

As a final word, the Kentish millwright William Warren claimed that a man who put a new fantail on Peasmarsh mill managed somehow to gear it to turn the mill out of the wind, and had to correct this mistake at his own expense. Rex Wailes, in whose book *The English Windmill* the anecdote is related, states however "this jibe has been told by many millwrights about their rivals."

SOURCES

1. C.W. Daniels, *Windmills in Sussex* (1936)
2. Mr. Arthur Brown, who carried out the work, December 1992
3. Photograph loaned by Mr. Clifford Jordan of Rye.

GUY BLYTHMAN

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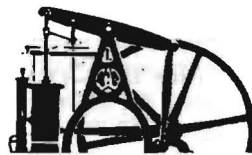
Copy for the newsletter should be sent to:

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Copy for the Mills Group section should be sent to D.H. Cox, whose address is above.

LATEST DATE FOR COPY FOR THE JULY NEWSLETTER IS 5th JUNE 1995

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SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

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APRIL 95

CHIEF CONTENTS

William Vine - Miller
Cat-trap Bond
Extracts from *Sussex County Magazine*
Horsham Barracks
Sussex Mills Group News

PROGRAMME OF ACTIVITIES

Sunday May 14	National Mills Day Please support your local mill by an offer of help on that day.
Thursday June 1	Visit to Harvey's Brewery, Lewes at 6.30 p.m. Numbers will be restricted to 30. Contact Peter Holtham (01273 413790) at least one week beforehand to ensure a place. Car Parking nearby. Meet in the yard (turning off Cliffe High Street). There will be a collection so that a donation may be made to a charity nominated by the brewer.
Friday June 30	Members' evening at the Marlipins, Shoreham, 7.30 p.m. Contact Bob Allen (01323 896724)
Saturday July 22	All-day visit to the Robertsbridge area. Meet at the railway station car park at 11 a.m. TQ734235. Bring a packed lunch or eat at mid-day at one of the pubs in Robertsbridge. Contact D.H. Cox 01403 711137
Saturday August 12	Tour of Mills starting at Burton Water Mill, Petworth, at 10.30 a.m. SU979180 Contact P. Pearce 01903 241169
Friday September 15	Visit to Littlehampton. Meet at museum at 2 p.m. Contact Chris Bryan 01243 773158
Sunday October 1	Open meeting to discuss the problems of opening mills to the public. All members as well as mill operators are invited. venue to be announced, see latest Newsletter 2.30 p.m. Contact D.H. Cox 01403 711137

WILLIAM VINE - MILLER

Browsing through the accession catalogues of East Sussex Record Office [ESRO] I came across an entry that will be of interest to all members but particularly the Mills Group members. This is how the entry appears:-

[Under the reference] ESRO AMS 6130 -

"Photocopy of the meteorological diary of William Vine of Windover Mill, Wilmington, Feb 1811 - Dec 1812

The diary contains a complete daily record of the weather. The writer of the notebook records that he went to Windover Mill on 6 June 1803 and left on 23 September 1813 arrived at Patcham on 8 October 1813 and moved to Brighton on 18 August 1818.

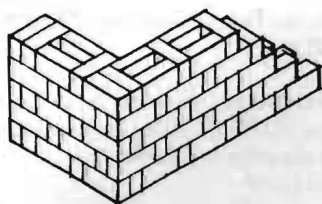
Windover Mill was built in 1802. Vine in partnership with James Mugeridge bought Patcham Mill in 1813. The partnership was dissolved in 1816 but Vine continued to work the mill until 1818 when he bought the post mill near Clifton Hill in Brighton (built 1806 and demolished 1848/1849 which was subsequently known as Vines Mill**

The above facts are those of ESRO ... not mine! Any errors or queries to the record office please!

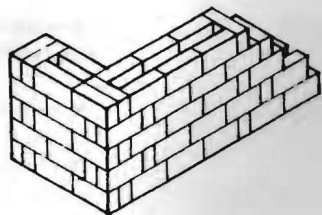
GEOFFREY MEAD

*The history of Vine's Mill is recorded in H.T. Dawes *The Windmills and Millers of Brighton* (1988) obtainable from Ron Martin at £2.95 post paid (£2.50 if collected).

RAT-TRAP BOND



RAT-TRAP BOND

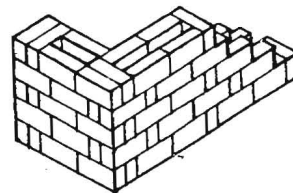


FLEMISH GARDEN WALL
(SUSSEX) BOND (Laid on edge)

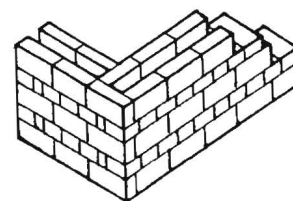
At the Members' Evening in October, I spoke about rat-trap bond which was used extensively in the nineteenth century for cheap building where only 9" walls were required. In this construction the bricks are laid on edge with courses 4½" high. The bricks are laid as in Flemish bond with alternate header and stretchers in each course. For the stretcher faces there is a 3" cavity between the front and rear bricks. The resulting wall shows a saving of 12½% over the number of bricks used for a solid wall. It was also considered to give insulation because of the trapped air in the cavity but there would certainly be a disadvantage from the point of view of weatherproofness as the through headers would

create paths for the water to cross the cavity. Furthermore the wall could never be as stable as a solid wall. Rat-trap bond was also known as Chinese bond, Rowlock bond and Silverlock's bond.¹

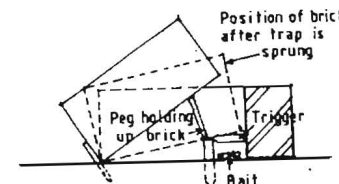
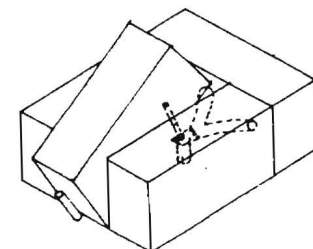
Another version of this bond which one sees occasionally is Dearne's bond in which the bricks are laid like English bond but with the header courses laid flat and the stretcher courses laid on edge. Garden wall bonds were specifically designed to reduce the number of headers in the wall because of the difficulty of selecting bricks of exactly the same length when the headers were exposed on both sides as in a 9" garden wall. These garden wall bonds are also used in a brick-on-edge form. This Monk bond² would have two stretchers and one header in each course and Flemish garden wall bond (also known as Sussex bond)³ would have three stretchers and one header in each course.



MONK BOND (Laid on edge)



DEARNE'S BOND



HOME MADE RAT-TRAP

The probable explanation for the introduction of these brick-on-edge bonds was to facilitate hanging. This is normally laid to a 4½" gauge and to fix the battens to a normal wall would be difficult before the days of masonry nails. With a brick-on-edge bond the nails could be driven straight into a brick course. Having established the principle it was then realised that the space behind the stretcher could be left open. Subsequent use of rat-trap bond in walls where the face was exposed became common when the economic advantages became apparent.

Our President, Sir Freddie Sowrey, has come up with a possible explanation of the name "Rat-trap bond". As a boy he can remember seeing home-made bird and rat traps being made using an arrangement of 3 bricks laid on edge with a 4" brick supported on a flimsy stick, which when displaced would trap the creature. The appearance of this device is very similar to the appearance of a wall laid in rat-trap bond.

REFERENCES

1. BRUNSKILL, R.W., *Brick Building in England* (1990), 91
2. *Ibid.* 90
3. *Ibid.* 89

RON MARTIN

The Sussex County Magazine (SCM) is a much missed publication to all those interested in the county; its demise in 1956 after a 30 year run, has not seen a worthy successor. I have used it for pleasure and research these many years, but there is always something you notice on re-reading which catches the eye. A recent bad back gave me some browsing time and members may be interested in these references to IA material.

Vol.13 No.11, November 1939

'Pot Spinners of Sussex' by Gwyneth Pennethorne p756-8

This has six illustrations of work in the Burgess Hill potteries, interior and exterior with much detail on the manufacture of flower-pots. Of interest to my geological side was the statement:-

"The pottery stands in the clay fields where the clay lies in strata. The top 'short' stuff as the potter calls it is used for bricks. The comes the yellow tile clay, and lastly the strong potter clay which alone can be used for flower pots."

Vol.14 No.5, May 1940

'More about Sussex medieval glass' by S.E. Winbolt, p156-161

Winbolt's article refers back to other glasshouse articles in *SCM* April-December 1931 and December 1935. The 1940 piece lists 6 new sites - 3 in Kirdford, 1 in Rudgwick, 2 in Wisborough Green. 2 maps, 1 drawing and 5 photos supplemented the article with detailed description of the sites and their discovery.

Vol.14 No.7, July 1940

'A village carrier and his troubles' by Clement Bristow p246-248

Based in East Hoathly, the Bristow family were carriers from Brighton to the rural communities around East Hoathly. Their role in transport history is crucial as many of the rural bus services, created in the inter-war period, were based on the old carrier networks, indeed in this article the Bristows replaced a lame horse with 'a left off bus horse'.

Vol.14 No.8, August 1940

'The Tollgates of Sussex' by Gwyneth Pennethorne, p267-272

An aspect of transport history that is still a feature on some of our highways; the tollgates illustrated here are at Midhurst, Cuckfield, Findon, Lindfield, West Grinstead, Newchapel, Petworth and the hexagonal house at Bolney* Lindfield was characterised by being that rare being, a two storey toll-house.

In the same issue is a piece by S.M. Burnett 'Tyring Wheels at Rushlake Green'. This is illustrated by six photos of the tyring process with an accompanying text which notes the remarks of the wheelwright and blacksmith involved. When the rim proved obstinate in fitting over the wheel the men mentioned:- "we don't want no parson around here!"

Still in the August issue, E. Wyndham Hulme quotes from the steel maker Henry Home whose *Essays in Iron and Steel* was published in 1773. This praised the Wealden Cyrena Limestone as a flux in smelting as it "deprives (the ore) in a great measure of that noxious arsenical sulphur which too often abounds in its composition".

* A lodge and not a tollhouse - B.A.

Vol.14 No.9, Sept. 1940, p301

"Sussex on Snowdon" by George Aitchison

Although the *SCM* is indexed, the way it is presented in the libraries and record offices of the county there are many items hidden behind innocuous titles - such as the one above - can lie nuggets of information. This piece by the well known Sussex author George Aitchison tells of a meeting in North Wales with an ex-patriate Sussex man from the Wealden iron country of Ashburnham and Penhurst whose father and many generations before had worked in the brickfield on the Ashburnham estate.

Vol.14 No.11, Nov. 1940, p377

"A famous Sussex picture printer" by Ian Harman

The firm of George Baxter printer and publisher of Lewes, is still prominent in the High Street. Established in the trade during the eighteenth century Baxter's was the business which perfected the process of colour printing used in books. Although Baxter did not invent the process of colour printing he took a primitive colouring process and propelled it into an industrial process improving quality, quantity and speed.

Vol.15 No.4, April 1941

The following poem by Isabella Kiermander was preceded by notes on the vessel named; it is not clear from the magazine whether the notes were by Isabella or by the editorial staff of *SCM*.

"Dockland"

The barque Alastor was one of three sailing vessels built for Mr. Penney of Shoreham in 1875, was one of the largest sailing vessels ever registered at Shoreham and came in for much admiration, being the only Shoreham vessel to carry a skysail. She was well known in the New Zealand trade and carried emigrants. Later she was sold to the Norwegians and afterwards to the Finns. At the beginning of the present war this fine 'old timer' was still sailing under the Finnish flag.

"Here are miles of sweltering foot-ways
And a scorching burning heat
With a glint of sun on water
Where the world's great seaways meet
The perfume of a hundred things
at came upon the breeze
And over all the salt sweet tang
From off the Seven Seas.

A half-forgotten sailing ship
Swings idly to the tide
She's cared for now by Finnish hands
Who, once, was Shoreham's pride
For those who knew her then are gone,
Their feet no longer tread
Alastor's deck, for these sleep now
Among the sea's own dead.

Comes the voice of wood on metal
And the grinding of the chain
While overhead with brooding power
There swings a mighty crane.
And the voice of some great liner
Is mingled with the shout
That comes from yonder pompous tug
A-pulling slowly out.

Yet something of their spirit lives
Within that hull those spars
That stretch their naked silent arms
Like suppliants to the stars
And when each strong white sail is set
Upon each tapering mast
She finds again in fashion strange
Some glory of her past."

Isabella Kernander

A couple of days after reading this I was researching in the West Sussex Record Office in Chichester. While idly skimming through a catalogue of additional manuscripts my eyes lit upon the archive of the Penney family, owners of the Alastor. It was fascinating reading, as the archive was preceded by a brief family history. The original firm was Lidbetter and Lucas coal and corn merchants of Southwick. R.H. Penney a cousin of Lucas married his daughter in 1853 having bought the business in 1852. The archive is full of references to businesses in Southwick and Brighton, Penneys, Lucas'es and other relatives the Rickman's of Lewes were all Quaker families and there was a wealth of correspondence about firms and families.

The archive can be found under the reference WSRO AMS 47,099 and documents run through to 47,352. The link with this article is found under 47,171 which is a set of photographs of the Penney fleet, amongst which were ALGARES, ALGARDI, ALGETHI, ALGEIBA, ALGOL, ALGAM and the above praised ALASTOR.

Does any reader know why this fleet had that particular prefix?

GEOFFREY MEAD

HORSHAM BARRACKS - WHERE ARE THEY?

The Local History Group of the Horsham Museum Society is trying to find out what has happened to the Horsham Barracks buildings, which were sold at auction by Messrs. Verrall of Lewes in July 1815, shortly after the Battle of Waterloo. The barracks were built in about six weeks in 1796, from pre-cut pieces of timber, to a standard design, an early example of prefabrication. Only the foundations were built of brick, the buildings being entirely constructed of timber, with pan-tiled roofs. A map exists among the manuscripts in Horsham Museum showing the lay-out and shape of the various buildings, which William Albery reproduced in his *Millenium of Facts about the History of Horsham ... from 947 to 1947*. He also gave the dimensions of some of the buildings.

There are well substantiated reports that at least two of the buildings were re-erected elsewhere. It seems most likely that the guard-house became what is now the Providence Chapel in Charlwood, which has been called "Surrey's quaintest chapel". Rumours have long persisted that it came from Horsham, but there is other evidence which bears out the rumours. A weatherboarded building with a verandah running the full length of the building, it was opened on 15 November 1816, which ties in well with the date of the sale. J. Archer, in his *Historical Sketch of Non-Conformity of Billingshurst* (1912) shows a sketch of an octagonal building known as Old Jenger's Chapel, erected in 1815 but sold in 1899, which has also been said to have come from Horsham Barracks. There were three cook-houses at the Barracks which were octagonal in design. It is possible that another of these is one of the lodges at Leonardslee, according to Dr. Annabelle Hughes.

If anyone else in Sussex has heard of any other odd timber buildings which might have come from Horsham Barracks, preferably with some documentary evidence to support the claim, please get in touch with Sue Djabri, c.o the Horsham Museum Society, Horsham Museum, 9 Causeway, Horsham, West Sussex RH12 1HE. We would be most grateful for your help.

WEST SUSSEX RECORD OFFICE

The hours of opening for the West Sussex Record Office listed in *Newsletter 85* (January 1995) are incorrect. The office is in fact open Monday to Friday 9.15 a.m. to 4.45 p.m. and on Saturday 9.15 a.m. to 12.30 p.m. and 1.30 p.m. to 4.30 p.m. We are actually open all day, but closing for the lunch-time period, during which time visitors are welcome to leave their property here while they go out for lunch.

Members wishing to use the office will be required to produce two forms of identification, showing a current address and signature, such as driver's licence, gas bill, cheque card and so on.

A general leaflet giving information about the office is available from the West Sussex Record Office, County Hall, Chichester PO19 1RN (please enclose an A4 stamped addressed envelope.)

CAROLINE ADAMS

A.I.A. FIELDWORK RECORDING AWARDS

The Association for Industrial Archaeology Fieldwork award scheme exists to encourage recording of the physical remains of the industrial period to high archaeological standards. There are three categories, one for both amateur and professional archaeologists, one for students and one for initiative. You may recollect that the writer won both the recording and initiative awards in 1991 for his survey of the Beddingham Shaft Kiln so it is possible for we amateurs from Sussex to achieve success in this field. Applications are to be sent by 1 May 1995 to Victoria Beauchamp, c/o Division of Adult Continuing Education, UNiversity of Sheffield, 196-198 West Street, Sheffield S1 4ET.

RON MARTIN

I.A. CONFERENCE ON THE INDUSTRIAL HERITAGE OF ESSEX

There is to be a one day conference on the Industrial Heritage of Essex to be held on Saturday, 23 September, 1995 at Cressing Temple, 10 a.m. to 4.45 p.m. If any members are interested I have details of the programme and booking form.

RON MARTIN

CAFFYNS GARAGES

During the meeting on recording held before the AGM last November, we recorded the Caffyn's Garage in Market Place, Haywards Heath. This is a typical mid 30s structure and it was commented on that there are many other examples of these throughout Sussex. As an exercise in typological recording our Chairman has suggested that these be considered. If any members know of any commercial garages of this period would they please let me know.

RON MARTIN

LOCAL HISTORY FAIR

A Local History Fair is being held on 8 and 9 July, 1995 as part of the Horsham Festival. Our Society is having a stand there and we will require members to assist in manning this. Any volunteers to do this will be greatly appreciated and members are welcome to attend the event. This is similar to one held in Chichester last year which proved a great success.

WALL PLAQUES

Mr. Nicholas Thornton, an author, is carrying out research for a book on wall plaques in Sussex and has asked for assistance in locating examples. If any members know of the location of any would they please let me know to whom they are dedicated together with a note of the inscription and the map reference.

RON MARTIN

IA - SF - USA

Aspects of I.A. loom up on every horizon and as our subject deals with most features of everyday life, food production, built environment, transport, manufacturing, energy provision, it is hard to separate I.A. from other historic elements. With this in mind it soon becomes obvious that there is no escape, and as correspondents wrote up a few years ago, holidays can be a rich source of information.

After a marvellous holiday last year, I returned for another three weeks this summer to San Francisco, and though not going ostensibly to collect material for an I.A. article it comes at you from all side just the same!

The city in its modern form - as opposed to the Indian communities or Spanish mission colonies - sprang up sideways from an I.A. event! In 1848 whilst constructing a windmill in the foothills in the foothills of the Sierra Nevada, James Marshall discovered gold and San Francisco served as the jumping off point for the gold fields of the Sacramento River. From an 1847 population of 459 it rose to 25,000 in 1850 and was the fourth biggest port in the country. Theatre and brewing interest members will be heartened to know that by 1854 there were 20 of the former and 573 saloons.

Disastrous occurrences have destroyed all but fragments of that rip-roaring city - a fire in 1851, two major earthquakes in 1865 and the 'Big One' on 18 April 1906 when the fires started by the gas leaks destroyed three quarters of the city making 250,000 homeless.

In our terms then all the I.A. interest is 20th century - but in profusion. It helps that many of the city 'sights' come within our realm - the Golden Gate bridge opened in November 1936 to link up the coastal highways is probably the most recognisable sight - and it is big. Like our own Forth Bridge its maintenance is continuous and 25 painters use 2 tons of red lead each year to keep it in shape. Cable cars, that other San Francisco symbol were in operation from 1873 but this century fell into grave disrepair. However, a major restoration programme in the early 1990s restored three of the lines with their cars and they are part of the transport net in the city. Although like much of USA the railways have been run down the city has a marvellous metro system opened in 1972 and expanded in 1981. The deep

system of B.A.R.T. (Bay Area Rapid Transport) trains burrows out under the bay and the city to far flung suburbs whilst the local authority MUNI trains are more complex creations. Far downtown near the Ferry Building five lines head south along one set of track underground, two miles out they break surface - divide into their various suburban lines and sprout arms which hook onto overhead cables. Hey - presto they are street cars! This relieves the downtown area of much congestion as the only buses in the centre ate cross-town trolley-buses and a few commuter coaches.

With transport in mind visits must be made to the Cable Car museum and the Maritime museum. This latter has a couple of wharves with all manner of surviving craft tied up to them, a WWII submarine, a pre-bridge car ferry, salmon fishing schooners, barques etc. plus a wonderful artefact collection housed in a beach-side 1939 Art Deco building, a close cousin of Shoreham Airport.

On the manufacturing side, San Francisco was a great food processing and clothing centre, and though still producing, like all such big cities, much of this has moved to suburban sites. However there are some fine buildings left that are now the inevitable shopping, restaurant complexes, Hills coffee roastery, Del Monte cannery. Ghiradella chocolate factory. Levi jeans have a huge building near the waterfront but that is now largely an office complex.

A little of the old centre remains with the Palace Hotel built in 1873 but rebuilt after the fire on 1906, being the most opulent and well appointed. It is dwarfed now by the sky-scrapers of the commercial centre and most noticeably by the Transamerica Pyramid a vast insurance building 853 feet high.

There is more ... but save up - go and see for yourselves! (P.S. I'm available as a tour guide - reasonable rates ...)

GEOFFREY MEAD

BREDE STEAM ENGINES

Work to the two steam engines at the Brede Waterworks is being carried out by members of the Brede Steam Engine Society. In December, the newer of the two engines, built by Worthington-Simpson in 1939 was turned using compressed air via the barring engine. So far work is proceeding in a most satisfactory manner and it is hoped that within the next few weeks the Tangye engine will also be persuaded to rotate. The site is open to the public on the first Saturday of each month between 10 a.m. and 4 p.m. and all members are welcome. The Annual General Meeting of the Society is to be held at Brede at 10.30 a.m. on Saturday, 13 May with various other attractions taking place including tours around the new waterworks. The site will be open between 10 a.m. and 5 p.m. Access to the site is at TQ 814177, along the lane immediately south of Brede church, off the A28.

RON MARTIN

BOOK REVIEWS

Pat Burgess & Andy Saunders, *Blitz over Sussex 1941-42* Middleton Press 1994 pp.96 illus ISBN 1 873793 35 9 £9.95

Many industrial archaeologists are interested in structures built in periods of war to defend the country and promote the war effort. This book identifies the air bases within the counties of East and West Sussex and the units operating from them. In addition it works through the local authority areas within the county indicating what damage German raids created and on what days those raids took place. Naturally the Germans paid particular attention to targets concerned with communications and public supplies. It is therefore no surprise to read about damage to railway stations, the carriage works at Lancing and attacks on gas holders and gas works. All of these are subjects of interest to the industrial archaeologist. Less relevant to our area of study are the extensive details and maps of aircraft crashes, both German and Allied. The thing that may surprise the reader who is unfamiliar with this subject is that Allied losses, mainly through accidents and aircraft faults, greatly outnumbered the German losses due to R.A.F. fighters and surface fire by anti-aircraft guns.

The book contains an excellent assortment of photographs which range from aircraft and crews to bomb damage, the home guard and civil defence and fire-fighters. In total there are 120 illustrations supported by an extensive text which is well written and interesting. The book is a sequel to an earlier volume *Battle over Sussex 1940* and is to be followed by another volume covering 1943-45. Good value at the published price. Copies can be obtained from booksellers or direct from the publishers at Easebourne Lane, Midhurst GU29 9AZ post free.

BRIAN AUSTEN

Carl R. Rogers, *To be a Gypsum miner*, The Pentland Press Ltd., x + 183pp. ISBN 1 85821 189 1 £9.50

Carl Rogers started work in Stamphill Mine Well Drift (Cumbria) in 1968, transferring to nearby Birks Head mine in 1969, and then to Longriggs mine in 1972, remaining there until 1987. Subsequently he was mine superintendent at Newbiggin mine, 1987 - 93. All these mines, worked for gypsum and some anhydrite (hydrated and anhydrous forms of calcium sulphate) and were near Kirkby Thore (NY 6325) in the Eden Valley, Cumbria. Newbiggin (NY 630270) was a short distance to the north west. Longriggs (NY 654257) and Birks Head (or Birkshead) (NY 668258) were in the same neighbourhood and are listed as still working in the British Geological Survey's *Directory of Mines and Quarries, 1994*. The deposits mined were within the Permian Eden shales. Rogers notes that the workforce at the Cumbrian gypsum mines declined from 200 or more in 1968 to 17 in 1994. The principal end-use for the gypsum mined was the manufacture of plasterboard for interior building works.

The author deals largely with gypsum mining from the faceworker's point of view, and gives a vivid description of his first few weeks in a strange workplace - he had previously worked in shoemaking and as an AA patrolman! Significant numbers, however, had entered gypsum mining from lead or barytes workings. The human and social side of mining is well covered but what makes the book of particular value is the wealth of technical detail of how faces were blasted, and of underground equipment used.

Readers may need some preliminary understanding of the technicalities of blasting and of stone handling to follow the technical descriptions, as the author tends to introduce such terms as 'zero dets' assuming these will be instantly understood. Sooner or later, however, most of the technicalities are explained in quite simple terms. There are numerous annotated sketches and line drawings to illustrate aspects of mine development, shot-firing and equipment.

The book is not well-structured, has no index, and had no guide to further reading. There are no photographs and no location maps or grid references. It is, nevertheless, a valuable first-hand insider's account of mining in an industry sector which is seldom in the public eye, and on which little published literature is available. It is likely to be of interest to mining historians in general and to industrial archaeologists and historians in the gypsum-mining districts including Cumbria, Nottinghamshire and Sussex. The text is a most welcome complement to the existing books on the gypsum and plasterboard industry - David Jenkins' *History of BPB Industries* (1973), and John Routley's *A saga of British industry. The story of the British Plaster Board Group* (1959) provide an overview from a management viewpoint, and plenty of photographs of directors and management! Carl Rogers' account, for all its faults, is highly recommended for those who would like to know what was actually done underground, and how it was done.

PAUL W. SOWAN



SUSSEX MILLS
GROUP



MINUTES OF THE ANNUAL GENERAL MEETING

The meeting was held on Friday 3 March 1995 at Bridge Cottage, Uckfield starting at 8.00 p.m. There were about 30 people present. The meeting opened with a welcome to all present by B. Pike, Chairman. Apologies for absence were received from T. Martin, Sir F. Sowrey and Alex Jenkinson.

1. Minutes of the last meeting

The minutes of the meeting held on 4 March 1994, as published in the *SIAS Newsletter* No. 82 for April 1994 and also circulated at the meeting, were adopted as a true record and signed by the Chairman.

2. Matters Arising

It was reported that the expected teachers pack based on Ifield Mill had not been produced. There were no other matters arising that would not be covered by the agenda.

3. Report by the Chairman

The Chairman thanked all the committee for their work for the Mills Group and gave out the various notices regarding coming events. He also talked about PPG15 Planning Policy Guideline as issued by the Department of the Environment. This is especially relevant to Listed Building Control.

4. Report by the Secretary

The Secretary stated that although it had been a successful year there was a lot more that could have been done with more assistance for Sussex Mills as a whole.

We started with the working day at Coultershaw Pump at which the attendance was very poor. Then to National Mills Day where most mills reported a reasonable response.

The tour of mills led by Peter Pearce was a great success with visits to Hempstead Mill at Uckfield, Park Mill at Batemans, Burwash, a look at the sorry remains at Brightling Saw Mill and finally to Windmill Hill. Thank you Peter for an enjoyable day. Our October meeting was held at Wannock Village Hall and proved a valuable afternoon of exchange of ideas.

In between all this there have been letters to answer, many from people tracing their ancestors who were millers and seeking further information. Stone Cross Mill has taken a lot of time involving some nine meetings, but handover of the mill is close. Visits have been made to Punnetts Town, Windmill Hill Mill, East Chilington and Sheffield Mill to discuss these mills and three talks have been given to various groups of people.

More than ever the Sussex Mills Group continues to be recognised. We provide a reasonable service to members but could do better with more support.

5. Election of Chairman

B. Pike relinquished the Chair, D. Cox took the Chair and thanked the Chairman for his work over the last year. It was proposed by P. Pearce and seconded by D. Jones that B. Pike be re-elected as Chairman. This was carried unanimously. B. Pike resumed the Chair.

6. Election of Secretary

The Chairman appealed for somebody else to take over as Secretary and/or for some assistance in running the Group. It was proposed by D. Jones and seconded by P. Hill that D. Cox be re-elected as Secretary. This was carried unanimously. P. Gruber offered to assist in organising the reprint of the leaflet of mills open to the public.

7. Election of the Committee

It was proposed by R. Martin and seconded by R. Jones that the following be elected to the committee: F. Gregory, P. Hill, T. Martin, P. Pearce, J. Muddle, S. Potter, P. James and P. Gruber. This was carried unanimously.

8. Any Other Business

Discussion took place on the various mills up for sale, news of mills with problems, the H.E.S. Simmons papers, the Leaflet Exchange, and Chapmans Town Mill.

There being no further business the meeting closed at 8.35 p.m.

NOTES FROM THE SECRETARY

(with information extracted from newsletters and from members)

MILLS FOR SALE

Alfriston Mill

A total house conversion with additional building alongside the mill including a chimney coming out of the brick tower. No cap, no sweeps, no machinery.
Agents - Strutt & Parker 01273 475411; Price £225,000

The Old Mill, Wisborough Green

Octagonal base of mill, three storey, converted into dwelling. No machinery.
Agents - Fowlers 01798 875197; Price £175,000

Chailey Windmill with large ex-hospital alongside.

The mill is leased to Chailey Parish Council for 99 years from 1986. No machinery but has cap and sweeps. Inside used a museum of rural life. Agents - Clifford Dann 01273 477022

OTHER MILL NEWS

Barnham Windmill

Due to the owner Vic May getting into financial difficulties, the mortgagees took possession of the site and sold the mill to one person and the mill house to another. This was against a planning type 106 legal agreement that Vic May had signed with Arun District Council. The new owner of the mill house applied to Arun DC to have this condition removed. He had shown that he was not really in sympathy with the mill and would not be a good neighbour to the mill. That condition would not have helped the mill. At a planning meeting of Arun DC on Wednesday 9 March 1995 it was reported that there were 56 letters of objection to the removal of this agreement and 14 letters of agreement. Thus the planning committee decided that it did not have the authority to change the 106 legal agreement and dismissed the application for its removal.

The Old Watermill at Buxted

We have been in touch with the new owners of this mill and advised them on their wish to restore the water wheel there. The mill is totally used a house with no internal machinery. There are reports of a grant towards the work on the wheel from the Wealden District Council.

Chichester Mill

This mill is slowly being restored by an enthusiastic band of people but they are seeking a leader. Mr. Annett has led the team for many years and would like somebody to take the burden from him. Any offers please? (Contact me and I will forward all the names of applicants to the organisers.) The message about this is on the electronic E. Mail notice board in Brighton University.

Stone Cross Windmill

The first Annual General Meeting of Stone Cross Mill Trust and Management Committee was held on Wednesday 8 March 1995 at Westham Village Hall. This was well attended by about 100 people including some Mills Group members. Good progress was reported with a lease agreed with the owner of the mill. This will shortly be submitted to the respective lawyers. Thus we should hear of possession of the mill by the trust. Last year has seen the committee raise £320 by donations and fund raising. ESCC has promised £7,500 towards restoration and other sources are being contacted for donations. At the meeting people were

asked to become Friends of the Mill and I believe some 35 people signed up. The meeting ended with a talk on the history of the mill by me.

Exhibition

A Display of Sussex Windmills is on show at the Museum in the Grange Rottingdean. This I believe includes several models of mills by Frank Gregory. This will be there until the start of Brighton Festival in May 1995. There are hopes that it will return later in the year.

Steam Mills

Thank you to the people who have contacted me with information on these. I hope to contact you in the near future.

Mills Meeting on 1 October 1995

This meeting will take place at Michelham Priory. See the next newsletter for further details.

Shipleigh Windmill

I attended the Annual General Meeting of the Friends of Shipleigh Mill recently. They are progressing with maintenance work on the mill and with opening to the public. Attendance by the public was down last year but hopes are for a better year in 1995.

Finally a request.

Please let me have your newsletters of activities on your mill and let me know your problems and achievements. Let us all share them and help one another. Use this newsletter to increase the awareness of your mill.

DON COX

LOST WINDMILLS OF SUSSEX: 4. PEASMARSH SMOCK MILL

The date of construction of this mill remains unknown, but it is shown on Gream's map of 1795. For a number of years it kept company with a post mill situated a little further to the south. H.E.S. Simmons was told that the two were known as the North and South Mills to distinguish them and that at one time a man named Hutchinson worked both. The post mill had disappeared by 1842 according to the Tithe Map of that year.

In 1823 the smock mill was occupied by William Cooper Woodhams, who had put it up for sale. For a short period up to December 1841, when their partnership was dissolved, it was run in conjunction with mills at Playden and Rye by William and James Edmonds. Afterwards James Edmonds operated it on his own for a time. He may have departed by 1845 when one directory gives no miller at Peasmarsh, suggesting the mill was then out of use. It was for sale again in 1849, and for a few years in the 1850s was worked by Thomas Dengate before being taken over by William Bannister Jnr., whose family were to run it for most of the rest of its active life apart from an interval at the end of the century when it was operated by the Bashfords - William in 1890, Albert in 1895 and George in 1899. The Dengates and the Banisters are also associated with the mills at Northiam, the former with that at Mill Corner and the latter with the High Park mill which survived until 1949.

By 1866 a steam mill had been erected on the premises and was being run in conjunction with the windmill; it had a platform connecting it with the stage of the latter. About 1909 the Kentish millwright Frank Pain put on a new pair of sweeps and did some work to the curb, but the mill was not to remain in use for much longer. Peter Hemming states that it closed in



PEASMARSH MILL

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1919, his source probably being a Mr. Offham who once worked at the mill and gave him some information about it¹, although one directory gives Charles Banister, who is first recorded there in 1903, as miller until 1922. The mill certainly could not have worked for very long after the latter date as it was soon in a very bad condition. In the late 1920s optimism was expressed that the structure might be saved for posterity, as the then owner, Miss Sybil Arundale, a well known actress of the period, planned to convert it into a summerhouse. The work was started but later abandoned, perhaps due to the state of the building, and it continued to deteriorate. By 1934 the fan and one sweep had gone; a second sweep fell shortly afterwards and was nailed to the smock in what had been roughly been its original position. The sweeps appear to have come to rest when the mill stopped work in more or less the form of a +. This one being the lowermost, presumably to avoid having to dispose of it, was nailed back. The mill was demolished in 1943.²

Two accidents occurred at the mill during its history. In 1826, a labourer working in the mill yard was struck by one of the sweeps and killed. Forty years later William Banister was more lucky; he was also bit by the sweeps but survived although considerably stunned and suffering severe head injuries. He was able to return to work shortly afterwards, though feeling the effects of his mishap.

The mill was a small one, with a single-storey brick base which had a cellar. The cap was a rather squat version of the Kentish type, and there were four spring sweeps mounted on an iron windshaft. Latterly the body of the mill was covered with tarred canvas while the cap painted white.

Although mills in this region of East Sussex often resembled those of Kent in various respects, Peasmarsh is the only one I have seen a photograph of which had the type of stage common in the adjoining part of that county, i.e. supported from ground level by vertical posts braced diagonally at their tops to the horizontal platform.³

Though modernised externally at some point, internally the mill appears to have remained relatively unchanged throughout its working life. The gearing was mostly wooden and exhibited one or two quite primitive features. The wallower was of solid construction demonstrating sometimes what may lie beneath the late nineteenth or early twentieth century skin of a mill which began operating in the eighteenth. Two pairs of stones were overdriven and a notice of 1866 advertising the mill to be let mentions a flour machine and a smutter. The brake wheel was of a comparatively rare type, with a central boss like that of a fantail having sockets into which the arms fitted.