



THE ENTIRE'S LAUNCH

The Consuta Trust

The advancement of education in the history of steam launches, by preservation, maintenance and exhibition of the steam launch **Consuta**

Consuta Trust Newsletter - Spring 2019

Dear all,

The Museum Project

A new trustee at Beale Park has convinced the other park trustees that the Thames Heritage Boat Museum should not be based at the park despite our written agreement. This unfortunate renegeing on a formal agreement has been a terrible shock to the Tamesis Trustees, and is a serious breach of contract between two charities, especially where all arrangements were well detailed in the agreement, and also after significant funds had already spent for the design and planning work. We will be taking advice from the Charity Commission, this could effect the future of being able to keep Consuta at Beale Park.

Despite this setback we are still quite convinced that a Thames Boat Museum is a worthwhile and viable aim, so the Tamesis Trustees are now looking at other potential locations, perhaps not even on the river. If you have any ideas, suggestions or can help in any way, please do let us know ASAP; it's unthinkable that the River Thames does not have a museum celebrating the remarkable diverse boating history of the river.

Some of you will already know that the Beale Park Boat Show has been cancelled for 2019 and I suspect the show is unlikely to be based here in future.

An alternative base for Consuta

The Consuta trustees are now considering a variety of future base options for Consuta. The original idea of a floating boathouse seems to be one of the best options as it could be based anywhere on the Thames. If you have any ideas or would like to help in any way please let us know.

The Consuta Project News

The refurbishment work is progressing well.

When the trust submitted the application for the lottery grant it had been anticipated that most of the work would be put out to contract with much of this being carried out in the old cowshed using hired equipment as and when needed. The alternative accommodation provided however does have several limitations, so this is not a practical option. There is also a need for detailed drawings for most of the construction work and it's best if we draw these up ourselves.

**Funding raised by
The National Lottery**

and awarded by the Heritage Lottery Fund



The shed however does have a few advantages compared with the old cowshed, such as larger floor area and some good headroom, very useful for the lifting gantry work. However we are having to rely on a 2 Kw generator for our 240 V supply, the road access is just a field track, and the shed suffers from rather high humidity, probably because of the hardcore flooring. We therefore don't leave valuable tools here because they will suffer from rusting unless greased up.

I'm therefore having to put in many hours in my own workshop at home, Paul is carrying out most of the new wood fabrication work, and also acts as a useful consultant for many of the reconstruction queries. I'm indebted to the help from trustees and other supporters for a variety of the jobs being carried out, also to Kevin Slater (commercially as Manor Farm Engineering) for his excellent work on the boiler components and the few modifications/corrections we've needed. We've also used the services of commercial firms for some engineering work where this is possible.

Progress to date

We had purchased some extra second hand boiler feed injectors, so when the new boiler was steam tested in January these were successfully tried out with the new fittings and pipework; they were checked to see how they would work out at different boiler pressures. The conclusions were that there should be no major problems, so now only just need to see how easy it is to bend 1" OD $\frac{3}{4}$ " ID copper pipe (yes it has an $\frac{1}{8}$ " pipe wall). Then we will need to see how to bend the main steam pipe which is $1\frac{3}{4}$ " OD copper pipe with an ID of $1\frac{1}{2}$ ". I think it may be necessary or wise to call in some professionals for this task.

Paul has insisted that we must have some good boiler lagging, the results of this cladding look great, and should make the fireman's duties less heat exhausting on hot days, and of course improve efficiency.

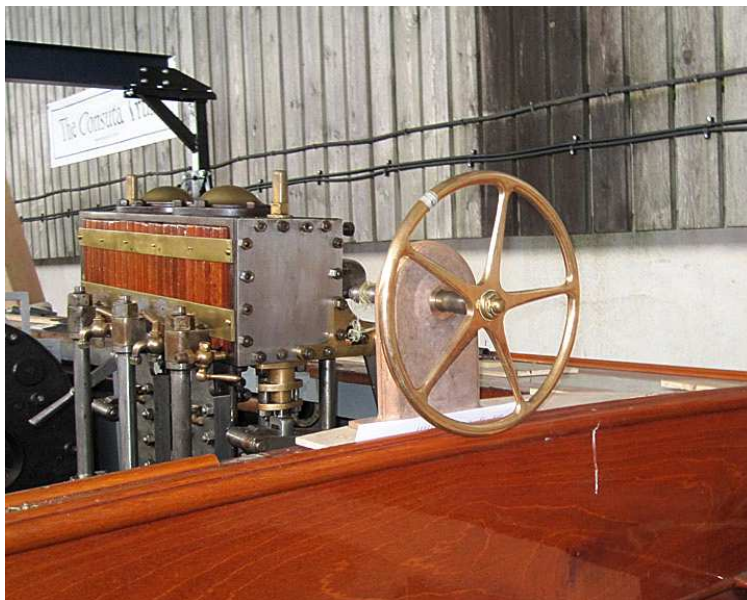
The steering wheels needed two new pedestal castings in bronze, and are intended to match the originals as seen in the old photos. These needed some pattern making work and have been cast in LG2 bronze at a very reasonable cost, all thanks to Bill Hall.

I've been making many of the small engineering items needed because it is simpler to do this than providing drawings for commercial fabrication.

We've used metric nuts and bolts, since there is a wide range of styles and materials available, also they are cheaper than the traditional imperial threads.

Now I've never been a fan of the current metric screw thread system, because the threads seem to have been designed by committee without sound engineering principles in mind. One of my friends used to point out that when you tighten up metric bolts you invariably need a spanner on each part which is not usually necessary with the older imperial threads; quite true I'd never noticed this before and it is a bit of a nuisance. The tolerances on metric threads also seem very poor with a sloppy fit of nut on bolt even after I've screw cut them myself; perhaps this all has something to do with the different thread forms and thread angles. Interestingly metric thread die holders still use imperial size measurements.

This photo shows the new mount for the steering wheel



A lot of the new work also uses non trad materials such as stainless steel fabrication and stainless nuts and bolts, I suppose this is not historically correct. However one has to be careful using Stainless Steel bolts under high tensile loads because they can be unreliable. This is because SS does not have the defined elastic limit typical of other carbon steels, which means the bolt can stretch under high loads then not return to the original length when the load is removed.

Re the 2019 boating season

We've decided not to accept any invitations to carry out umpire duties this year – sorry – we do need to make sure that Consuta is fully up to speed and functional for this work before making such a commitment; we learnt this lesson after 2002 when Consuta was put into service too quickly

The Project Activity programme part of the HLF grant

Last year we appointed David Howard as our Project Assistant, who has arranged a series of interesting talks during 2019, these will be given at either at the Henley River and Rowing museum (visitors need to book with the museum) or at the Linton Hall in Marlow (entry here is free); see the attached programme of activities. By the way David has his own steamboat and also a steam car

I've attached a copy of the talks programme with the newsletter.



Two photos from a talk by Jane Percival, Commodore of the Thames Vintage Boat Club. Some 23 people came along the first one arranged by the Trust at Marlow Linton Hall. See the calendar with this newsletter for details of other talks to come.

As part of the activities programme our Project assistant has arranged a special boating event at a variety of locations along the Thames to be held on Sunday 2nd June. Although this event is intended for steamboats if you have an historic boat why not try contacting David to see if you can come along as well using email:- activities@consuta.org.uk.

Work Parties

Sorry that we've not had any of these so far this year. Most of the work visits to Consuta's shed are however put on the website project page, if you see these in time and would like to come along just give me a call. Once the boiler is moved into the shed then there will be regular work sessions to get Consuta ready for the summer.

Best wishes to all.

Brian Smith, on behalf of the Trust

April 2019



The new boiler without lagging under steam with minimal fittings being used - pressure is about 150 psi



Consuta trustees having a close check of the new boiler following a trust meeting at Kintbury in January.



The old steering wheel shown as it will be fitted to the new pedestal. Doesn't it polish up well.



We've decided to try and find matching period drain taps for the engine. Not much available these days but the new one on the right is from China at a very reasonable price but not quite good enough. If you have anything like these in your junk box why not let us know - 1/4" BSP size.



A working steam model of Consuta

Dave Gallagher contacted me earlier this year to say he has made a model of Consuta and would be visiting the UK in May 2019.

The photo on the left shows the fine detailed work of this model.

David informed me that he is a member of the San Francisco Model Yacht Club established in 1898, the year Consuta was built.

The Consuta Project Calendar – 2019

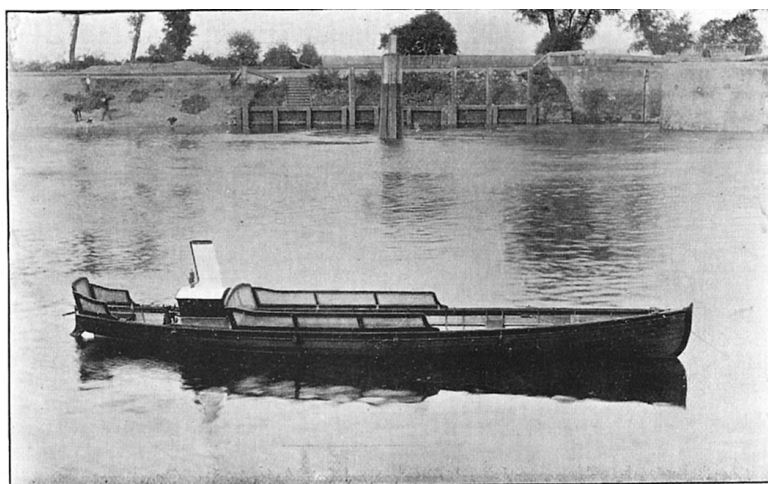
The talks listed in the events below are all part of the activities programme of the HLF Consuta Project. They will be held in the Liston Hall, Marlow, Bucks SL7 1DD (free entry) or at the River and Rowing museum Henley (these need to be booked with the museum). Full details of each talk are given on our project calendar page [The Consuta Project](#). If you have any queries please just email us activities@consuta.org.uk

Date	Event
To be arranged	Consuta Social Luncheon
Spring	Consuta work and ops parties throughout the spring - notified by email
28 th March - Thursday	An evening talk by Jane Percival about "Restoration of a National Historic Ship including discovery of a Dunkirk Little Ship" 19:30 hrs at the Liston Hall Marlow, SL7 1DD (free entry)
25 April - Thursday	An evening talk by Peter Finch about "The River Thames Society" 19:30 hrs at the Liston Hall Marlow, SL7 1DD (free entry)
2nd June - Sunday	Thames Steamboat Extravaganza at many Thames locations. For further details please contact us
21st - 23rd June	Henley Women's Regatta - three day event
30 th June	Reading Town Regatta
18 - 21st July	Thames Traditional Boat Festival - Henley
20th July - Saturday	Goring and Streatley Regatta
25th Sept - Wednesday	A morning talk by Bill King (Historian) at the Henley RR Museum about the "Upper Thames Patrol and the waterborne Home Guard" during WW2. At the Henley River and Rowing Museum
24th October - Thursday	An evening talk by Dr Simon Wenham at the Henley RR Museum about "More than 3 men and a boat, the rise and fall of pleasure boating on The Thames". At the Henley River and Rowing Museum
26th Nov - Tuesday	An evening talk by Neil Garside (Boat Builder) about "Boat Building History on Upper Thames Including restoration work on Alaska and Streatley" 19:30 hrs at the Liston Hall, Marlow, SL7 1DD (free entry)

From the Archives

We've had an interesting exchange of historic information with Jacques Valiquette who is a trustee of the Copp's Ferry Museum that have a collection of historic steam launch engines in Canada. One of the engines owned by the trust is the original from Hibernia, the very fast steam umpire launch of 1894.

Jacques has given us a copy of a LIFU catalogue of 1894 which had this intriguing photos of a steam powered skiff – wondered about the location – the Thames maybe?



24-ft. River Skiff, with 10-I.H.P. Machinery.



STEAM BOAT SUNDAY

02/06/2019



A celebration of over 100 years of Steam Boats on The River Thames

The Day will see Steam Boats of all shapes and sizes out on The River at a number of locations with their owners ready to answer your questions. If you're very lucky you may get an opportunity for a ride and can taste for yourself the magic of steam.



THIS EVENT IS SUPPORTED BY THE CONSUTA TRUST AND THE STEAM BOAT ASSOCIATION OF GREAT BRITAIN

VENUES

WINDSOR PROMENADE, WINDSOR BERKS, SL4 1QX. LARGE VICTORIAN STEAMER, OWNED BY FRENCH BROTHERS. FREE TO LOOK ROUND. TRIPS AT 11.00, 12.30, 14.00 AND 15.30 (SMALL CHARGE) PRE-BOOK 01753 851900 OR TURN UP ON THE DAY.

BISHAM ABBEY, BISHAM SPORTS CENTRE, NEAR MARLOW, SL7 1RR. "ALASKA" STEAMER BUILT AT BOURNE END, BUCKS IN 1893. FREE TO LOOK ROUND, TRIPS ON THE HOUR FROM 10.00 UNTIL 17.00 (SMALL CHARGE) PRE-BOOK 07774 925 323 OR TURN UP ON THE DAY.

COOKHAM LOCK, THE FERRY PUB, COOKHAM. THE BOUNTY PUB, BOURNE END. BOURNE END MARINA. A GROUP OF SMALLER STEAM LAUNCHES WILL STEAM BETWEEN THESE POINTS WITH OWNERS HAPPY TO EXPLAIN HOW THEY WORK.

LECHLADE-THE RIVERSIDE INN AND ST JOHNS LOCK. A RALLY ORGANISED BY THE STEAM BOAT ASSOC. OF GREAT BRITAIN. A GATHERING OF ENTHUSIASTIC STEAM BOATERS KEEN TO SHOW OFF THEIR BOATS AND EXPLAIN HOW THEY WORK, ARE BUILT AND MAINTAINED.

**PLEASE SEARCH steamboatsunday.simplesite.com
FOR FULL LISTS OF VENUES/LOCATIONS**

CONTACT DAVE 07934 357 325 or EMAIL davidhowardsenior@gmail.com IF YOU WISH TO TAKE PART OR HAVE ANY QUERIES