INVESTIGATION OF THE MEDIEVAL AND EARLY POST-MEDIEVAL KARJA GATE AND THE SUBURB IN FRONT OF IT IN TALLINN

RAGNAR NURK, VILLU KADAKAS, GAREL PÜÜA and GUIDO TOOS
OÜ Agu EMS, Roosikrantsi 17, 10110 Tallinn, Estonia; ragnarnurk@gmail.com

PEETER TALVAR
OÜ Muinasprojekt, Pikk 46, 10133 Tallinn, Estonia

The present article gives a brief overview of the results of the archaeological investigation that took place in 2009–2010 in the south-eastern part of Old Tallinn, in the area of the Karja gate and the suburb in front of it. Digging a cable trench across the southern part of the Karjavärava square from a fountain in front of the cinema 'Sõprus' was archaeologically supervised by archaeologist Peeter Talvar and the foundations of the medieval main gate tower of the Karja gate were recorded (Fig. 2: 1; Talvar 2009). In July and August 2009 Ragnar Nurk supervised the archaeological monitoring at an extensive digging for cable trenches in Suur-Karja and G. Otsa streets (Figs 1: 3; 2: 3–12; Nurk *et al.* 2010).[1] The last recordings connected with the same trenches took place in April 2010 (Fig. 2: 2; Nurk & Toos 2011). In May and June 2009 preliminary archaeological investigation was carried out in the vacant part of the plot of the Tallinn Secondary Science School, where 5 test pits were made (Fig. 1: 1, 2, 5; Nurk *et al.* 2009). The work was necessitated because the school intended to build a gymnasium instead of the sports ground, and an underground parking lot in the rear part of the plot. In the area in front of the Karja gate the main subjects of archaeological interest included pre-town topography, a possible prehistoric settlement, the medieval and post-medieval fortifications' zone and a medieval suburban settlement.

NATURAL RELIEF AND CULTURAL LAYER

The territory discussed in the article is a part of the coastal lowland, with the ground gently sloping towards north-east. Compared with the time before the town was established, the ground has risen 2–3 metres. The topmost layer of the original soil in this area consists of marine sedimentary sand. This so-called pre-urban ground level was sporadically preserved intact inside the medieval barbican as well as in the south-western part of the Tallinn Secondary Science School plot. Rein Zobel, an architect and a researcher of Tallinn's medieval and early-modern fortifications, has made a reconstruction drawing of the natural relief of the centre of Tallinn (Zobel 2008, fig. 9). Our fieldwork established that Zobel's reconstruction conforms quite well to the reality at the Karja gate, but on the plot of the Tallinn Secondary Science School real altitudes appeared to be nearly a metre higher. Probably Zobel

[1] R. Nurk was assisted by the archaeologists Garel Püüa, Villu Kadakas and Guido Toos, and at the surveying by the technician Ekke Lepp. Erki Russow (AI) and Krista Sarv (AM) helped to determine the finds (pottery and leather, respectively). We also wish to thank Prof. Rein Zobel, architect Andres Sildre and the heritage expert and official of the Tallinn City Government Boris Dubovik for their helpful observations.

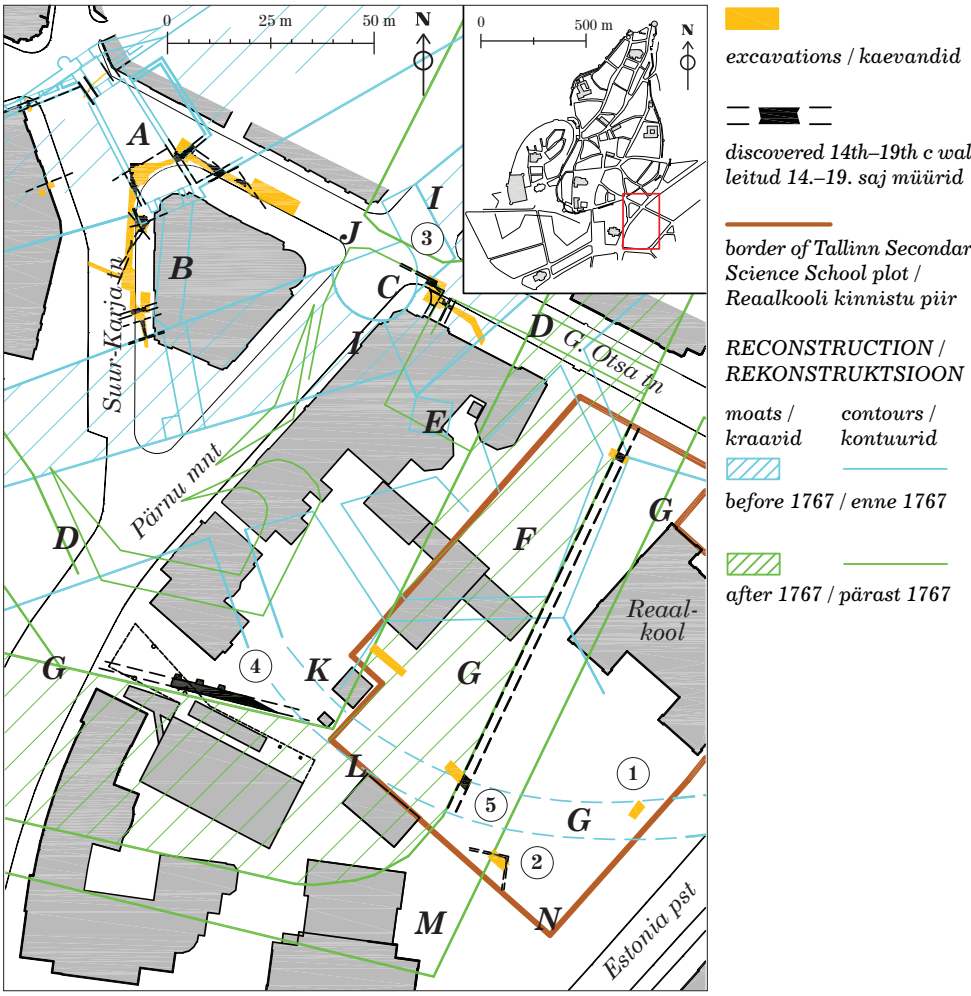

Fig. 1. Archaeological investigation in the Karja gate area and Tallinn Secondary Science School plot. Location plan and preliminary reconstruction.
Historical features: A – medieval Karja gate, B – 16th century rampart gate with C – Luhrenburg tower, D – covered way built at the beginning (1700–1710) of the Northern War, E – lodgement (caponier), F – redoubt, G – glacis, H – Tartu road, I – curtain wall built in the second half of the 18th century, J – new rampart gate, K – south-western half-bastion, L – moat, M – covered way, N – glacis.
Findings of excavations: 1 – pavement, 2 – house foundation, 3 – foundation of the rampart gate, 4 – scarp wall (after Jaanits 2005), 5 – counterscarp wall.

Jn 1. Arheoloogilised uuringud Karjaväravas ja Reaalkooli kinnistul. Asendiplaan ja esialgne rekonstruktsioon.
Ajaloolised rajatised: A – keskaegne Karjavärav, B – 16. sajandi vallivärav koos C – Luhrenburgi torniga, D – Põhjasõja alguses (1700–1710) rajatud varjatud tee, E – ložement, F – reduut ja G – glassiivall, H – Tartu maantee, I – 18. saj teisel poolel rajatud kurtiinivall, J – uus vallivärav, K – edelapoolne poolbastion, L – vallikraav, M – varjatud tee, N – glassiivall.
Kaevamiste leiud: 1 – sillutis, 2 – majavundament, 3 – vallivärava vundament, 4 – eskarpmüür (Jaanits 2005 järgi), 5 – kontreskarpmüür.

Drawing / Joonis: Ragnar Nurk

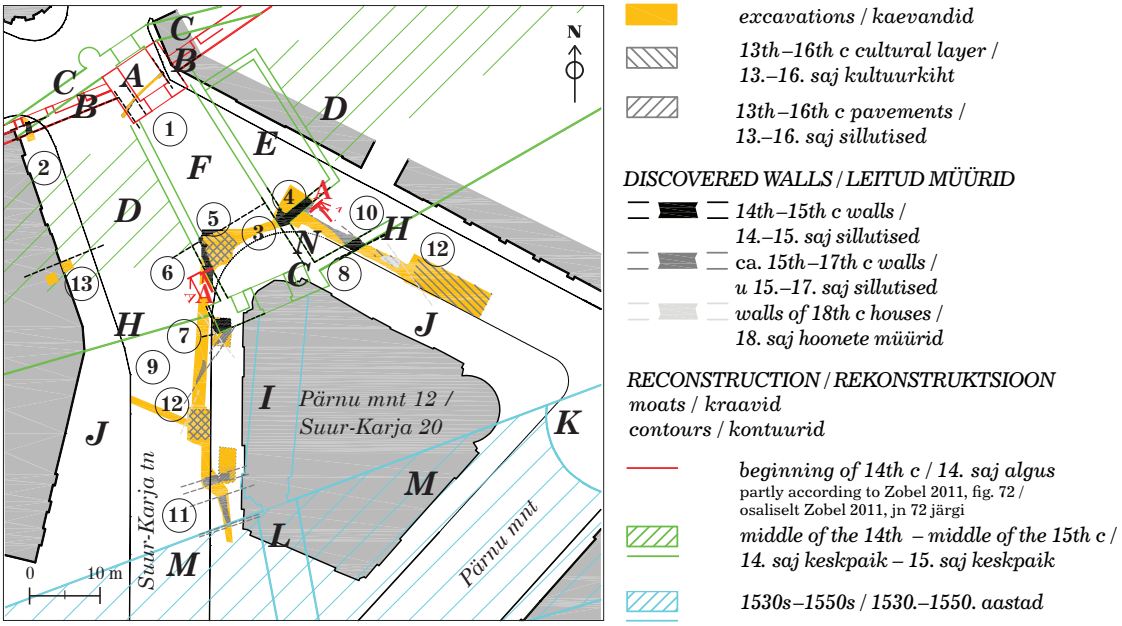

Fig. 2. Archaeological investigation in the Karja gate area. Location plan and preliminary reconstruction. Historical features: A – main gate tower, B – town wall with arched niches, C – hypothetical later alterations supposed by Zobel on the base of historical maps, D – medieval moat, E – watermill (partly after a 18th century map), F – barbican, G – location of round corner towers, H – outer defence wall, I – old rampart gate, J – rampart, K – Luhrenburg tower, L – bridge, M – moat in front of the rampart. Findings of excavations: 1 – walls of the gate tower, 2 – town wall, 3 – north-eastern wall of the barbican, 4 – south-eastern wall of the watermill, 5 – wall of the water conduit, 6 – south-western wall of the barbican, 7 – southern corner of the barbican, 8 – outer defence wall, 9–10 – secondary walls, 11 – walls of the old rampart gate, 12 – later house foundations, 13 – later canal.

Jn 2. Arheoloogilised uuringud Karjaväravas. Asendiplaan ja esialgne rekonstruktsioon. Ajaloolised rajatised: A – peaväravatorn, B – kaarniššidega linnamüür, C – Zobeli poolt ajalooliste kaartide põhjal oletatud hüpoteetilised hilisemad muudatused, D – keskaegne vallikraav, E – vesiveski (osaliselt 18. saj kaardi järgi), F – eesvärav, G – ümarate nurgatornide asukoht, H – ees-kaitsemüür, I – vana vallivärav, J – muldvall, K – Luhrenburgi torn, L – sild, M – valli esine kraav. Kaevamiste leiud: 1 – väravatorni seinad, 2 – linnamüür, 3 – eesvärava kirdesein, 4 – vesiveski kagusein, 5 – veejuhtme sein, 6 – eesvärava kagusein, 7 – eesvärava lõunanurk, 8 – eeskaitsemüür, 9–10 – sekundaarsed müürid, 11 – vana vallivärava müürid, 12 – hoonevundamendid, 13 – kollektor.

Drawing / Joonis: Ragnar Nurk

did not have sufficient points with documented heights on the original soil from this area or had the upper part of it been removed in these places. Excavations also demonstrated that upon the clear natural sand there was a transitional layer of darker sand containing traces of plant roots, small charcoal pieces and a few bone fragments. It is possible that at the time when the suburb was not formed yet this area was used in a less intensive way, e.g. as a pasture. A few surprisingly early results of the ^{14}C analyses of the charcoal samples collected from this transitional layer suggest a possibility of a prehistoric settlement.[2]

[2] Charcoal samples collected from the medieval barbican of the Karja gate dated most likely from the period 2 BC – 125 AD (Hela-2398) and samples from the plot of the Tallinn Secondary Science School from the period 418 AD – 552 AD (Hela-2399) (Oinonen 2010).

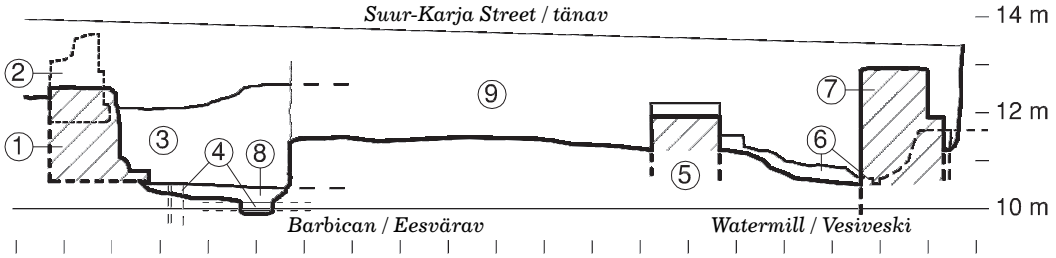

Fig. 3. Section A–A crossing medieval Karja barbican. 1 – south-western wall of the barbican in the moat, 2 – the same on the outer side of the moat, 3 – water conduit, 4 – wooden structures, 5 – north-eastern wall of the barbican, 6 – south-eastern wall of the mill with the base of a window, 7 – secondary wall.
Jn 3. Lõige A–A risti läbi keskaegse Karja eesvärava. 1 – eesvärava edelamüür vallikraavi põhja vundeeritud osas, 2 – sama kraavi väliskaldal, 3 – veejuhe, 4 – puitkonstruktsioon, 5 – eesvärava kirdesein, 6 – veski kagusein koos aknaava põhjaga, 7 – sekundaarne müür.
Drawing / Joonis: Ragnar Nurk

In the 13th–17th centuries a suburb formed around the old roads in front of the Karja gate. In the present urban space the former structure of the suburb in front of the Karja gate is hard to notice, but historical maps give us quite a good idea of it. Relying upon the earliest maps of the suburb, dating from the end of the 17th century, the road towards Tartu ran over the present-day plot of the Tallinn Secondary Science School (Fig. 1: H). On the town plans of the second half of the 19th century this street is still called Small Tartu Road, while the Big Tartu Road started at the Viru gate, located north-east of the Karja gate.[3] These two roads joined shortly before Stone Bridge on the River Härjapea. The cultural layer of the suburb in front of the Karja gate has been hitherto investigated only in some places, in a few trial pits (Toos 1998; Vaheoja 2002). The archaeological investigations carried out in Vabaduse square in 2008–2009 revealed that the road running from the Harju gate, located west of Karja gate, towards Pärnu was lined with some buildings probably already in the Middle Ages, some even with stone cellars (Kadakas *et al*. 2010, fig. 1: 6; 58–60). There is no reason to assume that the situation differed at other gates of the town, including the Karja gate. The importance of the roads starting from the Karja gate was the largest between the 1530s and 1767, when the Harju gate was closed and thus the Karja gate was the only entrance/exit on the southern side of the lower town.

The investigation in 2009 revealed that in the neighbourhood of the Karja gate defence complex as well as on the plot of the Tallinn Secondary Science School some of the medieval cultural layer had been preserved. On both sites the existence of a road, probably the road leading in the direction of Tartu, paved with small pebbles, was recorded. In the barbican of the Karja gate, on the outer bank of the moat (see Fig. 2), and in the south-western part of the plot of the Tallinn Secondary Science School (Fig. 1: 1) the pavement lay right upon the darker sand layer. Only in the area immediately in front of the barbican the pavement

[3] E.g. the map by the town's surveyor Friedrich Johann Eurich from 1879 (TLA 149-5-2181).

(Fig. 4) had been laid on a special sand pad, beneath which there was a thick fill layer of dung. Consequently, there must have been a natural or artificial depression in this place. Maybe the shore of the peat-bottomed small lake, presumed by Zobel to have been located between the Harju and Karja gates, extended as far as here (Zobel 2011, fig. 5: L; 79, note 4). The early date of the pavement is indicated by the 13th-century finds discovered upon it. Also a later road pavement made from larger limestone slabs, was documented. Generally the later medieval cultural layer was not very well preserved in the area of Karja gate itself, probably due to the extensive construction work carried out there throughout many centuries. The cultural layer containing lots of medieval imported pottery, mainly from the 14th–15th centuries (Fig. 5), was best preserved in the south-western part of the plot of the Tallinn Secondary Science School, where it was up to 50 cm thick. There we also came across a bottom of a cask, with a diameter of 220 cm, which rested upon natural sand. It is possible that the cask had been originally used to store something, and later as a waste container. Approximately in the 16th century a building with a limestone foundation and a wooden floor (Fig. 1: 2) had been erected on a little bit higher level, above the cask bottom.

Fig. 4. The 13th century rubble pavement of a road to the Karja gate, under the present-day Suur-Karja street.
Jn 4. Karjavärava esise tee sillutis 13. sajandist praeguse Suur-Karja tänava all.
Photo / Foto: Ragnar Nurk

Fig. 5. Medieval pottery from the cultural layer of the plot of the Tallinn Secondary Science School.
Jn 5. Keskaegseid savinõukilde Reaalkooli kinnistu kultuurkihist.
(AI 6918: 2–4, 10, 15, 18.)
Photo / Foto: Erki Russow

THE MEDIEVAL KARJA GATE TOGETHER WITH A WATER-MILL AND A BARBICAN

The most important result of the archaeological monitoring and the preliminary investigations was the specification of the location and construction history of the medieval and post-medieval fortifications in the neighbourhood of the Karja gate. The

Karja gate was first mentioned in written sources in 1365 (*porta pecorum prope veporte*, later *porta karie*, and finally, *Karripforte*, Zobel 2011, 85). According to Zobel, the earliest town wall, with arched niches at the inner side and the quadrangular tower of the Karja gate were built on the same line in the first half of the 14th century. In the middle of the century watermills were built in front of all three gates on the southern and south-eastern sides of the lower town – Harju, Karja and Viru gate – and water for them was conducted into the ditch from Lake Ülemiste several kilometres south from the town. Then the erection of the first barbican followed approximately in the 1370s and it was reconstructed in the mid-15th century (Zobel 2011, 85–87, 102, 124, 218–219). Zobel's hypothesis on the architecture and development of Karja gate is based mainly on analogues with other gates of the town and on historical maps. Before 2009 no field study had been carried out on the site of the medieval Karja gate. No visible signs of Karja gate have preserved because the greater part of the barbican complex was demolished already in connection with the construction of the new rampart fortifications in the second half of the 18th century. In the next century the medieval main gate tower and the watermill were demolished together with the demilitarisation and partial demolition of the town fortifications of Tallinn.

In May 2009 fragments of the side walls of the passage beneath the main gate tower of the Karja gate were recorded at the corner of the Suur-Karja and Müürivahe streets in the present-day Karjavärava square (Fig. 2: 1). The passage between two parallel north-west – south-east directional walls was 5.25 m wide; the south-western wall was 1.9 m thick, the thickness of the other could not be established (Talvar 2009, 15; Fig. 1). Further investigations will be necessary to connect the historical drawings of the tower more accurately with the present-day town plan. In spring 2010 a fragment of the town wall, only 1.4 m thick, was also recorded about 10 m west of the tower, presumably at the location of an arched niche (Fig. 2: 2). Zobel has presented a hypothesis, based on some relatively general historical town plans from the 18th century, that later, but still in the Middle Ages, the town wall with arched niches on both sides of the tower were demolished for an unknown reason, and rebuilt, curving inwards, together with a wall walk across the town side of the tower (compare Fig. 2: B & C; Zobel 2011, 86–87). The discovered section of the town wall is located where the wall with arched niches, according to Zobel, should have been demolished. This part of Zobel's hypothesis seems to become questionable now although there still remains a possibility that in spite of the construction of the new parts of the town wall the foundations of the old one preserved.

An important part of the medieval Karja gate was the watermill (Fig. 2: E). The building was located in front of the gate tower, beside the bridge over the moat. According to Zobel the millpond originally extended also to the south-east side of mill, in this way both protecting it and providing the option for draining off excess water (Zobel 2011, fig. 86: B; see also about the analogous situation in front of the Viru gate in greater detail figs 68–70). The data obtained by the fieldwork only partly confirms this assumption. The investigation revealed that there had obviously been a ditch on the south-eastern side of the watermill, but it apparently did not form a part of the millpond, because a small outwards-tapering window aperture was discovered in the watermill's south-eastern wall, but below the medieval ground level. The southern corner of the mill was also localized (Fig. 7). The observation results indicate that at first the wall transverse to the town wall (Figs 2: 3; 3: 5) was built. Initially the lower part of this wall could have formed the milldam. This part

of the wall supposedly meant to support the watermill's wall on it, and a relieving arch became visible. The south-eastern wall of the mill (Figs 2: 4; 3: 6) had been built later against the dam wall, although the pause between constructing these two walls may not have been very long. At the same time with the construction of the barbican in front of the main gate tower and next to the watermill, also a sizable dam and a road on it were made of soil. The wall of the underdam water conduit was also recorded (Figs 2: 5; 3: 3), which had taken water from the millpond on to the millwheel.[4] It is not clear whether the excess water was drained off through the ditch south-east of the mill or between the mill and the town wall, if the mill was maybe smaller originally.

The section of the cable trench running around the north-western corner of the building Pärnu Road 12 / Suur-Karja St. 20 passed through the medieval barbican of the Karja gate. According to historical plans the barbican had an outer facade with two circular corner towers (Zobel 2011, 219). The greater part of it was evidently destroyed during the construction of the mentioned present-day building. The monitoring revealed that the underground part of the southern corner of the barbican has survived after all (Figs 2: 7; 8). According to the reconstruction it is possible that also the eastern corner of the barbican has preserved under the street. Regarding the circular tower drawn on the 17th century maps, the discovery of a real *ca.* 90° corner was surprising. It seems to indicate that the corner towers had quadrangular bases, like, for instance, the western tower of the barbican of the Great Coastal Gate had at the northern side of town, near the

Fig. 6. Bird's-eye view of Karja gate in 1683. Copy of a model made by the order of Erik Dahlbergh, located in the Kiek in de Kök tower (TLM).
Jn 6. Karjavärav linnulennult 1683. Erik Dahlberghi korraldusel valmistatud maketi koopia Kiek in de Köki tornis (TLM).
Photo / Foto: Ragnar Nurk

Fig. 7. Southern corner of the Karja watermill, formed by the north-eastern wall of the barbican (right) and the south-eastern wall of the watermill (left), together with a wall added later (left, profile). View from the north.
Jn 7. Karja vesiveski lõunanurk, mille moodustavad eesvärava kirdemüür (paremal) ja vesiveski kagumüür (vasakul), koos ühe hiljem lisatud müüriga (vasakul profiilis). Vaade põhjast.
Photo / Foto: Ragnar Nurk

[4] From the second half of the 19th century this medieval water conduit has been apparently used as a sewer, connected with the vaulted tunnel that was built along the bottom of the medieval moat before filling it. In 2006 a section of the tunnel was recorded on the western side of the Suur-Karja street and in the cellar of a present-day building (Kadakas & Toos 2006).

Fig. 8. Southern corner of the Karja barbican behind the secondary wall in front of it. The rectangular main gate tower was located near the present-day street corner visible in the background.
Jn 8. Karja eesvärava lõunanurk esiplaanil oleva sekundaarse müüri taga. Nelinurkne peaväravatorn paiknes tagaplaanil nähtava tänavanurga juures.
Photo / Foto: Ragnar Nurk

Fig. 9. C. Buddeus. View of Karja gate and St Nicholas church (1840). Italian pencil, aquarelle.
Jn 9. C. Buddeus. Vaade Karjaväravale ja Niguliste kirikule (1840). Itaalia pliiats, akvarell.
(AM 13802.)

harbour. According to a historical drawing from 1758 (RGAVMF 3-26-251) there was a niche under each corner tower, such as can be still seen e.g. on the town side of the corner towers of the barbican of the Viru gate. The bases of both side walls of the barbican were also recorded (Figs 2: 3, 6; 3: 1–2, 5), north-east of them presumable the initial dam wall already mentioned above. It appeared that the gateway was slightly widening outwards, as can be seen also on some 18th century plans (e.g. from 1728 and 1758). Both walls were 1.4 m thick at the bottom of the moat, but the upper part of the south-western one narrowed to only 1 m. According to Zobel (2011, 124; 131, fig. 136), the outer defence walls running parallel to the town wall, joined the outer corners of the barbican; the north-eastern one of these walls, 1.4 m thick, was discovered during the excavations (Fig. 2: 8). In front of this wall, only a couple of metres towards south-east, the intact original ground and the medieval cultural layer were preserved. Consequently, the outer moat was absent in front of the wall. The monitoring results suggested also that the outer facade of the barbican with corner towers projected slightly both from the outer defence walls and the side walls of the barbican.

FINDS FROM THE RAMPART FORTIFICATIONS' PERIOD

In the 1530s–1550s the first rampart in the southern and south-eastern part of town fortifications was erected in front of the medieval town wall and moat, together with a new wide and deep moat. Also the rampart gate was added to the medieval barbican together with the mighty Luhrenburg artillery tower beside the gate, on the south-eastern corner of town fortifications (Fig. 6). According to the 18th-century maps the rampart gate was

a straight tunnel, located at a small angle to the barbican. The Luhrenburg tower was located approximately at the crossing of the present-day Pärnu road and G. Otsa street and its walls may be preserved quite significantly underground.[5] When setting a tube for laying a cable by closed method under the crossroad with heavy traffic, a massive wall (or walls) was penetrated approximately at the presumable location of the tower. Most of the 16th century rampart gate has been on the site where today a house at Pärnu Road 12 / Suur-Karja St. 20 stands. Still, beside the house, approximately where the outer facade of the rampart gate was located, two walls at a distance of only a couple of metres from each other were discovered (Fig. 2: 11). The former moat side of the southern, 4 m thick wall had been finished with rectangular limestone ashlars. It is possible that the gap between this wall and the northern one, which was only 1 m thick, was formerly an underground room, i.e. casemate, possibly even a sortie to the moat.

Fig. 10. South-western corner of the façade of New Karja rampart gate (18th c).
Jn 10. Uue Karja vallivärava välisfassaadi edelanurk (18. saj).
Photo / Foto: Ragnar Nurk

According to the general project of the zone of bastions of Tallinn, compiled by a well-known Swedish military architect Erik Dahlbergh and authorized by King Charles XI of Sweden in 1686, a mighty bastion Pomerania had to be built in front of the Karja gate, but they only managed to build a small redoubt (Fig. 1: F). The construction of the zone of bastions in greater scale and more systematically started only under the Russian reign in the second half of the 18th century, when one half-bastion was erected on both sides of the Karja gate, connected by a straight curtain rampart. Scarp wall fragments of both south-western and north-eastern half-bastions have been also archaeologically recorded in some places (Aus & Lange 1984, 20, figs pp. 13–15; Jaanits 2005; see Fig. 1: 4). A New Karja rampart gate was also made into the curtain wall, in a completely different place from the old one (Figs 1: J; 9). The present-day G. Otsa street has formed on the basis of the road leading to this, the latest rampart gate. In the course of monitoring the cable trenches at the corner of the Pärnu road and G. Otsa street fragments of a foundation of the rampart gate erected on a truss of wooden beams and belonging to this rampart gate were discovered (Figs 1: 3; 10). The walls were mainly built of limestone but the inner sides of the gateway were finished with red bricks. Together with the half-bastions a new moat, a covered way and glacis rampart at its outer bank were built (Fig. 1: M & N). The preliminary investigations on the plot of the Tallinn Secondary Science School established the location of the counterscarp

[5] The tower came partly to light during the construction of the court building at the corner of the Pärnu road and G. Otsa street in 1893 (Nottbeck & Neumann 1896, footnote 26).

wall (Fig. 1: 5), which had supported the outer bank of the moat in front of the south-western half-bastion. The construction of the wall resembled the sections of a counterscarp wall, previously discovered in Vabaduse Square in front of the Harju gate (Kadakas *et al.* 2010, 55) and in the northern part of the rampart fortification zone (see Nurk *et al.*, this volume). The wall with a height of about 3 m and up to 2 m thick was neatly built and inclined on the moat side. The fortifications of Tallinn were finally handed over to civil authorities after the Crimean War (1853–1856). Then the above ground parts of most walls and ramparts of both medieval and early post-medieval fortification systems were demolished and the moats were filled. The present-day buildings around the historical Karja gate area date mostly from the end of the 19th and the beginning of the 20th century.

CONCLUSION

The archaeological investigations of the recent years at the medieval and early post-medieval Karja gate and on the territory of the suburb beyond it improve our knowledge of the development of this region as a whole. Throughout the medieval and early post-medieval periods it was a zone of constantly expanding town fortifications and the area in front of them, in which the first constantly widened at the cost of the other. In its widest extent at the end of 18th – beginning of the 19th century the fortification zone covered the whole area under discussion, up to the Estonia Avenue (see Fig. 1). The investigation revealed that the cultural layer still existed in the places where none of the moats of different periods, i.e. the medieval and the 16th and 18th century moat, had been. The darker transition layer upon the intact natural soil may indicate some less intensive human activities in this area before the formation of the suburb and possibly even in the prehistoric period. Evidence was discovered proving that on the outer bank of the latest moat some of the pavement of the so-called Small Tartu road, foundations of the buildings at the sides of the road and a medieval cultural layer were preserved. During the investigations of 2009–2010 many wall fragments belonging to the town fortification system were recorded. The main result of this work is the compilation of the first more accurate location plan of the Karja gate of the 13th–16th centuries (Fig. 2). Some supplementary data was also obtained concerning the architecture and constructional history of the medieval Karja gate, but in general the development concept created by Rein Zobel is still valid.

REFERENCES

Aus, T. & Lange, K. 1984. Mitmesugused ehitusarheoloogilised tähelepanekud Tallinna vanalinnas 1984. a. Tallinn. (*Manuscript in KVA.*)

Jaanits, K. 2005. Aruanne arheoloogilisest järelvalvest Tallinna Inglise Kolledži spordimaja ehitustöödel Tallinnas, Estonia pst. 10/Pärnu mnt 13. Tallinn. (*Manuscript in KVA.*)

Kadakas, V. & Toos, G. 2006. Arheoloogiline järelvalve Tallinnas Suur-Karja 18. Tallinn. (*Manuscript in KVA.*)

Kadakas, V., Nurk, R., Püüa, G., Toos, G., Lõugas, L., Hiie, S. & Kihno, K. 2010. Rescue excavations in Tallinn Vabaduse square and Ingermanland bastion 2008–2009. – AVE, 2009, 49–72.

Nottbeck, E. von & Neumann, W. 1896. Geschichte und Kunstdenkmäler der Stadt Reval. Reval.

Nurk, R., Kadakas, V. & Toos, G. 2009. Arheoloogilised eeluuringud Tallinna Reaalkooli kinnistul Estonia pst 6. Aruanne. Tallinn. (*Manuscript in KVA.*)

Nurk, R., Püüa, G., Kadakas, V. & Toos, G. 2010. Arheoloogiline järelevalve Tallinnas Suur-Karja ja G. Otsa tänavatel kesk- ja uusaegse Karjavärava kompleksi maa-alal 2009. aastal. Aruanne. Tallinn. (*Manuscript in KVA.*)

Nurk, R. & Toos, G. 2011. Tallinna linnamüüri dokumenteerimine Suur-Karja ja Müürivahe tänava nurgal 2010. aastal. Aruanne. Tallinn. (*Manuscript in KVA.*)

Oinonen, M. 2010. Radiocarbon datings. Hela-2398, Hela-2399, Hela-2400. Helsinki, 29.9.2010. (*Manuscript in OÜ Agu EMS.*)

RGAVMF 3-26-251. The plan of Karja gate and Luhrenburg tower, 1758. *(Map in RGAVMF.)*

Zobel, R. 2008. Tallinn (Reval) in the Middle Ages. Town Building in the 13th–14th Centuries. Tallinn.

Zobel, R. 2011. Tallinn (Reval). Keskaegsed kindlustused. Tallinn.

Talvar, P. 2009. Aruanne arheoloogilisest järelevalvest ja arheoloogilistest uuringutest Tallinnas, Müürivahe tn 5 / Vana-Posti tn 8 idaküljel, Müürivahe, Vana-Posti ja Suur-Karja tänaval ning Karjavärava platsi kaguosas. Tallinn. (*Manuscript in KVA.*)

TLA 149-5-2181. Eurich, F. J. 1879. Fol. XIX. Vom Falkensteg bis zur Lehmpforte. Die publ. Plätze an der Promenade. Massstab von 100 Faden russ. 68 × 206 cm. (*Map in TLA.*)

Toos, G. 1998. Kentmanni tn 6, 6a, 6b, 8 arheoloogilised eeluuringud. Tallinn. (*Manuscript in MA.*)

Vaheoja, I. 2002. Arheoloogilised eeluuringud kinnistul Estonia pst 15a. Tallinn. (*Manuscript in KVA.*)

TALLINNA KESK- JA VARAUUSAEGSE KARJAVÄRAVA JA SELLE EESLINNA UURINGUD

Ragnar Nurk, Villu Kadakas, Garel Püüa, Guido Toos ja Peeter Talvar

Artikkel tutvustab 2009–2010 Tallinna vanalinna kaguosas Karjavärava ja selle esise eeslinna maa-alal (jn 1–2) toimunud arheoloogiliste uuringute tulemusi. Uuringud hõlmasid mitmeid järelevalvetöid praeguse Suur-Karja tänava Pärnu mnt poolses osas, varem üsna ulatusliku väravakompleksi maa-alal, ning eeluuringuid Reaalkooli kinnistul.

Piirkond moodustas 13. saj alguses enne linna asutamist osa kirde suunas langevast rannikumadalikust, kuid maapind oli praegusest 2–3 m võrra madalamal. Loodusliku aluspinnase ülemise kihi moodustab meresetteline liiv, millel lasub hilisematest kaevetöödest rikkumata kohtades üleminekukiht tumedamaks värvunud liivast. Kahjuks ei saadud sellest kihist ühtegi esemeleidu, küll aga andsid siit pärinev süsi ja luu üllatavalt varased radiosüsiniku dateeringud (1.–6. saj pKr).

13.–17. saj kujunes Karjavärava ette ümber ajalooliste liiklusteede üks Tallinna eeslinnadest. Karjaväravast lähtuvate teede tähtsus oli eriti suur 1530. aastatest kuni 1767. aastani, mil lääne pool paiknev Harju värav oli suletud ja Karjavärav oli ainsaks sissepääsuks linna lõunaküljelt. Uuringutel dokumenteeriti nii praeguse Suur-Karja tänava all kui ka Reaalkooli kinnistul väikeste kruusakividega sillutatud tee olemasolu (jn 4), mis leidude järgi otsustades oli kasutusel 13. sajandil. Reaalkooli krundi edelaosas oli lisaks säilinud kuni poole meetri paksune 14.–15. saj savinõukilde (jn 5) sisaldav kultuurkiht. Samast leiti 2,2 m läbimõõduga, looduslikule liivapinnale asetatud tünni põhi ja paekivist hoone vundamendinurk.

Kõige olulisemaks uurimistulemuseks Karjavärava piirkonnas on linnakindlustuste paiknemise ja ehitusloo täpsustamine (jn 2). Suur-Karja ja Müürivahe tänava nurgal, praegusel Karjavärava platsil dokumenteeriti Karja peaväravatorni aluse käigu külgseinte vundamendid (jn 2: 1). Kaablitrassi ümber Pärnu mnt 12 / Suur-Karja 20 hoone loodenurga kulgenud lõik läbis keskaegset eesväravat risti (jn 3). Dokumenteeriti eesvärava mõlema külgseina vundamendid (jn 2: 3, 6), mille põhjal on võimalik väita, et väravakäik oli väljapoole laieneva kujuga. Väliuurimised osutasid, et eesvärava tornidega väravahoone eendus nii eesvärava külgseintest kui ka linnamüüriga paralleelselt keskaegse vallikraavi väliskaldal kulgenud eeskaitsemüüridest, millest kirde poole suunduv ka leiti (jn 2: 8). Järelevalve käigus satuti eesvärava lõunanurgale (jn 2: 7; 8), mis peaks olema ühtlasi edelapoolse eesväravatorni vundamendinurk, kuigi tornid ise on ajaloolistel plaanidel näidatud ümarad. Lahti kaevati ka keskaegse eesvärava kirdeküljel paiknenud vesiveski lõunanurk (jn 7), kusjuures selgus, et veski kagusein (jn 2: 4) on ehitatud sekundaarsena vastu linnamüüriga ristuvat müüri, mis moodustas eesvärava ühe külje (jn 2: 3). Kaevetöödel leiti ka eesvärava alt risti läbi kulgenud veski juurdevoolukanali sein (jn 2: 5).

1530.–1550. aastatel rajati linnamüüri ette keskaegse vallikraavi väliskaldale muldvall, millest läbipääsuks ehitati keskaegse eesvärava otsa esimene Karja vallivärav ja selle kõrvale võimas Luhrenburgi suurtükitorn (jn 6). Praeguse Pärnu mnt 12 / Suur-Karja 20 hoone kõrvalt kõnnitee kohalt leiti kaks müüri, neist lõunapoolne tahutud kvaadritest fassaadpinnaga vallikraavi poolsel küljel, mis võivad olla seotud valliväravaga (jn 2: 11). Elektrikaablite jaoks Pärnu mnt alla toru kinnisel meetodil paigaldamisel läbistati ka Luhrenburgi torni arvatavas asukohas (jn 1: C) massiivne müür või müürid.

18. saj teisel poolel rajasid Vene võimud Karjaväravast kummalegi poole poolbastionid. Uuringutel oli võimalik näha nende poolbastionide vahelises sirges kurtiinivallis paiknenud uue Karja vallivärava (jn 9) välimist edelapoolset fassaadinurka (jn 1: 3; 10). Puitprussidest parvele rajatud müür oli laotud valdavalt paekivist, kuid väravakäigu sisekülg viimistletud punaste tellistega. Reaalkooli kinnistul toimunud eeluuringutega selgitati edelapoolse poolbastioni esise vallikraavi väliskallast toetanud kontreskarpmüüri paiknemine (jn 1: 5).