate a road from Watling Street as well as a late attempt to pick up the military ditch, mainly by machine. I think the above is OK but I ought to check up on it and cannot do that in the circumstances. neither were very productive.