



The Consuta Trust

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The Consuta Trust Newsletter No.5

7th July 2000

We still need a Consuta supporters club.

This has not yet been formed which is a pity, because it means that you will have to rely on me keeping you informed, and this is likely to be a bit sporadic. Anyway here is the latest news.

A bit of a mixed bag. A lot is happening.

Work done

Consuta has been moved back into Colin Henwood's workshop. The real boiler is now resting in the hull and the engine will be lowered in next week, that is, when I get around to taking it to the boatyard. By the way, we had steam demonstrations of the engine at the Beale Park Boat Show, and it was great crowd puller.

The seats, covering boards, front and rear decks have now all been completed. The framework for the side decking is also ready for the engine and boiler side decking. Consuta really does look quite impressive now.

The engine mounting base and the propshaft complete with the 25 inch by 32 inch propeller was fitted a month ago. Allan Hurst has offered one that he thinks is 30 inch diameter by 40 inch pitch, that sounds just about right to me. The boiler, delivered last week, has had a new wet type ashpan made by Tony Cundick at Kew. The main steam takeoff and stop valve have been fitted, again by Tony. We now have two water gauges and two injectors provided by Graham Lindsay and self. However the pipework and fittings for the injectors still needs to be sorted.

Alan Douglas has turned his hand to making the coal bunkers in wood, he says that the shape is a bit more complicated than he first thought. There is to be one on each side of the boiler.

Did I mention in the last note that we have purchased the copper steam and exhaust pipes. Our copper experts will give an interesting demonstration of copper pipe bending (these pipes are 1½ inch and 3 inch diameter respectively). Also we still need to design and build the 'cyclone' style exhaust silencer, a design perfected by Roger Mallinson. The tricky bit is space needed for a suitable expansion volume. John Haycock has volunteered to make the engine drip tray when we can get a drawing for this. Ian Cross keeps asking for the final drawing of the intermediate coupling shaft, this couples engine to propshaft and includes the thrust block, he wants to get on and make it. I will complete the detail dimensions of this when the engine is mounted.

Work to be done

The Trust are arranging for the work of completing the forward and aft cockpits to be done by the boatyard – this is in hand now. The Trust still have to finalise the detail of the boiler and engine casing. This is probably best accomplished using ply mock-ups, before cutting into those expensive timbers.

We are still short of funds to complete all the tasks by the boatyard. So any fund raising ideas or even donations would be welcome. Fund raising has generally gone well. The Henley Royal Regatta members responded magnificently to our appeal, and provided some £6,000, thank you very much. Several more SBA members have made welcome donations to our funds. Geoff tells me that he has

made an application to the Transport Trust for funding. We also looking at a new type of lottery funding which has possibilities, however this is on a pilot trial in the London area only and will not be generally available until the end of the year.

Once the restoration has been completed I am very confident that annual maintenance and running costs can be covered by the use and display of Consuta. We just need that final push on the restoration fund raising scene.

The winter base this year is almost certain to be in an enclosed Cowshed (110 ft by 32 ft) at Child Beale Park. This would also be an ideal base for the supporters club, however it looks as though this may only be available for one year. A navigation cut to the private lake is promised for this autumn and when done, Child Beale will be the summer operational base for Consuta. The floating boathouse idea unfortunately has had to be put on hold for the moment.

We are now aiming to have Consuta in service next Spring, and there is no reason why this cannot be achieved.

Several of you have asked "why no working parties lately", well there are some "interesting" tasks which are looming in the background and I am hoping that we can call on your services in the autumn.

A Social evening with Consuta and friends at the Boatyard

The Trustees are arranging a social evening at the boatyard for all interested parties on Thursday 27th July, 6:30pm. Light refreshments will be provided by Lyn. You can see the progress on Consuta, and ask any questions, and most importantly offer any suggestions either for the completion of the restoration or the future running of Consuta. We are still wanting someone to take on the administrative task of looking after a Friends of Consuta volunteers club, if you would like to help with this, please let us know.

Anyway do come along, and see the progress, and ask any questions, we are especially interested in your thoughts and comments about the future usage of Consuta.

Colin and Lucie Henwood are generously allowing us access to the premises from 6:30pm to 9:00pm

So that we can have an idea of the numbers for snacks, please do let me know if you are coming or not. Brian Smith:- 01488 658795.

PS: Are you going to the Thames Trad Boat Rally 15th/16th July. Please let me know ASAP!

This is the real boiler being lifted into the hull – weight about 1 ton 3 cwt



Letter of 7th April 99 (variations sent to following)

John Schofield
Dick Bradford
Ian Rutter
Robin Wallace Sims
Mac Scott
Ken Challice
David Ayers
Bill Hall
Geoff Newton
Ian Cross
Richard Havard
Edward Thring
Derek Brown

Roger Mallinson
Adrian Birtles
John Winn

Tony Cundick
Graham Lindsay

Paul
Lucy
Mark
Lyn

Work Part 1 and 1a over Easter
weekend