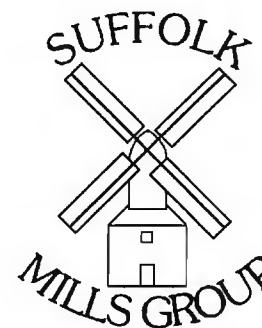


SUFFOLK MILLS GROUP

Newsletter

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I was very pleased with the appearance of the last newsletter. Not only was the word-processed typeface much clearer than my ancient typewriter, but the photographs reproduced really well, almost book quality in fact. Starting this issue we have decided to single-space the text, partly to reduce the bulk a little and therefore save on printing costs, but also because it looks better. A different typeface will also be used, although at present we haven't many to choose from! Incidentally, we have no plans to depart from the A4 format.

At the end of the day though it's the content that counts and I was pleased to receive a couple of contributions from mill owners, relating recent repair work to their mills. Also in this issue is another in the now famous 'Of Mills and Men' articles from the philosophical pen of our Chairman.

The main event coming up is of course our public meeting, which this year is on the subject of drainage mills. This and other dates are summarised below; full details appear as usual at the end of the newsletter.

S.M.G. meeting, Ipswich Town Hall	Saturday February 26th
S.M.G. visit to Layham watermill	Sunday April 24th
National Mills Day	Sunday May 8th
S.M.G. A.G.M., Pakenham windmill	Sunday June 12th

PLEASE do make an effort to support these events. And if you feel we should be doing more, or different, please let us know!

Mark Barnard

OF MILLS AND MEN (6) Chris Hullcoop

ECONOMICS AND AUTHENTICITY

With ever-increasing costs and ever-diminishing funds available, what hope is there for our old mills? Government policy means that the responsibility for maintaining mills will increasingly be left to individuals as money available from central government and local authorities is drastically reduced. English Heritage is now looking into transferring some of their properties to local trusts, but most of these listed buildings were acquired because they have no modern economic use and are very expensive to maintain.

A few years ago industries were prepared to help with donations of materials and even a little cash. This is very rare today with cutbacks, redundancies and reduced profits. Unbelievably some District Councils are even imposing a business rate on

old mills, so their future looks bleak indeed.

The District Councils, preservation societies and many members of mills groups fail to appreciate an important fact which is with us today and always will be. This is the great gulf in economics, and thus survival terms, between the majority of listed buildings which are houses and the rest which are non-inhabitable, including mills. We will always need houses both large and small and most people's dream home would be an old house but with all modern services. An ideal combination of the character and space of the old days and the comforts and convenience of modern plumbing, heating and electrical aids. A glance in the window of an up-market estate agent confirms the high prices paid for these houses. They have always been a good investment and have appreciated in value dramatically since the last war, the only exception being in 1988 when a house price inflation mania siezed the whole country, making an easing back of prices in the short term inevitable. These old houses have always been supported by the economy of the time, be it conquest and empire, manufacture and export or warehouse and service. It is rare for a listed house to be threatened by outright demolition. The greatest threat comes from the steady removal and change of features, particularly windows and doors. Conservation officers rightly insist on appropriate designs when listed houses are repaired, altered or extended. This is justified on economic grounds alone, as badly designed or shoddy work will only have to be replaced when the house finally succeeds in finding a caring and competent owner.

Contrast this with the predicament of most old mills. They have no modern economic use which can sustain them and very high maintenance costs. The late Col. Thomas Irwin who owned Holton post mill in the 1950's and early 1960's called it 'a very expensive weathercock'. A contractor's bill for painting and fitting new sails to a mill is way beyond the means of ordinary people. Another owner described his watermill as 'a bottomless pit for throwing money into'. A question often asked is, does a mill add to the value of a mill house? On the 'pro' side there is picturesqueness, character and interest, while on the 'con' side is the burden of maintenance. This is not so bad if the owner, perhaps helped by friends, can maintain the mill, but if they are elderly, don't have the aptitude or can't afford a millwright then inevitably the mill declines.

In my last 'On Mills and Men' article (Newsletter No. 50) I described how, by looking at the wider field of restoration of old things of all types, we could be helped to acquire the judgement enabling good decisions in mill restoration to be made. I have tried to look at the wider economic context of the future of listed buildings and it is sometimes instructive to look back. Twenty years ago in a report on Ramsey post mill I described the work there as a holding operation and looked forward to more prosperous times. Since then we have seen alternate periods of boom and bust and the future is now more uncertain than ever. Many local authorities and individuals have seen expensive restoration work decay in a dozen or so years. If the mills are to survive we must do better than this. Thus when trying to balance factors of long-term survival and ease of maintenance with authentic appearance and traditional materials, the former need to be

considered to a far greater extent in a mill than in a house. There is often controversy between purists, who say that everything must be as built, and those who would take compromise with modern materials too far. Both are wrong and their views arise from considering the mill as a single homogenous object like a chair, car, clock or locomotive. A mill is like a National Trust country house and its contents, and the principles of proper repair for different parts vary. The roof and foundations in their harsh environments require a different approach to that of a clock or an oil painting. The same applies to windmills, which can be divided into four components with some overlap. These are:

1. The internal machinery
2. The structure
3. The external machinery (sails and winding gear)
4. The covering.

The purist approach is best applied to the internal machinery which like a clock exists in a dry protected environment. This is the easiest part of the mill to repair and there is really nothing there that cannot be made today. Timber components are not large and it is far easier to repair castings today than when the mills were built. Even new castings exactly the same as the old can be made. Bolts, plates and ties can be forged and it is not difficult to make, say, a very authentic-looking new governor if one is missing. Steel brackets, plates and welded-up components, if well made and properly fitted, do not detract from appearance and authenticity. So often though we see threaded rod used as ties, and welded brackets where no-one has bothered to grind down the weld and bevel the edges to give a neat appearance. There is no excuse for bodging what is the easiest, most interesting and comfortable area of the mill to work in. For the millwright or amateur repairer, components can be made in bad weather indoors at home or workshop and taken to the mill. It is with the machinery, at the very heart of the mill, that the highest standards of authenticity and appearance should be maintained.

The structure is more difficult, the environment harsher and the long timbers often required hard to find and expensive. Work usually involves disturbance to the covering which has to be replaced later. Despite difficulties, authenticity in repair is very important. If, for instance, timbers long enough for smock mill cant posts cannot be found, then one or even two joints should be made as was done in the building and working life of the mill. In proper restoration (as opposed to holding work) replacing timbers with boxed-in RSJ's should be avoided at all costs. There are cases though where large, specially-made steel components can be used effectively to enable more of an old structure to be retained. For instance, a sagged post mill buck frame can be stabilised if not pulled up straight by fitting a small strong steel beam completely hidden under the sheertrees at the head, and connecting it to conventional sag irons. Thus with structure there may be more compromise than with internal machinery but it must not go too far. There is a smock mill with all steel cant posts, a solution quite unnecessary and unacceptable. Bourn post mill has some large exposed steel reinforcements, neatly made, painted and fitted, enabling most of the old buck frame to be retained. This is good work and very acceptable.

The external machinery has to survive in all weathers, yet must have a long life. Today no-one can afford to replace sails every 10 or 15 years. If the roof of a listed house had to be rebuilt at such short intervals it would be totally unacceptable. Decay-resistant timber in long lengths for sail stocks is virtually unobtainable. Unlike the internal machinery, compromises have to be made and suitable modern methods and materials used. Stocks of box-section steel or laminated pressure-treated timber are becoming more common. Shutter coverings of aluminium or marine ply and aluminium castings in the striking gear have been tried. We need to observe and note carefully the successes and failures of these endeavours and make the survival of windmill sails an economic possibility.

The covering presents the most difficult choices. Not only must it survive a long time in a harsh environment, it has to totally protect the structure and internal machinery yet look authentic and be easy to maintain. If a newly-tried material on the sails causes their early demise it is not fatal. If the covering on a smock or post mill fails, the whole mill can be lost. We have all seen boarding that leaks even before the last nail is driven, and bad attempts to use a modern material where the appearance of a mill has been ruined. It is in the covering that most improvements and compromises will have to be made if the survival of old mills is to be an economic reality, and some progress has been made. One of the worst covering problems is leaking boards on smock and post mills, particularly smock towers. Experiments with double skinning at Sandwich and Wicken smock mills and Bourn post mill have been a success. They have been carefully designed by people with many years experience, who respect the authenticity of appearance but realise that the burden of maintenance must be eased if old mills are to survive. Aluminium is often used and while its use in sails still has to pass the test of time, there are examples of aluminium coverings which have received no maintenance in nearly 40 years and which are still in good condition. Experience shows that the resources of manpower and money for maintenance are never fully adequate despite good intentions.

Thus it depends on where you stand in or on the mill that decides how much of a purist or a compromiser you are. Even in the old days this was a problem - see the 19th century correspondence on Stansted mill in Volume 1 of Ken Farries' 'Essex Windmills, Millers and Millwrights'.

When mills were an essential part of our survival they were usually supported by a prosperous business and the ready availability of quality materials and craftsmen, all quite cheap. Then they were regarded as plant, to be demolished and replaced when they became out-dated or worn out. Today, with the lack of quality materials and money, no real economic place and just sentiment to support them, we expect them to last indefinitely. How odd!

FRENCH MILLS 1993 Roy Berry

It had been several years since we had been to France, so Penny and I set off in high spirits. This wasn't primarily to be a

mill hunting trip, but nonetheless we would keep our eyes open for anything of interest and in any case we were going to spend some time with our milling friend Jean-François Amary at his home at Artenay near Orleans on our return journey.

When I think of what characterises the French milling scene I think of Berton sails, caviers (or cave mills), moulins pendant (watermills with suspended wheels) and those fantastic Eolienne Bolée wind engines, and indeed, omitting an empty and unexceptional tower, our first sighting was of an Eolienne. We saw it in the distance through our windscreen approaching the village of Epuisay, north-west of Vendôme on the road towards Blois. From the distance it looked for all the world like a huge inverted onion, dominating the long horizon of the flat countryside and towering above the nearby church. As we passed under it, entering the village, we noticed the nearby bar / restaurant was called 'Le (or was it La) Eolienne'. The wind engine itself had pumped water for the village and a large tank, supported on a substantial brick base, stood at its foot. The base of the tank also housed control valves and pipes perhaps 100mm or so in diameter. I fitted my biggest lens and a 2x converter to my camera and got some rather nice details, from the ground, of the wheel with its small winding fan and its stationary control vanes. I was unable to work out exactly how the gearing associated with these features worked, but the whole machine was a splendid sight, painted and greased and apparently very well preserved.

The main object of our holiday was to visit the gorges of the Tarn, Jonte and Ardèche rivers. These were beautiful and impressive and at the southern end of the Tarn gorge, in the town of Millau, we discovered what we think was a moulin pendant on the remnants of an old bridge parallel to its modern successor which carries traffic on the N9 road south-east out of the town towards Montpellier. I was immediately reminded of David Jones, well known to S.P.A.B. members, who is very enthusiastic about these devices. On the other side of the modern bridge and 200-300 metres downstream, was a tannery which appears to also have been powered, at some time, by a pendant wheel. Unfortunately we were unable to get inside either. The tannery is still a workplace and visitors were not encouraged, whilst the mill on the former bridge, though open to the public on occasions, was not on the day we were there. Again the big lens and converter came out to record the wheel lifting gears of the mill on the bridge.

Back in northern France, some 30km north of Orleans, we called on Jean-François in Artenay. As always when old friends meet, we had a number of common interests to talk about: cats, old motor vehicles and, of course, mills. Amongst the latter Jean-François promised to take us to see the splendid quarter-scale mill models made by his friend Christian 'Gipsy' Chambolle. These turned out to be excellent, complete in every detail and capable of actually grinding. We also went with Jean-François to see the post mill at Guilly. This is one of only two post mills south of the Loire, the other being Patouillet many kilometres away to the west, near Raindron, which we had last visited with some S.M.G. members during our tour of 1988.

We had not seen the Guilly mill before, though we had been



The Eolienne Bolée wind engine at Epuisay



The moulin pendant on the Tarn at Millau

told about it by Christian Porcher and Jean-François. Its external appearance was pretty much that of a typical Beauce post mill but with the head and tail stones and a bolter or 'bluterie' along the left hand side of the stone floor. The mill has been at risk for some years and Christian and Jean-François had wrapped it in heavy duty polythene some years ago to keep out the elements. Although the mill had become almost entirely overgrown, its cover had protected it. However its farmer owner now wanted it moved and when we visited, the area around had been cleared to facilitate its removal a kilometre or so down the road to a new site. It always seems a pity when a mill is moved from its historic site but it's a better alternative to destruction.

Still south of the Loire we saw two cavers and a tower mill. The tower mill, near Clery St. André, was of interest in that it had properly made wooden staircases with handrails. In recent years the lower one had become so damaged by the cattle which use its ground floor for shelter as to be unusable. The mill also featured a rather interesting winding system. A horizontal lantern pinion was mounted on the cap frame in such a way that its axis lay on a radial line from the centre of the cap. The pinion meshed with a row of teeth or cogs projecting vertically 'inside' of the curb within the tower. The lantern pinion was driven by a large sprocket mounted on its spindle, which was driven by a smaller one turned manually. Between these two sprockets there was a speed reduction (and torque multiplication) of about three or four.

Some years ago Christian and Jean-François had cherished hopes of restoring this mill. However, they were up against two powerful local forces, the people of the village who feared that the restored mill might tempt visitors (and the associated revenue) away from its restored abbey, and the mill's owner who likes to hunt deer and feared that mill visitors might scare his quarry away. Against such opposition the mill restorers were helpless and it seems the fate of this interesting mill is further decay and ultimate destruction. The two cavers, one at either end of the village of Noyan sur Loire, seem to have a happier future. They are in a fairly derelict condition but the village is rich from the rates levied on the nuclear power station on the river and part of these funds is going to be used to restore the two mills.

There were two more items of mill interest. First we went to see Yolande Cazenove, a remarkable septuagenarian potter who has followed his art (or craft) for many years. He works in a disused railway station in the little village of Dry (pronounced Dree) and uses a kiln burning wood rather than a modern gas or electrically fired version and he mixes his clay with a wind-powered pug mill. He gets excellent results by mixing metallic particles into the 'slip' with which the pots are coated before firing.

The final mill experience was seeing the charming little post mill at Bois de Feugères completed and grinding. Adjacent to this mill Christian and Jean-François used to have their workshop and were, amongst other projects, restoring the mill for the village. They had worked on it since the mid 1970's. In 1979 it was blown down in a gale. Undaunted, they carried on and we saw its progress in many stages from 1982 onwards, the last being a visit in the Spring of 1989. Throughout all of these we had admired the quality

of their workmanship. However at about this time the representatives of the village became dissatisfied and disposed of the services of our friends, bringing in new people to complete the work. The main work remaining was to fit the sails and the stone furniture and to set up the governor. Now the work is complete and the mill is working and it is good to see. Nevertheless I do not feel the work of their successors, who seem happy to take all the credit, is equal to that of Christian Porcher and Jean-François Amary - you can 'see the join'. With rather heavy hearts we set out for Caen and the boat home.

COMMERCIALS

• Syleham Post Mill Print •



UNFRAMED PRINT £20 + £2.60 P&P
 FRAMED PRINT £52 + £5.50 P&P

Suffolk Mills Group member, Steven Binks, has produced limited edition, full colour lithographic prints of Syleham Post Mill, as it was in the summer of 1980. Each print has been printed on Acid Free 300g/m² matt art card, using the latest colour-fast inks.

Each print is blind embossed with the printer's logo (Print Wright of Ipswich) in the bottom left hand corner and is individually numbered and signed by Steven Binks.

Image size of print 11½" x 7".

The original watercolour painting is still for sale and can be viewed at Goslings Art Gallery in Station Road, Sudbury

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FOR SALE

Complete set (5 volumes) of 'Essex Windmills, Millers and Millwrights' by Ken Farries; price £75. Also Volumes 2, 3 and 4 at £12 each and Volume 5 at £15. Contact Roy Berry on (0787) 269724.

VIDEO'S FOR SALE

We now have available VHS video copies of Viv Codd's acclaimed 8mm film of the restoration of Thelnetham mill, 'Second Time Around'. Narrated by Paul Heiney, it lasts about 30 minutes and follows the whole story from the removal of the old cap and windshaft in 1980 to the lift-on of the new sails in 1985. The cost with postage is £8.50. Cheques, made payable to 'Suffolk Mills Group' should be sent to Mark Barnard, 41, Melbourne Road, Ipswich IP4 5PP.

Another video available is one produced by the Chiltern Society on the restoration of Lacey Green mill. Entitled 'Six Hundred Days', it is also in colour and lasts 25 minutes. It costs £12 including postage. Contact Mr. C. Barry, Salfords, East End, Hook Norton, Banbury OX15 5LG.

MILL NEWS

WICKEN CORN WINDMILL: CAP LIFT-ON

'The Wicken mill cap was lifted into place on Saturday October 2nd 1993' (see photograph below).

The remains of the original cap were brought down by crane in July 1991 - that is, the cap frame, windshaft and brakewheel, parts of the winding gear and Chris Wilson's excellent domed roof fitted in 1971. This roof had undoubtedly saved the mill. Without it the smock tower would have decayed severely, and probably would have been removed at some stage.

The period 1991-3 marked feverish activity on many fronts. As much of the old cap frame as possible was retained, but new tail bearing beam, sprattle and front tie beams had to be obtained and fitted. These had suffered while the original cap roof had been in partial collapse prior to 1971. Chris Hullcoop replaced the wood curb in new oak, repeating the magnificent job previously done at Thelnetham. Chris Wallis located a source of curved oak suitable for the new cap ribs, most of which are one-piece. Simultaneously, work continued on repairing and re-cladding the last four sides of the smock.

Restoring the old cap revealed unexpected things. Of particular interest was a short section of early fly post, still housed over one of the cap sheers, and partly hidden by the later sheer overlay. This showed that the fan trestle had once been set flush with the rear of the porch. Later the trestle was moved back on sheer overlays, allowing a reasonably sized fan stage.

At the beginning of the Wicken restoration it had been decided to restore the mill to its condition in the later 1890's and early 1900's, so far as reasonably practicable or sensible. Accordingly, new sheer



overlays were obtained, suitable for the later fan position.

The domed roof was dismantled, and much of the aluminium sheeting, taken by Chris Wilson from an old lorry, was passed to Chris Hullcoop for possible re-use at Drinkstone. New $\frac{1}{2}$ " x 8" larch boards were obtained, sufficiently long to run from top to bottom of the cap roof, as in the original. Old photographs showed that the cap had virtually no petticoat. However, for the sake of survival value a deep petticoat has been provided, making the cap roof more dominant than before. This effect should diminish when the sails are fitted.

It would be a very lengthy process to list all those who have given unstintingly of their time and expertise in the building of the cap, and this is not the place. Suffice to say that when a small team gathered at Wicken on October 30th to spend three days preparing the cap for lifting on, thousands of volunteer hours had been spent on the cap, and it was looking splendid. Of course Dave still had a long list of final jobs, and of course it rained considerably during the three days.

Despite the weather, tremendous efforts were made and the cap was about as complete as possible on the day of the lift. All the fan gearing was erected, saving arduous fitting activities when the cap was in place. The striking rod made by George Garrod (as was much of the fan train) had been successfully tried in position and removed. (Wicken mill was probably built with cloth or spring sails: there is not enough room to work the striking rod 'into house' and allow the stocks to pass through the poll-end when fitting the sails.)

On the morning of the lift-on, Mr. Gowling's crane arrived good and early. Its first task was to lift down the tarpaulin which had long seen service as a tower roof, and may see use elsewhere. Roof boards were removed as necessary to allow crane strops to be fitted around the sheers. Another strop was attached to the windshaft poll-end, to give a symmetrical three-point lift. (The shaft was held down carefully and appropriately for the purpose.) It may be noted that the steady forces on the windshaft, implied by using it as a lifting point, are similar to those likely to be met in service with the sails in place. Remarkably quickly the cap was hovering above the tower. It was then carefully negotiated into position, and wedged in place. The main centring wheels were then fitted at relative leisure.

Ruth Bramley wrote a song for the occasion, derived from the folk song 'Byker Hill'. A rendition was given by a select group in the mess room once the cap was safely on. Jacqui Ward's mum provided a posy of wild flowers (yes, some were to be found in Wicken in October). These were attached to the top bevel on the fan upright shaft, as a new topping-out tradition, but not before Alan Wallis had taken a fetching photo for posterity of Dave Pearce clutching them!

Currently the cap can be turned 'mandraulically', although the present two blades in the fan are sufficient in a stiff breeze. The remaining blades will be fitted soon, at a time when the automatic operation of the fan gearing can be carefully watched for a period. Work will then concentrate on the sails. Work-in

dates for those who would like to lend a hand will be announced soon and will appear in the next S.M.G. newsletter.

LAYHAM WATERWHEEL REPAIRS

Repairs to the waterwheel and sluices at Layham mill have almost been completed. The sluice had come away from its fixing and moved up against the wheel causing some damage. This has been pulled back and fixed with tie rods into the brickwork floor.

A number of buckets have been repaired or replaced. Replacement buckets were rolled from steel sheet by Doubles Engineering of Tattingstone and then the two halves welded together. Other buckets were straightened and welded. Roughly half the wheel was overhauled in this way. Some new starts were required and these were cast from a pattern by Compair Reavel. Other starts were repaired and yet more remain to be done. An earlier repair to the wheel rim was renewed. The work was carried out by Chris Armour with advice from Fred Davis.

We have had the mill turning and ran a little wheat through it. To what extent we establish regular milling will depend on a number of factors yet to be evaluated, including business rates, new food hygiene regulations and the much reduced water flows in the river Brett. (David Pearce, Layham Mill)

SPROUGHTON MILL FOR DEMOLITION?

In November last year a listed building application was made to Babergh District Council for the demolition of Sproughton mill. The owner, who made the application, claims the mill is incapable of economic repair because of its poor structural condition, the result of differential settlement. The mill's condition, he claims, is preventing him selling the whole property, which has been on the market for over three years. A parallel planning application for a 'mill lookalike' house on the same site was also made. This has now been withdrawn.

S.M.G. has objected to the application. We consider the selling price for the whole property (now £245,000) unrealistic in view of the mill's condition, and that the estimates for repair are too high and need further investigation. It is understood that the District Council are being recommended to approve the application, partly because English Heritage has raised no objection. (M.B.)

THORINGTON STREET WATERMILL

Steady progress has been made through the winter on removing the worst of the buckets. 12 have been taken off and 15 new buckets have been purchased. Three starts were broken (one by us in getting the buckets off) and these will be reinforced by strips of steel on each side. Most of the old bolts had to be drilled out and where this is impossible a U-bolt type of clamp will be used as a fixing. A bit of a bodge, it's true, but the only option where economical repair is the priority, rather than full restoration. With 12 buckets out we heaved the wheel around to expose the breast of the culvert. This was originally of timber

boards on curved elm frames, backed with puddled clay. When the new wheel was fitted about 100 years ago the wood boards were replaced by iron sheets and some of these have since been displaced. The upper part of the breast was finished with a hard cement render and this had broken up to some extent. The repair of this has already been completed and further work to fix the iron plates lower down will follow. It may be necessary to lift the wheel a little as it has obviously been fouling the bottom section for a long time.

Just before Christmas the mill's owners, Tendring Hall Estate, renewed the roof of the store adjoining the mill, at considerable cost. They have also paid for the waterwheel buckets and associated bolts. They hope to do the lucam braces later this year. It is good to see their continued commitment to the mill's future.

Further working parties at the mill will be on Saturday and Sunday 12th-13th February, 12th-13th March and 9th-10th April; Saturday 7th May; Saturday and Sunday 4th-5th June. (P.D.)

CREETING POST MILL BUCK REPAIRED

Listed building consent has now been granted for the removal of the post mill buck at Alder Carr Farm, Creeting St. Mary to a new site in the farm complex (see Newsletter 56). It is hoped to accomplish the move this summer, after essential repairs and temporary reinforcements are completed. Last November a start was made on these, when contractor Ron Ames dismantled the remains of the roof, cleared out the debris from the interior and pulled the tail upright. The tail frame has now been repaired and a new lower transverse beam fitted (below left). The buck has now been wrapped in a tarpaulin for the winter (below right).



ROMAN WATERMILL FOUND IN SUFFOLK?

Archaeologists from Norfolk and Suffolk excavating in advance of the new Scole bypass have discovered evidence of a Roman 'industrial site' at Stuston Common which includes a watermill. A loop in the river Waveney has a leat bridging it, in which a timber structure was found, made from re-used Roman roof timbers. The archaeologists have not identified the surviving structure as definitely being a mill (there have been at least two phases of use), although fragments of a lava quern and larger granite millstone were found there. There was possible evidence of textile production nearby, the area being a small market town in Roman times. We hope to get further details in due course. (P.D.)

WORKING WINDMILL FOR SALE

An excellent opportunity will shortly present itself to acquire a working tower mill, Downfield Mill at Soham, near Newmarket. The mill's owner, Nigel Moon, is looking to move to another mill in the East Midlands, nearer to his flour markets. No asking price has been quoted, although Nigel expects 'reasonable offers'. The mill has two sails, three pairs of French stones, a centrifugal dresser and auxiliary electric motor power. There are two brick sheds and two old caravans, one used as a shop. There is an established tourist trade of 2000-3000 visitors per year and a local market for flour which would remain with the mill. There is no house, although the mill is surrounded by housing so finding one nearby wouldn't be a problem. Contact Nigel Moon, 48, Elmfield Avenue, Stoneygate, Leicester LE2 1RD.

BOLTER GIVEN TO S.M.G.

S.M.G. has been given a flour bolter which came out of Halstead smock mill, demolished in the 1940's. It is complete apart from its cloth and probably dates from the 1820's, or perhaps earlier. It is in need of conservation and some repair. If any local member would like to take on this as a D.I.Y. project, S.M.G. will provide all the materials. The aim is to put it on display at a mill once restored. If any member knows of a surviving bolting cloth, or details of their manufacture, please let us know, as we would like to make a replica for the bolter. Contact Peter Dolman on Ipswich 742388 if you can help.

IN BRIEF

Repairs at Baylham watermill are almost complete. The mill has been re-painted and stands out clearly from the A45. All the windows are back, the wheelhouse has been rebuilt and repairs to the engine shed are now being tackled.

Residential conversion of Corton tower mill is now well under way. Waveney District Council approved a revised scheme after the mill was listed in 1992, despite objections from S.M.G. that a conical slated roof was inappropriate on such a building.

The major part of Mendham mill is for sale, with offers in the region of £130,000 being invited by agents Strutt and Parker. The late 1930's conversion retains a good breast-shot iron wheel.

EVENTS

S.M.G. PUBLIC MEETING: 'FIGHTING THE FLOOD'; IPSWICH TOWN HALL, SATURDAY FEBRUARY 26th 1994 at 7.30pm.

Marsh drainage is the theme of this year's public meeting. The guest speaker is Bob Malster, the well-known local historian, who will cover the history of drainage on the Broads, in which wind power played a major part well into the 1930's. Peter Dolman will speak on the drainage of the Suffolk coastal and river marshes, and there will be a showing of Viv Codd's excellent 8mm colour film of Herringfleet marsh mill at work.

VISIT TO LAYHAM WATERMILL: SUNDAY APRIL 24th, from 2.30pm.

Layham is an attractive Edwardian mill, rebuilt after a fire destroyed its timber predecessor. The visit will provide an opportunity to see the repaired wheel (see News item above), which may be turning a pair of stones. The mill is off the B1070 just south of Hadleigh (Grid Ref.TM033405). Turn off at Upper Layham.

On the same afternoon Thorington Street watermill will be open to the public as part of the Stoke by Nayland local history day. Two working watermills in an afternoon? Not to be missed!

DEMONSTRATION OF HERRINGFLEET WINDPUMP: NATIONAL MILLS DAY, SUNDAY MAY 8th, from 2pm.

As usual, S.M.G. will be opening and, wind permitting, running the smock drainage mill beside the river Waveney at Herringfleet. Any members who wish to come along will be made most welcome.

S.M.G. ANNUAL GENERAL MEETING: PAKENHAM WINDMILL, SUNDAY JUNE 12th commencing 11am.

Please note the date and venue of the A.G.M. in your diary. An agenda and details of any afternoon visit will be sent out later.

Other Events

Mill Weekend at Flatford: March 25th-27th 1994

The Field Studies Council are running a weekend course at Flatford Mill, starting at 6.30pm on Friday 25th until 5pm on Sunday 27th. There will be detailed investigation of a number of windmills and watermills in Suffolk, finishing with a close look at Flatford mill itself. A few non-residential places may still be available at about £60 each. Contact the Field Studies Council at Flatford Mill, East Bergholt, Colchester CO7 6UL.

Friends of Norfolk Windmills trip to Holland: May 5th-8th 1994

S.M.G. members are invited to join with FonWi on a mill trip to Holland, organised in association with a local Dutch mill society based in the Haarlem area. Accommodation is in small hotels or guest houses, transport by chauffeured minibus. The cost is around £130, from Harwich (depart night sailing on 5th). For further details contact promptly: Margaret Flowerday, 26, Olive Road, New Costessey, Norwich NR5 0AT.