In September 2008, an illuminated cycling track was going to be built along the Sõrve road, between Tehumardi and Salme on the island of Saaremaa. While an electrical cable trench was being dug for the lighting of the track, a large number of human bones were found near the border of the Salme village. In addition to the bones, the workers found a spearhead, a sword blade, a knife, some gaming pieces, two dice and half a dozen of iron rivets. The construction work was stopped, and rescue excavations financed by the National Heritage Board and arranged by Saaremaa Museum were initiated. The excavations directed by Jüri Peets (AI) and Kulli Rikas (SMI), later by Marge Konsa (TÜ) revealed the remains of a 7th century ship. The workers digging the cable ditch had dug into the stern of the ship.

**ON BOAT-GRAVES IN ESTONIA AND ELSEWHERE**

Burials in boats became more and more common among the elite of northern Europe from the 6th century AD, as a way of burial suitable for the noble social standing. There were different ways of conducting such burials. The most common way was burying an unburned boat in a trench or placing it on the ground with supports. The boats were either covered with wood to form a flat surface, or covered with a barrow (Müller-Wille 1974, 197). Usually the body was placed in the middle of the boat, sometimes also into a specially built chamber with rich grave goods - weapons, household items, horses, dogs and other animals and birds. The most famous boat burials of Vendel Era (in Estonian periodisation also Pre-Viking Age) are Välsgårde

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1 Unfortunately, some schoolboys showing their interest to the finds lost the dice.
and Vendel in eastern Sweden, and the royal 7th century boat burial of Sutton Hoo in England. The greatest number of such burials has been discovered on the fjord-rich Norwegian coastline. The number of inhumation and cremation burials from the Vendel Era is more or less equal, but during the following Viking Age, the cremation is dominant in such graves. All the Vendel Era boat burials known in Finland are cremations (Anderson 1963, 5).

There are approximately 40 prehistoric burial sites along Estonian coastline and on the islands, where iron rivets have been found. Usually, the number of rivets collected from a site is very small. The minimum number of rivets necessary to build a boat is 50 (Müller-Wille 1974, 191), and there are less than 10 burial sites in Estonia, from which such a number has been found. Among these sites, a remarkable one is Viltina stone grave field in Saaremaa. During the excavations of the site, more than a thousand rivets were found, half of which were collected from a stone-free area about 15 metres long and 2 metres wide (Vassar 1940). Regrettfully, the shape and possible construction of the boat has remained unknown. There were no artefacts or burials clearly related to the boat and so the dating of the boat has remained uncertain as well.

The better-preserved ship-finds from Estonia are from a later era. A cog found from the Pärnu River has been dated to late 13th to early 14th century. The Maasilinna shipwreck that was raised from the strait Väike Väin near Saaremaa originates from the 16th century (Roio 2006). This means that the Salme ship is the oldest of a kind in Estonia, and in several aspects, also a remarkable find in the wider context of the cultural and maritime history of the Baltic Sea.

LOCATION OF SALME SHIP-FIND
The Salme ship was located 200 m to the north of the Salme River, which separates Sõrve Peninsula from the south-western Saaremaa. The site is situated about 230 m away from the contemporary coastal line, and 4.58 m above the sea level. The water level reconstructions for Saaremaa, based on the databases of shoreline and buried organic sediments data (Saarse et al. 2003; 2006) indicate that the sea level in the 7th century AD Saaremaa may have been no more than 2.7 m higher than in current time, and so, the bottom of the Salme ship (3.89 m above present-day sea level) was about 1.2 m above the sea level. Hence, the sea water could reach the Salme ship only during storms. In the 7th century, Sõrve Peninsula was an island, separated from Saaremaa by a narrow, about 70 to 100 m wide strait (Fig. 1). The Salme ship was situated in the vertex of a headland, which was jutting seawards from the eastern peak of Saaremaa. To the east of the headland was Livonian Bay and to the west, the Gulf of Ariste, which extended to an area that now is a hayfield behind the Salme schoolhouse, 200 m east from the ship.

The boat was buried in the sedimentary sand of a former sea floor and situated in the NE–SW direction, with an absolute bearing of 43.5°. It is common that the wooden part of the boat have been preserved, whereas the wooden part of the boat likely, that the preservation was not as good as the wooden part. The wooden part of the boat was only a couple of centimetres thick (Vassar 1940).

DATA ABOUT THE SHIP
When the excavations were undertaken, a 35 cm thick layer of sand was found, which evidently had been preserved, as well as the structure of the ship. The layer was only a couple of centimetres thick (Vassar 1940).

The wooden part of the ship was only a couple of centimetres thick (Vassar 1940).

Location of Salme ship-finding.

Faced with this problem, it is remarkable that the wooden part of the boat was only a couple of centimetres thick (Vassar 1940).
common that the prow of the boats in the boat-graves pointed northwards, which evidently had ideological and religious meanings. It has also been noticed, that the weapons, especially spears, have often been found from the stern of the boat (Larsson 2007, 275). Considering similar examples, it is likely, that the prow of the Salme ship was pointed to north-east.

**DATA ABOUT THE SHIP**

When the excavations began, a part of the prow, about 7 m long and 1.3 m wide, was extant. Digging the trench had destroyed the stern. Luckily, a 35 cm piece of the sternpost had been spared in one side of the trench. This piece made it possible to determine the length of the ship, and the orientation of its horizontal axis. The endmost distance between the rivets found from the prow and from the stern was 10 m. The amidships had been preserved for about 0.5 m in height. The part of the ship above it, as well as the stern, had been destroyed. In the sternpost part, untouched by the construction workers, the rivets were situated right below the turf, only a couple of centimetres deeper.

The wooden hull of the ship was almost completely dry-rotten. Only some very thin strips of softwood planks and pieces of the support beam of the frame made of pine had been preserved. Most of the data about the shape and the construction of the ship were gathered by taking bearings.

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1 The species was determined by Regino Kuski from Estonian University of Life Sciences.
of the outline rivets in the site (F).
Altogether, 27 locations. The exact number of rivets cannot be stated. Following the rivets, it can be said, that these were joined, in which the rivets were riveted in the strake added to it.
Vello Mäss (2010) reconstructed the vessel from the Salme ship. The ship had a minimum width of 2.8 m, with a low keel and a height of the board of 0.6 m. The rows of rivets showed that the vessel had eight frames and possibly even more. The vessel had lashing. By its typical construction, its sophistication and the viking ship characteristic to it were easily manoeuvrable and an example of the Baltic shipbuilding and tradition.

**ARTEFACTS**
Most of the artefacts were gathered by shifting the trench, and so, the location of numbers marked at the excavated site.

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**Fig. 2.** View towards prow at stern. The support beam of the fifth frame in the foreground.  
Photo / Foto: Maili Roio

**Fig. 3.** Reconstruction of hull's shape. C the location of numbers marked at the excavated site.
of the outline of the ship and the placement of the rivets in the site (Fig. 2).

Altogether, 275 rivets were found during the excavations. The exact location of 189 of them was pinpointed. Following the distance between the rows of the rivets, it can be said, that 30 cm wide planks were used, and that these were joined with iron rivets by clinker planking, in which the edge of one plank slightly overlaps the other. The rivets were about 3–4 cm long, which means that the planks used were very thin, about 1.5–2 cm in thickness. In the middle of the northern part of the ship there was a keel, about 15 cm wide and narrowing towards the prow. On both sides of the prow, planks were riveted – a keel strake next to the keel and a side strake added to it.

Vello Mäss (2008; 2009), who analyzed the construction of the vessel, came to a conclusion, that the Salme ship might have been 11.5 m long, with a maximum width of 2 m (Figs. 3; 4). The sea gauge of the ship, with a low skid keel, may have been 0.4 m and the height of the boardside in the middle of the ship 0.75 m. The rows of rivets on the upper edge of the side strake showed that the ship had also had a third side strake, and possibly even a fourth one – a wash-strake. The ship had eight frames and these were probably attached by lashing. By its type the Salme ship is a twelve-oar rowing ship, its sophistication ranging between the log boat and the viking ship. The shape of the Salme ship was characteristic to a military vessel – it was fast, light and easily manoeuvrable. It can be considered to be an example of the Baltic Sea east coast shipbuilding technology and tradition.

**ARTIFACTS**

Most of the artefacts and human bones were collected from the stern, from about 3.5 m long area. These objects were gathered by shifting through the soil removed from the trench, and so, the exact locations of the artefacts remain unknown. The weapon finds from the stern consisted of two spearheads (Fig. 5) and artefacts related to swords.

![Fig. 3. Reconstruction of the hull's shape. Crosses mark the location of rivets and numbers mark the frames at the excavated area.](image-url)
Fig. 4. The cross-section of the ship at the third frame. The height of the rivets is in meters above sea level.


Drawing / Joonis: Marge Konsa

The artefacts included a sword hilt with three-sided pom- mel (Fig. 6), a U-shaped scabbard end, and fragments of two sword blades (one with a double-edged blade and another with a one-edged blade). From the 18 knives found from the ship, 13 were from the trench, as well as five out of eight whetstones and three arrowheads out of six. The two dice (Fig. 7: 1) and most of the gaming pieces were also from the stern. The actual number of dice in the ship remains unclear, but the preserved ones are elongated and rectangular in shape, all of their sides marked with an eye motif (two circles inside one another). The half-sphere shaped gaming pieces are made of bovine bone and whalebone. The set of gaming pieces consists of 72 so-called 'warrior' pieces and one 'king' piece. This gaming piece is decorated with an inter-twined ornament, and has an image of a man cut into it (Fig. 7: 2).

The exact location of the artefacts and bones in the rest of the ship has been documented after its discovery. Prior to that, the upper horizontal layer of the ship, about 20 cm thick, was dug off. Above the sixth frame of the ship, in the bank of the trench, three skulls with some bones of upper body had been left. An accumulation of human bones was also discovered in the area between the third and the fourth frame. Above the third frame, 26.7 cm from the bottom of the boat, a slab of limestone (40 cm in diameter) with an unknown function was discovered. There was a human skull next to it.

During the preliminary excavations, a 10–14 cm layer of the boat and matter overlaid by the boards of the ship, forming a layer, containing skull remains:

The artefacts and bones were found near the ship's middle part, a knife from the third assembly piece, and a gaming piece from the fourth were found in the bank of the trench, 15.7 cm in length and 5.1 cm in diameter, while the peasant's weapon was found in the bank of the trench, port side 25.5 cm in length and 2.5 m in length of the boat, near the fifth frame.

In the fifth frame, two human skulls were found, a bone from the back and jabot, and a human skull in the area between the third and the fourth frame.

Several gaming pieces and dice from the fir-tree trunk (e.g. Arme 193), which are grave goods of the local elite, had wooden ornaments, horse trappings and other equipment near the Pollklaa grave.

Unfortunately, the upper part of the ship and bones was not
During the excavation of the inside layer the ship (30 cm thick), a 10–14 cm layer of gravel was discovered. It had settled into the bottom of the boat and contained no artefacts. A thin dark brown layer of organic matter overlaid it. The dark brown layer may have been the remains of the boards of a burial platform. Above this layer, there was a gravel layer, containing artefacts and animal bones.

The artefacts were situated in three zones. Two arrowheads were discovered near the first frame of the prow, starboard, and a whetstone and a knife from the port side. Next to the abovementioned limestone slab, a gaming piece, a dice, an arrowhead and four pieces of flint were found. The third assemblage of artefacts was found amidships in the area between the fourth and the fifth frame. A knife and a so-called sword-sharpening stone, 15.7 cm in length, were discovered there. Near these, a piece of resin, 5.3 cm in diameter, was found, a piece of plain weave stuck to it. Next to the fifth frame, port side, a small iron tool with a socket was found. Animal bones were found in smaller or bigger accumulations in the bow, on an area about 2.5 m in length. There was also a clearer accumulation of animal bones near the fifth frame, where two pieces of iron and a bronze fitting were found.

In the sternpost of the ship, two knives were found from under the turf, and pieces of a comb 10 cm below them. It was a three-part one-sided comb with wide joining plates, decorated with an eye motif and line ornament (Fig. 8).

Several items, like the sword-sharpening stone, or the set of gaming pieces and dice, are unique among the artefacts from Middle Iron Age Estonia, but characteristic to the grave goods of elite boat-graves in Scandinavia (e.g. Arne 1934; Arwidsson 1954; Stolpe & Arne 1912; Whittaker 2006). The grave goods of the Salme boat-grave lack any household items, pottery, ornaments, horse harness etc. that are characteristic to the boat-grave burials of the local elite. The whole assemblage of the artefacts can be related to the equipment needed by armed seafarers.

**PRELIMINARY RESULTS OF OSTEOLOGIC ANALYSES**

Unfortunately during the rescue excavations the exact location of human bones was not fixed. Thus most of the human bones were commingled...
anyway, only few parts of skeletons were intact. It is difficult to say when
the skeletons were disturbed, because there have been several former
road constructions and cabling works carried out in the past. During
the archaeological excavations it was noticed, that human bones were
in somewhat higher level in comparison with animal bones, of course we
cannot say anything about the bones in the cable trench area, which were
collected before archaeological rescue excavations. The bone material was
mainly fragmentary; especially crania and long bones were broken.

Preliminary osteologic analyses of the human bones collected mainly
from the cable trench and soil heaps were conducted on the 3rd of
November, 2008 on site (before the beginning of archaeological rescue
excavations). The results of preliminary osteologic analyses referred to at
least the skeletal remains of five people. Later on, following the rescue
excavation and in laboratory conditions, two additional skeletons were
determined.

Hence the results of osteologic analyses indicated the remains of
seven men inside the ship contour. The number of men was determined on
the basis of facial parts of crania, hip bones, tibial bones and heel-bones.
The usual method of recurrent bone fragments was used, which is common
for analysing commingled bones.

The number of human skeletons – 7 – found inside one burial boat is
exceptional. Prior to the Salme boat grave, there is no information about
burial boats with inhumations in Estonia.

Until today only two burial boats are known in northern Europe
where the number of skeletons found in is more than two. The first, is
the boat-grave of Nabberöd discovered in 1938 on the island of Öland in
Sweden (Lamm 2002, 478) where 4 skeletons were found inside the boat,
and the second is the Viking Age boat burial found in Scar, Orkney,
in Scotland in 1991 where the skeletons of three people were found inside
the boat remains (Graham-Campbell & Batey 1998,139).

The animal bones were collected from the preserved part of the Salme
ship and from the cable trench area. No animal bones were found outside
the ship contour nor in the profiles made around the ship, thus we may con-
clude that all the animal bones were originally inside the ship.

**Radiocarbon**

A piece of wood from the ship was dated in the pine used for
the boat. The weighted average 
was taken from a set of

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<td>Hela-1918 163</td>
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<td>Hela-1917 139</td>
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<td>Hela-1915 132</td>
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<td>Hela-1916 131</td>
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<tr>
<td>Hela-1914 128</td>
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\(5\) Hela-1917.
\(6\) Hela-1916.
The preliminary archaeo-zoological analyses indicated mainly the remains of domesticated animals: bovine (Bos taurus), sheep (Ovis aries), goat (Capra hircus) and pig (Sus scrofa domestica), but also bird bones were present. The bovine bones dominated in the preserved part of the boat, in the cable trench area (the disturbed area) – the bones of sheep/goat were most common. No complete skeletons of animals were found, only the parts of skeletons, which indicated that the hashed carcasses were placed into the boat.

There is a remarkable difference between the archaeo-zoological materials of Swedish boat-graves and the Salme boat-grave. In nearly all Swedish Vendel and Viking Age boat-graves – Valsgärde (Arwidsson 1942, 109–113; Arwidsson 1954, 120–121; Fridell 1930), Vendel (Stolpe & Arne 1912), Arby (Arbman 1936, 249–251) and Tuna in Alsike (Arne 1934) – the bones of dogs and horses have been found; in the Salme ship remains the bones of dogs and horses are totally absent.

**RADIOCARBON DATING**

A piece of wood that had preserved of a plank on the port board of the ship was dated in the radiocarbon AMS method. The results showed that the pine used for the plank was cut down between 600–670 AD (Fig. 9). The weighted average of the calibrated date is 639 AD. Another sample was taken from a tibia of a bovine (Bos taurus), and dated to 656–773 AD, with the weighted average of the calibrated date of 709 AD. Also two samples of human bones were dated by the AMS method. With the probability of 95.4% both samples indicated that human burials dated from...

![Fig. 9. Radiocarbon datings.](image)
the period 650–780 AD. For both samples the first peak of calibrated
dating was of higher probability (41.4%; 51.8% respectively) in comparison
with the second and any later ones (26.8%; 16.4% respectively), thus the
most plausible calibrated dating of human bones is between 650–720 AD.
In conclusion, considering the results of carbon dating and the chrono-
logy of the artefacts, the Salme boat-grave originates from the Vendel Era
(PRE-Viking Age), probably from the period 650–720 AD. The ship used
for the burial was probably built in the first half of the 7th century,
and had had its share of voyages before coming to its final port in Salme.

Another sample was taken from outside the ship, from a coal found
in a thin layer of clay 20 cm below the bottom of the ship. The result was
2.3 centuries AD, when shallow water covered the site.

CONCLUSIONS
Compared to other known boat-graves from the Vendel Era and the Viking
Age, the Salme ship-find has several different characteristics. The most
obvious one is the great number of human skeletons found in the boat-
grave. Another is the absence of animals common in Swedish boat-graves—
horse and dog. Also, the assemblage of artefacts is specific and can be
related to the equipment used by a warship crew.

The events surrounding the men, who found their burial place in
Salme, are unknown. Whether they were local or foreigners, died by acci-
dent, disease or violence, are questions not yet answered. The grave goods
resembling those from Scandinavia, as well as the way of burial differ-
ent from other Estonian boat-graves of the period (cremations in stone
graves) may refer to people from overseas. At the same time, the boat
itself seems to be constructed more according to the ship-building tradition
of the eastern shore of the Baltic Sea. Also, the occurrence of Scandinavian
artefacts in Saaremaa is in no way exceptional. The society of Saaremaa
has had international characteristics and been related to different cultural
traditions for a long time. Thus the local origin of the deceased or mourners
cannot be excluded. Hopefully, the results of ongoing analysis will soon en-
able us to shed more light on the mystery of the Salme boat-grave.

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2008. a septembri rajali Saaremaal Sørve maantee äärde, Tehumardi–Salme vaheliselt kõrgul valgustatud jalgrattataed, Salme asulapiiri juures hakkas kaalukaevtav käesolevalt välja tulema rõhkesti imi-

luid. Edaspidi teetõel sellega kehas peatati ning järg-

nud niisutustest ja finantsseeritud ja Saare-

maa Muuseumi korraldatud päästekaevamised (kae-

vamiste esimest etappi juhtasid Jüri Peets ja Külli

Riekas, laeva väljakaevamise juhata Marge Konsa).

Salme laevale leiikut jaht Sörve poolsaare Saare-

maa edelaosas lahutava Salme jõe äärde, seljest

200 m pikkune pool (j 1; 10). Laev paiknes lähis-

eid edela–sunalisel asumudega 43.5°. Laeva vör-

r oli arvutatud paistunud kirdesse. Kaevarjundis algus-

ese oli laevast säilinud u 7 m pikkune ja 1.5 m laiune vääripoolne kereesa. Samuti oli alles 35 cm pikkune

tükk laeva ahterääv. Ülejäänud osa laeva ahtrist

oli kruvi kaevarjundiga purustatud. Laeva koskosa

oli säilinud u 50 cm kõrguselt, seljest ülemiste osa

laevast nagu ku võõterav olid hävinud. Laeva puiku-

kere oli petaegu tähikult kõhenud. Säilinud olid

vaid mõned väga õhused ribad oksapunust plan-

gulanudest ja kattendil määrist laevakate tugi-

talast. Valdav osa andmetest laeva küüni ja ehituse

kohta siia laeva jäljendi ning laevaneestide paikne-

mise dokumenteerimise abil (j 2; 10).

Laeva ehitusestilisest analüüsist teinud Vello Mä-

si hinnangul võis Salme laev esialgsetel aegsetel 11,5 m

pikkune, suurima laiusega 2 m (j 3; 4). Laeva ahtis

koos madala pakk-kiltiga või olla 40 cm ning par-

da kõrgus laeva koskosast 75 cm. Küljepulgale üle-

miseks serval asunud needrida osutab, et ineval oli

vähem palju küljeplank ja inimelt kõik jõulik – par-

davõi. Kaasa oli laeva kaheksa ning need olid ar-

vutavasti kinnitatud sidumismeedest. Salme kahet-

tenenäolise sõidulaeva kuju oli sõprudele ise-

loomulike omadustega: see oli kõrre, kerge ja hästi

juhitav alus.

Enamik esemestest ja inimluidest pärine laeva ahtrist

osat. Kuna need saadi kraavi väljaastetud

pinnae lähivanaamid, siis põhdist esemete täpset

asukohta ennast võimalik tuvastada, Ülejäänud lae-

va osas hakati leidule ja tuule asukohti täpselt dok-

umenteerima alles pärast laeva avastamist. Sellele

celnevalt jõuti horisontaalselt läbi laevata ligikaudu

20 cm paksune kiht laeva ülemistes osast. Laeva si-

semestest järski jahtud kuni 30 cm paksune kivi kae-

vamisel ilmnes, et laeva põhja olisettud 10–14

cm paksune kruusakivi, mis leedi ei sääslinud. Selle

kihi pael oli tunnematu värvikitsas organi-

kaviga, mis võis pärina laudadest moodustatud

matsuseplatvormist. Esemed ja loomaüldav avastati

selese tasapinnalise ladestandum kruusakivist.

Salme laevast leiti, käe- ja kaus moottor, möödadele olid säilinud kaks teräsmüükki, üks käepide

koos kolmnurkne nupuga ning U-kujuline tupepeits

(j 5; 6). Välisestest esemestest olid veel laevas

18 nuga, kahes k Luisk ja raast puttega töörist,

ned tulekivikülik ja väike pronkanaas. Laeva aht-

rist leiti käskende surve valmistatud ja silma-

kastega kasutatud karmist (j 6). Maailmes eseli

ne, nagu peeteriõhiles kivist mõõdaik või mängunuppide ja täringute komplekt (j 7: 1–2), on Eesti keskkonnas raavaja lähinees ainuladised, kuid isegi umblikke mõived ehitati Skandinavia elitaar-

setes laevamustes. Loomad olid Salme laevas

esitistad veise, lamba, kitsi ja see lund, sarnuti olid

linnulud. Ülesalaatilised puudusid hebuse ja koera

lud, mis on väga tavalised Rootsi laevamustes.

Radiosisendid ja leemamaterjali dateeringute põhi-

jal pärineb Salme laevamast avastatud, ilmselt

ajavahemikust 650–720 pkr (j 9). Matsuseks kasu-

tatud laev on tõenäoliselt valmistatud 7. saj. esme-

el poolel ning enne kivist suurendatud Salme jaht-

ud mõnda aega mõned künnea.

Salme laeva näol on teatav Eesti köige vanema

laevastusega, mis on mitmete aspektide poolset tehe-

leenud lähedusega ka lännes Läänemeremaade kultu-

ru- ja meremusijalas kontekstis.

Võrreldes teiste teadelevate elvikülgiga ja-

nikejärgses laevamustega, on Salme leiti juures-

köige silmatorkavan surmne suur arv. Tavaliselt

on laevamustes veel üks väga rõhtlikke panustega

korgklassi kuulunud imemene, harva on ühes laevas

kolm kuni neljatist. Salme laev seesite mõhir

suurukkehaga on omantees laevamuste hulgas

erakordne.2

2 Fonds: TÜ 10
ARCHAEOLOGICAL FIELDWORK IN ESTONIA

2008

ARHEOLOGILISED VÄLITÖÖD EESTIS

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