

Dear Member,

I am afraid that I must begin on a sad note this time. Brian Ashby, who had been a Trustee of the Mill since 1992, died at the end of December. Brian had always supported us over the years in a number of ways and last visited the Mill for the AGM in June last year. We send our sincere condolences to all his family. A member of the Committee represented the Mill at his funeral. Mr Ashby's death means that there is a vacancy for a Trustee of Bancroft Mill Engine Trust. If you would like to stand for election to this position please contact the Secretary before the end of March. The email address to use is info@bancroftmill.org.uk

The annual inspection of the Cornish boiler took place in December, but all was not well. The inspector found an area of wastage on the underside of the shell, where two sections are riveted together. He gave us two options; do a temporary repair, which might last for a couple of years, or cut out the wasted section and weld in a "D" shaped plate. We have decided to adopt the latter option, although the repair itself and the subsequent inspections will cost over £10,000 - all contributions very gratefully received! We have the money in reserve but as you can imagine this amount of money will make a serious dent in our reserves for major repairs like the repointing of the chimney. Here is a view of the section that has been cut out, taken from inside the flue beneath the boiler. It measures about 18" by 12". On their next visit the boilermakers will tack the replacement piece in place which will have to be inspected by our Boiler Inspector before they can complete the weld. After that we have to have two specialist inspections of the weld (ultrasonic and magnetic particle) and if those are satisfactory the Boiler Inspector will then return to witness a hydraulic test of the boiler at 75psi.



The uncertainty of timing and the need to co-ordinate three separate bodies; the boilermakers from McEwen's, the Boiler Inspector and the company who will do the ultrasonic testing means that we have reluctantly taken the decision to **cancel the steaming planned for 3rd March**. Please bear this in mind as we would hate you to have a wasted journey. The first steaming of the season will now be on Sunday 24th March.

I mentioned in the last newsletter that the main flue from the boiler to the chimney, has been gradually eroded. One of the internal walls of the flue was rebuilt some years ago, but this time it was decided to support the roof of the flue from above before working on the walls below. The roof of the flue is made of cast iron plates which rest on the walls beneath. Roy, Jim and our newest volunteer Phil have done a tremendous job in making and fitting these new supports and relaying the flagged floor over the top of them. This photo shows one of the many steel supports that have been fitted to reinforce the roof of the flue.

Nearly every one of our regular volunteers has been involved in getting everything ready for the new season, and so a big thank you for all their efforts.

Industrial boilers have been around for a long time. Back in the 1720's, when the steam engine was coming into its own, they were often made of copper plates riveted together. By the end of the 18th century they were also being made of hammered wrought iron and sometimes even cast iron. So long as the steam pressure was very low, any leak could be dealt with by slapping a handful of clay over it. Boiler design at these times was mainly the "haystack", "wagon" or "egg ended" types. The names derived from their shape. They just sat on top of a furnace. They were not very strong and not very much research took place. After 1800, inventors led by Richard Trevithick upped the pressures to 30 psi and above, and a different type of boiler began to take over. The early 19th century was the age of the Cornish boiler, soon supplemented in the 1840's by William Fairbairn's double fire-tube boiler. This is the famous Lancashire boiler which did such a lot to make Britain great.

As mentioned earlier, the first boilers just sat on top of a large fire, which was not very efficient especially if the boiler was quite big. The Cornish and Lancashire types were made with a furnace situated within a large tube within the boiler itself, so that the tube was surrounded with water. The hot furnace gasses were then directed via enclosed flues, both underneath and around the boiler shell, creating a much more efficient system. The Cornish boiler has only one tube, it not being very large, but the Lancashire type, being a much bigger boiler has two tubes (and occasionally three), thus creating a very large heating area within the boiler.



If you look at our Cornish boiler, shown here stripped down for its winter inspection, you will notice that the fire-tube is slightly offset from the centre. Although unusual, it is made that way to facilitate cleaning the bottom of the shell on the water side, and for the better circulation of the water as it becomes hot.

In the 18th and early 19th centuries, both owners and operators of boilers were very cavalier in the attitudes to safety and operation. Safety devices were rarely fitted, and boilers were strained, literally

to bursting point. The history of explosions and horrific injuries and death throughout the country is almost beyond belief, and yet very little was done about the situation until in 1817 a Select Committee was set up in Parliament to look into the matter, and to make certain recommendations regarding safety. The Committee, however was mainly concerned with boats and shipping. Although they recommended such things as two safety valves per boiler, there was no legislation. The first boiler insurance company was set up in 1858, but had no powers, even of inspection - they could only suggest safety measures. It was 1882 before the first act of Parliament was brought in and inspection and operating rules laid down. This was The Boilers Explosions Act, but interestingly it did not cover domestic boilers. In the meantime, keep your fingers crossed that we may have all the repairs and tests successfully carried out - and very soon!

Both the Roberts and the Eastwood engine are looking well thanks to regular oiling of all the bright-work. A lot of effort has been put in to address the oil leak on the crank side main-bearing of the Eastwood engine, and we hope that when we run the engine again we will see that this has fixed the problem.

Now to better news! Last September we were successful in getting a grant of £960 from the Lancashire Environmental Fund for new, more powerful and energy efficient lighting for the Bradley Engine house and some new external signs for the mill. The lighting is all in place and you will be able to see the signs from the end of this month.

You will all remember the saga of Highways Drainage Charges and our water suppliers. This time last year I told you that, though they had waived the back-charges of over £7,200 they insisted on us paying about £1,100 a year in future, though they suggested that we might halve this by increasing the proportion of grassed area of the site. We did this and told them so, but it has taken a long campaign over nearly eighteen months by our Secretary Ian to get them to accept this and reduce our bills. At last they have, and revised their charges so we now have to pay about £550 a year and we have negotiated that this reduction will apply with effect from April 2018. Tremendous thanks are due to Ian for his perseverance.

Included with this newsletter is the Agenda and other information for the 2019 AGM which this year will be held slightly earlier, on Saturday 11th May at 1pm. At last year's AGM an important motion was passed to authorise the establishment of a new Charitable Incorporated Organisation which would in due course take over the running of the Mill and its engines. This has now been done and the new charity, **Bancroft Mill Engine Museum CIO** has been registered with the Charity Commission. At this year's AGM another motion will be tabled to complete this process by authorising the transfer of all the assets of Bancroft Mill Engine Trust to Bancroft Mill Engine CIO, the transfer of the Mill Premises from the existing Trustees and the winding up of the Bancroft Mill Engine Trust. The Committee believes that it is in the best interests of the Mill to vote in favour of this motion, and urges all Members to vote either in person at the AGM or beforehand in writing or email to the Secretary.

Please read the information on the following pages concerning the AGM carefully and if you have any questions please do not hesitate to contact the Secretary Ian McKay.

Finally, this is of course the season for Membership Renewals. At present about half of our annual members have sent their membership fees to Tim, our Membership Secretary, we hope that the remainder of you will in due course, so that you continue to receive this newsletter and enjoy free admission to our public Steaming Days.

Hope to see you all this year.

Jim Gill.

www.bancroftmill.org.uk

info@bancroftmill.org.uk

Bancroft Mill Engine Trust

The 39th Annual General Meeting of the above Trust
shall take place at 1.00 p.m. at Bancroft Mill on
Saturday 11th May 2019

Agenda

1. Welcome by Chair
2. Apologies for absence
3. Approval of Minutes of 38th AGM held 23rd June 2018
4. Treasurer's Report
5. Committee Report
6. Election of Trustee to Bancroft Mill Engine Trust
7. Election of Officers and Committee Members
8. Proposal to transfer assets from Bancroft Mill Engine Trust
to Bancroft Mill Engine Museum (see below and overleaf)
9. AOB notified in advance

If you wish to add an item to the agenda, please notify the Secretary by email, by post to the Mill or in person at the Mill, to arrive no later than Friday 3rd May 2019.

Ian McKay, Secretary
bancroftmill@btinternet.com

NOTICE TO ALL MEMBERS

Under Section 18(g) of the Trust Deeds, the following Resolution is to be voted upon at the Annual General Meeting on 11th May 2019:-

That Bancroft Mill Engine Trust (BMET) transfers its assets and operations to Bancroft Mill Engine Museum (BMEM) without delay, AND that BMET requests Stanley Graham and Mary Millgate (formerly Hunter) (as surviving Trustees for the property of Bancroft Mill) to transfer that property to BMEM, AND that the Trustees of BMET are asked to initiate the process of winding up the Trust.

**You may vote in advance of the AGM, by email to the Secretary or by post, addressing your letter to Bancroft Mill, Gillians Lane, Barnoldswick, BB18 5QR,
or you may vote in person at the AGM.**

PLEASE TURN OVER

Bancroft Mill Engine Trust

Explanatory notes

When Bancroft Mill Engine Trust (BMET) was set up as a charity in 1986, it was done quite correctly under the governing rules and regulations which were in place at the time. Two consequences of these rules are that the Trust itself cannot own the mill property and that all the Trustees of the charity are, in the worst case, each ultimately liable for its debts.

Last year at the AGM, formal approval of the members was sought and given for the establishment of a Charitable Incorporated Organisation (CIO), an option only recently allowed under charity legislation. It was explained that this step would enable the Mill to continue as a charity but with some of the benefits of a company limited by guarantee. All the assets and functions of the current BMET would then be transferred to the new CIO. The existing BMET would then formally be wound up at some future date. As now, the Mill would continue to function and the engines continue to be run for the benefit of the public and the community.

There has now successfully been established a CIO called **Bancroft Mill Engine Museum**.

The establishment of this new charity means that the first step in assuring the future of the Mill has now been completed. This charity has, as yet, no assets, no money and no functional role. It has Trustees who have done work to prepare for the next stage, which is that the new charity **Bancroft Mill Engine Museum** is formally appointed to run the Mill.

At the AGM on 11th May 2019, there will therefore be a vote on this motion:-

That Bancroft Mill Engine Trust (BMET) transfers its assets and operations to Bancroft Mill Engine Museum (BMEM) without delay, AND that BMET requests Stanley Graham and Mary Millgate (formerly Hunter) (as surviving Trustees for the property of Bancroft Mill) to transfer that property to BMEM, AND that the Trustees of BMET are asked to initiate the process of winding up the Trust.

When this transfer has been completed, Life Members will become Life Associate Members and those paying an annual subscription will become Associate Members until their next renewal date. All such Members will still get free access to the Mill and they will still receive the newsletters. Those who pay annual subscriptions will be asked to make future payments to BMEM and will receive separate notice explaining how this can be done.

Please use your vote. We need a clear majority so that we can be sure that the Mill is acting in line with the views of its membership.

ALSO, the new charity, Bancroft Mill Engine Museum has a small number of vacancies for Trustees and invites applications to fill these vacancies. Acceptance of an application is not guaranteed.

If you feel that you are able to undertake such a role and be able and willing to make a positive contribution, then please let the Secretary know at bancroftmill@btinternet.com. When you apply it would be most helpful if you could give some indication of which skills you would bring, and the necessary information will be sent to you so that you can make a formal application to the Museum.

If you have any comments or questions on this proposal, please do not wait until the AGM to voice them. You are invited to contact the Secretary, Ian McKay on most Saturdays at the Mill, by post at the address below or, preferably, by email at bancroftmill@btinternet.com