

TOPIC : Morrison's Haven Harbour

TEACHER'S PAGES – IMAGE



Landward view of Morrison's Haven Harbour with Prestongrange Colliery in the distance

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THE ROLE OF MORRISON'S HAVEN IN SCOTTISH TRADE

Vikings, through marriage and time, became integrated into the communities they invaded and established the sea routes used by the Scottish merchant ships from the 12th century. Scotland's economy was then firmly rural based as reflected in the export trade, which largely consisted of wool and hides. Town and country were dependent upon one another; the countryside produced goods and labour and the towns purchased both. Central to the whole system were the monasteries with sheep farms in the country and grain stores in the towns. In the 16th Century, the economy was also rural based with imported manufactured goods paid for with revenue from exporting rural produce including coal and salt. Merchant vessels continued to follow Viking Sea routes while seeking new markets from Spain to Sweden trading wool, skins, hides, tallow and 'hawkers', rogue traders trading in cheap, coarse, woollen cloth made in Dundee for export from East Coast ports.

In April 1526, whilst visiting Newbattle Abbey James V granted the monks permission to build a harbour at Prestongrange to facilitate shipping their coal and salt. Named Newhaven, the harbour provided a 'safe haven' for local fishermen whom, in the absence of one, had experienced loss of boats and lives. From 1540, Alexander Atkinson (Acheson) who was permitted by the Abbey to build a harbour, repair boats, operate a tide mill and erect buildings as required. Goods passing through the port included fish, hides, salt, tar and lead but Acheson's success was curtailed when foreign trade ceased in 1563 when the Scottish Parliament, concerned at the lack of fuel supplies, prohibited exportation of coal. The Acheson's may have sold their very profitable shipping business and emigrated to America, but their memory lives on in the modern town of Prestonpans in the streetname Acheson Drive. In 1587, the harbour passed to Mark Ker, Earl of Lothian whose son and heir, Robert, sold the Prestongrange estate to John Morison, a Bailie from Edinburgh. From 1609, John Morison's grandson, William, oversaw one of the harbour's busiest periods until John Morison's son and heir, Alexander, inherited the lands and barony of Prestongrange in 1617

INDUSTRIAL SCOTLAND FROM 1600

By 1600, most Scottish vessels trading on the continent were Dutch built, varying in size between 30 and 80 tons and commonly known as "bushes". Their relative frailty and the unpredictable North Sea weather meant foreign trade was a summer affair with merchants restricted to trade with England in winter. In the 1680s, Morrison's Haven had a Customs House because a shift in trade from pre-industrial exports to the manufactured goods and raw materials of the industrial age, attracted custom's duty. Foreign exports from Morrison's Haven were primarily salt and coal, with a secondary trade in eggs, stockings and cloth for London. Fifty per cent of the 28 boats recorded by customs men between 1684 and 1685 carried coal, seventeen came from the Netherlands, the remainder headed for France, London and Hamburg. Although implying that a substantial amount of coal was exported, each collier only carried around thirty tons, the total annual coal exported was less than one thousand tons. Prestonpans coal fuelled the domestic fires that earned Edinburgh its nickname of "Auld Reekie" and fed the coal hungry salt industry, which supplied the English fishing, fleets with a preservative for their catches.

EXPORTS

Morrison's Haven's fishing fleet meant Prestonpans traded in an exotic sea harvest. In 1691, the master of the King's Fishermen of London entered Morrison's Haven with an empty hold and left with a cargo of Lobsters. Shellfish also went to Norway, but the main trade was with London, Newcastle, Yorkshire and Yarmouth. Rural produce was also exported through Morrison's Haven. In 1679 and 1685, the continental harvests failed while East Lothian produced more grain than local markets required and record amounts were sent overseas. Other exports included tallow, kelp, animal skins (including dog), linen, woollen cloth, gloves and stockings.

IMPORTS

Crews of 'Colliers' coming in empty (to collect coal) earned extra money by bringing luxury foodstuffs such as currants, raisins, figs, prunes, oranges, lemons, sugar loaf and sugar candy. But an import of absolute necessity for the area's industry was timber. In spring, boats carrying coal for Holland left Prestonpans, off-loaded coal and headed for Norway for a return cargo of timber. Norway provided 40% of East Lothian's timber imports as the natural supply of wood was exhausted but still required for the mining industry (to shore up the coal face), agricultural use (for carts and implements), barrel making (fish were salted and packed into barrels) and the construction industry. Other industrial imports included; iron plate (to manufacture salt pans) from Sweden; flax (the raw material of the linen industry); hemp (for rope manufactories) from Danzig; dyestuffs from Zierikzee and pitch and tar (to repair and waterproof ships) from Holland. English hops were imported and used by the numerous breweries in Prestonpans and the surrounding area.

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PRE-UNION TRADE (TO 1707)

From the late 17th century, double customs duty was levied against foreign registered ships bringing cargoes into Scotland. The result was reduced competition between foreign ships and local merchant seaman and from the 1680's onwards, Morrison's Haven became very important. With English and continental trade flourishing between 1680 and 1686 10% of Scotland's trade with foreign ships passed through the harbour because the industries in the vicinity of the harbour produced goods in demand by foreign markets. Edinburgh's port of Leith held an almost complete monopoly on the import of wine, commanded 80% of the wool and hides market and dealt with 65% of outward coal trade. To survive, Morrison's Haven had to diversify and accepted a huge miscellany of goods from a diverse range of traders; from fishermen and fish, from colliers and coal and the aristocracy importing necessities for their households including furniture, chocolate, canary seed, apples, candles and plants. English ships brought wines and spirits, tobacco, soap, bricks, paper, rope, and, at the luxury end of the market, hats, gloves, Dutch silk, whalebone, Delft china and *Russia Leather*. Each autumn, the last trading run before winter consisted of cargoes of the apples and onions, which were surplus to the Dutch harvest. Although Morrison's Haven was smaller than Leith, it was still important to the Scottish economy as confirmed in 1698 when residents of Acheson's Haven were permitted to hold a weekly market and an Annual Fair.

SMUGGLING

Smuggling was a reaction to late 18th Century increase in customs duties. Boats smuggling goods into England returned with cargoes of wool which were re-exported via Morrison's Haven into France, along with legitimate exports of malt, salt and coal. Prestonpans was notorious for smuggling and in 1686 the then customs officer, Mr James Nimmo, was a friend of the smuggler, who left his records blank for merchants to complete. Nimmo received an unexpected call from his superior, but having been forewarned of the visit, Nimmo climbed through his office window, amended his record book and nipped back out, just in time to usher his boss in through the office door. Locals hated and mistrusted Custom's men, as highlighted in the case of Robert Mitchell, a ship's master whose store of illicit goods was discovered by two investigating Leith customs officers. While removing the items, the officers were attacked by a crowd of two hundred men and women. Apparently, several of the older houses in Prestonpans (Walford on the High Street and Hamilton House in Preston Village) have secret doorways opening into smugglers tunnels to the beach. It stands to reason that a town inhabited by men who tunnelled underground to earn a living, would also be able to turn those skills to underhand activities. A lookout point (built into the sea wall opposite Prestongrange Kirk) allowed Custom's men to view approaching ships, while giving them plenty time to reach quayside before ships berthed.

WILLIAM MORISON'S GLASS MANUFACTORY

Although his father was more at home in Edinburgh's intellectual circles, William Morison was very much involved with the harbour he inherited in 1684. A glass manufactory was established and by April 1697 was permitted to manufacture Mirror or Looking Glass Plates, Coach-Glasses, Spectacle Glasses, Watch Glasses, Moulded Glasses, and Window Glasses. Morison had a monopoly in Scotland to manufacture such products, no one could manufacture, or even import similar goods for as long as Morison kept up the quality and affordable prices. Morrison maintained standards by employing expert workmen but the glassworks failed after a few short years, presumably because Morrison was unable to maintain high quality for the "easie" prices he was obliged to charge.

POST-UNION TRADE (from 1707)

The Union of Parliaments between England and Scotland in 1707 marked the beginning of the end of foreign trade at Morrison's Haven. In 1719, Morrison's Haven received 41 cargoes but post-Union duties and taxes caused a slow decline in foreign trade and, when several Prestonpans ships were lost at sea, the harbour suffered an insurmountable setback. As Smuggling became unprofitable and the pre-Union smuggler became the post-Union merchant, formerly illicit routes and markets were legally used. In 1734, the Prestongrange Estates were sequestrated and William Morison died abroad in 1739. Production problems and the resulting lack of coal for sale, meant foreign colliers went elsewhere with trade ending completely by 1743. In 1745, the Grant (later Grant-Suttie) family owned Prestongrange and resuscitated the mining industry and the harbour. By 1796, foreign trade at Morrison's Haven increased due to trade in "brownware" pottery from Prestonpans potteries who imported clay, flint and lead and exported goods to North America, the West Indies and most European seaports. Additionally, the Prestonpans Vitriol Company exported at an incredible rate as well as supplying Scottish bleachers (bleaching linen cloth) and printers.

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POWER AT MORRISON'S HAVEN

By mid-17th century, Prestonpans and its harbour were at the heart of an area of rapid industrialisation; its two tide mills several other water-mills driven by mine [adits](#) together with at least one windmill satisfied the area's need for power. Initially, the two tide mills ground grains and flint for Prestonpans pottery industries but became necessary because the harbour was notorious for silting up. The position of the mills and reservoir meant that the pond filled up with each incoming tide. The stored water, as well as driving mill machinery, was used to flush out silt from the narrow harbour mouth which, without the mill, would have quickly become impassable. Prestongrange may also have had a sawmill as timber from Morrison's Haven was used at a Bleachingfield at Saltoun which received 123 cart loads of timber from Prestonpans along with iron and tiles probably imported through Morrison's Haven.

FISHERFOLK AND OYSTERS

Although herring and skate were caught in the waters off Prestonpans, the main harvest was Oysters. Fishing grounds stretched from the Eskmouth at Musselburgh to Prestongrange Kirk and reached six miles out into the Firth of Forth. Between 1773-1786 the [scalps](#) (the Scots name for an oyster bed) provided in excess of 6,000 oysters per boat per day, with ten boats operating out of Morrison's Haven. Each boat required a crew of five men, with numbers made up of [onca's](#); men on call to some other trade who fished to supplement their income. Oysters went by land to Glasgow and Edinburgh, and by sea to Hull and London where they were deposited in the Thames estuary to be fattened up, before dredged for sale and consumption. Prestonpans oysters were [Pandores](#), so called because they were found bordering the salt pans, or at the "pan doors". The oyster season ran during months with an "R" in their names (September to April) and at least three times during this period a boat would set sail for Newcastle carrying around forty thousand oysters. In 1786, trade in Prestonpans oysters ceased because of their scarcity due to overfishing, pollution from the mines and because the Oyster [spat](#) (eggs) was exported to replenish English oyster beds. Prices increased and English and Dutch boats stopped coming around 1871 although local fishermen continued to dredge but mainly for bait.

COAL MINING , EXPORTS AND EARLY 19TH CENTURY END OF TRADE

When, in 1745, William Grant became owner of Prestongrange the mines were flooded resulting in almost non-existent foreign trade at the harbour. By 1753, the harbour was once again a free port with no one taking responsibility for repair works. Prestonpans citizens obtained permission to impose a duty of two pennies (Scotch) on each pint of ale sold in Prestonpans, the money raised would repay a loan for repairs. Because the mine was out of production fishing became the harbour's main industry; with no money coming in and hungry families to feed Prestongrange miners looked seawards. Sir James Grant-Suttie inherited the estate in 1818 and the fortunes of the miners and Morrison's Haven revived; new machine powered water extraction meant the mine reopened but by 1840 the pit was flooded with no tenant. In 1850, the Prestongrange Coal and Iron Company leased, modernised and extended the colliery and Morrison's Haven was rebuilt. A railway line allowed an engine to transport coal from the pithead to the 'colliers' with lifting equipment (*side cowper* or *side tipper*) transferring coal from hutch to hold. The Firebrick Works shipping sewage pipes, chimney pots, firebricks and bricks overseas also had a rail connection. The harbour basin was deepened and a concrete pier 80-ft in diameter and 4 ft above the high water mark was erected at the extreme West Point. Works were completed in 1875 at a cost of £10,000, but the harbour was still only able to accommodate colliers no larger than 600 tons, with only one boat at a time in the harbour basin.

The Summerlee Coal and Firebrick Company acquired Prestongrange in 1895 and exported products to Holland, Denmark, Germany and other European countries. The salt industry imported rock salt from Cheshire for processing at the Prestonpans works. Local children would collect the amber coloured rock salt and 'sook it like a sweetie'. From 1936, the harbour was used solely by "pleasure craft" until silt began to reclaim the basin. The 'Topaz', the last vessel to enter the harbour was unable to exit and was abandoned to her fate as a diving board for local children. Concern for their safety prompted the decision, in the mid 1950's, to infill the harbour using rubbish from the mine which was brought to be "side cowped" into the harbour basin by the engine and hutches that were once used for coal.

MORRISON'S HAVEN HARBOUR

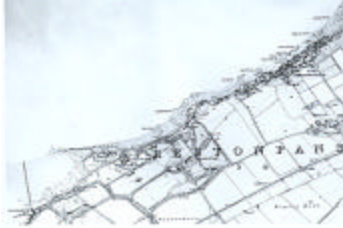
1 People in the Past

Harbour Owners
Harbour Users

2 Events in the Past

The Role of Morrison's Haven in Scottish Trade

Pre-Industrial Scotland (to 1600)
Industrial Scotland (from 1600)
Pre-Union Trade (to 1707)
Post-Union Trade (from 1707)



Map of Prestonpans, dated 1853 showing position of Morrison's Haven

extraction

- 1850, Prestongrange Coal & Iron Co. Ltd lease, modernise and extend colliery and harbour to include rail links and mechanical equipment
- 1895, Summerlee Coal and Firebrick Co. acquire Prestongrange, use harbour to export produce to Europe
- 1947, National Coal Board replace water transportation with road and rail
- 1951, Harbour infill



Landward view of Morrison's Haven Harbour with Prestongrange Colliery in the distance

Morrison's Haven Harbour Users

Morrison's Haven lies between Musselburgh and Prestonpans at the western end of the county of East Lothian, Scotland. The harbour site forms part of an area of land reclamation by the South of Scotland Electricity Board. Part of the coastal walkway, the site is maintained by Rangers and links into the nearby Prestongrange Industrial Heritage Museum, which provides an interesting and informative diversion for walkers. The harbour's life began and ended with coal and fishing. Coal was loaded and shipped from its piers and fishermen sheltered their boats in its safe embrace. The harbour's life ended with the demise of mining and the ruined skeleton of a fishing vessel buried in rubble.

Morrison's Haven was first used by monks to ship their coal and salt. Thereafter, merchants used the harbour for more commercial purposes; to repair boats, operate, tide mills and deal in goods such as coal, salt, fish, hides, tar and lead. Scottish vessels trading abroad passed through Morrison's Haven, but the frailty of the their boats and the unpredictable North Sea weather meant foreign trade was restricted to summertime, with trade to England in winter. As Prestongrange became more industrialised, the trade in coal and salt attracted Custom's Duty, leading to the building of a Custom's Office. A fishing fleet also operated from Morrison's Haven, trading in an exotic sea harvest of Lobsters and Oysters. Rural producers also used the harbour to export tallow, kelp, animal skins, linen and woollen cloth. Crews of colliers arriving empty (to collect coal) would earn extra money by bringing luxury foodstuffs to sell. The aristocracy utilised the harbour to import household goods like furniture, chocolate, apples, candles and plants. By trading illegally out of Morrison's Haven, Smugglers avoided heavy Custom's Duties. A glass manufactory was given monopoly in Scotland to manufacture Mirrors and Glass. Prestonpans potteries imported clay, flint and lead and exported their goods to North America, the West Indies and Europe. The Prestonpans Vitriol Co. exported their chemical products abroad and used the harbour to transport goods throughout Scotland. The harbour housed wo tide mills and several water-mills producing power in industrialised Prestongrange which used the harbour to ship coal, pipes, chimney pots, firebrick and bricks overseas. By 1936, the harbour was used solely by pleasure craft until silt reclaimed the basin. The 'Topaz' was the last vessel to enter the harbour and was used as a diving board for local children until the harbour was filled in 1951.

Harbour Owners

Morrison's Haven Harbour formed part of the estate of Prestongrange; the owners of the estate took responsibility for its maintenance, but the harbour was only useful for commercial activities, so the owners would usually lease the harbour.

Morrison's Haven occupants and the improvements they made

- 1526, Monks of Newbattle Abbey permitted to build a harbour
- 1540, Alexander Acheson permitted to build harbour, repair boats and operate a tide mill
- 1587, Mark Ker, Earl of Lothian
- 1609, John Morison, Edinburgh Bailie
- 1617, Alexander Morison inherits harbour
- 1684, William Morison inherits harbour, establishes a glass manufactory
- 1745, William Grant acquires Prestongrange Estate
- 1818, Sir James Grant-Suttie inherits estate, installs machine powered water

The Role of Morrison's Haven in Scottish Trade

Pre-Industrial Scotland (to 1600)

Vikings first navigated the sea routes used from the 12th Century by Scottish merchant ships. Scotland's economy was rural based, the countryside produced labour and goods purchased by towns. Monks were central to this system with sheep farms in the country and grain stores in towns. By the 16th Century, Scotland imported manufactured goods bought with money made from by exporting rural produce. Merchant ships continued to follow Viking Sea Routes but now traded as far as Spain and Sweden. By 1563 Morrison's Haven was trading coal, salt, tar, lead, wool, skins, hides, tallow and woollen cloth.

Industrial Scotland (from 1600)

From 1600, Scottish trading vessels or 'Bushes' were Dutch built, held 30-80 tons and were used to export mostly coal and salt from Morrison's Haven. From 1684-1685, 50% of the 28 boats recorded carried coal to the Netherlands, France, London and Germany. Each 'bush' only carried 30 tons so the total coal exported was less than 1,000 tons. Late 17th Century, saw European harvests fail while East Lothian produced more grain than local markets required and record amounts were sent overseas. Other industrial imports included iron plate, flax, hemp, dyestuffs, pitch & tar and hops. Prestongrange industry relied heavily on timber and Norway providing 40% of East Lothian's imports because wood supplies were exhausted but still required in mining, agriculture, brewing and construction.

Pre-Union Trade (to 1707)

From the 1680s, Morrison's Haven took 10% of Scotland's exports because the industries around the harbour produced goods in demand by foreign markets. The other 90% passed through Edinburgh's port of Leith; to survive, Morrison's Haven had to deal with a great variety of goods and residents of Acheson's Haven were permitted to hold a weekly market and an Annual Fair. Smuggling was a reaction to increased customs duties and foreign boats smuggling goods into England would re-export via Morrison's Haven into France, along with legal exports of malt, salt and coal. Several older houses in Prestonpans have secret smugglers tunnels leading to the beach; a town full of miners who turned their underground tunnelling skills to underhand activities.



'Bushes' in Morrison's Haven Harbour

Post-Union Trade (from 1707)

The Union of Parliaments between Scotland and England in 1707, marked the beginning of the end of foreign trade at Morrison's Haven. From 1719 to 1743 foreign trade declined due to high customs duties, ships lost at sea and lack of coal for sale from Prestongrange, so foreign merchants went elsewhere. From 1773-1786, around 60,000 oysters per day were gathered by boats operating from Morrison's Haven going to Glasgow, Edinburgh, Newcastle, Hull and London until overfishing, pollution and exportation of oyster eggs led to their scarcity. By 1796, trade increased with Prestonpans potteries importing raw materials and exporting produce world-wide. Around this time, Prestongrange Colliery was flooded and fishing became the harbour's main industry until it was modernised in 1850, sending coal, salt, pipes, tile and bricks to Europe until foreign trade ceased completely in the 1930s.



Land Reclamation at Morrison's Haven, c1952

TimeLine

- 1150s – Charter granted to the Cistercian monks of Newbattle Abbey by Seyer de Quincey, Earl of Winchester. A coalworks and quarry were established between Whytrig Burn and the boundaries of Pinkie and Inveresk.
- 1306 – Act of parliament forbade the use of coal in London. It was unpopular for domestic use as smoke and fumes were considered dangerous, so it was used to heat large monastic and noble's houses in Scotland whilst being associated with trade and industry.
- 1300s – James V allowed construction of Acheson's Haven (now Morrison's Haven) and the Abbey was granted right to transport coal from workings beside the River Esk for shipment in small boats. Packhorses made the return journey with salt from the salt pans and goods traded for salt and coal shipped at the harbour.
- 1450s – Accessible supplies of coal decreased while demand for coal increased
- 1500s – Scottish coal output was <40,000 tons but still came from small scale workings, however, 6 tons of coal were needed to produce one ton of salt (salt was v. profitable)
- 1609 – Export of coal was forbidden
- 1606 – Law reduced colliers to a form of slavery (serfdom)
- 1700 – Output of coal c4 million tons annually
- 1705 – Thomas Newcomen patented the steam engine
- 1707 – Union of Parliaments of Scotland and England saw the decline of the Prestonpans Salt industry.
- 1722 – Tranent and Cockenzie waggony was laid.
- 1741 – Evidence of the use of Horse Gins at Prestongrange.
- 1743 – Morrison's Haven harbour ceased trading.
- 1746 – Mining temporarily ceased at Prestongrange due to flooding
- 1780 – James Watt successfully modifies Newcomen's original design
- 1800 – Total coal output for Britain was 10 million tons
- 1812 – William Murdoch perfects a method for extracting gas from coal for lighting
- 1814 – Sir John Hope' Pinkie railway, running between Pinkiehill and Fisherrow constructed
- 1815 – Tranent & Cockenzie waggony had wooden rails replaced with cast iron
- 1830 – George Grant Suttie leases land at Prestongrange to Matthias Dunn
- 1830 – No. 1 shaft sunk, opening the mine after more than 65 years
- 1831 – Edinburgh & Dalkeith Railway ('Innocent Railway') constructed
- 1838 – Waggony road used at Prestongrange from pit bottom to working. Bearers replaced by wheeled rails.
- 1838 – Matthias Dunn gives up the lease of Prestongrange
- 1840 – No. 1 shaft flooded
- 1850s - Turnpike System introduced in Scotland
- 1850 – The Prestongrange Company took over the Prestongrange Lease
- 1850 – Opening of the mineral railway junction linking Prestongrange Colliery with the main East Coast line
- 1870 – Total coal output for Scotland 15 million tons
- 1874 – Cornish Beam Engine installed at Prestongrange
- 1878 – Mining Institute of Scotland established
- 1893 – Prestongrange Company failed
- 1895 – The Summerlee Coal & Iron Company leased Prestongrange
- 1895 – First mechanical Washer for cleaning coal in Scotland, installed at Prestongrange
- 1900 – 439 employed at Prestongrange pit; 61 above ground & 378 below
- 1905 – Cornish Beam Engine had its pumping capacity improved
- 1910 – 873 employed at Prestongrange pit; 153 above ground & 720 below (including many Irish immigrants)
- 1910 – An electric turbine pump was installed to pump water from Prestongrange
- 1913 - Total coal output for Scotland 42 million tons
- 1915 - Total coal output for Scotland 35.25 million tons
- 1945 - Total coal output for Scotland less than 20 million tons
- 1946-7 – Nationalisation; the government took over the coal mines
- 1962 – Prestongrange pit closed

ACTIVITY 1



Put these pictures in order of their age, starting with the youngest ending with the oldest.



Landward view of Morrison's Haven featuring Bushes



Landward view of Morrison's Haven featuring leisure craft



Seaward view of Morrison's Haven featuring Topaz

Give three reasons why you chose this order?

1. _____
2. _____
3. _____

ACTIVITY 2



Look at the following facts about Morrison's Haven.

1895, Summerlee Coal and Firebrick Co. acquire Prestongrange and use harbour to export produce to Europe

1526, Monks of Newbattle Abbey permitted to build a harbour

1947, National Coal Board Replace water transportation with road and rail

1540, Alexander Acheson permitted to build harbour, repair boats and operate a tide mill

1745, William Grant acquires Prestongrange Estate

1850, Prestongrange Coal & Iron Co. Ltd lease, modernise and extend colliery and harbour to include rail links and mechanical equipment

1684, William Morison inherits harbour and establishes a glass manufactory

1818, Sir James Grant-Suttie inherits estate, installs machine powered water extraction

Now you arrange them in date order.

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____

PRINT THIS PAGE

TICK BOX ON COMPLETION OF EACH ACTIVITY

- Activity 1
- Activity 2
- Activity 3

ACTIVITY 3



Can you design an advertisement for goods exported from Morrison's Haven?

Choose from Coal, Salt, Pottery, Bricks, Fish or Glass.

or

Look again at

Harbour Users

Choose three of the five words highlighted and research their meanings.

Custom's Duty

is _____

Lobsters

are _____

Oysters

are _____

Silt

is _____

Smugglers

are _____

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RELATED WEBSITES

- [Prestoungrange 2000 Project](http://www.prestoungrange.org) = (www.prestoungrange.org)
[Prestongrange Museum](http://www.eastlothian.gov.uk) = (www.eastlothian.gov.uk)
[East Lothian Library Service](http://www.earl.org.uk/partners/eastlothian) = (www.earl.org.uk/partners/eastlothian)
[SCRAN](http://www.scran.ac.uk) = (www.scran.ac.uk)
[Sources for Scottish History](http://www.ocf.berkeley.edu/stonerjw/scot-hist) = (www.ocf.berkeley.edu/stonerjw/scot-hist)
[Scottish History Magazine](http://www.clan.com/history/index) = (www.clan.com/history/index)