

SUFFOLK MILLS GROUP

Newsletter Number 23

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This issue of the Newsletter marks our fifth anniversary, for it was on 28th May 1977 that Suffolk Mills Group came into being with an inaugural meeting at Woodbridge tide mill. There followed a flurry of committee meetings, the publication of the first Newsletter (and the only one so far not edited by me!) and the Group was on its way. Some of our achievements and hopes for the future are outlined in the article below.

It was pleasing to see a large contingent of S.M.G. Members at the public meeting in February. We hope the events advertised in this Newsletter will also be well supported, especially the Annual General Meeting at Pakenham watermill on June 13th. We were very disappointed with the A.G.M. attendance last year. Our A.G.M.'s are not dull affairs and the 'formal business' is dispensed with as quickly as possible, leaving plenty of time to see slides and to look round the venue. Please make a note of this date in your diary.

I would still welcome material for the Newsletter. One or two articles have been promised but have yet to materialise. The next issue will appear in July, so there's plenty of time to put pen to paper!

Mark Barnard

FIVE YEARS ON MARK BARNARD and CHRIS HULLCOOP

Suffolk Mills Group was established five years ago to bring together mill enthusiasts in and around the county with the aim of co-ordinating their efforts to work more effectively for our mills. The old millers and millwrights were noted for their individuality and were often loners, but if mills are to survive today teamwork and good management of available resources will usually be essential, as will good public relations. These three attributes really sum up what Suffolk Mills Group is all about.

Most of our Members will be aware that we have always laid particular emphasis on practical repair work. This has taken a variety of forms. The most exciting and time-consuming project is of course the restoration of Thelnetham tower mill which was bought by five Members of the Group in 1979. From the start the objective has been restoration to full working order with special care being given to the survival value of materials and repair work. A fortnight's full-time work (the famous S.M.G. 'work-in') is organised each summer, while at other times throughout the year Members are working at the mill or on parts removed to garages or workshops at their homes. It is team work and like the old

Union mills, Thelnetham is truly 'A mill called the Union in many good hands'.

The first S.M.G. project, and undoubtedly one of our most important, was the rescue of East Bridge smock drainage mill following its collapse in February 1977. Our efforts were followed up enthusiastically by the Museum of East Anglian Life and the mill was rebuilt at Stowmarket in 1979-80, S.M.G. providing the working drawings for the reconstruction.

Much of our other repair work has been limited to keeping mills standing and reasonably watertight in the hope that, as at Thelnetham, sympathetic and competent new owners will come to their rescue before it is too late. Mills we have helped in this way include Bardwell and Stanton (where we held our 1979 'work-in'), Drinkstone post and smock mills and Syleham. In each case we have sought and received a small grant towards the cost of materials from the District Council. Despite all our efforts, Drinkstone post mill is slowly deteriorating, while Syleham seems doomed in the long run unless it can be moved from its present site.

There are other mills in the county which need our attention, but we are not so much limited by lack of money as by the lack of people prepared to help and especially to organise work on their own at their local mill. More fundamentally, what is needed is a greater public awareness of the importance of our heritage of mills, which will hopefully lead to more mills finding the right kind of owners. Kindling this interest amongst the general public is a major objective of Suffolk Mills Group. One way, perhaps the best way, of achieving this is by demonstrating a mill at work, doing the task for which it was built. Despite the good progress made, Thelnetham mill is still a long way off the day when it will grind again. We are, however, able to work two mills in the county on a regular basis. Suffolk Preservation Society bought, repaired and opened to the public the fine watermill at Pakenham, but sadly without a miller. We have been able to dress and set up a pair of French stones with which we made some two tons of wholemeal flour last year, thus keeping the mill at work if only in a small way. Last year we resumed our open days at Herringfleet drainage mill, which is maintained in working order by Suffolk County Council, giving us a chance to run one of the few remaining common sail windmills. At both these mills we are collaborating with organisations who bear the major responsibility of maintenance in order to give the public a chance to see mills at work in the county. Our annual public meetings and window displays have also helped to put mills before the public and to boost our membership from a few dozen when we first started to around 130.

We recognise that many of our Members do not wish to get involved in 'hammer and nails' work but simply wish to pursue a general interest by visiting mills with their families and perhaps photographing and reading

about them. Over the last five years we have organised many visits, often to mills not normally open to the public such as Kersey watermill, Little Glemham watermill, Tricker's Mill, Woodbridge and the roller mills at Felixstowe Dock. This gives us a chance to get to know mill owners and their mills better, and to offer advice on how they can overcome problems. It is also gratifying for the owners to see people appreciating their mills, especially if they have carried out repair work. Our Newsletter, the largest of any local mills group, contains articles on all aspects of mills and keeps our membership in touch with every facet of the Suffolk mill scene from the latest repairs and news of mills for sale to gale damage and the death of old millers and other personalities. The Newsletter also serves to publish the various events and practical work we organise throughout the year.

Suffolk Mills Group has tried to comment on all planning applications concerning mills and to give realistic advice based on practical experience. Most of the applications since our formation have concerned watermills, the most serious being the proposal in 1979 to partially convert the workable Layham mill near Hadleigh. Permission was refused, and we like to think our detailed comments helped, and that they were given more credibility by coming from an established group of enthusiasts rather than a number of separate individuals. We are now known to most of the local authorities in the county, and especially to St. Edmundsbury Borough Council in whose area are a number of fine but threatened mills. The listing of mills is usually an effective way of affording them protection against demolition but unfortunately the degree of protection it gives to the interior machinery and fittings is ambiguous and open to wide interpretation by local authorities. We do our best by stressing the paramount importance of the mill interior (as opposed to the building which surrounds it) and the need to conserve whatever remains of interest. However, what is really needed is a minor change in the law to give machinery of listed mills at least the same degree of protection as already applies to their exteriors. Like the other local mills groups we are particularly concerned at the number of complete mills which are not listed, and at the criteria used to decide whether a mill is worthy of listing. Given that both national and local authorities are short of money and staff we are using our knowledge to advise them on which mills should be listed.

Many of the problems we face in Suffolk - such as those associated with listing, with standards of millwrighting and with the need to train more skilled millers and millwrights - are best tackled at national level through the Wind and Watermill Section of the London-based Society for the Protection of Ancient Buildings. The existence of Suffolk Mills Group means that we are represented on the Committee of Groups and Section ('COGS') which meets twice a year to discuss such mutual problems and to generate new ideas for consideration by the Wind and Watermill Section Committee and by the various mills groups.

We often talk of the things we would like to do if only we had the time and money. The publication of Peter Dolman's book 'Windmills in Suffolk' was very successful and it would be nice to produce something similar on Suffolk watermills, or mills open to the public, or a booklet on the famous Suffolk millwrighting firm of Whitmore and Binyon. We wish we could be of more help to mill owners who really try hard for their mills, like Suffolk County Council, the Museum of East Anglian Life and several private owners, but there is insufficient time. All we can do is to advise; we cannot take responsibility for any repair work. Given the limited appeal of mills when compared to, say, vintage cars or steam locomotives, we have achieved a good deal in Suffolk in a short space of time and the principle of helping mills more effectively through teamwork as well as individual effort has been proved.

VANISHED MILLS PETER DOLMAN

HINDERCLAY MILL

The tower mill at Hinderclay (Grid Ref. 021766) was said to have been built on the site of a post mill, although I doubt this myself. The parish Enclosure Map of 1817 does not show a mill here but Greenwood's county map of 1824 shows it, so it would seem to have been built at about the same time as nearby Thelnetham mill (1819). When first built it probably resembled Thelnetham but it was later raised by a floor resulting in a five storey tower similar to Pakenham. It probably started with common sails, for Thomas King's diary tells us 'Mr. Lock's Mill Patent Sails put up June 1834'. Perhaps it was raised at the same time. It was built for Joseph Lock and remained in the Lock family until the end of the century, John Lock being listed in 1896. Horace Barker is listed as miller in 1908 and subsequent directories fail to



record it. It probably ceased work at the end of the First World War. Photographs of the 1920's show it minus fly and with shutters removed. It was pulled down about 1933 although when Stanley Freese called in 1934 the stump remained, together with sails and machinery still littered about. The site is now built over and the occupant of the mill house told me he thought the base was cleared away in the early 1950's.

Hinderclay was a brick tower mill with a first floor loading door. The upper windows had shutters. The top floor was hung from the curb on rods, as at Thelnetham. The cap was, very unusually for Suffolk, a 'Kentish' type of boat-shaped cap. It had been rebuilt at some time but probably resembled the original. Only one other such cap was known in the county, at Gislingham tower mill, which was built in 1821, probably by the same millwright as Hinderclay (possibly George Bloomfield of Thelnetham). The cap was turned by a worm against the curb, driven by an eight bladed fantail, although it was probably hand winded when built. The cap had a small nick taken out of it to allow the fan to turn, giving it a strange profile. The four anti-clockwise patent sails drove two pairs of stones, all the gearing and the upright shaft being wooden. The brakewheel had iron segment teeth. The stones could be turned for dressing with horizontal capstans as were once fitted at Thelnetham. It was said to rock three inches when working - the foundations must have been rather shallow!

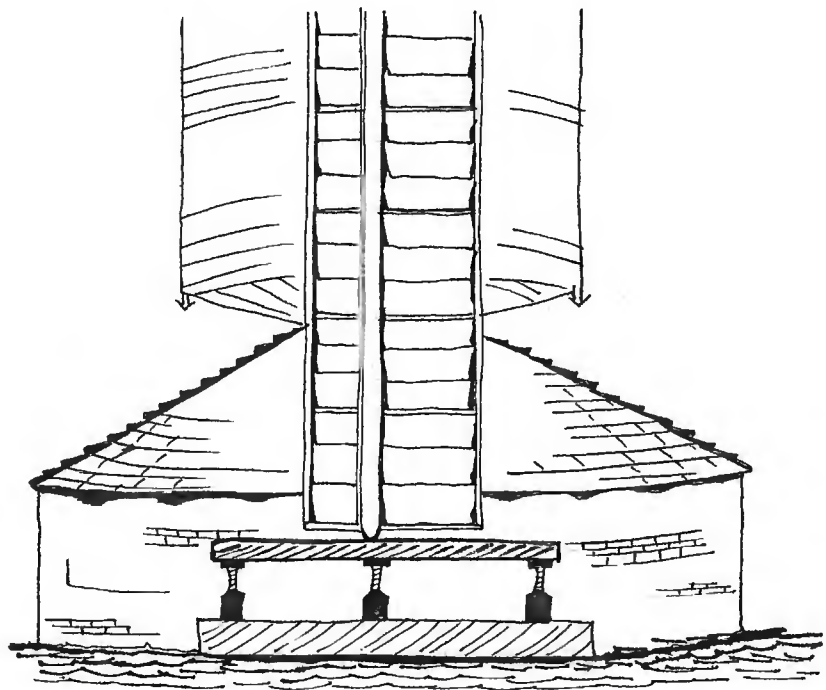
MILLWRIGHTING AND MILL TANTRUMS REG CLOVER

Looking at the splendid photograph of my father and brother in Brian Flint's book 'Suffolk Windmills' took me back over forty years to when my father and his miller Herbert, somewhere around 1935, were turning over lumber in the carpenter's shop in search of planks and lift jacks intended for the carrying out of a major maintenance operation on the old post mill at Drinkstone. My father was a good carpenter and did much of his own 'millwrighting' - unlike his own father who left it to the millwrights. "They were always on the place" said my father - and there must have been much to do, for he owned two old wooden windmills, both in one yard.

Now, my father and his man had a big job on hand for the mill was headsick - a not uncommon complaint with post mills. Here it was a matter of cause and effect. One of my ancestors had found the buck (the upper revolving wooden portion) a little cramped and had had an extension of a foot or two spliced on fore and aft. This gave improved floorspace but the strain was too much on the older timbers and the mill began to sink at the head, where the weight of the sails and the pole end of the windshaft was carried.

Matters worsened over the years and reached a stage where the trailer edges of the two common sails (nearer the roundhouse than the spring patent sails) scraped the tile-roofed circular jutting edge. The trouble was got over for a time by slackening the bolts holding the whip, or sail centre, in place and

putting in a packing of wood between whip and stock at the point furthest from the sail's centre, so taking the sails further away from the roof edge. Alas - the head continued to sink and there was nothing else to do but try to lift up the entire sails unit and windshaft pole end and to put a suitable wooden block under the neck bearing and so cure the trouble, one hoped, for all time.



So my father and his man hunted about and eventually assembled the necessary paraphernalia on the mill hill, a still day being chosen. The two foremost shuttered sails were stopped in an exactly upright position and a long stout plank about eight inches wide was laid on the ground and in line with the end of the bottom sail. Along and on the plank were placed three lifting jacks, evenly spaced in a row, and along the tops of the jacks was laid a second long, stout plank. When the unit had been assembled and all was in line the jacks were screwed upwards until the centre of the upper plank was hard up against the whip end of the vertical sail (see drawing above). Now came the crunch. My father screwed at the jacks in a business-like way and sails and pole end began to rise until about six inches showed on the threads of the jacks. This should have been sufficient to clear the shaft and pole end of the neck bearing, but when they climbed aloft to check the matter they found the neck still resting snugly in its bearing.

Back to earth once more it was realised that the lift of the jacks was simply transferring the weight from the neck end of the windshaft to the tail end of the same and that the mill structure was reverting to its original and proper position. Perhaps another few inches of the jack threads might lift the neck clear of its bearing, so a few more turns were made...but the sail began to bend, the row of jacks to heel over and my father and Herbert retreated, running backwards, as down came the sail unit with a mighty bump, miraculously, as it turned out, doing no harm to the mill structure.

After that my father had to take a simple but more risky course of setting the jacks inside the mill at the head and lifting the shaft clear of the neck bearing through the medium of an upright beam. While this was going on, the mill structure creaked and groaned, but stood the strain, the neck was lifted clear, the block placed beneath the bearing and a good job made of it. Later

any further settlement was prevented by fitting two tie-irons which passed diagonally from crowntree to the timber frame at the bottom front end of the mill.

One found some of the troubles with old windmills cured themselves if given time enough. The applewood band brake would seize and stick when used for slowing up the mill sails, but then suddenly decided to behave and was no more trouble. For months the tail windshaft bearing ran so hotly it threatened to set the mill on fire, then suddenly cooled and caused no further anxiety. The spindle bearings in the bedstone ran hot and cold and the step brass boiled its oil, but at some time or other each of these tantrums was corrected. These were some of the moods of old mills.

NEW BOOKS

Reviewed by PETER DOLMAN and MARK BARNARD

'CORN WINDMILLS IN NORFOLK' by Arthur C. Smith. Published by Stevenage Museum; 1982. Price £1.75. 52pp.

Arthur Smith's latest and most ambitious production to date completes his survey of Norfolk's windmill remains ('Drainage Windmills of the Norfolk Marshes' was published in 1978). Norfolk has more windmills than any other county and in order to fit them in economically Arthur has abandoned his earlier 'chart' style of presentation and arranged entries in paragraphs down each page, a format which I used for the Suffolk volume in the 'Contemporary Survey' series and which suits the large number of entries needed. The text, which includes some historical and technical detail, is prefaced by an excellent introduction and summary. The many photographs have been printed very clearly, and are generally of good quality - there are a few 'duds' though, and I sometimes think that a more carefully chosen view would have added to the value of the record. The book is further enhanced by one of Arthur Smith's delightful drawings, of Caston mill, on the cover. Attention is rightfully focussed on the phenomenal efforts of the Norfolk Windmills Trust and of various private restorations, with 'before' and 'after' photographs in some cases to show the dramatic improvements made to some mills.

A very worthy book then, and one which every mill enthusiast should have on his bookshelf, particularly as it is so cheap! It is as large as the Suffolk book, which appeared three years ago, but is less expensive - a real bargain. Copies are available from: The Curator, Stevenage Museum, St. George's Way, Stevenage, Herts. SG1 1XX. Please add 32p. for postage. (P.D.)

'DENVER WINDMILL' Published by The Norfolk Windmills Trust; 1981. Price 50p.

This guide closely follows the format set by previous N.W.T. guides to Billingford and Wicklewood mills, with a full description (including the steam mill machinery) and history. Among the photographs is one showing the S.P.A.B. Windmill Certificate awarded in 1937 to Thomas Harris, the last miller, who ensured his mill was maintained when it ceased to work by wind in 1941. (M.B.)

'HISTORY OF THE FARMSTEAD' by John Weller. Published by Faber & Faber; 1982. Price £6.95. 248pp. (paperback)

Although this is not a mill book as such, its central theme is a portrayal of the effect which different energy sources have had on the design and layout of farm buildings, and watermills and windmills therefore feature. By any standard it is an excellent book and will engender interest across a wide range of disciplines, including architecture, industrial archaeology, agriculture, planning and rural conservation. The author, who lives in Suffolk, is able to use his knowledge as an architect specialising in this field (no pun intended!) to bring home to the reader the extent to which the traditional close-knit brick and pantile buildings of the farmstead have now been rendered obsolete by modern, often prefabricated, forms of construction. Water and wind power is dealt with competently although one or two small errors have crept in, including the inaccurate definition of 'smock mill' in the glossary. There are several illustrations of Alton watermill, which is not surprising as John Weller was the architect in charge of the removal project to the Museum of East Anglian Life at Stowmarket. The drawing of the extraordinary grain-crushing windmill on page 106 will be of particular interest to molinologists. As the author so rightly says, mills were never really integrated into the farmstead, except perhaps for a brief period in the mid nineteenth century, soon after which steam power came of age. No review of this book would be complete without a tribute to the careful thought which has gone into its production. So often books are loosely written and poorly illustrated. Suffice to say that in this case the text has been carefully married to the many illustrations, which are an education in themselves. Highly recommended. (M.B.)

THE MILL ON THE ISLAND DES & GAVIN CODD

Holidaying at Bournemouth last August we took the opportunity to visit Bembridge tower mill on the Isle of Wight. The family made an early start on the morning of the 26th., arriving at Southsea at 9.30 a.m.. We all crossed the Solent on the 10.20 a.m. hovercraft, arriving at Ryde a few minutes later. Leaving my wife and daughter to find the local beach my son Gavin and I caught a bus to Bembridge, the home of the only surviving windmill on the island. After a rather roundabout journey we arrived at the village and were directed down a lane, and soon the cap of the thirty-odd foot high mill topped by the National Trust emblem came into view. I was reminded of the days years ago when I went windmill hunting with my father and recall many happy memories seeking and photographing 'new mills' mainly in East Anglia and the southern counties.

Bembridge tower mill was built early in the eighteenth century, an unusual feature being that the weather side of the tower is faced with cement. Much



Bembridge mill: general view



Bembridge mill: winding gear

of the original wooden machinery remains in the mill but the original stones were removed in the early 1920's and replaced in 1963 by sets from the demolished tide mill at Wootton Bridge. The winding gear was controlled by an endless chain, now missing. The two pairs of common sweeps each span sixty feet from tip to tip.

Not much is known about the early millers at Bembridge, but in 1820 James Jacobs 'went to work' at the mill. A Hampshire directory of 1855 records Benjamin Jolliffe as the miller and by 1871 James Hunt was working the mill. Ownership in the late nineteenth century was in the hands of Robert Tuffley together with Mill Farm and it then passed to Alfred Morris of Stanwell and Mill Farms.

The windmill worked regularly until the mid 1890's producing flour meal and cattle feed, after which cattle feed only was produced. Production ceased altogether after the 1913 harvest. During the First World War the mill was used by the Volunteer Reserve and as a store by Mr. Morris. When Mr. Morris died the mill and Mill Farm passed to his niece, Mrs. Smith. In the 1939-45 war the mill was again used by the military, this time as an observation post for the army and also as the local Home Guard H.Q.. By this time it was becoming derelict.

In 1957 Mrs. Smith offered the mill to the National Trust and it was finally taken under their wing in 1962 and is now open to the public from April to October.

We left Bembridge mill thankful that this example of a tower mill has been preserved for future generations.

NEWS

CROSSWORD RESULT

No less than 25 entries were received to the S.M.G. prize crossword in the last Newsletter. Of these, 21 were correct and were from the following:

Andy Abbott, Tony Austin, Len Ball, Rosemary Dennis, Peter Dolman, Brian Flint, Fred Hamond, Viv Harvey, Peter Hill, Michael Hunt, Russell Jones, Cliff Lovett, Phillipa Norchi, Vincent Pargeter, John Pelling, Niall Roberts, Chris Seago, Richard Seago, Alan Wallis, Martin Watts and Mr. & Mrs. D. White.

The winners were drawn at our public meeting on February 27th. First prize of a set of windmill table mats went to Viv Harvey, while the second prizewinner was our Secretary Peter Dolman who was presented with a set of six windmill coasters.

The solution is as follows:

Across: 4 DeadCurb; 8 Baylham; 10 Finial; 11 Penstock; 13 Steelyard; 15 Lag; 18 Grind; 19 Smeaton; 20 Emery; 23 Bell; 24 Coles; 25 Fen; 27 Leat; 28 MealBin; 29 Sweep; 20 John.

Down: 1 Canister; 2 Sluice; 3 Ball; 5 Damsel; 6 Uplong; 7 Bucket; 9 Feed; 12 Maize; 14 Lode; 16 Alarm; 17 Horse; 18 Gimbals; 19 Syleham; 21 Mace; 22 Floats; 25 Finch; 26 Neck; 28 Map.

Many thanks to all who sent in an entry, especially the 'funny' (e.g. found on top of some towers: 'Hullcoop'; might be found in the hopper: 'Mouse') from Mike Organ!

PUBLIC MEETING

S.M.G.'s fourth major public meeting was held in Ipswich Town Hall on February 27th, when the evening's theme was millwrighting. Guest speaker was Norfolk millwright John Lawn, who gave an excellent and most comprehensive talk on his work in his native county to a packed audience of around 90 people. Norfolk is lucky as it not only has a County Council intent on preserving a relatively large number of windmills, especially in Broadland, but also several enthusiastic private owners who are steadily repairing their own mills. No wonder John Lawn is kept busy without having to leave his county! The meeting was impressed by the amount of work being done 'north of the border', and by the speed with which some of the restorations have been completed, especially when a crane has been used to hoist a new cap or sails onto a mill (as at West Winch, Wicklewood and Great Bircham), and so apparently achieve 'instant' restoration.

Following a break for refreshments Chris Hullcoop, Mark Barnard and Peter Dolman spoke about the work of Suffolk Mills Group over the last year,

including report writing, advice on repairs, meetings, visits to Suffolk mills and the trip to Holland, and especially the practical work at Thelnetham and Drinkstone. Unfortunately the evening passed all too quickly and there was insufficient time for Chris Hullcoop to 'reminisce' on his past volunteer work. There is clearly enough material to hold another meeting on millwrighting in the future, although for next year's meeting we hope to concentrate on Suffolk watermills.

Thanks are due to all who helped with the arrangements, especially Peter Dolman (booking of hall and transport of items); Chris Hullcoop (arranging loan of projector, spare screen and tea urn and baking stone-ground biscuits); Mark Barnard, Mrs. Barnard and Mrs. Flint (organising the refreshments); Richard Smith (loan of spare screen) and all S.M.G. Members who helped distribute the posters.

S.M.G. WINDOW DISPLAYS

Anyone driving through part of Ipswich town centre on the afternoon of February 8th. could have been excused for blinking a few times as a large model tower mill, complete with fully shuttered seven-foot span sails, trundled along the road! This was the centrepiece of the S.M.G. window display at William and Glynn's bank, mounted to help advertise the forthcoming public meeting. The model, 'driven' by Mark Barnard and Chris Hullcoop, arrived safely at the bank and there then followed several hours of 'window dressing'. Unfortunately the bank were reluctant to let the sails turn after the first few days which was rather a disappointment having spent some considerable time fitting the electric motor. We are nevertheless very grateful to the bank for again letting us use their window which we know is much in demand these days.

Following an invitation to mount a similar display we have now moved the model a few yards up the Buttermarket to the Cheltenham and Gloucester building society, where we occupy the large front window. The sails of the model now turn daily between 7 a.m. and 11 p.m. so if you haven't already seen it, go along and take a look. We anticipate the display being there until at least the end of April.

PROGRESS AT THELNETHAM

Since Christmas work has been continuing both at the mill and in the workshop off site. The mill continues to have its brickwork repaired, and progress is being made on restoring the machinery, such as the crown wheel and sack hoist.

Away from the mill new ladders, windows and doors, and stone tuns are under construction. The finial is also being turned. The major project under way at the moment though is the construction of the curb. For this we needed a clear floor space of at least 15 ft. square, for up to six months. We were extremely fortunate to be offered the use of a double garage at Trimley by Miss Josie Posford, completely free of charge. Miss Posford has also kept us going with copious quantities of tea and scones (made with Pakenham flour, of course!).

The curb is being built of elm, in two rings of 12 segments each. The wood was purchased a couple of years ago and carefully stacked to allow it to dry out. Our first job was to face one side of the 24 curb sections by hand planing, using a machined steel face plate acquired from Ransomes, Sims and Jefferies Ltd. at scrap value. We did this to remove any risk of inaccuracy when the sections were thickened by machine, a job which saved us weeks of hard work and was kindly carried out free of charge by William Brown & Co., while we waited.

Butt jointing and sawing to length occupied several weeks, with a line marked on the garage floor giving an approximate circle, and the steel face plate having an accurate scribed line for final fitting. At the time of writing we have just started drilling and bolting the elm sections together, planing up the faces and fitting the keep flange to the inside face. All the bolts and coach screws (200 in all) for the curb have been supplied by GKN at cost price, which considering many have had to be specially made, represents quite a bargain.

The problems of designing and building a curb to an accuracy of within $\frac{1}{8}$ in. or less are simply mind-boggling, and we have many times been reduced to standing looking at the pieces for 20 minutes trying to work out what to do next! The work is not made any easier by the fact that the keep flange sections are all warped to a greater or lesser degree, and are to a different radius than their circumference would suggest. We also have the problem of fitting 200 bolts and coach screws into a 10 in. by 8 in., 14 ft. diameter ring, without touching one another. To plane the inside face of the curb we had to buy a special plane with an adjustable sole, which we then had to spend several days modifying so that it would work properly!

The curb is progressing well though, and should be finished by the end of May, giving us time to have the elm vacuum-treated with preservative before final assembly during the second week of the work-in.

The work-in dates this year are: Sat. July 24th to Sun. August 1st and
Sat. August 21st to Sun. August 29th

The work-in tasks this year are many and varied: finishing the brickwork at the top of the tower; fitting the curb; starting work on the cap; cleaning the original machinery; fitting new windows and doors; fitting machinery; re-pointing the tower; repairing the stock ready for use; repairing mill-stones; cutting sail timbers to size, etc.. The usual facilities will be provided for those wishing to stay at the mill, or lodgings can be found nearby for the less hardy. Let's hope for an attendance even better than last year! Please contact Peter Dolman for further information.

Thelnetham mill drawing We are proud to announce the publication of Wilf Foreman's latest, and according to him, best, drawing. Wilf spent the best part of two work-ins at the mill, measuring bits as we took them off, and

has now, with the aid of photographs, made a superb and accurate record drawing, in plans and section to a large scale. The drawing is crammed with interesting detail and copious notes (in Wilf's charming style) and has been reproduced lithographically on high quality tinted cartridge paper, size 18 in. square approximately. Wilf has very kindly donated the drawing to us free of charge for fund raising purposes. Copies are available by post from the Secretary, Peter Dolman (address on p.1) price 80p. plus 32p. for postage and packing, or can be collected from the mill or from the Secretary or Editor. (It was unfortunately necessary to reduce the original slightly in order to print it. If any Member wants a full-scale copy, dyeline prints are available at the same price, although they are not permanent.)

BLACKSHORE WINDPUMP, REYDON

This small brick windpump, which has stood derelict for the best part of 100 years, still has its cap frame, windshaft and main machinery in place, although all traces of the plunger pump it drove have disappeared. The mill ended its short working life when the windshaft broke at the neck. There has been some interest in the past in restoring the mill to its original outward appearance, although nothing has been done apart from some repairs to the brickwork at the base of the tower organised by St. Felix School, the owners.

Last autumn S.M.G. was asked to survey the mill and to advise on repair work. We recommended that the cap frame should be renewed (the original being in very poor condition) and a new cap roof similar in design to East Bridge mill fitted. This would conserve what survives and would allow for the repair of the windshaft and fitting of sail frames at a later date. We are hopeful that a small group of volunteers will be formed to organise this work, perhaps using the services of a professional millwright for the more difficult tasks.

BUTTRUM'S MILL, WOODBRIDGE

Since the last Newsletter there has been no progress on site, Millwrights International Ltd. having been working on the new curb at their workshops in Oxfordshire. We understand they will be back at the mill soon to install the curb and to lift on the cap.

S.M.G. was recently invited by Martin Whitworth, the mill's owner, to inspect the completed cap which is on the ground beside the tower. While we were impressed by the high quality of the carpentry, we were much less happy with the design of the new fantail gearing and the way it had been fitted. In an attempt to get these matters rectified before the cap is lifted on we have written to the County Council setting out our criticism of the work in detail. Further developments will be reported in the next Newsletter.

DALHAM MILL

In the last Newsletter we reported that Suffolk County Council had decided not to

complete the restoration of Dalham smock mill following a dispute with the owner over which firm of millwrights should carry out the work. The matter was again considered by the County's Planning Committee in February, following an offer from a previous owner of the mill to pay the difference between the two tenders. However, because of the problems of future maintenance and insurance, and the fact that the earlier restoration work was still not satisfactory, it was decided to stand by the previous decision not to appoint the higher tenderer. The work of making the mill weatherproof will involve covering the boarding with cloth followed by painting, and is likely to cost around £8,500. It is hoped that once this and other minor work is completed the mill can be opened to the public.

SAILS ON AND OFF AT PAKENHAM

The long-awaited new sails for Pakenham tower mill are now under construction by Norfolk millwright John Lawn and will be fitted in the near future. The new stock (of steel) has been at the mill for some time. As well as a new pair of sails, John Lawn will also be fitting a new fantail and giving the mill a coat of paint and tar. Unfortunately the other pair of sails are now in need of replacement and these will be removed, together with the stock. Owner Mike Bryant is hopeful of seeing these replaced in the next year or so.

PHILIP MUDD

A few weeks ago we learnt of the death of Philip Mudd. Some Members may recall his appearance in a series of TV films made on life in different regions of Britain. He was shown at his stand at the old Bury St. Edmunds corn exchange, for as well as the watermill at Sapiston he tenanted a large farm on the Grafton Estate and lived at a fine old house called The Grange close by the mill. He owned Bardwell tower mill and used the granary buildings for storage. He had a reputation for being tough but also fair and just. Today the Estate run the farm and last year the watermill and the two cottages adjoining were for sale. We think they have found a good owner, but the deal is not quite yet complete.

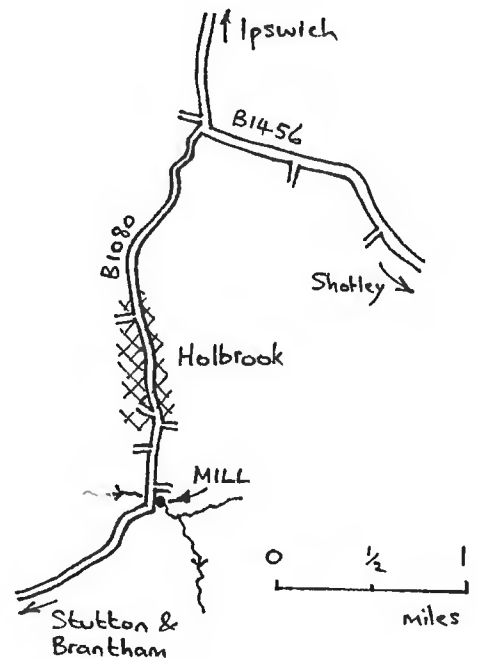
EVENTS

VISIT TO HOLBROOK WATERMILL: SUNDAY APRIL 25th. from 2.15 pm. to 4 pm.

Members may recall Holbrook mill and mill house together with outbuildings and a lot of land being sold to a Mr. Nunn in 1979. He has now sold just the mill and a little land for a garden to Ken and Jenny Read of Tendring. They intend to convert the top two floors to living accommodation but hope to reinstate the water supply and repair the turbine and its drive to the two pairs of stones. While we would always prefer to see the miller / owner and his family living in the mill house and the mill used entirely as a working building, at Holbrook the building is mostly empty, with the

turbine and its line shaft drive to the stones in a small area at the back of the mill just above the tailrace. This layout, which is all that remains of the machinery, takes up far less space than the earlier form of layout turning the drive through 90° using an upright shaft, wallower and spurwheel as at most Suffolk watermills. It should therefore be possible to combine living quarters above with milling below, but in any case the remaining machinery will be conserved.

There are the usual hazards of derelict mills and most of the boards on the top floor have been removed so take care! The mill is easily found, being on the B1080 just to the south of Holbrook village. Please park with care as there is a dangerous bend in the road by the mill.



VISIT TO PAKENHAM WATERMILL: 'NATIONAL MILLS DAY', SUNDAY MAY 9th., 2 - 5 pm.

It is hoped that the second Sunday in May will become established in the molinological calendar as 'National Mills Day', when as many mills as possible throughout the country will be open (and working if they are able). The idea of a National Mills Day started in Holland in 1973 and has met with great success (theirs is on the second Saturday in May). Such an event is bound to have a slow start, but we at S.M.G. will do our best this year with local publicity to try to get plenty of people along to this special S.M.G. open day at Pakenham, when the mill will be grinding.

S.M.G. ANNUAL GENERAL MEETING: PAKENHAM WATERMILL, SUNDAY JUNE 13th. at 11 am.

This year's A.G.M. will be held at Pakenham watermill, one of the finest mills in the county and the one most regularly worked. Following the formal business there will be plenty of time to look round the mill and to eat a packed lunch by the beautiful mill pond. In the afternoon a visit to another mill is being arranged, hopefully one of the watermills downstream on the Black Bourn.

AGENDA

1. Apologies
2. Minutes of the last A.G.M.
3. Report of Treasurer
4. Report of Editor
5. Report of Secretary
6. Election of Committee for 1982-3
7. Any other business
8. Chairman's report on S.M.G. work during 1981-2 (illustrated with slides)

REPAIR WORK AT DRINKSTONE MILLS

We hope to make more repairs to Drinkstone mills this year, the main task being to patch and paint the sides and tail of the post mill, and to make further

repairs to the track and winding gear. It would be nice to re-fit the petticoat to the cap roof of the engine mill to improve its appearance and to prevent snow and windblown rain from drifting underneath. We must also try this year to render some first aid to the old timber chassis railway carriage. Old carriages were often bought by millers for general storage and formed part of many a mill scene. Inevitably they became neglected and in recent years most have been cleared away.

We are looking for volunteers who will take on a specific small task at the mills, meeting us there initially to plan the repair and then working independently as other commitments, time and the weather permit. Please contact Chris Hullcoop (Ipswich 76911, office hours) for further details.

Other Dates

May 15th	S.P.A.B. day tour to Nottinghamshire mills
June 19th-27th	S.M.G. trip to Denmark (details to follow shortly)
July 24th-August 1st	S.M.G. work-in at Thelnetham mill (see p.12)
August 21st-29th	S.M.G. work-in at Thelnetham mill
September 9th-12th	S.P.A.B. weekend tour to Devon mills
November 20th	S.P.A.B. Watermill Meeting

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NEW S.M.G. MEMBERS SINCE NEWSLETTER 22

BERRY, Kenneth R.
Frating Hall, Frating, Colchester, Essex

GRIFFITHS, William
60, Camden Road, Ipswich

READ, K.A.
Rose Cottage, The Green, Tendring, Essex

SHORLAND-BALL, Robert
c/o The Museum of East Anglian Life, Abbot's Hall, Stowmarket, Suffolk

Kerry Davidge's new address is 11, Melford Road, Lavenham Park, Stowmarket
Melvin Martin's new address is c/o 173, Spring Road, Ipswich

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