

SUFFOLK MILLS GROUP

Newsletter

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Once again, summer has come and gone, and autumn is with us, marked this year by the wettest month-long spell of weather I can remember (not to mention the gales - have any mills been damaged?). Encouraging progress was made during the August work-in at Stanton mill (see News section inside), and there were modest turn-outs at the A.G.M. and on the Ecotech visit in September. Please let us know if there are mills you think the Group should visit, or other events we should organise, as recent participation rates have not been very encouraging for the organising committee!

This newsletter may be a little shorter than usual - I'm running out of material as well as time! If you can help write something it would keep the newsletter up to the standard you have always enjoyed, and maybe taken for granted.

The next newsletter will appear in the second half of January. Meanwhile, forthcoming events are as follows.

S.M.G. Social Evening, Drinkstone Saturday November 25th
Herringfleet Mill opening (*if fine*) Monday January 1st

Mark Barnard

VANISHED MILLS Peter Dolman

WESTLETON POST MILL

The first definite evidence for the post mill at the top end of Westleton Green (TM444692) is its appearance on the Tithe map of 1842, when the site was owned by Samuel Woods Esq. and occupied by John Balls, who also had the mill on the smock mill site on the common (TM444685), which may have still been a post mill at this time. It was not marked on either the published 1837 O.S. map or the original draft O.S. map of 1836, although the two on the common were. Samuel Woods was owner of one of the manors in the parish and may well have built the mill as a business investment. A consortium of several builders, which included James Nunn, the Wenhaston millwright, erected it. Woods offered it for lease in September 1842 when the roundhouse is referred to. In 1844 Pratt and Whitehead were in partnership at the mill. In 1852 the mill was offered for sale as part of Wood's Westleton Grange estate, when Reuben Whitehead is named as occupier. By this time it had acquired patent sails and a fantail. The mill was again offered for sale in January 1878 when it was stated to have been in the hands of the same proprietor for 25 years (fitting in with the 1852 auction). Application was to be made to John Balls, but without further research I would not like to categorically put him as the miller

at this mill as he was at the new smock mill in 1855, when it was for sale. I find it hard to believe that Balls would sell a new smock mill in favour of a small post mill - unless it was a better mill, of course! John Balls senior had died in 1855 and it is of course possible that his son (also John) was unable to keep the smock going as well as the post mill for legal or financial reasons. William Robinson of Darsham post mill is said to have bought the mill and installed his son as miller, but although listed in 1868 he may have been at another of the mills. When listed in 1883 William Robinson was probably at the mill and Joseph Robinson is listed in 1888. Only one miller is listed in 1892 and 1896, Robert Ralph (at the smock mill), and he may possibly have been running the post mill as well.

In the late 19th century it was bought by the Ogilvie Estate at Sizewell to grind for their farms; no miller is listed in directories after this. The mill ceased work in 1934 and the shutters were removed in July 1936. Although preserved by the Ogilvie Estate for many years the mill eventually became sufficiently dilapidated to prompt its demolition on 'safety' grounds, and it was razed to the ground in June-July 1963. The foundations of the roundhouse were visible in the 1970's and part of a stock and one millstone were set up as a village sign on the green. The timber in the mill was cut up for pew restoration in Blythburgh church and in the church can be seen a rough bench made from part of the post, containing several inscriptions and the date 1851. It is possible that these refer to a repair, perhaps a new post, or the fitting of patent sails, but they could equally be the names of various employees or customers!

Westleton mill was a typical East Suffolk mill in general design and appearance. It was medium size in plan, and the roof curved outwards from the eaves to clear the brakewheel. The buck was



not extended and appeared to have been built for two pairs of stones in the head from the start, leaving plenty of room for a flour dresser in the tail. The buck was set well back on the post and as a result was well balanced. The sails, in later years shortened to seven bays, were double shuttered patent sails which had the triangles pivoted on the face of the stock. The striking rod was worked by the unusual chain and bollard system, which resulted in a limited movement. To give sufficient action on the sails the triangles were extended on one side, the 'fork irons' (actually with wooden shafts) being set at a crazy angle as a result. The windshaft was iron, with a bolted on tail, and almost certainly replaced a wooden shaft. The brakewheel was a fine example of the late clasp arm wheel, with circular cants and felloes of quite slim section, cogged in wood. It was beyond this that the mill's machinery became remarkable. Because of the large brakewheel, there was limited headroom on the stone floor and to make it easier to get the runner stones off the decision was made (presumably by James Nunn) to place the spurwheel above the wallower. It is apparent that Nunn disliked the use of iron machinery, for not only was the brakewheel entirely of wood, but so were the wallower and spurwheel. The nuts were also wooden, although one had been replaced in iron. The wallower and spurwheel were, of necessity, about the same size, the mill having a low ratio of 8:1 from sails to stones, and running fast as a result. Tentering was the same as at Saxtead, with a single cross bridgetree with small iron ones running underneath. The governors were at the front. The striking gear was unusual in another respect; the bollard was acted on by a lever instead of a wheel, but the lever, not exceptional in itself, was mounted vertically downwards, and was pulled forwards and upwards by the chain, which then passed over a pulley down to the spout floor at the same point as the brake rope. There must have been a lot of friction to overcome!

Externally the mill was well proportioned and was winded by a low six-blade fantail of the type fitted by Collins (with vertical struts to about half way up the posts). The roundhouse was of brick with a slate roof and had the crosstrees at first floor level. Originally white, the buck was tarred in the 1920's, apart from the tail. It has always seemed odd to me that a mill of c.1840 should be built as a post mill with all wooden machinery. I wonder if it was a rebuild of an earlier mill from elsewhere? We will never know the answer for sure. Nunn did build other late post mills, for example one at Huntingfield, but in the same period millwrights such as Collins and Whitmore were building tower and smock mills with iron machinery, such as the new smock mill at Westleton common. Another interesting point is that the O.S. marks 'Mill Mount' close by; perhaps there was a mill there in ancient times?

VISIT TO ECOTECH CENTRE Mark Barnard

According to an article in a recent edition of the *Eastern Daily Press*, there are a total of 789 wind turbines in Britain, operating from 55 projects and meeting the needs of some 250,000 homes. The leading European country and indeed world leader in

wind power is Denmark, which plans to generate half of its power by wind by 2008. Many have expressed fears that the countryside will be ruined by the sight of wind turbines in all directions like Denmark. I think this is extremely unlikely, partly because of our strict planning policies, but also because we are pursuing a more balanced approach in which wind is only envisaged as making a small contribution to overall demand for power. The turbines that I have seen in this country have added interest to the landscape.

We had an excellent visit to the turbine at Ecotech, on the edge of Swaffham, on September 3rd. The weather was perfect, sunny and windy, our climb up the tower unhurried and our guide was most knowledgeable. The turbine stands 97m high to the top of the rotor blades, making it the largest in the country (although an identical one, minus the viewing platform, has since been erected near Martham in Norfolk, about half a mile west of an established wind farm of 10 smaller turbines). Each of the three blades is just under 31m long, made of fibreglass-reinforced epoxy resin. Their pitch can be controlled. They are turned into the wind by an electric motor, and we could see small changes in the direction the hub was facing from time to time. The generator, immediately above the viewing platform, is direct-driven and weighs around 40 tonnes. Little in the way of maintenance is needed and all systems are controlled remotely by computer. Power and control links are made through the hollow core around which the metal stair winds. A vertical ladder on the outside is the normal means of ascent, the stair being inserted to allow public access to the viewing platform.

The climb was taken in several stages and was not too daunting. Each party of around ten to a dozen people is led by a



The Ecotech Centre and wind turbine



Our party on the viewing platform

guide and has to be pre-booked; you can't just wander in on your own. Once at the top (fully enclosed of course) the view was superb. It was a strange sensation to see the huge rotor blades rushing past just a few feet away. We felt more could have been made of the presence of the turbine at the Centre, such as technical drawings and explanation of how it operates and how links with the Grid are made. Apart from a couple of perfunctory lists of facts and figures (one labelled 'Turbine Trivia'!) we had to rely on our guide, and people with little technical knowledge (including myself) must find it difficult to learn much new. The Centre itself is worth seeing, especially the eco-friendly building, made of laminated timber (claimed to be the largest timber-framed

building in East Anglia) with oak cladding and a sheet aluminium roof. We all agreed, however, that it is the opportunity to see round the turbine which makes a visit really memorable.

A.G.M. REPORT

The 2000 A.G.M. was held at Pakenham windmill on the morning of Sunday July 2nd. Nineteen members and guests were present. Apologies were received from Chris Armour, Mark Barnard, Steven Bloomfield, John Capps, Peter Filby, Jayne Gooch (Museum of East Anglian Life), Tim Mallion, Robert Malster, Don Porter, John Snowdon, Mike Thrower and Alan Wallis.

The meeting commenced with a welcome from Chairman Chris Hullcoop. The minutes of the 1999 A.G.M., published in Newsletter 75, were circulated. They were agreed as a true

record (proposed Peter Dolman, seconded Des Codd). Under Matters Arising, Brian Flint asked if there was any news about Campsey Ash watermill. Peter Dolman said there was no news, but he had written to the District Council to make enquiries, and copied the letter to English Heritage and the S.P.A.B.

Peter Dolman circulated copies of the accounts. They are distorted because of the £4,300 from the lottery for the Miller's Trail. Subscription income, slightly up on 1999, still covers our costs. Chris Hullcoop contributed £55 from fees for talks. St. Edmundsbury Borough Council has paid the grant towards the work at Great Welnetham mill. Printing costs are higher this year, but the figures for 1999 and 2000 average out, and represent good value for money. The accounts were accepted as a true record (proposed Chris Wilson, seconded Brian Flint)

The Editor's report was read out in Mark Barnard's absence. Once again three newsletters had been produced, with an average length of over 18 pages. The news section averaged seven sides, fulfilling our role of keeping members abreast of what's happening to Suffolk's mills. Format and production were unchanged. All contributors, especially the regular ones, were thanked. Chris Hullcoop offered Mark congratulations for his work on the newsletter. The Editor's report was accepted (proposed Peter Dolman, seconded Des Codd).

In his Secretary's report, Peter Dolman said that membership stood at 171 full members and 2 juniors. Newsletters are sent to the Suffolk Record Office, St. Edmundsbury Borough Council, the S.P.A.B., and to 12 other Mills Groups on an exchange basis. Luke Bonwick has been membership secretary operating from Hertfordshire. It has worked well, but to make things even easier Luke is to set up a proper database. We are the largest of the county Mill Groups. The report was accepted (proposed Des Codd, seconded Brian Flint).

Election of the committee followed. Steven Bloomfield had resigned because of work pressures. Alex and Rosy Hayward would be prepared to share a committee post between them. This was formally proposed by Len Ball, seconded by Chris Wilson, and agreed. Apart from these changes, the committee and officers would remain unchanged.

Under Any Other Business, the draw for the crossword prize was made. A letter to Bob Starling, the tenant of Thorington Street watermill, from the Estate Manager was read out. It concerned external redecoration of the mill. Peter Dolman said it might be possible to get financial help from the Suffolk Environmental Trust. The lack of interest by young people in restoring mills was mentioned; it was felt there are interested individuals, but they are difficult to find. The mill repair process was considered more bureaucratic than in the 1980's when Thelnetham mill was restored. Alex Hayward asked if S.M.G. or S.P.A.B. had responded to the consultation by English Heritage on the Review of historic environment policy. He was told it was intended to obtain a copy and reply. Len Ball and his wife had cycled round the Miller's Trail and found it very interesting.

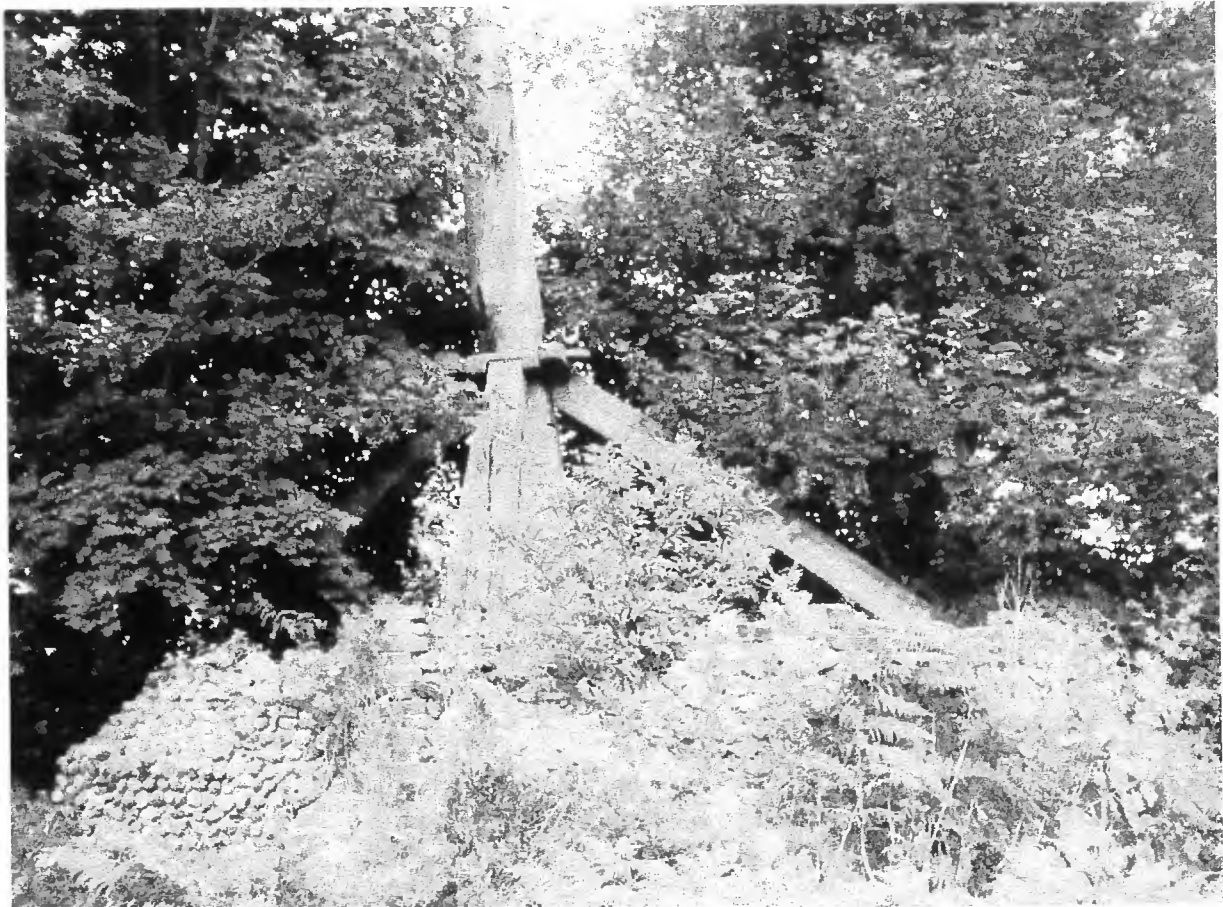
The meeting closed at 12 noon after which slides were shown.

MILLS BY WHEELS: SUFFOLK Patricia Parr

It was during our August 2000 Mills by Wheels tour, that we took to driving round to locate the remains of the old post mill at Rougham (TL916664) situated on Mill Heath, a few miles east of the ancient town of Bury St Edmunds. A 1940 photograph (see p.9 of Newsletter 63) illustrates just what an unstable condition Rougham post mill buck appeared to be in. Soon after it was dismantled, leaving only the base, post and trestle. Photographic evidence shows that in 1972, without immediate help in restoring this post mill base, from now on things would be on a downhill slide.

Now, 28 years on, we certainly did not expect to find much if anything left. But there she was, in spite of having seen better days, still desperately trying to hold onto life although the nine inch thick walls have increasingly become more frayed around the edges with large sections having simply crumbled away. A number of self sown sycamore trees have now taken up residence, which at least give some support to the slightly leaning post and trestle that are only too grateful to accept any help from whatever source.

Centuries ago when Rougham post mill was first up and running it must have been quite a spectacular looking mill, with its flint and at one time thatched roundhouse, black



The remains of Rougham mill (August 2000)

weatherboarded buck with its carriage support fantail that assisted in turning the combination of patent and common sails into the wind, while the miller dealt with overseeing operations in supplying corn to feed the two pairs of hungry awaiting millstones.

On the previous page is the photograph we took of Rougham post mill. Sadly mills unlike wine do not improve with age.

NEW PUBLICATIONS Reviews by Peter Dolman & Brian Flint

WATER AND WIND POWER by Martin Watts. Shire Publications; 2000.
Price £7.99

I heartily commend this small (136pp), but well produced volume to anyone wanting a broad overview of what is a very wide and diverse subject.

Martin explores the history of water-powered machines from the second century B.C., through the Roman and medieval periods, during the Industrial Revolution and up to modern times. Although predominantly relating to practices in Britain, foreign developments are described to give a fuller picture.

The history of wind-powered devices started in the medieval period and so is much shorter but many examples are described from 'sunken' post mills, of which remains have been excavated, up to the modern wind generator farms.

The book makes for easy reading despite its scholarship and is profusely illustrated with copies of engravings and drawings as well as excellent photographs. It is also remarkably good value for money by today's standards. (B.F.)

FLATFORD - CONSTABLE COUNTRY by Ian St John. Suffolk Walker; 2000. Price £4.99

Those of you who have been following Peter Steggall's series of articles on mills in art will find this booklet of great interest. While no doubt aimed at the general reader and visitors to Constable Country, this thoroughly researched work covers the hamlet of Flatford, its history and that of the Constable family in much greater depth than might be expected from its glossy style.

Of particular interest to mill enthusiasts are the details of the well known watermill and the adjacent steam mill. As well as little known sketches by Constable, Ian has found other illustrations including a remarkable interior of the mill when still at work in 1891. The surviving fabric has been interpreted by means of new illustrations which show the development of the mill and its machinery through the 150 years the present building was in use. Other sections of the book focus on the artist's best-known works and analyse them in comparison to the present-day landscape.

The book has 32 pages and is copiously illustrated in colour. Copies may be found at local bookshops or from the author at Old Hall, East Bergholt, CO7 6TG. (P.D.)

NEWS

PROGRESS AT STANTON

Since the last newsletter much progress has been made. The prepared timber for the sails was taken to Marlows at Bury for preservative treatment; I would like to thank those stalwart S.M.G. members that helped to load and unload the lorry at short notice. After a few weeks the August work-in was upon us, with the promise of a good crowd of helpers, especially in the early part of the week. To save time I got the two sail whips and tapered pieces prepared in advance, which allowed the demon sail morticers to get straight on with the job while the others were getting the stock ready for assembly. This involved preparing a straight and level bed in the workshop, and providing a rough cover over the excess length which would project from the door. On the Monday the time for assembly came and the gathered hoard, with additional support marshalled for the occasion, swung into chaotic action, mixing and spreading glue on both faces of each board. After about an hour the stock was together and clamping commenced. Because the planks were all slightly bent in their length they were laid in alternate layers to even out the stress when pulled into line. This involved clamping the sides of the



The stock before removal of the clamps

stock first, to draw everything into correct alignment. The main clamps were then put on and fully tightened. The glue (phenol resorcinol formaldehyde resin) set overnight and the clamps were removed the following day, when trimming and finishing could take place. The stock was then painted with two undercoats and trundled out to see the light of day.

Whip morticing and fitting of the sail bars took several people most of the week, and at the end of the work-in both sails were together and undercoated. The old clamps, of oak, were stripped of their horrid paint (a long and tedious job

which kept Maureen and Sue out of mischief for several days!) and then taken outside to be patched up. There was some rot in sapwood on one edge so this was cut off and patches glued on. The old bolt holes were also plugged as the chances of re-using them were remote. The clamps were also given a couple of coats of paint, so all the main sail components are now ready for bolting together.



Assembly of the sail frames



Chris Hullcoop working on repairs to the roof structure

Work was also progressing on the left side of the buck roof. A new ridge flashing had been prepared and this was fitted, and the defective purlin and rafter feet were attended to. By the end of the work-in the repairs were completed and the weatherboards were renewed, just leaving the replacement of the metal cladding to finish the job. We intend to reinstate the rope guides for the painting cradle, which are fixed to the ridge, and we took the opportunity to provide two safety harness anchors on the roof ridge which will be concealed by these rope guides. Work on the roof of a post mill can be very dangerous and we have a duty to provide a safe means of working. Two new full harnesses and lanyards have been purchased to assist this drive for greater safety in mill restoration.

Large quantities of cast iron components such as shutter cranks and cleats had been provided (by Thurton Foundry) and these were cleaned, drilled and primed as a fill-in job by several people during and since the work-in. Other important tasks were the detailed survey of the roof repairs (as required by English Heritage) and the application of a further coat of paint to the whole of the flystage and fly.

The weather was pretty good to us, with little rain and reasonable temperatures. Plenty of folk turned out to help and the amount of work done during the week was amazing. A big 'thank you' to the following helpers (most, but not exclusively S.M.G. members): Chris Hullcoop, Chris Wilson, Chris Armour, Luke Bonwick, Alan Wallis, Sue and Christine Burden, Mike and Maureen Thrower, Des Codd, Bob Sharp, Lance Jackson, Bob Malster, Richard Morgan, Martin Hanson, Sue Hiddleston, Jack Clover, John and Andrew Allen, Tom Goldsmith, Alex and Rosy Hayward, David Halley-Frame and Adrian Watts, and last but not least, assorted members of the Dolman family (Charlie, Betty, Melanie, Matthew and Gregory).

Since the work-in finished, the steel roof sheets have been put back, the Flashband seal to the head boards and over all the nails has been completed and one coat of paint given to the roof. A start has been made on the shutters; the wire frames have been made by Chris Armour and the wooden battens are being prepared. A new set of sail bolts has also been made by Chris and all the new metalwork has been galvanised. The assembly of the 108 shutters and their covering with canvas is a massive task, and one well suited to small scale off-site activity. To this end, I would be grateful for any further offers of help with the job (one or two members have already volunteered assistance). Kits of parts should be available before Christmas and I would like to have all the shutters ready for installation by the first of the 2001 work-ins.

Plans for next year are taking shape. The neck bearing is worn and the bolts holding the windshaft neck on are in need of attention, so I propose to remove the remaining sails during the first work-in and take the opportunity to repair the windshaft and bearing in relative safety. If all goes well, it ought to be possible to hoist the new sails during the second work-in, followed by the present pair after their refurbishment. It remains to be seen whether the stock will be reusable; I hope

the sails and clamps will also be reusable. The sail frames will be modified by lengthening them at the heel by one bay; new uplongs and sail bars will be provided where required. All the existing paint will be burned off and the whole lot primed and painted with a better quality paint. I had hoped to have all four sails on during 2001, which is the 250th birthday year of the mill, but fear that the amount of refurbishment needed will be too great to complete in time. As in past years, work will also be taking place to the millstone casings and spouts, as time permits.

The main work-in dates have been decided: **May 26th-June 3rd and August 18th-27th**. There will also be mini work-ins at various times; two in the immediate future will be December 9th-10th, January 20th-21st and March 3rd-4th. As mentioned above, work is also continuing on the shutters and sail frames, for which volunteers are requested for a spot of 'homework'. Any offers of help would be welcomed; contact me on 01359 250622 or E-mail stantonwindmill@beeb.net (Peter Dolman)

THORNDON ROUNDHOUSE CONVERSION PLANS

An application has been submitted for a scheme to develop the post mill roundhouse in the centre of Thorndon as holiday accommodation. It is proposed to add a new two-storey building at the rear, joined to the roundhouse by a low single-storey link extending round a quarter circle to utilise an existing doorway. Two units are proposed, the roundhouse forming part of one. The roundhouse is treated sympathetically, using the existing window openings and keeping the internal spaces on both floors undivided, the upper one reached by a spiral stair in the present ladder position. The trestle will of course remain. S.M.G. will wish to ensure that the engine shed is retained, and that parts of the mill built into the adjoining sheds (which are to be demolished) are safeguarded. (M.B.)

PAKENHAM WATERMILL VISITOR CENTRE MOVES CLOSER

Having been frustrated in their earlier plans to build a visitor centre near the mill (see Newsletter 74), the Suffolk Building Preservation Trust have completed the purchase of the adjoining Watermill Farmhouse, which unexpectedly became available. The 16th century farmhouse, listed Grade II* with the mill, has a range of outbuildings and about 3½ acres of riverside land. Together with the purchase, the total cost of the project could reach £700,000, of which it is hoped the Heritage Lottery Fund will underwrite three-quarters. Plans for the property are now being prepared and it is hoped to start work next year, with completion in 2002. (M.B.)

WORK STARTS AT FRISTON POST MILL

Preparatory work has started at Friston mill, where major repairs are urgently required to the trestle. Needles have been inserted under the crowntree and sheers. These will allow the weight of the buck to be supported from the ground by long timbers which currently lie on the ground in the mill yard. Some flooring in the roundhouse has been temporarily removed. It is

planned to replace both crosstrees and hopefully repair the quarterbars by scarfing on new ends, using matching timber from the post mill trestle at Shrub End, Colchester, demolished in the 1970's. Work on site has now ceased, and as millwright Neil Medcalf has sustained a broken collar bone it will presumably be next year before further progress is made. (M.B.)

CROSSWORD COMPETITION RESULT

There were nine correct entries to the crossword competition in the February newsletter. The winner of the £20 book token, drawn at the A.G.M., was Fred Hamond. The solution is printed below. My apologies for thinking Ashton mill in Somerset was thatched!

1	S	U	F	F	O	3	L	K	4	E	N	G	L	6	I	S	7	H
W	R	I	T	O	R	U												
9	E	L	E	V	A	T	O	R	10	M	O	O	N					
E	E	T	E	I	N	S												
11	P	O	S	T	L	12	S	T	A	R	13	S	14	D	E			
G	E	T	E	S	T	O	T											
O	H	L	A	Y	S	H	A	F	T									
17	V	I	N	18	C	E	E	A										
E	A	B	S	M	O	C	K											
22	R	I	P	P	L	E	23	F	I	R	E							
N	F	A	M	I	Y	W	H	E	E	L								
29	O	V	E	R	D	R	I	V	E	N	D	S						
R	A	L	E	A	D	I	N	G	A									
32	S	T	U	M	P	L	S	E	L									
E	A	S	H	T	O	N	S	H	E									

NEW PRINT OF FRAMSDEN MILL

Our member Steven Binks has produced a new limited edition colour print of Framsdén post mill. This is from a watercolour drawn and painted on location during the summer of 1999. The print (shown right) measures 300mm x 200mm. The price unframed is £19 plus £2.75 p & p; framed prints are £48 plus £10 p & p. Order from S.B. Prints, 5 Clees Hall, Alphamstone, Bures CO8 5DZ (01787 228105). The print can be seen on Steven's web page: www.angliapages.co.uk/sbprints



DORA HOGGETT

S.M.G.'s oldest member, Dora Hoggett, died in August. Dora, a member of the Bryant family, was born in 1897 at Stanton mill and the upkeep of Suffolk windmills was very close to her heart.

RAMSEY POST MILL ON MARKET

Ramsey mill and house are for sale at £340,000. The agents are John Wold of Gowlay House, Parkway, Chelmsford CM2 7PR (01245 344222).

YEAR 2001 CALENDAR

Peter Dolman is producing another Suffolk Mills calendar. Like the 2000 one it will be a simple black and white, laser printed affair, A4 size, with pictures from the Group's mill archive, one a month. Funds go to Stanton mill, so order yours now at only £3 (including postage) by phoning Peter on 01359 250622.

REMEDIAL WORK PLANNED AT CAMPSEY ASH MILL

We understand that millwright David Nichols is to undertake work at Campsea Ashe watermill, to reverse at least some of the unauthorised and damaging alterations to the interior (see Newsletter 73). We hope to have more news on this soon.

EVENTS

S.M.G. MEMBERS' EVENING: SATURDAY 25th NOVEMBER AT DRINKSTONE MILLS; from 7.30pm

This year we are holding a joint event with the Friends of Drinkstone Mills and Meadow, by kind invitation of Rosy and Alex Hayward. The Friends are a small informal group who help with open days and fundraising. Things are starting to happen at the Mills, which members will be able to hear about (and which we will report on in the next newsletter). There will also be a chance to look at all the historical and archive material Rosy and Alex have assembled on the Mills. Slides and videos will be added entertainment.

We would ask that members bring along some suitable 'eats' with them. Soft and alcoholic drink will be provided by S.M.G. Also, don't forget your slides and videos.

Drinkstone Mills are just south of the village of Woolpit, about half way between Stowmarket and Bury St Edmunds. Parking will be in the mill yard and/or the drive of the piggery immediately to the west (look out for directions on the night).

HERRINGFLEET NEW YEAR'S DAY 2001: A MILL ODYSSEY

Weather permitting (as it did in 1998 and 1999), we will again be opening Herringfleet marsh mill on New Year's Day for the benefit of anyone who wants to come along to see the winter landscape complemented by turning sails. We will be at the mill from about noon until 4pm, including generous 'getting going' and 'putting the mill to bed' times. Please note however that this event will only take place if weather conditions permit, and you should therefore confirm beforehand with Mark Barnard on 01473 727853.
