SUFFOLK MILLS GROUP Newsletter

www.suffolkmills.org.uk

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This issue has been delayed a little as the S.M.G. committee had not met since May, and we needed to fix dates for the winter meetings. Attendances at our last two visits (Bures and Bardwell) were very poor, and it would be nice to know why. As we have said before, if you want us to do things differently, or to visit particular mills or whatever, please let us know! Fortunately we had a reasonable attendance at the A.G.M. at Thorington Street watermill, but even this was half the number for the A.G.M. at Kersey last year.

On a positive note, useful work has recently been carried out at Friston post mill, and also at Thelnetham (where a weekend mini 'work-in' was held) and Stanton. We have offered more practical advice on repairs to Thorpeness post mill, Great Thurlow smock mill and Woodbridge tide mill. We are also continuing to develop our website, for which special thanks go to Bob Paterson and Peter Greene.

This issue includes the twelfth and final instalment in the long-running 'Reminiscences of a Country Miller'. While I have other material in reserve, I would welcome more contributions to the newsletter to add variety and interest. Please help if you can. The next issue will appear in February/March 2010. Meanwhile, forthcoming events are as follows.

S.M.G. social evening, Ipswich	Saturday December 12th
S.M.G. public meeting, Ipswich	Saturday March 6th
SPAB Mills Section Spring meeting	Saturday March 13th
National Mills Weekend	Sat-Sun May 8th-9th

Mark Barnard

ANGLESEY Bob Paterson

I have wanted to go to Anglesey all my life for a couple of reasons. First, because of the proliferation of windmills. Secondly, as we travel the world far and wide, it becomes more and more apparent where we haven't visited closer to home, that is worthy of a visit. We chose a few days at the beginning of Lucy's Easter holidays in early April this year. I had long booked a campsite which seemed a good idea at the time! I had sourced a fully functioning campsite - Tŷ Hen - overlooking Traeth Crigyll, on the west side of the island in Rhosneigr. I had done some research as to what I was to expect from the trip in terms of windmill remains, and I knew from the onset that it probably wasn't going to be the most exciting of molinological trips! With one obvious exception, there isn't really much to look at.

Anglesey is a very peaceful place. Aside from 32 occupied windmill sites, the island is full of spiritual stone sites and is

better known as 'Môn'. The major settlements are at Beaumaris, Amlwch, Llangefni, Menai Bridge, and the ferry port of Holyhead. Half of the remainder of the windmills are either shells (stumps or at full height) or houses (with or without caps or lighthouse styled selariums). Llynnon Mill is by a country mile - and a marathon on top - the highlight for us windmill bods. It was derelict, but complete, until 1978 when it was bought by the Isle of Anglesey Borough Council and subsequently restored to working order by Thompsons of Alford. I recall at the time of the completion of the restoration in 1984 being sent a photo of the

Llynnon Mill, Llanddeusant

Melin Sguthan, Gaerwen

Kingsland Mill, Holyhead

finished mill by the millwright Tom Davies. It is a museum and the mill looks proud with four common sails and a cap.

All the windmills on the island are tower mills and the only other mill that is of interest is on the outskirts of Holyhead, in Kingsland. It is obvious there is machinery in the well built and well locked up stone tower. All windows are in situ but the tower is missing cap and sails. I spoke to a neighbour who told me that the owners live in London and that they have been trying to turn the mill into a house for a while. There are even remnants of the top section of the wooden upright shaft on the ground near the mill. It is a fabulous location and Llynnon Mill needs a companion as the only authentic mill on the island other than two segments of cap curb remaining at Castle Coch, Grugor (Melin

Parys Mountain

Drylliau) and some cap timbers at Gaerwen (Melin Sguthan) and Melin Y Borth at Amlwch.

Please don't leave without a visit to the tower mill shell on Parys Mountain near Amlwch. The great thing about climbing up to the mill is that you climb so high you overlook the tips of nearby wind turbines! The windmill was built to assist the steam engine pumping the Cairns Shaft of the copper mine that was bored out of the mountain. It was built in 1878 and it was unique in Anglesey in as much as it had five sails, and it is believed to be the only example of a wind driven mining pump still existing in Britain. The copper mines are now a ghost of what they once were. From here you can see in the distance to the north the two windmills at Amlwch. It is well worth the visit.

For the keenest of molinologists Anglesey is a must, despite the fact that the last remaining interesting mill on the island that is restorable will no doubt be house converted in due course. My virgin visit reminds me of the first time my mother drove me down the Acle Straight in Norfolk in 1980 where there were windmills all around me. It's like being a kid in a candy shop where you can see everything you could possibly want without too much effort. Every one of the windmill remains is different and unique in its own quirky way - even the tower mill at Llangefni which stands proud over the town with a UFO-like slate covered roof concealing radio receiving masts.

My advice to anyone wanting to visit Anglesey for the first time and visit all the remaining windmill sites is (a) book into a hotel or B&B and (b) be sure you know where you are going. The roads and lanes are often narrow and unless you have a clear idea where the mills are, you will seriously test your driving skills, which may or may not be a bad thing.

REMINISCENCES OF A COUNTRY MILLER (12)

Harold Hitchcock

We conclude the account of country milling written in 1946 by Harold Hitchcock, proprietor of the roller mill at Rattlesden.

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I have been wondering what value to the community in the surrounding district attaches to the average country mill. In far too many cases the small country mill has ceased to exist, for while three quarters of a century ago almost every parish possessed a mill capable of producing flour, today they are few and far between. Relying entirely upon memory I believe it has been stated there were 10,000 mills producing flour around the 1880's while, today, the total number of flour mills in the country is probably under 400. Probably not until the mill had ceased to work did those of the district realise its value.

From a strategic point of view, the last war has shown how vulnerable is the huge port mill (or mills grouped closely together at the dockside) for a very large part of our hourly capacity was put out of action at various points during the Blitz. Only strenuous efforts on the part of the smaller mills at this

time enabled deliveries of flour to be maintained to the baker and the bread supply thus assured to the public during these critical days. On the other hand, although many of the smaller mills had very near escapes, the number damaged at all extensively was extremely small.

If it is borne in mind that most country flour mills carry on a mixed trade, that is, meet most of the needs of the farmer and stock-keeper, it will be fairly obvious their ramifications are quite considerable.

From a labour point of view, a mill does not employ the comparative amount of labour that some other trades need but, even so, there is regular full-time work for a dozen or so even in the parish which possesses a mill. Some of the larger ones, of course, need a much larger staff than a dozen but this is perhaps a very modest average. In the present day, when on all hands a shortage of man-power, rather than of employment is proclaimed, one may feel that such a contribution is hardly worth consideration. Still it is not so very many years ago that any business however small, giving regular employment to a few men, was valuable in the national economy and, if one dared to prophesy, the shortage in future days will not always be of man-power.

Probably we all need to learn more and more that 'no man liveth to himself', the comfort and prosperity of all are dependant on one another's effort and contribution and so every trade thriving and prosperous, not only produces its special product but, in turn, provides employment for many others.

I think of the miller's rather complex machinery, the making and maintenance of which keeps the milling engineers busy. His lorries going to and fro delivering flour to the baker and manufacturer and bringing wheat and other corn from farm or docks to the mill. The motor manufacturer needs such clients to keep him busy and so on all down the line. Very elementary, I know, but we need to remind ourselves of such facts at times to maintain a true picture.

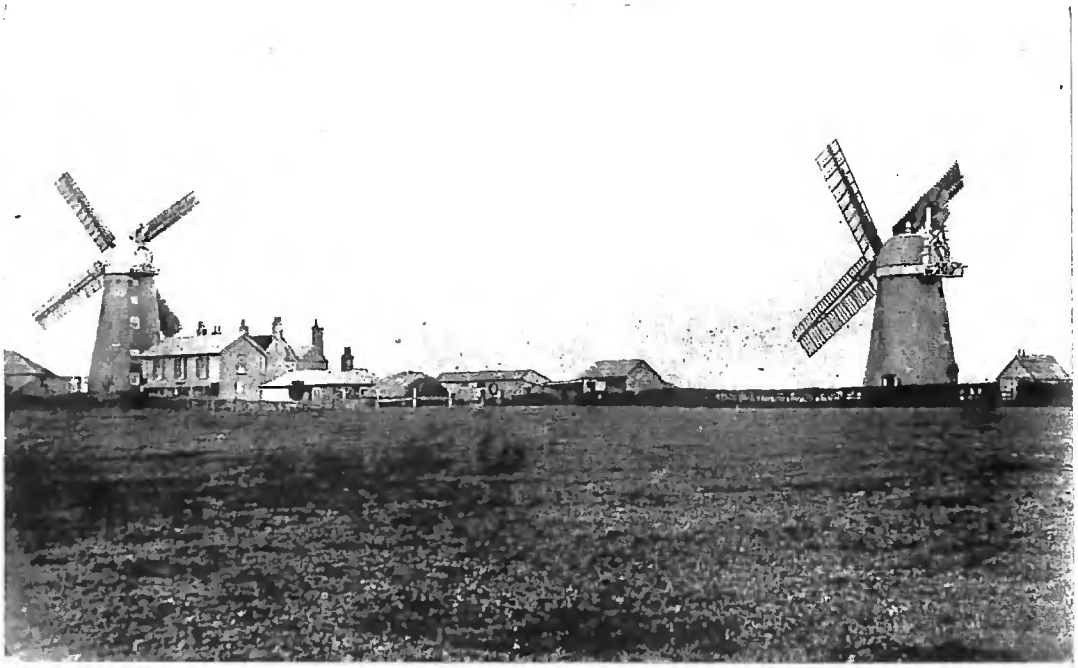
To the farmers of the district, the country mill should be really valuable, especially under normal unrestricted business conditions. Here, at least, should be a ready buyer for all the wheat he grows and, very likely, of his barley and other corn which he desires to dispose of. With a little co-operation it may be possible for the miller to arrange to fetch the wheat away as it is threshed, thereby saving much labour moving and storing the grain in barn or shed.

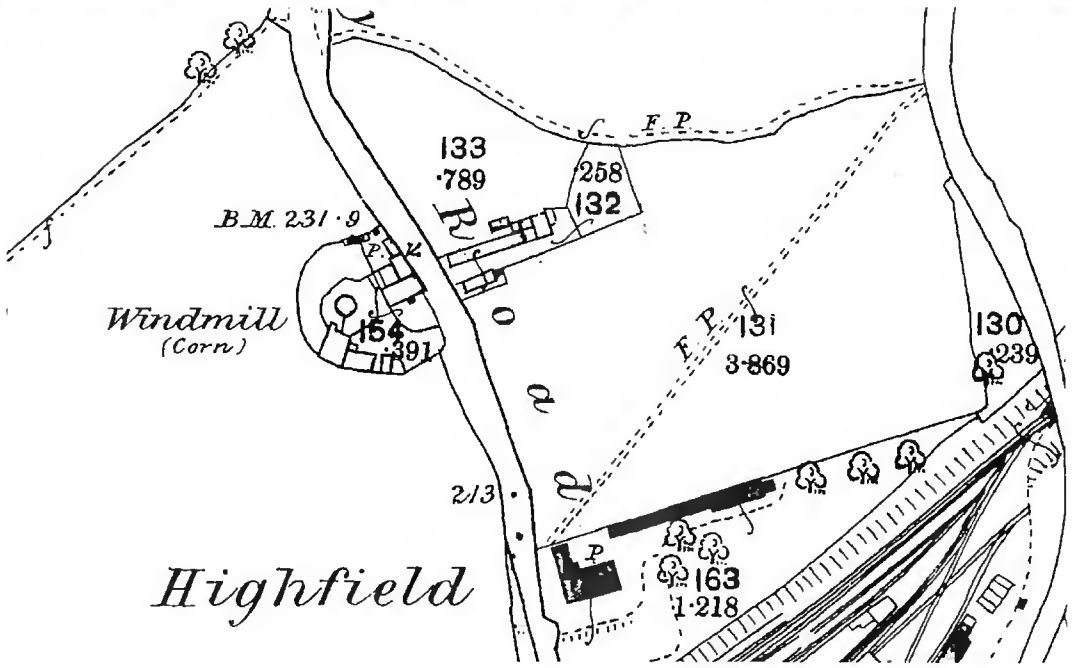
From the mill the farmer may be assured of a constant supply of freshly milled wheatfeed and that most likely milled from English wheat alone. One of the most palatable and valuable feeding stuffs that exists for all classes of stock and a totally different article to the stale imported variety.

This forms the backbone of the miller's provender trade and is perhaps the largest single ingredient in the balanced rations he produces for almost all kinds of livestock. A country flour mill's balanced rations, carefully mixed and including his own manufacture of wheatfeed, should be and, I believe, generally is the very best of its kind in the country.

MILLS ON THE MAP

This time we feature the pair of splendid tower mills at Lavenham, erected by millwright Thomas Bear. The right hand mill in the photograph was built on a new site in 1821-2 while the other, which replaced a post mill on an old-established site, followed in 1831. By the time of the map (1885 edition of the 25-inch O.S., not to scale) the older mill had gone; it stood in the small parcel of land with '132' on it. One of these two mills was severely damaged in a gale in October 1881, and it is tempting to think that it was the older mill which suffered, and demolition followed. The newer mill worked until around 1918, and was pulled





down in 1921, leaving a two-storey stump which can still be seen next to the fine mill house. The photograph (by Ranson of Lavenham) was taken from the east (about where the figure '130' is) and many individual buildings tally with the map. The Baker family acquired the mills in 1851, and again in 1878, and are still at the mill house today.

REPORT OF 2009 A.G.M.

The 2009 Annual General Meeting was held at Thorington Street watermill, Stoke by Nayland, on Sunday July 12th. We visited by kind permission of the tenant, Bob Starling, who had the wheel turning for us. 18 members attended. There were apologies from Chris Armour, Simon Cauthery, John and Madeleine Ford, Bob Sharp and Enid Wheeler.

After Chris Hullcoop opened the meeting, the minutes of the 2008 A.G.M. were read and accepted (proposed Brian Flint, seconded Bob Malster). Des Codd presented the accounts for 2008. It was encouraging that income exceeded expenditure despite £500 going on work to Syleham mill and £300 on development of the Group's website. The bank interest had more than doubled to £461; currently we were getting a rate of 2.5% on £10,661 with the Anglo Irish Bank. In view of the healthy state of the finances, Chris Hullcoop said we would endeavour to support more of our mill owners. The treasurer's report was accepted (proposed Malvern Tipping, seconded David Eddershaw).

Mark Barnard as editor reported that three newsletters had been produced since the last A.G.M. with the usual mix of content. He stressed that we always try to cover Suffolk mills in the news as fully as we can, as many members live outside the county and the newsletter may be their only link with Suffolk mills. He thanked all the contributors, especially Sue Burden who had sent in three short articles all of considerable interest. The format of the newsletter remains unchanged for the moment, the old Amstrad 1640DD machine on which it is produced possessing remarkable powers of recovery (it was very nearly thrown out!). It had now done 47 issues. The reproduction of photographs may not be quite as good as it once was, but we are in the hands of the printers. The report was accepted (proposed Des Codd, seconded Bob Paterson).

It was reported that membership numbers remained healthy albeit fairly static, with 153 full members (last year: 154), 2 complimentary, 1 honorary (temporary) and 10 newsletter exchanges. The secretary's report was accepted (proposed John Capps, seconded Linda Grixti). Re-election of the committee *en bloc* followed (proposed David Eddershaw, seconded Malvern Tipping).

Peter Greene commented that the Group's website compared poorly with the Norfolk mills one, and asked about the purpose of the S.M.G. site. It was still being developed, one problem being lack of time and people to do it. He offered to scan the newsletters, so downloads could be made available for a fee.

The meeting concluded with a review of Suffolk mills in the news during 2008-9, led by Chris Hullcoop.

NEWS

FIRST AID FOR FRISTON MILL

I started my mill work rather late this year, but in early July Piers Hartley, owner of Friston post mill, came to Felixstowe to transport my tools and equipment to the mill. His small car was packed to the roof and I was soon installed in one of the mill cottages now under repair. It was a cosy place to stay with a fine view of the mill. I was about to pump up my campers lilo when Piers produced a splendid mattress and a picture of a windmill to place by my table and chair!

In 2004 a very large and strong steel frame was erected which now supports the buck. This was done because the ends of the crosstrees and quarter bars had been severely weakened by death watch beetle. Unfortunately the large holes cut into the weatherboards on the sides to allow the supporting RSJ's to pass through had not been sealed. This allowed penetration by wind-blown rain which was causing rot inside the buck. My first thought was to seal them from inside but this proved impossible. Thankfully the flat-topped RSJ's of the supporting frame were easily reached by a ladder from a window and from these the holes could be sealed. This was done with thin plywood and quality bonder/sealer to totally prevent ingress of water.

In 1977-8 the whole buck frame had been restored and all new weatherboards fitted. Whilst the boards were of good quality the overlap was insufficient especially on the buck roof. Many a buck roof is virtually flat on the top and impossible to make watertight. At Friston the top boards were hanging together but part rotted for some 3ft either side of the ridge. Here thin plywood was nailed over the boards which were reached by sitting on the ridge with a leg either side. Not comfortable, but offering a fine view of the whole village and the surrounding countryside with the great white dome of Sizewell nuclear power station on the horizon.

A post mill is always boarded in a particular way. The boards on the head overlap those on the sides which in turn overlap those on the tail. This is fine if the mill turns to wind, but at Friston it does not. Thus penetration by wind-blown rain is made easy and the only answer is a good seal. I was able to seal the head to side boards join from ridge to petticoat working from a ladder off the steel support frame.

Problems caused by not turning to wind were evident in the tail gable. In its working days the tail of the buck would always be in shelter out of wind and rain. At Friston the ends of the two top side rails project beyond the boards and there would have been no need to seal them if the buck turned into wind. After over 30 years of not turning the rain had caused very considerable rot and they now had to be sealed. In order to do this a little platform had to be run out to give access via the tail gable window. Constructing the access took three times as long as the job itself and with a very tall post mill like Friston access is a problem. Scaffolding from the ground or a cherry picker are ideal but at high cost. Hire a cherry picker for a week and it is bound to rain that week.

Looking down from the little window in the tail gable it could be seen that the upper flypost stays had rotted to a bizarre box section leaving little strength to prevent the heavy flyposts from falling backwards. Two pieces of pressure-treated timber both over 20ft long were fitted a little below the original top stays making the flyposts safe.

I had seen that the very top boards on the head gable were rotten and letting in water. In order to reach them I had to climb through the brakewheel to take out the storm hatch. Friston mill has one of the most cramped spaces ahead of the brakewheel and much obstructed by the sack hoist drive. I'm only 5ft 5ins and 10 stone, but really needed lessons from Harry Houdini to reach the hatch. When I did it promptly fell to pieces as did the weathering around the windshaft neck. More unplanned work to make the gable weathertight included a new storm hatch, facing of weather studs and new weathering around the neck.

Prior to this summer I had not noticed the severe infestation of woodworm and more seriously death watch beetle. Oak diagonal braces and window posts had suffered most. It was essential to treat this so first a good 'bug out' finished with a vacuum was needed. At the same time the seriously infested crosstree/quarter bar joints were cleared of wood powder and frass with my old but powerful Henry cleaner. I decided to do the spraying myself for cheapness and I really could not expect a spraying contractor to do the Houdini thing in front of the brakewheel. Spraying works well as the insecticide can be projected into all the tricky to reach nooks and crannies. The whole buck interior was treated together with the post, quarter bars and crosstrees and of course the cavities. As good old Mike Organ (late of Ramsey mill) would have said "That should give the little beggars a headache!". It's

Chris Hullcoop at Friston mill (September 2009)

important that the insecticide used is based on clear organic solvent, penetrating the wood but leaving no trace of its presence. Water-based treatment in this situation would be of little use but I expect this will be imposed on us one day by the EEC or some nanny.

I may do a little more work at Friston next Spring and hope this work will prolong the mill's life until permanent repairs can be made. Meanwhile we are 'keeping the wolf from the door'. (C.H.)

REPAIRS AT HOLTON MILL

Last year millwright Richard Seago reported that one of the gearwheels under the fan carriage, driving the truck wheels, was loose on its shaft, with a risk of failure. At the open day in May this year, although the mill was still turning to wind, it was decided to tie up the fantail to avoid the risk of major damage to the winding gear train. Richard Seago has now been given the go-ahead to carry out the necessary repairs, and started work at the end of October. In the meantime the fantail has been secured with rope stays as a side-on gale could blow it over, as happened at Thorpeness mill in 1990. (M.B).

STANTON POST MILL UP-DATE

In late August 2004 my wife, Linda, and I bought Stanton post mill. Part of the condition of sale was that the buck was painted by the previous owners.

Since moving to Stanton I have worked as an IT manager in the City of London. However, at the end of July this year I was made redundant so bringing to an end the weekly grind of getting up at 5am and returning home at 8pm. Feeling the need of an extended break, I decided to devote the rest of the year to doing some essential maintenance to both the mill and mill house.

Apart from the buck being painted back in 2004, it has been a number of years since the rest of the mill had been painted and it was beginning to show with flaking paint in numerous places, and even the occasional bare timber. I therefore decided to paint as much of the mill as the summer weather permitted. Thanks to an exceptionally dry August and September I managed to complete painting the fly carriage and fly, both stocks (plus clamps) and all four sail frames. This involved scraping and sanding the old paintwork, applying a single coat of raw linseed oil and then two coats of lead paint. Whilst a long ladder and three scaffold boards were used for access to the fly carriage, only a step ladder was required for access to the sails since I was able to paint each sail by climbing the sail frame whilst it was in the vertical down position. In spite of a lack of recent painting, thanks to sound construction, no rot was found in any part of the stocks, clamps or sail frames.

The lead paint was mixed using Chris Wilson's formula of 9 parts volume lead carbonate paste to 3 parts raw linseed oil to 1 part pure turpentine. The topcoat has 1 to 2 parts rosin (copal varnish substitute) added to prevent the lead paint powdering. So far, out of four 25kg tins of lead carbonate purchased, two and a quarter tins have been used.

Currently, the sails have only a skeleton set of five shutters per sail and no sail boards. Given that we mill flour about once a month, we have to temporarily replace about half the shutters in the sails before we mill. It is proposed to paint the sail boards and shutters over winter.

A number of the wedges holding in the outside timber steps on the fly carriage had rotted and were therefore replaced prior to giving each step a couple of coats of boiled linseed oil. As the steps have a tendency to become slippery when wet, for added safety each step has now been covered in galvanised chicken wire.

As there is no guttering on the roundhouse roof, whenever it rains the rainwater from the mill pours off the roundhouse roof onto the ground adjacent to the walls. Since the level of the roundhouse floor is below the external ground level and there is no damp proof course in the walls, in winter the walls become damp and the stone floor glistens with a thin sheen of water. In an efort to reduce the underlying water level, a three foot deep French drain (a trench filled with stone to act as a soakaway) which encircles the roundhouse has been completed. Eventually when the walls dry out, internal lime plaster repairs will be done where damp plaster has crumbled off and the whole limewashed to cover up the damp tide marks.

Those who have visited the mill will be aware that the centrifugal governors are connected to a pulley underneath the great spurwheel by a 'belt' composed of five trouser belts fastened to each other. Two new, one-piece, bespoke leather belts have now been made and will be fitted shortly. Also since most of the leather in the mill is decayed, new leather trapdoor hinges and sack hoist bollard straps have also been purchased.

Next year I will paint the outside of the buck. I am hoping that since it received a coat of lead paint in 2004, it will only require one topcoat. The cladding on the rear of the buck requires replacement in parts and I will do this prior to painting. A further two 25kg tins of lead carbonate will be purchased prior to the 31st December deadline, after which a new EU directive will ban the sale of lead carbonate paste.

There is a long list of repairs and restoration which will keep us going for the next few years. The main task will be the replacement of the trestle floor in the roundhouse which is for the most part completely rotten and which we hope to replace in 2011. A lesson learnt is that for external mill painting it is better to have a regular schedule of painting little and often than to wait until too long a period has elapsed and then have to apply multiple coats of paint.

One further item of interest is that as part of the local council's Local Development Framework consultation (a planning exercise), the field immediately adjacent to the west of the mill has been submitted by the landowners (descendants of the last millers) as suitable for residential development. Since the line of the field boundary is only 2.7m from the edge of the fly (when the mill is facing east), any such development would have a material impact on the mill's ability to work, as well as the obvious visual impact on this rural mill. Therefore, we have

objected to the application for the field to be a development site, as has Mark Barnard on behalf of S.M.G. Simon Hudson, the SPAB Mills Section Secretary sent Shawn Kholucy, a SPAB architect to conduct an on-site survey and his report was included in the SPAB Mills Section objection. Simon has also enlisted assistance from other organisations such as CPRE and English Heritage. We will let you know the outcome of the planning decision by St Edmundsbury Borough Council in due course. In the meantime, fingers crossed! (Dominic Grixti)

KEN MAJOR

Ken Major, the father figure in the preservation and recording of our old mills, died in July. I describe him thus as he followed Rex Wailes who was the pioneer and founder of mill preservation and study.

I first met Ken in the early 1960's at SPAB meetings in London and on one-day tours. Also at my local mill the tide mill at Woodbridge where his splendid measured drawings formed the basis for the mill's repair. Over many years Ken took on the SPAB's casework and he must have travelled thousands of miles by train and bus visiting hundreds of mills throughout the UK. Mills close to home he would visit on his trusty Lambretta.

As well as what we think of as traditional wind and water mills, Ken was very knowledgable on the less well known animal powered mills, wind engines and industrial archaeology in general. He wrote many books and papers on all these.

For all his life Ken was keenly interested and active in the preservation of historic buildings. As a young trainee architect he was awarded a Lethaby scholarship enabling him to study in detail historic building repairs. His mill interests were worldwide and he was one of the pioneers of the International Molinological Society. Ken's enthusiasm and knowledge will be greatly missed and we must do our best to carry on with his good work. (C.H.)

WEBSITE DEVELOPMENT

As most of you who have access to the internet can see, the Suffolk Mills Group website got a total revamp last year. It is hoped that in time we can build the content of the website and keep it fresh and up to date, but that not only takes time but it also means having regular input of information from members. Our member Peter Greene is gradually scanning the originals of the newsletters for adding to the website in due course.

It is also hoped that we will have an impressive photo archive online that only members can access. I have started to build a framework for this. I am compiling a comprehensive list of known windmill and watermill sites and where there is an old image of a mill that I have and whose copyright is owned by either S.M.G. or by one of our members, I have created a hyperlink to an image. It is all work in progress as you can imagine. To make this as impressive as possible I ask for members to make arrangements with me to temporarily loan photos so that I can scan them. Contact me on 01473 749556 or at windmillbob@hotmail.com (Bob Paterson)

MINI 'WORK-IN' AT THELNETHAM

Over the weekend of August 22nd-23rd a working session was held at Thelnetham mill, the main tasks being to move the windshaft forward (see account below) and paint the fantail. For the painting we were lucky enough to be able to use a cherry picker which Paul and Janice Little had most kindly brought from their mill at nearby East Harling. Although it is possible to paint from the fanstage and standing on the roof over the doorway onto the fanstage, working from a cherry picker is much easier and quicker, not to mention safer. Three of us spent all Saturday scraping off the loose paint and sanding down, and on Sunday (when conditions were very windy) we primed and undercoated the bare wood. Fortunately there was no rot in the timber. Sadly there was no time to apply the topcoat, which included a specially mixed Weathershield red and blue. It is surprising just how big an area an eight-bladed fantail covers! (M.B.)

The mill's sails have been scraping the tower in two places for many years. This has damaged the lightning conductor which has pulled away from the tower and badly twisted. John Craven (formerly of Stanton mill) and I came to help Dave Pearce move the sail assembly forward to restore the running clearance.

Starting work on the fantail painting

The first job was to push the tail beam forward using two 2-ton rated hydraulic jacks and specially made oak blocks laid horizontally between the tail beam and the back beam of the cap frame, positioned as near to the tenons as possible. Dave and John fitted clamps and timber planking to the tail beam to support the jacks, the tail beam wedges were stubbornly removed, reference marks pencilled on the sheers, then the jacks set in position. There was a fair wind blowing and Dave set the sails slowly in motion to reduce drag from the neck bearing. We moved the tail beam forward bit by bit, with loud cracks on each push coming from the elongated mortices. The jacks were just about at full load and needed a lot of effort on the handles. We moved the tail beam one inch in total and re-wedged the beam in place.

Now that the windshaft had been pushed forward the wallower had come out of mesh by the same amount. John and I removed the wedges from the sprattle beam and tried to knock it forward with club hammers and blocks but the beam would only move forwards half an inch. The mortices needed elongating, but the brakewheel would not allow access, so we re-wedged the beam in its new position and that left us with one option - to move the upright shaft bearing forward. The bearing, a large block of machined oak bolted to the underside of the sprattle beam by three long bolts was not adjustable, so we had to take it down to elongate the fixing holes. Using a 3ft long spanner, a club hammer, drifts, a crow bar and a lot of struggle the three of us removed the bolts from the beam. John elongated the fixing holes on his milling machine, and to prevent movement in service the elongated holes were infilled with dowling. Once the bearing was installed in its new position, the brakewheel and wallower cogs meshed nicely and a little deeper

The jacks in place behind the tail beam

Painters posing! Janice Little, Mark Barnard and Chris Seago (on fanstage)

than before. Finally, the wooden brake band had to be adjusted to suit. Dave and I shortened several chains that hold the brake in place. We also took the trouble to realign the brake and adjusted it so that it stops the mill with no judder or slipping.

We then replaced some sail shutters in the outer bays and ran the mill at full speed in a good wind. She ran well with no problems. It was impressive to see and gave me a lot of satisfaction as you can imagine.

The last task was to re-dress and re-fix the mangled lightning conductor down the tower using the cherry picker. So ended two days of interesting and enjoyable work. (Paul Little)

MILL BOOKS FOR SALE

Joy Croxon has some mill books for sale, listed below, as well as others on Suffolk and Ipswich. For more details and to negotiate a price, contact her on 01449 720665 or write to Walnut Tree Cottage, Barking, Ipswich IP6 8HP.

Windmills and Millwrighting (Freese) (1974 reprint)
Old Watermills and Windmills (Hopkins) (c.1931, no dustjacket)
The English Windmill (Wailes) (1954, no dustjacket)
Victorian and Edwardian Windmills and Watermills from Old Photographs (Major & Watts) (1977)
Norfolk Corn Windmills (Apling) (1984)
The Story of Sprowston Mill (Harrison) (1949)
The Mill House and Thereabouts (Harrison) (1998)
Hall of Flaggons (Clayton) (1999, about Buxhall village)

LIME FREE TO GOOD HOME

Paul Little is offering some surplus materials from his repair work on East Harling mill. There is a nearly full tub of lime putty; a threequarter-full bag of Lincolnshire hydraulic lime (NHL3.5); and a bag of soft washed sand. Contact Paul on 01953 718691 or on paul.little.mill@virgin.net

MILLS ON THE MARKET

The mill house at Peasenhall has recently been for sale. The property includes the remains of two windmills: the roundhouse of the former post mill and the body of a smock mill moved here from Cransford in the late 19th century. This formed part of a diesel driven feed mill which worked until c.1980. The Cole family have owned the site for 170 years. Agents are Fine & Country (01394 446007) and the asking price £395,000.

Another mill on the market is Wortwell mill at Homersfield. This is largely converted but retains some machinery. It comes with a mill cottage and 2.7 acres and a guide price of £795,000 through Strutt & Parker. A sale has now beeen agreed. (M.B.)

EVENTS

S.M.G. SOCIAL EVENING: SATURDAY DECEMBER 12th from 7.30pm; at THE QUAKER MEETING HOUSE, FONNEREAU ROAD, IPSWICH

This is our annual get-together on the approach to Christmas, with a selection of DVD's to enjoy (hopefully something you haven't seen before!). We will provide food and drink, although contributions of either would of course be welcomed. Attendance at last year's social was a bit thin, so please do make the effort to come along and meet your fellow enthusiasts.

S.M.G. 2010 PUBLIC MEETING

The date of this meeting has now been confirmed as Saturday March 6th, at Ipswich. The main speaker will be Steve Temple, owner of Impington smock mill in Cambridgeshire. Further details will appear in the next newsletter.

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