



The Consuta Trust

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

Patron: The Rt. Hon. Lord Strathcona & Mount Royal

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Supported by:-



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Heritage Lottery Fund

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Consuta being pressure cleaned after lifting out at the Thames and Kennet Marina on 5th December

I hope you've all had a splendid Christmas and are getting ready for the new year.

Consuta Trust Winter Social

The Trust are arranging a social gathering at the Woodclyffe Village Hall (in the centre of Wargrave) on Saturday 14th February. We are arranging a meal provided by the local Nepalese caterers, or if you wish you can bring your own food. Arrangements will be similar to the event we had here a year ago, lots of photos, videos and informal conversation. There is a booking form with the newsletter. We will require a minimum number of bookings to make this viable; so if you are intending to come along, please fill and return this form as soon as possible.

Consuta website is:- www.consuta.ora.uk



*Erecting the poly tunnel hoops in the rain!
Oh! for the Cowshed at Beale Park*

The final cruise of the year

For various reasons Consuta was still on the water at the beginning of December. We had been planning to lift her out on Friday the 6th December, but the actual removal was held over until the Saturday.

As several supporters had already set Friday aside, we decided to steam Consuta on the day and check the steaming capabilities of some good Welsh coal. This coal is rather too small – maximum size about that of a golf ball – some doubted that it would be

any good, and would just fall through the grate.

Well it really was excellent stuff, steam pressure was maintained at 140 psi with safeties sizzling, big injector on and the engine running at 450 rpm. We even ran the engine up to 510 rpm for a quarter of a mile, again no steaming problems.

We had our newly trained firemen at work; for them it was an eye opener because at these steaming rates the fireman needs to add coal to the fire fairly often. No chance of sitting back and enjoying the scenery. This in fact highlighted one of the main problems when training crew; because Consuta's usual cruising is so very gentle, firing technique cannot be fully developed. Maybe we should have taken Consuta to Windermere to gain this expertise.

A previous trip in Consuta had resulted in too much steam at the beginning of the day and too little at the end. When I raked the fire out, I was amazed to find a thin sheet of clinker totally covering the grate. Stopping for lunch, then starting away after the normal one hour plus stoppage does need work to clean the fire, if not done – **CLINKER**.

Programme for 2004

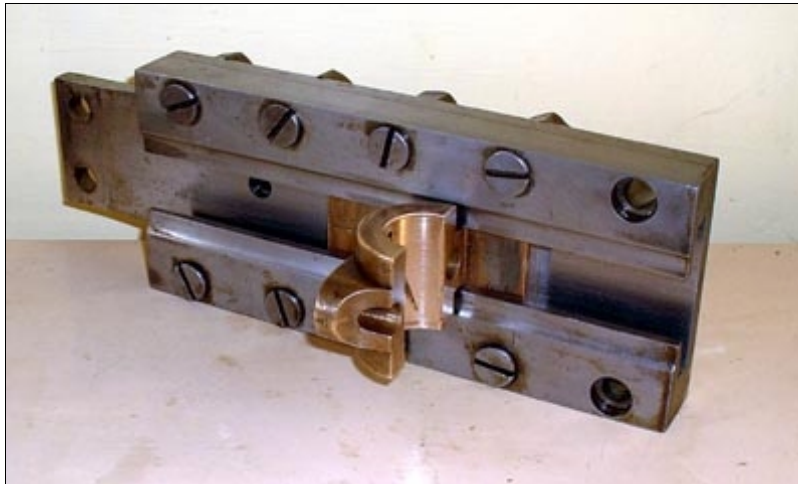
Those in the rowing circle will know that several anniversary celebrations are being planned in various places. We have been invited to umpire at the diamond anniversary boat races on the Great River Ouse near Ely, February 28th. The Oxford and Cambridge race was rowed here in 1944.

We may also take part in the re-enactment race on the Thames tideway to celebrate the 150th anniversary using period built eights, this is on Sunday March 28th.

The same replica boats are also having a race at Henley during Regatta week, and so Consuta may have a part in this as well.

Keeping up to date with Consuta activities

The internet is a splendid way of keeping people informed about what is happening. I notice that we have about 50 supporters who benefit (or are plagued) by this irregular electronic chit chat. If you do have an email address and would like to be included just let me know.



The engine aft crosshead slide which made much noise at times – removed for a winter work-over.

Winter work

As always, there is a list of things “to do” throughout the layup season.

More work on the engine; encouragingly it is definitely becoming much quieter.

During the season, we noticed an odd rattle coming from the propshaft, this only occurred at particular engine revolutions. Various theories were expounded, ideas such as: loose prop; insecure P or

A bracket; or perhaps a loose coupling flange on the propshaft. The initial inspection – when lifted out – revealed nothing, all looked OK. However investigations will proceed and we hope to resolve this problem before Consuta is relaunched. One question facing us is when should we consider a re-varnishing job. The varnish still looks very good, but a close

The Consuta Trust Social Luncheon

on Saturday 14th February 12:00 for 1:00pm
in the Woodclyffe Village Hall (*centre of Wargrave*).

Social including meal, the cost is £12 per person Number required £

Social only, the cost is £2 per person Number required £

Total Cheque made payable to the Consuta Trust £

Tea and Coffee on arrival and after

The meal from the next door Nepalese Restaurant will comprise:-

Chicken Tikka Masala (mild)	Lamb Korma (mild)
Chicken Jalfrezi (medium)	Sag Aloo (spinach & potatoes)
Vegetable Korma (mixed veg)	Pilau rice & boiled rice
Nan bread	Salad

Please bring your own drink, glasses will be provided.

Send this booking form and your payment to Brian Smith, 19 Mill Bank, Kintbury, Hungerford, RG17 9UW please for no later than 31st January 2004.

Please bring any photos, memoriabilia, or video of Consuta which could be of interest to others.

There is a pay and display car park in the village (by the traffic lights and the hall is about 50 yards from the lights towards Henley on the left hand side.

inspection reveals that the normal wear and tear of usage is taking it's toll, so perhaps this is a task for the next Winter layup!

The Trust is arranging regular work parties at the Marina on Saturday mornings during January and February. There is a variety of work that needs to be done, from the unglamorous hull and bilge cleaning, to some involved engineering tasks. We do need helpers with all range of abilities to help with these annual tasks, so please make an effort to help if you can. Either keep an eye on those email circulars or contact Brian Smith on 01488 658795 for more details.

Present Location of Consuta at Thames and Kennet Marina site

The Thames and Kennet Marina is off the Henley Road (A4155). Coming from Henley towards Caversham, go past the Sonning turn-off roundabout and look on the left, immediately before a set of traffic lights, for the track road to the Marina; it also goes to a gravel works. Follow the signs to the Marina, the hard standing area is early on the way in. On the left you will see the umpire launch Magician behind the security fence, about 100 yards further you will see Consuta (under the poly tunnel) on a track leading off to the left, immediately in front of an automatic security gate; don't go through this gate. You should be able to park on the track by Consuta. This is a big site so don't get lost.

Some of the winter work tasks required on Consuta

Hull

- Clean hull all along the water line, hull presently shows dirty lines which coincide with the stitching.
- Clean out bilges.
- Antifoul hull

Propshaft

There is a knock on the prop shaft, usually on over-run or low revs. Perhaps a loose prop or more likely a loose coupling flange to shaft taper, either on the propshaft or on the intermediate shaft.

Boiler

- Repair spindle on small injector steam valve – shaft rotates but doesn't operate valve.
- Leaking large injector steam valve (again)
- Improve ashpan.
- Redo Funnel in a gloss enamel finish, to permit easier cleaning.
- Engine blast is too fierce at higher revs, the blast nozzle is too small.
- Provide secondary air control on the fire door.

Engine

- Winter work on aft crosshead slipper block. This is the source of most engine noise.
- Attend to play in aft end die block
- Reverser weighshaft bearings – consider re-bushing.
- Set up slide valves for even ahead events (ie even exhaust beats).

Engineer's Compartment

- Make suitable metal tray to fit under the engine mechanical lubricator with a drain to the engine sump. This tray should also have space to park oil containers.
- Re-position fire extinguisher in engine compartment to a better position.
- Provide coal tipping spill guides along (top) sides to direct coal into coal bunker.
- Provide leather lift tabs on the bunker side decking – port and starboard.
- Further improvements on the coal bunker (ie spill tray and internal hood)

Steering

- Redo steering cable clamps under aft decking (two per side).