



The Consuta Trust

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

Consuta Trust Newsletter - Autumn 2020

Dear All

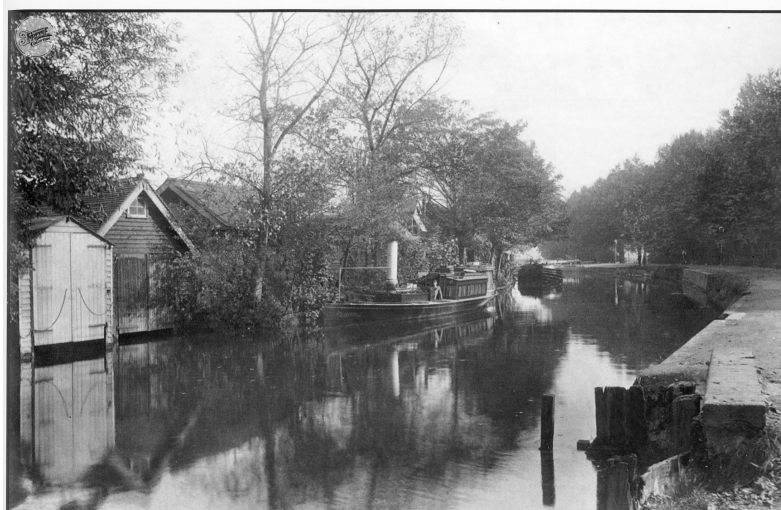
I hope you are all keeping well and haven't been too bored throughout the summer months without our usual volunteer work parties and great outings on Consuta.

I've been quite busy with some other interesting jobs that have been on hold for some time now, also I've used my workshop to make some of the various small parts needed for Consuta's refurbishment.

That vintage photo puzzle in our summer newsletter asking "do you know where this is?" did evoke a couple of responses, but nobody identified the actual location.



Boathouse, old Stone Bridge, Abingdon-on-Thames



The photo was taken just upriver of Abingdon road bridge looking across to the island the location of the Nags Head inn. Here above is another photo looking down river towards the road bridge. The Nags Head is just behind the trees and the sign on this one says Crown & Thistle Hotel landing stage. The moorings are presently used by Salters trip boats and the shed headed J Stevens on the end is no longer there.

If you want another challenge on the left is a another Frith period photo; you should find this location a bit easier to identify?

Consuta project work

We've been in contact with our HLF project grant officer about continuing project delays. At present we have quite a substantial unspent grant fund, mainly intended for future project work such as training and further public activities. This part of the HLF grant was intended to be used once Consuta was back in operation. We

had agreed with the Beale Park event officer to set up Consuta for public display on the lake over several days throughout the summer; this however was not possible this year.

Our case officer has therefore suggested that because of the future uncertainties we might like to consider closing the grant programme now, then complete the remaining activity programme as and when we are able to do so. This did seem to be very sensible idea with all the present unknowns, so we've agreed. It has been important to make sure that all future predictable costs are covered before signing off, especially as we were well under spent on the original budget. This probably is quite unusual for HLF funding, where over spend seems common.

We have drawn up a list of various items and costs that will require funding to complete the project, so hopefully we should not be short on costs once Consuta is back in steam. The following are some of some of the future budget costs which have been included:-

1. Test out the use of the new steam installation. Once proven we had intended to make some additional traditional boiler fittings not available in modern times; CAD drawings for these have already been drawn, but the parts will still need to be cast and then machined up.
2. Cost for retraining our volunteer crew members for the management of the refurbished steam plant installation.
3. Costs of providing public display of Consuta during several days at the park, already agreed with the Beale Park Trust. This would involve public access to Consuta while afloat, combined with the use of the project exhibition display unit sited close by.
4. During these public displays we also intend to promote some more project supported visits to marine steam museums such as:- the Henley River and Rowing Museum, HMS Belfast in London, the SS Great Britain in Bristol, and other steam exhibits.
5. Then as funds will allow what about covering the cost of taking Consuta to Windermere for a year? We might even be able to gain the record for the fastest steam boat measured at Records Week; note this annual event has now been moved back to Windermere.

Some recent information about the use of Consuta plywood

One of our supporters in Devon sent me a newspaper clipping about an existing Consuta plywood building which is grade 2 listed. See copy of report on the next page.

This summer I was also contacted by an architect who emailed:- "I am doing some research on the Consuta Bungalow which was designed for the 1923 Ideal Home Exhibition and wondered if you have any knowledge of it, one was built on the Isle of Wight, now demolished and there is the original in South Milton, Devon, which I am working on at present – your information regarding Consuta Ply and the patent process has been very helpful – I saw your piece on the Victoria & Albert museum exhibition which missed it!"

I've asked the architect for more details, but so far nothing further has been provided; looks to me that they are the same property?.

Many thanks to everyone for your continuing financial support, let us hope that we can have a good boating year in 2021, there are lots of exciting things to do with Consuta.

I wonder if you like working from home and have been fully occupied in these difficult times,

The Consuta Trustees *October 2020*

Brian Smith

PROPERTY

UNUSUAL HOME ON COAST

Marchand Petit's Auction Department is delighted to be marketing this coastal property which is going to public auction on Thursday, October 1 at 3.30pm at The

Thurlestone Hotel.

Stuart Cartwright MRICS, Marchand Petit Director commented: "This is one of the most intriguing and exciting properties I've bought to auction in recent years. The 12-sided pre-fabricated bungalow sits in a spectacular coastal position in approximately 2.79 acres, has later additions and outbuildings and is certainly generating a lot of interest and getting peoples thoughts racing."

The property's design has links with the famous Bluebird speedboat designer and was purchased by the Fleming banking family in 1923 following the Daily Mail Ideal Home Exhibition.

The property was then moved to South Milton and erected on its present site.

The property is designated Grade II listed, as the design of the house is an early example of the pre-fabricated holiday home - it is the only

known surviving example of a patented Consuta bungalow by S E Saunders Ltd. It uses the innovative Consuta, veneered plywood which was a pioneering material for the boat building and British aircraft industry.

Consuta, comprises four veneers of mahogany planking interleaved with waterproofed calico and stitched together with copper wire, it was a revolutionary form of construction for lightweight watertight hulls for boats and marine aircraft.

In 1972 the property was purchased by John Godwin who set up a covenant with the National Trust restricting any alteration externally without seeking their prior consent. The property is not situated within a conservation area but in an Area of Outstanding Natural Beauty, enjoying spectacular views over Bigbury Bay.

This unique house has an unusual dodecagonal internal layout, with rooms radiating off a central space, the intact interior features the impressive Consuta panelling, light and electrical fittings, and door furniture. A rare gem for the house hunting enthusiasts looking for unusual, untouched originality in a home.

Stuart said: "In the current climate many house buyers are re-evaluating and scrutinizing

their housing needs. Property purchasers are now, more than ever, fine tuning their individual housing priorities and wants.

"Marchand Petit has seen resurgence in requests for home office space and properties that offer multi-generational living and this property offers various opportunities in a stunning elevated coastal position."

The property will go to auction on October 1, at 3.30 pm at The Thurlestone Hotel unless sold prior to the public auction.

For further details contact Stuart Cartwright, Marchand Petit Auctions on 01548 855596 or auctions.professional@marchandpetit.co.uk



Photos of Consuta's new installation
taken this year.

We haven't fitted all components such
as water gauges, hopefully to delay
tarnishing before use?

Everything in the shed suffers from
damp – it has an earth floor.

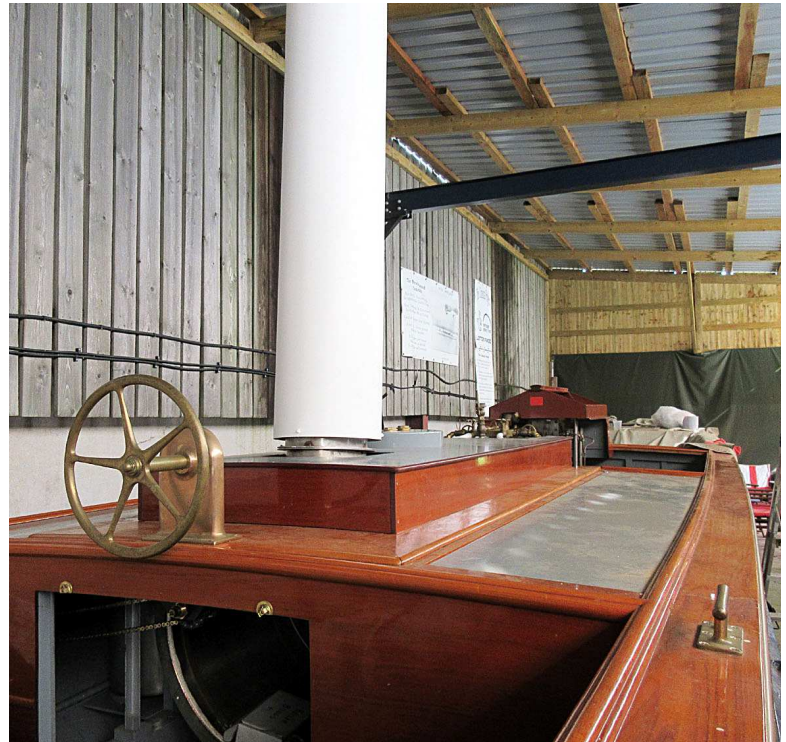
Valves on the top are bilge
ejector and blower steam

Injector
steam

Injector
steam

Main
Steam stop

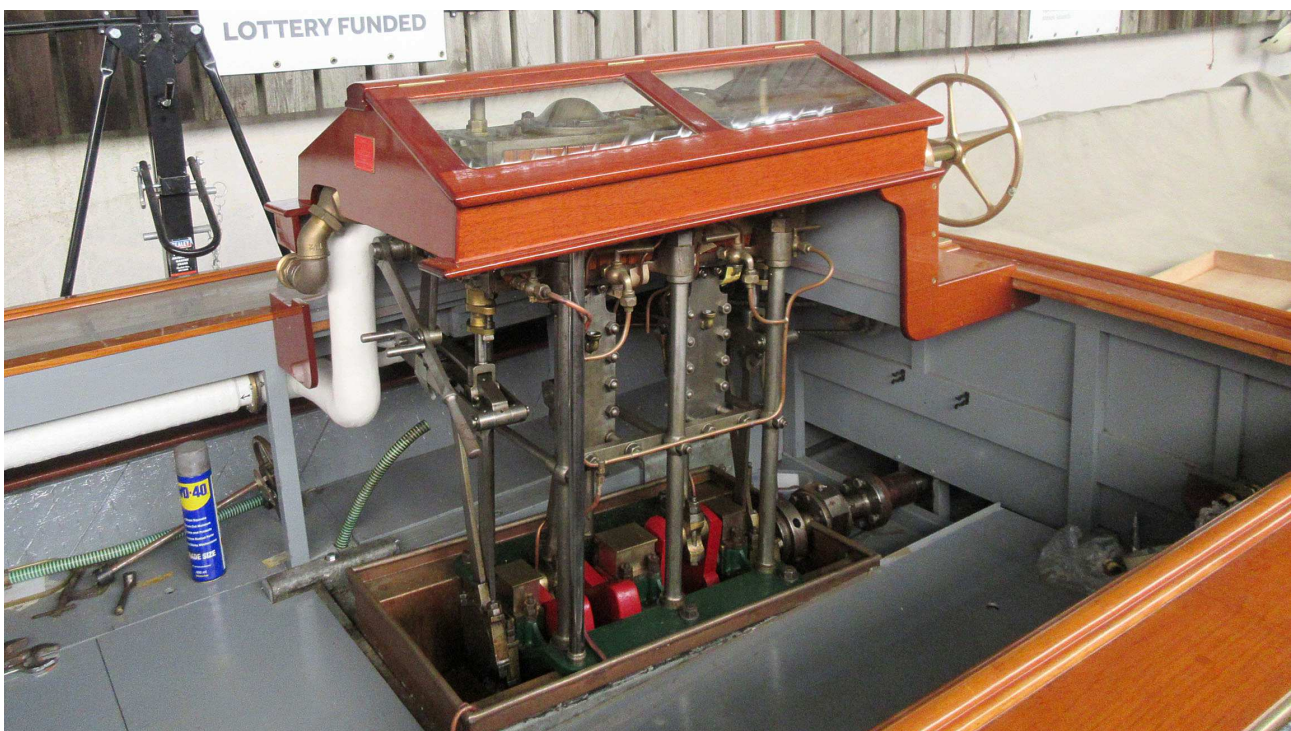
Injector water
valves





Some of the more obvious changes.

- The funnel is slightly smaller diameter.
- Two steering wheels can be coupled and with their pedestals look like those in early photos.
- New route for the exhaust steam pipe under the side deck.
- Lower boiler casing which is fairly obvious, and the engine casing is also set as low as possible.
- All this will make it easier for the helmsman's view and Consuta looking sleeker as originally built.
- There is also more space for the fireman, and the boiler should be much easier to manage.





*Couldn't resist including a couple of photos we considered for the HLF report
The photo of a group checking how to take the engine apart, was included in the report.
The photo of the steering wheel with the highly polished pedestal, although looking good
was not sent.*