



Update

The pinnacle will be open to visitors on the pontoon behind Boathouse 4, Portsmouth Historic Dockyard over the weekends 1st/2nd and 23rd/24th October from 1000 to 1600. Come along, see the pinnacle up close and meet the crew? Last chances this year. More info at <https://www.boathouse4.org/boat-charters/1127>



Utter delight at two engines making their way to NZ - an email from Russell Ward in New Zealand

The Minerva



“Hi Martin, I thought you might enjoy reading of the slow -but seemingly progressive- rebuild of the NZ steam ferry *The Minerva*. She was built in the early 1900s as a twin screw shallow draft ferry for the lower reaches of the Auckland harbour. Twin screw locally produced machinery. She was not overly successful -the market changed rather.

She was moved over to the Kaipara Harbour in the '30s and used as a tug (*below*) in the local logging industry until she was sold out of the trade post war and dieselised with one engine scrapped, boiler used in a market garden greenhouse business. We'd love to trace its fate -would involve dredging through

the sometimes incomplete Marine Dept records of annual surveys of the day. The other engine lay on the wharf into the '50s and fate is unknown. I'd like to think we'd find it one day in the

She was fitted with a Deutz engine, made into an elegant ketch rigged pleasure launch (*overleaf*) and brought over to retirement on the east coast -I took the photo of her moored in a picturesque river north of Auckland. We used to go up there for stores when we were cruising. She went downhill fast

after the owner died and variously became a floating brothel for the Chatham Island fishing fleet and general flog about. There were several bullet holes presumably from a short changed customer down aft! I guess the crew will have patched them.





She then came back to Auckland and lay deteriorating until taken over by the present crew in Kerikeri north of NZ. She has a couple of ardent steam people on board one of whom owned a steam sawmill until quite recently.

I am interested that they may have scored the engine from the Oceanid HSL 370? That was one ship we all got steamed up when reading the article in Steamboats and Modern Steam Launches published by Bill Durham in early 1962. When the owner tired of her (eh what? How could you do that?) he gave her to a local scout and as they say, her future was all downhill. She was recently dismantled hull severely rotten and I am sure if it is her engine, it will feel very much at home in the antipodes. The engines won't be handed so the controls may be awkward unless they install one backwards.

Here is the URL of the latest report.

https://www.nzherald.co.nz/northern-advocate/news/kerikeri-full-steam-ahead-for-ferry-project-as-second-engine-arrives/5MQ4HRFM2RT64EMCNQCJAB6UPOQ/?fbclid=IwAR12mLac_ZpErjKw7MjLvH1m4z2rfd2PC1cWpAjWPDdB654iSwTy8RJFmBM

Cheers, Russell

A trip on the Waverley - by the editor

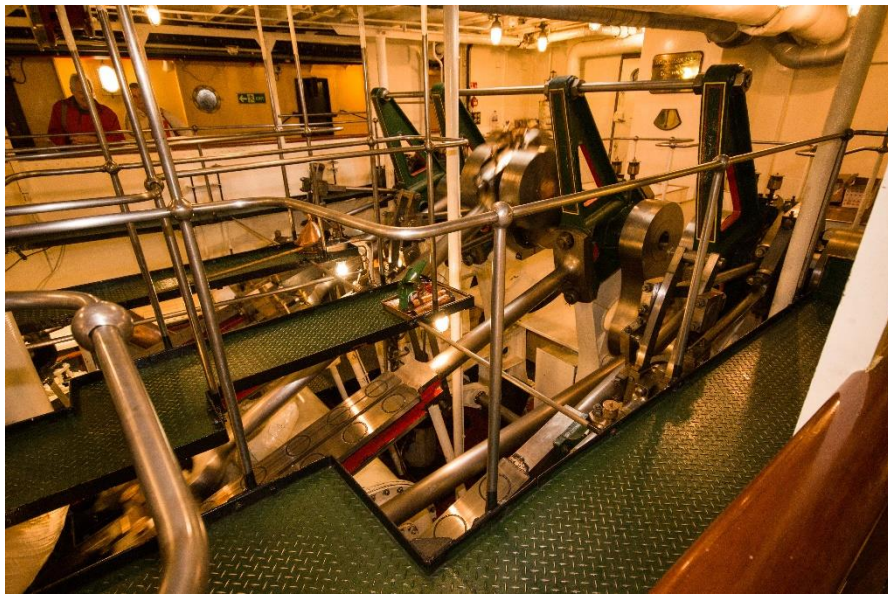
PS Waverley approaching Swanage Pier



Although a little more modern than our usual vessels her machinery and historical links makes her of interest I hope. Paddle Steamer Waverley is the last seagoing passenger-carrying paddle steamer in the world they claim. She was built in 1946 to replace her predecessor, also a paddle steamer, sunk in 1940 whilst evacuating troops from Dunkirk. She joined the London and North-Eastern Railway Clyde paddle steamer fleet and wore that company's red, white and black funnel colour, something she displays today. She later became part of the Caledonian Steam Packet Company and finally Caledonian MacBrayne Ltd. After the

1973 season as she was judged too costly to operate and maintain. She was sold to the Paddle Steamer Preservation Society for £1. After a major fund raising exercise she was returned to passenger service and now circles the country annually offering day trips from a range of ports, The Society also operates PS Kingswear Castle and MV Balmoral. <https://waverleyexcursions.co.uk/>

Her main engine is a three-crank diagonal triple-expansion marine steam engine built by Rankin & Blackmore, Greenock. It produces 2,100 ihp and achieved a trial speed of 18.37 knots at 57.8 rpm.



Passengers can watch this engine from passageways on either side of the engine room (*where the editor's photo left was taken.*) The trip was worth it just for this viewing alone! The engineer on duty (*photo below*) was a former stoker from HMS Bulwark (R08, 1945-84) a few years after the editor's time aboard as the senior engineer. The control position has some modern additions with a video display monitoring boiler fuel pressures and a flame out warning, no doubt linked to the new

boiler installed in 2020

<https://www.youtube.com/watch?v=zl8wgJ0ecw8> for a video of the engine – “poetry in motion”.

The engine main crank is solidly attached to both paddle wheels so they cannot turn independently. This produces significant handling problems as the skipper has little to directly counteract a beam wind or current when berthing. She struck the pier at Brodick in September 2020, damaging her bow (24 people were injured - the ship was carrying 213 passengers and 26 crew)

<https://www.bbc.co.uk/news/uk-scotland-glasgow-west-54011504> .

In your editor's recent trip (15 Sept 2022) she gave the pier at Yarmouth a good clout.



She has a much larger turning circle than modern ferries and explains why our friends at Serco provided a tug in support when Waverley left Portsmouth Harbour Station earlier for the same trip. She had to make a 180 degree turn across the busy harbour. On the way down the Solent we were overtaken by the Historic Dockyard's MGB81 (*left*) at an impressive high speed with Diggory Rose spotted at the helm.

Photo by Paul Woodman.



above) a Battle of Britain class engine. 110 of these streamlined engines were built for passenger and fast freight services between 1945 and 1950. The guard is seen (right) with a token and the key needed to operate the points as the locomotive moved to the front of the train. Approaching Portsmouth, the Queen Mary 2 was spotted. Beautiful except for the Hamilton port of registration on the stern! Photo below by Paul Woodman.

The editor's voyage was from Portsmouth to Yarmouth and then on to Swanage where an extra trip on the Swanage Steam Railway was included. The locomotive used was the "Royal Wessex" (photo

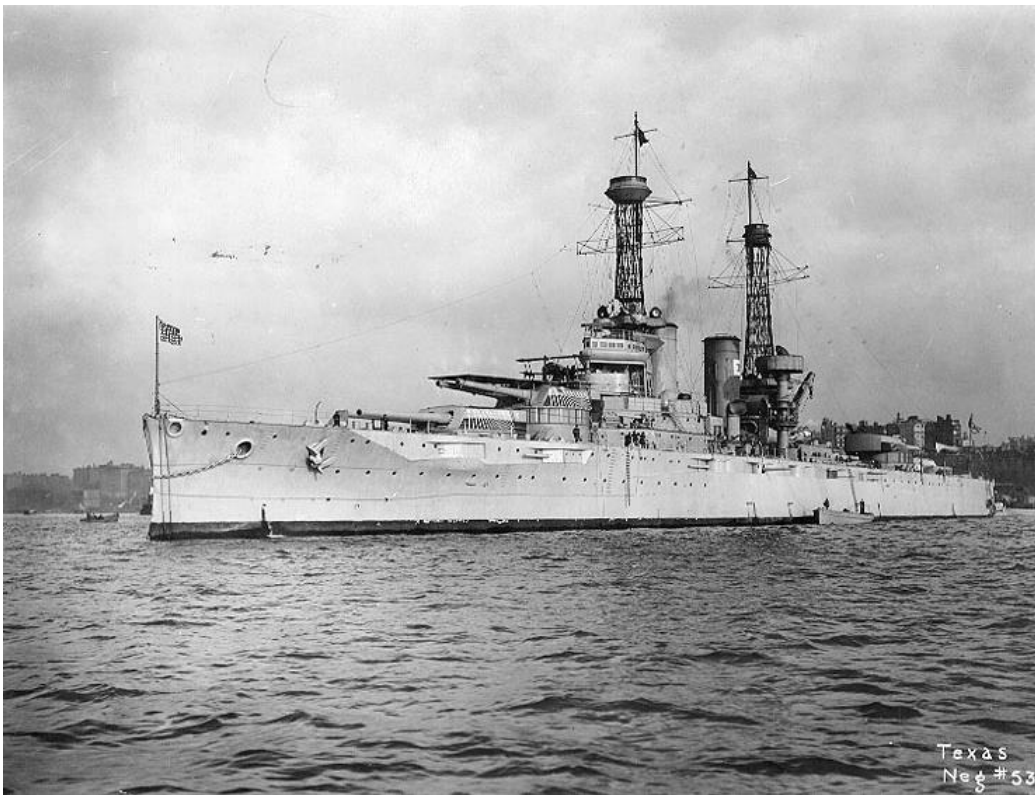


By the time this article is out in the newsletter, Waverley will have finished her trips on the south coast for 2022 and moved further east. This year the programme included trips from Southampton and Portsmouth to Yarmouth (IoW), Swanage and round the Isle of Wight. In October she is operating from London, Gravesend, Southend and then later in Scotland. . She should be back down south next year but book early as these trips are very popular.

All photos by the editor except where noted.

Model Boat Kit - HMS Renown (50ft Pinnace) - By Billings – Boxed – seen on eBay 26 Sept. Seems very cheap at £2.20 plus p&p. Probably have the bidding pushed up or sold before this goes to print.

<https://www.ebay.co.uk/itm/284979910935?mkevt=1&mkpid=0&emsid=e11021.m43.l3160&mkcid=7&ch=sgood&euid=93f731f370884c7a8c3cd130d6ea6c91&bu=43138949694&ut=RU&exe=0&ext=0&osub=-1%7E1&crd=20220926044820&segname=11021> Bidding up to £37.50 on 30 Sept.



USS Texas is the only remaining capital ship to have served in both World Wars. She is a permanent floating museum and has recently been towed to a dry dock in Galveston for inspection and maintenance. A YouTube link below is an interesting walk around the dry dock pointing out significant features. Fascinating, especially if you haven't been in a dock bottom before.

She was launched in 1912; 27,000 tons, length 573 ft, beam 95 ft, draft 28 ft 6 in.

10 × 14 in guns, 16 × 5in

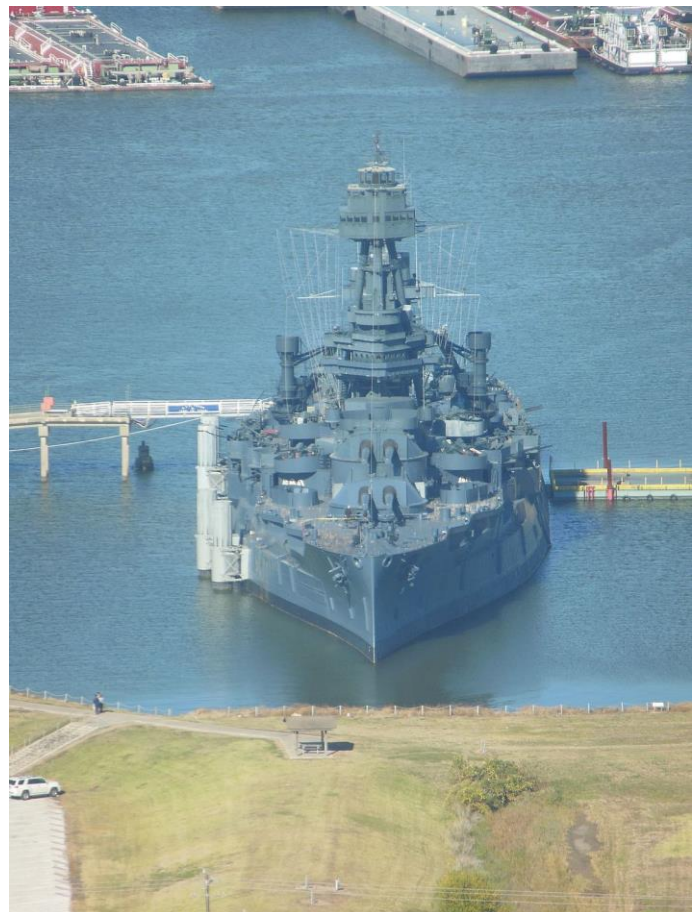
3 × floatplanes, 1 × catapult (fitted on Turret 3

Photo above

<https://commons.wikimedia.org/w/index.php?curid=397489>

<https://www.youtube.com/watch?v=Sl8ZPyWGkrg> “First Walk Around the Dry Dock”. The preservation team will be doing more videos on the scope of work. Search “Battleship Texas” on YouTube.

[https://en.wikipedia.org/wiki/USS_Texas_\(BB-35\)](https://en.wikipedia.org/wiki/USS_Texas_(BB-35)) Loads more info covering specifications and history



(Left) 3 inch anti-aircraft gun on platform atop a boat crane on *Texas*; installed in 1916 and said to be the first AA gun installation on a US battleship. Note a pinnace at the boom alongside.

(Above) USS Texas in 2014 in her previous berth at the San Jacinto Battleground, near Houston.

(Photo by Adam Cuerden - Own work, CC BY-SA 4.0)

A unique opportunity to own your own steamboat! *(By editor, note that the offer below is only for Steam Boat Association of Great Britain members – not sure how many are readers of this newsletter – but printed here out of general interest and something very unusual anyway)*

A senior SBA member has reached a point in life where he knows he needs to pass on his much loved steam launch. This well-equipped launch is 22' long fitted with a VFT boiler and single cylinder piston valve engine, sitting on a twin axle trailer. Although well cared for she does not have a current boiler certificate and will need TLC to ready her for the water once again. Similarly, her trailer will need attention to wheels and bearings before the boat can be towed.



and will need TLC to ready her for the water once again. Similarly, her trailer will need attention to wheels and bearings before the boat can be towed.



The pictures below may give some idea of condition. Our member doesn't want to sell her and desires to give her away to an SBA member who would cherish her and who, for whatever reason, has not been in a position to build a steam launch or buy one for themselves. He is making this unique offer in good faith and is quite clear that it should only be open to

current UK members of the SBA who are in a position to transport and keep the boat, and are committed to using, maintaining, and enjoying the vessel themselves on lakes and waterways, just as he has done. The new owner will become the official keeper at the point of acceptance and responsible for insurance and removal at the earliest opportunity from her South Devon location.

If that sounds like YOU, please drop an email of not more than

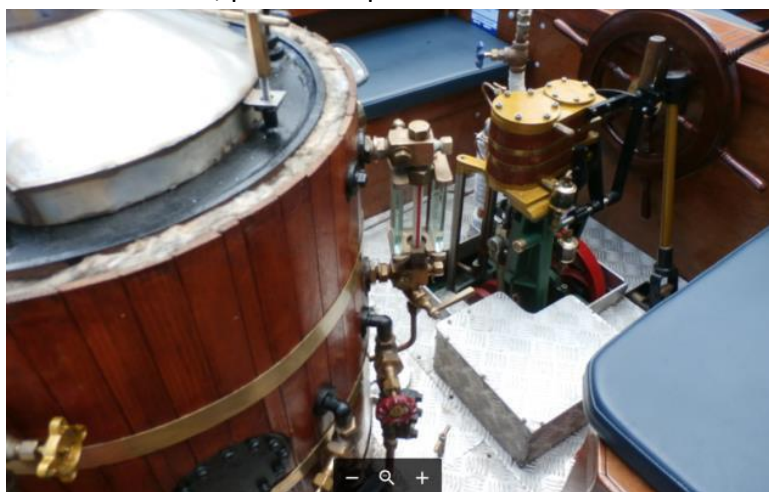


three short paragraphs to the owner care of: secretary@steamboatassociation.co.uk Your email message needs to provide your name and contact details and explain very briefly why you feel you should be the recipient of this generous offer.

On the 31st October, our member will make his choice from the responses received and that person will become the proud owner of this boat.

The choice is his and his alone and if you hear no more after making your submission you can assume the boat has been passed into the care of another applicant.

Please be aware that this arrangement has been extremely carefully thought through and is strictly between our member and whoever finally receives custody of the boat. The SBA mailing address is simply a conduit to enable this to happen and make things easier for our member and we cannot enter into correspondence on the matter.

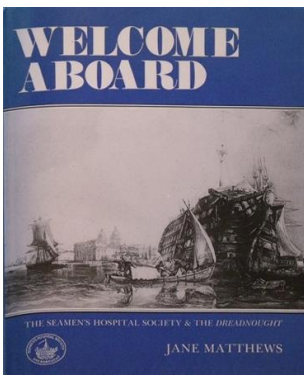
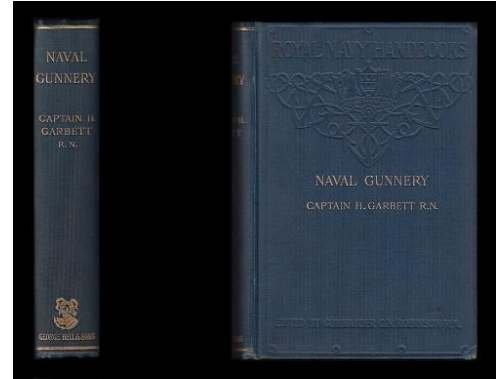


Book List 149

Life of Vice-Admiral Sir George Tryon K.C.B. by Rear-Admiral C. C. Penrose Fitzgerald; William Blackwood and Sons 1898. A British admiral who died when his flagship HMS Victoria collided with HMS Camperdown during manoeuvres off Tripoli, Lebanon.

Various theories have been put forward to account for the hoisting of the signal which caused the disaster there can be no doubt that the signal was the primary cause of the accident: and we know that, with that honesty and generosity which characterised his whole life, Sir George Tryon with his last words took upon himself the sole responsibility.

Naval Gunnery - A Description and History of the Fighting Equipment of a Man-of-War by Captain H. Garbett, R. N. George Bell and Sons 1897. Preface: This work has been written, not for experts, but to give the general public some information on the all-important subject of the armament of our ships of war. My aim has been to trace the history of naval gunnery from the date when guns are first mentioned as having been used on board ships down to our own time, and to put into a readable form enough of the heavy matter contained in the standard text-book to give non-professional readers a fair insight into the causes which have brought us from the smooth-bore muzzle-loading 68-pounder, the heaviest gun in existence at the time of the Russian War, to the breech-loading 111-ton guns of the Sans Pareil and Benhow, and from the smooth-bore 32-pounder of the same period to the 6-inch quick-firing gun of to-day;

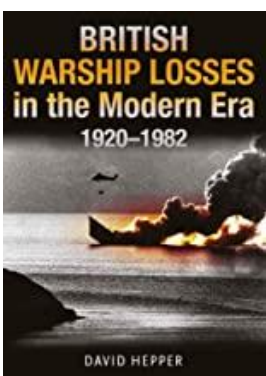
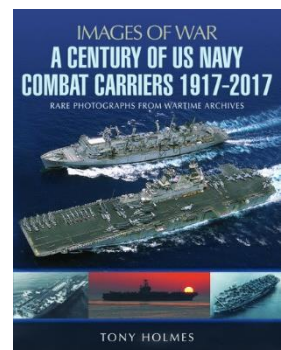


Welcome Aboard. The Story of the Seamen's Hospital Society and the Dreadnought.

Jane Matthews; Baron. Buckingham. 1992 . Also: Quotes Ltd 1992)

148 pages ISBN-10 086023499: ISBN-13 . 978-0860234999. The story of the Seamen's Hospital Society, set up following the Napoleonic Wars with three floating hostels and a hospital ship. Today it is part of St Thomas's Hospital.

A Century of US Navy Combat Carriers 1917-2017 Tony Holmes: Pen & Sword Maritime; November 2022 (Paperback) 144 pages; ISBN: 9781473892835. Today's nuclear behemoths of 100,000 tons can trace their lineage back to the converted battlecruisers of the 1920s and 1930s, which were the first truly modern carriers capable of operating close to 80 aeroplanes. This volume charts the development of US Navy fixed wing and helicopter carriers throughout the Second World War, the conflicts in Korea and Vietnam, the Cold War and the ongoing War on Terror.



British Warship Losses in the Modern Era 1920 – 1982 David Hepper; Seaforth Publishing May 2022; Pages: 432 (Hardback) ISBN: 9781399097666. This work details all those ships and vessels of the Royal Navy which were lost by accident or enemy action, during the twentieth century, from the end of WW1 to the last years of the century. In all, the fates of over 2,000 ships and small craft are covered, from aircraft carriers and battleships to motor launches, harbour tenders and tugs. Those vessels hired or purchased for wartime service, such as trawlers, paddle steamers and yachts are also listed.