

Steam Boat Association of Great Britain
50th Anniversary Rally
Windermere 2021



REGISTER
OF
PARTICIPATING BOATS.

The following contains information on the boats participating in the Steam Boat Association of Great Britain's

50th Anniversary Event.

which in most cases, the owners of the boats thought would be of interest to you. Of the few who did not supply information, this was taken from the Steam Boat Association's Register of Boats.

The information in this booklet was supplied by the owners of the boats and where not taken directly from the Steam Boat Association of Great Britain's register and the author holds no responsibility for the accuracy of the contents.



ADA

No picture available

Owner Dr. Alun Jones
Home Port Plymouth

Ada is a Frolic 18, built 1983

She has a Taylor Compound Engine installed 1999 and a Lune Valley Boiler, built new by the owner in 2020

She was formally called 'Myth of Malham'

VESUVIUS

(Masquerading as Ardbeg)



Owner: Adrian Greco
Home Port: Loch Katrine
Scotland

Open launch with canopy. Construction: Strip plank, cedar, GRP and Kevlar sheathed.

Hull model: Indian Runner 21 designed by Selway Fisher in 2000

Built 2000 by McNulty Boats Ltd

LOA: 21' 0", LWL: 21' 0", Beam: 5' 6", Draft: 1' 6",

Boiler built by Bell Boilers Fuel: Coal, Pressure: 150 psi, Output: 200 lbs/hr,

Stuart Turner engine with Stephenson valve gear.

Bronze, 4 blades, Right Hand, 16" X 30"

Shaft: 1" Stainless Steel

ZARA FINN



Owners Kevin & Gillie Slat-
Home Port Bristol

21ft. Frolic. Blue hull (re-sprayed from white in 2012), varnished deck and interior (redone in 2018). Wheel and tiller steering. White hard canopy fitted 1999.

Engine Stuart Turner 6A built by Ken Dawson 1990, various mods by current owner since. Full 'Simpleing' bypass allowing continuous running as 'twin high', engine driven feed pump, Keel condenser, 400 rpm.

Boiler: Coal fired Kingdon VFT built 1989 by Langley Engineering, retubed by Steamwell Boilers of Chew Stoke (www.steamwell-boilers.co.uk) 2014. Fitted with Windermere Kettle, injector, whistle, hand pump.

Prop: 3 bladed bronze 16 diameter x 26 pitch on 1" stainless steel shaft.

History: Built 1990 by Ken & Chris Dawson, sold to current owners May 2010

Blue Hull, white hard two third length canopy, white funnel

URSULA



Owner: J. Garratt
Area: UK-East Anglia

Cabin/Saloon Launch. Construction: Strip plank covered with epoxied bi-axial glass cl. Hull model: Edwardian (modified) designed by Selway Fisher Built 2001 by Julian Garratt with Bob Fenton of Harwich Boatcraft. Fit out by Julian Garratt LOA: 27' 0", LWL: 24' 3", Beam: 6' 5", Draft: 2' 0", Displacement: 3000 lbs. White hull with black boot topping. Upper works varnished teak. Cabin has 2 berths, galley, w/c & shower, full electrics and h&c pressurised water system. Fresh water from 2x 23-gallon tanks which also provide ballast.

VFT boiler, Built 1992 by Historic Steam Ltd. Fuel: Coal, Pressure: 175 psi, Grate area: 1sqft, Heatin area: 20sqft, Xhead driven fp & ap, hand pump, injector, steam driven fp. Engine driven feed pump believed to be original, Condenser.

Compound engine, 2 1/2" + 5" X 4" Built by A.G. Mumford Ltd. at Colchester sv valve. SLRG valve gear. Cast bronze base, tf&bc. Previously in "Sunbeam".

Prop 20" X 30" Shaft: 1" SS

Modified Selway Fisher Edwardian design to requirements of owner. Straight stem and narrower beam to give more of an LIFU appearance but with a counter stern, also lengthened to provide more room for steam plant. Much of the teak and the pitch pine floor boards is reused timber from old flour mills.

WATCHFUL

No information available

ARK ROYAL



Owner; James Adamson
Home Port: Scotland

Open Launch: Marine plywood, SP epoxy resin..Built and fitted out 1994 by Glyn Lancaster Jones at South England and Port Dinorwik. LOA: 15' 0", LWL: 16' 0", Beam: 5' 3", Draft: 2' 0", Displacement: 1870

Lune Valley type boiler designed and built by Glyn Lancaster Jones in 1994. Fuel: Coal, Pressure: 150 psi, selectable condensing or non-condensing,

IHP Stuart Turner 5A engine, built 1971 by unknown at Windermere. Slide valve. Stephenson valve gear. Bronze, 3 blades, Right Hand, prop

Previously named Albion and before that Mehetabel, now named Ark Royal after a major overhaul and added a canopy

AURELIA



Owner; Andy Hopper
Home Port Bourne End, Bucks
On the Thames

Aurelia Has a 20ft GRP hull, first of the Steam Boat Association Sylvie Class

She has a twin HP engine and a water tube boiler fired by oil (paraffin).

Built by the owner from scratch, 2011-2013.

Steamed approximately 100 hours per year.



AURORA

Owner Dot Bullough
Home Port Windermere

Aurora is a 19'6" Open Steam Launch with a vertical firetube boiler by Kew Steam; a Burnage 1hp single cylinder engine; a three bladed prop; coal fired puffer.

Originally a Broads Day Boat with a cabin, converted to steam in the mid-1980s by original owner and steamed on the Thames. Purchased by present owner in 2003 and brought to Windermere.

Was featured in a BBC production of a Sherlock Holmes film, has attended many steam rallies including the Bristol Harbour Festival, the Forth and Clyde 10 celebrations in 2011 to celebrate 10yrs of the opening of the Forth and Clyde Canal, the Inaugural Steam Gathering on Loch Katrine in 2016, the Steam Carnival on the Forth and Clyde in 2019 and was seen steaming in both the 2021 episodes of the Antiques Road Show, filmed at Windermere Jetty Museum.

BEFUR



Owners Malcolm & Louise Duckett
Home Port Bowness on Windermere

SY Befur is believed to be the only Steam Yacht in the UK.

She has a 26ft wooden hull fitted with a Leak 2-cylinder compound steam engine and an 18.5sqM Junk-rigged sail.

Hull, engine, boiler and sailing rig constructed by owners between 2011 and 2020.

The name Befur, was chosen by daughter, who thought "B for Boat" (shortened to 'befur') was a fun idea... think "A for Apple" etc.

A wooden boat, constructed using "strip plank" methodology, from over a kilometre of Western Red Cedar strip, clad in epoxy & glass cloth to form a monocoque structure of two stressed skins and a wooden core. She weighs about 3 tonnes, and is equipped for a sea-going environment, VHF, 2 berths & galley.

SUILVEN



Fry

Owner: Robert & Sylvia
Home Port: Shed at home

Description of Boat: 27ft x 8ft yellow pine 3mm mahogany strip external skin and mahogany fit out internally.
Vertical fire tube boiler and Leak compound engine – coal fired.
Built around 1993 by Geoff Newton. We are the third owners – purchased 2018.

SUNBEAM



Owner: Marin Steggles
Home Port: Buckden Marina
 Cambridgeshire

Open Launch. Construction: Carvel wood. LOA: 28' 6", Counter stern, varnished, hydraulic wheel steering.

Mumford VFT boiler, built 1987. Fuel: Coal, Copy of Mumford type split shell VFT.

Twin. 3" + 3" X 3" engine built 1999 by Roger Mallinson at Windermere to Roger's design, Slide valve. Marshall Radial valve gear. On 4 turned columns. Gear driven fp. 3 blades, 18" X 30" prop

Derelict hull purchased July 1986 at the Phillips Boat Auction, Henley. Restored by owners and steam plant fitted. first steamed 1988. Formerly fitted with an A.G. Mumford compound. Sold late 2016 to Martin Steggles.

SMUT



Owner: Chris Rolph

Home Port: Waterbeach, River Cam

Smut has a 12ft. Class fibre hull with a 1½HP Stuart Turner engine. She has a vertical fire tube boiler, the fuel used coal.

She was unused for some years and then restored by the last owner. Purchased by the current owner in 2020

SOUVENIR D'ANTON



Owner Susan Hart

Home Windermere

Ronnie and Sue bought Souvenir D'Anton in June 2003 a beautiful 13.70 metres steam launch she was on the Thames and was in need of restoration and this was carried out at a boatyard in Windsor. We then had her transported to Lake Windermere and launched her in March 2004. Previous names for her were Atlanta in 1901 and then Hampton in 1930 she was re named by some French nuns walking along the Thames to her current name which translates to Relic of the past. Unfortunately during a devastating storm she sank in the boathouse and she had to be repaired at Pattinsons boat yard in Hawkshead. We have attended many of the steam boat rallies on the lake and following the sad loss of my husband Ronnie in 2014 I am very fortunate to have one of our son in Laws Anthony Slater to captain her now after learning all the skills to drive her from Ronnie, Anthony is now showing one of our grandson's and our other son in laws how she works. We continue as a family to have so much fun on Souvenir and spend many hours on her along with many friends. Each year she is craned off and stored on land to keep her safe and any work required is done through the winter. We look forward to join in the 50th anniversary celebrations of the steamboat association on Lake Windermere and the many more years that we can enjoy on her.

BETHANNES RIVAL



Owner: Frank Rozelaar

Home Port Herefordshire

Dinghy shape constructed of strengthened GRP with mahogany deck and interior. Length overall: 12' 6", Length at water line WL: 12' 0", Beam: 5' 0", Draft: 1' 4" Side wheel steering by ex aircraft teleflex and by folding tiller added in 2012. Canopy added in 2013/4 dismantles into front and rear sections and 4 stainless steel hoops for transport. Covering folds up onto the central spine, side screens are fitted in foul weather. In mid 2014 a LED based electrical system was added within the roof for full navigation lights, headlight, cabin lights and phone power socket.

The first owner was an engineer at the railway works in Derby and his real interest was the single cylinder steam engine he made in the 1980s based on an improvement of the Stuart 5a design. He later bought a rowing boat hull and undertook the detailed fitting out in mahogany over a period of 3 years, during which time he saw little of his wife, hence the name of the boat.

Purchased by the current owners at the end of the 2011 season and first steamed by Frank and his son Mark on the Brecon canal in May 2012 followed by the Steam Boat Association rally at Coniston in June. Whilst its small size and shape limit the speed to walking pace it is easy to tow and launch with a car and raises steam easily in 15 minutes.

BLUE BUCCANEER



Owner: Mike Cole

Home Port: Unknown

Open Launch. Construction: Plywood and epoxy. Built 1993 by Roger Davies at Stroud
Boiler is a 3-drum WT Designed by SBA, Built 2017 by Richard Havard/Mike Cole at Wallasey Fuel: Wood/coal, Condensing.

Double-acting single, 2 1/4" X 2". Built by Anthony Bever at Swindon Design: 5A by: Stuart Turner

Bronze, prop 3 blades, 11" X 18" Shaft: 3/4" Stainless Steel

Joint project of original owners, started 1992. Unused machinery acquired from Bossom's Boatyard, Oxford and fitted 1997. Original name Twite, Launched Oct 1997. Acquired present owner Spring 2013 and renamed. New boiler stays and tubes fitted winter 2013. New SBA WTB1 boiler pressure vessel by R. Havard, the rest by M Cole. stainless steel casing.

BRUIN



Owner Adrian Thomas
Home Port Windermere

Frolic 21 with Blue hull and varnished topsides.

Kingdom firetube boiler feeding Twin high pressure steam engine.

Purchased in 2014.

BUNNAHABHAIN



Owner Roger Martin
Home Port Loch Ard,
Scotland

Bunnahabhain is a Frolic 21 that was built in 1993. She has a vertical fire tube boiler built in 2001 by H. Holt at Hull now running at 150 psi. and a Twin. 2 1/4" + 2 1/4" X 3" built in 2004 by Alan Howarth at Preston

Originally named Lady Marguerita and renamed Bunnahabhain in April 2015 when bought by current owner.

In 2017 - Formed part of flotilla accompanying the Queen's 'royal barge' along with Silkie and Vesuvius when she opened new section of Forth & Clyde canal from the Kelpies to the Carron river. Also spent a week on Lago Maggore in Italy with Magician and Vesuvius.

In 2018 Appeared on BBC TV 'Grand Tours of Scottish Lochs' on Loch Awe - view result on www.bbc.co.uk/programmes/p06kfnt1

Operates as a 'puffer' drawing water from the loch she is on (so cannot steam on salt water.)

SENTA



Owners Roger & Marguerite Calvert
Home Port Windermere

Senta is based on a Flying Dutchman sailing dinghy shell (21 ft) fitted with a skeg, prop shaft and decks, and fibreglass sheathed. The engine is a rather modified Stuart Turner 5A driving a 14x20 propeller through a 2:1 reduction gear box. The boiler (her fourth) is a centre drum Ofeldt type, all copper, built by Richard Havard. Normally burns a mixture of wood and coal. Condensing with a keel condenser. She is open with a blue canvas canopy.

Hull adapted and plant fitted by Dr. Geoffrey Calvert in 1976. First steamed at the SBA Thames cruise, Radcot, August 1976. Steamed each year (except 1987) since. Multitudinous modifications by the owners over the years, most of which turned out to be improvements.

She has attended about 150 SBA rallies and covered around 5000 miles, including 2 visits to France, 3 to Scotland and many to Wales.

SHAMROCK



Owner The Shamrock Trust
Home Port Windermere

46 ft Windermere Steam Saloon Launch. Carvel teak on elm and oak. Varnished, cruiser stern, aft saloon, clerestory roof, wheel steering

Built by Shepherds of Bowness 1906. Originally fitted with a Sisson Triple. Owned by W. Birtwistle until 1929, C. Ashley 1930-4. Converted to motor 1948, used by Bowness Bay Boating Co. for tripping. Acquired, derelict Nov 1976, restored and new plant fitted by Roger Mallinson 1978-9. Engine built in 2001 by Roger Mallinson. The boiler came from the Ravenglass and Eskdale Railway River Irt, and was shortened and converted to side firing. After Shamrock was badly damaged in the floods of 2009, The Shamrock Trust was formed to raise funds for repairs. She was again damaged in the floods of 2015, and repaired under insurance. Formally owned by the Trust, but continues to operate under the management of Roger Mallinson.

Member of the National Historic Fleet, Certificate no 65.

RIVER SONG



Owner Ian Heppinstall
Home Port Derby

Hull 18'3" fibreglass by Island Plastics, Engine Stuart Swan twin cylinder simple of approx. 3hp, Boiler 1981 McEwen K type coal fired First launched in 1989 and previously named 'Icthus'. Purchased from original owner in 2016 as a non running project. Machinery layout substantially altered. Engine now drives propeller directly, and a higher capacity VFT boiler (Ex Helen) is installed in place of the original horizontal type.

12 Volt dynamo powered by Stuart Sirius high speed twin for lighting, phone charging etc.

Whistle ex London Underground train

Steam powered fridge to provide ice for the G&T, and keeping the milk for tea cool!

SANS SON



Owner Mark Leadeham
Home Port Theydon Bois, Essex

Sans~Son is an Edwardian style saloon launch. She is based on a Selway Fisher design, modified and built by SBA member John Used by John and his family until 2017 and sold to present owner in 2017. Work commitments and coronavirus lockdowns precluded use until the SBA's 50th anniversary in 2021.

Runs on Welsh Dry Steam Coal, fed into a locomotive type, side fired boiler, running optimally at 120 PSI. Steam is fed to a twin cylinder, double acting "simple" engine, built by Alan Howarth at Preston. Unusually, this boiler/engine configuration can be operated either "puffing" or "condensing".

The saloon incorporates two occasional berths, fridge, heads, cooker and sink.

CAPELLA



Owners: Chris and Cheryl Thomas
Home Port: Norfolk Broards

An 18ft frolic with a 2 drum water tubed boiler by the Thames Steam Launch Company and a 2¹/₃ x 3 engine by David King, Norfolk.

She spent many years in South Africa before coming back to the UK, a few years in Devon before coming to Norfolk in 2019. She has since travelled widely in the UK.

CEOLFRITH



Owner Malcolm Proud
Home Port: North East England

21 foot Indian Runner completely built and fitted out by myself from modified Selway Fisher plans. Cedar strip sealed with epoxy and two layers of 10 oz grade glass cloth were applied below the water line and one layer above. The dead wood was made from Iroko. Boiler is a 22inch SBA vertical fire tube . The engine is a modified Taylor Twin . All visible timber is sapele varnished with Epifanes gloss.

The boat was awarded Pods Pot in the 2004 - 5 season at Windermere. It has been in continuous steam since then apart from 2020 through covid. It regularly steams on the Tees and for 10 years has taken part in Yarm Gala and raised money for the Great North Air Ambulance.

The boat is named after the first Abbott of Jarrow Ceolfrith born 642.

CHIMERA



Owners: John and Brenda Winn

Home Port: Abington on Thames

Chimera has a re hull and is a fifteen foot clinker look alike

She has been used as a test platform for the many engines the owner has made

COLUMBINE



Owner: Roger Kent

Home Port: Windermere

Cabin/Saloon Launch. Construction: Double-skin teak on rock elm.
Built c1890
LOA: 23' 0", LWL: 22' 0", Beam: 7' 6", Draft: 2' 6",
Counter stern, dark green, varnished upperworks, wheel steering.

Kingdon type VFT boiler built 1988 Fuel: Coal, Pressure: 175 psi,
Twin. 3" + 3" X 3" engine built 1996sv valve. Marshall Radial valve
gear.

3 blades, 18" X 31" Shaft: 1 1/4" Stainless Steel

Former Admiralty 23' cutter hull, 1960's Broads motor hire boat,
restored to steam and saloon fitted 1980 by C. Fairbrother with
compound engine and Goodhand VFT boiler. Acquired 1984, removed
to Windermere, fresh plant fitted by owner 1988. Steamed all year
round since 1984. (Formerly fitted with DesVignes twin ex YVETTE).

QUETZAL



Owners , Alan and Verona Davis

Home Port, River Tamar

Quetzal was built as a sailing boat by Louis Gale's Boatyard, Paignton, South Devon in the 1930s.

Believed to have been built for his daughter to race in the Torbay Handicap Class series she has a known racing history around Torbay, Brixham and the River Dart.

She was found by the current owners in 2010 lying in a farmyard, unfortunately in very poor condition. The advert offering her for sale actually stated 'not for the faint hearted'. We set about restoring the hull and converting her to a steam launch. She is fitted with a Stuart Turner 6a Engine and a new 'Steamwell' boiler. She took to the water in her new form in September 2014 after many years ashore. Since then Quetzal has been a regular entrant in Calstock Steamboat Rally, Bristol Harbour Festival, Dartmouth Regatta, Plymouth Classics, and has attended Henley Traditional Boat Festival.

White Hull with Blue Canopy Flying a Cornish Ensign

RATTLER



Owners Mr R Allen & Miss K Ascott

Home Port Dorset

Rattler was built as an open launch with canopy in 2003.

It is a Selway Fisher 18ft design hull stretched to 21ft, originally named Lorina.

The launch is fitted with a Stuart Turner 6A engine, condensing, and a vertical fire tube boiler with 109 1" tubes, boiler was retubed in 2014.

She was bought from Steven Parker in 2013 by present owners and completely rebuilt.

The engine was moved forward to make room for the saloon, and was built by Stephen Brackstone and Andy Steggal.

Rattler was named after first navy ship to have a propeller in 1845 winning a back-to-back tug of war with paddle ship Alecto.

OSPREY



Owner: Windermere Jetty Museum

Home Port: Windermere

Historic Windermere Steam Saloon Launch. Built 1902 by Neil Shepherd at Bowness Construction: Carvel wood.

LOA: 45' 6", LWL: 45' 0", Beam: 8' 0", Draft: 3' 0",
Cruiser stern, varnished, wheel steering.

Locomotive type Built 1981 Fuel: wood,
Side fired, 2 injectors, Wkettle. Built on North East Coast.

Compound. 5 1/4" + 8" X 5 1/2" engine, built 1901 by W. Sisson & Co. Ltd. at Gloucester sv valve. Radial valve gear.

Owned on Lake Windermere since new, converted to motor and used as tripping launch by Bowness Bay Boating Co. for many years. Acquired for preservation and restoration by owners 1981. Used regularly for passenger trips during the summer. Ref: Classic Boat Jan 1990. Engine formerly in WATER VIPER.

PUFFIN



Owners Roger & Nick Powell

Home Port _Grand Western Canal

Description of Boat 20 foot clinker built day boat based on a Salcombe Bass boat built new in 2007. Boiler Babcock design built by the late Mac Scott fired by a Pot burner oil fired. Engine Savery design built by Sam Wilkinson 1995.

The original Puffin was one of three boats based in Sheldon in the 50's these included Minette now in Sweden and Emma recently restored by the maritime museum in Falmouth. Puffins original hull was declared beyond economical repair in 2005/6 and replacement built by Nick Smith Boat builder of Salcombe and launched in 2007. She is a good all round boat for both river and sea.

White Hull varnished seating for up to 12 persons as well as the Savery engine she also has a duplex belt driven boiler feed pump and shaft driven Edwards vacuum pump and keel condenser and steam driven bilge ejector.

CUTTY WREN



Owners Ian Ridley
David Avery
Oxfordshire

Home Port

Open Launch 15'2''

Construction GRP 1979 Cygnus Marine Cornwall.

Engine Stuart Turner Swan.

Boiler VWT copper Precision Steam Tiverton

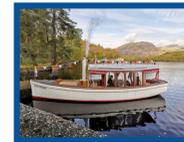
1979 Hull fitted out and plant installed by first owner Glynn Jones and used on the Brecon & Abergavenny Canal as DWR BERWI.

After 4 changes of ownership and now named Cutty Wren was acquired by Felicity Palmer and David Avery in 2008.

Used extensively at SBA events and on the Thames.

2020 moved to Joint ownership extensive boiler and engine works carried out and recommissioned July 2021

DALMORE



Owners Ken Henderson, Scott Johnston
Home Port Trossachs Pier, Loch Katrine

Cabin/Saloon Launch built 1906. Carvel larch on oak construction. Believed built on River Thames

Boiler built 1944 by Merryweather & Co. Supplied for steaming out bombs, but was never used for this purpose. Purchased by Bob Smith still 'in the box' and first steamed in 1996

Engine Built 1906 by Sisson & Sons. 2 Cylinder compound Believed originally named PUNCH and may have been a sailing vessel. Rebuilt in Norwich during the 1950's when then named SILVER HERON. 1980's came to Harry Watson to partner his LADY ROWENA on Loch Awe. Subsequently sank and became derelict. 1994 acquired by Bob Smith. Completely rebuilt and steam plant fitted 1997-99. Engine believed formerly to be in a launch named MAY. Thames Vintage Boat Club Register No. 28. 2004 acquired by Graham Lyle. 2005 reacquired by Bob Smith. 2012 acquired by Ken Henderson. Dalmore now steams regularly on Loch Katrine, and occasionally on Loch Lomond and Windermere

DIANA



Owners Mr M.R. & Mrs J.D. Bartrop

Home Port Nottingham

Built in 1908/9 by F.Miller & Son, Lowestoft for J.W.Brooke. Carvel teak on oak, mahogany seats & floors. Varnished. 18'x5'x18" draft.

Engine: J.W.Brooke type 4A 4HP single cylinder petrol engine no.L1357. Brooke's earliest recorded restored engine.

Ordered by Mr J Barrett in 1908 (later Commodore of Cambridge Motor Boat Club), for use on the Cam. Sold in 1976 after years of family use. I purchased the bare hull, restored her, with original engine which was recovered from under a hedge. At the first Classic Motorboat Rally in 1990, at Windermere Steam Boat Museum, awarded first prize for 'Best Restoration'. Latest restoration after 113 years - a new keel and stern tube.

2006 the National Maritime Museum, Cornwall placed 'Diana' on National Small Boats Register (No 700) and Historic Ships Reserve Register (No 1829)

She was 'Special Guest' at the 100th anniversary of the Cambridge M.B.C as the winner of their first motorboat race in 1911 – the silver '

ETNA



Owner: Roger Heise

Home Port: Windermere

Of overall length of 8.5m, beam 2m, her hull is built of cold-moulded, wood strip-plank construction with a covering veneer of glass silk cloth finish. Powered by a 15 indicated HP engine designed and built by the Liquid Fuel Engineering Company, the steam is provided from a 3 drum water tube boiler fired by light fuel oil.

She was completed in 2016 as a new build 21st century steamboat. The engine, however, is an original LiFu 15 compound from 1906.

Etna used modern technology: boiler pressure and water levels are controlled automatically, and she has an autopilot for maintaining course. She burns light oil as fuel, so she steams without smoke and is odour free. Etna has a unique feature, her funnel is made of carbon fibre, for lightness.

OBSIDIAN



Owner: Russell Clements

Home Port: Windermere.

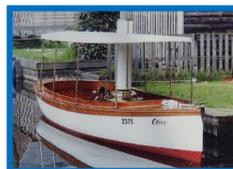
Obsidian is powered by a 2 1/4 bore x 2 1/2 stroke twin steam engine with Stephenson's reversing gear to my own design and specification. The engine components are machined from blocks of cast iron and bronze with a small amount of mild steel. The crankshaft has been designed to use Loctite type adhesive for assembly and the connecting rods are in aircraft grade alloy.

The hull is moulded grp based on a upper Thames river launch by Bossums of Oxford. The length is 5.9m and the beam 1.65m with a draught of 400mm. Fitting out of the hull is to my design, allows for single handed steaming and is mainly constructed in Utile, Sapele, Douglas fir and marine plywood and is encapsulated in epoxy resin as are the deck seams

The boiler is a Steam Boat Association fire tube design with a diameter of 20 inches and is coal fired. The boiler exhaust is via the funnel and is used to create a forced draught for the fire.

A shaft driven pump and an injector is used to top up the boiler with a hand pump for emergencies. The propeller is a 3 blade 16 inch diameter with x 22 inch pitch.

OLIVE



Owner

Michael Morgan

Home Port

Chelmer & Blackwater
Navigation, Chelmsford

'Olive' is a 1985 Frolic 21 steam launch fitted with a Turner 6A engine and Kingdom vertical tube boiler fired by Kerosene.

2007 I purchased Olive, 2010 Boiler retubed with 120 tubes by Derek (On board today), 2012 2nd Burner preheat pipe fitted, 2013 Deck professionally varnished by Rupert Latham, 2016 Weekend Steam Fair on Rutland Water with Mr & Mrs Peter McCormick with 'Orinda', 2021 Windermere SBA 50th Anniversary.

The frolic 21 is an elegant shaped fibreglass hull with wooden deck and internal fittings and fibreglass canopy. 'OLIVE' is fired by Kerosene and takes about 50 minutes to steam working pressure. At the end of the day returning to the mooring we turn off the fuel, blow down the boiler and leave her to cool down before putting her all over cover on. No fire to damp down or ash pan to clean

NAIAD



Owner John Beveridge
Home Port The North East

Self build from Selway Fisher plans of the Indian Runner with lines taken from Amaryllis. Sapele upper decks, dark green painted Hull . Completed 2002 VFT boiler by Franklin and Bell. Twin Taylor HP much modified by John Maltby.

Completed in 2002. Steamed widely over the UK. Boiler retubed in 2014

Often seen on Windermere operated by a group of Pirates

NOKOMIS



Owner; Bill Hall
Home Port; Nottingham

Nokomis has a 24ft Indian Runner hull and was built by the present owner in 2000.

The engine is a Victorian twin high 3¹/₂” x 3¹/₂”.

She is green with a buff coloured funnel and was resident on Windermere for a number of years.

FIRE QUEEN



Owners Mike Fish and Jeff Kenworthy
Home Port Whitby, North Yorkshire

A 19ft long canopy launch, with a coal fired water tube boiler and oscillating twin cylinder engine.

Fire Queen is one of the first batch of six mouldings of the 'Sylvie' affordable hull. Fore and aft decks, gunwales and front & rear seats were installed by Roger Hall at Penarth. The hull was then purchased by the current owners early in 2015, who completed the fit out and installed the machinery. The first sailing was on the river Tees in August 2016.

GARLANDSTONE



Owner: Francis Overall
Home Port: Wethersfield, Essex.

Garlandstone is a 1989 counter Stern open launch, carvel—mahogany on laminated oak. LOA is 23’2” with a 4’10”beam.

She has a vertical fire tubed boiler, and a non condensing twin Taylor engine

She was built in 1989 by Phil Moore. Purchased by present owner in 2019, she was extensively restored and first steamed again in 2021

GRAYLING



Owners John and Jill Maltby

Home Port Windermere

Commissioned by owners, first steamed 1999. water tube boiler & modified Taylor compound engine built by John Maltby. Various plant changes over the years, original Taylor rebuilt now with piston valves, fitted 2019 and New VFT boiler fitted 2021.

Small steam launch with initial concept for family pleasure. Attended many rallies:- Ullswater, Coniston, Windermere, Lancaster Canal, Caldon Canal, Loch Katrine, Forth and Clyde Canal and Union Canal. Was first steam boat to be featured on BBC's Antiques Road Show filmed at Windermere Jetty September 2020. Usually in steam for 10 months of the year on Windermere.

HALCYON



Owner Nigel Cooper

Home Port Tamar Valley

Carvel mahogany open launch 16'7" length overall, hull believed to be from 1920. Transom stern, wheel steering coal fired with a Swan engine.

First fitted out as a steamer in 1981 on the Thames and moved to Windermere in 1988 with the current plant installed in that year, hull completely rebuilt in 1998 and moved to the current owner in the Tamar Valley in February 2010 where she has been steamed on West Country rivers and attending regattas in Bristol, Calstock, Dartmouth, Plymouth and Thames Traditional Boat Festival

At the 2019 Dartmouth Regatta Halcyon was filmed for the Channel 4 program "Devon and Cornwall" which was broadcast in May 2020

MELISSA



Owner Ian Bucknall

Home Port River Wey

Melissa has a 14'6" glass fibre limited edition hull by Gibbs & Thurston with the interior lined in iroko veneer and a planked and varnished deck. A coal fired steel vertical fire tube boiler with 72 tubes to a SBA Design powers a Stuart Turner 5A single cylinder double acting engine with piston valve and Stephenson link valve gear incorporating Anthony Beaver modifications.

The hull was fitted out by the late M G Thomas in 2001 who also built the engine. Gwyn was a meticulous engineer who fine tuned the steam plant over many years of successful steamboating converting the plant from puffing to condensing and adding automatic lubrication to the main engine bearings. Enjoyed by current owner since 2015.

Just small enough to fit in a garage on a trailer, Melissa is easy to launch and enjoy with the family and is also fitted out for single handed operation.

MICHELLE



Owners: Richard and Mary Cooksley

Home Port: Bristol

Passenger launch. LOA: 28' 3", LWL: 26' 0", Beam: 6' 4", Draft: 2' 4". Boiler built 2013 by Steamwell Boilers at Chew Stoke, Coal fired, 250 psi. Selectable condensing or non-condensing, engine driven pump, forced draft fan, hand pump, injector, Windermere kettle, whistle and siren.

Engine is a 2 cyl compound. 2.5" + 5" X 4" Built 2017 by Kevin Slater at Chew Stoke UK Design: LIFU style by: Alex Richie. 1 kW AC motor/generator and inverter fitted to drive the boat when steam engine not engaged.

Propeller bronze, 3 blades, Right Hand, 24" X 30" Shaft: 1.4" Stainless Steel

Whilst Richard and Mary are custodians of the boat today it was designed and built by Mike Bell who was unable to enjoy the use of the boat.

The lofting drawings and calculations by Paul Fisher. Sister launch "Etna" built by Roger Heise. Michelle launched 7th September 2017 Bristol

Retroussé stern with tumble home wine glass transom and clipper bow with slight flare. Canopy with side curtains.

LULUJO



Owners Mike & Eileen Hanson

Home Port Windermere Marina

LuLuJo is a 20 foot long cabin launch built to represent the sort of launches used on Windermere and the Thames in Edwardian times.

It has an coal fired Oldfelt boiler and a modified Stuart turner 6A compound engine. It's a condensing boat with large water make up tanks under the floor so is suitable for sailing in salt water as easily as fresh.

It was built over 6 years by the late Ralph Pullen from Somerset and launched in 2000. He built it all, hull, cabin, engine and boiler.

After Ralphs untimely death we bought her in 2014 and she now normally lives on Windermere from April to November and at home in Lancashire in the winter

The hull is tongue and grooved cedar strip all glued together. Both inside and outside the hull is glass fibre covered. The varnished woodwork is Sepele. The cabin is also Sepele with Ash on the roof and is 188 separate shaped pieces of wood.

Maximum speed is around 6mph but normal cruising speed is around 5mph. We normally burn Welsh Steam Coal although ovoids or compressed wood are sometimes used

MAZEPPA



Owner Mark Rudall

Home Port Stoke Lock, River Wey, Guildford

Mazeppa is ca. 19' long, chine-hulled, and built of ply and West System epoxy. She has a twin drum water tube boiler and a condensing compound engine with Stephenson link motion reversing gear, by DC Burnage of Bedford.

Mazeppa was built by Glyn Lancaster Jones, a prolific Welsh steam launch builder, in 2009. She was named after a colourful Ukrainian folk hero celebrated in an 1819 poem by Lord Byron. Originally built for SBA member Adrian Birtles, she passed to Mark Rudall in 2017. 2020 may see her Burnage engine removed for rebuilding and replaced by a high-pressure twin by John Winn of Abingdon.

Boiler feed issues in 2018/19 saw Mazeppa gaining an injector and a steam feed pump to supplement her engine-driven pump, all feeding via independent clacks and making for a much more relaxing boat!

HELEN



Owner: Helen Steeple

Home Port: Windermere

Was built 1980 by R.Lower and Son of Newhaven, using mahogany planks on oak beams to a design by SBA founder member, Cyril Moreman based on the classic West Country Picarooner shape which allows her to handle rough conditions. In 2018 the hull structure was enforced using either mahogany or, where appropriate, UK grown-on oak by Simpson Boating and the interior layout redesigned.

She is a condenser with a coal fired, vertical firetube boiler which has recently been retubed by Alex Sharphouse and Jack Dibnah. She has a two cylinder engine built to the 6A design by Stuart and Co, Bridport.

The hull is decorated with her name supported by a dachshund and is best known as 'Helen Highwater' in the Steam Boat Association magazine, The Funnel, which features her exploits with her hapless lady owner.

HOT POT



Owner: Peter Hammond

Home Port Windermere/

River Dee Chester

Hull built by Frank Halls and son, Walton-on-the-Naze circa 1860. Originally fitted with a Stuart Turner R3MC 2 stroke petrol engine. Steam engine built by R. Hibbitt at Leeds, installed and first steamed in 1990. Boiler built by A. Bennett at Bristol.

Acquired by the owner in May 1998. The engine was rebuilt in 2003 by L. Williamson (Wirral) and a hot well fitted by the owner in 2017.

Popular 12ft boat and a regular visitor to Windermere.

IMP



Owner C J Davies

Home Port Windermere

Wooden cabin launch 21ft LOA with white hull and mahogany cabin.

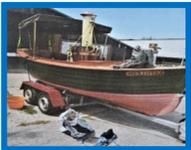
Machinery comprises a two drum water-tube boiler feeding a twin cylinder (2½” + 2½” x 3”) steam engine with condensing plant.

Imp was built at Bowness on Windermere by Borwicks and Sons and has been on the lake for her entire life. The exact date of construction is not known but it is believed to have been “before the first world war” which indicates that she is over a hundred years old. A major refurbishment was carried out in the 1990s, including rebuilding of the cabin and fitting the steam plant.

Although smaller, Imp is similar to the traditional Borwicks built passenger launches still in service on the lake.

The engine, boiler firing and steering location are in the cabin which is convenient given the vagaries of Lake District weather.

KATHLEEN



Owner: Paul Cummins

Home Port Devizes

Kathleen is an 18’ long boat with a 5 ‘ beam. She is fitted with a coal fired, vertical water tubed boiler and a single cylinder engine.

Built roughly in the 1920s, the original hull, unfortunately did not survive but was turned in to a mould so that a GPS hull could be made.

LADY SUSAN



Owner: Michael Forsythe

Home Port: Loch Ard, Scotland.

The hull is a Frolic 21 (length: 21ft, beam: 5ft. 9ins.)

The engine is Alex Richie and is a Stuart Turner 6A Compound,

2½ “x 4” x 2”

The boiler was built in 1994 by Crest Engineering and is a locomotive type.

LA MELINITE



Owner John Jewsbury

Home Port

Originally built for Adrian Birtles she saw regular use over 7 years until sold. Fell into disuse in 2000 and purchased by myself in 2008. 3 years renovation followed and back in steam in 2011. Steamed regularly since. Boiler retubed 2020.

24 foot Edwardian style launch built by Glyn Lancaster Jones at his Port Dinorwic yard. West System Epoxy coated marine ply construction with 2 berth saloon. Coal fired water tube boiler with a rather noisy (!) Stuart 6A. A nice touch is the built-in oven at the front of the boiler for hot pasties and pies. A steam powered ice cube maker is under development.