



SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

incorporating **SUSSEX MILLS
GROUP**

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MAIN CONTENTS

Programme - Winter
From other Societies
Ouse Valley Railway
The Bexhill West Branch
Mills Group News

Lost Mills of Sussex - Brede Mill
Annual General Meeting report
Book Reviews The Port of Lewes
 Front Line Sussex
Ted Henbury MBE

PROGRAMME - WINTER

Members are reminded to inform contacts for events of their intention to attend at least 7 days beforehand.

Tuesday 13th February at 7-30 pm Joint meeting with Chichester District Museum at East Pallant House, Chichester. Alfred Taylor of HMS Warrior Trust will be giving a talk on 'HMS Warrior 1860'.
Contact Chris Bryan 01243 773158

Saturday 17th February at 7-30 pm at West Blatchington Mill Barn. John Herniman of the Chichester Canal Society will give a talk on 'The Chichester Canal, Past, Present and Future'.
Members free, non-members £1-00

Friday 16th March at 8-00 pm at West Blatchington Barn, Mills Group AGM.

Saturday 31st March at Christ's Hospital, Horsham, at 10-00 am South Eastern Region Industrial Archaeology Conference (SERIAC). The SIAS is the host organisation this year. Details and booking forms enclosed .

Saturday 28th April at 2-30pm. Visit to the BT Telephone Museum, Bramber Road, Steyning. Park in town car parks or in Goring Road. TQ 178109.
Contact Diana Durden 01903 813603

FROM OTHER SOCIETIES

Surrey Industrial History Group

Meetings held in Lecture Theatre F of the University of Surrey in Guildford on Tuesday evenings from 7-30pm to 9-30pm.

Tuesday 6th February. Graham Boyes of the Railway and Canal Historical Society will give a lecture on 'Research Skills for Industrial History'.

Tuesday 20th February. Bob Ratcliffe, President, City of Rochester Society will give a lecture on 'The Industrial Archaeology of the Medway Valley'.

Tuesday 6th March, Phil Jones of the Surrey County Archaeological Unit will give a lecture on 'The Pottery industry of Mediaeval Surrey'.

These lectures are part of a series of 11 meetings. There is a single lecture attendance charge of £5. Enquiries may be made of the Programme Coordinator: Tony Stevens 01483 565375

The East Grinstead Museum Society.

Friday 2nd March at 8-00pm at East Court, East Grinstead : Early Cine Film shown by the South East Film and Video Archive. TQ 394379

The East Grinstead Society.

Friday 16th March at 8-00pm at East Court : 'Railways in West Sussex in the Early 20th Century', presented by Mr W. Gage.

SUSSEX BRANCH LINES – A YEAR 2000 SURVEY- John Blackwell

3a The Ouse Valley Railway.

Another railway in the Uckfield area was the abandoned Ouse Valley Railway. This was a pawn in Victorian railway politics designed to block rival plans to capture a slice of the lucrative London to Brighton traffic, but with no hope of it ever being profitable. A London Brighton and South Coast Railway (LB&SCR) act of 1864 sanctioned the building of a line from the south end of Balcombe viaduct, on the main line, to Uckfield, then the terminus of the branch from Lewes, and on to Hailsham then also the terminus of a branch from Polegate. A further act extending the line to St Leonards was passed the following year. Work commenced on the first section of line from Balcombe to Uckfield in May 1866, just a few days after the collapse of the great railway banking house of Overend and Guernsey. This caused the railway boom of the early 1860s to burst and work on the line was stopped in February 1867, never to restart. Because the line traversed a still sparsely populated area remains can still be found. On the east side of a skew bridge south of Balcombe viaduct at TQ325273 can be

seen the brick abutments where the bridge was to be widened for the junction of the Ouse Valley line. Embankments can be found either side of the road at TQ334268 from Borde Hill Gardens to Haywards Heath Golf Club. Near Kenwards Farm at TQ344266 can be seen the eastern cutting which was to have led to a short tunnel, which now forms an ornamental lake. At Lindfield, off Spring Lane at TQ348264 can be found another stretch of embankment near to the proposed site of Lindfield station at TQ351261. Nearer Uckfield are more embankments and abutments around TQ456206. I understand that the embankment with a complete brick bridge at TQ456205 was destroyed for the construction of the Uckfield bypass in the 1990s.

Uckfield Station was demolished on 9th December 2000 because of fire damage and vandalism.

4 BEXHILL WEST BRANCH

John Blackwell

The Crowhurst, Sidley and Bexhill Railway was a late arrival on the Sussex rail scene being promoted in 1896 and opened on 1st June 1902. Although nominally independent it was constructed under the patronage of the South Eastern Railway (SER), which became the South Eastern and Chatham Railway in 1899 (SECR). The resort of Bexhill had developed rapidly between 1880 and 1900 and the hope of the promoters was to poach some of the lucrative traffic from the LB&SCR by providing a quicker route from London. The line had an authorised capital of £180,000, a very high figure for a four and a half mile branch, and this was later increased due to the high cost of land purchase in Bexhill. Double tracked throughout and with lavish station and goods facilities, it reduced the distance from London, Charing Cross to 62 miles compared to the LB&SCR of 72 miles from Victoria via Keymer Junction (78 via Eastbourne). However conservative Bexhill remained loyal to the LB&SCR, which had a more central station, and the branch soon became a white elephant. Closure came on the 15th June 1964; it had been operational for less than an average life span.

Crowhurst (Junction) was a new station on the 1851 line from Tonbridge to Hastings at TQ 760129. It consisted of two platforms with four tracks between, the central pair being for fast Hastings trains, and bays on both platforms for the branch. The station buildings were demolished in 1984 with the exception of the lamp room, which now serves as a peak hour booking office, and the footbridge. Standing on the long platforms one can visualise the expectations of the promoters. Nearby is the station masters house and an attractive terrace of four railway cottages. An outbuilding is all that remains of the Railway Hotel, which was also built by the railway company, as was the half-mile approach road from Crowhurst Church.

The branch diverged to the east of the station and traversed what is still open country to the north of Bexhill. A road bridge at TQ 762112 remains, built in red brick with Staffordshire blue coping bricks topping the parapet and spanning what was the double track. Several other identical road bridges can be found

spanning the original track bed in northern Bexhill. South of this bridge was the main engineering feature of the branch, the Crowhurst or Combe Haven viaduct at TQ 763104. At 67 feet high with 17 arches it used nine million bricks and took two years to build due to treacherous subsoil. Piles driven into the ground would not form a stable base and concrete blocks were then used as foundations. Half the viaduct was blown up on 23rd May 1969 with the other half a week later.

Sidley was the only intermediate station on the branch at TQ 743090. The road level buildings were to the southeast of the road bridge over the track on the site of the present petrol station, curiously the original building was used as the Sidley Service Station in the 1960s. The railway company also built the Pelham Arms Hotel opposite. A footbridge led to the platforms in the cutting below which have been concreted over to form a now disused lorry park. The position of the platform shelter, which was set back into the cutting and resembled a wooden sports pavilion, can still be discerned. The goods site was extensive and looks ready for new development; the goods shed remains but as early as 1929 had been sold to Pepper and Sons builders merchants and lime manufacturers (of Amberley?) whose painted name is still visible on the walls.

Bexhill Station (later Bexhill West) was sited on the then new Terminus Road at TQ 735074. The station building, now in use as auction rooms, is constructed in red brick with bath stone dressings. It had a central entrance arch leading to a beamed booking hall, which survives but is now illuminated by chandeliers from a London West End theatre. Part of the concourse is now enclosed and the somewhat plain cast iron columns remain but the platforms and canopies have been swept away. Returning to the façade above the entrance was a richly decorated windowed gable, sadly this has now been plastered over. The roof supports a small clock tower surmounted by a cupola. At the east side was a separate refreshment room managed by Spiers & Pond which also had a cupola on the roof, this is now a restaurant and a bar has been created by joining this to the station building. It is aptly named Doctor Beeching's. The immense size of the goods yard can be visualised, as the whole is now an industrial estate. Incorporated into one of the industrial units to the northwest of the station building is the former engine shed with a distinctive ridge and furrow roof.

Behind the houses on the opposite side of Terminus Road runs the ex LB&SCR line to Bexhill Central some three quarters of a mile further east. This was rebuilt in 1902 as the Brighton Company responded to the threat posed by the new branch.



Sussex Mills Group

Edited by Don Cox

Sussex Mills Group is part of
Sussex Industrial Archaeology Society



CONTENTS

Dates and Events

News of Mills

Lost Windmills of Sussex - Brede Post Mill

Gear Ratios and Millstone Speeds

DATES AND EVENTS'

Friday 16th March at 8.00 pm, Annual General Meeting. This will be held at The Barn, West Blatchington Windmill, Holmes Avenue, Hove Following the formal part of the meeting there will be an illustrated talk. As part of the meeting there will be a chance for all to carry out a leaflet exchange and to pick up copies of the latest version of "Sussex Mills - Open to View".

Saturday & Sunday 12th/13th May National Mills Weekend. Please let Lawrence Stevens know your plans as he is co-ordinating publicity.

NEWS OF MILLS

Coultershaw

Don Cox

Michael Palmer has reluctantly given up as our member responsible for "looking after" the water powered water pump at Coultershaw for the last 16 years. Michael took over the responsibility for organising the work and the volunteers from Alan Allnutt. This is the only site where Sussex Industrial Archaeology Society have the full responsibility for the building and its operation. At the annual meeting of the Coultershaw volunteers it was agreed that Robin Wilson would take over that position. Robin Wilson is a past president of the Institute of Civil Engineers and has worked for many years as a consultant with a major construction company. He has been a member of many national committees for the industry.

Polegate Windmill

Lawrence Stevens.

We had been waiting a long time to have the stocks painted so that the repaired pair of sweeps could be replaced. We had been looking for someone to paint the stocks and a machine to lift the painter up to them and now that has been done the repaired and repainted pair of sleeves can be replaced. After much searching, Mr Hunt of Martlet Builders provided the lift and Robert Huckvale has done the marvellous painting job. We are indebted to Robert for volunteering to do this work. Thus on 5th

November a band of strong volunteers turned up to put the two sweeps back in place. Things went well with the work completed by about 3.30 pm when the weather changed violently.

Progress on the gear wheels throughout the mill has reached a point where there remains only one stone nut to be repaired and re-toothed. Peter Holder has replaced all the teeth in the brakewheel, wallower and spurwheel with apple wood blanks supplied by the millwrights. The teeth of the stone nut will be very special as the blanks have been made locally by Neil Pammett from wood supplied by West Blatchington Windmill and cut by Willow Sawmills of Maresfield. The generous donation of the wood by West Blatchington Windmill, where it has matured for over ten years, demonstrates the co-operation and comradeship enjoyed by the mills of Sussex. Thank you West Blatchington, alias Peter Hill, (also Chairman of Sussex Mills Group).

Jill Mill

Danny Jarmann

In a freshening breeze on Saturday 19th August two of Jill's sweeps were taken down by our volunteers, in conjunction with a crane. I booked a crane about a month before and had trouble getting confirmation - in fact, with a couple of days to go, I was still not sure if we were to have a crane on the Saturday. In the event the crane hire company sent two cranes, one from their Dartford depot and one from their Heathrow depot. The driver of the second crane to arrive uttered more than a few strong words when he was told to return to the depot, as he was surplus to requirements.

An inspection on the ground revealed that these two sweeps are in remarkably good condition, considering that their central whips are well over thirty years old. There is no doubt that the life span of Jill's sweeps has been lengthened considerably by our practice, over the last seventeen years, of turning them almost every week to dislodge rainwater and to equalise the stresses

Wet rot was discovered on sweep III up the middle of the heel and on a 13 foot length of the trailing edge of sweep I. This timber has been cut out, and new pieces have been glued and bolted into place.

When weather conditions permit our "Saturday Crew" are cleaning and painting the sweep frames. Some of this work is being carried out on weekdays. Society volunteers would be most welcome to assist us. The 82 shutters have been taken off site for cleaning and painting under cover in a garage.

Work is progressing well on our new "Observation Point", the cost of which is being partly funded by money left to our Society in memory of Frank Gregory, Marcelle Mason and Ron Mason. A millstone has been placed on a specially constructed circular plinth, and an etched stainless steel plate, showing the distances and directions of landmarks and other points of interest visible from Clayton, is in preparation. The design will include drawings of all the windmills in view, together with other features such as the water tower at Burgess Hill, Gatwick Airport, Cowfold Monastery and the Hogs Back (some 32 miles distant). We are most grateful to all those Society Members who have been involved in its design and construction.

Argos Hill Mill

Brian Pike

Working parties from the Friends have been busy during the year on a number of projects including the repair of the roundhouse doors, assisting in the fitting of a lightning conductor, making direction signs, display signs and a table for the querns, along with numerous other small maintenance jobs.

We are storing some old floorboards which have been kindly donated by Stephen Smithers to replace sections of decayed timber in the roundhouse floor. We are waiting for the roof to be made watertight before we proceed to laying them. About 12 of the roof boards need replacing and the roof retarred.

Shipleigh Windmill

Don Cox

The main work on the mill has been on rebuilding the engine house. Thanks to a grant from English Heritage this has now been completed and volunteers can now finish work on the inside. An engine has been purchased and is awaiting installation which, together with a pulley system, will allow grinding to take place on open days when there is not enough wind to power the stones. In addition to this, volunteers have been working regularly each week on routine maintenance work

West Blatchington Windmill

Peter Hill

Following the extensive external restoration work of last year and with the mill looking complete and resplendent once more, as was to be expected, we have had a very successful year with a good increase in visitor numbers. The highlights of the season were undoubtedly National Mills Day and our annual fete day, the latter breaking all previous records. Several members of the Friends group enjoyed the Alternative Power Day at Jill Mill and took along one of our working Lister engines to join the many other stationary machines for members of the public to see. During the winter months work will continue with-in the mill to restore and improve more of our exhibits for the benefit of the visitors. In December there was a carol singing evening at the mill with mince pies and hot drinks. There was a collection for The Brittle Bone Society and the Leo House Children's Hospice Appeal.

Windmill Hill Mill.

Don Cox

Following the grant for the erection of scaffolding with protection for the mill and for a survey on the restoration of the mill, this has now been completed with the costs coming out at £900,000 This is only the estimate! Stone Cross initial estimate was for £94,000 and the finished costs were for double that amount. I always thought that this would be an interesting restoration to watch as from the start it was stated that this would be carried out using a professional team. The estimated cost does raise some interesting questions about the restoration of our mills.

Stone Cross

Michael Chapman

In general, progress during the year under review has been slower than originally predicted. The Trust have conscientiously attempted to maintain the project within budget but for reasons explained below it has not always been within our foresight so

to do. Nevertheless, we are currently aiming to fund over budget costs from within the Trust's financial resources and not to seek further grants from our donors.

The year began with most of the work on the first phase of the project, the tower, being virtually complete apart from some faults requiring the attention of the millwrights, the Chiltern Partnership. The most serious of these faults was the leakage of rainwater through the newly constructed cap due to lack of adequate inspection by the millwrights at their works. In the event the Chiltern Partnership did not correct all of the faults until the end of the contract retention period one year later, in September. However, in February after much pressing by the Trust, our quantity surveyor, and the English Heritage project monitor, we were able to get the millwrights back to the site to run the mill and demonstrate that their restoration work had met our specification and the mill could grind flour. For the first time in more than sixty years we had a tower windmill that would operate as designed. A major milestone in the overall project.

The second phase, to rebuild the roundel, was at a standstill at the start of the year because the appointed builder chosen from the tenders of five well known and established companies, suddenly declared their insolvency and disappeared from site without notice and with very little work started. So with the help of our Quantity Surveyor, Mr J.A.C.Cameron, we needed to liaise, on the one hand, with the company appointed to oversee the insolvency, to agree our financial position in the contract, whilst on the other hand endeavouring to select another contractor to continue the work. This exercise added time delays and additional costs which could not realistically be levied on the insolvent company and so are being born by the project. Unfortunately, the best contract price to continue the work was more expensive and included VAT. In the original project estimates it was considered that VAT would be zero rated and this was accepted by the first contractor. This was not accepted by the new contractor, BT Construction, and as the mill was continuing to be exposed to severe weather damage it was essential that we should let the contract and encourage the contractor to proceed with all speed whilst the VAT matter was resolved. The rebuilding of the roundel was completed without problems and satisfactorily by the end of April. The Trust had little choice but to pay the VAT whilst carrying out negotiations with HM Customs and Excise, and this meant that money set aside for the third phase of the project i.e. the mill store, would have to be used to provide some of the financing. In the event, it took more than six months of protracted negotiations before a favourable decision was obtained and in that time the roundel was completed and the contractor paid (less retention). Consequently, we were unable to award the contract to build the mill store whilst the outcome of the VAT rating was still awaited. as we would not have had sufficient funds to cover the contract. With the roundel completed we were however able to place a minor order for the completion of the installation of the lightning conductor system which was completed in June. During the summer months of waiting, SCMT volunteers have continued steadily with the tasks of 'decorating' the inside of the mill tower and the commencement of the carrying out of general maintenance and preservation of the building and its machinery, the latter of course not being funded by the project.

In July, after very protracted communications with the local VAT office and no real signs of progress, we took stock of the situation with Mr Cameron as the project was virtually at a standstill. With his advice SCMT approached a VAT expert at Messrs Grant Thornton in Brighton who having considered our position also took the view that we should be spared VAT for the roundel and agreed to act for the Trust. So it was that in August, coincident with the closing down of the local VAT office, we finally received official notification that the roundel rebuild contract should not attract VAT. We are now awaiting return of the paid VAT (over £5,000) through the contractor but at the time of writing (early December) this has not appeared.

Nevertheless, as the financial position now looked much better we decided in mid-October to go ahead with the third phase and issue a contract to rebuild the mill store. Inevitably, the costs here have risen somewhat due to the extended period of the preceding project work but the contractors, English Heritage Buildings, have been extremely generous towards the Trust and recognised the significance of the mill and the limited financial resources available. The programme was to complete the erection of the new mill store by the end of the year but it has to be recognised that with the exceptionally wet weather we have had, progress on the groundwork may have to be delayed. Should this be the case than we would envisage completion probably by the end of January, but we will continue to press the contractor.

So at the year end we may or may not have a mill store but we will be left to (a) install the electrical wiring/lighting/power/fire alarm system into the mill and mill store (quotes obtained and ready to go), (b) restore the Armfield Dresser and (c) complete the decoration of the mill, the roundel (exterior and interior) and (d) the mill store. Clearly progress for some of the exterior work will again depend on winter weather conditions.

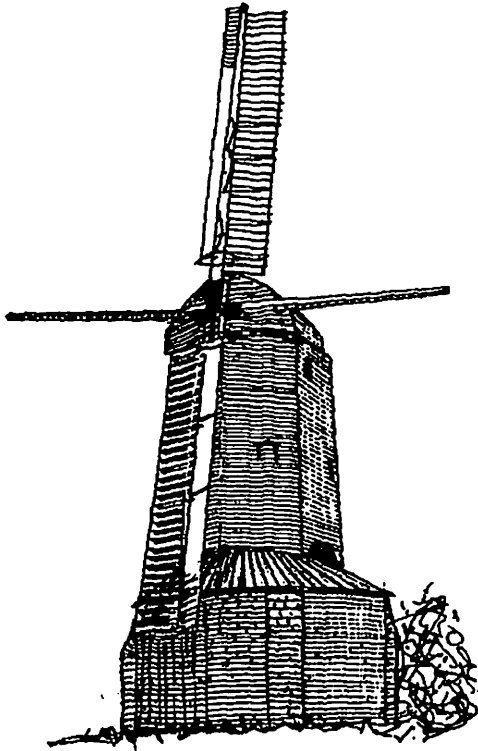
It is currently our earnest endeavour to have all of this project work completed and the site ready in time to open the mill to the public by Easter 2001.

First 'Dusty Miller' Badge Awarded

Peter Hill

On Sunday 22nd October , Rebecca Goodchild of Polegate, was presented with her silver-coloured Dusty Miller badge and a specially engraved windmill plaque in recognition of being the first to complete the Sussex Mills Passport Scheme. The presentation was made at Polegate Windmill by Simon Potter and Peter Hill.

As this was the first (of what we hope will be many), Lawrence Stevens suggested that a plaque be made to commemorate the occasion and we are grateful to him for financing and arranging this. Made of brass the plaque consisted of a silhouette of Polegate mill with a suitably engraved plate beneath it. Rebecca will also receive the next four issues of our Newsletter free of charge



BREDE POST MILL

R.G. Martin

THE LOST WINDMILLS OF SUSSEX

Guy Blythman

BREDE POST MILL TQ 823187

The date of this mill's construction is unknown to me. In 1794 it was owned and worked by a Mr Woodhams, who decided to sell it but later changed his mind, putting a notice to that effect in the Sussex Weekly Advertiser. He then changed it again, and a further notice appeared in the paper on 22nd December assuring readers that the sale would definitely take place: "Mr Woodhams had not entirely made up his mind on the subject of quitting the mill, when he thought it proper to stay the sale before advertised." The cause of the sale was his decision to "go into another line of business."

The mill was listed in the 1802 Defence Schedule as being capable of producing 24 bushels in as many hours. By this time Woodhams had been succeeded by John Bourne who put the mill up for sale. A Mr Baker occupied it in 1815. In 1846, according to the Tithe Apportionment, the windmill and the watermill were owned by David Smith Senior and the aptly-named Mary Miller. Tilden Miller had it from about 1866 to 1882, afterwards operating it in conjunction with his two sons George and David. In 1885 the partnership was dissolved, George and David continuing to work the mill on their own. The mill ceased work in or after 1905 and was later pulled down by a traction engine, an event which caused great excitement in the village,

Typical in appearance of post mills in the far east of Sussex it had a two-storey roundhouse and four single-shuttered spring sweeps serviced by a travelling stage. Latterly it stood with the frames of one pair of sweeps missing, but otherwise in good condition The brick piers supporting the trestle were blended with the surrounding roundhouse walls and projected beyond them.⁽¹⁾

(1) Photocopy kindly supplied by the late Frank Gregory of a photograph in his possession.

GEAR RATIOS AND MILLSTONE SPEEDS.

Michael Yates

I have recently made a brief study of the gear ratios in wind and water mills in an attempt to determine millstone speeds. The gear ratio can be determine from the following relationship :-

$$\frac{\text{No. of teeth on brake, tail or pit wheel}}{\text{No. of teeth on wallower}} \times \frac{\text{No. of teeth on great spur wheel}}{\text{No. of teeth on stone nut}}$$

This gear ratio can then be used to calculate the millstone speed as follows:-

$$\text{Sweep or waterwheel speed (rpm) X gear ratio = Millstone speed (rpm)}$$

Although it is very easy to find references to the diameters of the mill machinery such as the brake and tail wheels, the pit wheel, the wallower, the great spur wheel and the stone nuts in English mills, it is unusual to find a record of the number of teeth or cogs on all of these gear wheels and thus the gear ratio cannot be calculated. Whilst the diameter of a gear wheel is important in determining the power transmitted from one wheel to the next, it is of no use in calculating the relative rotational speeds of the sweeps or waterwheel, the intermediate gearing and the millstones.

In the published data on English mills, it is probable that little more than 50 windmill and 30 watermill gear ratios are recorded. For windmills, this gear ratio varies from 6.3 : 1 to 14.3 : 1 with an average value of 8.2 : 1. For watermills, it varies from 10 : 1 to 33 : 1 and averages 16.1 : 1.

When Dutch windmill books are studied, it quickly becomes apparent that they place much more emphasis on the gear ratio than on the diameter of the gear wheels. For example, in the regional surveys on Zeeland and Gelderland, the gear ratios of 224

corn windmills are given. These cover the range 4.3 : 1 to 8 : 1 with the average value of 6.0 : 1.

We thus have a situation which is far from simple with wide variations in average gear ratios. There are three distinct ranges with little overlap showing that Dutch windmills were the lowest geared, followed by English windmills and then by English watermills where the gear ratios reported can be very high. The variations are so great that the millstone speeds must have varied significantly even if some allowance is made for the differences in the rotational speeds of sweeps or water-wheels from mill to mill. Probably if this study was extended to mills from other countries, the overall picture would be further complicated,

There are several references in the published literature that state the preferred millstone speed for efficient grinding is 100-150 rpm. For the range of gear ratios given above, the main power source speed must vary from 23 rpm for the lowest geared Dutch windmill to 3 rpm for the highest geared English watermill in order to maintain a millstone speed of 100 rpm. Surely these vast variations suggest that there is not an optimum rotational speed for the millstones, that each mill was an individual machine in its own right and that other factors (e.g. millstone diameter, type of dressing, gap setting) are equally important in determining the throughput rate for a pair of stones. Have any fellow members views on this subject? Is it perhaps too late to suggest that we adopt the Dutch practice and record in print the number of teeth on each gear wheel for English mills when it is known?

NEW LEAFLET

The new leaflet of *Sussex Windmills and Watermills Open to View* will be ready mid-January. Contact the Secretary or Chairman for your copies.

Sussex Mills Group

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Committee	A. Brown	M. Chapman	E. Henbery	P. Hicks
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	R. Potts	L. Stevens	T. Ralph	

SELSEY: MEDMERRY MILL

Rosie Ritchie

In Sussex Industrial Archaeology, a Field Guide, edited by B. Austen, D. Cox and J. Upton (Phillimore) page 34, 3.21 gives some details of the mill.

We moved to Otard House (previously named Pillar Reins House) in 1984 and there was a millstone set in the lawn in the back garden. The house was originally built by or for Mr George H Bunn probably in the mid 1930s, although to date We have only been able to find an entry in the rate book dated September 1941 that mentions the house and stables. We hope to have time in the next few months to find out when Otard House was built. We have been told by several people that 'Otard' was the name of one of George Bunn's favourite (race) horses. We think it would have been a 'trotting' horse rather than a racehorse but possibly we'll never know!

George Bunn purchased land to the west of Selsey village which he drained and then made available as a caravan site and this of course included Medmerry Mill.

It seems very likely that when Medmerry Mill was decommissioned, George Bunn had the stone removed from the mill and set it in the garden of his home.

We have recently started revamping the garden and had to move the millstone from the lawn into a temporary resting place. We have not finished the work yet but intend eventually to place the millstone in the centre of a pathway at the back of the house. When we dug through the turf to find the base of the millstone we discovered that it consisted of several separate stones, the circumference of which was held together with a heavy and rusted iron band. The only way to move the stone was to hoist it into an upright position using ropes and pulleys and unfortunately as the stone reached vertical the iron band disintegrated and the stones fell onto the (soft) lawn. None were damaged but we had a job putting them together in their original position!

ANNUAL GENERAL MEETING 1999-2000 REPORT

Ron Martin

The 33rd. AGM of the Society was held on Saturday, 11th November, 2000 at West Blatchington Mill Barn with 40 members present under the Chairmanship of John Blackwell.

The General Secretary gave his annual report outlining the activities of the Society over the previous year. He described the work being carried out at Padwick Bridge (formerly known as Poyntz Bridge), Coultershaw Beam Pump where a good year had elapsed and at Ifield Mill where work is proceeding to install machinery. He described the co-operation between the Society and other organisations, including the two County Archaeologists, the CBA IA panel, the SAS Local History Forum and the AIA Annual

Conference. SERIAC next year is being organised by the Society and is to take place on Saturday, 31st. March in Christ's Hospital, Horsham.

Various surveys had been carried out during the year, including King's Standing, the WWII broadcasting station at Crowborough, Keymer No.1 Brickworks, the exterior of the buck of Windmill Hill Windmill, Ifield Steam Mill and West Blatchington Mill tower. Recording of IA sites had been proceeding, but at a slow pace. More help is still required. The computerisation of the Society's IA records is to be put into effect and CD-ROM copies will be made available to Members.

At Swanbourne Pump House at Arundel, the public viewing platform and electrical installation has now been completed. Listed Building Planning Application has been applied for, and approval is still awaited, to cut a hole through the east wall to lower the water level which currently floods the pump house. This will enable restoration be carried out.

A full programme of meeting and visits had been arranged but some of these had been poorly attended. The first of the Winter Lectures took place this year and there are two more being arranged during 2001.

Peter Holtham presented his annual accounts which showed the Society to be in a very sound financial position. The number of members had dropped by 46 and the present total membership of the Society is now 345.

Peter Hill reported on the activities of the Mills Group. "Friends" Groups have been created at Windmill Hill and Argos Hill. The various Mills open days and fete days have been well attended. The visit to Mapledurham Mill and the IJP workshops had been a great success.

Brian Austen, the Editor, reported that SIH 30 would be published in January and circulated with the January Newsletter. Bob Allen reported that four Newsletters had been published during the year. More articles and features are required for both these publications. The editing of a revised *Field Guide* had been held up but it is hoped that this will proceed next year. Molly Beswick expressed her desire that *Brickmaking in Sussex* be revised and re-issued and offered to finance this.

The election the Principal Officers and Committee took place and these are listed on the back page.

After the AGM there was a very informative and interesting talk about Magnus Volk

BOOK REVIEWS

Alan F Hill, **The Port of Lewes in the 20th Century**, Lewes 2000 quarto pp45 (available from the author at 44 Houndean Rise, Lewes BN7 IEG price £6.50 inc. postage).

The author of an account of Lewes published in 1839 noted the prosperity of the river

port with its "wharfs and warehouses for the supply of the more interior parts" and the launching in March of that year of "the first vessel ever built at Lewes ... of one hundred and twenty tons burthen" From this point on it was all decline, first railway competition and then, in the twentieth century motorised road traffic. Alan Hill traces the decline in its final stages between 1900 and 1938. By diligent research he describes the types of cargoes carried from Newhaven to Lewes and their volume. He indicates the problems of navigating the Lower Ouse and the mishaps of vessels attempting it. Relations with the railway must have at times been strained, for the opening of Southerham Bridge required a team of 30 employees to be assembled and no doubt disrupted scheduled train services. Barges were also known to collide with the bridge. Nevertheless, when the line was being electrified in 1933 several cargoes of cast iron sleeper shoes came up river. Alan Hill details the history of all the vessels known to have carried cargoes to Lewes from 1900 and in a section of 25 photographs depicts many of them in traffic on the Ouse.

This book is a thoughtful and diligent piece of research which throws much light on the decline of river traffic and river ports. Interestingly much traffic survived the competition of the railways but fell victim to the internal combustion engine. Alan Hill should be congratulated on publishing his research in a neat and attractive form at a modest price.

Brian Austen

Peter Longstaff-Tyrrell, **'Front Line Sussex: Napoleon to the Cold War'**,
Published in 2000 by Sutton Publishing (www.suttonpublishing.co.uk). Paperback.
128 pages. £9.99. ISBN 0-7509-2592-2

Since time immemorial, Sussex has been at the forefront of hostile activities against England both from sea and air. This applied particularly in the last 200 years and these have been featured in Peter Longstaffe-Tyrrell's recent book. This is basically a book of illustrations but with most informative articles and captions taken from the author's encyclopaedic knowledge of the subject. He has spent the last ten years researching the archives, the sites and interviewing many eyewitnesses. If anyone is interested in the recent military history of Sussex, this book is a must and well worth the modest cost.

Ron Martin

BRICKMAKING IN SUSSEX

Molly Beswick

As *Brickmaking in Sussex* is now out of print, a revised edition is in course of preparation. This will incorporate all new material sent to me after the first edition was published. This consisted mainly of additions to the gazetteer section.

At Pat Bracher's suggestion, I am looking at some brickyard valuations, which form part of the archive of Burtenshaw's, auctioneers and valuers, of Hailsham, recently acquired by the East Sussex Record Office. I should be grateful if members would write to me with any other information, which they feel should be included in the new edition. This appeal is directed particularly to members in West Sussex, as coverage there was not as full as it was for the east of the county.

Please note my new address: Mrs M. Beswick, Halcyon, Punnetts Town, Heathfield, East Sussex TN21 9RB

Ted Henbury MBE.

Congratulations to Ted Henbury who has been awarded the MBE in the New Year's Honours List for 26 years of service to Ifield Mill.

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