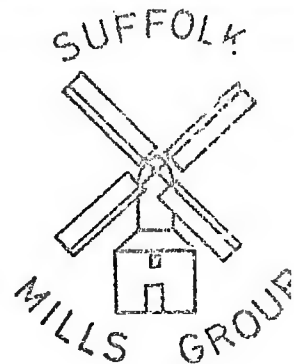


# SUFFOLK MILLS GROUP

## Newsletter Number 3

DECEMBER 1977

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IPSWICH  
SUFFOLK



Since the last Newsletter appeared in September, S.M.G. has successfully completed this year's work on Ramsey Mill and also held enjoyable meetings at Garboldisham Mill and in Ipswich. Membership continues to expand, and now stands at nearly fifty. If Members have any ideas for future events or meetings we would be pleased to hear of them. Also, items for the March edition of the Newsletter will be very welcome - remember, Winter is the real time for 'millwriting'!

This Newsletter contains several special features to mark the festive season; I hope you enjoy reading it. May I take this opportunity to wish all our Members a very happy Christmas and a successful New Year. Thank you for giving your support to S.M.G. during 1977.


Mark Barnard

## RAMSEY RESCUE 1977

Preparations began early for the Ramsey fortnight. The two major jobs were repair and re-boarding of the head and repairs to the sails. I find it very difficult to judge which timbers will need replacing, which can be reinforced, thinking the job through and fitting it into two weeks. This must be the millwright's most difficult task, where an error of judgement can mean a loss on a contract. A frustrating one too - all the problems with no certainty that the job will ever be done.

Before the end of the Winter we were climbing over the old sails with tape and chisel. Unmoved since they turned for Scotts before the last war, they have withstood nearly 40 years of neglect because they were well made of good material. So often in recent years sails have been renewed and after 10 - 15 years the new sails are in worse condition than the ones they replaced. With this in mind, and taking into consideration the 'kitty' (which would not stretch to one new stock) and man-hours available, we decided to repair the old sails. The main task here was replacing the four clamps. The stock centres were showing the usual distress, especially the back one, and with sails spanning 69 feet good clamps are vital to old stocks. The volume of material for the clamps was formidable, about a ton of timber and iron work. It was only just ready in time.

By 1842 when Ramsey Mill was built the quality of mill timberwork was falling. The compromise reached at Ramsey was oak for all the head timbers, pitch pine for the tail and oak girts for the sides; the rest, including the shear trees, was pitch pine. The main head timbers were good but needed reinforcement at the joints. All the studs together with the four diagonals (which were only held on by the weatherboards) needed replacing. Above the weather beam new gable ribs, studs and diagonals had to be fitted.

The tenons at the base of the weather studs were pulling out of their mortices in the weather beam, a potential danger to the neck bearing and thus the whole mill. Set up in the usual way on -shaped blocks, the neck bearing had to be made safe before we could lift the windshaft at the neck (to allow the back sails to clear the roundhouse roof). We also had to move the windshaft forwards (by about half an inch) to allow proper waterproofing around the neck. We had borrowed the windshaft lifting tackle from both Pakenham and Friston mills, and in the end we used the Friston sheer legs and cross piece and the Pakenham screw and spanner. The weight at the neck with two pairs of heavy sails is about five tons (a lot more with shutters). Working the old lifting gear was frightening. After many turns, with creaks and grunts from the mill (and John Snowdon and I wielding the spanner), nothing happened and we wondered if the head was being pushed down rather than the neck pulled up. At last daylight appeared between the brass and the windshaft and, lower down, the brake wheel lifted off the spur wheel on which it had been resting for so long.

The first weekend of the full-time work in September saw about a dozen volunteers working at all points on the head and sails. Our red safety hats (which show so well on colour slides) were vital this year with the highest point on the mill the safest. We crossed our fingers as, on September 10th., the sails were turned through 45°, the first time they had moved for nearly 40 years! Mike Organ soon had the clamp lowering and lifting tackle rigged with calm competence. (He could surely sort out trouble on the main top gallant if required to pilot a square rigger into Thameshaven!) The first clamp was soon lowered on the rope tackle and Fred Davis manoeuvred his new clamp under the head of the mill at just the right moment. With gravity against us the 600-foot tackle rope lifting 32 feet of clamp took some heaving. Available manpower varied for the four lifts, and for one we 'pressed' into service everyone nearby at the time.

Meanwhile structural work on the head progressed, those working there trying to ignore the clamps, ropes, tools, etc., which moved up and down just beside them and the unnerving shouts of "below!". The diagonal bracing in the head of a post mill must be good. With the huge weight of the sails and machinery, the head is very vulnerable to sideways distortion. (This often happened in a working mill, where a twist in the direction of sail rotation appeared.) For safety, temporary diagonals had been fitted before the old ones were removed. This was just as well, as the strain on the head with windshaft lifting, sail turning and clamp hoisting was considerable. The head timbers were lucky to receive the attention of our most skilled woodworkers. Vincent Pargeter (Essex County Council's millwright), Terry Mansell and Russell Thomas could only spare a few days each but worked with that combination of accuracy and speed which only the professionals have. Above the weather beam Cliff Lovett fitted the new head ribs (laminated to the exact curve from treated timber by Bob Shackle), diagonals and studs. It was very tricky to match the new work to the old buck roof and line up everything so that the weatherboards fitted over the complex raked shape of the gable.

The weatherboards, after being given two coats of paint on the ground, started to appear on the mill in the second week. Fitting tapered weatherboards to a tightly



Left: A clamp is hoisted.

Picture: John McCann



Above: New framing in the head. Picture: Mark Barnard

RAMSEY RESCUE  
1977



Above: Chris Hullcoop at work on a clamp.  
Picture: Mark Barnard



Don Porter fixing weatherboarding.  
Picture: John McCann



Above: Windshaft jack in use  
Picture: John McCann



Right: The mill under repair. Pic: M. Barnard

curved post mill head is extremely tricky. Maintaining level, avoiding bulges by allowing the ends of the boards to drop slightly, having to meet up with a panel of boards above the next platform, and all the time the reluctant boards are fighting back and trying to push you off! Dave Pearce, Don Porter and Des Codd patiently worked their way up the mill to the last complete board just under the neck. Alas, time caught up this year and on the last Sunday Roland Smith brought some of his fine long-lasting horticultural polythene and soon had the gable covered for the Winter. A single board was left off low down on the head of the mill to allow scaffolding for sail work next year. The major timber work to the sails is now complete, leaving the far more numerous but much smaller sail bars, hemlaths, backstays and leading boards to be repaired. The fine striking gear with its delicate pattern of stays awaits replacement.

The mill now has a lightning conductor from two sails via windshaft, tail bearing and steps to the ground. The sail tips are about 75 feet aloft and passing lightning must find them very tempting. Conductor firms were approached with varying results. One expressed considerable dismay and said they would certainly not encourage D.I.Y. lightning conductors. Another sent with compliments the 200 feet of aluminium strip required to make the conductor.

I have mentioned a few names in connection with particular jobs. There are many more. From far afield came S.P.A.B. members Matthew McCann, Clyde Riley and Peter Hussey, Shirley McCauley from Manchester and Kate Morrison from Norwich. Also Steve Crick, Mark Barnard and Peter Dolman (wearing another of his many hats); Brian Flint and Chris. Armour (and those mighty men of Ransomes); Peter Jones and Richard Duke and Mike Organ - our three master mariners and the only ones to use the semi-lethal bosun's chair!

The old mill thanks you all, begins to smile again and seems to say "See you next year".

Chris Hullcoop

## MILLQUIZ

Test your knowledge of mills and milling with this quick quiz. The two S.M.G. Members who dreamed up the questions are not offering any prizes, but if you get them all right you probably deserve one! Answers on page 13.

1. There are eight post mills still standing in Suffolk. Can you name four of them?
2. Which was the last watermill to work commercially in Suffolk?
3. The patent sail was invented in 1807 by an Ipswich man. What was his name?
4. Name the Suffolk smock mill built on top of a horse mill.
5. Which of the following is the most common type of waterwheel in Suffolk?  
(a) Breastshot (b) Pitchback (c) Overshot
6. Where in a mill would you expect to find lands, stitching and furrows?
7. In which Suffolk village can be found the remains of three post mills in close proximity?
8. Name (a) three remaining watermills on the River Brett  
(b) four remaining watermills on the River Deben.

9. When (to within two years) did the following well-known Suffolk mills disappear, and what exactly was their fate?
  - (a) Woolpit post mill
  - (b) Toppesfield watermill, Hadleigh
  - (c) Thornham Magna post mill
  - (d) Haverhill - Chalkstone Hill annular-sailed tower mill.
10. Which famous Suffolk milling families were associated with the following mills:
  - (a) Buxhall tower mill
  - (b) Saxtead Green post mill
  - (c) Huntingfield post mill.
11. Name one of the two Suffolk open trestle post mills to survive into the 1930's.
12. Which Suffolk watermill was converted into a hotel in the early 1970's?
13. Most watermills have an external sack hoist. What name is given to it?
14. Place these five Suffolk mills in chronological order (the oldest first): Framsdén; Buttrum's Mill, Woodbridge; Layham watermill; Buxhall; Stanton (Upthorpe Mill).
15. A light-hearted one to end with - use the cryptic clues (from a redundant crossword, no doubt!) to arrive at four mill terms.
  - (a) Illuminated gearwheel
  - (b) This fits round the neck (careful!)
  - (c) Timber for a river crossing?
  - (d) Christmas hamper?

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## NEW BOOKS

'THE RESTORATION OF WINDMILLS AND WINDPUMPS IN NORFOLK' by Martin Scott. Design and Drawings by Mel Harris. Published by The Norfolk Windmills Trust; 1977. Price: £1.95

This small, attractively-produced book tells the story from the Norfolk County Council viewpoint (Martin Scott works in the County Planning Department) of the efforts to preserve part of the county's considerable heritage of windmills. As such, it is both the first publication to be devoted specifically to mill preservation and also the most detailed book yet to appear on the mills of Norfolk.

Although Norfolk County Council didn't start looking seriously at its mills until the mid 1950's, it has been closely and continuously involved ever since 1960, when the Planning Committee approved a list of 18 mills as the basis for grant aid and fund-raising activities. Although some repair work was put in hand immediately, chronic lack of funds, coupled with gale damage and the rapid deterioration of static cap and sail assemblies, meant that progress was slow. Luckily the County Council was also able to spur on several enthusiastic private owners, resulting in the preservation of such mills as Caston, Garboldisham and West Winch. Some of the mills originally scheduled for preservation have, however, been less fortunate: Blakeney and Walpole Highway lie derelict, while Tottenhill post mill has been demolished.

Judging from the last section of the book, windmill preservation in the county is

entering a new phase. While County Council funds are being concentrated on developing the mills in the Council's ownership (Denver, Stracey Arms and Billingford) as tourist attractions, emergency repairs are also being carried out to prevent the further deterioration of important mills such as Old Buckenham and the How Hill open-frame pump. These will, it is hoped, be restored in the future when funds can be found. Such schemes will depend largely on local effort and initiative: that there is a definite limit to the amount of work that can be undertaken by official bodies is the clear message of this book. It all boils down to the degree of public support, and this book, with its 120+ well-illustrated pages, should do much to stimulate this. Perhaps Suffolk has something to learn here from its neighbour.

Mark Barnard

'THE WINDMILLS OF JOHN WALLIS TITT' by J. Kenneth Major. Published by The International Molinological Society ("TIMS"); 1977. Price: £1.50.

This, the latest TIMS publication, consists of a concise description of the development of the annular sail at Roxwell post mill in Essex and the famous Haverhill mill through to its 'wind engine' form as produced by Titt at Warminster. The rest of the booklet contains a reproduction of the 1905 Titt catalogue. This is of interest as amongst the testimonials are several relating to Suffolk wind engines at Sizewell and Bury St. Edmunds. The two at Bury were owned by the Corporation; one (the well-known one) pumped water for the town and the other was at the sewage works. As a matter of interest, the base of this latter mill has been demolished this year, though not before it took a bulldozer blade with it!

The standard of reproduction is fairly good and the booklet has a ring binder spine. Its cost may seem high but unfortunately this is the price one must pay these days for limited-run productions. Recommended reading for anyone with wider-ranging interests than just windmills and watermills, it can be obtained from J.K. Major (Chairman of TIMS) at 2, Eldon Road, Reading RG1 4DH. Please allow for postage and packing.

Peter Dolman

## **EAST BRIDGE PUMP**

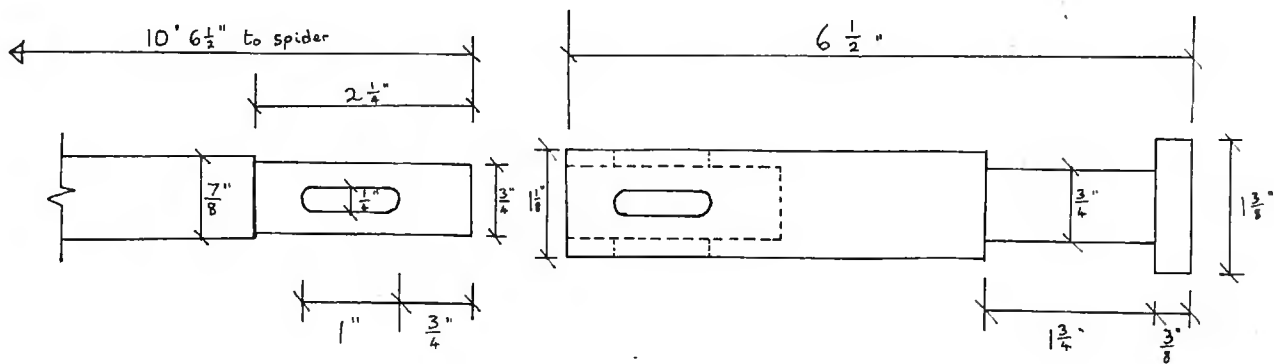
I regret that no further news is available on the removal and re-erection of the wind-pump; the success of any Job Creation Scheme project depends on how much cash can be raised for materials (all labour costs are met by the Government).

The mill has proved unsuitable for 'useful' pumping purposes at Abbott's Hall and will therefore be re-erected exactly as it was at Minsmere, pumping on a closed circuit. I'm keeping an eye on progress and will report any. Meanwhile, here are some notes on the peculiarities of the mill (see also the drawings opposite).

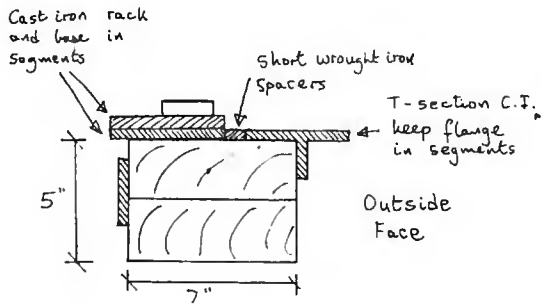
### Striking Rod 'Onion'

This device is at the tail end of the striking rod and has a raised end which runs in a brass bearing connected to the rack. This device is common to all patent sail windmills (including those with a striking lever instead of a wheel), but whereas the 'onion' is normally welded onto the striking rod, the device here has a spigot and socket joint,

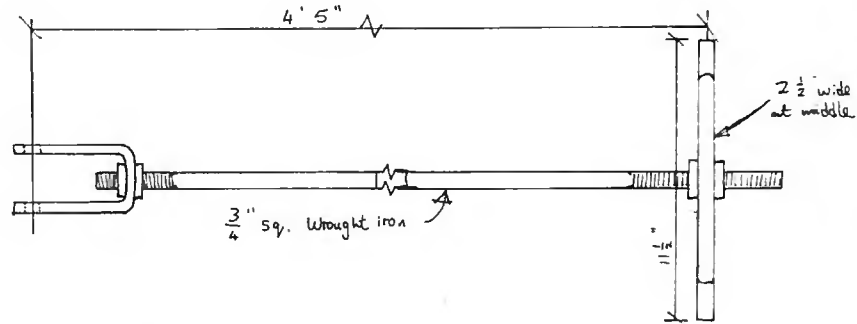




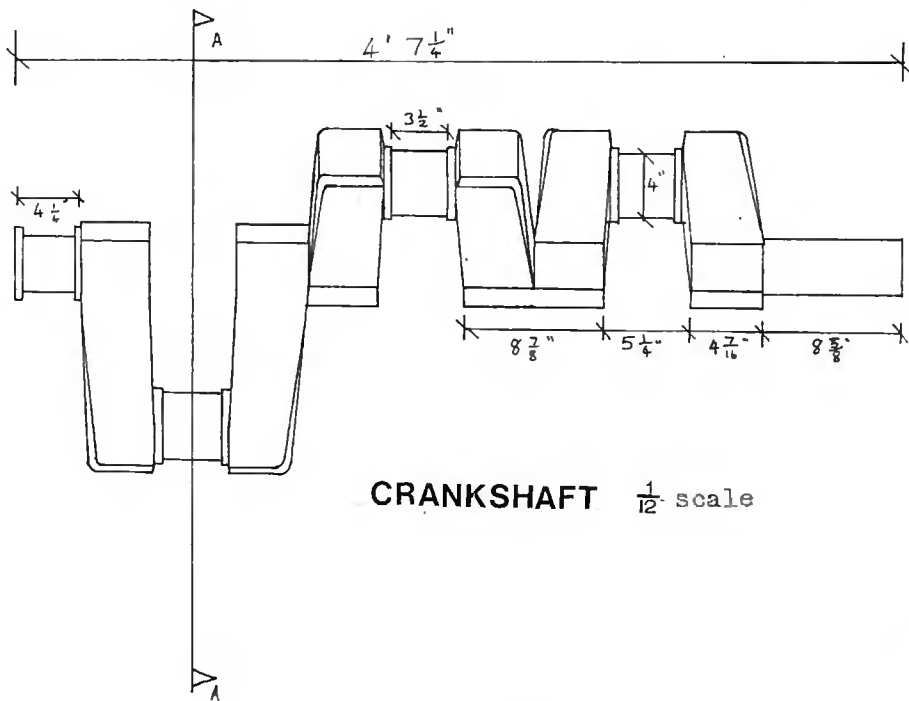
STRIKING ROD ONION  $\frac{1}{2}$  scale



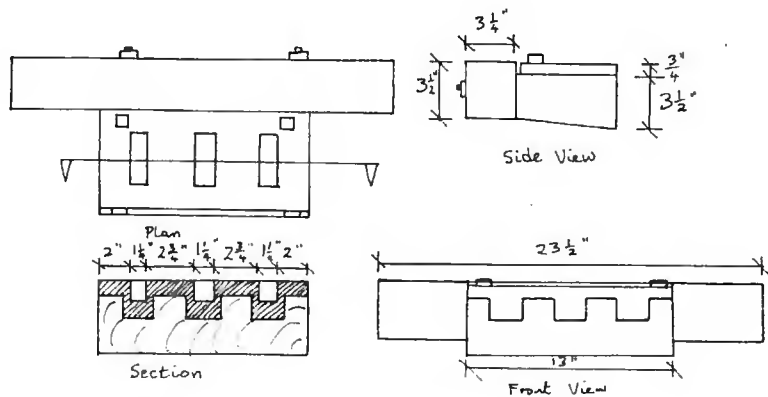
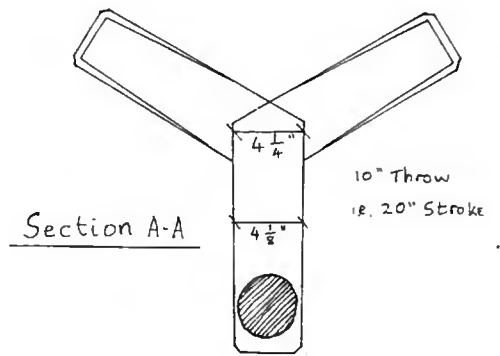
SECTION OF CURB  $\frac{1}{8}$  scale



FORK IRON  $\frac{1}{8}$  scale



CRANKSHAFT  $\frac{1}{12}$  scale



NECK BLOCK  $\frac{1}{12}$  scale

## MINSMERE LEVEL WINDPUMP Details

Measured by Peter Dolman 1976-7  
 Drawn by Peter Dolman Oct. 1977

being fixed with an iron wedge through the slots. I've never come across this type of fixing before and wonder if it is unique?

#### Curb

The curb is formed from two layers of elm in sections, bolted together and held to the cant posts with dog irons. The inner face has a wrought iron band around it, spiked on to the wood and this has the inner centering wheels running against it. Above this, the cast iron rack and base are spiked onto the upper face of the curb in such a way that the inner edge forms a keep flange. Small wrought iron spacers each about 6" long by 1" wide are nailed between the rack and the 'T' section external keep flange which is also spiked onto the curb. External iron keep wheels run under this and the truck wheels run on the curb rack. The teeth of this rack are of extremely fine pitch ( $1\frac{3}{16}$ ").

#### Striking Gear

The linkage from the wrought iron spider passes to the sails via triangles mounted on the side of the stocks and then to the striking rules via unusual fork irons which do not fork as usual! The division is performed by a wrought iron bar with a pivot at each end. Each end of the fork iron is adjustable for length.

#### Crankshaft

The cast iron crankshaft is unusual, although not unique (one remains at Reydon Quay mill near Southwold) and was, of course, necessary to drive the pump.

#### Neck Bearing Block

This is formed from two pieces of wood bolted together, with a cast iron plate bolted to it. This has three semi-circular recesses in it which provided positive location for the 'swingpot' neck bearing. It rested on top of the weatherbeam and was prevented from slipping out forwards by the two weather studs. Its design is very similar to that at Ramsey Mill (was East Bridge also built by Collins, I wonder?)

#### The Pump

The pump is made from  $2\frac{1}{2}$ " thick planks fitted together with cross-tongued and tongued and grooved joints, all held together by wrought iron bands and through-bolts. The three pump cylinders are each lined with  $\frac{1}{8}$ " zinc sheet. A bar grid was fitted at the bottom of the chamber to stop driftwood and the like from jamming the valves.

The pistons and bottom valves are the same casting, with two cast iron flap valves in each. The bottom valves rest in position and the pistons are attached to a wrought iron pump rod. The cylinders are 12" square and are sealed with thick leather as are the flap valves. The pump worked as a simple lift pump, the lift being only about four feet (from a piston stroke of 20"). Delivery was through a wooden trough to the New Cut, and intake via a brick culvert.

(We hope to publish a detailed drawing of the pump in a later Newsletter)

#### Brakewheel and Wallower

These are both the same size, of cast iron and are 37" in diameter; each has 53 teeth. The brakewheel has a brake flange cast onto it, this having worn to a knife edge over the years.

Peter Dolman



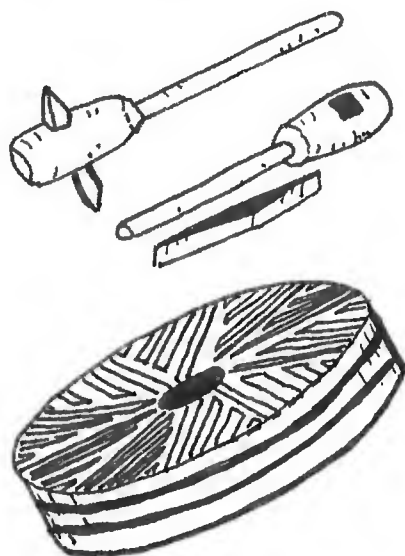
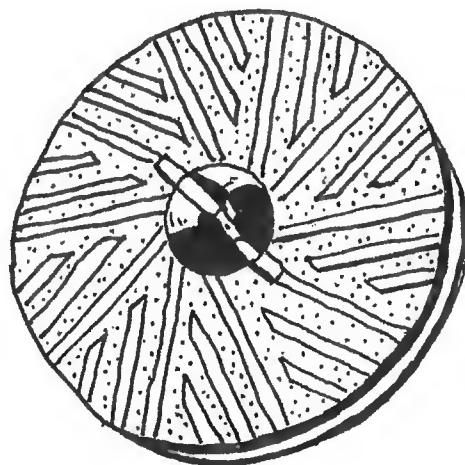
## OF MILLSTONES...

Of millstones I have seen a few,  
And known their nature and intention;  
Their powers, and all that they can do  
Of fifty things I need not mention.

Of others too, I've often heard,  
From dragging kind to debtor sinkers,  
The which have often much deterred  
The greatest thoughts of greatest thinkers.

The strangest things they are I know,  
You'll find them running on their faces;  
By eyes they're fed, and laid to go,  
And running, run enclosed in cases.

I've known them fly and have a burst,  
And waste a deal they should have gristed;  
I've known them drunk, and known them cursed  
When to one side a bit they listed.



I know you set them by the eyes,  
But not because their ears are missing,  
And they can bite, fell, kick, and rise  
To greatest height, and be a blessing.

They're mostly honest to the core,  
Yet you will find them grinding badly;  
The faces of the very poor  
Of ev'ry grain, and grind them gladly.

I've known them fired until they'd flame,  
Then dance and sing a bit and "hum" too;  
And after they will play a game  
To make you ask what had them come to.

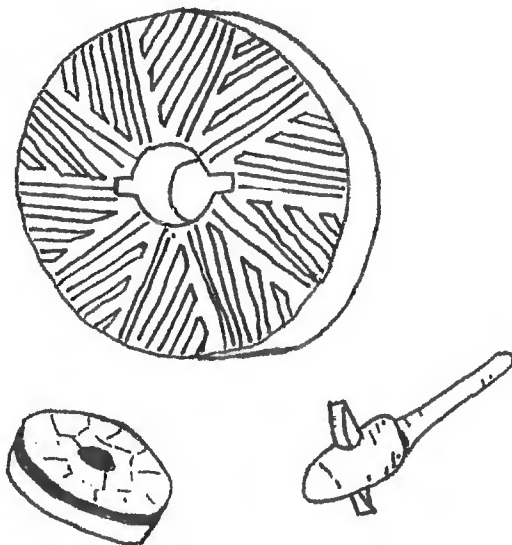
I've known them hurt (and badly too),  
Their eyes picked out and well-marked faces;  
To in a trice find them on view  
As if they'd never left their places.

I've heard them groan and heard them grate,  
As on their rounds they'd go a-stumping;  
As tho' they feared they would be late  
In getting through, and took to jumping.

I've seen them high, I've seen them low,  
I've seen them too disintegrated,  
And often they have been I know  
By strength of waters, dissipated.

I've seen them worn, and known them poor,  
I've also seen them used as bind-stones;  
And frequently reduced to scour,  
And known them too reduced to grind-stones.

To "washings" I have known them rise,  
And cleanliness great pains for taken,  
But it has caused me much surprise  
To learn that tubs of them we're making.



(Reprinted from 'Milling' magazine, August 23rd., 1913, by kind permission of the publishers).

# PRIZE CROSSWORD (Peter Dolman)

I have made up this crossword using, on the whole, technical terms; once or twice I was 'stuck' and had to fit words which may not be particularly relevant! Some clues are straightforward, some are 'cryptic' and some are downright difficult! The books I referred to for definitions were: Reynolds - Windmills and Watermills; Freese - Windmills and Millwrighting; Wailes - The English Windmill.

To enter the competition fill in the copy of the crossword provided at the end of the Newsletter. The copy on this page can then be retained for your own reference. Don't worry if you cannot complete the crossword - send it in all the same and (who knows!) you could be lucky. In the event of a tie the winner's name will be drawn by the Chairman. Entries by the end of February, please.

The prize is a watercolour painting of Sapiston Watermill (near Ixworth), and will be presented at the AGM or forwarded to the winner.

The competition is open to all members of S.M.G., with one exception! The winner's name will be published in the next Newsletter, together with the solution.

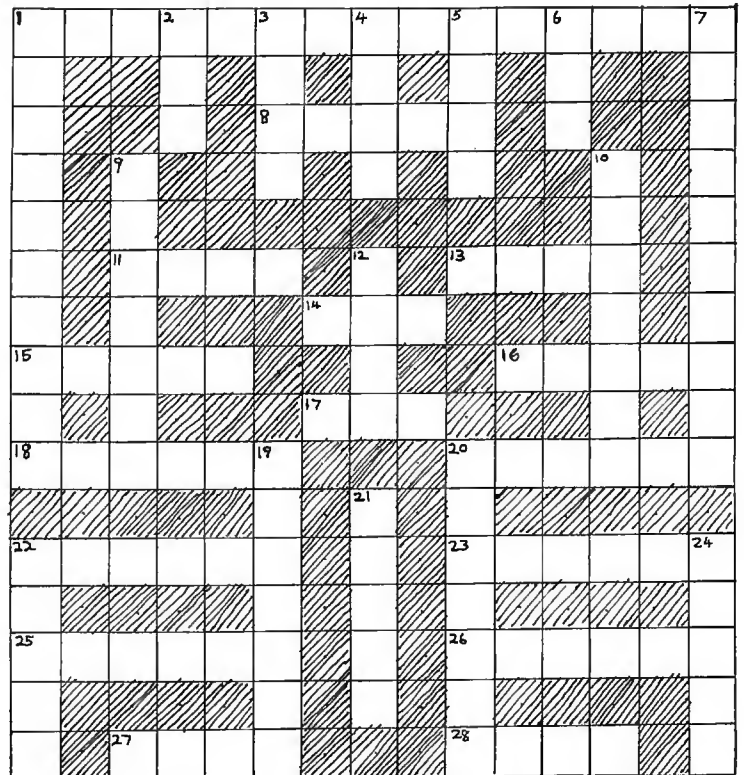
## The Clues

### Across

1. We are all one of these!(4,11)
8. Bad guy holds up shoe with string (5)
11. Armfield made one to give support (4)
13. Machine metal in a flour factory (4)
14. See 9 Down
15. Control the flow with these (5)
16. This started the windmill's decline (5)
17. Lock wheel on shaft (3)
18. Many mills were black (6)
20. Put up the shutters in sunny Lincolnshire (5)
22. Grind with ease (6)
23. Marks the high spots (6)
25. What grain does just before it's ground (6)
26. Part of a common sail (6)
27. French chestnut holder (4)
28. See 22 down

### Down

1. Where would we be without him? (10)
2. This governor fell behind a bit!(3)
3. Just behind 10 down (4)
4. Contains a stone (4)
5. Silly law of Peterborough (4)
6. --- brakes invented by Catchpole (3)
7. 20 across fit these nicely!(4,6)
- 9 and 14. One of four supporting male deer in pub (7,3)
10. Takes stock (4-3)
12. The Mayor has one of these too (4)
19. Piece of Welsh furniture in a mill? (7)
20. They stop the buckets from leaking (7)
21. See 22 down
- 22,28 & 21. It drives us nuts! (5,4,5)
24. Disease of cereal crops (5)



## LETTERS

Following the decision to abandon Family Membership (see last Newsletter), our Chairman offers some views on the matter.

### FAMILY MEMBERSHIP

or, Left at the Bottom of the Steps.

As a bachelor I feel self-conscious writing on Family Membership. Motorcycling, and long waits on the ground floors of mills were enough to cool the passions of my few girl friends - probably just as well. I think it is unlikely that mills will join football, fishing or golf, sometimes thought of as threats to family life. Surely a mill visit or event is of interest to all the family? Children love the mystery of the mill's dark interior, the steps leading up and the sense of adventure and exploration. It is a social occasion where talk can be of many things other than mills. We decided to abandon Family Membership as a separate category because it was felt that the £4.00 subscription could deter the family man, while there was the implication that if he joined as an individual at £2.50 and not a Family Member he left the family at home. I must therefore make it clear that we consider all Members family Members in the full sense and welcome the family to the Group's events.

Mills and family life certainly went together in the old days: the Bryants of Pakenham, the Clovers, Marriages, Elmers and Websters to name a few. More recently, a strong family connection (not necessarily long-established) has often proved vital in getting or keeping a mill working - witness the Colmans at Garboldisham and the Wilsons of Over Mill.

Its a tricky subject, we may well be wrong and must certainly discuss this at the A.G.M.. Meanwhile if you have any views or ideas please let us know.

Chris Hullcoop (Chairman, S.M.G.)

### PICTURES WANTED!

The following letter was received by Mike Organ of Ramsey Mill, and he has passed it on to us for publicity. Can any Member help?

From: Mrs. J.M. Pardoel-Bakker, V.Foreestweg 195, Delft, Netherlands.

In the list of members of The International Molinological Society your name is appearing too. My question to you is if it is possible to exchange photos and / or picture post-cards of wind- and watermills with you. I would like very much to start a collection of photos from English mills. I have quite a lot of photos and cards from Dutch mills for exchange. Looking forward to your reply.

Sincerely Yours, J.M. Pardoel-Bakker

### BEBINGTON MILL

From: Chris Wilson, The Mill, Over, Cambridgeshire.

....In your Newsletter (No.2) you mention Bebington Mill, Wirral. I saw it on Oct. 2nd. 1954; it had a wooden cannister which had recently been sawn off.

The upright shaft was made of a very fine piece of greenheart and was octagonal. It is rare to find a piece of imported hardwood in a mill doing this type of work. The spur wheel was typical of the area and the teeth were moulded round the rim on one

side to form a bevel (like the spur wheel in Rossett watermill between Chester and Wrexham). A layshaft driven by the spur wheel operated a slack belt sack hoist. There were four sets of overdrift stones. The mill was very derelict and the cap had gone by then but the cap frame was of course still in position.

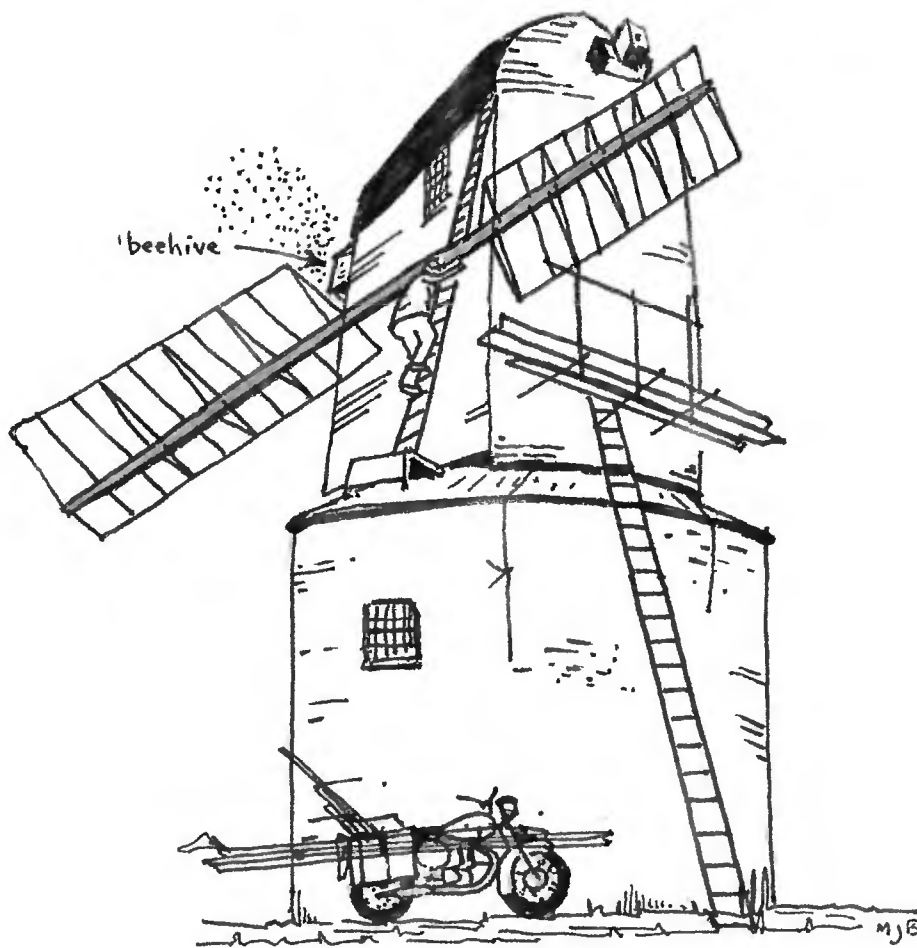
Chris Wilson.

(More on these Lancashire mills in the next Newsletter - Ed.)

## GARBOLDISHAM VISIT

By kind invitation of Adrian and Georgina Colman, Members of S.M.G. and Friends of Norfolk Windmills met on a fine October Sunday afternoon at Garboldisham, the very last Norfolk post mill. What a contrast to the dereliction of just a few years ago! Now the mill has new cross-trees, quarter bars and roundhouse roof. Repairs to the buck are well under way, with tail and right side rebuilt and re-boarded. As well as repairs to the mill, Adrian has established a stone-ground flour business (using a modern electrically-driven mill installed in the roundhouse) for which the name Garboldisham is known throughout East Anglia. He and Georgina moved into the 'New Mill House' a few weeks after our visit and we wish them every happiness in their new home.

Chris Hullcoop



Our Chairman at work!

## IPSWICH MEETING

This, S.M.G.'s second public meeting, was held in the very comfortable (our Chairman would say luxurious!) Suffolk County Council Staff Club building in Rope Walk, Ipswich, on the evening of November 19th. About 20 Members and friends came along, which was quite encouraging considering we were not allowed to advertise the meeting as widely as we would have liked.

Our Chairman, Chris Hullcoop, made a short welcoming speech and then continued to give an illustrated account of his work at Ramsey Mill over the last four years, and especially this year's effort (also reported in this Newsletter). Even though some of us had heard it all before (more than once, too!) one cannot but be enlightened by such a dedicated speaker.

I then gave a more general talk on mill preservation in Suffolk, showing slides of mills preserved by central government, the County Council and by private owners and volunteers. After this there was a break for coffee / tea and biscuits.

We were particularly fortunate to be able to ask Adrian Colman, owner of Garboldisham Mill just across the divide into Norfolk, to speak next on the work he has carried out to his 200 year old post mill. The mill was on the verge of collapse when Adrian bought it in 1972, and he made the point that, had it not been for the iron sheeting put on the roof at the turn of the century, the mill would never have survived into the 1970's. The major item of work completed has been the replacement of the trestle, involving jacking and propping up the entire buck while the beams were replaced. His photograph of the main post hanging in mid-air was particularly hair-raising!

Our last speaker was Peter Dolman, our Secretary, who described S.M.G.'s salvage operation this Summer at Minsmere, for parts of Sea Wall Mill and, more importantly, for the East Bridge pump which collapsed in February.

I would like to extend the Group's thanks to all those who supported the meeting, to Adrian Colman for coming all the way from Garboldisham to speak to us, and particularly to Peter Dolman for his hard work and initiative in arranging the venue in the first place. Also to Mrs. Barnard for organising the refreshments. As our Chairman pointed out at the beginning of the meeting, Winter is a good time to look back and review the past year's work. I think everyone who came will agree that the meeting achieved this most successfully.

Mark Barnard

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### ANSWERS TO MILLQUIZ (see pages 4-5)

1. The 8 are: Drinkstone, Framsdon, Friston, Holton, Saxtead Green, Thorpeness, Stanton, Syleham. 2. Pakenham. It stopped in 1974. 3. William Cubitt 4. Drinkstone 5. (a) 6. On a millstone 7. Sweffling 8. (a) Monk's Eleigh; Nedging; Kersey; Aldham; Layham; Raydon. (b) Letheringham; Glevering; Wickham Market; Campsea Ashe; Ufford; Melton; Woodbridge Tide Mill. 9. (a) 1963 (collapsed, then dismantled); 1953 (burnt); 1959 (burnt); c.1942 (demolished, as near wartime airfield). 10. (a) Clover; (b) Aldred; (c) Aldridge. 11. The two were: Wrentham (Fletcher's Mill) and Horham. 12. Sudbury 13. A lucam 14. Framsdon (1760), Stanton (1791), Buttrum's, Woodbridge (1816), Buxhall (1860), Layham (1910). 15. (a) Lantern pinion (b) Collar (c) Bridge Tree (d) Glut Box.

## NEWS AND EVENTS

STANTON MILL The derelict post mill at Upthorpe, Stanton, has recently been the subject of an application for planning permission for change of use to a craft workshop, to include such activities as sewing, candle making and the sale of pottery (presumably in the brick roundhouse). This application was approved by St. Edmundsbury Borough Council on November 3rd. Although the mill is a Grade II listed building, listed building consent was not required as no structural alterations to the mill are proposed. Nevertheless, S.M.G. decided to write to St. Edmundsbury pointing out the importance of the mill and the need to ensure the applicant was aware of this. The planners have advised the applicant of the contents of our letter; hopefully advice will be sought from S.M.G. in the future, enabling the new use and Stanton Mill to be mutually beneficial.

THORPENESS EXHIBITION CENTRE Thorpeness Windmill, restored last year, is to be opened as a tourist information centre next year. It is about to be bought by the County Council, who will use the roundhouse for an exhibition on Suffolk's 'Heritage Coast' together with the information centre. The lower floor of the buck will have an exhibition relating to the history of Thorpeness and the mill, and hopefully a few other local mills as well. The sails will be allowed to turn for the public's enjoyment.

HERRINGFLEET VISIT CANCELLED The proposed S.M.G. visit to this mill on New Years Day (announced in the last Newsletter) has had to be cancelled, owing to concern about the deteriorating condition of the mill. The gales of a year ago shifted the smock on its foundations and this caused some of the first floor joists to lose their toe-hold. The condition of the tower is also deteriorating. It is hoped that repair work will be put in hand sometime in 1978, but a major overhaul will be needed before long.

S.M.G. MILL GUIDES It is the intention of the Group to publish a series of guides to the County's most important wind and watermills, concentrating initially on those which are visited most frequently by the public but lack a proper guide book. Our first such guide, 'The Story of Dalham Windmill' will be available shortly from the Secretary or Newsletter Editor, price 25p. (+10p. postage, etc.). All profits to S.M.G.!

OUR LOCAL MILLWRIGHTS Jameson Marshall Ltd., our local millwrights, have just moved from their premises at Hollesley into a new and hopefully permanent home, Tithe Barn Works, Crown Lane, Wickham Market. They report business is booming; we wish them well in their new works.

WOODBIDGE GET-TOGETHER To replace the cancelled Herringfleet visit, S.M.G. will meet at the 'Bell and Steelyard' P.H. in New Street, Woodbridge at 1.00 p.m. on January 1st. Later we hope to inspect the fine machinery of Tricker's Mill, which surprisingly remains intact despite the conversion of the ground and first floors as part of the surrounding elderly persons' housing complex.

ROLLER MILL VISIT We had hoped to arrange a visit to the R.H.M. (ex Marriages) East Anglia Flour Mills at Felixstowe Dock sometime during the Winter. Unfortunately, owing to internal alterations at the plant this visit cannot now take place until Summer.



# CROSSWORD ENTRY FORM See page 10.

Please detach this page and send your entry to:- **Prize Crossword**  
**The Secretary,**  
**Suffolk Mills Group,**  
**95, Bixley Road,**  
**IPSWICH.**

NAME .....

ADDRESS .....

.....

.....

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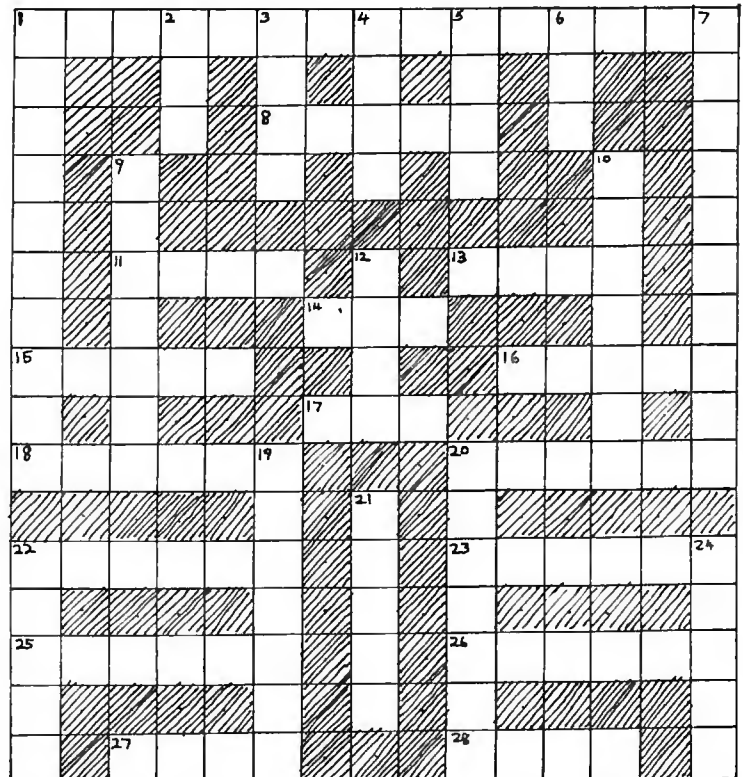
## The Clues

### Across

1. We are all one of these!(4,11)
8. Bad guy holds up shoe with string (5)
11. Armfield made one to give support (4)
13. Machine metal in a flour factory (4)
14. See 9 Down
15. Control the flow with these (5)
16. This started the windmill's decline (5)
17. Lock wheel on shaft (3)
18. Many mills were black (6)
20. Put up the shutters in sunny Lincolnshire (5)
22. Grind with ease (6)
23. Marks the high spots (6)
25. What grain does just before it's ground (6)
26. Part of a common sail (6)
27. French chestnut holder (4)
28. See 22 down

### Down

1. Where would we be without him? (10)
2. This governor fell behind a bit!(3)
3. Just behind 10 down (4)
4. Contains a stone (4)
5. Silly law of Peterborough (4)
6. --- brakes invented by Catchpole (3)
7. 20 across fit these nicely!(4,6)



- 9 and 14. One of four supporting male deer in pub (7,3)
10. Takes stock (4-3)
12. The Mayor has one of these too (4)
19. Piece of Welsh furniture in a mill? (7)
20. They stop the buckets from leaking (7)
21. See 22 down
- 22,28 & 21. It drives us nuts! (5,4,5)
24. Disease of cereal crops (5)