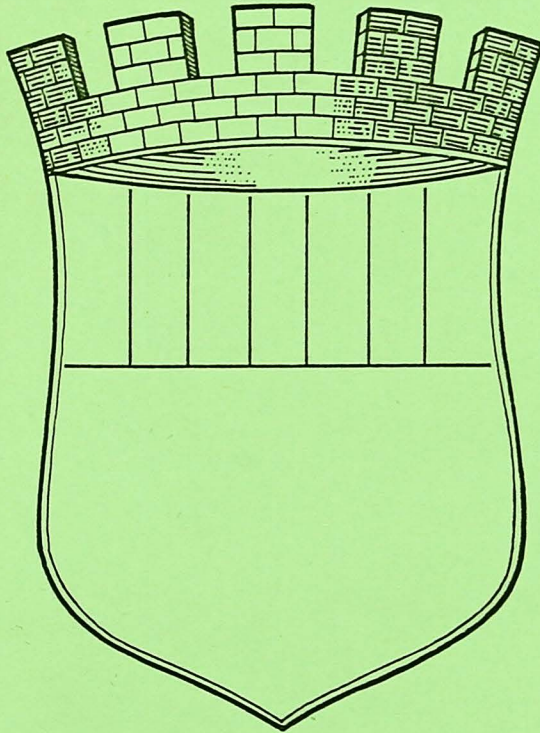


Historic

# PETERHEAD

the archaeological implications  
of development



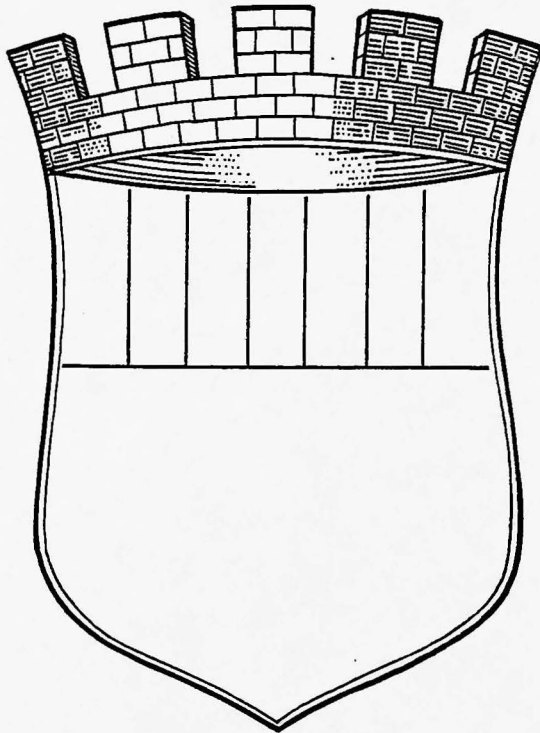
Anne Turner Simpson  
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Scottish Burgh Survey  
1982

Historic

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of development



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Scottish Burgh Survey

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## PREFACE

This report of the history and archaeology of the former burgh of Peterhead is one of a series of such reports on the historic towns of Scotland. The reports have been commissioned by the Ancient Monuments Inspectorate of the Scottish Development Department with a view to providing the necessary background information upon which to base a policy for urban research in the future. They are also aimed at providing local authority planning departments with the historical and archaeological information necessary to enable them to assess the archaeological implications of any planning applications.

Each report contains an historical report compiled by Anne Turner Simpson with an archaeological report and a series of illustrative plans compiled and drawn by Sylvia Stevenson. The reports attempt to identify those areas within the burghs which were developed at various periods of their history up to approximately 1800, and to locate within those areas, sites which are of particular historical importance. Areas of 19th century growth and modern suburbs have not been examined.

The survey team would like to acknowledge the help and support of Banff and Buchan District Council; Mr. J.M.P. Suttie, Director of Planning and development and members of his staff; the staff of the Archaeology Division of the Ordnance Survey, Edinburgh, and the Historic Buildings Branch of the Scottish Development Department; Mr. M. Berrill, Assistant Secretary, the Company of Merchants of the City of Edinburgh; Mr. D.F. Saunders, Curator of the Hydrographer of the Navy, Hydrographic Department, Ministry of Defence, Taunton; Mr. Brebner, The Librarian, Peterhead Library. The survey team would also like to acknowledge the assistance of Professor Leslie Alcock and Mr. Eric Talbot who supervised the project at Glasgow University.

Note: The views expressed herein are those of the survey team freely given, and do not necessarily represent official policy.

Cover: The Coat of Arms of the burgh of Peterhead as depicted in Bute, McPhail and Lonsdale, 1897, 319.



# History

'Were a person who had resided in Peterhead about thirty years ago to come here for the first time since that period, he would be very surprised with the present appearance of the town, both as to its size, and the improvement in the style of building' (OSA, 1795).

'Since 1788 the drastic and complete has been undergone; the practical energetic, if sometimes misdirected spirit of the inhabitants has forced improvement upon improvement - ambitious alterations which without respect or regret sweep away old landmarks from our midst'.

(J.T. Findlay, 1933).

## INTRODUCTION

Site: Peterhead lies at the easternmost point of the Scottish mainland. The town is located upon a promontory of rock and an isthmus bounded on the north and south and east by the North Sea which forms two bays north and south. Peterhead is situated about thirty miles north of Aberdeen and a hundred and thirty eight miles north of Edinburgh.

Place-Name: St. Peter was the patron saint of a parish which was originally known as Inverugie - Inverugy Petri 1274, Pettirugy 1495, Petterugie alias Peterhead 1744 - and the modern place-name simply signifies St. Peter's Headland (Nicolaisen, et al, 1970, 151). The remains of the old parish church of St. Peter can still be seen at the Kirktown of Peterhead.

## HISTORICAL BACKGROUND

Burgh Status: Peterhead was erected as a burgh of barony in favour of the Earl Marischal on the 29 July 1587 (Pryde, 1965, 61).

Pre-1700: Initial settlement in the Peterhead area reputedly grew up at the Kirktown (Neish, 1950, 2). When this settlement was established is difficult to determine. However, as thirteenth-century fragments of the church survive, it could be assumed that there was an ecclesiastical community there at that date. At some point in the middle ages, the church and community were allegedly granted to the Cistercian Abbey of Deer, and when the abbey was erected into a temporal lordship in 1587, Peterhead fell into the hands of Robert Keith, Commendator of the Abbey and the Earl Marischal. Peterhead's association with the Keith family continued until their forfeiture in 1715,

and one modern local historian made the claim that 'no burgh was so blessed with better superiors, none so liberal minded and liberal handed' (Findlay, 1933, 103).

By the time of the ascendancy of the Keiths, settlement in the Peterhead area was just not strictly confined to the Kirktown. A small fishing community of mainly Dutch people had developed either on the Keith Inch (Groome, 1894, v, 199) or at the Roanheads (Tocher, 1910, 277). The established fishing port was perhaps one of the inducements which led to the foundation of the baronial burgh. Another factor in Peterhead's favour was that it was suitable and convenient for a harbour which would prove to be a great boon to the surrounding area (Tocher, 1910, 276). The original feuars appear to have been fishers (Buchan, 1819, 11), for it is provided in the charter that 'every one of them shall have a boat for white fishing' (Tocher, 1910, 278). Feus were originally established on the mainland in the neighbourhood of Port Henry Harbour. No feus were laid out on the Keith Inch until the seventeenth century.

Very little is known about the seventeenth-century town. Apparently no minute book was kept and administration of municipal affairs was largely at the whim of the Earl and his baron bailie (Neish, 1950, 34). Townsmen concentrated on things such as the upkeep of the church and school and squabbles about the peat mosses (Neish, 1950, 34). The inhabitants of the town were largely fisher folk and were seldom called upon to state their political convictions (Findlay, 1933, 99). Peterhead's isolation saved them from being harassed by the numerous armies which marched through Aberdeenshire in the period of the Civil Wars. War spared the town, but the plague did not. Plague struck in 1645 and raged for several weeks. The tolbooth was reputedly commandeered as the hospital for victims of the disease and temporary timber dwellings were erected nearby for the dead and dying (Neish, 1950, 66).

Eighteenth Century: Upon the forfeiture of the Earl Marischal in 1715, the superiority of the town was sold eventually to an English fishing company and then in 1728 passed into the hands of the Merchant Maiden Hospital (Buchan, 1819, 14). When the Merchant Maiden Hospital took over, the pier at Port Henry was in bad shape, the common good funds had disintegrated, rents were in arrears and the management of affairs left much to be desired (Neish, 1950, 41). Under the careful direction of the Edinburgh-based establishment, the town grew and prospered.

One of the success stories of the eighteenth-century town was its fame as a health spa. It is hardly to be credited in the present day that Peterhead was once a famous watering place and spa, resorted to every season by health and pleasure seekers (Findlay, 1933, 200). The Wine Well which formed the basis of the spa, was discovered as early as 1592. A medical student in 1636 wrote of the well as having 'admirable virtues against many deplorable diseases' and the Countess of Erroll in 1680 considered the mineral well of Peterhead 'a rarity most remarkable' (Findlay, 1933, 201). Development of the Wine Well as a resort took a big step in 1759 when the Free Masons built Keith Lodge nearby and gave it over to water drinkers during the season. Its lower storey was filled up with a pump room and later warm baths (Findlay, 1933, 204). General Wolfe, the hero of Quebec, was one of the many visitors who flocked to Peterhead to take the waters. He wrote his mother:

'I came back from Peterhead much better satisfied with the entertainment I found there, than with the famous mineral water. I drank it for nearly three weeks with some success as to the principal complaint, but soon found it affected me very violently in the lungs and stomach...'

(Tocher, 1910, 312).

Francis Douglas writing in 1782 similarly observed that 'the water drinkers live in a convivial and social manner, and I daresay find no less benefit from good air and from cheerful company than from the spring' (Douglas, 1782, 287). Although there were six mineral springs in the town by 1815, Peterhead's reputation as a 'watering place' was in decline by the end of the nineteenth century (Findlay, 1933, 203, 204).

Fishing was one of the important features of eighteenth-century Peterhead's economy. Men caught haddock, flounder, plaice, halibut, skate, dog and cat fish. Lobsters and crab were found in abundance off the coast, and were purchased 'in great quantity for the London market' (Sinclair, 1795, xvi, 548). Salmon was also caught but Peterhead fishermen were said to prosecute 'more vigorously' the catching of cod and ling (Douglas, 1782, 287). In this period, moreover, Peterhead boasted at least one ship which sailed to Greenland in search of whale. A local historian, James Arbuthnot, noted that this eighteenth century venture was largely unsuccessful 'owing as is supposed to the manner

in which the fishing was conducted'. The master of the ship he observed 'belonged to England as did a great part of the crew; the rest belonged to this place, but it appears that they did not act with that energy which was requisite in such an undertaking' (Arbuthnot, 1815, 35).

Hand in hand with the fishing industry was the growth of shipbuilding in eighteenth century Peterhead. As early as 1680 the Countess of Erroll remarked on the several ships which were built here 'of one or two decks' and all had 'the properties of good sailing' (Findlay, 1933, 58). The number of ships belonging to the town increased steadily from only one vessel in 1650, three in 1720 and twenty-six in 1793 (Arbuthnot, 1815, 28). The increase of shipbuilding in the late eighteenth-century town was noted by William Laing who also wrote that one ship was employed in the Greenland Whale fishery (1793, 61).

Peterhead ships traded with the world. Five or six vessels alone were used in the Norwegian trade and two made regular runs to the Baltic (Laing, 1793, 61). Flax was imported from Holland, while salmon, cod, butter, cheese, granite and grain were shipped to Newcastle, Sunderland, and London (Laing, 1793, 61). There had been 'formerly' a 'considerable trade' with America, but one vessel carried goods to the West Indies (Arbuthnot, 1815, 28). By the end of the eighteenth century, potatoes 'which had formerly been imported from Ireland were now exported from Peterhead parish to Norway' (Sinclair, 1795, xvi, 614).

#### BURGH MORPHOLOGY

Street Layout: The earliest settlement in the Peterhead area centred at the Kirktown, and later a fishing community established itself either at the Roanheads or at Keith Inch. When Peterhead was created a burgh of barony in 1587, feus were laid out in a strict manner. The first feus were established from the Fish Lane towards Brook Lane; again from Fish Lane towards Port Henry Lane and from Port Henry Lane towards Crooked Lane and Park Lane; and from Park Lane towards Flyingig's Wynd and from Flyingig's Wynd towards Union Street (Findlay, 1933, 45). The Keith Inch was not given off in feu until 1660 (Neish, 1950, 27). Today these original feus have been divided up for roadmaking so it would be impossible to specify all (Neish, 1950, 27). However, J.T. Findlay observed that the southern boundary of Gilbert Brodie's feu was the Kirkburn, so that as early as 1593 there was a tenement laid

off on a spot which was entirely deserted at the beginning of the nineteenth century (Findlay, 1933, 45-6).

In 1593, the principal thoroughfare - the 'King's common gate' extended from the south end of North Street along the Longate to the junction with Broad street and thence to Keith Inch. A track road known as a common gate 'branched off from the King's common gate to the Kirktown, and was the ancestor of the present Ellis Street, Backgate, Back Street, Albion Street, Erroll Street, but not of Kirk Street' (Neish, 1950, 26). At the parish church 'triangle' this road continued along the foreshore over the Kirkburn and joined the road to Boddam a little beyond the Links. Another road at the 'triangle' branched northwards along the foreshore. The Seagate from Brook Lane to its junction with Union Street was known as the 'Bankhead Road' and from that point a sand track called the 'common gate' (now Harbour Street) continued along the foreshore to the Wine Well (Neish, 1950, 26).

A number of streets were developed as a result of municipal expansion in the seventeenth and eighteenth centuries. Tolbooth Lane was an early example as was Tolbooth Wynd which was formed about 1691. Threadneedle Street was a right of way to the burgh school, the new road being called 'School Wynd'. The road from the tolbooth consisted of Narrow Lane, Jamaica Street and James Street which was then called the Back Street (Neish, 1950, 68). Kirk Street came into existence in 1769, while Rose Street was not laid off until 1775 when the town purchased garden ground for £70 which then extended from Broad Street to Jamaica Street. The street owes its name to rosebushes which then were growing on either side (Neish, 1950, 68).

Thus by the end of the eighteenth century the town had about a dozen streets (Findlay, 1933, 321) and was divided into four districts which were connected with each other by continuous streets (Buchan, 1819, 18). In addition to the town proper, the districts were Kirktown, Roanheads and Keith Inch. The population of the Kirktown at the end of the century was almost totally comprised of day labourers and manufacturers, and a small ropery was carried on. The district was formerly disjoined from the town 'but is now almost connected with the town by one continued street'. The burgh's feus extended no further westward than the Kirktown 'which is separated by a small rivulet from the manse and links where there is golfing and where many young men of the town and many far advanced in life resort for amusement' (Sinclair, 1795, xvi,



596). The reporter in the Statistical Account only noted that the Roanheads was a resort 'for sailors, pilots and a few shipmasters' (Sinclair, 1795, xvi, 596). This same writer observed that the Keith Inch formerly at stream tides was entirely separated from the town. A mound of earth now connected it with the mainland. The Keith Inch was primarily an industrial area with a number of sheds for coal, lime, timber and salt manufacture and on the south side was a warehouse and two small docks for shipbuilding (Sinclair, 1795, xvi, 597).

Market Area: It is possible that the market area of Peterhead concentrated in Broad Street. The weekly market was held on Friday and according to one eighteenth-century writer was well stocked with beef, mutton, lamb, port, butter, cheese, eggs, poultry, haddock, crab and lobster (Laing, 1793, 63). A flesh house was erected in Seagate after 1664 on the advice of the Earl Marischal and was later re-erected in Sandgate (Neish, 1950, 171, 172). Little is known of the market cross of the burgh. King James VIII is alleged to have been proclaimed at the market cross of Peterhead on 23 September, 1715 (Neish, 1950, 37). Writing in the late nineteenth century, Francis Groome observed that 'in the centre of Broad Street stands the market cross, which was erected after the town was made a parliamentary burgh by the Reform Bill of 1832' (1894, v, 199).

Harbour: Peterhead owes its wealth to its fine harbour facilities which have been developed through the centuries. One of the earliest notices of the harbour of Peterhead was in the 1587 charter of erection in which the Earl Marischal bound himself 'to build ane bulwark at the mouth of the haven called Port Henry' (Pratt, 1901, 86). An agreement between the Earl Marischal and the feuars was concluded sometime later to build and keep in repair for all time a bulwark of rough hewn stones and oak timber. So well was this work done that the 1593 bulwark was still in use by Roanhead fishermen for landing their boats until about 1870 (Findlay, 1933, 51). Nevertheless, the harbour at Port Henry was often in a ruinous condition and many times appeals were launched on its behalf. In the early eighteenth century the town council of Edinburgh responded to one appeal by authorising a collection to be made in all the churches of the city and its neighbourhood. The response to the request was phenomenal: £240 14s 6d was raised (Pratt, 1901, 87).

The noted Peterhead historian, James Arbuthnot, described the harbour as being three-quarters of an acre in size, defended on the north by a pier of stones and on the east and south-east by a mound and parapet

lately formed with rubbish taken out of the South Harbour. The north quay, although built of very rough material, and without any cement, had nevertheless withstood the fury of violent storms (Arbuthnot, 1815, 14). Thus in the eighteenth century far more attention and finance was paid to developing the South Harbour. The South Harbour had one distinct advantage over the North: its fine natural bay which offered a safe exit and entrance (Findlay, 1933, 210). Its origins were humble. In the early 1590s, when a large town house was under construction on the Keith Inch, the Earl Marischal built a private landing pier some 100 feet long and so began the South Harbour (Neish, 1950, 75). Until the middle of the 1730s the basin was only half-an-acre in size, but gradually the idea grew that the harbour could be deepened. The west pier was soon under construction as well as the earthen mound which was to connect the mainland with Keith Inch (Arbuthnot, 1815, 14). At the end of the century it was asserted that fifty ships could remain in harbour in 'great safety' (Sinclair, 1795, xvi, 598).

#### BUILDINGS

Castles: The two so-called castles of Peterhead were in fact town houses. Both were erected by the Earls Marischal and their ruins in the early nineteenth century were 'still to be seen in Peterhead' (Arbuthnot, 1815, 80). The oldest of the two 'castles', according to a well-founded tradition, was situated at the north end of Longate on ground later occupied by a fish curing yard (Findlay, 1933, 70). The second 'castle' was built around 1591 on Keith Inch. It was a two-storey L-shaped residence allegedly modelled on one belonging to the King of Denmark (Neish, 1950, 64). In the eighteenth century the town house did duty as a storehouse, fish-house, granary and subsequently for the storage of powder and shot (Neish, 1950, 64; Arbuthnot, 1815, 80). In 1812 the structure was largely removed to make way for the harbour and other improvements and the sale of its slate, stone and wood realised almost £58 (Neish, 1950, 64).

Battery: A battery, constructed presumably in connection with the early eighteenth century War of the Spanish Succession, was situated at NK 1382 4575 (Ordnance Survey, Record Cards NK 14 NW 16). In a cautious move, the central government removed the artillery to London following the forfeiture of the Earl Marischal in 1715. In the era of the Napoleonic Wars, however, the battery was replaced.

Church: The early ecclesiastical history of Peterhead is a maze of truths, baked and half-baked. The normally cautious local historian J.T. Findlay, alleges that the earliest church site was at Monkisholme on the Windmill Hill, which he adds was formerly called the Friar Hill of Monk's Hill (Findlay, 1933, 137). This same site was said by Arbuthnot, Land and Buchan to have been an abbey founded by the monks of Deer. There is no record of any such foundation in Cowan and Eason's Medieval Religious Houses : Scotland, but the allegation has been strengthened by the presence at NK 1245 4690 of the so-called Abbey on Abbot Well (Ordnance Survey Record Cards, Reference NK 14 NW 6), and of a near-by farm with the name Grange: 'the place where the rents and tithes of religious houses, paid in grain were delivered and deposited' (Findlay, 1933, 19).

More tradition dogs the parish church of St. Peter at Kirktown. The idea persists that about 1132 the church of St. Peter was gifted by the Mormaer Gartnait and the Lady Eve to the monastery of Deer (Neish, 1950, 6). Others claim that the date of the grant was 1218 (Aitken, 1887-1890, 150; Findlay, 1933, 23), and up until that point St. Peter's was part of the endowments of the Bishopric of Dunkeld. The charter evidence on which the latter date is based is not known now to exist (MacGibbon and Ross, 1896, i, 372), and therefore it is impossible to say exactly what St. Peter's connection with the Cistercian Abbey of Deer was. The remains of the church consist of side walls of the chancel and the entire chancel arch, with a square tower projecting outwards in the centre of the west wall of the nave (MacGibbon and Ross, 1896, i, 371). The east wall and chancel arch have been dated to the thirteenth century, while the bell tower dates only to 1647.

By 1770 the church at Kirktown was in a ruinous condition and a second parish church was built and opened about 1771 immediately opposite the old Drill Hall, on a site sometimes occupied by a fish curing station (Neish, 1950, 108). Within the space of a few years, this church was abandoned because of weak foundations and an insufficient roof. In a magnanimous gesture of Christian unity, the Episcopalians allowed the Presbyterians use of their meeting house until another parish church was completed in 1806.

Tolbooth: The site of the first tolbooth of Peterhead is unclear. It was built sometime between 1593 and 1623 on land gifted by the Earl Marischal. J.T. Findlay asserted that the tolbooth stood in the

Longate facing Brook Lane looking towards the harbour (1933, 61). When plague struck the burgh in 1645, this tolbooth was commandeered as a hospital, and once the emergency passed, was with all its contents set on fire (Neish, 1950, 66). Peterhead's second tolbooth was not erected until 1661-1665. A reason for the delay could be that the towns superior, the Earl Marischal, spent much of the Cromwellian era in the Tower of London for his loyalty to Charles I and Charles II. This second tolbooth stood on a sandy hillock bounded on the south by Narrow Lane, Tolbooth Wynd and Threadneedle Street (Neish, 1950, 2). A third municipal structure was erected on an adjacent site in 1788. Built of local granite, the town house was marked by a 125 foot spire containing both a bell and clock and a telescope for viewing the countryside and sea (Buchan, 1819, 103). The lower floor was used as a market place (Buchan, 1819, 103), and went unpaved until 1822 (Neish, 1950, 71), while the first floor was set apart as a school and the town council used the upper storeys.

School: The first reference to a school at Peterhead is in the Ellon Presbytery Records in 1597 (Findlay, 1933, 182). Scholars initially met in a private dwelling, but in 1616 a proper facility was erected near Maiden Street on a slope which later became known as the School or South Brae (Findlay, 1896, 184). From 1788 school convened for a while in the new town house.

Houses: According to the reporter in the Statistical Account, the houses were not magnificent, but 'they are commodious and elegant and are built of the finest granite, which is dressed so as to have a most agreeable appearance'. Peat stacks and dunghills had been removed from in front of the houses (Sinclair, 1795, xvi, 607). P. Buchan also observed that the houses were granite built, slate covered and standing in a regular order 'especially the latest built' (1819, 10). It was also observed that there were several houses 'indifferent in repair' that were built about the time of the charter' (Buchan, 1819, 11).

Mills: The parish contained a number of small rivulets and burns including the Kirkburn, which provided power for mills. By the end of the eighteenth century there were four mills, the majority of which ground grain into malt (Sinclair, 1795, xvi, 547).

# Archaeology

## SUMMARY AND RECOMMENDATIONS

From obscure but probably early beginnings, the burgh of Peterhead has developed and expanded into the present extensive settlement. The plan of the earlier town is preserved in the present townscape, the area of interest in the present context lying almost exclusively south-east of St. Peter Street. The property frontages bordering those early streets have been regularised as a result of Town Council planning policy over the last two hundred years, but the property boundaries associated with the late sixteenth and early seventeenth century feuing have been largely swallowed up by intensive eighteenth and nineteenth century development. There are now no dwellings in the town centre, of known date, earlier than the eighteenth century. The nineteenth century saw extensive rebuilding work in Peterhead, and many early buildings were removed at this time.

During this century, the Longate has been completely rebuilt, though the resulting widened thoroughfare may conceal earlier frontages relatively undisturbed. The junction of Longate and Broad Street (NK 135 461) has been almost completely redeveloped on both sides, and other isolated building replacement has taken place between 17 and 19 Broad Street and 34-46, Marischal Street. Albion Street (NK 132 461) has now disappeared beneath a new shopping complex, and virtually the whole of the north side of Errol Street and the south side of St. Peter Street have been recently redeveloped. Clearance on the north side of Back Street has made way for new residential accommodation (see map 2). Between Marischal Street and Maiden Street, some building replacement has taken place on the frontage of Marischal Street, and the extension of frontage property has been carried out into the backland. Property clearance on the north side of Maiden Street has provided extensive car-parking facilities, also at NK 132 463, NK 132, 462. Some isolated redevelopment has taken place along Seagate (NK 136 461) and Union Street (NK 136 46).. The harbour area has also undergone extensive reclamation and redevelopment. For the future, the Peterhead Central Area development plan has been published by the District Council, but has not as yet been finally adopted. It does, however, provide some indication of the areas which, subject to final adoption, may be under threat. The more important of these sites are discussed separately below (see page 11 ), but in addition to these, clearance of property on Windmill Street (NK 133 463) and Backgate (NK 134 462) may be followed by the laying out of Car Parks. A site in Uphill Lane (NK 133 459), in the early nineteenth century (Ainslie, 1805), the site of the Burgher meeting



house, and 15, Maiden Street, may be redeveloped for residential purposes, and in such a case would provide an opportunity to establish the depth of surviving archaeological deposits, and perhaps an indication of the rapidity of expansion of the town westwards. Future development proposals represent no great threat to the archaeology of the town, but it is regrettable that opportunities have been lost in the past to record any surviving archaeological deposits.

#### Sites under Immediate Threat

1. A residential scheme has been proposed for a cleared site at 5-9, James Street (NK 136 460) and has been included in the local authority housing programme for the development of eight housing units in 1983-84. The site lies on sloping ground and the frontage properties on the adjacent Harbour Street have been cut back into the rear ground. Considerable disturbance may, therefore, have already occurred, but preliminary investigation would allow an assessment of the survival and depth of archaeological deposits, and may provide evidence of the development of the shore at this point, and also of this part of the town.
2. The property between 10 and 26 Chapel Street (NK 133 461) at present stands vacant prior to renovation. Outbuildings to the rear have been cleared preparatory to the laying of a tarmac carpark and service area. Some disturbance has taken place here in the course of demolition and there are no immediately identifiable deposits of archaeological interest in the disturbed material. However, a trial excavation would serve to assess the survival and depth of deposits.
3. Proposals to clear the property at the junction of Broad Street and Longate (47, Longate, NK 1353 4611), the rear of which, adjacent to Park Lane, is presently under development, would provide an ideal opportunity to examine a frontage site in what is unquestionably one of the earlier parts of the town.

#### Future Investigation

Some of the landmarks of the medieval and immediately post-medieval townscape have to all intents and purposes been totally destroyed by later development. The late eighteenth-century church, the sixteenth century castle, the batteries and the early harbour have all been lost in this way, although the site of each is known. An attempt has been made on page 16 ff within the limited time and space available, to draw together the early documentary evidence and eyewitness accounts of these sites and

structures of which it is extremely unlikely that any trace now remains in the archaeological record. The policies outlined below are not listed in order of importance, but are intended to provide guide lines for future research as opportunities arise through renovation and redevelopment (see page 16 ff, for full discussion).

1. To attempt, through excavation, to recover the earliest possible date for the initial settlement of the site of the burgh, and to ascertain the social, structural and economic development of Peterhead from these early origins.
2. To determine the development of the town plan and any subsequent variation in street alignment and width in the plan.
3. To establish the ground plan and size of pre-eighteenth century town buildings; the materials used in their construction; the relationship of these early structures to each other, the street frontages, and later structures on the same site, and the domestic economic or industrial usage to which the town buildings and their associated burgages were put before the eighteenth century.
4. To establish the date of the old church of St. Peter, and identify any earlier ecclesiastical usage of this site.
5. To identify the site of the so-called 'abbey' of Peterhead, to assess the depth of surviving archaeological deposits on the site, and establish a chronology. A survey of older buildings in the immediate vicinity may provide evidence of re-used masonry from this site.
6. The site of the castle has now been totally destroyed: future research should be channelled into the available documentary evidence, to confirm the date and appearance of this structure.
7. In the event of future repair or redevelopment in the area indicated by Moir (1739) as being the site of the plague hospital and burial ground, it would be useful to confirm this site by observation.

#### Areas of Archaeological Priority

The three sites in Peterhead worthy of the most urgent consideration have been discussed on page 11. There is no material or structural evidence from the town capable of providing an accurate guide to those areas of the present burgh which would prove to be of the greatest importance archaeologically. The town records, are not sufficiently comprehensive to provide a basic chronological framework, and other documentary evidence is

limited. It is proposed here to outline areas which on present evidence should be given consideration in the event of future redevelopment. It should be pointed out, however, that it is impossible to make value judgements of one site or area in relation to another on the basis of current knowledge, and the divisions marked on map 2 are dictated only by current documentary and cartographic evidence regarding early settlement and progressive later development.

1. The parish church of St. Peter and the associated churchyard (NK 1264 4605).
2. The area enclosed by Seagate, Harbour Street, St. Peter Street and Prince Street occupies the hypothetical site of the earliest settlement at Peterhead, and the known site of the late sixteenth and early seventeenth century expansion as a result of the feu contracts issued by the Earl Marischal in 1593 and 1616 (see page 19 ). Although the street plan of this area can be generally assumed to be consistent with the plan at that time, there are some obvious additions due to later development and street widening programmes. The limits of the early settlement are still doubtful, and the disposition of town buildings along the frontages and their relationship to each other are unknown. Similarly, the structural nature of town buildings is doubtful, and there is no clear indication of the site of early industry. The examination of vacant sites within this area would therefore be of great value, initially in building up a picture of the survival and depth of archaeological deposits, and in building up a picture of the size, structure and economic and social life of the burgh up to the eighteenth century. Findlay, (1933, 9 and 269) claims that some interference has taken place with the stratigraphy in the vicinity of Chapel Street and on the site of the Town House (NK 133 461), as the sandy hill on which the town has been built at this point has been lowered at least three times. In addition, the level of Broad Street was lowered in 1844, which may have affected the survival of early deposits. The eighteenth century, saw the feuing of erstwhile agricultural land on the north-west of the burgh and the development of the grid of streets, excluded from the present area of interest, north of St. Peter Street.

Known large scale disturbances apart, a limited number of nineteenth century buildings in Peterhead have cellarage, perhaps most visible in Jamaica Street, but this does not appear widespread and augers well for the survival of archaeological deposits.

3. The area enclosed by Maiden Street, Charlotte Street and Merchant Street appears from the cartographic evidence (Ainslie, 1805) to have been developed at a much later date. There is a considerable slope to the ground

down to the shore from Maiden Street here, and many of the present buildings are cut into this slope. However, two sites at 15, Maiden Street and on Uphill Lane may be available shortly for examination, which would allow an assessment to be made of the survival of archaeological deposits and perhaps provide some evidence of the earliest development of this area.

### Recommendations

Most of the redevelopment recommended for the historic centre of Peterhead, with some exceptions discussed above on pages 10 and 11, has now been carried out. The majority of buildings and property in the area of interest defined in map 2 are not under threat from redevelopment or improvement, and opportunities to examine the underlying archaeological deposits will, therefore, be limited. However, the future need to repair and replace existing structures and services may lead to disturbance of which the archaeologist can take advantage. The following recommendations are made in the hope that they will enable the maximum information to be extracted from the minimum amount of disturbance.

- (a) Any proposed road improvements, repairs to, or the extension of, existing services such as gas, electricity and water which involve trenching, could be profitably monitored to establish the depth of surviving archaeological deposits in the area of interest outlined in map 2.
- (b) Bearing in mind the paucity of knowledge of the early structural, economic and social history of the burgh, a policy of trial trenching could usefully be adopted on town frontage sites and burgages in advance of future proposed redevelopment.
- (c) Any proposed property renovation, especially work involving excavation below ground floor level, could be usefully monitored in the hope of recovering early structural traces, or the remains of buildings concealed by a later facade. There is a general lack of cellarage in Peterhead, perhaps as a result of the sandy soil, and it is possible that some eighteenth and nineteenth century buildings have re-used earlier foundations.

### PREVIOUS WORK

No recorded archaeological excavation has taken place in Peterhead. The hinterland of the town is rich in sites ranging in date from the pre-historic to the Early Christian period, and artifactual finds from the burgh itself cover a similarly wide range. No attempt has so far been made, however, to research the origins and development of the medieval burgh.

A number of artifactual finds have been made in the town, and some of these are now housed in the collections of the Arbuthnot Museum in Peterhead, and in the National Museum of Antiquities in Edinburgh. The majority of these finds pre-date any urban development on the site of the burgh, and have not been recovered from a satisfactory archaeological context. They do, however, illustrate the favourable nature of the physical environment of the site of Peterhead for human occupation from a very early period.

1. A finely polished axe of basalt, reputedly found at Peterhead but with no specific location. In the collection of the Arbuthnot Museum, Peterhead (Anderson & Black, 1887-8, 365).
2. A polished greenstone axe, reputedly found at Peterhead but no specific site given. In the collection of the Arbuthnot Museum, Peterhead (Anderson & Black, 1887-8, 365).
3. A Middle Bronze-Age bronze palstave axe (Coles Class III), found in Peterhead and purchased by the National Museum of Antiquities in Edinburgh in 1882-83 (Accession number DC.45). The specific find spot is not known (Coles, 1963-64, 132; Mitchell, 1882-83, 381).
4. A bowl-shaped urn of food vessel type, containing calcined bones was found in the nineteenth century below the foundation of the Meethill Monument in Broad Street, Peterhead (NK 1352 4609). The vessel was approximately 6" (0.15m) in height by 7" (0.18m) diameter across the mouth, and ornamented with alternating lines of dots and rows of circles. In the collection of the Arbuthnot Museum, Peterhead (Anderson & Black, 1887-8, 366).
5. In 1889, the sexton of the old church of Peterhead reported to Findlay (1933, 24) that in the course of digging graves along the south wall of the churchyard, where graves had previously not been excavated, he frequently identified traces of human occupation at various depths beneath the then ground surface (NK 1262 4600). Rough pavements of undressed stone with the marks of possible hearths, and occasional charred wood and bones were reported. The sexton pointed out more than twenty barrowfulls of stones removed in the course of excavating one grave (Aitken, 1887-90, 152-3). There is apparently no evidence to establish the date of this site. Neish (1950, 1) suggests that the settlement may have been Pictish, but although finds of this date have been made inland from Peterhead, there is no firm evidence here.
6. A glazed medieval jug with a single handle, some 8" (0.20m) in height, was found in Peterhead in the nineteenth century, though the exact find



spot is not known. This vessel is in the collection of the Arbuthnot Museum, Peterhead (Anderson & Black, 1887-8, 367).

## ARCHAEOLOGICAL PROBLEMS

### Early Settlement

The basic problem here lies in determining the initial stimulus to settlement on the site of the future burgh of Peterhead, and the subsequent stimulus to the growth and development of the burgh.

Undoubtedly the topographical position of Peterhead has been largely responsible for the growth of the burgh. Skirted by the sea on two sides, with a sheltered anchorage in the lee of Keith Inch and Greenhill islands, and with an extensive peat moss and deep, stagnant marsh extending north-south between the eminence later surmounted by the windmill, and the round, sloping sandy hill on which grew up the core of the old town above the harbour, the early settlement held an excellent defensive position.

The early economic life of the burgh undoubtedly depended very much on the sea, and on an inhospitable coast, the protection afforded to coastal and North Sea shipping by the sheltered channel and bay north and west of Keith Inch, must have stimulated the growth of a settlement here. The date at which this was initiated is obscure. Findlay (1933, 14) puts forward the hypothesis that a Viking landing place existed among the Almanythie rocks (NK 137 466) and gave the Norsemen the credit for founding the town. This claim is largely unsubstantiated but a little further north along the coast, an artificial harbour was almost certainly built at Peterugie between 1171 and 1180 to allow easier handling of materials required for building the castle at Ravenscraig, and later (c.1218 - 1219), for building the Cistercian Abbey at Deer. The old parish church is situated somewhat to the west of what is thought to be the earlier focus of settlement, by Port Henry. St. Peter's Church is mentioned in 1132 and 1218, these references are described by McGibbon and Ross (1896, 1, 371) as 'suppositional' though Buchan (n.d. 14) and other writers support its presence by the time of the foundation of the Abbey of Deer in 1218-19, through the endowment of the Earl of Buchan. Whether the distance between the Kirktown and the settlement around Port Henry is indicative of a shift of population to the peninsula occupied by the burgh in the later medieval period, is not known. Aitken (1887-90, vol.I, p.152) published the discovery of occupation debris as a result of grave digging operations in the churchyard (NK 1262 4600) in the middle of the nineteenth century. Although

he records 'rough pavements of undressed stone' hearths, and charred wood and bones, there is little to indicate the date of these remains or to suggest that they were contemporary with the earliest church on the site.

The early history and origins of Peterhead are therefore largely obscure. The burgh, both socially and economically appears to have been largely dependent on the patronage of the Earl Marischal and his family. The peninsula on which it was situated belonged, before the Reformation, to the Abbey of Deer. In 1560 Queen Mary appointed Robert Keith, commendator of Deer. In 1587, James VI created Robert a peer and converted the Abbey lands into a temporary Lordship in his favour. The peerage subsequently became extinct, and the abbey lands devolved onto the Earl Marischal. Consequently, in 1593, Peterhead became a burgh of Barony, and the expansion and development of the settlement dates largely from this event (see page 1 ff). Future investigation must lie in determining the origins and development of the burgh in both social and economic terms before the late sixteenth century.

#### The Later Town Defences: the Batteries

Peterhead was never a walled town in the defensive sense. The greater threat to the lives and liberty of the inhabitants came from the sea. The batteries on the Keith Inch initially supplemented and subsequently replaced the castle in the defence of the town. In 1588, an Armada warship, the St. Michael, was wrecked on the coast. Its armament of seven brass cannon were removed to a small fort erected on Keith Inch where the old or meikle battery was later built (NK 1382 4575), a little to the south-east of the castle. A disposition of witnesses in 1741 claimed that at the time of the Dutch wars in 1666, a Danish ship ran aground, and six iron cannon and two brass cannon were seized. These, it was claimed, were delivered to the inhabitants of the town and subsequently mounted on a battery erected on the bay at Keith Inch for the defence of the harbour and shipping (Neish, 1950, 91). This battery protected the south harbour of Peterhead until 1715, when the brass cannon were mounted by town inhabitants with Jacobite sympathies, on the Tolbooth Green. As a result of these actions, the batteries were dismantled in 1717, and the Spanish cannon sent to London. Moir's plan of Peterhead, (Moir, 1739), indicates two sites where a battery was drawn up, as he puts it, in 'the late war with France' (probably the War of the Spanish Succession 1702-1713) but no structural remains are indicated at this date. The American War of Independence led to a number of privateer raids on the east coast of

Britain, and it was in response to this threat in 1780, that the British government returned cannon to Peterhead.

The Meikle battery was erected in the form of a half moon surrounded by a palisade, with a guard house, about 1780, on the site of the earlier battery. As this battery was unable, because of its position, to cover the north bay, a further, though smaller battery was constructed to command the entrance to that bay about 1784 (NK 1397 4585) (Laing, 1793, 57; Arbuthnot, 1815, 23). The plan of Peterhead by John Ainslie (1805) shows very clearly the respective positions of these batteries on the Keith Inch. After the peace with France in 1817, the batteries were partially dismantled by the Government, but for over fifty years after the guns were removed, the guard house remained untouched. After the erection of the sea wall on the south shore of the island between 1876 and 1880, all traces of the Meikle battery were destroyed (Findlay, 1933, 77). Indeed, the Ordnance Survey plan of 1869, shows no visible trace of any remains at that date, although the site of the castle, and the flagstaff shown on Ainslie's plan (1805) are both shown (O.S. 1869, 25" XXIII, 7). The meikle battery lay between those features.

As a result of harbour improvements in the late nineteenth century, and in the 1970s, much of the appearance of the old harbour has been completely changed. The surface area of Keith Inch has been considerably extended by making up ground previously below the high tide mark. There is now no trace of the two eighteenth-century batteries or their sixteenth century predecessors, and it is not likely that any opportunity will arise in the near future to assess the degree of survival of archaeological deposits in this area.

### The Town Plan

Some redevelopment has taken place comparatively recently in Peterhead involving building replacement in the historic centre. For the most part, however, these buildings have conformed to the pre-existing frontage lines of the early plan, and development has taken place since the mid-nineteenth century, largely on the west side of St. Peter Street.

Until the sixteenth century, the town proper occupied a restricted site flanked by the district of Ronhead to the north, Keith Inch to the east, and Kirktown to the south. In 1593, the principal thoroughfare, then known as the King's Commongate, extended from the south end of North Street, along Longate to the Broad Street junction. This was the main route out of the town to the north and inland. A lesser road, known as the 'Common Gate' branched off from the 'King's Commongate' and led to the Kirktown.

Its general direction can be traced today in the alignment of Ellis Street, Backgate, Back Street, Albion Street and Errol Street. Kirk Street did not, however, exist at this early period and at the present parish church, prior to 1769, the road continued along the foreshore, crossed the Kirkburn (now culvetted) and joined the road to Boddam. By 1769, the coast road had fallen into disuse through storm erosion and a new road was formed crossing the Kirkburn by a bridge, and forming for the first time Kirk Street. A side road also passed from the church northwards along the foreshore to the school shows in Moir's plan (Moir 1739). Seagate and Harbour Street, also existed by the late sixteenth century, though under other names (Neish, 1950, 26). In 1801, the official census of the parish of Peterhead listed the streets which formed the framework of the town at that time, and there are few additions to those in existence in the late sixteenth century. In all probability, thoroughfares such as St. Peter Street, Windmill Street, Jamaica Street, St. James Street, Merchant Street and Charlotte Street already existed as lanes but had been widened and improved for the convenience of traffic.

After the erection of Peterhead into a burgh of barony in 1587, the Earl Marischal was responsible for feuing previously undeveloped ground to promote the growth of the burgh. The potential of the town as a centre of commerce conducting import and export trade with the continent was recognised at this time. The feus granted under the charter numbered only fourteen and the ground feued amounted only to about three acres. According to Arbuthnot (1815, 13) the feus were laid off from Fish Lane in the direction of Port Henry Lane, from Port Henry Lane towards Crooked Lane and Park Lane, and from Park Lane towards Flyingings Wynd and Union Street which gives some idea of the degree of expansion of Peterhead in the late sixteenth century. Examination of the old titles provides us with a fair degree of accuracy the position of the late sixteenth century feus, but one of the greatest difficulties lies in establishing the boundaries of these early feus which were apparently pegged out from the grassland without any firm reference points. This lack of clear indication of position is important because, since 1593, the original feus have been repeatedly divided and subdivided in subsequent redevelopment, and it is virtually impossible to establish their boundaries in relation to the present townscape. Neish (1950, 27), as a result of considerable research among the documentary evidence, succeeded in locating some of the original feus, though these are not now discernable on the ground. The documentary sources give some indication of the size of the feus which varied from 13 roods by 7½ roods to 6 roods by 3 roods (Findlay, 1933, 44).

The 'King's Common Gait' (Longate) is mentioned as the western boundary of the feus; and it is between here and Seagate that some of the late sixteenth century feus were marked out, and there was no detectable development here until after that date. According to Arbuthnot (1815, 13) another episode of feuing took place in 1616 on the south side of Broad Street. The Keith Inch was not however, feued until about 1660. After the feuing of the late sixteenth or early seventeenth century, there was no deliberate expansionist policy for the next hundred and fifty years. Between 1765 and 1795, the town increased in size, and the buildings underwent improvement. The Old Statistical Account (1795, XVI, 606) comments in the latter years of the eighteenth century, that 'several acres which were under the plough contiguous to the principal street have been feued and are now decorated with some of the best streets and houses in town'. Laing (1793, 55) described Peterhead in 1793 'The streets are open, straight and generally clean and dry below; The peat stacks and dunghills which lay in the streets in front of the houses in the mid-eighteenth century' (O.S.A. 1795, XVI, 607) had by this time been cleared. Laing goes on to describe the houses as 'standing in regular order, especially the latest built, which are generally of hewn granite and neatly finished'. After 1820, a series of improvements were carried out to the town thoroughfares, and since that date, practically all the streets have been renewed. During the late nineteenth century, some of these improvements affected the survival of archaeological deposits, as for example in 1844, when the level of Broad Street was lowered. The ruined property in Longate and North Street was cleared in 1861 and in 1871, the Town Council purchased two properties in Chapel Street for the purpose of widening the street and improving the approach to Queen Street and other properties in Chapel Street (Findlay, 1933, 269). By 1896, the old part of the town had been virtually reconstructed and there are no buildings of known date earlier than the eighteenth century.

Burgh growth in the nineteenth century, is represented by a line drawn from Almanythie to the north end of St. Peter Street, and then along to the South Bay, all the streets and houses west of that line, including Buchanhaven, Cairntrodlie and Kirktown were largely developed during the last century (Findlay, 1933, 322).

More recently, isolated patches of redevelopment have intruded on the plan. The junction of Prince Street, Thistle Street and Marischal Street, has, for example, been re-aligned as the result of the erection of a shopping complex (NK 132 461) but overall, the town frontages and street alignments within the area of interest (see map 2) remain as they were in the nineteenth century.



Future archaeological investigation should be directed towards establishing the extent of the medieval town, defining the early property boundaries, and defining the street width and alignment of the early thoroughfares and the relationship of earlier frontages with the streets and houses of today.

### Early Buildings and Materials

With the exception of a small number of eighteenth-century buildings, the street frontages of Peterhead date exclusively from the redevelopment of the nineteenth century. Before 1788, Peterhead was the Peterhead of the sixteenth and seventeenth century. Arbuthnot (1815, 20) reported a great increase in building after 1775, an activity which was all a part of the feuing of land and the laying out of a new grid of streets north-west of St. Peter Street. In the old town itself, there was an increase in size and an improvement in the appearance of the town buildings (O.S.A. 1795, vol. XVI, 606). The majority of these late eighteenth century structures were constructed of granite from the surrounding hills (op.cit). The buildings of the sixteenth and seventeenth century described by Findlay (1933, 60) as straw thatched, with gables to the street, had largely vanished by the late nineteenth century, and those which did remain, survived in use only as stores.

Descriptions of these sixteenth and seventeenth century buildings are rare. One which does survive, however, is the so-called 'castle' said to have stood on the north side of the junction of the Longate and Brook Lane (NK 1348 4640). (Arbuthnot, 1815, 80). This was an L-shaped town-house. There is no conclusive evidence as to when or by whom it was built, though in 1593, the building is thought to have been about one hundred years old. Findlay (1933, 67) suggests it to have been a dwelling house occupied by the Keith family, perhaps until they moved to the castle on Keith Inch at the turn of the sixteenth century. This may have been the case, but the opening of Brook Lane in the feuing of 1593, reveals a feu title immediately opposite the 'Castle' site on the south side of Brook Lane which described the 'castle' as the 'Earl's tenement callit the fish-house tenement' which suggests a drastic change of use. The condition of the building cannot have been good, as in 1603, the fish house tenement was sold, and although in a ruinous condition, was converted to use as an Inn until 1650, when the dilapidated building was abandoned (Neish, 1950, 59). Laing, one of the early chroniclers of Peterhead, makes no mention of the house, and it may be assumed that it was demolished before the time of writing in 1793. There is now no trace of the building, and the site is occupied by a factory.

In 1599, a new fish house tenement was constructed by the Earl Marischal in Port Henry Lane. This is described by Neish (1950, 60) as measuring 60' (18.2m) in length, by 24' (7.3m) in width. It was apparently still standing in 1950, and is described by the same authority as a three storey house with small windows and two low doors - all by that time built up. Neish claimed that many of the stones used in its construction were probably taken from the Abbey of Deer, although there is now no means of checking this statement. In 1950, the Lord Marischal's house was unkempt and semi-derelict, only part of the original slated roof remained, the rest had been tiled. Today, Port Henry Lane has been absorbed into a later housing development, and no longer exists.

Possible traces can be identified at NK 1352 4626 where a short lane provides access to a derelict building to the rear of 27 Seagate. Comparison with the Ordnance Survey Plan of 1869 (O.S. 1869, 25" XXIII, 7) suggests that the gable end of the derelict building adjoined Port Henry Lane in the same fashion as the present lane, and they are probably, therefore, one and the same.

The early public buildings of Peterhead now no longer exist. The public warehouse, mentioned in the minutes of the community of feuars in the eighteenth century, was situated at the west end of the made-up ground on the north side of south harbour (NK 136 460). The warehouse was built about 1696, and faced towards the entrance to South harbour. The building measured 38' (11.5m) east-west, and 22' (6.7m) north-south. Along the north wall ran a lean-to, 16' (4.8m) broad, supported on three oak pillars (Neish, 1950, 169). This late seventeenth century building was demolished due to its poor state of repair and the fact that it was an obstruction to traffic in 1806, and the site is now partially beneath the modern roadway.

A flesh market complex was first built about 1664 at the junction of Seagate and Broad Street. By 1770, the accommodation provided was insufficient to meet current needs, and the building had become ruinous and unfit for use. In addition, the site occupied obstructed plans for proposed harbour improvements. In 1739, the Sand Bridge had been converted into a causeway (see page 34) and by 1768, a large piece of land called the Sandgate had been reclaimed at the rear of the Causeway. In 1772, a site on the Sandgate was granted for the building of a new flesh market, and slaughter house, and the old buildings were demolished. The new market is clearly marked on the early nineteenth century plan of Peterhead by Rennie (Rennie, 1806) at the junction of Union Street and Broad Street (NK 1369 4606). The development of the meat trade in Peterhead

led to congestion at the slaughter house, and a number of private buildings were erected as a result. By 1831, the public building was neglected and used for storage, but it was not demolished until 1907, when a fish saleroom was erected on the site.

The tolbooth of Peterhead is first mentioned in the feu contract of 1593 when the feuars are required 'to contribute proportionally to the building of a tolbooth within the said burgh' (Findlay, 1933, 60). It is not certain, however, at what date this building was erected, but it may be tentatively assigned to the period between 1593 and 1623, the latter being the year in which George, Earl Marischal died. The site was given by the Earl, but there is no documentary evidence to indicate its precise situation. Traditionally, among the inhabitants of Ronhead, the first tolbooth stood at the corner of Brook Lane and Longate (approximately NK 1347 4638) virtually opposite the Earl's Fish house tenement. As Neish (1950, 65) points out, the focus of town development in the early seventeenth century was in the vicinity of Port Henry Lane, the Longate and the south side of Broad Street, it is very likely therefore, that the tolbooth would have been erected in the heart of the population. However, as a result of the use of the building in the plague outbreak of 1665, it was subsequently burnt. The superstition attending this disease led to the total abandonment of the site of the plague hospital on the outskirts of the burgh for about 100 years, and it is therefore curious that charter evidence reveals a house built on the reputed site of the tolbooth in 1659, and casts doubt on the authenticity of its location. The site is built over today, and there is no immediate prospect of examining the underlying levels.

The second tolbooth stood on the site of the present townhouse at the head of Broad Street (NK 1342 4610). The site of this structure is not therefore in dispute. The date at which it was constructed is dubious, but may have been about 1665 when the earlier tolbooth fell into disuse. The site of the new tolbooth was a sandy hillock which was levelled with the erection of the new building. Although this area was built up by the seventeenth century, its situation was rather more rural than today, with a windmill standing approximately on the site of the present police station (NK 1340 4607) and a barn to the rear of the tolbooth. The seventeenth century tolbooth was a rectangular two storey building, 37' ( 11.2m ) long by 18' ( 5.4m ) wide. At the rear of the south gable, a circular tower 20' ( 6.1m ) in diameter communicated with but stood to a greater height than the main building, an underground dungeon existed in the tower (Neish, 1950, 68). Little further is known of the history of the

tolbooth, except that it was demolished in 1786, and in 1788, the present town house was rebuilt in the same site. This late eighteenth century building had an earth floor until 1822, when it was paved with granite. It is not known what degree of disturbance took place on the site at the time of rebuilding. The presence of earth floors suggests superficially that some remains may survive beneath the present building, though this is by no means certain.

In 1587, the first parish school was erected probably on the site occupied by later schools on the slope facing south bay between Maiden Street and the sea (South Brae). In 1616, the school was rebuilt more substantially as a building 58' (17.6m) long by 14' (4.2m) wide with a rear plot fenced with 'divott dykes'. The school had an earth floor and thatched and divotted roof. It was frequently repaired in the seventeenth century but only abandoned in 1787 when the site was given up to the hospital (Neish, 1950, 124).

By the eighteenth century, many of the town buildings were constructed of granite, which was quarried extensively on the north foreshore at the Gadle and the Ive. In the sixteenth century, the braes in the vicinity of those quarries extended seawards between 400 and 500 yards (365.7 - 457.20m). A combination of natural erosion and quarrying produced the present configuration of the coast. Between 1608 and 1775, the quarries were heavily worked to keep pace with the rapid expansion of the town, and in that period, some 600 buildings were constructed with granite from these local sources. Production slackened between 1774 and 1810, but in 1818, representations were made to allow the re-opening of the quarries which were worked for building stone until 1823 when supplies were exhausted (Neish, 1950, 253). The other source of building material for the town appears to have been the Abbey of Deer. George, 4th Earl Marischal is credited in the late sixteenth century with quarrying material from this source for building in Peterhead. Finlay (1933, 63) claimed that many blocks of sandstone identical to that used in the building of the Abbey could be seen in the older parts of the town, in Brook Lane, Port Henry Lane and elsewhere. Although such an interpretation is possible, it is not, however, by any means certain. Thatch was the most popular roofing medium before the eighteenth century. The structure of pre-sixteenth century buildings is uncertain. There is no evidence to provide even the most basic guide to construction and this must be a subject for further research.

As a trading port, Peterhead had undeniable importance with both continental and coastal trading links. Some material evidence, both artifactual and numismatic may survive in the archaeological record which would serve

to broaden the documentary evidence. The fishing and later whaling industry may similarly appear in the archaeological record, as may traces of the kelp industry. This latter pastime may leave structural evidence. Kelp was burned in small round holes excavated in the ground and lined with sea-sand which was liable to vitrification in the course of the industrial process, and which leaves distinctive traces. By 1815, the kelp was burned in long narrow kilns, lined with stones and not sunk below ground level. The remaining predominant industry of the eighteenth century, the weaving and spinning of linen, woollen and cotton cloth, is unlikely to have left any distinctive trace in the archaeological record.

### The Church

The remains of the old parish church of St. Peter stand to the west of the present town centre (NK 1264 4605). The date at which the first church was dedicated on this site is not known, and no firm references appear in the documentary sources until the early thirteenth century, but a church probably existed here before the establishment of the Cistercian Abbey of Deer in 1218. Findlay (1933, 23) has claimed that the church in Peterhead was subject to the Bishop of Dunkeld until this date. In or about 1218, the Earl of Buchan, in his foundation charter to the Abbey of Deer, endowed that foundation with the church of Peterugie, dedicated to St. Peter. Neish, (1950, 10) suggests that there is evidence to support the construction of a new church of St. Peter on the site of the original building about 1250. The evidence is flimsy, however, as little of the stonework now remains, Neish draws attention to the quality of the surviving masonry and the architectural detail which he claims is similar, if not identical to that at the Abbey of Deer. McGibbon and Ross (1896, I, 371-2) describing the remains of the church in the late nineteenth century (see page 8 ) claim that while the tower and west wall are 'late', the chancel arch is Norman. The east wall and chancel arch have, however, been claimed by other authorities (Aitken, 1887-90, 148-151) to be thirteenth century in date, and Anderson, (1865, 4) asserts that the bell tower dates only from about 1647. However, dubious the foundation date and affiliations of this early church, a firm reference can be established in the thirteenth century. In the statement prepared by Bagimond for the then Pope, the tithe of the church of Peterugie was assessed in 1287 at 3 merks (Buchan, n.d., 14).

The church was originally a small building with the choir or chancel screened off by a massive stone arch. The choir was probably paved, but the nave not so. The building had one aisle with windows in the north and south walls, and one in the west gable. This appears to have been the general layout of the building about 1560. After the Reformation, the church



as one authority describes it, 'stood idle'. Entries in the Kirk Session Records, however, in 1681, record 'churchyard dykes built' and in 1685, 'kirk dykes repaired' suggesting continued usage of the site (Findlay, 1933, 138). The building certainly continued in use as a place of worship until it was deserted in 1770, owing to its limited size and ruinous condition, and a new church was built near the mouth of the Kirk Burn (approximately NK 128).

This structure had a short practical life, it was built on a poor foundation close to the sea. Little is known of it apart from the description in the Old Statistical Account (1795, XVI, 587) which refers to 'an elegant building 78' (23.7m) long by 39' (11.8m) broad. An entry in the Kirk Session Records for 1781 mentions 'dykes, styles and gates' to be built around the new church and churchyard (Findlay, 1933, 139). By 1800, the poor foundations were obvious in the broken rafters, rotten floor and cracked walls and the church was declared to be beyond repair. In 1803, the fabric of this church was sold together with the churchyard dykes (Findlay, 1933, 143), the site was cleared by 1805 (Ainslie, 1865), and a sawmill was eventually erected on the site. A late eighteenth, early nineteenth-century plan of Peterhead (RHP, 704) illustrates the respective sites of the 'Old' and the 'New' Kirk and the site of the 1770 church is marked on the 1869 plan of Peterhead (O.S. 1869, 25" XXIII, 7), beneath the Springbank Mills at Kirktown.

Today, the tower of the first church survives and has been restored. The chancel walls stand 12' (3.8m) maximum height and 2'7" (0.8m) in thickness. A fragment of the north-east wall, and footings of part of the south-west wall of the nave are still in evidence. The building has obviously been quarried for building stone, and although it is possible that material was taken from this old church to assist in the construction of the new church in 1770, there appears to be less of the structure remaining now than was apparently roofed in 1805, when John Ainslie carried out his survey of Peterhead. The old churchyard continued in use well into the nineteenth century. It was enlarged and properly walled in 1817 (Findlay, 1933, 270). A new public cemetery was opened in 1869, but the churchyard continued in use. The church built in 1770 survives only in public records. The site was vacant in 1805 (Ainslie, 1805), but by 1869 (O.S. 1869, 25", XXIII, 7), the sawmill had been built. Today, housing covers the site, and there is unlikely to be any opportunities to identify any surviving remains. The disturbance which has taken place here since the early nineteenth century makes the survival of remains doubtful in any case.

### The Abbey

Tradition records the existence of an 'Abbey' at Peterhead. A local landmark known as the 'Abbots well' in the garden of Windmill House (NK 1245 4690) was claimed by Neish (1950, 10) to be the only surviving relic of this structure, but even this is now no longer visible, having been infilled before the site was visited by the Ordnance Survey in 1962 (O.S. Record Card, NK 14 NW 6).

Attempts have been made to identify this supposed foundation with a settlement referred to as Monkisholme, which is believed to have been founded by the monks of Deer. Neish (1950, 10) dates the foundation to around 1250, the claims the reason for the settlement here was that the extensive estates held by the Cistercian monks of Deer in Peterhead parish made it necessary to have an administrative centre in the parish supplementary to the Abbey of Deer.

There seems, however, to be little or no documentary evidence to support the existence of a religious settlement. In the late eighteenth century and early nineteenth century, building remains were to be seen on Windmill Brae. At that time, folk memory could shed no light on the date and purpose of these ruins, the reporter to the Old Statistical Account (1795, XVI, 557) is unable to record any local tradition appertaining to it, but from the name of the adjacent 'abbot well', it was generally assumed to have been an abbey, or to have had some connections with the Cistercian monks of Deer. Laing (1793, 67) describes the remains as 'some pieces of very thick wall built with what is called, run lime; vast heaps of grey slates ...the foundations of one large house which were lately more conspicuous; and a very indifferent spring at a little distance, called the abbot's well. A stone coffin full of bones, the pavement of a court, the foundation of the houses forming the court, and a monumental stone with figures and letters on it, were lately seen but are now covered with earth'. It is questionable whether these remains survived into the nineteenth century, the local authors Buchan (1819, 64) and Arbuthnot (1815, 83) quote almost verbatim, the description given by Laing in 1793 perpetuating the tradition and it is not clear whether they had not visited the site, and were plagiarising Laing, or whether there were simply no remains surviving above ground. The Old Statistical Account (1795, XVI, 557) recorded the use of 'well dressed stones' in buildings adjacent to the ruins which had been quarried from that source, and it is possible that the ruins were diminished in this way.

Neish (1950, 10) rationalises the description given by Laing, describing

the site as having consisted of 'a church, a large house for the accommodation of monks, suitable offices, a corn mill and a burial ground, all surrounded by a paved court, and the whole enclosed by a high wall'. Whatever the origins, date or plan of the site, it would appear from the somewhat limited evidence available to have fulfilled some kind of religious function and probably was deserted at the Reformation. The windmill appears on Moir's plan of Peterhead (Moir, 1739) but no traces of the so-called Abbey appear here. Today there is no trace of the Abbey.

In the event of any future redevelopment in this area, a watching brief could usefully be employed to verify the site of the reputed abbey, to establish the survival of archaeological levels and recover evidence of the origins, usage and chronological development of the site.

### The Castle

The castle of Peterhead stood in a strongly fortified position on the southernmost headland of Keith Inch, a rocky point called the Ness (NK 1378 4576). It was erected by George, Earl Marischal between 1589 and 1591 on his return from conducting the Scottish embassy to Denmark and at a time when he became the superior of Peterhead. The situation of the castle does not now appear to have been impressive, but the building was originally almost entirely surrounded by deep water and steep rocks, and functioned not only as a private residence, but as a defence for the town in general, and the south harbour in particular. The nullifying of the strategic position of the site, has been brought about over the last two hundred years by the 'making-up' of the ground immediately south of the castle with discharged ballast from shipping and debris from subsequent harbour excavations. This area is referred to in the feuars minutes of 1799, as a 'dock', below the castle. In addition, the harbour improvements which have been effected in the eighteenth and nineteenth centuries, and also very recently, have served to provide improved links between the mainland and what was virtually an island, and also to considerably enlarge the surface area of the Inch, by reclaiming peripheral areas of bedrock previously washed by the sea, and the construction of sea walls and piers. Traditionally, the castle was modelled on a palace of the King of Denmark, although there is no firm evidence to suggest that it remotely resembled the popular Danish architectural styles of the time. From the plans by Rennie (1806) and Ainslie (1805), it is clear that the castle was built in an 'L' shape with a short extension mid-way along the north side which formed the main entrance. The main wing ran east-west being 54' (16.4m) in length, and 24' (7.3m) broad. The south wing, forming the tail of the

'L' shape, and presumably the tower, was 22' (6.7m) square (Neish, 1950, 61). Although the southern extension appears in plan in the early nineteenth century as square, earlier cartographic sources describe a round tower (Moir, 1739) with a flat roof, and a two storey undecorated adjoining house. The materials for building the castle were conveniently quarried from the Keith Inch which simultaneously provided a private landing pier and originated a slipway inside the entrance of the south harbour (Neish, 1950, 61).

This late sixteenth century castle was used by the Keith family until the forfeiture of their estates in 1715, when the building was looted and sacked, after which the castle stood empty for some years. By 1732, however, the Jacobite author of 'A view of the Diocese of Aberdeen' notes that the castle is 'now degraded into a fish house' and in the later eighteenth century it was used as a granary storehouse (O.S.A, 1795,697) and as a store for gunpowder, shot and spare parts for the batteries on the Inch (Neish, 1950, 64).

By 1812, although the walls and roof still stood, the castle was in a ruinous state, and demolition was considered expedient. This was carried out in 1813, and the site was subsequently cleared to make way for harbour improvements, and the construction of boil yards for oil and margarine production to accommodate the needs of the then flourishing whale industry (Buchan, 1819, 12). The boil yards were subsequently replaced by fish-curing works (O.S. 1869, 25" XXIII, 7), in the nineteenth century, and the whole site has now been totally redeveloped as a result of the expanding oil industry. Early in the 1970s, a comprehensive and integrated offshore supply terminal was constructed on the south side of Keith Inch, including warehousing, office blocks, open storage and a helicopter complex (Francis and Swan, 1974, 10, fig.3). It seems very unlikely in the light of this development, that any traces of the castle remain, and there will in any case be no opportunity in the immediate future to explore the possibilities of the site. Future investigation is there confined to the surviving documentary and cartographic evidence.

#### The Plague Hospital and Burial Ground

The plague was endemic in the burgh in 1645. The outbreak had serious social and economic repercussions, resulting from the calamitous decrease in population with the death of over three-hundred people, and caused a serious deterioration in the progressive economic development of the town at this time.

The first victims of the disease died in the tolbooth, and such was the

fear of infection, that the building was subsequently razed to the ground. A site was selected slightly to the north of Ronhead (NK 1313 4691) and eight timber huts were built for the isolation of the sick. In an adjacent field, previously used to pasture the feuar's cattle, broad, deep trenches were excavated to bury the dead (NK 1309 4692). After the epidemic, both sites were deserted through fear of infection. The huts apparently survived until about 1775 in a fragmentary state. Buchan (1819, 102), claimed that 'there remained not long ago, some of the ruins of these huts'. The Old Statistical Account (1795, XVI, 559) on the other hand, claimed that the huts were pulled down, burnt and covered with earth after the plague had passed, there could be some confusion here with the burning of the tolbooth. It is clear, however, that neither the site of the huts or the site of the mass grave, was touched until about 1775 when the land was disposed as property to the feuars of Peterhead. It was at that time trenched and several pieces of timber recovered indicating the site of the huts (O.S.A. 1795, XVI, 559). Buchan (1819, 102) claimed to have examined the site and discovered several fragments of bones 'strewed among the dust of pits which had been dug in that place'. He had identified the site from Moir's plan of Peterhead (1739) which is annotated concerning the site and orientation of the huts and graveyard.

The area was incorporated in the burgh lands after the mid-eighteenth century, and in 1880, a fever hospital was erected practically on the site of the plague huts. This hospital was later demolished in preparation for a new housing development (Neish, 1950, 155). Today, there is no trace of the burial ground or plague hospital. The housing estate of the 1930s still stands, and the site of the mass grave most probably lies beneath the road known as Gadle Braes. The plague huts were probably sited in the garden of 49/50, Gadle Braes opposite the ness known as The Ive.

The huts were a temporary feature, and in the light of subsequent redevelopment, it is unlikely that any traces now remain in the archaeological record. There are however, no reports of substantial quantities of bones being discovered in the area since the eighteenth century, and it is possible that the mass graves remain undisturbed. The archaeological value of graves of this kind is limited, although the skeletal evidence could provide evidence of the diet, degree of prosperity and most prevalent diseases of the people of seventeenth-century Peterhead. Any future work in this area could usefully be observed and would provide an opportunity to establish the accuracy of Moir's plan (1739) and assess the survival of archaeological deposits.



## The Harbour

Until the late sixteenth century, there is no real evidence of activity in the harbour area. Neish (1950, 74) claimed that the natural inlet through the wave cut rock platform forming the coast on the north side of the burgh (NK 137 466) was probably the first harbour for the town. Certainly, the sheltered water north and west of Keith Inch, must have provided a sheltered anchorage for coastal shipping over a considerable period of time before the first artificial harbour works were constructed. Neish (1950, 74) claimed that for four hundred years, until the eleventh century, the Vikings used Peterhead and specifically the Almanythie Creek, as a refuge. It is not possible to prove such early usage, and it is not until the sixteenth century that documentary evidence suggests that artificial harbour works existed.

Before this date, vessels were presumably beached on the shore or were serviced by lighters. In March, 1573, the town council of Aberdeen, jealous of their rights as a royal burgh, sent a commission to the Regent protesting against the usurpation of their privileges by the 'poirttis and hevynniss of Newburgh, Peterheid and Wytheris'. At about the same time, Andrew Riddell was accused by the Town Council of Aberdeen of buying grit, salt, iron and other goods and selling them in Peterhead 'although not a town burgess'. These and other records suggest that Peterhead was by the mid-sixteenth century an established trading port, capable of supplying merchantment with their basic needs, loading and off-loading facilities and trading opportunities (Buchan, n.d.,15). A deed dating from 1587, strengthens this view, and transfers the 'fishertown of Peterhead with its ports, anchorages and fishings and the lands of Carkinsche (Keith Inch)' to George, Earl Marischal. But, significantly, by this charter, George was given the right to build a harbour at Peterhead, using as capital, customs and shipping dues. It was not, however, until 1593, as a part of his plan for expanding the town, that the Earl Marischal took steps to carry out this development. In this year, as a condition of the feu contracts distributed at that time, feuars were bound each to provide oak for maintaining a bulwark, in proportion to their feu assessment. The bulwark mentioned is certain to be that of Port Henry which the Earl Marischal had been given permission to build in the contract of 1587 but a number of circumstances suggest that this was not the first artificial harbour. Not only do the deeds of 1587 refer to 'ports and anchorages', but at a sederunt of the Privy Council in Edinburgh, in 1595, a superior complained that one Thomas Ogilvy had cheated him in the course of a trading contract in relation to a shipload of timber destined for the repair of the harbour

and port of Peterhead. The keyword here is repair. If it is safe to assume that the bulwark of Port Henry had been built in 1593, or shortly after, it seems reasonably unlikely that it would have needed repair so soon afterwards, and so, this timber must have been destined for repair work elsewhere on the seashore. Buchan (n.d.,17) points out that the Keith Inch provided a sheltered stretch of water with a sand beach obviously more favourable to shipping than the site further north chosen for Port Henry, with the late sixteenth castle and associated jetty protecting access from the south.

In common with other aspects of the town, there is little formal history recorded of the harbour. From the erection of the town into a burgh of barony in 1593 until almost the middle of the seventeenth century, there are no burgh records available to throw light on the civic affairs of that period, and no minute books appear to have been kept (Neish, 1950, 34). The exact date of the construction of Port Henry harbour therefore, is open to speculation. Most early authors are agreed that the new pier at Port Henry was constructed of very large unhewn stones without cement but seldom needing repair (Buchan, 1819, 19). The Old Statistical Account (1795, vol.XVI, 597) also describes the pier as consisting of very large unmortared stones on the north-east side seldom needing repair. Arbuthnot (1815, 14) adds to this description the information that the basin contains a third of an acre, and that it is defended on the east and south-east sides by a 'mound or parapet lately formed with the rubbish taken out of South Harbour'. If as has been proposed, this pier was that built in or about 1593, it makes it difficult to explain the use to which the supply of timber required of the feuars was put in this context. It could, of course, have supplied a basic timber and rubble core for the drystone facing, but there are no recorded repairs which describe the pre-existing fabric, and this question must remain unanswered. Findlay (1930, 53) refers to a claim made about 1860, that the original oak mooring posts were reputed to 'still be in a servicable state' but this appears to be virtually the only reference made to timber usage. The Countess of Erroll writing c.1680, reported that the bulwark of Port Henry Haven fell into a ruinous state at some time between 1593 and 1680, and that shipping and the trade of the town suffered greatly as a result (Findlay, 1930, 52). This statement is inconsistent with the other evidence, and there is no means of judging its accuracy. Port Henry was therefore most likely to have been the early centre of trade for Peterhead. In Moir's plan of the town (1739) it was already being referred to as the 'Old Pier'. The sixteenth-century bulwark ran out into the bay approximately 350' (106.6m).

From 1728 to the early nineteenth century, the focus of importance was transferred to the South Harbour, by Keith Inch, and Port Henry remained undisturbed retaining its early appearance. The Ordnance Survey Plan published in 1869 (O.S. 1869, 25" sheet XXIII, 7) shows no changes from those made in 1739 (Moir, 1739), 1805 (Ainslie, 1805) or 1806 (Rennie, 1806). In 1897, however, the harbour basin was deepened and increased in area to about six acres. The 160,000 tons of rock thus removed was transported to the south bay as part of a land reclamation scheme in the area now known as the Smith embankment (Neish, 1950, 88). In 1906-8, a new entrance was provided to Port Henry, and some 25 years later, in 1931, the basins of Port Henry were modernised and a patent slipway was installed (Neish, 1950, 89). Port Henry has been destroyed by the expansion of the modern harbour, the remains of the original bulwark being demolished in the 1870s. The Ordnance Survey 6" plan of 1968 traces the vanished north quadrant of Port Henry, lying just below the converging ends of Brook Lane and Ellis Street (NK 135 463). There is now no trace of the supposed sixteenth-century harbour works. The site has recently been extensively redeveloped, extensive clearance of old harbour-side facilities has taken place immediately north of the site of the old pier, and a reclamation scheme has resulted in the infilling of a large area of shingle between the Roanheads and the pier, skirted by a new access road to the harbour facilities (see map 2). There is little possibility in the future of examining the site of Port Henry, and even less likelihood of identifying any traces of early harbour works. For this reason, the past known history has been discussed in detail here.

There is controversy as indicated above regarding the date at which the south harbour was developed. This came into prominence at the beginning of the eighteenth century, but must have existed for some considerable time before this. In 1590, when the castle on Keith Inch was in process of erection, the Earl Marischal constructed a private landing pier, approximately 100' (30.4m) in length which was the forerunner of the south harbour. Improvements to the harbour facilities were carried out in 1631, when William 6th Earl Marischal applied to the Privy Council for permission to import timber from Norway for building another bulwark, and 'once again' repairing the harbour. In 1658, the town sought contributions from the churches of the Synod of Aberdeen for restoring the bulwarks of both the north and the south harbours destroyed by a storm in 1655. Further repairs were necessary in 1678, as a result of storm damage, and the end of the seventeenth century saw a partly developed harbour with two basins, each protected by a rudimentary pier (Buchan, n.d.,20). The Countess of Erroll, writing in the late seventeenth century, describes the harbour as 'most commodious' and

states that it 'imbosoms itself in the said Keyth Inch and makes a defence from the east by the Inch and numerous rocks round about' (Graham, 1976-77, 34-6). About 1700, therefore, the south harbour enclosed about a half acre, secured by a small quay to the south (Findlay, 1930, 54). Until 1735, the channel between Keith Inch and the mainland was open, and it is about that time that a causeway was built to link the two. Moir's plan (1739) marks the position of this causeway (known as the Quinzie) and annotates this as underwater at stream tides. This link had been developed no further by 1749, when Jaffrey's plan was produced. The plan was a virtual copy of that of Moir, and both show two new piers, one forming a triangle from Keith Inch, and another extending south towards the early convex south pier. This south pier is annotated as existing at two levels, the south seaward side being higher than the inward side. The higher level may represent the wall being built in 1734 to protect the south breakwater and which was destroyed in that year by an easterly gale and subsequently rebuilt (Buchan, n.d. 23). Throughout the eighteenth century, a continual process of enlargement, deepening and repairs was carried out which are described in detail by Arbuthnot. Ainslie's plan (1806) well illustrates the appearance of the south harbour at the turn of the nineteenth century. The Quinzie had by this time been built up, and warehouses constructed on the made-up ground. The Old Statistical Account (1795, vol. XVI, 597) describes the buildings so located as a 'flesh house, coal, lime and timber sheds and a salt manufacture on the north side, and on the south side a warehouse and two small shipbuilding slips'. The following year, however, it was decided that the basin of the south harbour was too small, an act of Parliament was passed to enlarge the south harbour and build a new north harbour. As a result, the bottom of south harbour was deepened, the eighteenth-century west pier lengthened and a quay 300' (91.4m) was built on the east side. Work on the new north harbour continued through the nineteenth century and into the present century.

Recent developments in the harbour area have made future investigation virtually pointless. It may still be possible to identify some traces of the eighteenth century masonry, but it is unlikely that it will be possible to identify the earliest origins of the site.

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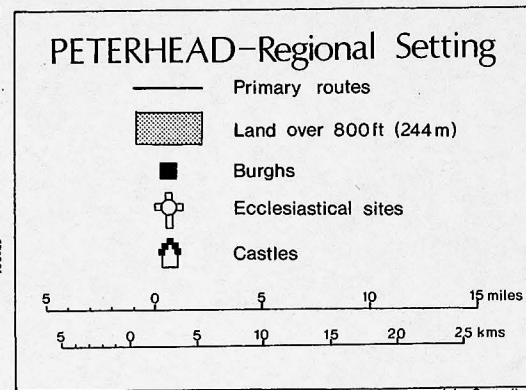
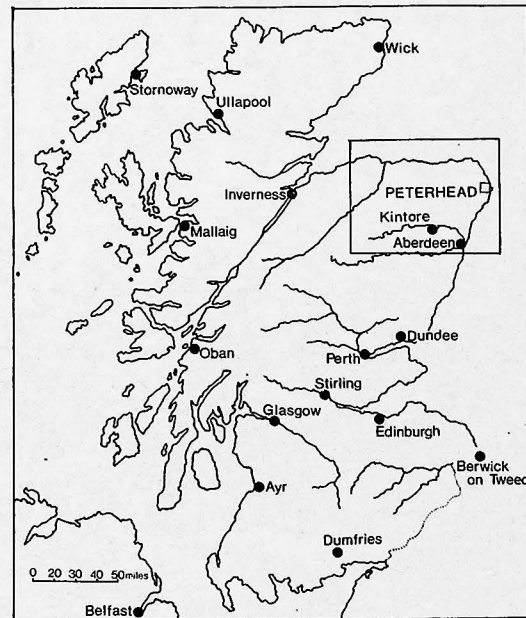
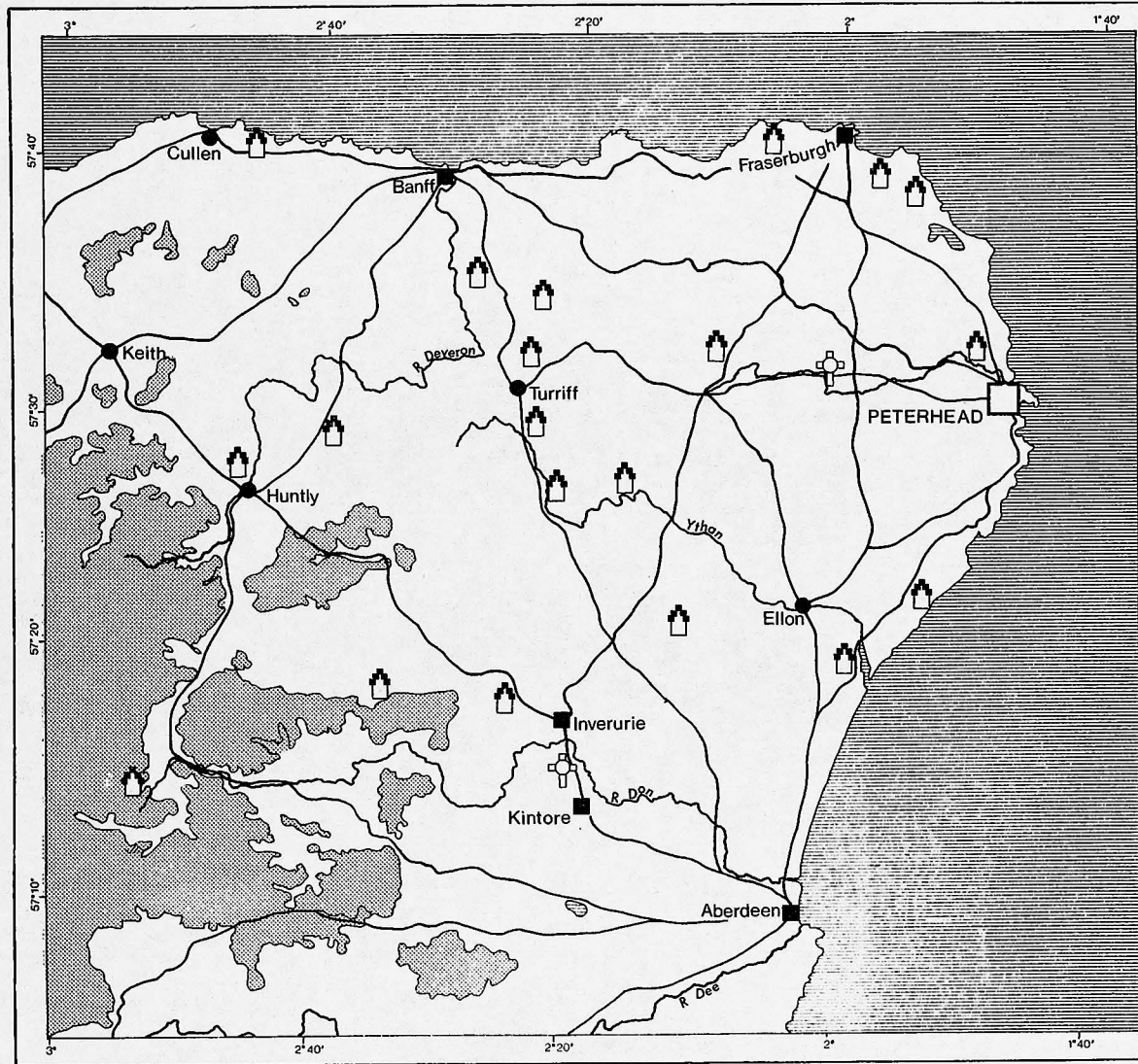
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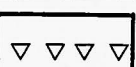

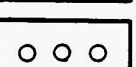



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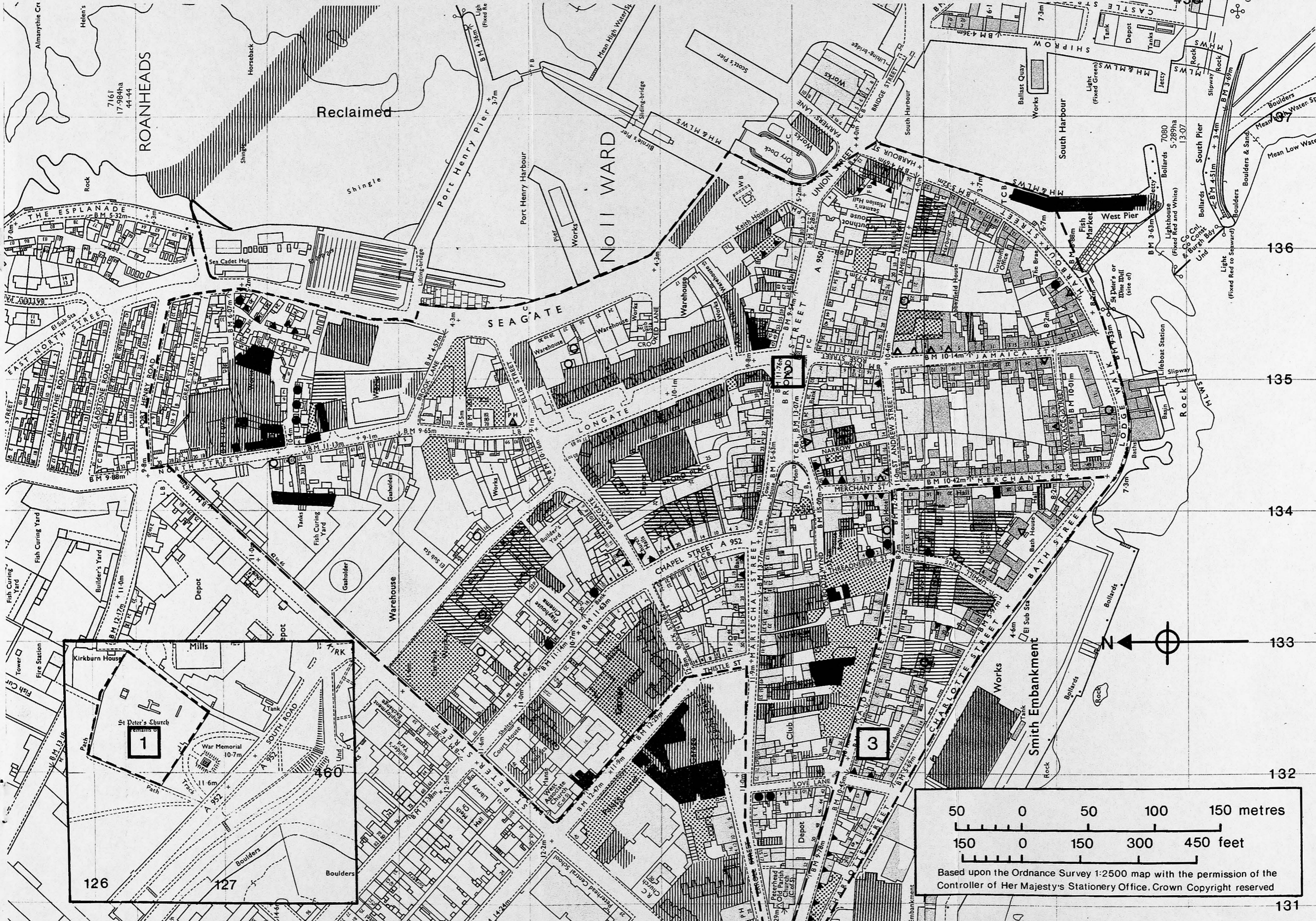
Map 1

# PETERHEAD

# Map 2

|                                                                                     |                                   |
|-------------------------------------------------------------------------------------|-----------------------------------|
|    | Areas of archaeological interest  |
|    | Sites effectively re-developed    |
|    | Sites proposed for re-development |
|    | Demolished property               |
|    | Car parks                         |
|    | Visible cellars and basements     |
|    | Frontages cut into sloping ground |
|    | Derelict property                 |
|  | Renovated property                |





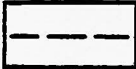
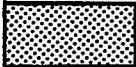










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 132  
 126  
 127

# PETERHEAD

# Map 3

|                                                                                     |                                                 |
|-------------------------------------------------------------------------------------|-------------------------------------------------|
|    | Boundary of Conservation Area                   |
|    | Listed buildings, all categories                |
|    | Early 19 <sup>th</sup> century frontage line    |
|    | Site of 16 <sup>th</sup> century castle         |
|    | Site of fish house tenement                     |
|    | Possible site of early tolbooth                 |
|    | Site of late 16 <sup>th</sup> century tolbooth  |
|    | 18 <sup>th</sup> century flesh market (site of) |
|    | Site of early church                            |
|   | Probable site of first formal harbour           |
|  | Archaeological find spot                        |
|  | Well, 19 <sup>th</sup> century or earlier       |







