

SUFFOLK MILLS GROUP

Newsletter

Hon. Secretary: PETER DOLMAN
Mill Farm, Upthorpe Road, Stanton,
Bury St. Edmunds, Suffolk. IP31 2AW

No.63
September 1995

Editor: MARK BARNARD
41, Melbourne Road, Ipswich,
Suffolk. IP4 5PP



It seems quite a long time since I typed out the last newsletter, although I see it's only three months. It must have something to do with the wonderful run of long hot days we enjoyed during July and August. The period has seen interesting developments in the saga of some Suffolk mills, including the watermills at Sproughton and Kersey. This is fully reported towards the end of the issue. On the repairs front, work has continued apace at Drinkstone, and a 'work-in' has been held to kick-start Peter Dolman's quest to return Stanton post mill to full working order.

We were disappointed with the attendance at the A.G.M. at Flatford in June. The weather was perfect, the venue extremely comfortable and the welcome warm. Add to all that an interesting mill to look round and you can understand our concern at the rows of empty chairs. What more do we have to do?

I was delighted to receive a follow-up to Roy Berry's article on mills in Australia in the February 1995 issue. This is from Keith Preston, our sole member 'down under', who has recorded some of the results of his research into the early history of milling in Australia. As ever, I would be delighted if other members nearer to home could follow suit!

Forthcoming events are as follows:

Visit to Hoxne watermill	Saturday October 7th
S.P.A.B. Watermill Meeting	Saturday November 18th
S.M.G. Social (Stanton mill)	Saturday November 25th
Herringfleet windpump opening	Monday January 1st
S.M.G. public meeting (Ipswich)	Saturday March 2nd

Mark Barnard

PAKENHAM WINDMILL Peter Dolman

For a change, a potted history of one of our best known tower mills, one whose early history is little known, and extremely unusual.

The story begins with Robert Heffer, a builder, of Ixworth. In 1825 he built at the top end of Ixworth Street a brick tower mill, at approximately Grid Ref. 936708. His big mistake was to set it too close to the road which resulted in an order to remove it as it caused alarm to passing horses. About this time he died and his executors put the '*newly-erected Brick tower mill, with copper cap...*' up for sale without reserve on 17th August 1827, '*to be taken down and cleared away at the purchaser's expence, within four months from the date hereof*'. Apparently no-one else wanted

it, for John Heffer (presumably a descendant) set about rebuilding the mill on a new site at the opposite end of Ixworth on land formerly owned by Robert Heffer. This new site, although clearly visible from the turnpike (now the A143) was set right away from it so as not to cause any offence!

Thomas King's diary records the fitting of sails at this mill in June 1831. This may be a re-fit but it is more likely the completion of the mill after removal. In July 1832 these same sails were blown off, as recorded in both the local papers and King's diary. In 1834 it was offered to be let, and in December 1834 to be sold, when it was described as a '*newly-erected tower windmill, with two pairs of stones, in the occupation of Mr. John Heffer, the proprietor*'. In 1840 it was owned by John Aldrich and occupied by Clement Goodrich who continued until at least 1850. The miller in 1851 was John Wright, who had been employed at the mill by Goodrich previously. In 1853 Arthur Tippell is listed, and in 1854 it was offered to be let, when it had grown in capacity to four pairs of stones. Tippell is still listed in 1858 but in 1861 Jeremiah Plumb was in occupation. He was from the family which ran a post mill in Southgate Street, Bury. In 1871 Mary Ann Rampling is listed as miller, employing John Trudgett in the mill. He was one of the many children of William Trudgett at Stanton mill, and is possibly the first example of the relationship between the two mills which continued for another century. In 1881 William Turner was at the mill, whose family had a windmill at Ousden. His tenure lasted until 1885, when William Fordham, from Troston windmill, bought the mill and started the run of stable ownership which has continued to the present day.

William Fordham ran the mill until 1920. His daughter Kate married Sydney Bryant of Stanton post mill in 1896 and when William gave up the mill it was Sydney Bryant who took over. He then went to farm at Stanton, leaving his son John at Pakenham. John Bryant continued to run the business, later joined by his sons who continue today, joined by their sons in turn. The windmill had ceased to be used seriously by the 1960's, electric machinery having taken over, but it proved its value during the power strikes of 1974 when wind power was used once more. Since then however the stones have only turned occasionally. In 1986 the vanes were removed and the sails now only revolve in strong winds (the brake being left off).

When built Pakenham mill would have presented a striking sight, being built from white Woolpit bricks. These now have a thick coat of tar, damp penetration and frost damage being all too evident. Internally the mill shows some evidence of its complex origin with the machinery following a similar pattern to Bardwell mill, which dates from the same era. The first floor has two trimmed openings to support millstones which have never been used, the stones being on the second floor. The windshaft is of iron with a separate tail portion, and now rests in the swing pot neck bearing from Buxhall mill. The brakewheel is one of the biggest in the area and still has wooden cogs. It shows evidence of modification to the rim, perhaps to take up wear. The wallower is iron, with a wooden bevel on the lower face to drive the sack-hoist by direct friction drive (the old hoist is still in place but has been superseded by an electric one). The upright shaft is

of timber, bearing on a large curved bridgetree under the third floor, and very reminiscent of Bardwell mill. The great spurwheel has a wooden rim with wood cogs and cast iron hub and arms. A cast iron bevel on top drives a layshaft for smaller machines. As built it had two pairs of 4ft 6ins French stones over driven by iron stone nuts. By 1854 it had gained a third pair of 3ft stones, squeezed in between the two other pairs and driven by overhung stone nut from a cast iron ring on the *inside* of the spurwheel rim. This meant that the small pair rotated in the opposite direction. Each pair of stones is supported by fairly complex iron bridgetrees and the meal spouts feed into central meal bins. The governors are mounted on wooden brackets from the wall and are each driven by a curious chain which weaves around obstacles by means of odd crooked twigs and other guides - most peculiar! The bin floor has large full-height bins fed from above on the dust floor.



The mill in May 1938

As built, the mill had large 9-bay patent sails but during the 1940's and early 1950's these were replaced with smaller 8-bay sails and it is these which remain. The original copper cap was replaced with aluminium in 1963 and the distinctive gallery was added in the late 1940's.

Who built the mill is something of a mystery. There was a millwright at Ixworth itself but little is known of him; the Bloomfield family at Thelnetham is another possibility, and they certainly had iron founding facilities; the mill has shared characteristics with Bear's mills such as Buxhall yet differs in important details, particularly the fanstage. Like most mills, we are left to guess at the millwright's identity.

With the march of progress some of the smaller gear has been taken out. The fourth pair of stones (which were engine-driven on the ground floor) have given way to a hammer mill and cyclone. The bolter, which was on the first floor, has gone, as has the oat crusher on the second floor. The third small pair of stones has been removed and their place taken by an electrically powered roller crusher. The mill is still used by the Bryant family today but it is now in need of repair. The sails are shutterless and the

fantail, although still winding the cap, is beginning to droop as the sheertrees decay.

In its day Pakenham mill was a hard worker, being kept going all day and night if there was wind, sometimes turning out 40 sacks a day (if coomb sacks this is about five tons a day!). It alone of Suffolk's windmills remains in daily commercial use. It is a pity that modern pressure of business precludes the use of sails and millstones and it is to be hoped that public funding will be forthcoming to enable the necessary repairs to take place.

AUSTRALIAN FLOUR MILLING HISTORY Keith Preston

The requirement for flour production in Australia commenced in January 1788 with the arrival of the First Fleet at Sydney Cove. Of the 1,030 Europeans in Governor Phillip's charge, 736 convicts were supervised by 270 or so administrators and militia. In February, a small contingent of 15 convicts and 8 administrators were transferred to Norfolk Island to establish a second penal settlement. The survival of these small communities in unfamiliar, harsh environments, balanced on a knife-edge during the following decade, with famine prevented largely by imported provisions.

The first wheat harvest on the mainland failed in the poor sandy soils of Sydney Cove and the losses of wheat supplies due to pilfering, rodents, etc, was a continual problem. The overall wellbeing of the colony was affected by later arrivals of convicts who had been badly treated during transportation. The Second Fleet's arrival in June 1790 brought a further 980 debilitated people, of whom over half were too sick to work. The second year's crop of wheat and corn grown inland, at Parramatta, on better soil was greatly reduced by poor rainfall. This was the first experience of drought-flood cycles, that were to become a major problem for wheat production and mill operation throughout the 19th century. Prior to the arrival of the Second Fleet, the only additional supplies of food to be imported were those obtained from the Cape of Good Hope by the supply ship Sirius which returned in mid-1789.

The importance of flour production was recognised by the planning authorities in England as stone querns and iron hand mills were included in the stores inventory of the First Fleet. The iron mills soon proved ineffective however, with no-one having the knowledge or equipment to re-sharpen the cutting edges which involved heating, re-cutting and case hardening the flukes. The skilled tradesmen such as carpenters, brickmakers, stone masons, millers, millwrights, wheelwrights and blacksmiths were largely absent among the first arrivals. Phillip requested a miller, millwright and more hand mills in a despatch of July 1790. Ironically, the most able person, a carpenter named Nathaniel Lucas, who was later to construct Sydney's first wooden windmills was among those sent to Norfolk Island in February 1788 following his arrival with the First Fleet. Another convict, Robert Nash, who was later to be responsible for the first successful watermills in the colony, arrived with the Third Fleet in October 1791, and was also despatched to Norfolk Island soon after arrival from England.

By March 1792 after the arrival of the Third Fleet with a further 1,865 additions to the colony, Philip was requesting a windmill that *'will save an infinite deal of labour'*. Finally, in May 1792, Thomas Allen, a miller at the King's Mill, Rotherhithe was despatched to the colony by the British Government, arriving in the same ship upon which a weary and dispirited Governor Phillip would leave in December 1792. There was still no mill for Thomas Allen to operate however. Just prior to his departure Governor Phillip revealed that the *'settlement had only thirteen days' flour and forty-five days' maize in store at the ration then issued, which was one pound and a half of flour and four pounds of maize per man for seven days'*. The population of the colony at this time was 3,108 with a further 1,115 established on Norfolk Island. A 'James Thorpe, millwright' arrived in January 1793 and was appointed to work under Thomas Allen to erect a watermill at Parramatta, located 12km inland.

The first mill to have been erected at Sydney Town was announced to London by Grose in October 1793, who wrote *'...a convict carpenter whose abilities have been hitherto concealed has for hopes of reward completed a most capital mill, equal to grind as much corn as can be consumed here. This is now at work and has already contributed greatly to our comforts'*. The carpenter, James Wilkinson, had arrived with the Second Fleet and his Parramatta mill was described by David Collins as a *'...walking mill, the principal wheel of which was fifteen feet in diameter, and was worked by two men; while this wheel was performing one revolution, the mill stones performed twenty'*. As the gearing was made from unseasoned timber, probably unsuitable eucalypts, the mill had a very short working life. According to Collins: *'...at first it would grind no more than two bushels an hour; with some alteration, it ground more, and did for some time complete four bushels; it afterwards ground less, and at the end of the month produced not more than one bushel'*.

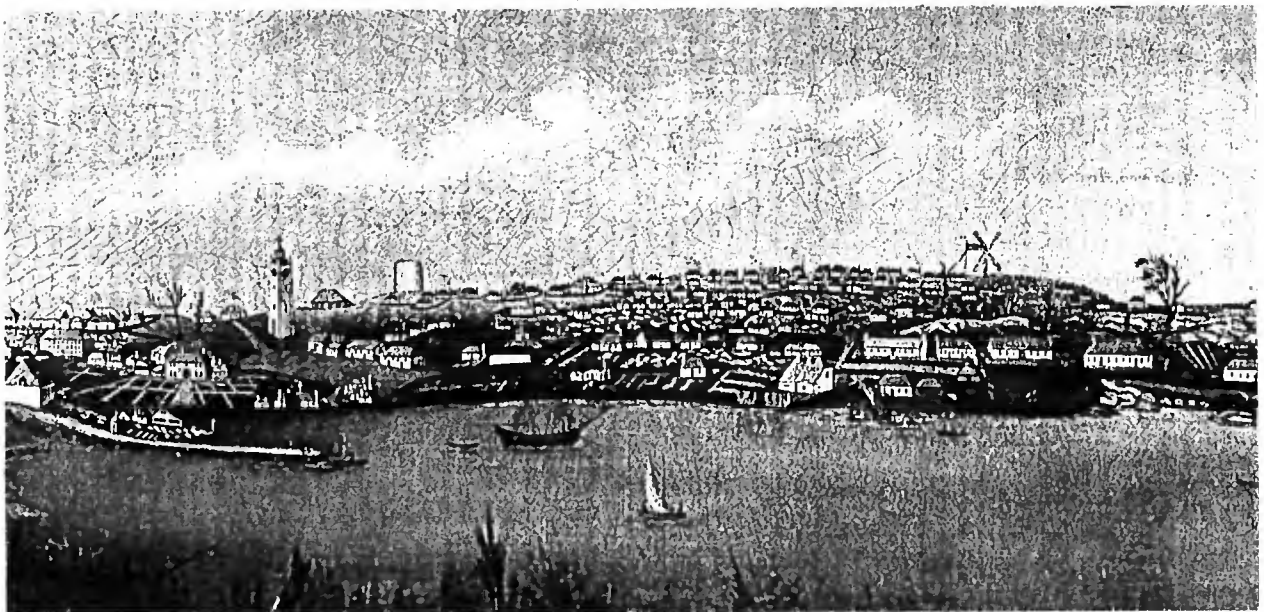
By March 1794 James Wilkinson was building a larger treadmill in Sydney in competition with another man-powered mill designed by John Baughan. James Wilkinson's mill was evidently a larger treadmill than that built at Parramatta, *'...the diameter of the wheel in which the men walked was twenty-two feet and it required six people to work it'*. Collins reported that Baughan's mill was worked by nine men operating capstan bars and was able to grind *'63 lbs of wheat in 17 minutes'*. The condition of the operators after their efforts was not recorded by Collins however. Wilkinson's mill was again imperfect, being dismantled and replaced by another mill of Baughan's design.

The first successful flour mill in the colony was to be a watermill, erected early in 1795, not in Sydney, but on Norfolk Island where Lieutenant-Governor King was proving more resourceful than Phillip or Grose in Sydney. The development of the mill was described by King in April 1794 as follows: *'...a carpenter and a blacksmith have each began a Mill on the Principals of a Water Mill, except that it is to turn by winches and is to be worked by two men...if it succeeds an overshot Water Mill will be made'*. The overshot mill had been completed by September 1795, being *'...erected at the trifling expence of three ewe sheep to the constructor, which ground and dressed eighteen bushels of flour in*

a day'. The first windmill to be constructed in the colony was also erected on Norfolk Island, by Nathaniel Lucas during July 1795. The earliest surviving sketches of a windmill on Norfolk Island date from the mid 1840's and show a post mill on Point Hunter where King records the mill as having been erected.

The establishment of the first windmill at Sydney followed Governor Hunter's arrival to replace Phillip in September 1795. Hunter was aware of the problems of the colony having originally arrived with the First Fleet, returning to England in April 1792. In May 1794, Hunter commissioned Nathaniel Stedman of Chatham to fabricate the parts for a windmill including '*...four wheels, one shaft of wood, one brake to stop and some ironwork*' at a cost of £94, saving '*near four out of five hundred pounds, the price of a complete post-mill*'. The mill parts, apparently for a post mill with a head and tail wheel arrangement, were completed in June and forwarded to Deptford for shipment together with a model to assist assembly. Prior to the arrival of the fabricated mill parts with Governor Hunter, James Thorpe '*was employed in collecting and preparing the timber necessary for putting up this mill at Parramatta*'.

In September 1796, Hunter reported that he was '*endeavouring to get two windmills erected*'. Both these mills were to be tower mills however, and no further reference to a post mill being erected in Sydney prior to 1800 exists, suggesting that the millwright Thorpe did not have the required knowledge and skills for the project. Confirmation of the second windmill was provided by Collins, who recorded that a stone tower was much advanced in October 1796, and completed on the 21st December. The installation of the wooden gearing was completed by '*an ingenious Irish convict*', John Davis who had arrived in February 1796, James Thorpe having been discharged by Hunter.



View of Sydney by Thomas Watling c.1800 showing Fort Phillip tower mill (right) & Military tower mill under construction (left). (State Library of N.S.W.)

It remains unclear whether the gearing fabricated in England for a post mill was adapted for the tower mill by John Davis, but this seems a likely possibility. In a final report before returning to England, Hunter proposed to *'raise the wall 6 or 8 feet higher, to fix the shaft upon rollers, and make it capable of turning two pair of stones'*. This suggests that conventional tower mill gearing with a spur wheel was to be installed and a rotating cap fitted. A view of Sydney Cove in about 1800, by convict artist Thomas Watling, reveals that winding was achieved by means of a tailpole.

Collins recorded that this first windmill could grind a bushel of wheat in ten minutes with only two sails fitted when first tested, a significant improvement on the manual methods previously employed. Operation of the mill was not without its problems in a penal colony however, with Hunter detailing the following event later in February 1797: *'Whilst the miller was absent, and left the very people for whom the mill was then at work in care of it, during his absence they were clever enough to steal away some of the sails from the vanes or fans, and we have not yet been able to discover the thief. The mill for want of its sails, was consequently stop'd'*. Further damage followed on the 27th April when a *'heavy squall of wind came on and set it going in such a violent manner, that while flying round with great velocity, one of the running stones was broken to pieces; one of which so severely wounded Davis the millwright in the head, that his life was despaired of'*.

Although apparently in working order when Governor King arrived in September 1800 to take over from Hunter, King reported that the *'tower of the old mill will need great repairs, as it is giving way from the foundation'*. Further storm damage resulted in the *'head of the old windmill'* being displaced in November 1804. It is not surprising that this mill was out of use by 1806, its sails being removed by 1810, after which it was incorporated into Fort Phillip as a look-out tower.

Construction of the second Government tower mill commenced in January 1798, having an internal diameter of 20 feet, and was completed to a height of 30 feet by March 1798. Little progress appears to have been made during the following year, prior to the storms in June 1799, when *'...the tower of the new mill at Sydney, of which the roof was fitting. The fourth-side of this building was so much injured, that it became necessary to take the whole down, which was done and the foundation laid a second time'*. Hunter, under pressure from the Colonial Office in London, reported upon leaving the Colony in September 1800, that the tower had been *'..rebuilt and is now completed'*. After his arrival, Governor King contradicted Hunter by stating that the tower *'was carried only 15 feet high, and no other part of the machinery done, or even thought of, beyond the wood being got in for part of a cog-wheel, which was not even begun'*. King's version appears to be borne out by the Thomas Watling painting of 1800. The mill was not completed until the end of 1802 and was recorded as working two pairs of stones in March 1804.

The storm damage to the tower of the second windmill highlighted the poor quality of early stonework in the colony.

Lime had to be shipped from England until a local source was found some time after 1810, and consequently was not available in the required quantities. The buildings erected under Phillip were described in November 1796 by Hunter as being '*in a state of rapid decay and crumbling to ruins ... this decay has been occasion'd by the want of lime or proper cement in the beginning ... we have now a gang of 20 people employ'd collecting sea shells, these we burn to lime*'.

Editor's Note This article will be concluded in the next issue.

SUFFOLK'S VANISHED POST MILLS Mark Barnard

'Nowhere in the world was the post mill brought to such a high pitch of perfection as in Suffolk in the nineteenth century...' So said Rex Wailes, in his book 'Windmills in England', published in 1948. In Suffolk, unlike many other areas, the post mill was never really superseded by tower and smock mills. At the zenith of windmilling in the 1840's, over 70% of all recorded Suffolk windmills were post mills, a figure which only dropped to 60% by 1902. I thought readers would be interested to learn when all these post mills disappeared, to leave the mere seven that stand today. After much cross-checking to obtain the most accurate information about demolition dates, I have produced the following table. Dates for individual mills are given at the end.

(a) = number of post mills standing at start of year
 (b) = number lost in preceding 5-year period
 (c) = (b) as % of those standing at start of 5-year period

	(a)	(b)	(c)
1900:	157	--	--
1905:	140	17	10.8%
1910:	123	17	12.1%
1915:	102	21	17.0%
1920:	74	28	27.4%
1925:	54	20	27.0%
1930:	45	9	16.7%
1935:	39	6	13.3%
1940:	35	4	10.3%
1945:	29	6	17.1%
1950:	26	3	10.3%
1955:	21	5	19.2%
1960:	13	8	38.1%
1965:	9	4	30.8%
1970:	8	1	11.1%
1975:	8	0	nil
1980:	8	0	nil
1985:	8	0	nil
1990:	7	1	12.5%
1995:	7	0	nil

It can be seen that the rate of attrition accelerated markedly during World War One, and continued



Barley Green, Stradbroke c.1940

at this higher level until the mid 1920's. This probably reflected the relatively large numbers of windmills which went out of use at this time owing to new regulations governing the production of flour and the disruption caused by war. Losses in the 1930's were remarkably low - only 10 post mills - and lower still in the 1940's, when just nine post mills disappeared. For today's enthusiasts it is a sobering thought that, as late as 1950, 26 Suffolk post mills were standing. After this date the rate of loss gathered pace as mills which had been long abandoned, such as Wrentham, Peasenhall and Eye, deteriorated to the point of no return. In 1965, just 15 years later, there were only nine post mills left.

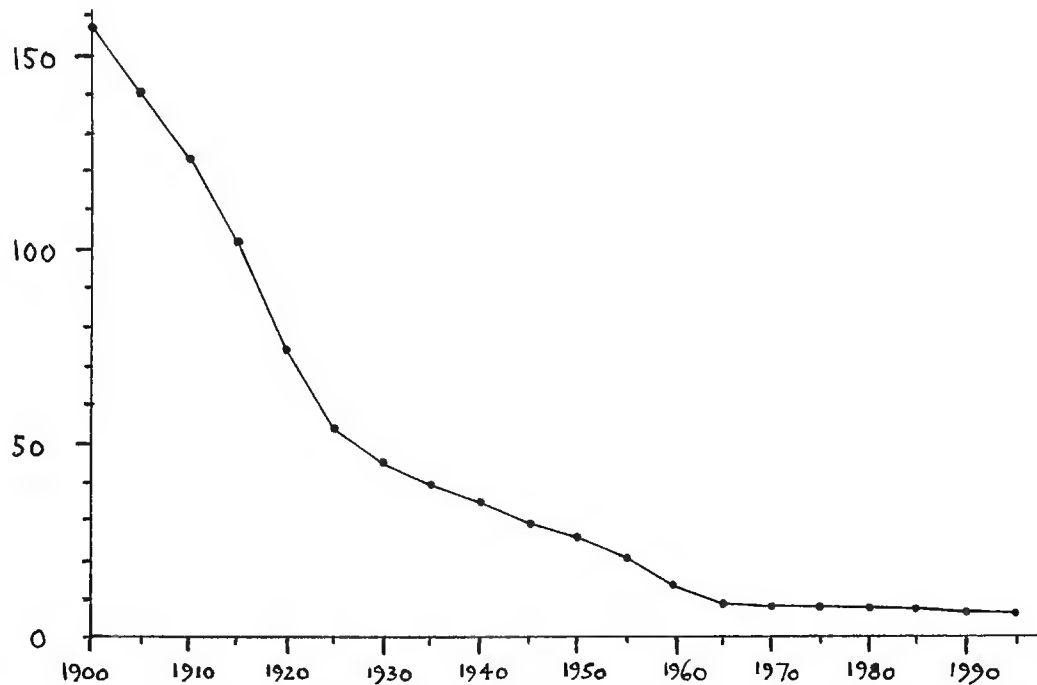
Several mill surveys were carried out in the 1920's and 1930's. In 1926 Rex Wailes visited all 37 Suffolk post mills then at work, and some no longer used. Those he apparently failed to see were Combs (both Upper Mill and Branstead Mill), Monewden, Fressingfield, Mendlesham (Kersey's Mill), Elmsett, Brockley and Wrentham (Fletcher's Mill), although none was at work in 1926.

Arthur Woolford published an article on Suffolk windmills in the *Proceedings of the Suffolk Institute of Archaeology* in 1929. His grandfather had owned a windmill, and he collected information on them for sentimental reasons. His list of mills standing is not claimed to be exhaustive, and indeed omits 12 post mills.

By the late 1930's, as concern about the windmill's survival grew, more detailed surveys were being undertaken. By far the most important was the work of Rex Wailes, who in 1937-9 carried out an exhaustive technical survey of all the county's corn windmills on behalf of the S.P.A.B. and the Suffolk Preservation Society. Only ten post mills were now at work, at Drinkstone, Friston, Parham,



The remains of Rougham post mill c.1940



Number of Suffolk post mills standing 1900-1995

Pettaugh, Saxtead, Syleham, Thornham Magna, Thorpeness, Woolpit and Worlingworth, plus one other at Stanton which was being put in working order. He recommended Parham, Thurston and Wetheringsett post mills as of 'immediate importance' while the Suffolk Preservation Society shortlist for preservation included Framsdan, Parham, Thurston, Drinkstone and Woolpit post mills. With so many mills standing, deciding priorities could not have been an easy task.

Rex Wailes wrote about his survey work in the October 1938 issue of the *East Anglian Magazine*. In the following month's issue came news of another Suffolk windmill survey, by H. Norman Collinson, presumably part of the same general effort, as the Suffolk Preservation Society is also mentioned. H. Norman Collinson had visited nearly all the windmills and windmill sites, up-dating and extending the work of Woolford. He made notes on the standing mills but 'did not probe into the history of a mill where only the roundhouse is to be seen'. He listed 32 post mills standing with intact sails, missing only Haughley, which carried four patent sail frames at the time.

Although relatively few post mills were demolished during the 1930's, many were falling out of use, with sail shutters being removed for the last time. Examples well recorded photographically include Haughley, Westleton, Gedding and both post mills at Stradbroke. The 1930's also saw the first serious attempts at preservation. The S.P.A.B. commissioned a report on Hartest post mill in 1932, and two years later the Society was informed of the intention to demolish Suffolk's last open trestle post mill, at Horham, but nothing could be done. The S.P.A.B. were of course successful in securing repairs to Stanton post mill just before

the war. Several other mills were the subject of unsuccessful preservation bids, including Haughley, Earl Soham and Halesworth.

The East Suffolk County Council also initiated a windmill survey, and singled out four mills as suitable for preservation, including Friston and Saxtead post mills. This eventually led to the 'preserve one of each type' windmill preservation policy adopted in May 1948. The chosen post mill was Saxtead, but this was taken into guardianship by the Ministry of Works in 1951, and Holton was later substituted. In West Suffolk attempts were made to save Woolpit mill, but it deteriorated rapidly after stopping work in 1953 and an offer from the Ministry of Works of funds towards repairs was later withdrawn.

Sadly there were few other serious attempts at saving Suffolk post mills until the 1960's, by which time only a handful remained. But perhaps the fate of Syleham mill shows that there has never really been the interest and money to preserve more. We should be grateful for those which do survive to ensure the Suffolk post mill is not an extinct species.

Suffolk Post Mills and when they disappeared

Mills standing 1995

Aldringham (Thorpeness)
Drinkstone
Framsden
Friston
Holton St. Peter
Saxtead
Stanton (Upthorpe Mill)

Lost in 1980's

Syleham

Wrecked October 1987

Lost in 1970's

None

Lost in 1960's

Wenhaston
Woolpit (Elmer's Mill)
Westleton
Wickhambrook (Great Mill)
Hartest

1966
Collapsed September 1963
July 1963
Demolition completed c.1960
Burnt down c.1960

Lost in 1950's

Thornham Magna
Pettaugh
Westhall
Wetheringsett
Peasenhall
St. Michael South Elmham
Eye (Victoria Mill)
Wrentham (Carter's Mill)
Thurston

Burnt down May 1959
November/December 1957
May 1957
1957
c.1957
August 1955
June 1955
April 1955
1953

Swilland	c.1953
Gt. Welnetham (Stanningfield)	1952
Worlingworth (New Mill)	c.1952
Halesworth (Mill Hill)	c.1951
<u>Lost in 1940's</u>	
Earl Soham (Kent's Mill)	Summer 1947
Earl Soham (Ashfield Road)	1940-47
Rougham	Remains collapsed 1940's
Parham	Late 1944
Gedding	1944
Haughley	Burnt down August 1943
Laxfield	1942
Stradbroke (Skinner's Mill)	1940 or 1941
Stradbroke (Barley Green)	1941
<u>Lost in 1930's</u>	
Darsham	August 1938
Combs (Branstead Mill)	1937
Fressingfield (Chippenhall Green)	February 1936
Sweffling (Girling's Mill)	September/October 1935
Horham	1934
Snape (Hudson's Mill)	July 1933
Wrentham (Fletcher's Mill)	Blown down May 1931
Brockley	October 1930
Badwell Ash	1930
Grundisburgh	January 1930
<u>Lost in 1920's</u>	
Elmsett	July 1929
Tunstall	Early 1929
Mendlesham (Kersey's Mill)	1928
Huntingfield (Aldridge's Mill)	1928
Monewden	c.1928
Fressingfield	c.1927-8
Combs (Upper Mill)	Late 1920's
Dennington	1925
Leavenheath	March 1925
Aldeburgh	September/October 1924
Walberswick	Blown down 1924
Woolpit (Mill Lane)	1924
Kelsale (Harvey's Mill)	1924
Thorndon	Spring 1924
Ubbeston	May 1924
Gosbeck	April 1924
Mutford	October 1923
Hoxne	August 1923
Uggeshall	1923 (?)
St. James South Elmham	June/July 1923
Sibton	1922-3
Framlingham (Mountpleasant)	1922 (Woolford: Aug.1921)
Framsden (Ashfield Road)	1922
Snape (Markin's Mill)	c.1922
Benhall	c.1921-2
Bedingfield	1921

Brundish (Green's Mill)	1920
Mendlesham (Ling's Mill)	c.1920
Wetherden	c.1920

Lost in 1910's

Walpole	Blown down late 1919
Great Barton	1919
Brundish (Buckingham's Mill)	c.1919
Hopton (Great Mill)	Early 1914 to 1919
Wetheringsett (Old Mill Green)	February 1919
Trimley St. Martin (Black Mill)	c.1918
Bury St. Edmunds (West Mill)	1918 (?)
Trimley St. Martin (Mill Lane)	1917-8
Debenham (Page's Mill)	1917-8
Wickhambrook (Fuller's Mill)	c.1917-8
Charsfield	Easter 1917
Walsham le Willows	1917
Eye (Cranley Green)	1917
Worlingworth (Old Mill)	c.1917
Great Ashfield (Button Haugh Gn.)	c.1917
Great Welnetham (Chapel Hill Mill)	1916
Badingham (New Mill)	Burnt down c.1916
Botesdale (Lodge Mill)	c.1916
Hundon (Ruse's Mill, Brockley Gn.)	1914-18
Otley (Davey's Mill)	1914-18
Stanton (Upper Mill)	During World War One
Wortham (Ling Common)	During World War One
Metfield	Between 1912 & 1920
Sutton	Blown down 1915-6
Weybread (Drane's Farm)	Blown down November 1915
Bury St. Edmunds (Southgate Mill)	c.1915
Cotton	c.1915
Boyton	c.1915
Chelmondiston	1914
Wattisfield	February 1914
Orford	1913
Market Weston	c.1913
Badingham (Low Street)	c.1913 (?)
Middleton	c.1913 (?)
Mendlesham (Kent's Mill)	1913 (or possibly 1910)
Stanstead	c.1910-15
Hundon (Mansfield's Mill)	Before 1914
Ousden	Blown down before 1914
Sotterley (Hulver Street)	Before World War One
Sweffling (High Mill)	1911
Gisleham	Burnt down 1911
Stonham Aspal	1911 (or 1909?)
Denham	1911
Barking (Tye)	1910
Stratford St. Andrew	1910
Eyeke	July 1910
Depden	c.1910
Wingfield (Earsham Street)	c.1910 (or possibly c.1900)
Huntingfield (Barrell's Mill)	After 1909

Lost in 1900's

Coddenham	1909
Nedging (Naughton Mill)	Burnt down May 1909
Capel St. Mary	Early 1909
Wickhambrook (Bullock's Mill)	January 1909
Witnesham	Burnt down 1908
Knodishall (Coldfair Green)	1908
Saxmundham	April 1907
Wetherden (Warren Mill)	c.1907 (?) (Before 1914)
Stowmarket	c.1905-10
Stowmarket	c.1905-10
Cockfield	1907
Haverhill (Castle Hill)	After 1903
Assington	After 1902
Marlesford	Collapsed 1900's (c.1920?)
Withersfield	c.1900-10
Norton	c.1905
Earl Stonham (Bells Cross)	c.1905
Bradwell	c.1904
Shadingfield	c.1904
Earl Soham	c.1904
Bramfield	c.1904
Waldringfield	Early 1900's
Trimley St. Martin (Mill Lane)	Early 1900's
Willisham	Early 1900's
Claydon	After 1899
Hundon (Savage's M., Brockley Gn.)	1903
Bedfield	c.1903
Hitcham (Causeway)	c.1903
Redgrave	c.1903
Sweffling (Middle Mill)	c.1902
Hepworth	c.1900
Hintlesham	c.1900
Kedington	c.1900
Brome	c.1900

NEWS

WORK-IN AT STANTON MILL

Blessed with exceptionally hot weather, the first of the new series of work-ins (hopefully of many) got away to a slow start with Alan Wallis and I surveying the fly track to see how far out of level it had become. It turned out to be not too bad for about 30% but up to four inches low in some places. Level pegs were driven in for use later when filling. Alan then displayed his skill with numbers by measuring up and calculating precisely the shape of felt needed to cover the roof. So economical was he that nearly half the felt remained unused.

On Monday many of the campers arrived and work got under way on stripping the old felt. This had been on for many years, maybe since 1939, and was in a bad state, with many holes and tears. It was also stuck firmly to the boarding and the hot sun meant that it was a very difficult job to remove it completely. Treatment of the boarding with Protim then softened the bitumen on the boards

and left all concerned in a rather filthy state!

The boarding was mostly sound, although the edge, which had never been covered, was quite decayed. Some of it had been repaired in 1986 when a strengthening batten was added. By this year, with no further work, the 1986 repairs were themselves in a poor state so quite a lot of the edge had to be repaired again, plus further work to those boards left in 1986. A felt 'drip' was put over the batten once repaired and this was then covered by the main sheet. By the end of the week all the first layer of felt was securely nailed in place and the roundhouse roof was once more weatherproof. Originally a coat of bitumen was applied to the single layer of felt but I feel that a second layer of 'no-rip' felt would be worthwhile before the paint finish, to give greater protection from damage (such as when working off the roof to reach the buck). Maybe next year!

The other main job was the replacement of the hoggin track with gravel and sand. In this we were greatly aided by the use of a mini excavator and plate compactor (or 'wacker'). The old hoggin was ripped out and barrowed away to a heap, the new stone and sand being barrowed back and tipped in the trench, followed by compacting and levelling. The new track has not answered fully to the job, being too loose at the top surface. It bears the weight well however and certainly drains well. Unlike the hoggin, it is not affected by wet weather and is easy to keep trimmed level. I will monitor its behaviour over the winter and perhaps try a top dressing of coarse grit or road planings. If all else fails the addition of cement and water to the track will certainly solve the problem! I hope the gravel track will be adequate however.



Work under way on the roundhouse roof

Other jobs included cleaning out inappropriate cement filler in various timbers (the lower floor of the buck is now almost clear). The shakes and cavities revealed will be filled with matching timber and epoxy resin to give a stronger and neater job than previously. Another small but vital task was to fit small wedges into loose treads at the top of the steps. A start was also made on machinery guards for the fan carriage gearing, a complicated job which still evades completion!

My grateful thanks go to those who helped: Chris, Alan, Chas, Dave (x2), Martin, Sue, Des, Luke and Nicky. Special thanks also go to Derek Wilding for negotiating the use of the digger and wacker at very competitive rates.

As for future plans, the mill is a scheduled Ancient Monument which means that I have to gain permission from English Heritage before I can start any more work. A grant from them wouldn't go amiss, either! All of this will take time to arrange but provisionally I would like to have two weeks of 'work-ins' next summer when perhaps one pair of sails can be taken down and rebuilt, and/or repairs made to the fan carriage and steps. In the shorter term the neck bearing and brakewheel require urgent attention, and does part of the fan framework. Help through the winter with these jobs would be appreciated! (Peter Dolman)

SPROUGHTON MILL

The mill has now been sold with planning permission for conversion to residential use. The new owner, resident in France, has unfortunately seen fit to submit new applications for demolition and a replacement 'low energy', mill lookalike house. Needless to say S.M.G. has strongly objected to the proposals, which are likely to be refused by the District Council. Once more it looks as if a public inquiry will determine the fate of the mill. (M.B.)

KERSEY WATERMILL CONSENT ISSUED

Listed building consent has finally be issued for conversion work to Kersey mill, to form residential accommodation ancillary to the main house. The original application was made back in 1989 (see Newsletters 44 and 49), the delay being caused by the need to conclude a legal agreement. Among other things, this stipulates that a start must be made on the conversion work within 18 months and that all the work is completed within five years. It is understood that emergency work has already been carried out to prevent the collapse of the wheelhouse. (M.B.)

SAXMUNDHAM ROUNDHOUSE LISTED

The fine post mill roundhouse at Saxmundham (see Newsletter 61) was listed Grade II by the Department of National Heritage in August. S.M.G. is delighted by this news but remains concerned about its deteriorating condition. We will try to carry out basic weatherproofing work later this year. (M.B.)

EUSTON MILL OPEN TO PUBLIC

Spurred on by the S.P.A.B. mill tour visit last year, the Euston Estate has opened the fascinating little mill for public viewing,

as part of the regular opening of Euston Hall and gardens. The more dangerous parts have been fenced off, handrails have been erected and brickwork repaired. They hope to get the wheel restored soon, as time and funds permit. Congratulations go to the agent, Mr. Spicer, who is the instigator of the scheme. (P.D.)

WORK AT DRINKSTONE MILLS

Good progress has been made this summer with repairs to the post mill, with the head being re-boarded. A full report on the work will appear in the next newsletter.

WINDING GEAR ALTERED AT BUTTRUM'S MILL

A small alteration has recently been made to the drive from the fantail at Buttrum's Mill, Woodbridge. The vertical shaft has been re-positioned on the outer side of the flypost, as in the original design. This has removed the need for the extra set of bevel gears at the base of the vertical shaft, so making it easier for the fantail, which is smaller than that originally fitted, to turn the cap. The work was carried out by Chris Armour, assisted by Richard Seago. (M.B.)

S.P.A.B. ANNIVERSARY CALANDAR

The S.P.A.B. Wind and Watermill Section is celebrating its 50th anniversary next year and has produced a 1996 calendar featuring 12 wind and water mills. To get hold of one send £4.50 plus 75p postage to either your secretary or to the S.P.A.B. itself, or buy one at one of our events and save the 75p!

MILL VIDEO FOR CHILDREN

Members with young children (or young relatives) may be interested in a new video in the 'Little Red Tractor' series. These are rather silly adventures in a rural setting, featuring a farmer and his 'little red tractor' and various animal and other characters, filmed in simple animation and narrated by actor Brian Glover. Each video has two adventures and each of these is followed by a filmed visit to a real farm or other location appropriate to the story. The latest video has an adventure called 'The day Stan's world turned upside down' which involves climbing onto windmill sails. This is followed by a tour of Thelnetham mill and a fascinating look in a roller mill at Great Yarmouth which makes pasta products. Adults will find the animation ridiculous but my three and five year-olds love it! Copies may be obtained from me for £8.99 or from various retailers. It is produced by Peter Tye, Lamas Manor, Lamas, Norwich NR10 1JQ. (Peter Dolman)

Standing Orders: a plea from the Secretary

Some members have yet to complete new forms to cater for the change of subscription rate. A further complication is that we have changed our bank account to Lloyds Bank. This means that potentially all members who pay by standing order will have to amend their orders. In practice, many of you have already done so

but those who have not will receive separate letters from me requesting appropriate action. Some members may have received refunds or similar for lapsed standing orders at our previous bank (Royal Bank of Scotland). Those who have completed new forms recently need do nothing more, as the new forms have been sent to your bank and should be carried out without any problem. Having said that, there have been problems with a couple of members' banks. Then there are those of you who have yet to do anything about it! Please be aware, we will remove members from the mailing list as soon as a standing order is stopped.

Please do take the trouble to comply with whatever we request in the letter about revised standing orders. When all is running smoothly the system saves a lot of work, but for the last nine months it has caused me nothing but hassle! (P.D.)

EVENTS

VISIT TO HOXNE WATERMILL: SATURDAY OCTOBER 7th from 2.30pm

Hoxne is one of the very few complete Suffolk mills which we have yet to visit and we are delighted to have the opportunity at last. Please note it's a *Saturday* and not the usual Sunday visit.

The mill was built in 1846 (the datestone is very fine) by John Whitmore, replacing a corn and flax mill. The gutted steam mill adjoining actually dates from before 1846 and served the former flax mill. Two pairs of stones are left in situ; a third pair, together with two steam-driven pairs and various other auxiliary machinery has gone. Of particular interest are the mill graffiti on the bin floor.

The mill is at Grid Ref. 189778, down a narrow lane off the B1118 east of the parish church.

S.M.G. SOCIAL EVENING: SATURDAY NOVEMBER 25th from 7.30pm at STANTON MILL

As last year's social at Stanton was successful we are repeating the event this year. Do come along with your slides or videos, and contributions to the 'eats'. We will provide basic snacks and drinks (both non-alcoholic and alcoholic for those who are not driving). Peter Dolman promises that the mill roundhouse (venue for the slides) will be heated!

OPEN AFTERNOON AT HERRINGFLEET WINDPUMP: MONDAY JANUARY 1st 1996, 1-3.30pm

Our traditional New Year's Day opening of Herringfleet smock drainage mill is to be resumed by popular demand, the ideal antidote to seasonal excesses. In case of snow or ice please contact Mark Barnard on 01473 727853 before starting out.

S.M.G. PUBLIC MEETING: IPSWICH LIBRARY, SATURDAY MARCH 2nd 1996

Advance notice of our public meeting, featuring Alan Stoyel as main speaker. More on this in the next issue.

.....