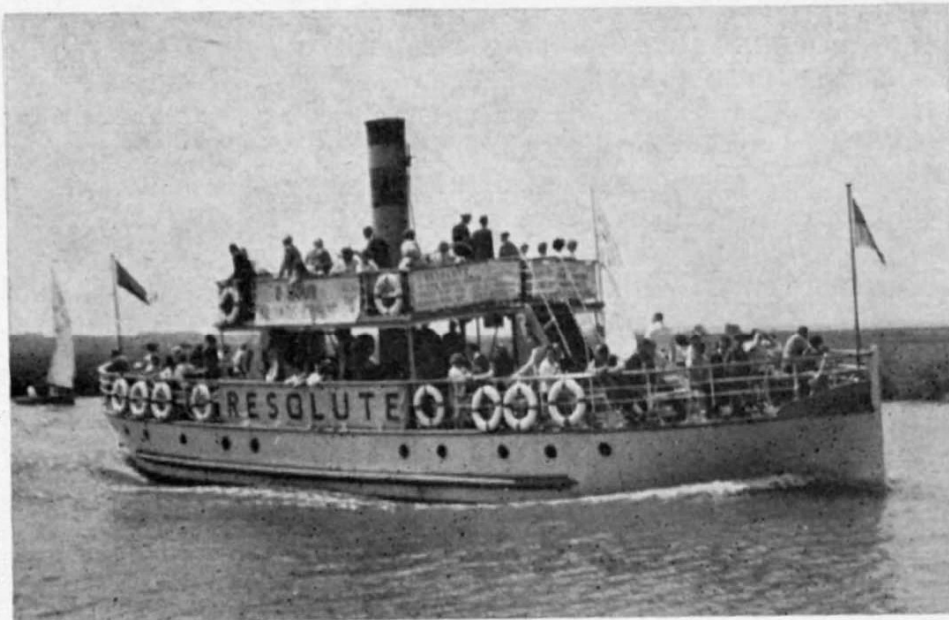


S.S. RESOLUTE as she was in passenger service, and as it is hoped she will again be before very long

Photograph by kind permission of P. A. Vicary, Cromer



S.S. RESOLUTE

A VETERAN BROADS STEAMER

STEAM DRIVEN coastal and inland waters passenger craft are now becoming increasingly rare, particularly those with reciprocating (piston) steam engines. In order to save one or more representative examples of these vessels, the Veteran Steamship Society Limited was formed in 1968. Such a vessel is the attractive river steamer *Resolute*, in service since the early 1900's giving pleasure trips to holiday makers at Great Yarmouth. *Resolute* was withdrawn from service

early in 1968, and has subsequently been purchased by the Veteran Steamship Society Limited, who have chosen her as their first ship for preservation and continued operation.

The *Resolute* is a double ended steamer built of steel in 1903 for passenger service round the harbour of Great Yarmouth and adjoining rivers. Her principal dimensions are: length, 73 ft.; breadth, 17 ft.; and gross tonnage, 71. Until her withdrawal from service she had a Board of

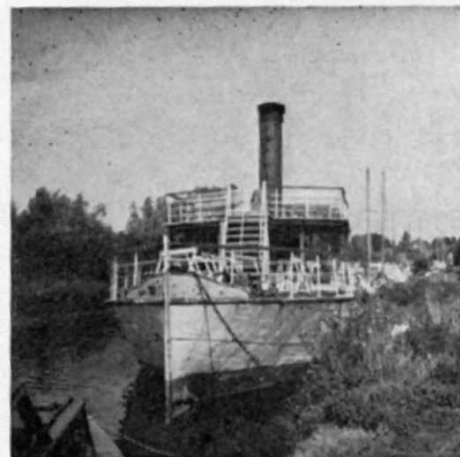
Trade Certificate to carry 316 passengers. The main deck is partly sheltered by an upper deck which can accommodate 70 passengers. Saloons, one of which is fitted with a bar, are situated fore and aft below deck.

As she is a double ended vessel, the *Resolute* can negotiate narrow waters, since she does not have to turn round; a steering wheel and telegraph is fitted at each end of the upper deck so that she can operate equally well in either direction.



Left:

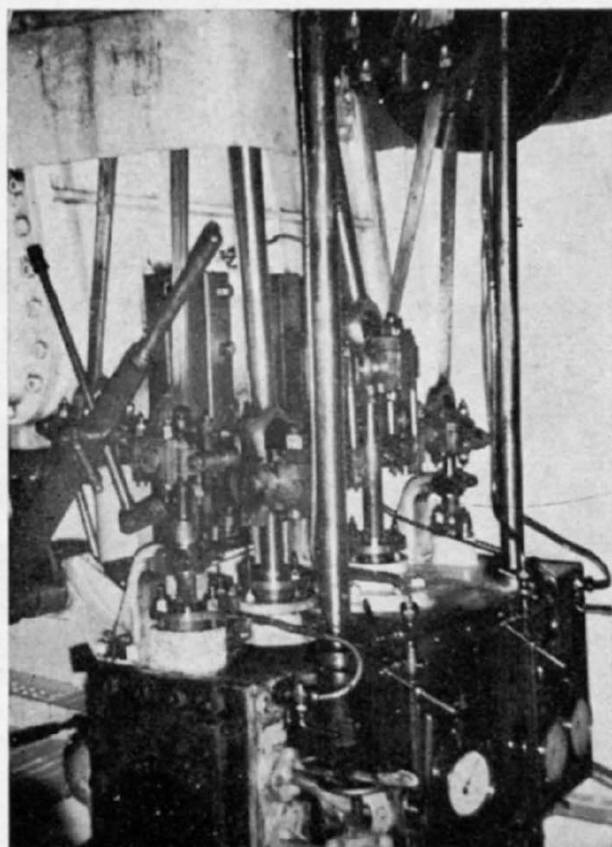
Work in progress on recaulking the deck



Right:

S.S. RESOLUTE berthed at Brundall

The *Resolute's* engines and boiler were built by Plenty and Son, Newbury, Berkshire. The main engine is compound, having a stroke of 14", with a high pressure cylinder bore of 10" and a low pressure cylinder bore of 20". The nominal horse power is 17, which gave a speed of 9½ knots at maximum boiler pressure. This engine is a superb example of marine engineering of the early years of this century, with its highly polished steel connecting rods, cranks and frame, brass fittings and copper pipe work. The cylinders are clad in polished mahogany strips fastened into



With its polished connecting rods, cranks and frame, brass fittings and copper pipe work, the engine is a superb example of marine engineering of the early years of this century

by Patrick Taylor

position by means of polished brass straps; and the whole engine is a beautiful piece of engineering craftsmanship. The steam-driven generator has its engine unenclosed, contrary to usual practice. The boiler is coal fired and has two furnaces; and will give a steam pressure of 90 lbs. per square inch, although this was originally 120 lbs. per square inch. Both the boiler and the engines are the originals.

The Veteran Steamship Society intends to return *Resolute* to service again for pleasure trips on the River Yare and adjoining waterways as soon as refitting and restoration work is completed; but much major work is involved. She is now berthed at Brundall near Norwich, and members have been working on board her ever since the Society purchased her.

Considering the Society's rather small (but increasing) membership, much progress has been made. Large areas of the

deck have, and are being recaulked; and wherever any rotten timber has been found, it has been replaced. The vessel's superstructure has been cleaned down and brushed over with a wire brush in order to remove rust and scale, and this has now been treated with Ferro Plumbate paint so as to prevent further deterioration. Below decks progress is also evident. Most of the auxiliary pumps, including the general service pump, all steam driven, which had been dismantled by the previous owner, have been completely reconditioned and are now back in position. Members worked on reconditioning these pumps at their homes; and the work included cleaning and freeing seized and corroded parts, replacing rotted joints and repacking glands. The generator and main engine now have to be overhauled, and the boiler tubes also have to be replaced; the old ones have already been taken out.

The stage has now been reached where it will be necessary to have the *Resolute* slipped, so that the underwater part of the hull can be surveyed, cleaned and repainted. Hull plates that are badly wasted will have to be replaced. All these items, together with retubing the boiler, are likely to be very costly, and a sum in the region of £2,000 to £3,000 is urgently needed before any of these can be put in hand. In addition to this, more members are urgently needed, especially those who are skilled in engineering, metal work, wood work and ship operation generally.

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Anyone who wishes to join the Society or to offer financial or practical assistance should contact the Hon. Secretary, Mr. R. A. Castle at 8 High Street, Dunmow, Essex.