



STEAM GAGE

Volume 45, Number 2 2nd Quarter Spring 2016

A publication of the

Northwest Steam Society

www.northweststeamsociety.org



STEAM GAGE

Published quarterly by the
Northwest Steam Society, Inc.
PO Box 9639, Seattle, WA 98109

The opinions expressed in this publication, or the NWSS website are not necessarily the opinions of the Board or Officers of the Northwest Steam Society, Inc.

NWSS Officers

John Hope, President
john.hope@comcast.net

Harv Lillegard, Vice President
montebuilder@comcast.net

Jenni Kane, Secretary
jenniluigi@yahoo.com

**Doug Brookens,
Membership Secretary**
douganddarcy@gmail.com

Stephanie Hylton, Treasurer
stephylton@rockisland.com

NWSS Board Members

Jerry Ross, Safety Committee
jerrynjudyross@comcast.net

Dave Hogan, Safety Committee
dhogan@comcast.net

Norm Davis, Safety Records
nddavisjr@hotmail.com

Karen Keefer Plut, Gage & Web
kpcomm@comcast.net

Michael Cross, Safety Chair
machiaschix@gmail.com

Ryan Handel, Social Media
slwhistler2004@yahoo.com



Above: Tony Hubner's Lip-Lip-Skookum-Issick (Chinook trade jargon for "hot-water-boat-goes-fast") before her trip to a new life as Fulton's Folly in Germany, below.

Lip-Lip Flies to Germany

By Tony Hubner

As readers may recall, some years ago I built a drop-in side paddle canoe engine, which (after some tweaking) worked quite well. It consisted of an all-copper water tube boiler of some six square feet heating surface with an expanded-metal stainless grate - wood firing being the aim. All this contained in a 14" X 14" X 30" insulated aluminum casing with a pull-out ash pan underneath.

On the back surface of this, was a frame carrying a pair of slide valve cylinders 1-1/8" X 3" (I think) with a Hackworth valve gear. These drove vertically upwards to a built-up crankshaft connected by universal joints to the side wheels. The cylinders were of brass, the crankshaft steel, but everything else (save the brass bearings) was aluminum, resulting in an all-up weight of some 130 pounds, an easy two-person lift.

I called this unit "Lip-Lip Skookum Issick" the result of access to a Chinook jargon dictionary. (Chinook was a trade language current on the U.S. west coast in the 1800's: Lip-lip = "boiling"; Skookum = "strong"; Issick = "paddle") This name was painted on the paddle boxes. I later fitted larger paddles and boxes, but never got around to adding the names. Lip-lip Skookum Issick is still listed on the NWSS website with picture from the Olympia meet (above).

(Lip-Lip Flies to Germany — Continued on page 4)

Northwest Steam Society Membership

Annual membership is \$25.00 in the U.S., \$30.00 in Canada and all other countries*. Membership entitles each member to four quarterly issues of the *STEAM GAGE* plus a completely updated membership roster at the beginning of each year. New members are listed in the *STEAM GAGE* quarterly. All membership mailings are by first class mail.

STEAM GAGE Publication Schedule

The editor must receive material for inclusion in the next issue no later than
June 1, 2016

Items may be sent by email or United States Postal Service.

Editorial Address:

Karen Keefer Plut
205 Powell Avenue SW
Renton, WA 98057 USA
Email: kpcomm@comcast.net

NWSS Website

www.northweststeamsociety.org

Webmaster: Karen Plut

Contact the webmaster through the link on our website.

History & Archives

NWSS Archivist: Harry Hibler
Email: hhibler@embarqmail.com

Facebook Administrator

Ryan Handel
Email: s1whistler2004@yahoo.com



President's Corner

I am always amazed by the depth of knowledge and experience we have amongst our members concerning just about any subject under the sun, especially, if it's steam! We come from many different backgrounds while the whole world changes around us. In these days of such intense digital communication and connectivity, it is sometimes hard to keep up with it all.

At the individual level, whatever serves a member best is the way to go for them, but to be viable for the younger membership we seek, to keep steam alive and well, we must progressively use the tools and capabilities they use in their lives. For example, being able to link directly to Facebook, use a credit card or PayPal for Slop Chest purchases, an AGM reservation or event registration, directly online from practically any device is essential.

To that end, we have recently launched our new website based on a commercial platform, to not only provide these capabilities, but also be able to do so with far less work! The new site looks a little different but is highly intuitive and the transition is expected to be almost seamless. The website address remains unchanged at www.northweststeamsociety.org.

Now, back to more typical topics, we have a full steaming schedule ahead with events far and wide. I do hope you'll have the opportunity to enjoy as many of them as possible, and that we all have a wonderful, safe steaming season!

John

Notes From the Editor

Not much for me to say this quarter, except a most sincere "thank you!" to Norm Davis and the other folks who saw fit to honor me with the George H. Ives Trophy last Saturday at our annual general meeting. It is awarded to the NWSS member who the previous few recipients feel has made the largest contribution to the Society in the past year. All I know, is that I would be remiss not to mention how much my husband Ryan helps with all this, proofing and reproofing, acting as my technical advisor, and even occasionally making dinner to help me make a deadline. Thank you dear. :x

Speaking of deadlines, my apologies for getting this issue out a little later than normal. I've been spending a lot of time on our new website, and am looking forward to making it an even more valuable tool and resource for the Society. Currently, it works well on computers and tablets, and a version optimized for phones is in the works—after the *Gage* goes to press.

That said, I know there are some inaccuracies, and I am looking to you to point them out to me. Please especially look over your own project page(s), and let me know if you see any revisions that need to be made. And, if your project doesn't yet have a page, be sure to let me know its information and send me a photo so we can add it too! For this website to be—as it should be—the proud face of our Society to the world, it will take all of us staying vigilant as time passes to keep it accurate. Changes are easy to make, and it's my job, and pleasure, to make them. Anyway, I hope you enjoy it as much as I enjoyed creating it.

Steaming on,
Karen

From the Safety Chair

By Michael Cross, Safety Committee Chairman

It's not quite time to be putting water back in our boilers, so I thought I would talk about trailers while we wait for spring. Our boats are often impressively heavy compared to an engine-driven boat the same length, so we need to have good trailers, especially if we stick them in salt water.

One aspect of safety is being legal, so you don't get nabbed for some infraction. Fortunately, for those of us living in Washington State, the Washington State Patrol has a nice web site showing all the requirements for trailers: www.wsp.wa.gov/traveler/docs/cvd/170_129.pdf. If you don't live in Washington, the requirements are probably similar, but you should check.

Here is a summary of the Washington requirements that apply to typical steamboat trailers:

Size: A loaded trailer can't be longer than 53 feet, wider than 8 1/2 feet, or higher than 14 feet. We are not likely to come close to any of these limits, except possibly the 8 1/2 feet width.

Coupling: The ball and coupling must be rated at more than the combined weight of the trailer and boat.

Safety Chains: The trailer must have two safety chains. Each must have a breaking strength* greater than the combined weight of trailer and boat. They must be mechanically fastened to the trailer (not welded) and must be independent—they can't connect to each other. The right chain must connect to the left side of the towing vehicle and vice-versa. If possible, they should be short enough that the tongue wouldn't touch the ground if it became disconnected.

Brakes: Trailers weighing more than 3000 pounds must have brakes on all wheels, and must have a device that will apply the brakes if the trailer breaks away. The same requirements apply to trailers less than 3000 pounds, if the trailer weighs over 40% of the weight of the towing vehicle.

Lights: Every trailer must have taillights, stoplights, red reflectors, turn signals and a license plate light. The lights must be as far apart horizontally as the trailer allows, and they must be at least 15 inches above the roadway surface.

In addition to the lighting above, boat trailers wider than 80 inches must have clearance lights, reflectors, and identification lights. If the fenders are the widest part of the trailer, the front and rear clearance lights and reflectors go on the fenders. If the frame is wider, they go on the front and rear "corners" of the frame. All the clearance lights and reflectors must be at least 24

inches above the roadway surface, if the trailer is that high. If not, they go as high as they can be mounted. The identification lights are three lights in a horizontal row on the rear of the trailer, six inches apart, mounted on centerline.

Splash Guards: All trailers must have fenders or mud flaps as wide as the tires, and extending downward at least to the center of the axle.

That's it!

Would your trailer "pass"?

*When you go to buy chain and chain fittings, they are normally rated at WLL (working load limit) which is normally 1/4 of the breaking strength. So if the required chain seems unworkably large, you might pick a smaller chain based on breaking strength from the chart on page 8 in this reference:
www.nacm.info/Downloads/NACM_Welded.pdf.

2016 NWSS Board Meetings

Members are always welcome at Northwest Steam Society Board Meetings. Remaining meetings in 2016 are currently scheduled for Saturdays April 2, June 11, October 15.

If you wish to attend any of these meetings, please contact NWSS President John Hope, as they are held at a private residence and space may be limited.

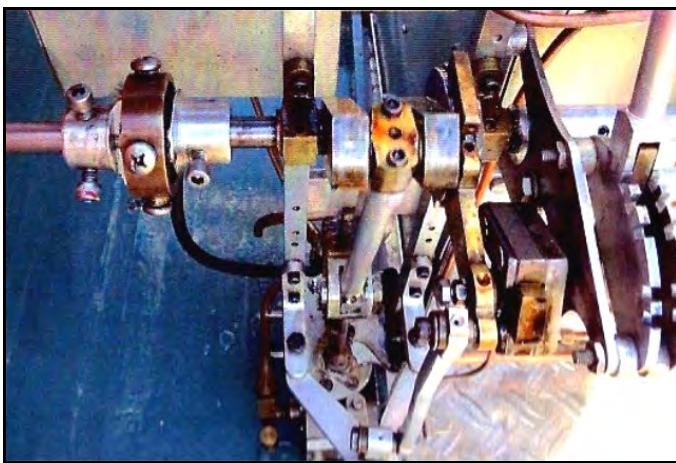
A photograph showing a person wearing a hard hat and safety glasses, working on a large mechanical component, likely a steam engine, in a workshop or on a boat. The person is focused on their task, and the background shows various tools and equipment.

*The “V” is for
VOLUNTEER*

Help keep the SS VIRGINIA V steaming into the future
by joining our steam team!
heron@virginia.org
206-624-9119
www.virginia.org

I had fun with it, taking it to that NWSS meet in Olympia, with a borrowed canoe! As well as steaming at a local meet or two. I also ran the engine on a stand at various dry-land events. Eventually the unit fell into disuse, as it always needed help getting it in and out of the water, and I got tired of looking at it, so with son Dougal's help, I put it on ebay.

We got a few inquiries but no bids, so let the matter lapse. About a week after the auction closed, I got an e-mail from one Thomas Hillenbrand of Germany asking if the engine was still for sale. After a brief exchange, this worthy gentleman offered to buy at full price. This was agreed to, on the understanding that I would need about two weeks to build a suitable crate.



Fulton's Folly's steam engine.

I was told that I would be contacted by an airfreight company at Vancouver Airport (I live in Victoria on Vancouver Island). I was duly phoned by a gentleman with a thick Scot's accent requiring details of the parcel to be picked up. I explained the situation, saying that I would call him back when the steam engine was crated and ready to go.

When the day came I called the given number, recognized the Scottish brogue and said "Hi, this is Tony in Victoria..."

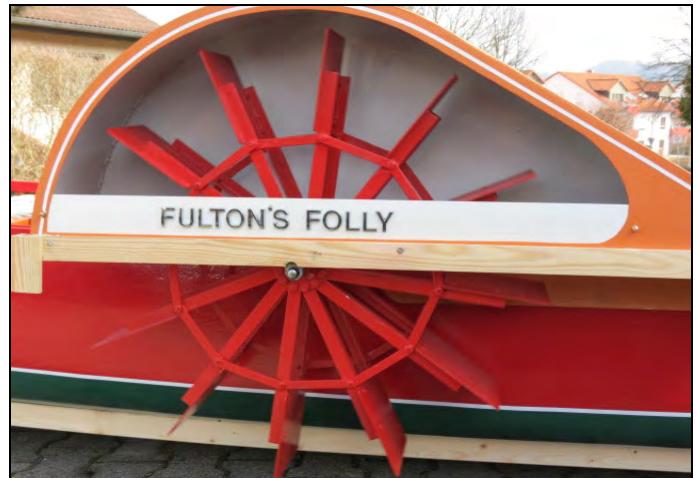
The unexpected reply was "Great! The body is ready to be picked up any time!"

"Whaa...?"

"Who IS this?!" with Scot's accent.

"This is TONY, the steam engine guy!"

OH! I'm sorry, it's just that there's another "Tony" in Victoria we do business with. He works at Sand's Funeral Home!"



That sorted out, it all went smoothly, but it does leave room to wonder if things had progressed along other lines - Thomas H. gets the stiff, and the crated engine is given a decent burial!

Thomas has enjoyed the engine, stripped the paint off of it, polished the aluminum to a gleam and converted to propane firing. He ran it on a stand at various steam shows, and by all accounts enjoyed it thoroughly.



Fulton's Folly's boiler .

Then, out of the blue, Wolfgang Schlager sent me an attachment under the subject line "Fulton's Folly" showing a bright red canoe fitted with the my old paddler. This is part of an article by Thomas in *Das Dampf Boot*, the magazine of the German Club detailing the putting together of this very fine effort. My German isn't good enough to determine if "Fulton's Folly" has got her bottom wet yet, but in the photo she's on her trailer with steam showing at the stack.

All I can say is, "Well done Thomas Hillenbrand!" and thank you very much to Wolfgang, who gave me a copy of that excellent magazine!

And that, gentle reader, is the story of how Lip-Lip went by air to Germany.

Rocky Point Steamboat Meet

By Charlie Coghill

Well, it's time once more for all of us to get together at the Rocky Point Resort at Lake Klamath, Oregon. This year we'll be there Thursday through Sunday, June 9, 10, 11 and 12.

On Friday evening, there will be a potluck. Saturday night dinner will be at the Resort restaurant, Sunday will be a family-style breakfast. After breakfast, folks can go out for some more fun, or they can pack up and head for home.

If the same folks show up this year we will have some evening music. Last year several folks came to see the steamboats and brought their musical instruments along, with Mr. Bruce Heppler adding in his horn. It's a fun time just sitting and listening to them play. I would sure like to see more boats show up. With all of us, we could make that place jump!

If you plan on attending, please get your reservations in early.

You can reach Judy at the Rocky Point Resort at (541) 892-9202 or (541) 356-2287, 28121 Rocky Point Road, Klamath Falls, Oregon.

Harriman Springs Resort & Marina (26661 Rocky Point Road, Klamath Falls, OR 97601) has been renovated and is now operating as well. Their phone number is (844) 733-2263. With email harrimanspringsresort@gmail.com. Check out their website at www.harrimansprings.com/.

You can contact me, Charlie Coghill at (541) 560-3598. My email is kcprecision@embarqmail.com.

Unfortunately, at this point in time I do not have any room or campsite prices.

Ted Middleton Estate Offers Neat Reprints

Stephanie Hylton, acting as an agent for the estate of late NWSS member Ted Middleton, is offering reprints of several nice blueprints (turned white prints) of vessels that Ted had commissioned, or had simply admired over the years.

These reprints vary in size but are all very reasonably priced (\$2 to \$20), and would make a wonderful addition to any boater's office, shop or home.

Contact Stephanie at stephylton@rockisland.com or call (360) 468-2826



SL Climax by Edwin Monk, 1947

Roster Revisions

New Members – Welcome!

Jim Jennings

413 Sunrise Drive
Lynden, WA 98264
(630) 247-9796
jenningswhaler@yahoo.com

Kent Lacey

P.O. Box 475
Old Lyme, CT 07371
(203) 517-7776 Cell
(860) 434-1846
kentlacey@sbcglobal.net

Michael Neubauer

1322 Caroline Street
Port Angeles, WA 98362
(306) 477-5745
wondrwrks@olympus.com

Address Change

Russ Noe

4120 Hess Road
Mount Hood, OR 97041
(206) 734-5862

John & Margaret Querna

100 Spring Harbor Drive, Apt. 325
Columbus, GA 31904
(706) 569-7274

New eMail Address

Byron Anderson

chiefbear57@earthlink.net

Joe Butterman

graflz127@zmsn.com

Al Rustad

mrbushington@gmail.com

eGage Extra

Brought to our attention by Dodo owner and restorer Paul Hylton

A cool, big steam project down at the south shore of Lake Tahoe. A 40-footer with M-sized engine. Not sure where they will run her.

Wish I had done as thorough a job of documenting Dodo's transformation but we know the story, and more importantly the results.

40-Foot S.Y. Persistence 3rd UPDATE and "The Big Lift"

www.youtube.com/watch?v=WdRxS69t8nY

By Wesley Harcourt

Published on Jan 13, 2016

AGM Highlights

By John Hope

Thanks again to Harv and Kim Lillegard for organizing such a fine banquet for our Annual General Meeting, Saturday, March 12, at Ivar's Salmon House in Seattle, and to the Seattle Yacht Club Trio for gracing us with their presence, and briefing us for this year's Opening Day Theme, "A Great Escape."



Stephanie Hylton shows off the wide variety of interesting "blueprints-turned-positives" offered for sale as part of late NWSS member Ted Middleton's estate. A few of Middleton's paintings were also offered for sale. Photo by Joellen Hope.

After the fine feast, the business actions proceeded smoothly. Our officers up for election were unanimously voted in again and we were briefed on mini meets coming up, by their respective event chairs. When asked for a briefing for our big summer meet in Blaine this summer, Captain Wolfgang Schlager, with true Big Ship authority, simply advised us that Richard Sturgill would provide the briefing, which naturally followed immediately!



NWSS member Gail Jahn enjoys a chat with Cheng Tze captain Al Dunlap, while husband Bruce chats with Kim Lillegard. Photo by Joellen Hope.

The Tacoma Seaport Museum has offered to host us for our 2017 Summer Meet. The location was well received, but will still require a formal confirmation vote at our Blaine Meet banquet this summer. At the same time, we will also identify an event Chairperson. Be sure to check your *Steam Gage*, or our website, to keep up-to-date with all our latest event details.

During the past year, Ron Fossum and I have exchanged a number of phone calls where Ron made it increasingly clear that he would like to pass the NWSS webmaster task on to someone else. Ron has fulfilled these duties for us since 1998. It was my pleasure to award Ron a very fine plaque expressing our appreciation – or it would have been if I had remembered to bring it with me, but never fear, it will have arrived in Portland by now!

Mentioning our website leads very nicely to recognizing Karen Plut, our *Steam Gage* Editor, for bravely becoming our new webmaster and for having done an incredible job putting our new website together. It is up and running magnificently! Our web address remains unchanged: www.northweststeamsociety.org. You can now pay your membership dues, make Slop Chest purchases and even pay for event registrations, using the links provided.

Lastly, the George Ives Trophy is awarded to someone the previous recipient considers to have made outstanding contributions to the running and success of our Steam Society. Norm Davis decided, even before all this website magic was accomplished, that Karen Plut should absolutely receive this cherished award. His presentation to her was greeted with uproarious approval by all in attendance! Congratulations Karen, and our thanks for everything.



Steam Gage editor and now webmaster Karen Plut removes the "magic" blue tape to reveal her name on the George Ives trophy. Photo by Joellen Hope.



2016 Opening Day Get Ready for “A Great Escape”

By John Hope

Calling all steamers! Once again, we have been enthusiastically invited to participate in the Seattle Yacht Club's Opening Day celebrations on **Saturday May 7**. The theme this year is "A Great Escape." We were well briefed at our AGM by the SYC Opening Day Trio, Admiral Tom Wingard, Admiralette Joanne McConnell, and Vice Admiral Bruce Campbell (photo below).

Please let me know, (best by email), if you are planning to participate, as soon as you can, so I can register your steamboat and obtain your parade "run numbers" for you. You will find lots more information at www.seattleyachtclub.org – just follow the links to

Opening Day, and remember there's a potential \$2,500 fine and/or jail sentence for throwing water balloons or any other objects from your boat! Fortunately, we've always been very well behaved!

The 14th Street Launching Ramp seems to work best for most of our steamers, and we will again moor on the north wall at the Center for Wooden Boats that has been reserved for us as before. We will have your run numbers available there for installation – one on the starboard bow and the other transversely across the stern. We need to leave by 11:30 a.m. and proceed to Portage Bay to await instructions from the parade director. Again, we are in Class F, Classic Power, Under 40 Feet. If you are running late, proceed directly to Portage Bay and we'll have your numbers for you there. My cell phone number is (206) 595-6235. **REMEMBER!** All vessels **MUST** have properly mounted numbers to run in the parade.

While not a requirement, you can monitor the parade director's instructions on **Marine VHF Channel 68**. We can steam around in Portage Bay enjoying the sights, but it works very well to raft-up by noon, at which time the cannon will signal the opening of the Montlake Bridge and the start of the parade. Our class usually starts about 12:30 p.m. Remember, we want to stay within a few boat lengths of each other in single file (as best we can), and remember the captain, or their designee, needs to hold a salute while passing the Trio



The gathering of the fleet next to the Virginia V and the Museum of History and Industry (MOHAI), prior to cruising en masse to Portage Bay to await the start of the Opening Day Parade. Photo by John Hope.

on the judges' boat.

Like last time, we will have our 41 ft. ketch *Pendragon* anchored at the end of the parade, just beyond the south Spectator Log Boom for rafting, rest and relaxation. You are welcome to come aboard; we'll have some refreshments available. The rafting works best when the bigger boats tie up first. The Seattle Fireboat will be the last parade vessel and the Montlake Cut will reopen for your homeward journey at 3:30 p.m. but you are welcome to stay as long as you like.

If you don't have a steamer but would like to ride in the parade, please contact the skippers of your choice beforehand to make suitable arrangements, and remember it makes for quite a long day.

Plan to have a great time, and remember how much everyone loves to hear those whistles!

REGISTRATION DEADLINE:

Contact: John Hope

(206) 772-6588 (Home)

(206) 595-6235 (Cell)

john.hope@comcast.net

**ABSOLUTELY NO LATER THAN
5:00 p.m., Wednesday APRIL 27**



No Steam Intrusions... Please!

By John Hope

During our recent October visit to England, I promised myself to concentrate on the family. I would attempt to turn a blind eye towards all those gorgeous steam opportunities, lurking, it seems, around every corner. After all, this is the heartland of the Industrial Revolution and the birthplace of serious steam!

The First Steam Distraction

With such thoughts active at even a subliminal level, I sensed an increasing risk of completely unavoidable distractions from my family focus. Then it happened - my first steam intrusion!

In passing, my brother happened to mention a restored **Steam Gondola**, being active on Coniston Water. This is where Donald Campbell, the prolific seeker of numerous World Speed Records died in 1967, at about 300 mph, when his boat flipped. Details for our Gondola experience (famed for going much slower than Donald), were quickly extracted from the Internet and tickets were purchased for the very next day. Thankfully, the dawn broke brightly and a short drive through stunning Lakeland scenery soon had us sitting on a log, munching on delicious sandwiches, waiting to see if something steam-like would loom out of the morning mist! What appeared was a larger and far more magnificent screw propelled steam powered vessel than I expected, licensed to carry 86 passengers!



The restored Steam Gondola on Coniston Water, Devonshire, England. Photo by John Hope.

Historically, the original Steam Gondola had been designed to take well-heeled Victorian guests for luxury pleasure cruises on Coniston Water. The trip became very popular and presented an easy way to enjoy the spectacular scenery with easy access provided by the Furness and Coniston Railways. This original vessel was built by Quiggin & Co. of Liverpool for £1050 - about a quarter of a million U.S. dollars today.

As the Illustrated London News of July 7, 1860 reported after her maiden voyage, "The first class saloon was beautifully finished in walnut wood and cushioned and decorated after the style of the royal carriages of our railways." It continued: "The vessel... is a perfected combination of the Venetian gondola and the English steam yacht – having the elegance, comfort and speed of the latter, and the graceful lightness and quiet gliding motion of the former. It may be said to be the most elegant little steam vessel yet designed, and is especially suitable for pleasure excursions on lake or river." In her prime, 25,000 passengers a year enjoyed the experience!



Impressive accommodations aboard the Steam Gondola. Photo by John Hope.

Launched in 1859, she remained in service until 1936. Sadly through the years, she eventually became neglected and derelict, finally sinking in a severe storm, and was almost forgotten. Then in 1979, a major recovery effort was mounted, funded by the National Trust, local donations and generous corporate sponsors. Unfortunately, when the salvaged wreck was examined, the vessel and her machinery were found to be mostly beyond recovery. Besides, the authorities would require a quarter-inch hull skin thickness to meet current standards for passenger carrying, in place of the original one eighth. At that news, an extraordinary effort was undertaken to build a brand new Steam Gondola, taking the lines and as much else as possible from the recovered remains, to once again steam Coniston Water in Victorian luxury to the delight of all.

Locomotion Enterprises built the new engine and W. Bertram & Sons of South Shields built her new boiler, using the same design as the Festiniog Railway's locomotive, "Prince," including the same immaculately pinstriped paint scheme as the locomotive. The famous Vickers shipyard, in Barrow-in-Furness, built the new hull as an engineering exercise for volunteer apprentices - more used to building atomic submarines. True to the

(No Steam Intrusions Please — Continued on page 9)

(No Steam Intrusions Please — Continued from page 8)

original craft, the apprentices used mild steel in narrow strakes to most closely resemble the original Gondola.

Interestingly, the original wrought iron gunwale plate and numerous brass and bronze fittings, were salvageable and have been reused. You have never seen such large flawless polished brass cleats as these! The new, resurrected Steam Gondola was launched in 1980 and has received loving attention ever since from her team of supporters. Apparently, with all that extra steel, she floated a little lower on her lines than expected!

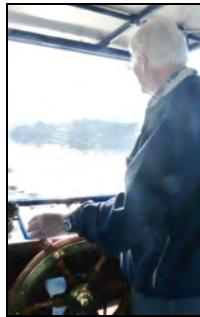


Sidney the Sea Serpent. Photo by Joellen Hope.

The 12th Duke of Devonshire attended the launching of the new Steam Gondola as the guest of honor

since his ancestor; the seventh Duke had been chairman of the Furness Railway back in 1859 and was responsible for the original Steam Gondola program. A wonderful finishing touch for the replica was the inclusion of the original twin tailed serpent figurehead, with a history involving William the Conqueror, and Queen Elizabeth I, who granted the First Duke of Devonshire the right to incorporate the serpent in his family crest. Sprawling luxuriously on the bow (as serpents will) it's now simply known as "Sidney, the Sea Serpent!"

The vessel underwent routine overhaul with numerous tweaks and improvements in 2013 and 14, greatly reducing her running costs, and performs magnificently with her predecessor's grace, silence and smoothness. She now thrills 40,000 fare-paying passengers a year! It seems the National Trust made a very sound investment in this superb project with excellent prospects for a long, stable future.



John takes the helm of the Steam Gondola. Photo by Joellen Hope.

Specifications of the Restored / Replica Steam Gondola

Launched: 1980

Displacement: 42 tons

LOA: 86 ft

Beam: 15 ft

Draft: 5 ft

Engine: 90 Degree V-Twin Simple, 10" x 12" (estimate)

Torque: 5,900 lb-ft,

RPM: 150-160 rpm

Reversing Gear: Slip Eccentrics / Double-acting D-Valves

Boiler: Custom Built Festiniog Locomotive type

Tubes: 90 x 1.25" steel firetubes

Fired by: "Blazer Logs" (Look like Presto Logs in US but leave little sulphur and leaves minimal ash. 2 tons of Blazer Logs produces about 22 lbs. of ash)

Propeller: three-blade 36" diameter by 60" pitch

Condenser: None – Coniston Water's about as good as it gets for steaming (and the exhaust's very nice "puff, puffs," sound just like Doug Brookens' non-condensing

Tenacious)

Cruise performance: About 8 knots, 11 knots max.

Licensed Passenger Capacity: 86 (the original Gondola held 200 passengers)



Joellen gets her briefing of the Steam Gondola's engine. Photo by John Hope.

The Second Steam Intrusion

In wondering how to offer our congratulations for a large and shortly forthcoming birthday for my brother, we decided to hire a Narrowboat on the Bridgewater Canal for a few days. Our boat, named **Gloria**, was 57 ft. long, and 6' 11" wide, steel-built and very comfortably appointed for cruising, with central heating, a fireplace and an impeccable small four-cylinder diesel. Two very important things we were told during our brief checkout was, if you fall in, just stand up, and the speed limit is 3 mph. So you don't go fast or cover vast distances but there are lots of canal side quaint pubs with yummy food and enticing brews.

This is very relaxing boating with occasional excitement from crossing aqueducts and looking down from our narrowboat at cows in the fields, train tracks or even other canals! The canal systems cover more than two thousand miles and if you have time, you can go almost anywhere. There are good walkways for the horses of yesteryear to plod along, while towing their narrowboat barges loaded with iron ore, coal and whatever the Industrial Revolution needed. These days you can stop and tie up almost anywhere along the towpath for a rest, picnic or overnight stay.

(No Steam Intrusions Please — Continued on page 16)



Steaming at the Border

At the Blaine Marina Visitors' Dock – Gate #2
Friday/Saturday/Sunday, August 5, 6 & 7, 2016

By Wolfgang Schlager

The “Peace Arch City” of Blaine, Washington, located directly at the US/Canadian Border, is welcoming our NW Steam Society once again as the host city for our Great Annual Steam Meet 2016. On the same weekend, Blaine is celebrating its rich maritime history with Drayton Harbor Days festival. As in previous years, lots of folks will come to town and certainly will view our steamboats at the visitors’ dock at the Blaine Marina.

The Blaine area was first settled in the mid 19th century when the U.S. Border Survey Commission surveyed the 49th parallel. Pioneers established the town as a seaport for west coast logging and fishing industries. The world's largest salmon cannery was operated by the Alaska Packer's Association for decades in Blaine. The cannery site on Semiahmoo Spit was converted later on to a noble four-star waterfront resort. Into the 1970s, Blaine was home to hundreds of commercial purse seiners and gillnetters' fishing boats. Several saw mills operated at once on Blaine's waterfront and much of the lumber was shipped from its wharves and docks to help to rebuild San Francisco, following the devastating 1906 earthquake and fire.

Blaine was officially incorporated in 1890, and was named after James G. Blaine (1830-1893), a US Senator from the state of Maine, who later on became Speaker of the House and Secretary of State.

Fees:

As in years past, boat launching, trailer and R.V. parking and boat mooring is free for our steamboat owners!

Launching:

The boat launch, with double pads, allows easy launching and retrieving under almost any tidal conditions - except for minus tides. A boat wash (fresh water hose) is provided at the north side of the trailer parking area.

Trailer Parking:

The trailer parking area near the boat launch can be very busy, especially when there is a salmon run. Overflow parking is on the left side on grass, near the fence towards the boat yard. Put a NWSS sticker on your trailer for identification (\$4.00 from the Slop Chest).



R.V. Parking:

R.V. (dry) parking will be on grassy surface at the Blaine Marine Park, opposite the marina building. It is suggested that our R.V.s park closely together near the electric hook-ups. The park, which will be also used for overflow car parking, can get very crowded. There are restrooms and showers inside the marina building.

Boat Moorage:

Boat moorage will be provided at the 700' long visitors' dock during the duration of our steam meet. Electric hook-ups and fresh water faucets are provided on the dock. Please have the boiler of your boat hydro tested in the presence of one of our designated members, preferably before you come to Blaine. Please let us know in time, in case the test still has to be done in Blaine.

Events:

Dakota Creek Excursion, Steamboat Parade, steaming in Semiahmoo Bay and Drayton Harbor (tide permitting), Wine and Cheese gathering, historic *Plover* ferry, tall ships *Hawaiian Chieftain* and *Lady Washington*. A detailed time line and additional information will be published in the summer edition of the *Steam Gage*.

Accommodations:

Both Blaine hotels (i.e. the **Anchor Inn** and the **Northwoods Motel**) are now under the same ownership. We were told further, that all rooms were upgraded and remodeled. The **Northwoods Motel** at 288 D-Street, is within walking distance to the marina and to downtown Blaine, while the **Anchor Inn** at 250 Cedar Street, is about three-quarters of a mile away. Phone number for both: (844) 277-1284. Room rates start at \$89. Please mention the Northwest Steam Society when making your bookings directly. Two years ago, some bookings made

(Annual Meet — Continued on page 11)

(Annual Meet — Continued from page 10)

by our members were lost or forgotten. The receptionist speaks only limited English. It is therefore recommended to make bookings through Expedia or another travel website so you have some assurance or recourse.

As an alternative, there are two motels south of Blaine, conveniently located near I-5:

Motel 6 in Ferndale at 5671 Riverside Drive, is located 14 miles south of Blaine, 2 minutes drive off I-5 exit # 262. Room rates start at \$63.

Phone: (360) 384-4040.

Hampton Inn at 3985 Bennett Drive in Bellingham, is located 16 miles south of Blaine, 3 minutes drive off I-5 exit #258. Room rates start at \$112. This place has a very good reputation.

Phone: (360) 676-7700.

In any case book your accommodation soon!

Friday Social on August 5 at 05:00 pm

We plan to sit outside, aft of the Marina building. Please help to bring tables and chairs from inside the building and return them afterwards. In the most unlikely case that it will rain, we will sit inside. A homestyle clam chowder or a vegetable soup, with rolls and butter and coffee and tea will be served. Bring your own (soft) drinks.

Dinner on Saturday, August 6 at the Blaine Senior Center — 763 G Street, Blaine

The Senior Center is approx. 1.5 miles away from the marina. Therefore, carpooling is recommended.

Social Hour will start at 05:00 pm and Dinner will be served 06:00 pm. No-host wine and beer bar service available.

Dinner Entrée Choices:

- 1.) Wild baked Sockeye Salmon with Shrimp Sauce, Baked Potatoes, Two Vegetables, Salad with Four Dressings
- 2.) Chicken Fettuccini Alfredo
- 3.) Vegetarian Fettuccini

Rolls and Butter, Coffee and Tea, Dessert Table with Tarts and Fruit

Remember to fill out and send in the Registration Form on the back page of this Gage ASAP, or find one online at www.northweststeamsociety.org.



Grand Old Steam Movie Time

By John Hope

Rain or shine, here's a chance for a little steam-themed road trip or two, with a touch of nostalgia thrown in. Several showings of the famous 1928 Buster Keaton silent movie,



Steamboat Bill Jr., filmed in Sacramento, complete with true theater organ accompaniment, are planned at the following theaters:

- April 9 — Fox Theater - 123 S. Tower Ave, Centralia, WA - 2:00 & 7:00 p.m.
- April 23 - Lincoln Theater - 712 South 1st Street, Mount Vernon, WA - 7:30 p.m.
- May 1 - Raymond Theater - 323½ 3rd Street, Raymond, WA - Check for times (360) 942-4127
- Tickets are about \$10.00 per person



These shows are being sponsored by our very own NWSS member, Fred Beeks, who modestly admits to being a Theater Pipe Organ Missionary, caring for these organs. Many of us know him better for his considerable steam expertise, being the former owner of the steamer, *Edith May* (complete with microwave oven), and for being a steam locomotive engineer on the world famous White Pass & Yukon Railway outside Skagway, Alaska.

Final Steamboaters' Saturday Breakfast April 9 in Lynden

Our final Steamboaters' Breakfast before the start of the steaming season will be held at 09:00 on April 9, at Dutch Mothers Restaurant in Lynden, Washington.



Questions, or to please let us know you plan to attend contact Wolfgang Schlager (360) 647-5112.

Lake Whatcom – Three Landings Steamboat Meet

Saturday & Sunday, July 16 – 17

By Wolfgang Schlager

I've lost count, but this must be our 11th or 12th steamboat meet on Lake Whatcom.

We recommend to launch at the Bloedel-Donovan Park in Bellingham not much later than 9:00 am Saturday morning to stay ahead of the crowd, especially if the weather is nice. Park your boat trailers on the south side of the old steam locomotive near the ramp. Think about the AIS (Aquatic Invasive Species) inspection, and have your boat **clean, well drained, and dry, and your trailer free of aquatic plants**. So far, our steamers have all passed with flying colors. A 3-Day AIS permit will cost \$20, while an annual permit costs \$50. If you can successfully complete an AIS awareness course on the internet, you would save \$10. <http://whatcomboatinspections.com/ais-awareness-course>. And remember, **no water pollution please**, you are steaming on Bellingham's drinking water source.

After you have raised enough steam, cast off and set course towards **Bowman's Landing** located on the south shore of the lake about four miles away. Hurry, because at 10:00 am a hearty brunch, prepared by Cinda Bowman and helpers, awaits you. Please don't forget to put your donation in the basket.

Just before noon, we will depart from the Bowmans' and do some serious steaming towards the end of the 12-mile long lake. If the weather is calm and only little wave action, we may visit the watery grave of the good old wooden steam tug *Charlotte*, which once towed barges laden with coal from the Blue Canyon Mine to Bellingham.

At **Sullivan's Landing**, we will set up camp for the night, unless you prefer to stay in a hotel. Our "catering staff" will prepare a hearty dinner, served from 6:00 pm. After dinner, we will sit around the fire pit, talk steam, and listen to steam stories. Please bring your own favorite snacks, beverage, brew or wine. On Sunday morning an American-style breakfast, with pitch-black coffee, will wake you up!

Reminder: those who want to do some night steaming, please **use your whistle only very sparingly** and only far away from the landing. Some neighbors have complained in the past.

At about 12:30 pm Sunday, you should have arrived at **Schlager's Landing** for a hot dog luncheon and some (homemade) wine tasting. You may use the neighbour's dock (the one towards Bellingham) for mooring as well. We recommend to haul out your boats around 3:00 pm, as the launch ramp may be pretty busy later on.

We can accommodate ten steamboats max. So please register in time with Wolfgang Schlager: (360) 647-5112 or email: nw-steamboats@comcast.net.

STEAM MAIL

From: Bill Ellsworth

Sent: Wednesday, October 28, 2015, 09:12 a.m.

Subject: Mascot

Here are some pictures of **Mascot** taken on the way to the Madisonville (Louisiana) Wooden Boat Show, which was held on October 10 and 11. Mascot was selected earlier as the "poster boat" as well as the "T-shirt boat."

A couple of the pictures show how effective the "deflector" marine rudder is on turning. It acts like a stern thruster. The engine room pictures show the two steam boiler feed pumps, the Navy-type "M" engine, an auxiliary air and condensate pump, and a combination steam wash down pump and bilge pump.

Enjoy!

Bill Ellsworth Bellsworth@iulins.com

Editor's Note: Madisonville is located on the historic Tchefuncte River on Louisiana Highway 22 between Mandeville and Ponchatoula, Louisiana. Founded in 1817, the town is one of the oldest communities in Louisiana and is the oldest permanent settlement in St. Tammany Parish. The town celebrates its maritime heritage with several community events each year.



Getting Rid of the Winter Blahs in Victoria, B.C.

By Wolfgang Schlager

Audrey Thompson once again invited members of our Northwest Steam Society to come to Victoria, B.C., Canada for the traditional Winter Blahs on Saturday January 30, starting at 02:00 pm. Her kind invitation read as follows:

"It's that time of the year again; time to get rid of the Winter Blahs."

Our unforgotten Don Thompson, Audrey's late husband, brought this event to life many years ago. Don, then being the boss man of the Vancouver Island steamboaters, wanted to bring Canadian and U.S. members closer together. Don was a very active member, and among other things, he arranged and chaired several Annual Meets for our Steam Society in Victoria and Nanaimo. When he passed away, his wife Audrey continued to host the Blahs in Victoria.

Nowadays, this event has become even more important, as it is one of the very few occasions where Canadian and U.S. members come together. Prohibitive ferry rates make it almost impossible for Canadians members to bring their boats to our U.S. meetings and vice-versa.

Audrey had booked the community room in her building from 2 pm and we could stay as long as we wanted. Several couples from both the U.S. and Canada had accepted Audrey's kind invitation. Some Canadian friends, I had not seen for over a year or two, and we had a nice talk. Besides listening to many steam stories, we could view many pictures taken during the previous steam season. We also exchanged steam books and magazines. We also discussed problems we've experienced with our boats' engines and how to solve them.

Time was flying and at 5 pm, Audrey served a wonderful home-cooked dinner for us. I fell in love with her delicious, spicy chili, and I must admit that I had three helpings. All too soon after dinner, the mainlanders had to hurry to catch the 7 pm ferry from Swartz Bay across the Salish Sea to the Tsawwassen terminal, located some miles south of Vancouver.

Thank you, thank you so much, Audrey for inviting us again for the Winter Blahs. We really enjoyed the interruption to this lengthy steam-less time of the year.



Audrey Thompson

BOOM!

A cautionary tale by Ryan Handel and Gordon Sullivan

Just another day in Sullivan's shop, keeping warm with a 100 sq. ft. copper boiler equipped with a steam-operated ash pit door, burning presto logs. This boiler is operated everyday from September to April to heat the shop at 20 PSI. The ash pit door is operated by a small steam cylinder through a detent. Unbeknownst to either of us, the detent was left in the manual position as we went next door to work on *Oesa* and *Flyer*.

Upon returning to the shop, Sullivan noticed that the needle on the steam gauge had passed the 160-psi mark on the gauge to an estimated 180 psi with no action from the safety valve. Contrary to safety suggestions, Gordon pulled the handle on the safety valve. And it lifted as Ryan quickly started the duplex feed water pump to make up the water.

As old steam books will tell you, safety valves should be exercised once per shift or every 10 hours. This was a new safety valve and it goes to show you that even a new safety will stick if not exercised regularly. We are writing this as a concern that this could happen to any of us if we don't exercise our safety valves!

LETTER TO THE EDITOR

Likamobile Kit is a Great "Starter" Steam Car

Dear Editor,

From 2003 until 2005, I was on the lookout for a steam car, but there were none in my price range. Before 2005, there were no full-scale alternatives either - then along came the Likamobile.

I bought a Likamobile steam car kit from Modelworks, Inc, the predecessor company to Steam Traction World (info@steamtractionworld.co.uk), receiving my first kit in January 2006. I finished the build in October 2010.

My Likamobile is running and steaming and registered, so I can drive it on the road – and it is a blast! I found it to be an interesting and educational project, teaching me much more about steam.

Harry Hibler bought one, and did a nice job on his. I followed his comments on various forums, and that was a great help to me in my own build. I think there were ten Likamobiles sold in the USA by Modelworks. I hope they get this batch fully subscribed and up and going. The more steam cars, the merrier! Too bad steamboats don't have wheels!

Thanks,
Doug Tomb
NWSS Member
Falls Church, Virginia

Volunteer Program – Virginia V

By John Hope

I hope you had a chance to see, pages 3 and 11 of the 2016 Winter Edition of the Steam Gage. In an article written by Heron Scott, executive director of the Virginia V Foundation, he promoted volunteer opportunities to keep the Virginia V steaming healthily into the future for many years to come - and have a great time doing so! Some of our members have had long histories with this beautiful ship for many years, working in every capacity imaginable.



Virginia V's Triple-Expansion Double-Acting Reciprocating steam engine. Cylinder bores are: 10 1/2 inches, 16 3/4 inches, and 28.5 inches .

We now have an arrangement linking our two organizations, where the Northwest Steam Society will encourage our members with appropriate interests and skills to volunteer to help maintain and operate the ship, in return for making a little *Steam Gage* publication space available from time to time. Plus, our members will now receive the same discounted rates for events enjoyed by Virginia V Foundation members. Initially, the thrust was focused on attracting engine room crew, but with just another millisecond of thought, it became obvious that we would likely be able to help with other skills too. You can see a list of the volunteer skills sought on their application form, viewable on their website www.virginiav.org.

The program is administered between our treasurer, Stephanie Hylton, and Heron Scott from the Virginia V Foundation, and has been approved by both boards of directors. And, also having been involved in putting this plan together, it occurred to me that, by golly, I would love to give this a try! Now I am proud to report I have become our first volunteer in this program. Having now worked a couple of Tuesdays in the engine room while the ship is in dock for winter maintenance I wanted to let you know how it's going.

The first day just me and Engineering Director, Joe Schmitt, were onboard and he soon had me helping him to change the large Racor filters for the oil-fired boiler burner, and smaller ones for the generator. Later found me fixing the oil drain pump for the thrust bearings. This

job was quite entertaining and is ongoing. Due to the very heavy cold oil, it seems the piston seal detached itself from the piston rod to sneakily hide in the bottom of the cylinder. Meanwhile, Joe had a better idea, and simply rigged an electric heater to warm and thin the oil so it would mostly drain by itself.

On my second Tuesday, I met Chief Engineer, Alan Graves, and Roman from the Ukraine. They, along with Joe and me comprising the crew for the day. My tasks were to repack the boiler sight glasses, shut off valves, and then to descend into tighter quarters to replace the packing for the feed water pump piston rods.

I wanted to share this with you because apart from everything being enormously larger than our steamboats and in particular, my little but venerable *Vital Spark*, with her sewing

machine-sized in-line compound, I felt very much at home and thoroughly enjoyed my new Virginia V pals' company and guidance. I'm hoping my humble experiences to date may encourage more of our members to consider joining the volunteer program. Of course, we realize not all are within a reasonable range of Seattle, but do give this some thought! All it takes is a call to Heron Scott at 206 624 9119, or get on their website www.virginiav.org to express your interest.



Help keep the SS VIRGINIA V steaming into the future
by joining our Steam Team!
206-624-9119 * www.virginiav.org * heron@virginiav.org

2016 Upcoming Events

Friday - Sunday, May 6 - 8

Clear Lake Mini-Meet

Clear Lake Vista Resort
Kelseyville, CA

Contact: Joe Butterman
(707) 350-3433
graflz127@msn.com

Saturday, May 7

Opening Day of Boating Season

Lake Union, Seattle, WA

Contact: John Hope
(206) 772-6588 for registration

NO LATER THAN 5:00 p.m.

Wednesday, April 27

john.hope@comcast.net

Theme is "A Great Escape!"

Saturday, May 14 (tentative)

Vigor Seattle Maritime Festival

Tugboat Races

Seattle, WA Waterfront or Lake Union

<http://www.seattlemaritime101.com/vigor-maritime-festival/>

DATE CHANGE!

Saturday, June 4

Sammamish Slough Mini Meet

Kenmore Boat Ramp

Kenmore, WA

Departure at 9:30 AM

Contact: Doug Brookens

(425) 392-7870

douganddarcy@gmail.com

Thursday - Sunday, June 9 - 12

Klamath Lake Steamboat Meet

Rocky Point Resort

Klamath Lake, OR

Contact: Charlie Coghill

(541) 560-3598

kcprecision@embarqmail.com

For reservations, call the Rocky Point

Resort at (541) 356-2287 or 892-9202

(See article on page 5)

Saturday & Sunday, June 18 & 19

Chehalis River Preacher Slough

Friend's Landing - Chehalis River

Montesano, WA

Contact: Harv Lillegard

(360) 249-2288

montebuilder@comcast.net

Friday - Sunday, June 24 - 26

Ten Mile Lakes Get Together

Lakeside, OR

Contact Bruce Jahn

(925) 455-9409

bruce@daysaver.com

Saturday, July 16 (10 am-6 pm) and Sunday, July 17 (10 am-5 pm)

24th Tacoma Maritime Fest

Foss Waterway Seaport Museum
Tacoma, WA

Saturday & Sunday, July 16 & 17

Lake Whatcom Three Landings

Contact: Wolfgang Schlager

(360) 647-5112

nw-steamboats@comcast.net

Or Contact: Mike Bowman

(360) 933-4931

bowmanmetalworks@comcast.net

Saturdays & Sundays

July 30 & 31, and August 6 & 7

The Great Oregon Steam-Up

Antique Powerland

3995 Brooklake Rd. NE, Brooks, OR

(503) 393-2424

<http://www.antiquepowerland.com/html/steam-up.html>

Wednesday - Saturday

August 3 - 6

Puget Sound Antique Tractor & Machinery Show

8837 Berthelsen Road

Lynden, WA

PSATandMA@gmail.com

Saturday & Sunday, August 6 & 7

Drayton Harbor Days

Blaine, WA

Contact: Richard Sturgill

(360) 332-5742

rds3-dhm@comcast.net

Friday-Sunday, August 5, 6 & 7

NWSS Annual Meet

Blaine, WA

Contact: Wolfgang Schlager

(360) 647-5112

nw-steamboats@comcast.net

Saturday, August 20 (10 am—noon)

Steam Threshing at Lagerwood Farm

9147 Green Road, Burlington WA

Contact: Nels Lagerlund

(360) 757-0642

nels.o@hotmail.com

Thursday-Monday

September 1-5

39th Victoria Classic Boat Festival

Inner Harbour

Victoria, BC Canada

www.classicboatfestival.ca

Friday - Sunday, September 2 - 4

Maritime Festival & Tug Race

Olympia, WA

Contact: Jerry Ross

(206) 310-4565

jerrynjudyross@comcast.net

Saturday & Sunday,

September 10 & 11

Tacoma Meet

Thea Foss Waterway, Tacoma, WA

Contact: John Hope

(206) 772-6588 for registration

john.hope@comcast.net

Saturday, September 17

Raindate: Saturday, September 24

Snohomish River Delta Meet

Langus Riverfront Park

Snohomish, WA

Contact: Wolfgang Schlager

(360) 647-5112

nw-steamboats@comcast.net

Saturday & Sunday

September 23 & 24

Sacramento Delta

Steamboat Regatta

B & W Resort

Isleton, CA

Contact: Jerry Blaine

steamit@oldtimetech.com

Saturday, December 10

Montesano Christmas Lights Parade

Montesano, WA

Contact: Harv Lillegard

(360) 249-2288

montebuilder@comcast.net



(No Steam Intrusions Please — Continued from page 9)

The advent of steam retired the horses, things were going fine until the railways, roads, trucks took over, and the canals were increasingly forgotten. Fortunately, many have been reclaimed and are thoroughly enjoyed by many cruisers, live-aboards and even, now and again, some freight.

One evening, after our own delightful pub resuscitation, we were wandering back up (yes up), to *Gloria* when we saw it! Could it be a steam narrowboat? It certainly looked like a tall smoke stack with a slight heat haze just visible. Sure enough, they pulled in near us for the night and the steam chat started. The three northerners on this 67 ft. narrowboat were a little hard to understand, except for the steam stuff! Maybe the nearby pubs numbed my comprehension abilities and even their speech delivery, but this was a truly wonderful encounter.

They were on a long "Boys Trip" and so far had covered 275 miles and passed through about 130 locks and reckoned they were half way to the end of their journey, wherever that might be. Perhaps the wives would call

and tell them to hurry it up a bit!

Their in-line compound twin was impressively capable-looking with a piston valve for the HP cylinder and a "D" valve for the LP cylinder, with Stephenson's reversing gear. The oilers were artfully and conveniently located for precision adjustment of the drip rates. Meanwhile, the vertical fire tube boiler, fueled with nice dry Welsh steaming coal held the nip in the chilly evening air at bay, as the shutdown process for the night progressed. The engine, at 15 psi and nearly done for the day, was hypnotic perfection!

Early next morning, they gave us a cheerful toot, a friendly wave, and were gone.



Steamboating is published by and for the International Steamboat Society bimonthly at 10325 NE Hoyt St., Portland, OR 97220 USA, website: <http://www.steamboating.org>. Copyright 2015, all rights reserved. Annual subscription, which includes membership in the International Steamboat Society, is \$30 for USA, \$35 for Canada, \$40 for others - mail service to be First Class or equivalent. Anyone interested in steamboating is invited to join. Email: steamboating@spiretech.com Phone: 503 - 252-0896 from 8am to 6pm, PST

ISSN 1944-3358



STEAM GAGE CLASSIFIEDS



MAGNOLIA cruising on Lake Whatcom, and at home in her covered "moorage."

FOR SALE: 25-Foot Steam Tug **MAGNOLIA**

MAGNOLIA was originally built with gas engine in 1960, converted to steam in 2007.

Boiler is a 53-sq. ft. Almy-type wood/oil fired.

The 1906 engine, a single cylinder 4X5, was rebuilt in 1990.

Asking \$22,000

Questions? Feel free to call!

Dave Hogan

(360) 966-2274

dbhogan@comcast.net





STEAM GAGE CLASSIFIEDS

FOR SALE: Steam Launch WHISTLING DIXIE

Asking \$22,000 or Reasonable Offer



- Beckmann Compromise 21-foot hull built 1999
- 21'-4" LOA, 20' LWL, 5'5" Beam, 2'4" Draft
- Beckmann (Semple design)
- VFT-30 boiler (wood burning)
- Pristine. Always run condensing with treated water
- Semple 5DW engine
- Three feed pumps
- Load-Rite galvanized trailer with brakes
- Canopy telescopes 7"
- Always stored indoors
- Excellent condition, needs nothing.

For many detail photos and more complete description, contact John Querna, Columbus, GA
(706) 569-7274 or john@quernafamily.com

FOR SALE: 21-Foot Steam Launch LINDA J.

HULL: 21' LOA x 6-foot Beam, Beckmann, fiberglass, 2,800 lbs.

ENGINE: Semple 3" + 5" x 4" Compound built 1996, slip eccentric reversing, 18" x 24" prop

BOILER: Horizontal water tube, 1/2" tubes, 48 sq. ft. H.S., operating pressure 150 psia, built 1994, bio-diesel.
Lots of extras, including solar panel for battery charging.



Asking \$18,700

Contact:
Steve Morrison
Email:
homefixerllc@yahoo.com
Phone: (520) 909-1290





STEAM GAGE CLASSIFIEDS

WANTED:

Matching Set of 9" to 10" Compound Vacuum/Pressure Gauges

I wish to purchase 9" to 10" compound vacuum/pressure gauges, 30 to 0 to 30, all brass, but will consider other pressure range than 30, all same size and preferably the same manufacture. If possible, matching set is most desired. Pressure gauges need to be 0 to 300 or 0 to 400 but not thicker than 3".

Copper-ish color preferred but will purchase in brass. Must be all brass or all copper, but not interested in cast iron backs.

Willing to pay top dollar for quality gauges!

Please email photo to Alex Ellsworth at alexe@ellsworthcorporation.com

FOR SALE: RARE 1919 STANLEY STEAMER MODEL 735A TOURING CAR

All original, except Doble/Besler forced-air burner, which greatly reduces cold start-up time and maintenance. Car sounds like the good runner she is. As is, but comes with new spare boiler worth \$5,000. Needs upholstery, leather for same is included. Car in central Saanich, Vancouver Island.

Asking \$75,000 CDN

Contact owner at ian@uvic.ca



INFORMATION PLEASE!

Back in the mid 1960s, following a tip from Cliff Blackstaffe, I discovered a delightful 2' gauge locomotive of German manufacture in a driveway in the Victoria district of James Bay (see picture). It had been imported by a retired stationery engineer named Hutton, whose nephew in the Canadian Army stationed in Germany found it in a scrap yard there. I think he paid \$400 for it.

I became a regular visitor, as Mr. Hutton was a pleasant soul and, of course a steam man. He had no particular plans for the engine, but had it inspected, and steamed it from time to time. It had been built in 1936, so as a locomotive was a youngster. It was also very complete, all fittings and gauges present.

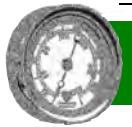
I lost track of it after a year or two, when it moved away, and sometime in the '70s heard that it had gone to run in a park somewhere around Port Angeles. I later heard from a local model engineer friend who was a design technician at the late Victoria Machinery Depot (VMD) that they had built a replacement boiler for it to his design. This gentleman, Len Thomas, has since passed on.

I'm asking anyone who has any knowledge of this engine to e-mail me at t.hubner@shaw.ca.

Any information would be appreciated.

Thanks! Tony Hubner





STEAM GAGE CLASSIFIEDS

FOR SALE:

Dean Merrill 3-1/4" + 6" x 5" Compound Steeple Marine Engine

46" tall, 18" wide, 24" long and approx. 450#. Includes feed water pump, lubricator, U-joint shaft coupler, and a 0-250# solid brass Lonergan steam gauge. Free crating and transport to shipper (YRC).

\$4850.00 Pick-up in Tacoma and receive a \$500 discount.

Free Shipping to the lower 48!

Contact: Ted or Carole Karanson

Phone: (253) 223-2667 Cell: (253) 566-3843 (evenings)

Email: flyingblossom@nventure.com



FOR SALE:

Beckmann Super HWT-25 Water Tube Steam Boiler

(24" x 20 x 26", w/38 tubes). Set up for wood. Still in original crate.

Free Lonergan 0-250# solid brass steam pressure gauge.
Located in Tacoma.

\$5895.00 + FREE SHIPPING

Also available:

Reflex gauge and 4-chime brass whistle **\$450** each.

Contact: Ted or Carole Karanson

Phone: (253) 223-2667 Cell: (253) 566-3843 (evenings)

Email: flyingblossom@nventure.com



FOR SALE: Lonergan Steam Gauges

4.5" face Solid Heavy Brass Lonergan Steam Gauges
made for US Navy WWII Cyclotherm auxiliary boilers.

Painted version: **\$90**

Polished (upper right) **\$135**

Unpolished (lower right) **\$105**

(+ \$15 shipping on all gauges)

Contact: Ted or Carole Karanson

Phone: (253) 223-2667

Cell: (253) 566-3843 (evenings)

Email: flyingblossom@nventure.com





*** Registration Form ***



Steaming at the USA/Canadian Border

Northwest Steam Society - 43rd Great Annual Steam Meet

Blaine, WA – Friday/Saturday/Sunday, August 5th, 6th & 7th, 2016

Once again, the Peace Arch City of Blaine, Washington is welcoming the Northwest Steam Society for our Great Annual Steam Meet! And once again, Drayton Harbor Days, a celebration of Blaine's maritime history, will take place at the same time.

Events: A Dakota Creek Excursion, a Steamboat Parade and a Wine & Cheese Cruise. Visit the tall ships *LADY WASHINGTON* & *HAWAIIAN CHIEFTAIN*. Ride the historic ferry *PLOVER* to Semiahmoo resort.

Friday's Social Hour will be at the back of the marina building at gate No. 2, from 05:00 pm until 06:30 pm. Home made clam chowder and/or vegetable soup will be served.

Saturday's Dinner will be at the Blaine Senior Center, 763 G Street, from 05:30 pm until 08:30 pm. You will have the choice between Baked Wild Sockeye Salmon served with salad, vegetables and baked potato, Chicken Fettuccini or Vegetarian Fettuccini, all served with dessert, coffee or tea.

Directions: *From the North:* After crossing border take I-5 exit 276 (first exit) and keep right in the traffic circle to turn right onto Marine Drive, then turn left onto Milhollin Ave. to boat launch and trailer parking.

From the South: Take I-5 exit 276, go through traffic circle and under the highway and turn right at the next traffic circle onto Marine Drive, then left onto Milhollin Ave. to boat launch and trailer parking.

(< Cut along this line and return bottom half.) (Use the name you want on your badge.)

Name: _____ Partner: _____

Others in Party: _____

City: _____ Street: _____

Zip Code: _____ Phone: _____ eMail: _____

Boat Name/Length: _____ Bringing an R.V. yes / no? (Circle one)

Friday Social: Clam Chowder _____ OR Vegetable Soup: _____

Dinner Choices: Baked, Wild Sockeye Salmon: _____

(Number of Each) Chicken Fettuccini: _____

Vegetarian Fettuccini: _____

Registration Fee: # _____ x \$6 per person: \$_____

Friday Social: # _____ x \$9 per person: \$_____

Saturday Dinner: # _____ x \$25 per person: \$_____

Total Enclosed: \$_____

Make out your check to: **Northwest Steam Society – 2016 Meet (NOT NWSS)**

Name badges and meal tickets will be in your welcome package at the registration desk behind the Marina Building

Send your registration form and check NO LATER than July 27, 2016, to:

Angelika Schlager, 3618 Seeley Street, Bellingham, WA 98226-4368 USA

Questions? Phone: (360) 647-5112 email: nw-steamboats@comcast.net

