

*A Merry
Christmas*



and



a Happy New Year

from The Consuta Trust



Photo courtesy of BigBlades



THE EMPIRE'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**

Trustees: Tony Cundick Colin Henwood Brian Smith Paul Smith Peter Turvey

Consuta Trust Newsletter - Winter 2018

Christmas Festive Season

Happy Christmas and Seasonal greetings to all. This newsletter is combined with the annual Christmas card, a suggestion by Lyn Smith.

Doesn't time fly when you are busy and we are now into winter, although it's not really cold so far. Most of the recent refurbishment work has been carried out at Kintbury although my car mileage counter for the travelling between Pangbourne and Kintbury has also clocked up some impressive figures during 2018.

Project work on Consuta

Most of the boiler ancillaries and pipework details have all been decided but we need a steam test to make sure they all work as expected.

I had hoped to steam the new boiler at Kintbury complete with fittings before Christmas. This might still be possible but we are waiting for a few parts to do this. Since we successfully used fabricated stainless steel fire bars in Consuta's old boiler for two operational seasons it has been decided to use stainless bars for the new boiler, these will be lighter than cast iron ones, probably half the weight. Ok not historically accurate but the old cast iron design was not very good, the firm who cast some spares also thought they were an odd design. Having just removed all the bars from the old boiler, most of them had become distorted with many cracks in the main top section of the bar, probably due to the unequal expansion.

We are looking at the design of a new steering pedestal for the aft and the front compartment. This will be a brass/bronze casting which needs a pattern plus a core box. There will be two of these pedestals, for the fore and aft wheels, also there is more metal work under the deck for the steering cable pulley mount. These will need machining work to finish them; the old steering wheels will be reused. The front steering wheel will be able to be engaged on special occasions if required; the umpire in the past probably used to steer during races. So if anyone can recommend a suitable person or a company to handle this pattern making foundry work, and also the machining please let me know?

Consuta's old boiler has been purchased by the owner of a small tug in Holland and it was taken away on our old trailer. It will be interesting to see how this Dutch group of enthusiasts get on. The tug which was a puffer originally had a small Scotch marine boiler that had been condemned; more on this in the future. We are very pleased with this outcome because the old boiler still had plenty of useful service life and it's nice that it will be used in a historic vessel.

The Trust have recently appointed David Howard (SBA member and steamboat owner) as our Project Assistant so we are hoping for some interesting activities throughout next year.



LOTTERY FUNDED

Second stage of the HLF grant application

We have just received our second stage HLF grant monies for the Consuta Project so now have all funds in place for completion by next spring.

I know many people, not just our supporters, have missed seeing Consuta operational during 2018, so there should be an interesting and busy season ahead. I wonder what her top speed will be now she is lighter and with a better boiler after all the new work.

It has been suggested that we should consider taking Consuta to Coniston for the records week held every year in October and see if we can beat the present rather low speed record for a steamboat, I believe this is currently just over 17 mph.

Latest News

The backhead and fittings of the new Consuta boiler. The right photo below shows our proposed layout, very similar to the old one. The main differences are that the backhead will be lagged and the engine steam takeoff is taken from a flange on the backhead. The engine take-off pipework will be copper once we have all the dimensional requirements from the final installation. The cladding will be painted black.

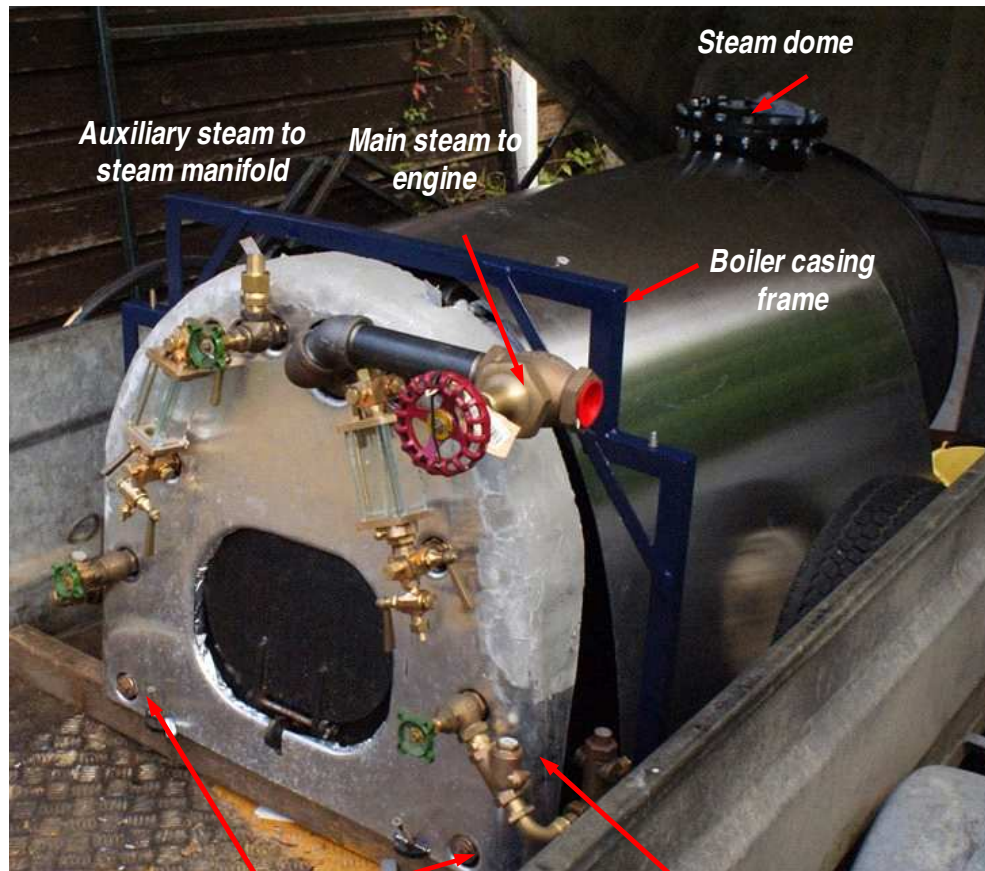
We have been looking at various loco back heads pipe connections to see whether we should use flange couplings or screwed couplings on the main steam line. Generally flanges are used over 2" BSP, but our steam pipe is only 1½ inch bore, Many steam locos use 'C' nut couplings on quite large pipes, they look neater so should we do this?.

The Consuta Trust

December 2018



*Front boiler tube plate
Steam from the dome is looped
back to the backhead, this is where
a steam drier in the smoke box will
be installed*



*Two of the eight
wash out plugs*

*Injector check and
stop valves*

Aero Show—Olympia, July 9-20

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