

**Client: Fitzsimons, on behalf of Heritage Hotels Ltd**

**Date: 8<sup>th</sup> October 2004**

**Project Code: MNB03**

**Marine Hotel, 18 Cromwell Road, North Berwick,  
East Lothian: Desk-Based Assessment and  
Historic Building Survey**

**ELC Planning References 02/00563 & 02/00566**

Mike Kimber

**PROJECT SUMMARY SHEET (MNB03)**

<b>Client</b>	Fitzsimons, on behalf of Heritage Hotels Ltd
<b>National Grid Reference</b>	NT 540 854
<b>Project Manager</b>	Dr Chris Lowe
<b>Text</b>	Mike Kimber Dr. Tim Holden
<b>Illustrations</b>	Mike Kimber
<b>Desk-Based Assessment</b>	Mike Kimber
<b>Building Survey</b>	Dr Tim Holden Mike Kimber
<b>Schedule</b>	
Fieldwork	26 <sup>th</sup> November 2004
Report	October 2004

**Summary**

*Three surviving 19<sup>th</sup> century buildings due for demolition were surveyed. As indicated on one of the surviving gate piers the complex comprised the carriage sheds and stables for the Marine Hotel. Although the complex appears to be of one build, there is some suggestion that Building B and a now-demolished fourth building may predate, by a few years, Building C. In its completed form the western one and a half storey building represented an ornate carriage house accommodating at least two vehicles. Living accommodation was also provided by a small dwelling in the eastern bay, probably for the stable manager, and on the first floor above and carriage shed for the stable boys. Building B was evidently the stables and there is some suggestion that there was, at some point, a forge against the east gable. Building C mirrors Building B and was probably also used for stabling or as a feed store.*

*Other buildings to be demolished include a brick-built squash court to the north of Building A and a recent extension against the west wall of the hotel.*

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**MARINE HOTEL, NORTH BERWICK**  
**DESK-BASED ASSESSMENT AND STANDING BUILDING SURVEY**

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## 1. INTRODUCTION

This report presents the results of a Desk-Based Assessment, Historic Building Survey and Photographic Survey undertaken by Headland Archaeology Ltd in connection with a programme of demolition and construction works at the Marine Hotel, Cromwell Road, North Berwick, East Lothian (Planning refs 02/00563 & 02/00566). A number of buildings within the curtilage of the Marine Hotel (a Grade B Historic Building, HB 38707, see Figure 1) are due to be demolished as part of this work, including a 19<sup>th</sup> century carriage house and stable, as well as a number of 20<sup>th</sup> century additions to the hotel. The development area has also been identified as lying in an area of potential archaeological importance.

This report represents the first stage of a phased programme of archaeological work set out in a Headland Archaeology Method Statement (Lowe 2004) dated 6th August 2004 and agreed with the Heritage Officer at East Lothian Council. A second stage of archaeological work will involve a Watching Brief on ground-breaking work within the development site.

## 2. METHOD

### Desk-Based Assessment

A systematic search of all readily available and relevant documentary sources was undertaken, including:

- Archaeological records held in NMRS
- Published Maps held in the National Library of Scotland
- Information in the East Lothian Council Sites and Monuments Record

### Historic Building Survey

A Level 2 Historic Building Survey (RCHME 1996) was undertaken of the late 19<sup>th</sup> century buildings on the site (Buildings A, B and C, see Figure 1). This utilised a combination of Leica Total Station EDM survey and hand drawn measured sketches for the production of plans and sections. The main elevation was recorded through rectified photography and EDM (see Figure 4). A full photographic survey of the interior and exterior of the building was also undertaken.

At the time of the survey Building A was unoccupied; Building B was an occupied dwelling; and Building C was still in active use as a storeroom and boiler house. In view of this some areas, particularly in Building C, were not available for survey and the details of the most recent internal layout are not complete.

A rapid photographic survey was undertaken on Building D (see Figure 1), a later 20<sup>th</sup> century conference centre attached to the western end of the Marine Hotel and on Building E, a mid to late 20<sup>th</sup> century squash-court building.

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### 3. RESULTS

#### **Cartographic Survey**

The site of the Marine Hotel was open fields in 1853 when first surveyed by the Ordnance Survey. At this time several 'quarries' are marked on the West Links, which lies along the shore between the site of the hotel and the sea. The nearest developed area is North Berwick Station, situated approximately half a mile to the southeast. The Marine Hotel was originally constructed in 1875 (HB 38707), and was surveyed as part of the 2nd edition Ordnance Survey revision (1893). It was situated within a localised area of residential streets. Buildings A, B and C (see Figure 1) are also included on this map, and a fourth building, similar in size to Building B abuts its eastern end on a perpendicular alignment (see inset to Figure 1). A series of brick-built sheds or garages to the west and south-west of Building A are also first visible on this map.

#### **Archaeological Records**

The results of the archaeological desk-based assessment will be presented and considered in full in the forthcoming report on the archaeological monitoring of groundworks within the development site.

#### **Historic Building Survey**

The 19<sup>th</sup> century buildings on the site consist of a group of three buildings of similar construction, Buildings A, B and C (see Figure 1), which appear originally to have been used as a carriage house and stables (see Figures 1, 2; Plates 2, 5). They are presently in use as both accommodation and storage space. Each building is discussed individually below.

#### ***Building A***

##### *Exterior*

Building A is a stone-built structure, rectangular in plan and aligned on an approximately east-west axis (see Figure 2; Figure 3; Figure 4; Plates 1 & 3). It comprises a one-and-a-half-storey gabled structure originally built as a carriage house, but this was converted into a residential property some time in the mid-late 20<sup>th</sup> century. This conversion involved extensive internal remodelling and the addition of two large dormer windows overlooking the sea to the rear of the property.

The building is constructed of squared red sandstone masonry with occasional snecking and has dressed sandstone margins to the openings, quoins and copings. The roof is double pitched, formed of close-butted Scottish slate with zinc flashing along the ridge and plain close eaves with iron gutters and down-pipes. The skews are crow-stepped in dressed sandstone, with a 'scroll' pattern skewput. Two rectangular chimneys are present along the ridge of the roof. The eastern chimney is a double one and its flue is topped by fired ceramic chimney pots. The western chimney is a single one, has no pots and has presumably been capped. This probably serves an upper floor hearth.

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The building abuts the western end of Building B. Access to the ground floor is by two partially blocked carriage arches to the kitchen and lounge, and an original doorway into the present hall. The carriage arches are edged with dressed sandstone blocks. The western arch has been blocked by a timber framework accommodating a central door with flanking windows (see Plate 5). The central arch has been fitted with modern glass sliding French windows (see Plate 5). The eastern door is potentially original and is half-timbered, half glass, within an original dressed sandstone post and lintel doorway (see Plate 3). The ground floor window to the east of this retains its original sash window. At a high level in the north ground floor wall there are three small windows/ventilation holes. These are thought to be original features associated with the carriage shed (see Plate 9).

The upper floor is accessed by an external two-rise staircase to a sandstone edged loft door on the western wall (see Plate 7), and by an internal staircase at the eastern end. In the upper part of the southern wall there are three gabled dormer windows with crow-stepped skews, 'swirl' pattern skewputs and original sash window frames (see Figure 4). Two ungabled ashfelt roofed dormers at the rear of the building are recent additions.

#### *Interior*

The present ground floor is comprised of three adjoining spaces, being a small kitchen to the west, a central lounge and a hallway to the east, from where a staircase leads to the upper floor. A small W.C. is situated to the rear of the house, off from the hallway and partially beneath the stairs. The main partition walls between kitchen, lounge and hallway are brick-built and each supports a chimney flue. The ground floor W.C. is formed by secondary stud partition walls. The floor level in the central room is higher than at either end. This appears to be a secondary feature. A blocked hearth is visible on the eastern wall of the lounge.

A hall/passageway runs the full length of the upper floor (see Plate 10). To the south of this are three bedrooms. A bathroom is located north of the hall at the western end of the building. The two lateral partition walls between the bedrooms contain the chimney flues and are brick built. All the other partitions on this floor are 20<sup>th</sup> century stud partitions.

### ***Building B***

#### *Exterior*

Building B is a single storey rectangular building, built in a similar style to Building A (see Plate 2). Originally part of the carriage house complex, this building, like Building A, has been largely converted into accommodation (see Figure 2). The walls are constructed of the same squared and occasionally snecked sandstone masonry, and the openings are edged with dressed sandstone. The roof is double-pitched, constructed of close-butted Scottish slate with zinc flashing and with crow-stepped skews and scrolled skewputs at the eastern gable. A slight flair is apparent to the line of the roof (see Figure 3, Section C), but this may be due to slippage of the slates. The eaves are plain with iron gutters and down-pipes. The roof is seated upon an iron girder, which extends the length of the building, and also forms the lintel for the largest opening in the southern wall. The western end of Building B appears to abut Building A (see Figure 2).

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A short, wide chimneystack is present at the eastern end of the building (see Plate 8). The stack protrudes from the side of Building B. Here, at the east end of the building the ground level has been considerably reduced to accommodate the 20<sup>th</sup> century extension to Marine Hotel. This chimney has therefore had to be consolidated approximately 4.5 m above the ground where it is supported with modern brickwork (see Figure 3; Plate 8). On the outside of the eastern gable a small area of flashing is visible suggesting that a single pitch roof was attached to the gable end at some point (see Plate 8). The rear or northern side of Building B abuts the adjoining Building C.

There are three original access points to the building. The largest, at the western end, is probably a carriage entrance, similar to the arches in Building A, but it lacks an arch and is probably supported with an iron girder lintel. This opening is presently blocked by a timber framework, into which is set a recent window. Access to the present living area is provided by the central opening, which is a wide doorway, originally approximately 1.1 m wide, but partially blocked with timber and fitted with a narrower door (see Figure 2). The dressed sandstone edging of this opening shows signs of wear and scratching on the inside edge. The eastern doorway gives access to a largely unmodified storeroom. It is slightly narrower than the central door and has not been blocked.

The three original windows on the southern wall have dressed sandstone margins with sash window frames (see Figure 2).

#### *Interior*

Most of the interior of Building B has been extensively remodelled into living accommodation, consisting of a western bedroom, a central lounge and kitchen and a bathroom and storeroom at the eastern end (see Figure 2). The partition between the bedroom and lounge is brick and probably original. It has a slight change of alignment at the southern end, where a doorway gives access to the lounge. The lounge space occupies the full width of the building but the small kitchen in the southeast corner is formed by recent stud partitions. At the eastern end of the building there is another original brick cross-wall, the resulting space has been recently partitioned into a bathroom at the rear and a storeroom to the front. The storeroom is largely unmodified, and the original floor is visible, showing the presence of large surface drains (see Plate 11). There is a bricked up doorway in the cross-wall, between the storeroom and the current kitchen. At the eastern end wall traces of an earlier original lath-and-plaster ceiling reveals the roof at this point was once hipped (see Figure 3; Plate 12). There is no evidence for a hearth associated with the external chimneystack.

#### ***Building C***

##### *Exterior*

Building C is the most extensively remodelled of the carriage house complex. A modern brick and girder frontage has replaced almost the entire north wall of this building and presently accommodates three large openings (see Figure 2; Plate 4). In plan the building essentially mirrors Building B, which it abuts to the south. The walls and roof are of similar materials and build. The crow-stepped skews at the eastern gable end are keyed into the skews of Building B (see Plate 8) and the western gable is also crow-stepped. There is a tall, single flue chimney in either gable end (see Figure 3, section C; Plate 6) and a number of modern vents

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have been inserted through the slate roof. Because the ground slopes down to the north the northern frontage is somewhat higher than Building B (see Figure 3).

#### *Interior*

The interior of Building C has been completely gutted and is used as storage and to house the boiler for the Marine Hotel. Direct access was not possible to the interior, but it was possible to see that brick partition walls are still present on the inside. The eastern partition wall appears to be kinked in a similar manner to the western partition in Building B (see Figure 2). There were no fireplaces visible at either gable end, although a bricked up window visible in the eastern gable may have replaced the fireplace at this end of the building.

Attached to the north-west end of the Marine Hotel is Building D, a later 20<sup>th</sup> century conference suite (see Figure 1; Plates 14-16). This extension is constructed mostly of concrete, and is raised above a car-parking area by concrete piles. Building E (see Figure 1; Plate 13) is a later 20<sup>th</sup> century squash court, constructed of brick, breezeblock and concrete cladding, with a corrugated iron roof.

## 4. DISCUSSION

Very few original internal features survived in any of the buildings belonging to the carriage house complex. Most of the interpretation of these structures has therefore been based upon the arrangement of external architectural features.

Judging by the presence of the ground floor arched entrances, in its original form Building A was undoubtedly used primarily as a carriage house with the smaller arch to the west accommodating a gig or smaller vehicle than the arch to the east. At the eastern end of the building there is a standard domestic doorway flanked by an original window. This is likely to have accommodated the stable manager or other staff with a staircase to at least one bedroom above. The double chimneystack in the eastern half of the building suggests that there were hearths on both the lower and upper floors. It seems likely that the blocked fireplace visible in the present day lounge (see Figure 2) is in fact a later addition to the building, and the original hearth was on the other side of this wall, in what is now a hallway.

It is not entirely clear whether the upper floor was used entirely for living space or for some other purpose such as a feed store/hay loft. However, the smaller, western chimney probably served a hearth on the upper floor. This, together with the ornate, sash dormer windows, would suggest that the western part of the upper storey was designed as living quarters for the stable boys or other hotel staff. This accommodation was in all likelihood separated from the manager's accommodation to the east and access would have been via the first storey door in the western gable.

The survival of internal features in Building B is rather better than elsewhere, and in conjunction with external evidence suggests that this building has seen a degree of remodelling prior to its modern conversion. The presence of a hipped lath-and-plaster ceiling at the eastern end suggests that the eastern gable of this building was not an original feature. The crow-stepped gable is therefore a later addition. Given the map evidence of a fourth building on the site, this makes sense if there were originally two sloped roofs butted together

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at this point. If this is the case, then the crow-stepped skewers of both Buildings B and C represent details added at the time when the missing fourth building was demolished. The wide entrance at the eastern end of Building B suggests that it was used for vehicular storage. Although there is little external evidence that this entrance is a secondary build, the change in alignment in the interior partition wall suggests that the building was not originally constructed with this purpose in mind, and was modified internally in order to accommodate the wider entrance. This is possibly supported by the fact that, unlike in Building A the entranceway is not arched, but uses an iron girder as its lintel.

The other two doorways in Building B are significantly wider than standard doors and were probably intended for horses, rather than for people. The scratch marks on the sandstone edging of the central door, which may have been caused by horses in harness passing through, and the drains in the floor of the eastern storeroom support the interpretation that this was a stable. The presence of the large eastern chimney is somewhat enigmatic. The size of the chimney suggests an industrial type of function, and it may originally have been connected to a small forge, possibly for the shoeing of horses and the repair of other metal equipment. However, as access to this end of the building was restricted there is no definitive evidence that this was the case.

The lack of access and the significant modern alterations to Building C mean that it can add little to the story of the carriage house complex. It is likely that this building was used as stabling or as a feed store but the presence of the chimney stacks at either end must raise questions about the function of this building. Furthermore, while there is evidence that the eastern gable of Building B is a secondary addition, it is not clear that this was in fact the case with Building C. It may therefore have been a later addition to the carriage house complex at the time of the remodelling of Building B.

## **5. ACKNOWLEDGEMENTS**

Biddy Simpson curated the project on behalf of East Lothian Council.

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## **APPENDIX 1: SOURCES**

Lowe, C 2004 'Marine Hotel, 18 Cromwell Road, North Berwick, East Lothian: Method Statement for Historic Building Survey & Archaeological Watching Brief' Headland Archaeology Ltd Internal Report.

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### ***Cartographic Sources***

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1894 *Haddingtonshire* Ordnance Survey 1:2500 scale map sheet 2: 7 & 11 (re-surveyed 1893)

### ***Historic Buildings***

HB 38707 Marine Hotel, Cromwell Road

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**APPENDIX 2: PHOTOGRAPHIC REGISTER**

Photographic Register		
Shot No.	Direction Facing	Description
1	N	Main façade and gate piers, Building A
2	N	Main façade and gate piers, Building A, E end detail
3	N	Main façade and gate piers, Building A, W end detail
4	N	Gate piers E
5	N	Gate piers W
6	NW	Main façade showing E gable
7	NW	Single storey brick garage to W of Building A
8	NE	Main façade to building B
9	N	Main façade to building B - W end
10	NE	Main façade to building B - E end oblique
11	W	Courtyard on S side
12	NW	Building A, lounge showing rear windows
13	N	Building A, kitchen showing rear windows
14	W	Building A, upper landing
15	E	Building C, W gable end
16	N	Building B, drain in E room
17	NW	Building B, roof detail in E room
18	NNW	Building B, roof detail in E room
19	SW	Garages and courtyard
20	E	Building D - construction details
21	N	Building D - general
22	NW	Building D - general
23	NW	Building D - general
24	SW	Building D - general
25	W	Building C and Building D
26	SW	Building C exterior
27	W	Squash Courts
28	E	Building D
29	W	Buildings C and D, E ends
30	W	Buildings C and D, E ends
31	W	Buildings C and D, E ends
32	W	Buildings C and D, E ends
33	NW	Building A, W gable
34	E	Garage block wall from road

35	E	Building A, W gable
36	E	Building A, W gable
37	E	Building A, W gable
38	E	Building A, W gable
39	SE	Marine Hotel and Building D
40	SE	Building A, W gable
41	NW	Buildings B and C, E end
42	E	Building D, N wall
43	S	Building C, N wall
44	SW	Building C, N wall
45	SW	Building C, N wall
46	SW	Building C, N wall
47	SW	Building C - interior partition
48	SE	Building C - interior E gable
49	SW	Building C - interior ceiling
50	SE	Buildings C & D, N walls
51	SE	Building C, N wall
52	NE	General shot of hotel
53	NE	General shot of hotel
54	NE	General shot of hotel
55	-	Interior Building E
56	-	Interior Building E
57	SE	Building E, exterior
58	N	Building D, Exterior

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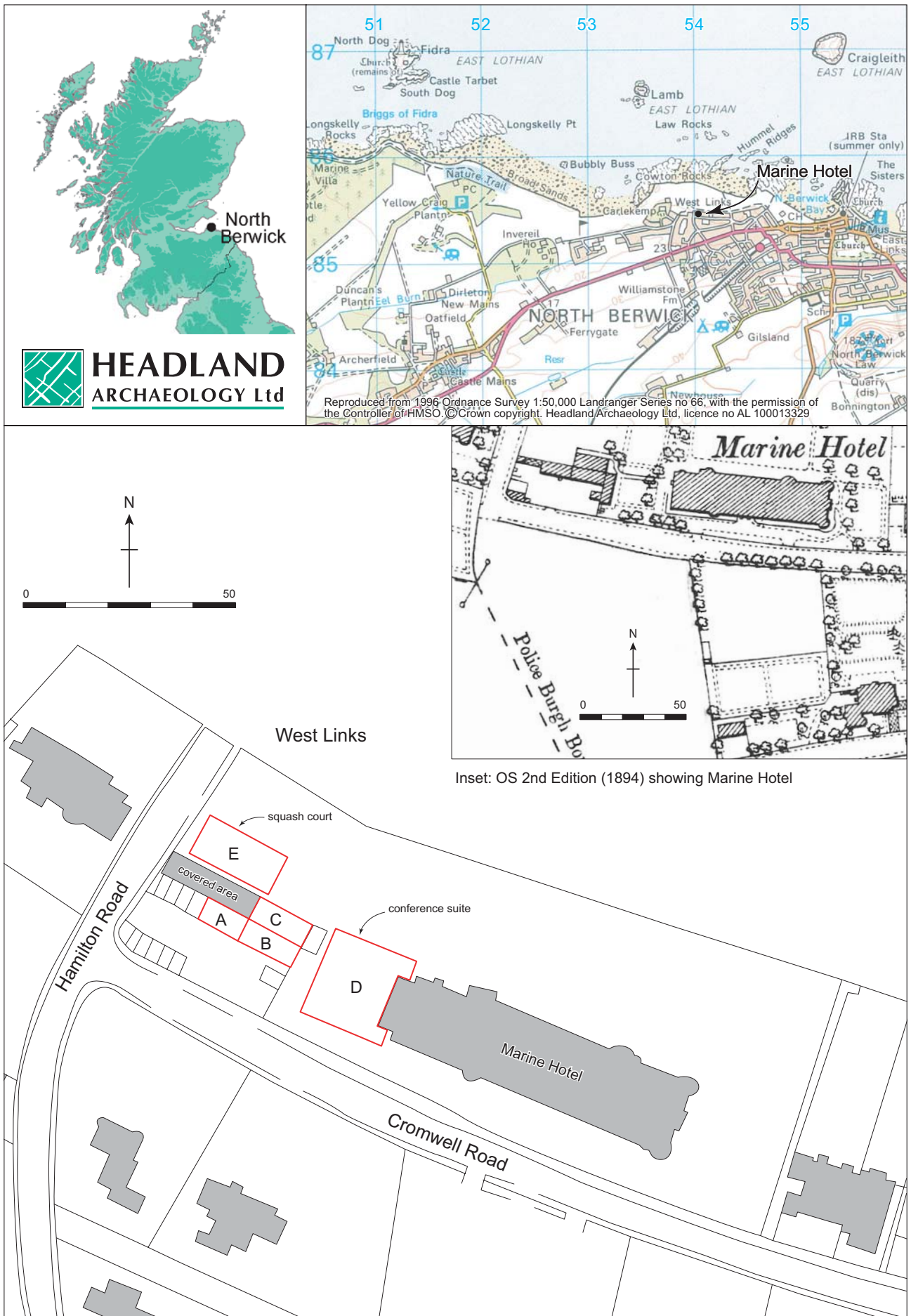


Figure 1: Marine Hotel, North Berwick - Site Location

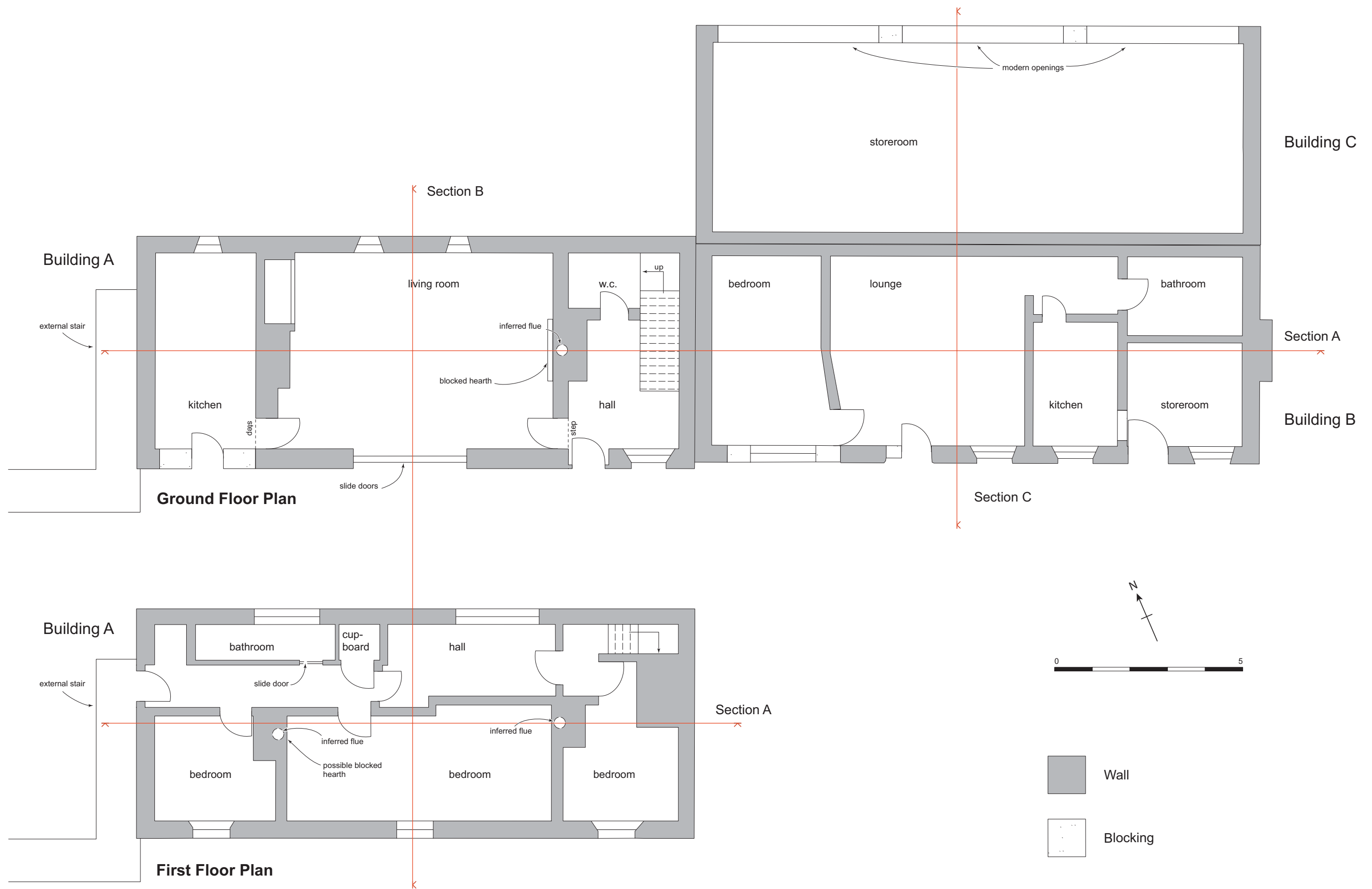


Figure 2: Plan of Carriage House and Stables

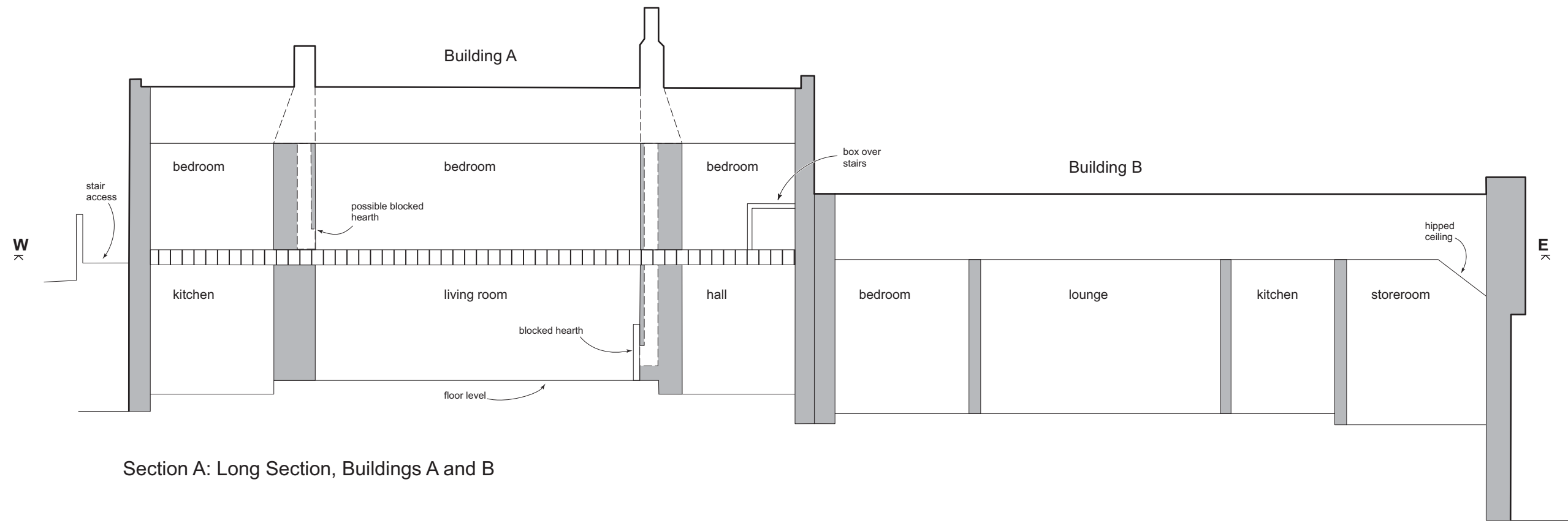
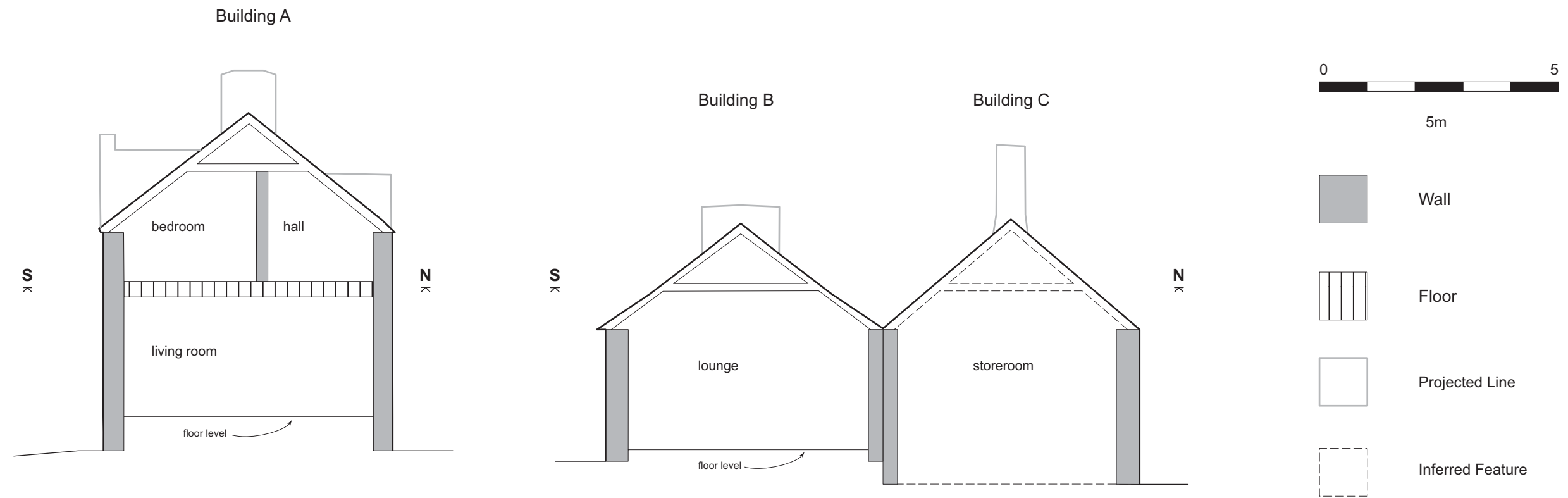


Figure 3: Sections of Carriage House and Stables



Figure 4: Rectified Photographic Elevation of Carriage House





Plate 1: Building A, south elevation



Plate 2: Building B, south elevation



Plate 3: Building A, southeast corner



Plate 4: Building C, north elevation



Plate 5: Blocked carriage arches in Building A

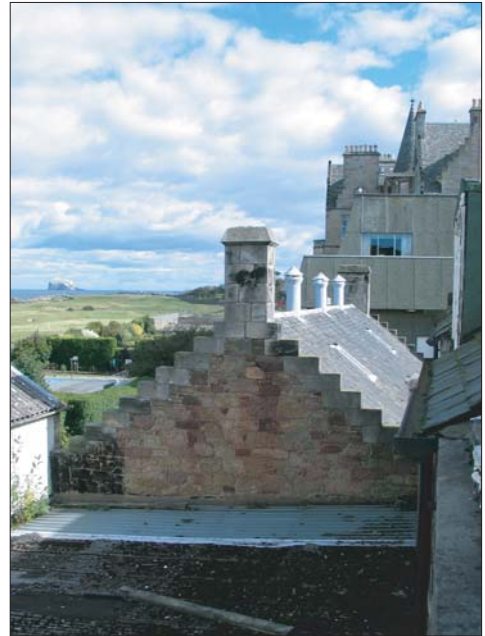


Plate 6: Building C, western elevation



Plate 7: Building A, western elevation



Plate 8: Building C, chimneystack and flashing





Plate 9: Building A, ground floor rear window/ventilation hole



Plate 10: Building A, first floor hallway facing west



Plate 11: Drains in floor of Building B



Plate 12: Hipped ceiling in Building B



Plate 13: Buildings D, E and Marine Hotel from north-west



Plate 14: Building D, south-west corner looking east



Plate 15: Building D, north-west corner looking west



Plate 16: Building D, south-east corner looking west

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33	NW	Building A, W gable
34	E	Garage block wall from road

35	E	Building A, W gable
36	E	Building A, W gable
37	E	Building A, W gable
38	E	Building A, W gable
39	SE	Marine Hotel and Building D
40	SE	Building A, W gable
41	NW	Buildings B and C, E end
42	E	Building D, N wall
43	S	Building C, N wall
44	SW	Building C, N wall
45	SW	Building C, N wall
46	SW	Building C, N wall
47	SW	Building C - interior partition
48	SE	Building C - interior E gable
49	SW	Building C - interior ceiling
50	SE	Buildings C & D, N walls
51	SE	Building C, N wall
52	NE	General shot of hotel
53	NE	General shot of hotel
54	NE	General shot of hotel
55	-	Interior Building E
56	-	Interior Building E
57	SE	Building E, exterior
58	N	Building D, Exterior

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