Vincent Pargeter + Linda Pargeter

46, Heybridge Road,
INGATESTONE,
Essex, CM4 0AQ.

01277 - 352264 - Home
01277 - 231008 - Work 4.30 - 5.30 pm

Oldland Mill, Keymer, Sussex.

Report on Condition, and Suggestions for Repair 12th July 1980.

Oldland Mill is in very poor condition, and will suffer some form of collapse if remedial work is not undertaken soon.

Two danger areas were noted as being in need of urgent attention :

1) The weather- or breast beam which carries the windshaft and sweeps is very rotten, and the cast-iron chair which bears the neck brass is sinking in and tilting to the left. If this is not dealt with soon, the windshaft and sweeps may overbalance and crash down through the Mill, causing severe damage and collapse. It is suggested that a spreading beam is bolted down to the weather beam behind the neck bearing to spread the weight, and a dummy wooden bearing bolted to it to carry the windshaft, but allowing the rotation of the sweeps during their removal. In addition, a block of wood should be bolted to the prick-post to support the back of the weather beam which will now be taking some of the weight. See sketches 1 and 2.

2) As pointed out by yourselves, the existing shoring under the Mill is unsafe and over- complicated, and does not offer much protection against the Mill being blown over.

Whilst steel shoring has been suggested, my own preference is for wooden shoring, which looks much less ugly than steel, and is easier to modify and adapt on site with normal tools. In addition it is easier to attach a flashing where a post or brace passes through the roundhouse roof. I would suggest four props, one under each of the four main corner posts as before, but cross-braced to withstand wind pressure. The bracing will have to be placed where space permits, avoiding the trestle timbers. See sketch 3.

Wooden blocks may be bolted to the sides of the shoring posts at the top to facilitate jacking-up to tighten the props with wedges. Later they could be used to level the Mill. See sketch 4.

The original posts have rotted inside their brick casings. The piers supporting them are rather small, and could be increased in size by casting concrete shells around them. The new posts should be footed on 4" thick timber slabs on top of the piers to spread the weight. See sketch 5.

When replacing the shoring posts, the weight must be eased off the old ones by jacking, say, off the top a piece of telegraph pole resting on the pier alongside the old post. The jack should bear against a block of wood bolted to the mill corner post.

The large steel girder carried on brick piers under the breast of the Mill does not appear to be carrying very much, except a couple of props to the sheers, which are tight and obviously under pressure. When the new shoring posts etc. are in place, this assembly can be removed, assuming it to be relieved of weight.

The brick pier under the prick-post is serving a useful purpose, and can remain undisturbed.

Suggested Order of Repairs.

Once the windshaft is made secure, and the mill body supported, the sweeps should be removed and stored under cover. Replacement of the weather beam should come next, together with repairs to the breast wall and prick-post.

At this stage it should be decided whether or not to jack the Mill back up to its original height, eliminating the settlement: the sides could be repaired as they are, or jacked up level and repaired as detailed later.

The crowntree can be properly or partially repaired, and the extension corner posts replaced, together with all the weatherboarding.

The trestle can be repaired, either properly or partially, and the roundhouse roof finished.

On reaching this stage, items such as the brakewheel, sweeps and steps can be considered, and the interior flooring and machinery dealt with.

If the repairs are carried out to a high enough standard, there is no reason why the Mill should not be able to turn on the post, once the shoring posts etc. are removed.

Detailed Survey of the Mill.

The Roundhouse.

The brick walls appear to be in reasonable condition, and show much previous repair. The roof is very poor in places and is leaking badly. In the short term, this could be patched with thin corrugated iron. Many holes will have to be made through the roof during the repairs to the mill body. When the roof is finally replaced, the repaired frame can be covered with close boarding, felted, and clad with white-painted weather boarding as originally. The brick floor is unusual and attractive. It could be re-laid over a concrete base when the rest of the work is finished.

The Trestle and Post.

The post is worm-eaten to some extent, but appears to be sound enough. The lower crosstree is of pine, and one end is missing, the quarter bar bearing on packing on the brick pier, and the roundhouse wall. Two tie-rods from the post are provided to take the tension, but are poorly fastened to the post and not reliable. The other quarter bar joint is covered with felt weather protection and hidden thereby, but it is assumed to be badly rotten.

The upper crosstree is of oak , but the end near the door is badly worm-eaten, and hollow half way from the quarter bar joint to the post. Both quarter bar joints are assumed to be in bad condition, but are hidden from view as above.

As far as repair is concerned, the ideal solution would be to renew the crosstrees and quarter bars as was done at Nutley Mill by volunteers. An alternative would be to add "cheek pieces" to the crosstree-quarter bar joints, as suggested by Mr. Gregory. Where these already exist, but are in poor condition, it would be necessary to remove the originals first. Extra temporary reinforcement would be essential when this was being done. See sketch 7.

Timbers under the First Floor.

The sheer-trees seem to be in reasonable condition. The left sheer has been strengthened by a steel channel, which is not very effective as several coach screws have never been fitted.

The lower breast- or meal beam had been cut through, and the left-hand end is missing. It is a curved horizontal beam of oak, which should be tenoned into the front corner posts at each end, and is lap-dove-tailed and bolted over the sheers. The prick-post is halved and bolted to its front face in the middle. The present situation is unsatisfactory, as there is no connection between the sheers and the front corner posts.

The right-hand lower side girt appears to be sound, although it is partly obscured.

The left one is very rotten and half missing. This should be replaced in due course when the framing above is dealt with.

The First Floor (Meal Floor)

The breast- or front corner posts have been replaced in oak and appear to be sound.

The tail- or rear corner posts are rotten on the outside face, but not too badly weakened. The left post is the worse of the two, particularly at ceiling level. The best way to repair these is to cut away the rotten area back to a true face, and to bolt on a new oak face to restore the timber to its original thickness.

The extension corner posts are almost non-existant, and should be replaced.

The framing of the breast is showing signs of decay, and some of the ties, braces and studs will need renewing. The prick-post is of pine, and

is rotten on the face. It may be possible to cut back and re-face it, or replace it if bad enough to warrant this.

The framing of the side walls is in appalling condition and will need to be replaced almost entirely with new oak studs and braces.

The framing of the tail wall appears to be reasonable.

The floor beams carrying the head stones are rotten, and need replacing. In the short term the existing temporary prop under the bed stone should be replaced by a new vertical prop, wedged tight. One of the beams carrying the tail stones is cut almost through to house the meal spout. This can be strengthened by bolting an oak timber alongside without blocking the spout hole.

The Second Floor (Stone Floor)

The crowntree is very badly worm-eaten on the left-hand side from the joint with the sidegirt almost to the centre. It has moved approx. 4" upwards in relation to the left sidegirt. I think the best way to deal with this is to cut away the beam by chainsawing, cross-cutting and splitting off, electric planing etc. back to an inclined true face, and to shape new timber to fit. This may be in the form of laminations glued with epoxy resin to avoid handling a large heavy timber. A 6" thick oak plate should be installed above, and the whole assembly bolted together. See sketch 6.

In order to do this, the millstones and some of the floor will have to be removed. The stones could be lowered to the first floor while this work is in progress. A simpler alternative, though not so strong, would be to just install the 6" oak plate, bolted over the crowntree, and fastened to the sidegirts with the existing brackets.

The left sidegirt has been overlaid with another timber at some time and this assembly seems to be strong, not having bent much. The bracket fastening the front corner post is very small and inadequate.

The right sidegirt has broken over the crowntree, and the tenon is withdrawing from the tail corner post, The neatest repair would be to bolt a steel plate to the outside face of the girt after the mill body has been jacked up, and the crack has closed. The plate should be recessed in flush to increase the strength. Alternatively a timber could be bolted above as has been done to the other girt. Such a timber would have to be shaped to fit, as the girt diminishes in depth towards the ends on the top face. Once again the bracket fastening the front corner post is too small.

The upper side girts have been reinforced with steel angle, and appear to be sufficiently strong. The tail ends are rotten, and new ends could be scarfed on.

The weather beam is very rotten, and the cast-iron chair carrying the windshaft neck brass is sinking through it as detailed earlier. The weather beam should be replaced after the sweeps have been removed. It will probably be necessary to support the windshaft on an "A-frame" of telegraph poles footed on sleepers on the ground, and notched under the canister, while the beam is renewed.

The studwork in the walls has been crudely replaced in softwood. It should be renewed in oak as original.

The Roof.

The roof seems in fair condition, needing only minor replacement or splicing of some of the ribs. The tail gable needs repair.

The replacement of the head gable is bound up with the weather beam. The original design was lost at the last re-build, and the design should be copied, say, from Jill at Clayton. A carefully weather-proofed removeable storm-hatch should be provided above the neck for access to the sweeps.

The Sweeps.

The remaining pair of spring sweeps were inaccesible, but must be considered suspect. They will need to be removed before the weather beam is replaced, and can be inspected then.

The Weatherboarding.

The Mill has mostly been clad with "shiplap" boards. These are useless on a windmill, and the whole Mill should be re-boarded with 7"x$\frac{3}{4}$"x$\frac{1}{4}$"

planed, joinery quality redwood boards pressure treated against decay. These should be primed on face, edge and overlap before fixing, and fastened at 50% overlap with galvanised nails.

The weatherboarding was not originally extended downwards to fit the roundhouse roof, indeed the Mill could not be turned if it was. It would improve the appearance if the original form was re-introduced.

Preservative Treatment.

Most of the timbers in the Mill have been badly attacked by wood-beetle, and there must be large numbers of the insect larvae still active. All the timbers, flooring, machinery etc. which will not be replaced soon should be thoroughly sprayed with preservative, such as Protim Curative. The cheapest way to do this is to buy a 40 gallon drum at discount price from the manufacturer. It can be sprayed on using an ordinary "pump-up" garden sprayer, but proper masks and rubber gloves should be worn by the operators, and the safety information on the drum should be noted.

The Steps.

The main steps at the tail are missing. New steps should be fitted when possible, as they help to stabilise the Mill.

The Machinery.

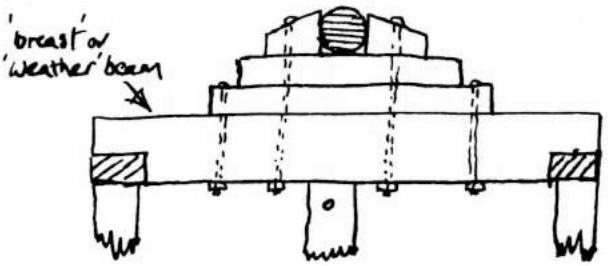
The brakewheel is in poor condition. The front set of cants of the rim is extremely rotten, and this may extend to the rear set also. The wheel should be closely examined, and the rotten wood replaced. The brake has disintegrated and needs replacing in part or whole.

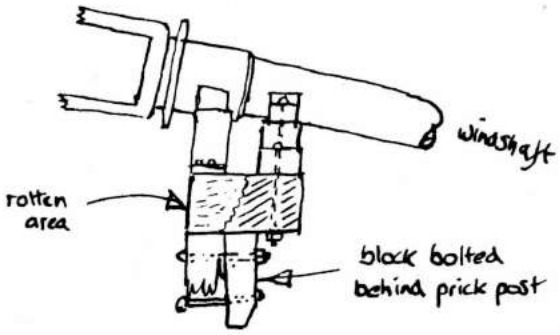
The rest of the machinery, mostly iron, does not appear to need attention in the short term. The flour dresser is in a bad state, and needs careful rebuilding.

End of Report.

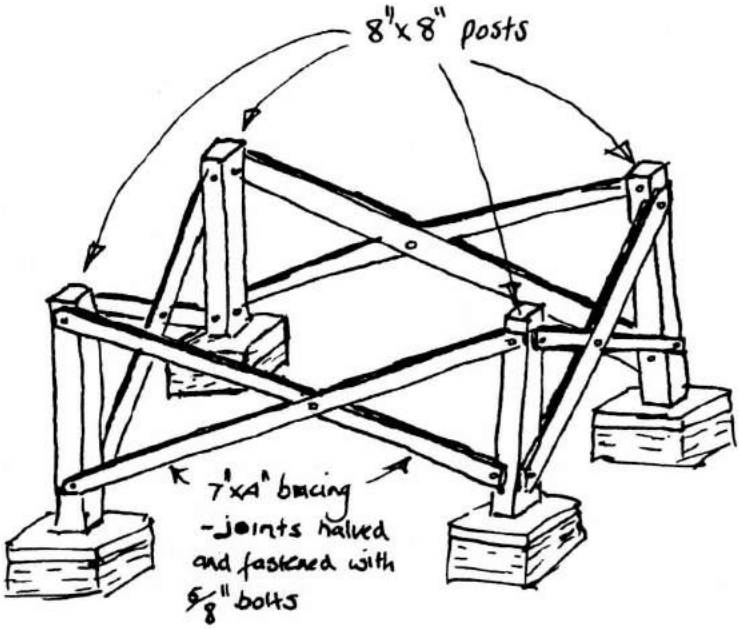
V.G. Pargeter,
46, Heybridge Road,
INGATESTONE,
Essex. CM4 9AQ

Oldland Mill, Keymer -1

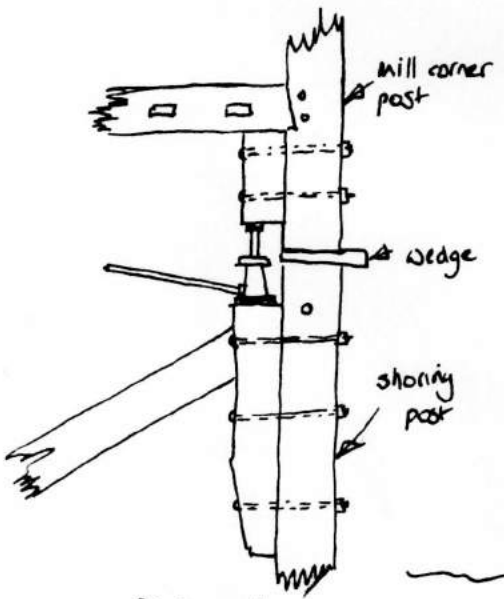




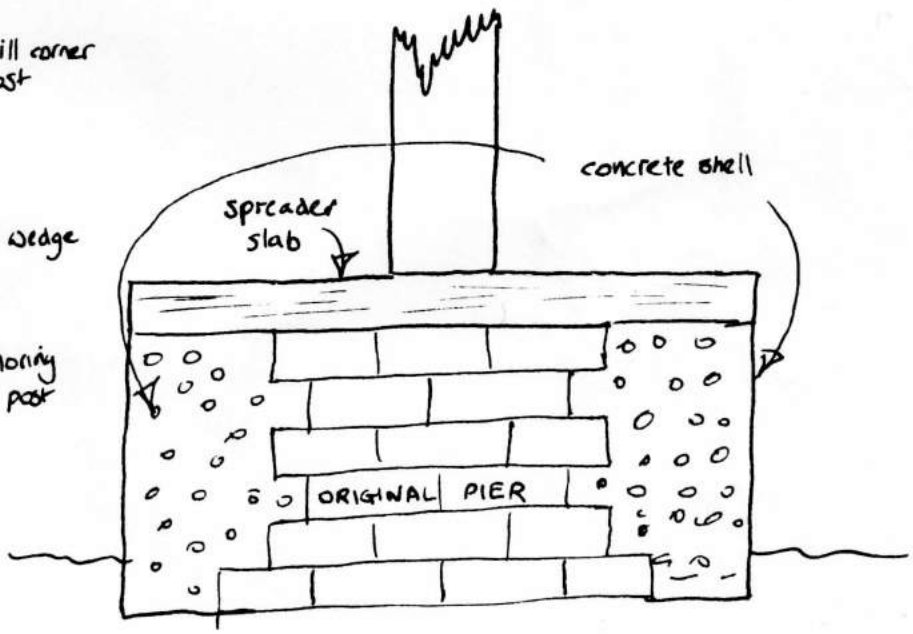
Sketches 1 & 2 - Temporary support for windshaft:-



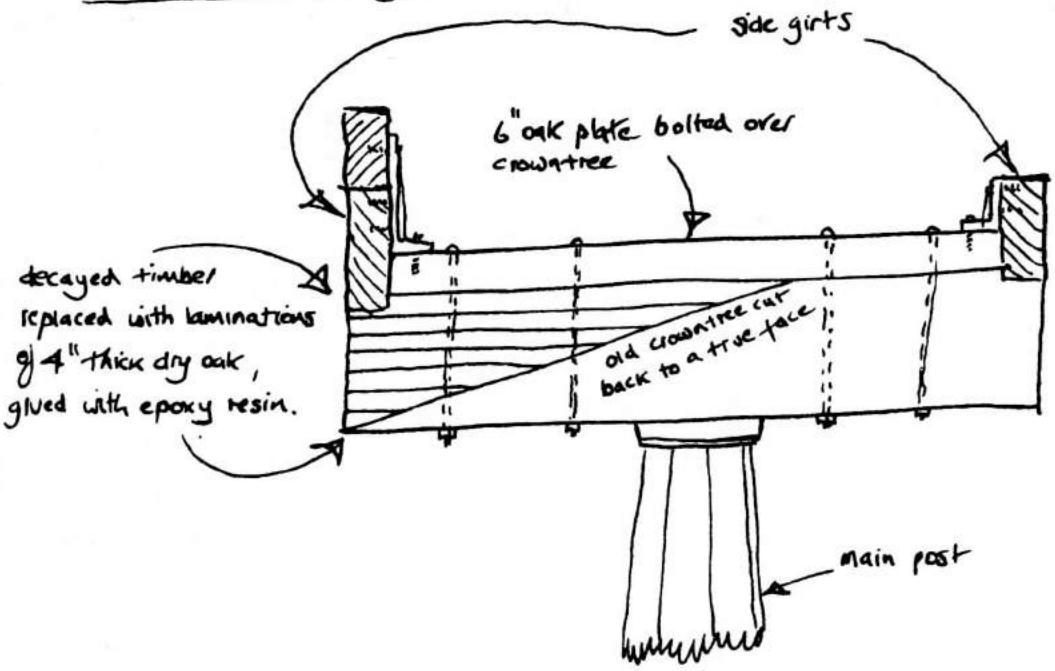
Sketch 3 - Timber shoring under main corner posts



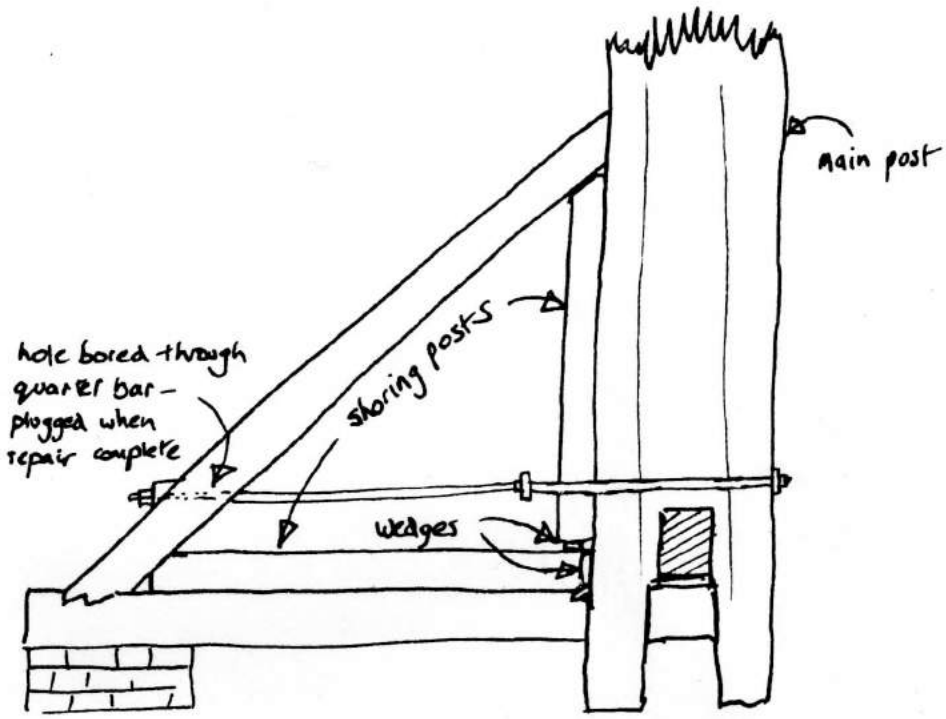
Sketch 4 - Detail of jacking arrangement.



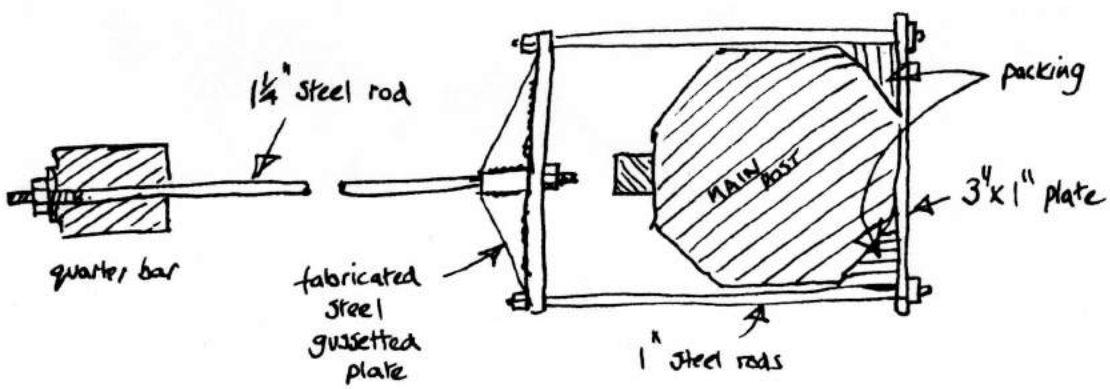
Sketch 5 - Detail of shoring post pier.



Sketch 6 - Suggested Repair to Crowntree



Sketch 7 - Suggested Method of securing trestle joints while under repair.



5/8/96

2pm

Mr. Barham @ SCC

Needs new plans showing new & original timbers.

He's ~~been~~ on site & unhappy with ~~work~~ work — too much new timber. Old timbers must be scarfed in.

~~Old timbers~~

Unhappy Mid Sx photocopied McKellas plans as they are copyright.

We must contact McKellars to get copy plans for John to amend.

Told him that Forgeter had been on site for SPAB — seemed happy with this.

New plans must be coloured in properly with explanatory notes & key.

He Told Blair Planning Permission should have been sought. I explained Planning Permission had been sought in 1980 & Planning Officer regarded it not necessary.

Blamed SPAB for deterioration.

Will get plans & etc.

~~John~~ Arnett said get McKellars to sponsor. Blair has stirred things up.

6.8.96

Ref.No: DG 05 04632

Dear Mss Watts and Berwick,

With reference to your letter to Mrs Hicks, and to a phone call to myself from Nerys, I have essayed a summary of all plans and drawings of the Mill in recent years:

1) In 1980, Michael Rowell, a qualified Architect, made a series of drawings of the Mill as it was when we took on the lease.

2) In 1980, V.G.Pargeter, a Millwright of Essex, typed a report on the condition of the Mill, with suggestions of a rudimentary nature for preventing its immediate collapse. He made freehand sketches of the worst areas plus suggested repairs.

3) In 1982, Mackellar Schwerdt Partners of Lewes Made a whole series of proper architectural drawings and these may be the ones you are after.

These three reports with the drawings are in the possession of both Mrs Hicks and Mid-Sussex council. I have been told on the grapevine that a Mr Russell of Weald and Downland Museum also did a report on the Mill, but this did not meet with the approval of the then Mill enthusiasts. He would be 73 now and I will contact him if possible if this is what you are after. Alternatively, you may be referring to the time in 1994, before my time, when Mr Annett, the present Mill 'clerk of works' found that there was so much beetle, rot, etc, that he decided to adopt desperate measures, strip the poor old mill down, and re-build. I am pretty sure there are no drawings of subsequent plans, since it was just a matter of copying and replacing all the rotten bits. Hope this answers your queries,

[signature]

Please reply to:
Mrs.M. Hicks
73 Braeside Avenue
Brighton, Sussex,
BN1 8RN
Tel: 01273-503747
Fax: 01273-555815

9th August 1996

For the attention of Miss A.R. Tidey
The Chief Planning Officer
Mid Sussex District Council
Oaklands
Oakland Road
Haywards Heath
West Sussex, RH16 1SS

Dear Miss Tidey,

Restoration of Oldland Mill, Keymer
Your ref: AT/AA/C1/KY

I am writing to confirm our telephone conversation of this afternoon that a meeting will be arranged between Mr. Barham, Mr. Pargeter and yourself with Mr. John Annett (leader of Oldland Mill volunteer workforce) towards the end of August after up-dated plans have been submitted.

With regard to you having to duplicate your work by keeping Dr. Blair informed as to how things are progressing with our planning application, this seems quite unnecessary as all correspondence and attendance notes are filed on the official Oldland Mill file which can be inspected by anyone, including Dr. Blair. I would therefore appreciate that all negotations are carried out with myself as named applicant on behalf of Hassocks Amenity Association, and that Dr. Blair should use the correct channels and come to me for copy correspondence and up-dating on the matter. The Chairman of the Executive Committee has in fact asked Dr. Blair to resign from her temporary appointment of Acting Chairman of the Mill Committee.

Yours sincerely,

Mrs. M.J. Hicks,
Hon. Mill Secretary.

cc Mr. T. Dawey

Please reply to:
Mrs.M. Hicks
73 Braeside Avenue
Brighton, Sussex,
BN1 8RN
Tel: 01273-503747
Fax: 01273-555815

12th August 1996

Mr. V. Pargeter
46 Heybridge Road
Ingatestone
Essex
CM4 9AQ

Dear Mr. Pargeter,

Oldland Mill, Keymer

As promised I enclose a copy of your original report dated 12th July 1980. I have received a telephone call from Miss Tidey of Mid Sussex District Council that she hopes to arrange a meeting on site with yourself and West Sussex County Council Architect, Mr. Barham, and Mr. John Annett (leader of volunteer workforce) at the end of the month. Work has progressed a little more since your last visit and it would be helpful to have your views.

For information purposes, the Chairman of the Hassocks Amenity Association's Executive Committee has revoked Dr. Blair's temporary appointment as Acting Chairman of the Mill Committee. I therefore confirm that all correspondence and enquiries on Oldland Mill be addressed to me as Hon. Mill Secretary at the above address, as has been done previously. (The Mill Committee is a Sub-Committee of the Executive Committee).

If it is in order for us to have a copy of your Report, this would be greatly appreciated.

Please give my kind regards to Linda,

With best wishes,

Yours sincerely,

Mrs. M.J. Hicks
Hon. Mill Secretary.

17/8/96 11.30 am (20 min)

Attendance Note

V. P. phoned. He wanted to have a ~~meeting~~ meeting on site with JA ~~& another worker~~ & myself or another worker (Mrs. Annett)

He mentioned Dr. Blair had written (letter dated 12th Aug. possibly back-dated) asking for copy of his report. She'd written to SPAB earlier saying she understood there had been a site meeting there were committee problems & she was trying to regularise hall affairs. She wanted to know how our committee fitted in with SPAB & how much timber had to be included in restoration of ~~Protec~~ listed building. Purpose Couldn't understand this enquiry - it was impossible to put limits on this. She'd given impression we were not conservationists & idiots. He wanted to know who was involved with the hall - ie Gregory, J Arnott Don Pearce, High Sabbiston etc. He was satisfied that we were a responsible group & appreciated we'd gone ahead ~~with~~ in good faith.

He'll expedite matters with plans from McKellars on Monday. Try to get earlier meeting 23rd

He was at a loss as to how to approach Lottery fund as planning applications had to go through

He'll write to Lottery Fund for advice

Please reply to:
Mrs.M. Hicks
(Hon. Mill Secretary)
73 Braeside Avenue
Brighton, Sussex,
BN1 8RN

Fax: 01273 555815
Tel: 01273 503747

22nd August 1996

Miss A.R. Tidey
The Planning Office
Mid Sussex District Council
Oaklands
Oakland Road
Haywards Heath
West Sussex
RH16 1SS

Dear Miss Tidey,

Oldland Mill Restoration

As per our telephone conversation today, I am glad that your meeting with Mr. Annett, Mr. Barham and Mr. Pargeter will go ahead on 30th August next. I would be most grateful if you could let me know the outcome as from the Council's point of view.

Also I would like to confirm that when the mill is "up and running", visitors will be encouraged to park either in Ditchling car park or in Keymer (we plan to approach the Thatched Inn, Keymer, for use of their car park) and then to walk or cycle along the private road to Oldland Mill. We feel this will be in line with the Government's Health and Fitness Programme of getting people to take more exercise. There is nothing better than a nice country walk and an interesting mill at the end of it. School parties could also walk from the car parks, taking in flora and fauna on the way to the mill. One has to walk to Nutley Mill, Ashdown Forest area, from a car park some considerable distance away and this never seems to present any problems for them. I think healthy people are becoming more aware that they have legs and do not have to drive up to the doorstep! We would make special arrangements for disabled people.

I also confirm there will be no lorries delivering hundreds of sacks of corn for milling.

If I can be of any further assistance please let me know.

Yours sincerely,

Mrs. M.J. Hicks
Hon. Mill Secretary

Informal Meeting at OLDLAND MILL, KEYMER, on Friday 30th August, 1996.

Present:-

A.J.Annett. for H A A.
Miss Tidy. M.S.D.C. Planning,
V. Pargetter. Essex C.C. Millwright.
J Barham. W.S.C.C. Architect.
Brock. Heritage. Inspector.
Phillips. .. Architect.
Ladies (2) .. ?

1. JB. Emphasised importance of identifying timbers to be retained from those discarded as unfit. This had been achieved by marked-up prints delivered to M.S.D.C Planning Office on Tuesday 27th August, 1996.

2. VP. Unhappy that so few original timbers had been retained, particularly Tail Jowels, and expressed wish to see these detatched from old Tail Corner Posts and attached to the new.. Also considered Breast Frame inappropriate as of 19th C design not 18th C.. He was also of the opinion that the windshaft tail bearing beam should be re-used. He advised de-cogging the Tail Wheel and building a protective cover over.

3. AJA. Commented that advice had been sought regarding these features from F.W.Gregory, but the decision had been made to make new in view of loads imposed when mill was operational. Cost and delay would be considerable.

4. B. Also anxious that as many timbers be re-used as possible.

5. JB. Agreed that additional drawings be produced noting structural differ- as rebuilt by H.A.A.

6. AJA. Agreed to mark up/revise set of drawings if these made available. JB handed over copies previously marked up by M.S.D.C. which could be adapted.

7. T Stated that M.S.D.C could not photocopy due to McKellar's copyright and it was not possible for them to colour copy to A2 size.

8. B/P Both required clear 'Break Point' definition as to when funding would commence, and drew attention to non-funding of retrospective work. This should be done with reference to D Nicols' estimate

9. AJA. Suggested that as effort and materials are available to continue build (excluding the Breast Frame re-work as in 3 above) to finish main mill structure, funding could then commence at cladding, roofing and floor boarding stages. This appeared to be acceptable.

10. There was some discussion on the following matters:-

10.1 Site access.
10.2 Mill Lane maintenance.
10·3 Freehold situation.

I was not prepared to pontificate on these points.

11. VP.Commented on "the high standard of workmanship and materials " and "better than some professionals".

A.J.Annett, for H.A.A.
8/96.

cc:- T. Davey. Chairman & Acting Mill Chairman. H.A.A.
M. Hicks. (Mrs) Sec: Oldland Mill Comm: H.A.A.

46, Heybridge Road,
INGATESTONE,
Essex, CM4 9AQ.

Tel. 01277-352264

6th September 1996

Mr J. Annett,
99, Dale Avenue,
Keymer,
HASSOCKS,
West Sussex, BN6 8LR.

Dear John,

Re: Oldland Mill, Keymer.

It was good to meet you at the windmill, and to discuss the work you have done. It was unfortunate that so many others arrived to complicate matters. It was one of the most chaotic site visits that I have attended!

I thought I would write to suggest that we meet again at the mill in less strained circumstances to discuss plans for completing the mill. As you know, I have reservations about certain aspects of the job, but I think these can be overcome without much extra work or delay to the project. I may also be able to help in some ways, though this will be limited by my many other projects.

The photographic evidence suggests that the breast of the mill body was originally framed in a manner similar to that which existed before the recent dismantling, and not in the manner as rebuilt. In view of this, I would be grateful if you could halt work on the breast for the time being so that I can try to find more evidence of the state pre-1934. The philosophy of repair developed by the SPAB, and accepted by most other bodies such as English Heritage, dictates that the design should not be altered in repairs. I don't believe that it would be too difficult to change the design at this stage.

I believe that the original tail beam can be re-used, together with the jowls cut from the old corner posts. Could I ask you to protect these items from the elements? I could fabricate a pair of brackets and bolts for you, and also drill the tail bearing carriage for extra bolts, and free the siezed adjuster screw, if you so wish. I would like to make this contribution to help the job on.

As discussed, I think that your straight-grained oak will be

perfectly adequate to make the roof ribs. I have a bandsaw in my workshop, and could cut some out for you. The existing ribs, currently in store, need to be repaired by splicing etc. I could suggest someone who might be prepared to carry out repairs to some of these if you are interested. The presence of old broken-off nails in the wood makes repairs tedious, but is not usually a problem when nailing on the new weather boards. Occasionally a nail bends, but it can be removed, and the second nail usually drives home all right.

The old tailwheel, quants, stone nuts and stone spindles are suffering from exposure at the moment, and would benefit from appropriate covering. Removal of the tailwheel cogs would facilitate drying out, and allow for better application of wood preservative, once covered.

Your sterling work to date has provided a sound basis for restoring the mill to working order. I hope that we can co-operate and that the project can be carried forward to completion within a reasonable time.

Yours sincerely,

Vincent Pargeter

Vincent Pargeter.

Mr V Pargeter,,
46, Heybridge Road,
Ingatestone
Essex.
CM4 9AQ.

99, Dale Avenue,
Hassocks,
West Sussex,
BN6 8LR.

01273 843573.

Dear Vincent,

13th Sept: 1996.

OLDLAND MILL, KEYMER.

Thank you for your constructive and encouraging letter of the 6th Sept; '96.

I agree that we should arrange a further site meeting to discuss the points that you have raised, and suggest that we invite Mr F W Gregory who is our advisor, committee and S.P.A.B member, and Trustee.

Regarding the re-build of the Breast, we have ceased operations for the moment. Rework we estimate would take between 3 - 6 months, depending upon weather and available effort, which will cause serious impact upon our limited finances for additional timber and scaffold hire.

We have had a further look at the Tail Jowels, and are unhappy with the proposal, but again we can discuss this.

Regarding tha Tail Bearing Carraige, we have freed the seized adjuster screw, and would welcome help with any ironwork.

We have commenced removing the cogs from the Tail Wheel - a very difficult task, and will start to erect some kind of shelter in the near future.

Due to late holidays etc, I shall be away from 16th Sept; to 14th Oct;, but in the meantime a meeting could be set up by contacting our Hon: Sec:

Mrs M Hicks.,
73 Braeside Avenue,
Patcham,
Brighton.
BN1 8RN.

Tel. 01273 503747

Fax. .. 555815

Yours sincerely,

A.J.Annett.

cc:- Hon. Sec.
F W Gregory.

NOTES ON MEETING with MR. VINCENT PARGETER
at OLDLAND MILL, KEYMER, on 18th OCTOBER 1996

Present: Mr. John Annett
Mr. Frank Gregory
Mr. Vincent Pargeter
Mrs. Maureen Hicks

The meeting commenced at approximately 11am for the purpose of discussing ways forward to meet the requirements of the lottery application and listed building consent.

The question of up-to-date drawings was discussed and Mr. Annett estimated each A1 drawing would take him at least 1 day to produce. Each drawing would have to be traced and the appropriate parts marked and coloured. Therefore working on the assumption of each drawing taking 8 hours, then it would be take about 2 weeks to produce a set of 7 to 8 drawings. Mr. Annett pointed out that he had other pressing commitments at home, which meant he could not reasonably be expected to complete the drawings within that time, but he hoped to get them finished in about a month for submission to Mid-Sussex District Council.

It was agreed that 2 sets of drawings were required: (1) Mill as it exists and (2) Mill as proposed. Although other avenues were fully explored as to production of these drawings by architects or others., Mr. Pargeter commented that it would be best if Mr. Annett took on the task as he knew most about the whole project.

Alterations to the breast frame were discussed with Mr. Pargeter and Mr. Gregory showing photographs of the original structure. Mr. Annett stated that it had been viewed that Hole & Son's repairs had not followed the original timbers. Jill Mill and Lowfield Heath Mill had been checked as a guide because there was little way of knowing what the original breast had looked like. Mr. Pargeter produced copies of photographs from the Simmonds Collection and Peter Hemmings Book which showed vertical studding breast. Mr. Pargeter stated that the breast should be put back as it was. Mr. Annett commented that would mean extra work and cost. Mr. Pargeter said it was not too late to alter it and he would advise on how best to do it.

The weatherbeam is too thin. Hole & Son had replaced this with a thin beam in order to get it in when the sails were on. It is 8 ins. deep but needs to be 10 ins. or 12 ins. deep. It might be weak as grain should follow curve.

Mr. Pargeter stated that while work stopped on the breast frame, work could be carried on with the roof. Mr. Annett said one top rail was up but not engaged. Mr. Annett commented that the corner posts would need to come out for the new breast frame but Mr. Pargeter thought that was unnecessary as the prick post could be lifted and templates could be used.

Mr. Annett expressed concern about West Sussex County Council refusing planning permission. Mr. Pargeter suggested that the breast frame be left in abeyance and that the ribs of the roof be put in except for the forward most ribs.

Mr. Annett stated that Hole & Son had not replaced the storm hatch and there was no record of where it had been. Mr. Pargeter agreed to help by

producing drawings of how and where the breast and storm hatch should be. Mr. Annett expressed concern about cost of timber as his previous supplier, Mr. Lillywhite, might no longer be in business. Mr. Pargeter suggested other timber merchants and Mr. Annett said he would make enquiries.

Discussion continued as to work on the breast frame. Mr. Pargeter advised putting on most of the roof while giving more thought to the breast frame. Mr. Annett would send copies of photographs of inside of mill, which are currently on the mill display boards. Mr. Annett would also send copies of the drawings to Mr. Pargeter.

Mr. Pargeter was concerned that the bins had been disposed of and that no record had been taken of them by way of measurements or photographs. Mr. Annett stated that they were too rotten and just crumbled into pieces when being removed.

Ironwork was discussed and as there are no local Sussex firms who can undertake this type of work, Mr. Pargeter will advise on this later. The horn and main post were inspected.

There was discussion about Mr. Barnham, West Sussex County Council, being concerned about the deterioration inside the mill, and Mr. Pargeter suggested that temporary cladding might be the answer plus the roof. But temporary cladding must be waterproof. Mr. Annett stated that he had not addressed the rafters as yet. Mr. Pargeter suggested the top rails were put in and then put in temporary transverse beams.

Mr. Pargeter queried the continuing use of scaffolding but Mr. Annett stated it was needed to hold the windshaft and to allow access to top of mill. Mr. Annett thought that a small amount of scaffolding could be dispensed with. The shears and journals were not sorted out. The load of shears was on the scaffolding. Mr. Annett suggested underpinning the four main corner posts.

Mr. Pargeter stated he would like the old tail beam used. Mr. Annett agreed but was concerned about its strength. Mr. Pargeter suggested a bolt to strengthen the middle and at each end to have steel brackets with dowels to hide the brackets - there was history in joints etc. The stocks and part of one sweep were inspected in Mr. Morfield's barn.

Mr. Pargeter stated that there should be no hold up on work on the mill and he would put in a good report to the Heritage Lottery Fund. Money was urgently needed to carry out all the work required. Heritage Lottery Fund conditions were discussed briefly, such as access.

Mr. Pargeter said he had received a letter from Mr. Blair regarding the mill not being able to turn 360° when fully restored. Mr. Annett confirmed there was enough space to turn the mill into the prevailing wind. Mr. Pargeter said he could see no problem with that and would advise Mr. Blair likewise.

Mr. Pargeter would not be presenting any bill to us and would be giving his advice free.

COPY FOR:

HON. SEC. MRS M J HICKS.
OLDLAND MILL

46, Heybridge Road,
INGATESTONE,
Essex, CM4 9AQ.

Tel. 01277-352264

14th November 1996

Mr J. Annett,
99, Dale Avenue,
Keymer,
HASSOCKS,
West Sussex, BN6 8LR.

Dear John,

Re: Oldland Mill, Keymer.

Thank you for your drawing of the revised breast design, which I return herewith, having photo-copied it.

I enclose drawings showing the breast as I believe it was prior to the reconstruction in the 1930s. This is based on contemporary photographs, and knowledge of the design of mills of similar age. It is not yet completely finalised, as I would like to do some more research in the SPAB archives etc., but I think it is reasonably accurate. I have, of course, based it on the architect's drawing, so any errors in that drawing will be present in mine.

I have shown the breast (or weather) beam at 12" thick, which was probably the original thickness. No doubt a thinner beam was inserted by Holes because the shaft and bearing had sunk into the original, rotten beam. It should not be too difficult to adapt the existing breast to this alternative design, which should actually be stronger.

Also shown is the proposed re-use of the old tail beam and jowls. I note that you aren't happy with this, and would be interested to hear your objections. I think it will be amply strong, and will make use of some of the original parts of the mill. I hope that you have found time to place these parts under cover so that they do not deteriorate further.

I have responded to the Heritage Lottery Fund in respect of your application for funds, and hope that you will be successful in obtaining their backing. They seem worried by the lack of easy access for visitors, but I have tried to point out that a car park etc. would spoil the rural nature of the site.

In due course, I would like to visit you at the mill again, preferably in better weather than last time! I would like to measure the sails and stocks if that is all right, and could make drawings for your use in future restoration. The Keymer sails are the last of their type, and well worth recording in detail.

On the subject of plans, I have a couple of drawings of the mill that were given to me in 1980, made by Michael T. Rowell RIBA, an architect of Keymer. There is a section of the body, and a plan of the roundhouse. They look better than the current survey drawings, and I wonder if he made a complete set? Could copies be obtained?

I hope that work on the mill is progressing despite the colder weather.

Yours sincerely,

Vincent

Vincent Pargeter.

Mr V Pargeter.,
46 Heybridge Road,
Ingatestone,
Essex. CM4 9AQ

99 Dale Avenue,
Hassocks,
West Sussex.
BN6 8LR

01273 843573

4th December, 1996.

Dear Vincent,

Oldland Mill.

Thank you for your drawing of your proposed design of Breast based on your photographic 1934 evidence and the re-use of the old Tail (Windshaft) Beam and Jowels. Also your accompanying letter of the 14th November.

Regarding the thickness of the Breast Beam, I am concerned about adding a further 4", as this will raise the Windshaft by that amount and create considerable difficulties with Brake Wheel/Brakeshoe to roof clearances. Using Rafter NO 4 as a pattern,(which is 15" short due to rot at the foot). we would have a bare 4" clearance to accommodate the Shoe if we added 2" to the thickness. We could then add a 2" slab on top, bolted and bonded which would provide more than adequate strength, especially with the large footed Windshaft bearing chair. Otherwise I am prepared to go along with the change in the Breast area. My only other comment apart from additional cost is that structurally I would have preferred the braces to be morticed into the Corner Posts rather than into the horizontal studs, to avoid the turning moments resulting from this arrangement.

Regarding the re-use of the Tail Beam, both halved doves have gone:- I would prefer to scarf the new doves cut from the new Beam onto the old as shown on the attached sketch copied from your drawing. This would have the added advantages of improved strength and the closing of the otherwise vacant halvings in the Upper Side Girt.

We have, as you requested, placed the old Jowels under cover and detached them from the old Posts. One of the Jowels will require a great deat of packing due to a large pocket of frass.

As to visiting the Site, you are of course always welcome. We work on Tuesdays and Thursdays, weather permitting, usually 0900-1300 and 1400-1600. It would always be useful to check the evening before.

I have some partial drawings of the Sweep and Stock, and some sketches of the Tail Ladder. I ahve also spoken to Mike Rowell: he has alas destroyed his masters but has some odd prints which he has offered to try and resurrect. It is a pity he did not offer the masters to us before disposing of them!

Yours sincerely, John.

John Annett.

Enc; Print.

Copy: Hon: Sec;

46, Heybridge Road,
INGATESTONE,
Essex, CM4 9AQ.

Tel. 01277-352264

30th December 1996

Mr J. Annett,
99, Dale Avenue,
Keymer,
HASSOCKS,
West Sussex, BN6 8LR.

Dear John,

Re: Oldland Mill, Keymer.

Thank you for your letter of 4th December, and revised tail beam drawing.

With reference to the Breast Beam, I accept your contention that a full 12" thickness could cause clearance problems. It would be possible to add a 2" thickness of oak to the prepared beam to achieve a 10" thickness, but the added timber would need to be of well-seasoned plank to avoid severe warping/splitting when it dried out. The gluing etc. would be expensive and time-consuming, so I would still recommend a new beam cut from a grown oak bend as the best option.

I am glad that you find my revised design acceptable. Braces are normally mortised into the horizontal beams as opposed to the corner posts in all the mills I have been involved with, and although it may not be ideal, it seems to stand the test of time. Failure is usually due to decay and neglect rather than any shortcomings of the design.

On the subject of the Tail Beam, I feel that you may be removing rather too much of the ends by the proposed scarfing, but cannot be sure without seeing it again. Would it not be possible to just remove and renew the dovetails themselves by dowelling and gluing new ones in place?

The exact positioning of the Tail Beam itself may need to be adjusted in order to ensure that the neck journal ends up in the right position on the Breast Beam. I remember you saying that you had added a little to the length of the Side Girts etc. to allow for any sawn off by Holes in the '30s. This might have had an effect on the relative positions of the neck and tail bearings. Worth checking.

I had hoped to be able to visit you again, but the weather seems to have taken a turn for the worse at the moment. I will be in touch when a visit seems possible.

Wishing you a Happy New Year,

Yours sincerely,

Vincent

Vincent Pargeter.