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**ARHEOLOOGILISED
VÄLITÖÖD
EESTIS**

**ARCHAEOLOGICAL
FIELDWORK
IN ESTONIA**

2005

Koostanud ja toimetanud
Ülle Tamla

Muinsuskaitseamet
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Esikaas: Hilisviikingiaegne kõrva- või oimurõngas.
Rekonstruktsioon 2005. a. avastatud Ubina hõbeaardes
sisalduva fragmendi põhjal. Joonistanud Kersti Siitan.
Cover: Earring or temple ornament from Late Viking Age.
Reconstruction based on the fragment from the silver board
of Ubina discovered in 2005. Drawing by Kersti Siitan.

Tagakaas: Tartust Tähtvere tänavalt 2005. a. leitud 15. saj.
haruldase savikannu kild.
Back cover: Fragment of stoneware goblet from the 15th century.
Stray find from Tartu, Tähtvere Street in 2005.

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TARTU ÜLIKOOLI
RAAMATUKOGU
SUNDASEMPLAR

RESCUE EXCAVATIONS ON RÜÜTLI STREET IN TARTU

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On the 4th–17th of April 2005 rescue excavations due to the replacement of heat pipes were executed in the north-western end of Rüütli Street (Fig. 1), where an excavation area of 30 × 1.9 m was opened (Veldi 2006). During the excavations, at least four layers of wooden pavement were unearthed, while the most upper layer discovered in the north-western third of the excavation area was probably built after the Livonian war, the other three layers in the Middle Ages.

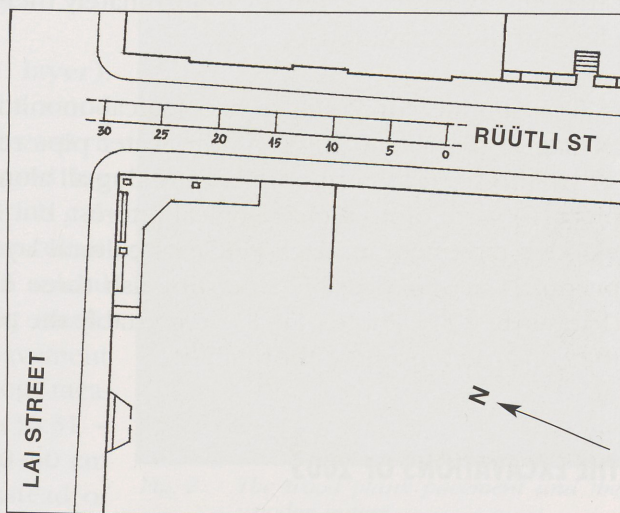


Fig. 1. Location of the excavation area.
Joon. 1. Kaevandi asupaigaskeem.

PREVIOUS EXCAVATIONS ON RÜÜTLI STREET

Rüütli Street started to arouse archaeological interest in the 1970s¹, when the new telegraph house (Lai Street 31) on the corner of Rüütli and Lai Street was built. Beside wooden raft constructions found on the building site, from the north-western end of Rüütli Street several layers of wood log pavement were discovered. Radiocarbon samples taken from the most bottom layer dated the pavement to the very end of the 10th or the beginning of the 11th century² (Tiirmaa 1980, 14). It is relevant to mention, that the rescue excavations on the Town Hall square in 1980–1982 (Metsallik & Tiirmaa 1982) also unearthed a three-layered fragment of wood log pavement, implying that in the Middle Ages the whole Rüütli Street might have been covered with a wooden pavement.

¹ Until the 1980s rescue excavations in Tartu were quite sporadic, and mainly carried out by architects or art historians.

² It is important to notice that these datings (990±40 and 1010±50) are uncalibrated, and therefore not precise.

During the last 20 years several rescue excavations have been carried out on Rütli Street, mainly because of the heat and water pipe replacement works. The most extensive archaeological excavations were executed in 1988 (Valter Lang and Priit Ligi, 180 sq. m) and in 1989–1990 (Anu Rommot and Avo Ollermäa, 580 sq. m), when the majority of Rütli Street was archaeologically investigated (Metsallik 1995, 17–18, Tab. 1). Unfortunately there are no fieldwork reports from either of the excavations.

In the summer of 2004 archaeological monitoring was conducted by Liina Pärnamäe (Pärnamäe 2005) on the water pipe replacement work, during which 24 various-sized excavation pits were dug all along Rütli Street. Most of the trial pits (16) were of no archaeological interest, but in two pits (1/2, 21) remains of wooden pavement in black Medieval cultural layer were revealed. In case of the pit no. 21, it was possible to distinguish three different layers of log pavement (Pärnamäe 2005, Photos 11–13), regrettably the pits were too small to investigate the constructions more thoroughly.

THE EXCAVATIONS OF 2005

The upper 90–100 cm of soil which consisted of asphalt layer, stone chips and infilling layers of sand and gravel were removed by the excavator. Further excavating was continued with spades and shovels.

Wood plank pavement (I layer). As soon as the street's fill layers were removed, the **first layer** of wooden constructions (36.35 – 36.05 m above the sea level) started to reveal in the north-western end of the excavation area. It was a wooden pavement made of 5 cm thick and 15–20 cm wide planks, that were tightly placed against each other across the excavation area. The remains of the pavement covered an area of 6 m, declining slightly from south-east to north-west. A wooden gutter made of hollowed out coniferous logs had preserved in the middle of the pavement (Fig. 2), however, most of the pavement planks had been destroyed during previous pipe works, and it was impossible to measure the original width of the pavement. In spite of destruction, almost 15 m of the gutter (declining from 36.45 to 36.05 m amsl), and quite a few fragments of the pavement's support constructions had preserved along the excavation. The wood itself was very strongly decayed making the investigation quite complicated. At first it seemed that we were dealing with a wooded floor of a building, but later the gutter and lack of any wall constructions erased all doubts. The exact age of the pavement remains unclear, although stratigraphically it was located between

the black Medieval cultural layer underneath it and a modern infilling layer above it, referring that the pavement might have been built sometime after the Livonian war, presumably at the end of the 16th or in the 17th century.

Wood log pavement (II–IV layer).

More or less in parallel with the wood plank pavement, at the south-eastern end of the excavation area wood log pavement in black organically rich cultural layer started to unearth. The cultural layer was moist, thick, full of animal bones and with a very specific smell. The **second layer** of wood pavement was constructed of coniferous logs measuring 10–12 cm in diameter (36.31 – 36.19 m amsl), in some cases 10–40 cm wide planks had been used instead of logs. Both the logs and the planks were fairly sodden and consequently rather fragile. This time no wooden gutter was

found. The pavement was visible only in the south-eastern third of the excavation area in the length of 9 meters, where it suddenly ended and the pavement's supporting constructions were revealed (Fig. 3). It seemed as if the pavement's construction works had not been completed, for the step between the second and the third layer of logs was 15–20 cm, which must have been too rough for comfortable traffic, and therefore can not be considered intentional. The supporting constructions under the second layer were quite simple and consisted of horizontal logs placed directly under the pavement along the street.

The **third layer** of the wooden pavement covered the whole excavation area, and was similar to the second layer. It was placed almost horizontally (36.06–36.01 m amsl), though in the middle of the pavement there was about 7 m wide depression where the logs were about 20 cm deeper than usual. In the deepest part of the depression the logs were laid rather sporadically, as if they had been used to mend a larger hole in the street (Fig. 4). Under the third log layer in the north-western end of the excavation a massive (5.10 m long, 30 cm in diameter) pole (Fig. 5) was unearthed, which had been used as part of the support-



Fig. 2. The wood plank pavement and the wooden gutter.

Joon. 2. Laudsillutis koos rentslirenniga.



Fig. 3. The wood log pavement, II layer.
Joon. 3. Palksillutise II kiht.



Fig. 4. The depression in the third layer.
Joon. 4. Lõhk kolmandas palkikibis.

ing construction. The pole was directly placed on the virgin soil, however, it was probably its secondary use and the pole might originate from a building construction of some kind.

The **fourth layer** of log pavement (35.89 – 35.74 m amsl) was present in two thirds of the excavation area, while it was missing in the most north-western part of the excavation, where the virgin soil underneath the sub-constructions of the

third log layer had been unearthed. The fourth layer of logs was the most compact and best preserved though it was sodden like the upper ones.

As the fourth layer of logs was considerably deeper than the projected heat pipe it was not entirely removed, and only the north-western third of the trench was dug to the level of the virgin soil.



Fig. 5. The massive pole used in the supporting construction of the third layer.

Joon. 5. Kolmanda sillutisekihi aluskonstruksiooni kasutatud suur palk.

FINDS

Almost all the finds³ were gathered from the black cultural layer, only a few potsherd originate from the fill layer. The find material consists mostly of potsherd (236) of which 86 are stoneware ceramics. The majority of the ceramics⁴ is dated to the second half of the 13th century and the first half of the 14th century, though some finds are also younger. The finds seem quite homogeneous, and probably the time gaps between different pavement layers were not too big. Worth mentioning is a bottom fragment of a proto-stoneware vessel (Fig. 6: 1), dated to the second half of the 13th century, that was found directly from the second pavement layer. Several potsherds decorated with horizontal lines (TM A 139: 11, 29, 36, 39, 60, 61, 103; Fig. 6: 2-7) dated to the 13th century were collected from all three bottom layers of the wood log pavement.

From the few metal finds discovered the most noteworthy is a bronze buckle (Fig. 7: 1) with a needle made from a spiral ring that is decorated with "wolf teeth" ornamentation. The only bone artefact unearthed is a C-type comb with long teeth (Fig. 7: 2) and a hole drilled in the top. The comb was obtained direct-

³ TM A 139: 1-266.

⁴ Many thanks to Arvi Haak and Andres Tvaari for helping to date some of the finds.

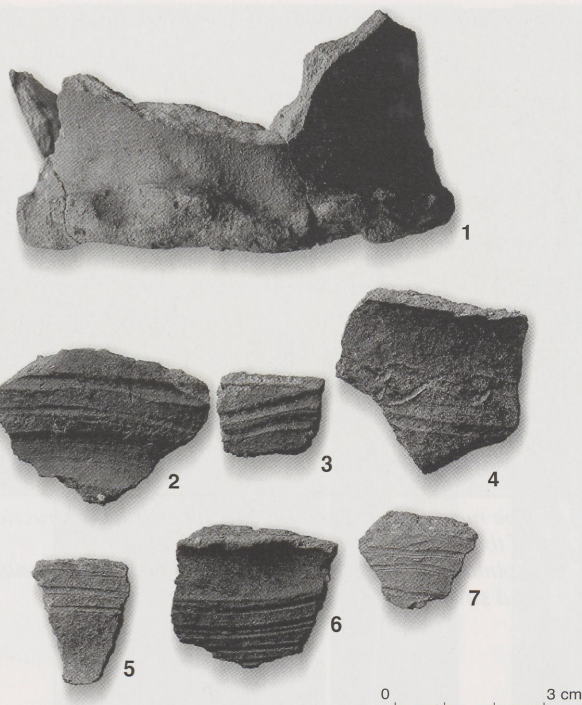


Fig. 6. Finds from Rütli Street. 1 - a fragment of a proto-stoneware vessel, 2 - potsberds decorated with horizontal lines.

Joon. 6. Leiud Rütli tänavalt. 1 - protokivikeraamilise nõu fragment, 2 - joonornamendiga kaunistatud potikillud. (TM A 139: 11, 29, 36, 60, 61, 103.)

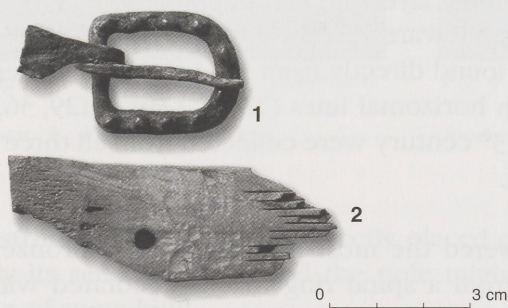


Fig. 7. Finds from Rütli Street. 1 - the bronze buckle with the needle made from a spiral ring, 2 - the C-type bone comb.

Joon. 7. Leiud Rütli tänavalt. 1 - Spiraalsõrmusest tehtud nõelaga pronkspeannal, 2 - C-tüüpi luust kamm. (TM A 139: 172, 200.)

ly above the virgin soil, and according to Peeter Piirits (Piirits 1995, 102-105) can be dated to the 13th-14th century. In addition to other finds, 39 pieces of leather working residue and 5 fragments of a wooden vessel were unearthed.

CONCLUSIONS

The rescue excavations at the north-western end of Rütli Street revealed four layers of a wood pavement. Only the third layer of the pavement covered the whole excavation area, the first layer was partly destroyed, the second and the fourth layer had been built half way. The finds and similar constructions refer that the layers II-IV were built between the second half of the 13th century and the first half of the 14th century, not very long apart from each other. Although radiocarbon samples taken in the 1970ies from the lowest layer of the pavement at the corner of Rütli and Lai Streets date the bottommost log layer to the end of prehistory, the lack of prehistoric finds from the excavations completed in 2005 does not confirm it.

Different construction style and the stratigraphy imply that the first layer of the pavement made of planks must have been built somewhat later than the other three, probably after the Livonian war, though its precise age remains unclear.

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PÄÄSTEKAEVAMISED TARTUS RÜÜTLI TÄNAVAL

Martti VELDI

2005. aastal toimusid Tartus Rüütli tänava loodepoolses otsas päästekaevamised 57 m² suurusel alal (joon. 1). Tänavateitekihtide eemaldamisel paljandus kaevandi loodepoolses kolmandikus u. 5 cm paksustest ja 15–20 cm laiustest laudadest tehtud tänavakate. Algsel kujul oli sillutist säilinud 6 m ulatuses (joon. 2), ülejäänud oli varasemate kaevetöödega hävitatud. Sillutise keskel paiknes õõnestatud okaspuupalkidest rentslirenn, mis oli säilinud 15 m pikkusena. Dateerivaid leide I kihist ei saadud ja seetõttu jääb sillutise täpne dateering lahtiseks. Kuna stratigraafiliselt asus konstruktsioon keskaegse kultuurikihi ja uusaegse tänavateite vahel, võib arvata, et ülemise sillutise rajamisaeg jääb Liivi sõjale järgnenud aega. Paralleelselt laudsillutise kaevamisega hakkas kaevandi teises otsas paljanduma keskaegses kihis paiknev palksillutis. Musta värvi kultuurikiht oli tihke ja niiske, lõhnas spetsiifiliselt ning sisaldas palju loomaluid. II sillutisekiht oli säilinud vaid 9 m pikkusel alal, kus see järsku lõppes ning edasi tulid nähtavale sillutise aluspalkide otsad (joon. 3). Sillutise toetuskonstruktsioon koosnes otse sillutise alla piki tänavat horisontaalselt asetatud palkidest. Paistis, et sillutise paigaldustööd olid jäänud pooleli, kuna 15–20 cm kõrgune aste II ja III sillutisekihi vahel oli liialt järsk mugavaks liiklemiseks. Puitsillutise III kiht kattis kogu kaevandi ala ning oli eelmise kihiga sarnane. Sillutis oli paigaldatud horisontaalselt, kuigi keskmises osas oli 7 m pikkusel alal u. 20 cm sügavune lohk. Lohu sügavamas osas paiknesid palgid ebakorrapäraselt, justkui oleks tegemist tänavakatte parandamisega (joon. 4). Kaevandi loodepoolsest otsast leiti kolmanda palkikihi alt 5,1 m pikkune ja 30 cm läbimõõduga palk, mida oli kasutatud sillutise alusstruktuuris (joon. 5). Palk lebas looduslikul aluspinnasel ning oli olnud sillutise toetusena kasutusel ilmselt sekundaarselt. Võimalik, et algselt pärines see mõnest kapitaalsemast ehitisest. Sillutise IV kiht esines kahel kolmandikul kaevandi alast ja puudus loodeotsas, kus III kihi all paljandus juba looduslik aluspinnas. Puidust tänavakatte IV kiht oli kõige kompaktsemalt säilinud, kuigi samavõrra vettinud kui eelmised kihid. Kuna IV kiht oli sügavamal toru paigaldamissügavusest, siis otsustati see üles võtta vaid osaliselt.

Peaaegu kõik leiud saadi mustast keskaegsest kultuurikihist. Valdav osa leiumaterjalist koosneb savinõukildudest (236), millest 86 on kivikeraamilised. Suurema osa savinõudest võib dateerida ajavahemikku 13. sajandi II poolest kuni 14. sajandi I pooleni. Leiumaterjali üldilme on võrdlemisi ühtlane ja osutab sellele, et ajalised vahed sillutise erinevate kihtide vahel ei saa olla kuigi pikad. Mainimist väärib protokivikeraamilise anuma põhjaserv (joon. 6: 1) 13. sajandi II poolest, mis saadi II sillutisekihi pealt. Kõigilt kolmelt alumiselt sillutisekihilt leiti ka mitmeid 13. sajandi joonornamendiga savinõukilde (joon. 6: 2–7). Vähestest metallleidudest on silmapaistvam pronksist pannal (joon. 7: 1), mille nõi on valmistatud hundihammaste ornamendiga kaunistatud spiraalsõrmusest. Ainsa luuleiuna saadi vahetult loodusliku aluspõhja pealt 13.–14. sajandist pärit luust kamm (joon. 7: 2). Lisaks leiti 39 nahafragmenti ning 5 vitsiknõu tükki.

Rüütli tänaval toimunud päästekaevamistega avastati neli kihti puidust tänavasillutist: III sillutisekiht kattis kogu kaevandi ala, I kiht oli osaliselt hävitatud, II ja IV kihi ehitus oli arvatavasti jäänud pooleli või ehitatud väiksemas ulatuses. Nii leiumaterjal kui ka sillutiste sarnane ehitusmaneer osutavad sellele, et II–IV sillutisekihti ehitati ajavahemikus 13. sajandi teisest poolest kuni 14. sajandi esimese pooleni ja ilmselt väikeste ajaliste vahedega. Kuigi 1970. aastatel võetud süsinikuproovide põhjal dateeriti sillutise alumine kiht muinasaja lõppu, siis 2005. aasta kaevamistega muinasajast leide ei avastatud. Erinev ehitusstiil ja stratigraafia lubavad arvata, et laudadest tehtud I sillutisekiht on mõnevõrra hilisem ning rajatud ilmselt alles peale Liivi sõda.