

SUFFOLK MILLS GROUP

Newsletter Number 31

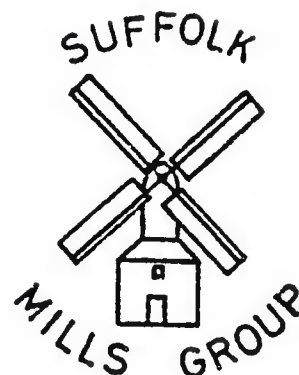
OCTOBER 1984

SECRETARY:

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EDITOR:

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It has been several months since the last Newsletter, and summer has come and gone. Once again two very successful work-ins have been organised at Thelnetham, and work has been progressing, albeit much more slowly, at Drinkstone. For once, however, it is people rather than individual mills that deserve a mention.

By now I'm sure most of our Members will know that our Chairman, Chris Hullcoop, was awarded the British Empire Medal in the Queen's Birthday honours list for his tireless work in helping to preserve the county's mills. While Chris was quick to point out that the honour was recognition of the 'movement' as a whole, including the work of Suffolk Mills Group, I'm sure it could hardly have gone to a more deserving person in any field. We all offer him our warmest congratulations.

Tribute must also be paid to Peter Dolman, who relinquished his position as S.M.G. Secretary at the A.G.M.. Peter was the founding father of the group and has given a great deal of his time over the last seven years to ensure its success. Although he will presently be moving to Essex, Peter will remain a valuable member of the Committee and will no doubt still prove to be a very active Member of the group. The new Secretary is John Snowdon.

Finally, may I once again make a plea for items for the Newsletter? I have received very little over the last few months and would like to keep a stock of material in reserve. Anything, long or short, would be most welcome.

Mark Barnard

SMALL BOAT TO HOLLAND MARK BARNARD (Photos: Peter Humphries)

The party for S.M.G.'s second excursion to Holland assembled at Woolverstone marina on the River Orwell, just south of Ipswich, on a fine Friday evening in early June. S.M.G. Member Richard Duke had kindly offered to take us to Zeeland in his boat, a former Scottish fishing drifter named the 'Adax', and we had all been keenly awaiting our first sight of the vessel. Our party comprised skipper Richard and his two crew, Steve and 'Chip', Chris Hullcoop, Peter Humphries, Charles Chandler, Andrew Bisiker, Shirley McCauley and myself. After loading our food, cycles and Charles' moped aboard, we familiarised ourselves with all sixty feet of the boat, and wondered how it - or rather we - would face up to the open seas!

At first light the Gardner diesel engine burst into life, sea-sickness pills were downed and by sunrise we were cruising slowly down the beautiful Orwell estuary. Outside Harwich harbour there was a considerable swell; we all felt a little queasy so we stayed on deck in the sea air. For a short time all the

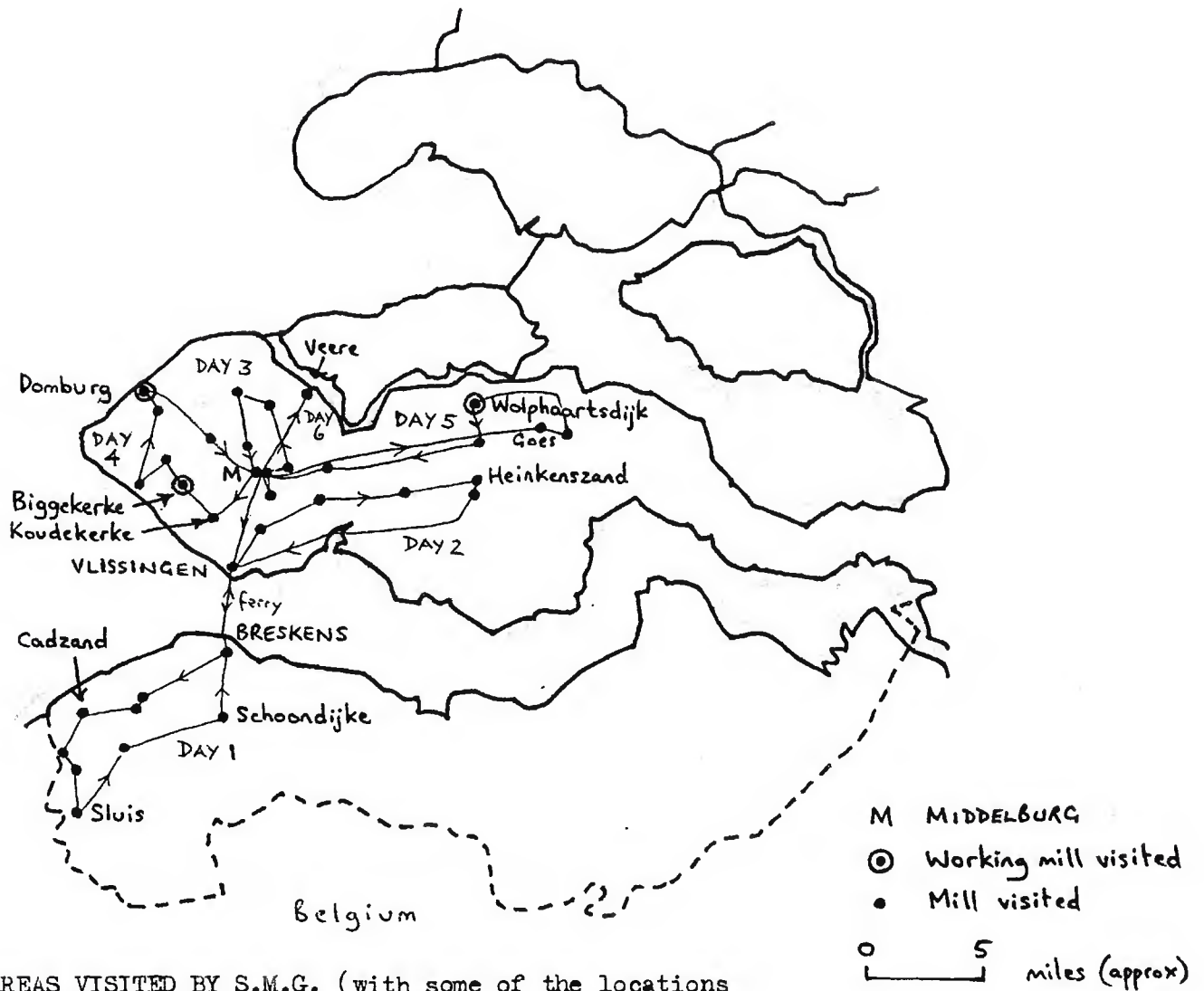
sails were hoisted and we must have looked a fine sight from the larger ships as they hurried by. After a rather cool but enjoyable crossing we arrived at the small fishing port of Breskens, on the south side of the Scheldt estuary, at about 7.30 pm. Dutch time. It had been exactly 100 miles.

On Sunday morning the bikes were off-loaded and we slowly pedalled away, taking care to stay on the right (or 'wrong' to us) side of the road. Our motley collection of English bikes must have been a strange sight to the Dutch, especially Chris Hullcoop's 'boneshaker' brought specially out of a lengthy retirement and equipped with a huge 'orange-box' home-made saddlebag on the back! The Dutch take their cycling seriously, and didn't seem to appreciate our meanders over both sides of the cycle tracks! We soon learnt though, and throughout our holiday cycling was safe and a pleasure.

The first stops were at the tower mills at Nieuwvliet and Cadzand. The latter mill had air-brakes on the sails, the control mechanism for which included an old cycle pedal and crank, a feature we observed elsewhere. Sadly, a month before our visit there had been a fatal accident here when a volunteer miller was caught in the machinery. We stopped for lunch at the splendid open-trestle post mill in Retranchement (a very un-Dutch sounding name). This had recently been repaired and was in working order, with just a single pair of stones. In the afternoon a visit was made to the fine tower mill 'De Brak' in the centre of Sluis, a town right on the Belgian border and very popular with tourists. The return was made via Zuidzande and Schoondijke, both small tower mills standing on mounds. At Zuidzande, in common with many mills on the holiday, we had to make ourselves known in the native tongue, and my smattering of Dutch came in useful. Never believe the guidebooks when they say everyone speaks English!

On Monday we took the ferry from Breskens to Vlissingen for our first taste of Walcheren and Zuid Beveland, where the main concentrations of mills are. After what seemed a long ride to skirt the docks, we eventually found the fine tower mill 'De Oranjemolen' which stands on the harbour wall and is a prominent seamark. Unfortunately the mill was not open although on the following day we saw it from a distance turning steadily. Later on in the day we were kindly shown inside the mill at Lewedorp which, although dismantled in 1973, was still complete internally. At Heinkenszand we found two near-identical tower mills within a few hundred yards of one another, one complete and the other bereft of sails and stage. They were built within a year of each other in 1850-51. Our party was allowed into the intact mill, although the owners seemed more interested in attending to their pigs!

Tuesday morning saw the 'Adax' cross the Scheldt estuary and, after negotiating the lock at Vlissingen, sail slowly up the canal to Middelburg, the capital of Zeeland. We moored at the public quay in the heart of the city, with the shops and other attractions only a short walk away. After a short exploratory



AREAS VISITED BY S.M.G. (with some of the locations mentioned in the article)

tour of the city centre and a climb up the tower of the abbey for a superb view over the whole of Walcheren, we resumed our cycling in the afternoon. The two fine tower mills in the centre of Middelburg were well maintained but rather engulfed by the surrounding trees; another further out had been closed when the miller died but his widow was hoping to sell it to the municipality. At Serooskerke, to the north of Middelburg, we found a splendid but rather derelict smock mill: this mill is now in the process of being moved to a more suitable site nearby.

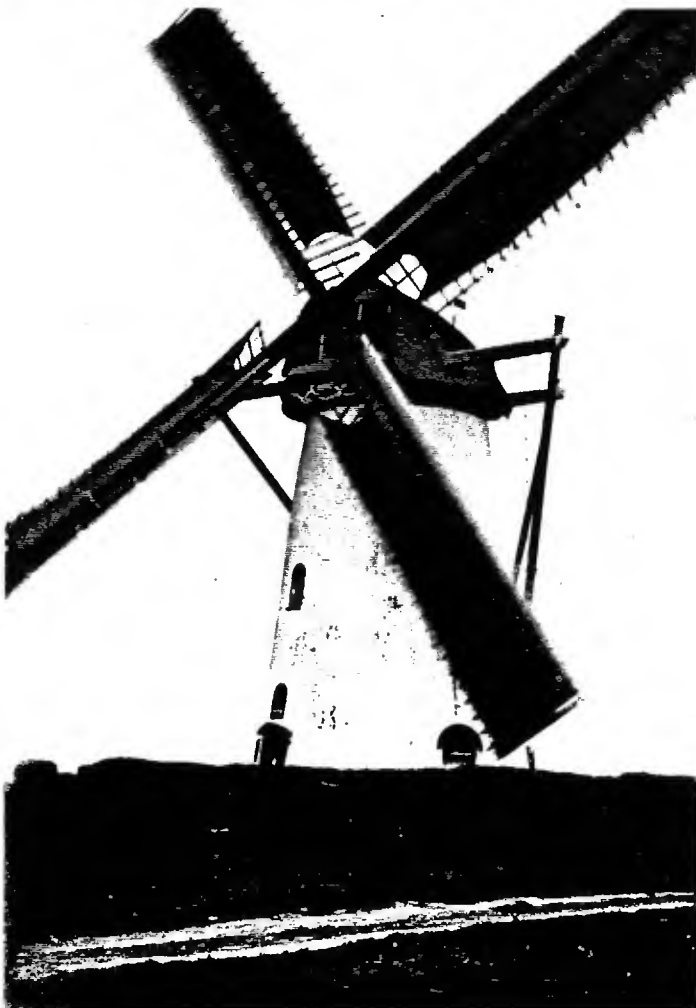
Two of the best working mills on Walcheren, so we were told, were within a couple of miles of each other at Koudekerke and Biggekerke. It was to these that we headed first on Wednesday. Koudekerke is a tall white tower mill which was restored between 1980 and 1982 from an empty tower. Unfortunately the owners were not keen on letting visitors look round except on the public open days as they ran a business from the site. We had much better luck at Biggekerke, a beautifully sited tower mill within a low hedged enclosure, adjacent to mill house and a small power mill. It is still worked regularly by wind by the Brassier family, and our party were warmly greeted. Although the mill was idle when we arrived, the wind was freshening all the time and after lunch we returned to find the sail cloths being spread and the mill was soon in action. The sight of the red stocks and brown cloths turning



fast against the white tower and what was by now a blue sky was certainly a highlight of our tour. Somewhat reluctantly, and with many a backward glance, we continued on to Zoutelande, where the cap of this small mill was on the ground being repaired by a couple of millwrights. The decayed moulded ends of the sheers had been replaced by epoxy resin at a cost of f3,000 (over £700), a very expensive repair although of course far cheaper than renewing the sheers altogether. We took the opportunity of examining closely the stocks which were on the ground: these were the older type, rivetted together, and had been welded at the corners for extra strength; we were informed that the thickness of the metal was stepped down from 12mm at the centre to 4mm at the ends.

At Aagtekerke we found the small six-sided smock mill turning slowly. Although he spoke no English the old miller proudly showed us round, and as an added bonus he introduced us to his wife who was dressed in traditional costume and they both posed for our cameras.

Our last call of the day turned out to be a long one, for at Domburg we met a very enthusiastic volunteer miller called Johannes Hoefkens, and, as at Biggekerke, the mill was started while we were there. This time though one or two S.M.G.



Top: the 'Adax' departing from Middelburg on Friday

Left: Biggekerke mill in full sail



Post mill at Retranchement



Tower mill at Wolphaartsdijk

Members lent a hand in spreading the cloths! Johannes gave us a souvenir bag of flour (which incidentally sold at a bargain f1,10 (26p) for 1kg.) and on the following evening we entertained him on the 'Adax' and swapped tales of mills good and bad!

On Thursday four of us took our bikes on the train to Goes with the aim of seeing the mill at Wolphaartsdijk, which we were told still worked regularly. We arrived at lunchtime, but although there was plenty of wind the mill was closed. However, after eating our sandwiches by the base of the tower the miller appeared, and in a short while the sails were turning and a pair of stones was at work. The mill has a most unusual appearance, the tower having been at least doubled in height by the addition of a parallel-walled section on top of the original tapering section. At the join there was a wide stage. Inside, everything was covered in flour dust from top to bottom, but it was certainly a real flour factory, the meal being fed direct into bulk storage tanks outside. The grain was passed through a crusher before going to the millstones, an interesting refinement. Later on a second pair of stones was put in gear, although there was a setback when a shaft driving one of the crushers broke in half! We spent most of the afternoon at this magnificent mill. It certainly gives the lie to the idea that windmills can no longer be truly commercial propositions in advanced industrial countries.

On the way back we photographed a derelict tower mill near the railway line at Eindewege which has a pair of Ten Have sails, a type more common in eastern Holland. Several of the mills we saw during the holiday were in need of repair, Zeeland probably being more remote from the main areas of mill preservation and interest.

Our last mill was at Arnemuiden, which was a small smock mill, entirely rebuilt in 1981 after a tragic fire had completely destroyed it four years earlier. Like many other smock mills in Zeeland, this was clad in ruberoid sheeting, although the original material would have been canvas.

On Friday morning the 'Adax' departed for Breskens, although Chris Hullcoop, Peter Humphries, Andrew Bisiker and myself, now immune to saddle-soreness, cycled to the picturesque village of Veere. The mill here was of less interest than the vast church and some of the other buildings of this former seaport. After a very pleasant ride back to Vlissingen in the warm sunshine we crossed on the ferry and found the 'Adax' safely at her mooring in the dock at Breskens. After a good wash (we had the excellent facilities at the yacht basin placed kindly at our disposal) we all went for a superb fish meal in a local pub.

The return crossing on Saturday was smooth and we were able to bask on the deck in the sunshine for much of the time. By late afternoon we could make out the container cranes at Felixstowe and by teatime we were safely into Harwich harbour. As we slowly picked our way through the myriad of weekend sailors on the Orwell in their 'tupperware' craft we felt privileged to be on a down-to-earth working boat. After mooring we thanked Richard, 'Chip' and Steve for all their efforts in making the trip such a success, and particularly Richard for the use of the 'Adax'. Richard is a master mariner and for many years commanded tankers for Shell. He retired from deep sea to run his family farm and since then has owned two fine sailing barges and now the 'Adax'. He rescued and re-rigged the barges ('Millie' and 'Convoy') himself and sailed one all round the coast of Britain, a great achievement.

What a pity more S.M.G. Members didn't show any interest in coming - after much effort we still sailed with two places unfilled. The boat was very comfortable (I've rarely slept better, although I suppose the cycling had something to do with it!) and we were able to do all our cooking aboard. It was a unique experience and certainly one which we will remember for a long time.

THE PORTABLE BOLTER REG CLOVER

In the old stone milling days, it seems to have been the generally accepted opinion that the keeping of wheatmeal over a period, and only dressing out the flour as required, greatly improved the flavour and baking quality of the bread. Very often, a farmer or gleaner would take a coomb or two of wheat to the mill to be ground to a desired fineness, and would then bring it home

again to store until such time as a quantity of flour was needed for baking.

It might happen that the farmer or cottager lived some distance away from the mill, and the taking of wheatmeal back for dressing might be neither practicable or desirable; so a 'middle man' was created, generally called a bolterman. The bolterman went from house to house with a small dressing machine and would dress out any quantity of flour required. His machine was a bolter in miniature and he sometimes pushed it in a barrow, or carried it in a cart or even on his back.

The bolter was turned by hand and often had a clapper feed, the shaft carrying the reel being cut square at the point where the end of the feeding shoe rested, so lifting the shoe up and down when the shaft was turned and imparting a violent vibratory movement. On the shoe, where it came in contact with the squared shaft, was often fixed a piece of a horse's leg bone, a very hard material and almost impossible to wear out.

Needless to say, these boltermen were not popular with millers who, having reduced the wheat to fine wheatmeal containing the maximum quantity of broad bran, now had to see the easier process of dressing passing into other hands. Sometimes the millers' grievance took a practical turn, and a handful of nails or the pronged end of an old table fork would find its way into the wheatmeal, the object being, of course, to ruin the bolterman's dressing cloth.

There are a few tales told of the 'goings on' of these old days. One is that a bolterman (called Little Tich on account of his size) was wont to call at the village inn on his way home from his rounds. One night, he drove his donkey and cart into the inn yard, just as the village sweep also arrived home from a round. While the two were socially engaged, washing away the last traces of flour and soot, someone went outside into the inn yard and put the sweep's brushes and gear into the back of the bolterman's cart, transferring the bolter into the sweep's cart. Later, the bolterman and sweep came out and very happily drove away, each unconsciously bearing away the other's belongings.

Another tale also concerns Little Tich and the same inn. On this occasion the village miller happened to be there too, and, somewhat to Little Tich's surprise, was quite friendly, even standing him a drink. Had the latter known what was going on outside, he would have known why the miller was so amiable. Some of the miller's friends had slipped outside and taken Little Tich's donkey out of the shafts and into a nearby field. Here, they left the animal for a moment and came out of the field and shut the gate. Then the cart was pushed into the gateway with the shafts through the bars pointing fieldwards. It was then an easy matter to back the donkey into the shafts and harness up again.

When Tich came out of the inn, in a somewhat fuddled state, he missed his donkey and cart and at once suspected trickery. The others, however, were very willing to help him to look for it. Presently, they found it in the gateway, exclaiming to the owner it was lucky the outfit hadn't wandered clean away. Tich, not altogether

convinced, climbed aboard and, not noticing the gate between himself and donkey, attempted to back out of the gateway.

The donkey could not move, of course, and a bystander presently pointed out the reason. Greatly puzzled, Tich climbed down. He had, he said, known his donkey to do some funny things but had never known it to get through a five barred gate before. After a good deal of thinking, he could see no other way of liberating the donkey than by sawing off the shafts. So, borrowing a saw from the landlord, this he proceeded to do, much to the amusement of the miller and his friends.

Hand bolters have, of course, been out of use for a great number of years and are only interesting now as curiosities. The writer has had descriptions of them from different sources, but has never seen one. Possibly, a diligent search might be rewarded by finding one hidden away, perhaps in the cobwebby corner of an old barn, or maybe adapted to use for a present-day purpose.

A.G.M. REPORT

The 1984 Annual General Meeting was held on June 24th in the village hall at Bardwell. 22 Members were present. The meeting commenced at 11.15am with congratulations being offered to Chairman Chris Hullcoop for his award of the B.E.M.. Apologies were received from John Spencer, Rob Shorland-Ball, Don Porter and Mike Organ. The minutes of the last A.G.M. (see Newsletter 28) were read out and accepted (proposed (P) Chris Wilson, seconded (S) Des Codd). Treasurer Brian Flint reported that the accounts were still well in the black, although subscription income had declined by some £150 on the previous year; printing costs had increased but postage was down. The group's account was now at Williams and Glyn's bank. The treasurer was thanked for his endeavours and the accounts accepted (P Cliff Lovett, S Peter Dolman). Editor Mark Barnard said that the uncertainty over the printing of the Newsletter had been resolved, and there would not be any change in the A4 format. There was, as always, a need for more Newsletter material. Chris Wilson asked whether in future the winter Newsletter could appear just before Christmas. Peter Dolman, the group's secretary, said that membership stood at 140. He thought that subscription income was down because reminders were now less frequent due to the longer gap between Newsletters.

There then followed the election of the Committee for 1984-5. Peter Dolman was retiring as secretary as he would shortly be moving to Essex; he was, however, willing to remain on the Committee. Chris Hullcoop paid tribute to his hard work in founding the group and acting as secretary over the last seven years. John Snowdon had offered his services as the new secretary. A vote of thanks to the officers was proposed by Des Codd and seconded by Chris Wilson. As there were no other candidates, John Snowdon was elected secretary (P Peter Dolman, S Des Codd). The remaining officers were all willing to

serve for another year, and were re-elected (P Chris Wilson, S Penny Paterson). Peter Dolman was elected as an ordinary Committee member (P Brian Flint, S Chris Wilson) and Des Codd, Mike Organ and Rob Shorland-Ball were all re-elected (P Cliff Lovett, S Chris Armour). James Waterfield, who had been attending recent Committee meetings, would not be renewing his membership of the group.

There then followed Chairman Chris Hullcoop's report for the year. He started by explaining that, shortly before the A.G.M. had started, James Waterfield and his mother had indicated that they had decided to resign from the group, hence their absence from the meeting which they had organised. Chris Hullcoop then briefly described the activities of the group during the past year, including the public meeting, National Mills Day and the trip to Holland. Peter Dolman then showed some slides of the Thelnetham project. The meeting ended at 12.45pm.

Over lunch there was an opportunity to check on progress at Bardwell mill and in the afternoon a visit was made to Ixworth watermill which was much appreciated. This fine mill is complete internally although maintenance is a continuing problem. Some of the party then proceeded to Thelnetham, although those who lingered on at Ixworth were most kindly regaled with tea and cakes by owner Mildred Rogers.

NEW BOOKS Reviewed by PETER DOLMAN

'WINDMILLS IN SHROPSHIRE, HEREFORDSHIRE AND WORCESTER - A CONTEMPORARY SURVEY' by W.A. Seaby & A.C. Smith. Available from Arthur Smith, 18, Fox Road, Stevenage, Herts. SG1 1XX; price £1.70 including postage.

The latest in this remarkable series covers a part of the country not noted for its windmills, and I suspect, largely unfamiliar to most mill enthusiasts. Twenty three windmills, or parts of them, survive and these are written up in more detail than was usual in earlier volumes in the series, including much historical and technical information. The 31 photographs illustrate well the remains - possibly too well with some duplicates of uninspiring stumps! Discounting the working post mill at Avoncroft museum which is an import from Warwickshire, the motley collection of towers are more interesting than might appear at first sight. Top of the list must be the remarkable oil mill at Weston, which retains a fair amount of its machinery, now unique in this country. Surely this mill deserves to be at least conserved? Another fascinating possibility is the combined wind and watermill at Hadley Park, said to have 'much wind and water power gear' inside. What a pity no further details are given. Another mill with a little machinery surviving is the combined corn mill and pump at Howle Manor and an unusual use was employed at Lyth Hill, which was a flax mill. Full marks for enterprise must go to Mr. Peter Lewis, who has set out to restore the empty derelict shell at Asterley to (presumably) working order. If he succeeds, this will surely be the ultimate restoration!

Full marks also to Arthur and Bill for their excellent and fascinating book, heartily recommended. How about doing Cheshire next lads?

LIMITED EDITION PRINT OF
GEDDING POST MILL
Price approx. £55 (unmounted)
from Ailsa Kennedy, 'Country
Place', Gedding, Bury St.
Edmunds

Ailsa Kennedy and her
husband Chris Penny are two of
the best-known print makers in
the country, often specialising
in rural landscapes as the
basis for their work. A few
years ago Ailsa produced an
aquatint of Drinkstone post
mill which was sold through
the Royal Academy and this set
her thinking about doing a
print of the mill which once



stood on the hill just above her house. The resulting aquatint (pictured above) is based on the scene as remaining today, with the mill inserted, based on old photographs (S.M.G. gave assistance with the procurement of these). The print is approximately 18"x24", on handmade paper, signed and numbered by the artist. Such things are likely to appreciate in value at a greater rate than inflation, so if you fancy a small investment which looks good too, contact Ailsa direct at the above address.

VANISHED MILLS PETER DOLMAN

TUNSTALL

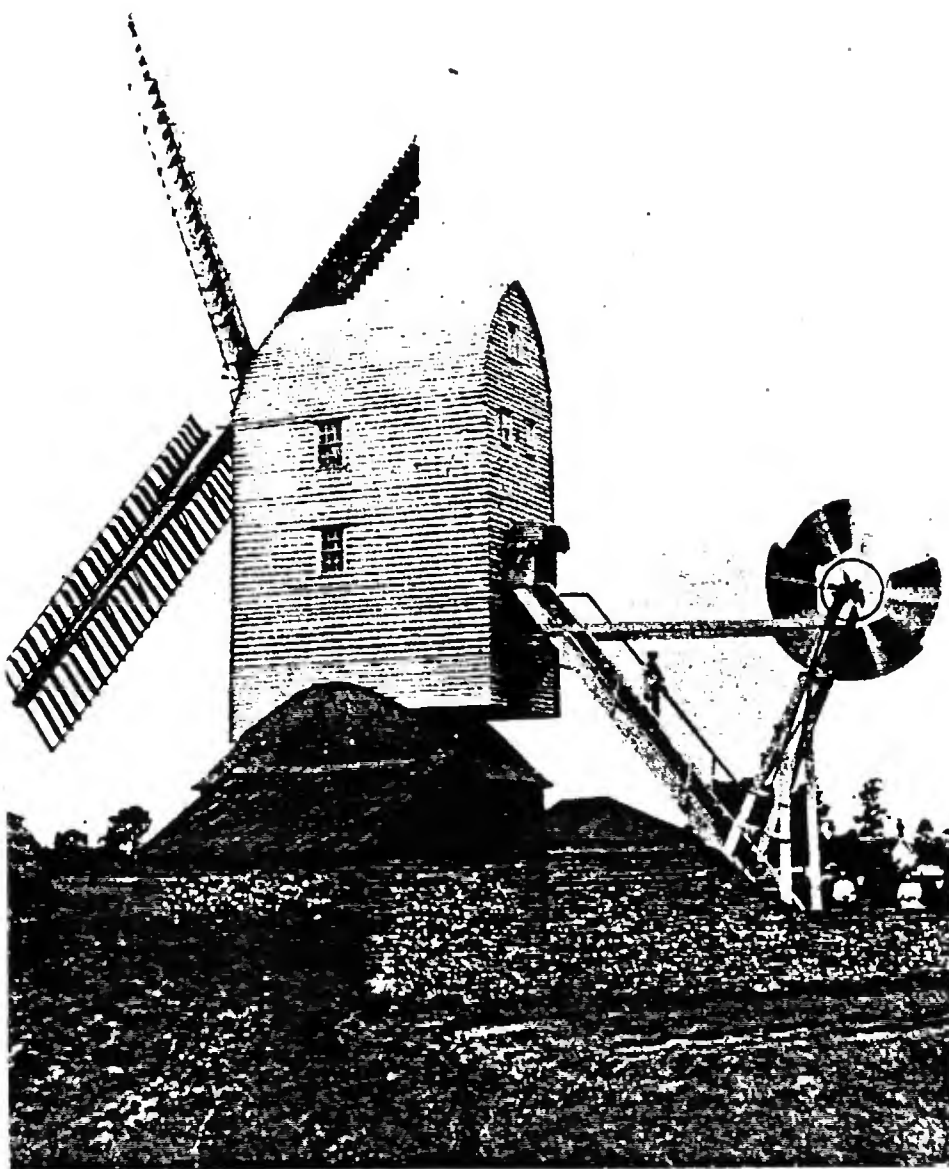
Tunstall mill was one of the largest Suffolk post mills, although with its fairly low roundhouse was not exceptionally tall. It stood on what was probably a new site just outside the village at Grid Ref. 3733,5479. Being both large and prominently sited, all the nineteenth century maps record it, starting with Greenwood's of 1824.

The date of its erection can be established from the following advertisement which appeared in the Suffolk Chronicle of 4th October 1828:

'To be sold by Private Contract. A CAPITAL POST WIND MILL, 12 feet by 20, with 2 pair of French Stones, 5ft. high and 4ft., with a flour mill, jumper, and all going gears complete. A Round-house 23ft. diameter, 11 feet high all built within the last 13 years ...'

It was owned and worked by Richard Wigg, who probably had it built. In appearance it was like the other big-bodied post mills in East Suffolk such as Walton (Mill Lane) and Friston, all dating from the 1810's and was quite possibly the work of Henry Collins of Melton.

In May 1830 Richard Wigg was working at Blaxhall mill nearby when he lost



an arm in the gearing. The newspaper report referred to him as being 'formerly of Tunstall'.

Despite this he continued to be associated with the Tunstall mill for several more years. William Mayhew leased it until March 1832 when he sold up his possessions to emigrate to Canada. An attempt to sell the mill in October 1836 has Richard Wigg as tenant and it was to be let in August 1844, again with Richard Wigg as tenant, and Mr. N. Wigg of Wrentham as proprietor. White's directory for 1844 lists Joseph Brook as miller so he presumably took up the lease.

An accident occurred in that year as recorded in the Suffolk Chronicle of 12th October. A young

boy of $3\frac{1}{2}$ years, Jeremiah Garrod, was killed by the sails when he climbed on to the 'Mill Stage'. I imagine this was a portable reefing stage for use with the common sails originally fitted.

Kelly's directory for 1853 lists Robert Cooper as miller and Morris' directory for 1868 lists William Ford as miller. It remained in his family for the rest of its life. William Brooks Ford is listed in 1916 but whether he was the son or grandson of the original William is unclear to me at the present. It continued to work into the mid or late 1920's and was in good condition when demolished in 1929 by J. Brown of Leiston. A picture of its demolition appears in Stanley Freese's book 'Windmills and Millwrighting', although in the photograph the upper part of the buck has been drawn in and a windshaft added; unfortunately the proportions are completely wrong, making the buck far too tall and the windshaft too long.

I visited the site in 1975, when the fantail tranway and some of the foundations were visible in the garden of the mill house.

When built it had common sails and was winded by hand. At some stage it was equipped with patent sails and a fantail over the steps, the tailpole being removed at the same time. The roundhouse was originally slated, rarely found in Suffolk, although it ended its days with the usual tarred boarding, possibly as a result of being raised. The buck was large, as previously stated, and as can be seen in the photograph had a very deep skirt. It also had two small windows in the tail of the stone floor and a rather squat porch over the spout floor door.

Its machinery was described by Rex Wailes in two of his Newcomen Society papers (see Volumes 31 and 22). The brakewheel was 9ft in diameter, of cast iron, and made in two halves. The tailwheel is not described but was probably like the iron mortise wheel in Friston mill. Tunstall mill was unusual in that it had spur gearing to both head and tail stones (not exceptional itself) but only carried two pairs of stones. Those in the head were overdrift and those in the tail were underdrift. The bolter was driven from a nut on the spurwheel, but whether head or tail is not specified.

NEWS

CHRIS HULLCOOP AWARDED B.E.M.

Among the honours announced in the Queen's Birthday list in June was the award of the British Empire Medal to S.M.G. Chairman Chris Hullcoop in recognition of his many years work fighting for the future of wind and watermills, mainly in Suffolk. This is the first time that any such award has been made solely for mill preservation work, and it is particularly well deserved. Chris is perhaps best known for his practical repair work which started at Holton mill in the mid 1960's and included leadership of major restoration projects at the post mills at Framsdon (1966-73) and Ramsey (1974-8). Since the founding of S.M.G. he has organised work at Bardwell, Stanton, Drinkstone and Syleham and helped a great deal with the Thelnetham project. Where he cannot use hammer and nails, Chris puts pen to paper with equal effectiveness, always seeking to persuade by reasoned argument, often backed up by the experience of having solved some problem himself.

The medal was presented by the Lord Lieutenant of Suffolk, Sir Joshua Rowley, at Pakenham watermill on Monday October 8th, at a ceremony arranged by the Suffolk Preservation Society.

PROGRESS AT THELNETHAM

Once more the 'work-ins' have come and gone, and as a result great strides have been made in the restoration programme. A full illustrated report will appear in the next Newsletter but for the benefit of those Members who didn't see the mill this year I will give a brief summary now. As reported in earlier Newsletters, off-site progress was being made by Dave Pearce with

the fantail, Chris Hullcoop with gearing patterns and by myself with the brakewheel. The crown wheel cogs were also made up off-site by the team efforts of Nigel Bacon, Colin Budgey and myself. They were fitted in July after the wheel had been trued up on the shaft.

Further help came from the Young Persons Development Project of Eastern Electricity Board, whose two teams of 12 youngsters worked for a week each at the mill in July. They connected the mill to mains electricity, wired it up with lighting and power points, moved the diesel engine onto a new, permanent base (also provided by the Eastern Electricity Board) and put a 'French drain' around the base of the mill to hopefully ease some of the rising damp problems. Their encampment in the paddock was very well organised and equipped and the whole project was efficiently run by Tony Hart and his assistants.

Towards the end of the E.E.B. project our own work-in commenced. We were blessed with good weather which enabled us to make rapid progress. Both laminated stocks were assembled and one was finished. This method of construction has great merit and, as we have proved, is well within the ability of volunteers. It's also fairly cheap, so long as the labour is free! The ultimate test is to work the mill of course and only time will tell how durable they are. There is no disputing the strength or accuracy of them though.

The four sails were constructed, although one was not quite finished, and most of the clamps were roughed out. To have achieved all we had hoped for would have required another three or four people than the already well-supported work-in attracted. It was good to see several new faces at the work-ins, as well as stalwarts of many campaigns past. The mill now looks resplendent with its new red, white and blue fantail which is fully operational, and, except for a few minor teething problems (no pun intended) has continued to keep the cap into the wind, causing some wonderment amongst the locals. The brakewheel is also finished and assembled on the windshaft. Another work-in will be organised next year to complete and fit the sails.

Meanwhile, for those of you looking for something to do in the long winter evenings, how about making a few (dozen) shutters? 192 of these are required, each made from six pieces of wood and covered with canvas (or aluminium). We propose to have as much as possible of the jointing done by machine, leaving assembly and covering to be done by hand. Any Member willing to make some will be issued with a 'kit' of materials and instructions (if necessary). Obviously they must all finish up exactly the same, but we might just allow the maker's name to be cut in the frame if desired! Please contact me, c/o 95, Bixley Road, Ipswich (tel.76996) if interested. (Peter Dolman)

WORK AT BARDWELL

Since the last Newsletter James Waterfield has made great progress with his restoration of the mill. The cap frame, made by S.M.G. Member Richard Seago, has

been delivered. It now sits by the tower with fanstage and fantail in position. The roof is beginning to take shape with its ribs and finial in place. A new curb has been made in iroko by a local joinery works, elm now being difficult to obtain in the area; I believe James intends the brakewheel to be made of this wood as well. Two sails have been made with help from a local carpenter and for a stock a piece of second-hand pitch pine has been obtained. Timber for the other sails was obtained from a demolished maltings in Bury St. Edmunds and I understand the second stock will be of steel. Perhaps we might see the mill turning on at least two sails sometime next year. (P.D.)

DRINKSTONE REPAIRS

Work at Drinkstone has been slow this year. Apart from giving the 16-sided smock mill base and the post mill buck roof freshening coats of paint all the time has been spent on the very tricky tiled round-house roof. Once you start taking off tiles, what looked like a small task grows as surrounding tiles are found to be poor and threaten to avalanche.



Few of the old tiles could be saved as they had either broken or been pointed up with concrete and stuck together in inseparable lumps. We are most grateful to Richard Duke and Colin Budgey for not only responding to our plea for tiles but delivering them to the mill. About one-fifth of the roof has been rebuilt (see photograph above) and a lot more patched, with the replaced tiles set in a soft lime mortar with no cement. The roof has been often repaired over the years and tiles range from very old clays to concretes. It is still a motley patchwork of tiles of all ages but keeps that unique 'grown out of the ground' appearance.

During the summer there were visits by members of the Ipswich Society led by Mark Barnard and the Alvis Club led by Jack Clover. The latter were not followers of the late rock star but arrived in superb vintage cars!

HERRINGFLEET MILL OUT OF ACTION

Concern over the state of some sail bars and laths was expressed by S.M.G. earlier this year and as a result Suffolk County Council asked millwright Richard Seago to investigate and report. The sails will need much repair as

not only are the frames bad, but the whips have been affected by rot as well. Hopefully the stocks will not need replacement and the work will be put in hand quickly. At present, though, the mill is not workable and the usual open day on New Year's Day is cancelled.

BUTTRUM'S MILL TURNING AGAIN

For the first time in over 50 years, Buttrum's Mill at Woodbridge is turning in the breeze. At the end of June two new sails were fitted on a new laminated timber stock by Millwrights International Ltd. (see photograph opposite). It was intended to fit all four sails but the second timber stock at the mill was found to be too decayed to re-use after all. A second laminated stock has now been ordered. The mill is unable to work as the machinery is as yet unrestored but the owner, Martin Whitworth, lets it idle if the wind is suitable. Splendid it looks, too.



NEWS IN BRIEF

Congratulations to S.M.G. Members

Tony Bryan and Phillipa Norchi who were married in Cambridge on June 16th.

Badley Mill, a brick watermill on the River Gipping just north of Needham Market, was gutted by fire in June. The machinery was removed in the 1950's.

Mills for Sale Two Suffolk mills recently for sale included Kelsale tower mill (£120,000 with house and grounds) and the house-converted tower mill at Lound (£85,000).

Hawks Mill, Needham Market has new owners who plan to implement the planning permission already granted for conversion to flats. S.M.G. will advise on the retention of the turbine and its control gear.

Missing Tool Alan Wallis lost a self-locking wrench at the second week of the Thelnetam work-in, and wonders whether it has turned up in someone's toolbag. It is marked 'FACOM FRANCE No507' and has an unusual four-position jaw pivot; it is forged throughout, unlike mole wrenches which are usually of pressed sheet metal. The length is about 7 inches. If any Member discovers it, Alan's address is 4, Hyperion Drive, Strood, Rochester, Kent ME2 3RG.

EVENTS

S.M.G. SOCIAL EVENING: SUFFOLK C.C. STAFF CLUB, ROPE WALK, IPSWICH;
SATURDAY DECEMBER 15th 1984, from 7.30pm.

This is our annual opportunity for Members to meet in a relaxed atmosphere and to show their slides without the need for any formal presentation. We hope to show Viv Codd's cine film of the Thelnetham project (now some 30 minutes long!) and perhaps a video too. As on previous occasions there will be a buffet and various liquid refreshments.

S.M.G. 'GRIND-IN': PAKENHAM WATERMILL; TUESDAY JANUARY 1st 1985, 2pm - 3.30pm.

To replace our usual New Year's Day working of Herringfleet mill we intend to run Pakenham watermill instead, so if you have not seen it recently why not come along? If weather conditions are bad please contact Mark Barnard on Ipswich 77853 to check the mill will be open.

Advance Notice

S.M.G. PUBLIC MEETING: 'THE MILLER'S TALE'

Our annual public meeting will once again be held in Ipswich Town Hall, on Saturday February 23rd 1985. The theme of the meeting will be the story of milling through the ages.

S.M.G. VISIT TO FRANCE

S.M.G. has been invited to visit the Beauce area of France next year as guests of the Association Regionale Des Amis Des Moulins de Beauce (ARAM Beauce), who have carried out much important restoration work on the region's windmills over the last few years. Those at the public meeting in February will recall the slides of this work shown by Roy Berry and Penny Paterson. At this stage no detailed arrangements have been made but if any Member is interested would they please contact Mark Barnard so we can get some idea of whether a party could be organised.

New S.M.G. Members since Newsletter 30

BEARCROFT, David
42, Preston Drive, Ipswich

BISIKER, Andrew A.
51, Coombe Valley Road, Preston, Weymouth, Dorset DT3 6NL

FOREMAN, Wilfred
The Pines, 59, Lake Street, Oxford OX1 4RR

HUMPHRIES, Peter
19, Otto Close, Kirkdale, Sydenham, London SE26 4NA

LE MOULIN DU BOIS DE FEUGERES,
28800 Bouville, France
