

## Livery umbrellas are new addition to Fuellers' merchandise

The Fuellers' Company has recently added a bright-red/yellow livery umbrella, complete with the Company's coat-of-arms, to its selection of merchandise. However, in this case, there is an additional charge for packing and postage. Jane Ayre, who looks after sales of the merchandise, has pointed out that many Livery Companies offer their Members a small identifying lapel badge. She hopes that Fuellers will purchase one and wear it with pride. The same item is available mounted on a bar, for any lady, whether a Member or not.

## MERCHANDISE ORDER FORM

From  
Name.....  
Address.....  
.....  
.....  
.....  
Post Code.....  
Tel No.....

Please send me the following items:

Item	Number required	Price	Total
Livery umbrella	( )	£19.50	£.....
Blue Silk Tie	( )	£19.50	£.....
Blue Polyester Tie	( )	£7.50	£.....
Cuff Links	( )	£10.00	£.....
Lapel Badge	( )	£4.00	£.....
Ladies Bar Brooch	( )	£5.00	£.....
Wall Plaque	( )	£30.00	£.....
Ladies Shield Brooch (only available for Lady Liverymen)	( )	£65.00	£.....
TOTAL			£.....

I enclose a cheque for £..... made payable to "Worshipful Company of Fuellers".

Please return the form with your remittance to: Mrs Jane Ayre, 68 Portway, Baughurst, Tadley, Hampshire RG26 5PE  
Tel: 0118 9813700

## Fuellers lend support to Theatre Arts Student

Some years ago, The Coal Trade Benevolent Association was approached by a couple who had previously worked for the National Coal Board. They were seeking assistance in furthering the education and training of their two artistic and very talented daughters who both had ambitions to pursue a career in dance. The parents' problem that they were unable to obtain a Local Authority grant to support art-related training, and the likely cost was beyond their means. In the event, the CTBA generously provided a grant to the eldest daughter, who is now a Tutor with the Norwegian School of Dance. Subsequently, the CTBA provided support for the youngest daughter, Hannah Thomas, but on this occasion, they invited the Fuellers' Company to share the cost, via the Charitable Trust Fund, a request which was agreed.



Hannah Thomas

The Company recently invited 19-year-old Hannah to say something about her background, current training and future ambitions. Hanna wrote as follows: "It has been my ambition to work in the Theatre since I attended my first ballet class at the age of five. I attended a local dance school for many years before auditioning for professional training.

I was offered several places, but felt instinctively that Laine Theatre Arts was

the place for me to further my career. My parents have always supported my ambitions but my place at Laine was beyond their financial means. I have been privileged to receive help from the Coal Trade Benevolent Association, The Lawrence Atwell's Charity and the Fuellers' Charitable Trust Fund, which has enabled me to take up my place at Laine.

The first year was a steep learning curve. I moved away from home for the first time and began my full-time course. Laine was everything I expected and more. My day starts at 8.30 am with classes in ballet, tap, contemporary, modern, jazz, singing, anatomy, and musical theatre. I have experienced expert teaching in every area.

The profession I aspire to work in is a complex one, so while at Laine I will also train as a Teacher. This will give me an alternative means of supporting myself, if required.

I am now in my second year and have chosen to specialise in dance and my timetable reflects this. I look on my remaining time at Laine as an opportunity to learn and gain as much experience as I can from those around me.

I am eternally grateful to those who have made it possible".

## CITY AND COMPANY DIARY OF EVENTS 2004

Month	Day/Date	Even	Venue
January	Friday 9	Third Annual Fuellers' Game Day	Spreyton, Devon
	Thursday 22	H&E, F&GP Committee Meeting	t-b-a
February	Tuesday 3	Livery Supper	Painters' Hall
	Thursday 19	Valentine Court Meeting and Ladies Dinner	HMS Belfast
	Tuesday 24	Visit to HMS Sultan	Gosport
March	Friday 26	United Guilds Service	St Paul's Cathedral
April	Wednesday 21	Thanksgiving Service and Election Lunch	Drapers' Hall
May	Wednesday 19	Inter-Livery Clay Shooting Day	Holland & Holland
	Friday 28 – Monday 31	Tour of South West Ireland	t-b-a
June	Friday 11 – Sunday 13	Ironbridge Gorge Museum Livery Weekend	Ironbridge, Shropshire
	Thursday 17	Joint Dinner, Courts of Fullers' and Carmen'	HQS Wellington
July	Wednesday 14	Social event	Tower of London

This publication is produced and distributed by the Worshipful Company of Fuellers. Comments on this edition and suggestions for inclusion in future issues are welcomed and should be directed to :

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# THE FUELLER

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## London experiences Shell's Electric Storm

Shell's Electric Storm has brought a maelstrom of colour, light, mist and sound to London's South Bank. The energy for this stunning tree-borne spectacle is provided by a 43-m high wind turbine. Reminiscent of the Northern Lights, the attraction interacts with the wind, creating a new show every night. Visitors are able to stroll inside Shell's Electric Storm passing between two rows of trees for half a kilometre, from near the London Eye to the IBM building.

The South Bank itself is now brightly lit through the winter nights by the attraction, with the Shell Electric Storm clearly visible from the other side of the river

Shell Electric Storm will run until mid-February and the trees will be illuminated every evening from dusk until 11 pm. The colour, movement, music and light constantly change, as Shell Electric Storm reacts in harmony with prevailing weather conditions, from high wind through to total calm. Many of the trees are fitted

with fine water sprays, designed to generate a mist, thus diffusing the coloured light in an atmospheric manner.

A full-size wind turbine in the South Bank coach car park near Hungerford Bridge generates the power for units in the trees lining the South Bank. Shell Electric Storm is supported by the Department of Trade and Industry, Fortis Bank, EDF Energy and the international law firm, Norton Rose.

## Meet our Master



The Master, Mr Doug Barrow

On 2 October 2003, Doug Barrow was installed as the 20th Master of our Company, the youngest to date and only five years after becoming a Liveryman. But what do we know about our Master? Over a pleasant lunch at the Lemon Tree in Beaconsfield, your Editor discovered a little more about him.

He was born in the centre of a mining area, Leicester, but has no origins in the coal industry! As will be seen, his background is of an oily nature. His formative years were spent in Nigeria and later Uganda, whilst being educated at Loughborough and Ashford in Kent. Even here, he was known to bunk off school to work on the local petrol pumps. Then it was off to sea with the Merchant Navy on cargo ships travelling to such

far off places as the Red Sea, India and the Americas before moving on to tankers working in the Middle East, Mediterranean and Northern Europe. A brief run ashore as a Petroleum Surveyor in Kuwait turned into a permanent departure from the sea when he moved to Saudi Arabia for seven years, running one of the world's largest independent bunker suppliers.

His return to London to join Mitsubishi saw the start of his life-long attachment to the City, its history and especially its Liveries. During this six year period, he also started a relationship with the Sea Cadets that lasts to this day. Just before leaving the City for Singapore in 1988, he became a Freeman of his mother Livery, the Shipwrights. After a year in the Far East, Doug returned to London to join his current employers, Maxcom (UK) Limited and became a Liveryman of the Shipwrights. Apart from a year out opening the London office of a Gibraltar bunker supplier, he has remained with Maxcom and always in London until 2002 when the office moved to Beaconsfield.

In 1992, our Master was instrumental in the formation of a trade association for the bunker industry and in 1993 became the first Chairman of the International Bunker Industry Association (IBIA)

whose members today account for nearly 10% of the membership of the Fuellers.

Outside of Livery life, Doug is to marry his fiancée Chloë next March, watched over by his son Douglas and her children Morgan and Leo. Both Doug and Chloë share a love of rugby (even though he supports England whilst she favours the Welsh), gardening, cooking (especially Asian foods) and reading. Doug's library includes novels, biographies and history books, especially relating to Nelson, Lawrence of Arabia and, naturally, the City of London. His musical outlet is in learning to play the guitar (which he has been doing slowly since 1968) and listening to their eclectic selection of CDs. During the season, Doug spends most Saturdays engaged in his favourite sport of game shooting. His particular expertise lies in the field of potting which, apparently, our Master can do all day!

His hopes and aspirations for his year in office will surely be expounded upon elsewhere, suffice to say they include charity, education, increasing our profile and expanding the membership. This snapshot of our Master gives you some of his history and we certainly enjoyed our lunch!

## The Fullers' Charitable Trust Fund

Historically, charity was one of the prime reasons for the formation of livery companies. This took two forms, first to provide for liverymen or their dependents who had fallen on hard times and second, recognising the good fortunes of the liverymen (in that they had secure jobs and worked in such a prosperous city as London) to take care of those less fortunate than themselves.

Livery companies today are no different and every company has some form of charitable fund. In total, the 103 London Liveries donate over £40 million each year to charitable causes. This is an average of £400,000 per livery and for Fullers to bear their fair share, we would each need to give nearly £2,500 per year! Don't worry, we are not asking for that, but if you could afford it, it would be gratefully received!

It is a requirement of the Corporation of London that any new livery formed must have £300,000 in their Charitable Trust Fund (as well as £50,000 in their General fund). However, once formed, depending on where the funds are invested, the nominal value of the investments may rise or fall.

Using this figure as a starting point, our policy of giving was developed. It does not take a mathematical genius to realise that with current interest rates and returns on investments of about 4% gross, we should see an annual income of about £12,000. This is a very small amount available for donations in comparison with the total Livery giving. There are four main ways to increase the sums available: We can increase the size of the fund which will require substantial donations to make a significant difference (but is an ideal location if anyone may be considering a bequest in their will); improve the rates of return which is unrealistic and largely outside of our control; organise special fund raising events or increase our own personal annual donations. Currently, less than 5% of the company make a regular annual contribution to the Charitable Trust Fund.

Before asking for you to consider if you are able to make a regular donation, let us look at our Charitable Trust Fund, how it is structured, how it acquires funds, who receives the donations and what more is being done.

When the Fuellers were re-formed in 1984, a Charitable Trust Fund was also established and it is run by four Trustees (for 2004 they are Brian Harrison (Chairman), Doug Barrow, David Port and

Nigel Draffin). In 2003, the Trust also appointed two advisors from the Livery, Messrs John Bainbridge and Michael Husband. It was felt that their financial experience would benefit the Trust and their inclusion demonstrates the desire of the Trustees to ensure all of the Livery feels this is their Charitable Trust Fund and to have a positive involvement in its giving. The Clerk of the Fuellers also acts as Secretary to the Trust.

Outside of the interest from investments and donations from members of the Company, the main sources of income over the past few years have been as direct results of Past Masters' individual fund raising events. Vaughan Williams ran the London Marathon. Brian Harrison's triple event of sky diving, abseiling and a command performance will forever live on in the history of the Fuellers. Richard Budge and Andrew Bainbridge both hosted fantastic afternoons "at home". Without these, our donations would have been significantly less. Members of the Company may have felt that because the Master made an effort, there was little need for them to do anything as individuals. It is for this reason that our current Master is not planning any major fund raising event at present – although you may like to try and get him to change his mind! Instead, he hopes to increase the profile of the Trust, give confidence to the Company that it is well run, demonstrate that it can donate money to worthwhile causes and encourage each member of the Company, when fulfilling their civic duty, to feel that our own Trust is a good place for their donations.

To date, the Trust has been reactive and its giving has been in response to appeals. Unfortunately, there have not been a large number of appeals received over the last few years, and many of those appeals that have been received fall outside of the restrictions of the Deed of Trust. Some recipients of our donations include Miss Hannah Thomas (see separate article), Chicken Shed Theatre, New Horizon Youth Trust, City of London Sea Cadets (as the Energy Livery, we cover their electricity payments), London Taxidriver's Fund for Underprivileged Children, Miss Elinor Moran (to help with studies at Guildhall School of Music), Lord Mayor Treloar's School & College and St. Michael's Cornhill (assistance with sound system). Further details on amounts given and any other donations may be obtained by Fuellers from the

Secretary to the Trust. As our profile increases as a Livery and our donations increase, we can expect an increase in the number of appeals.

For the future, the Trustees have decided to try to be more proactive with donations. Members of the Company have already been asked to consider local charities in their areas where a donation from the Fullers would fit within the policy of giving. To date, this has met with little response, so if you can think of a suitable cause, please contact the Secretary of the Trust. The Trustees are also looking at areas for appropriate donations. One of the main objectives should be in the field of education within the energy industries and a range of awards, rewards and long term educational projects are being considered. In conjunction with this, the Trustees are considering developing relationships with key energy educational establishments and it is hoped that these developments will be promulgated during 2004. The Trustees have also written to various energy companies to find out if they have any employees participating in the Paralympics in Athens next year who might benefit from our gifts.

In conclusion, this article has given an insight into our own Charitable Trust Fund, how it works and what are the aspirations of the Trustees. It is sincerely hoped that you are able to increase the available funds by making a regular contribution to the Fund and enclosed with this edition of the Fueller is a form to complete. Do take a moment to fill in the form now; don't leave it until next week, we all need to do our civic duty and what better way than remembering that charity starts at home and this is your Livery home.

## On Didcot Power Station

The steaming towers of Didcot  
No windows break their form  
They help to cook our breakfast  
And keep our bedrooms warm  
Breathing out a frosty breath  
From their lungs within  
Only breathing outwards  
Never breathing in  
And when the sun is setting  
And burns the sky to red  
It turns their breath from frosty  
To burning flame instead.

Julian Summers

## The "Magnificent Severn"

Cruising down the River Severn on a Sunday afternoon in August provided three happy hours for 85 Fuellers, Water Conservators and their families and friends. The excuse was an opportunity to help the Master, Andrew Bainbridge, celebrate his 69th birthday, but the purpose was purely pleasure and relaxation. This last event in the Master's Year provided a lavish tea party with magician and jazz trio. Andrew's health was proposed by his friend and Past Master of The Water Conservators, Professor Gerald Noone.

In the evening, over 40 of the 85 who had gone cruising went by coach to hear the opening concert at the Hereford Cathedral Three Choirs' Festival. Although the coach driver became lost, Past Master Edward Wilkinson leaped out of his seat to get directions from a passer-by and the party arrived in the nick of time.

When the coach returned to the famous White Lion coaching inn at Upton-on-Severn there was a surprise supper awaiting all those who were staying the night. The fish and chips with mushy peas (chips wrapped in *The Telegraph*), arranged by the Master's Lady, Marianne, were pronounced "utterly memorable".



Photographed on the cruise were, left to right, Mike Panayides, the Master Andrew Bainbridge and Court Member Bill Pretswell.



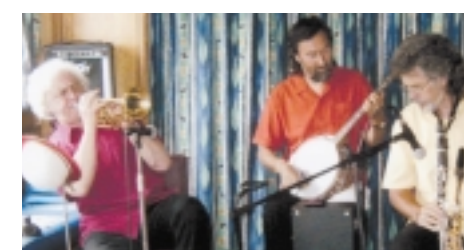
Professor Gerald Noone proposes the Master's health.



The Master, Andrew Bainbridge, cuts one of two birthday cakes.



The magician entertains the Smedley family.



The jazz trio liven up the proceedings



A happy group of Fuellers, Water Conservators and friends assembled below deck to wish the Master a happy birthday.



Cruising down the river on a Sunday afternoon!

## Recruitment Evening proved to be a great success

The Company recently took the proactive step of holding another Recruitment Evening. The venue was the Armourers' & Brasiers' Hall, a location which reflects much of the centuries-old traditions of City Liveries. Members of the Company had been asked to invite guests who might be considered worthy of inclusion amongst our ranks. In the event, around 35 people accepted the Fuellers' invitation. Of these, a high proportion were seen to hold senior positions in the energy industry.

The Liverymen and their guests first met up over drinks, before moving into the Parlour where they were

welcomed by the then Master, Andrew Bainbridge. Andrew invited Deputy Philip Willoughby JP, the Chairman of the Livery Committee, — Senior Warden of the Glass Sellers, to provide a presentation on the City and its relationship to the Livery Companies. Philip's address was followed by an exposition of the Fueller's Company, covering its history, present relevance to the energy industry, and the advantages of membership by the then Senior Warden, Doug Barrow. Following a question and answer session, members and their guests moved back to the main Livery Hall for an informal talk on the history of the Armourers' &

Braziers' Company and its Hall by the Company's Clerk, Commander Tim Sloan OBE, RN. The presentation concluded, all the assembly shared in drinks and a buffet supper.

The Recruitment Evening proved to be an exceptionally enjoyable event, providing an ideal opportunity for a friendly animated dialogue between members of the Company and their guests. The value of the initiative was seen in the immediate request of no fewer than five guests to be considered for membership.

It was judged that several other participants will, in due course, be motivated to join the Company.

## Carlton House was venue for Master's "At Home"



Photographed with Beverley, the Falconer, were, left to right, Chloë Andrews-Jones; James Hill; David and Jessica Bell, and Marianne Bainbridge

The Masters "At Home" event was held earlier this year in the splendid surroundings of Carlton House at Carlton-on-Trent, near Newark in Nottinghamshire. The reception was organised for the then Master, Andrew Bainbridge, by Past Master Colin Macleod and his wife Kay. Colin's estate is remarkable for its extensive lake fronting Carlton House and home, it is said, to 2,000 trout.

Some 120 Fuellers, their families and friends supported Andrew and his wife Marianne in what proved to be a most enjoyable day "out of the City".

Guests included Senior Warden Doug Barrow and his fiancée Chloë Andrews-Jones; Past Master Edward Wilkinson and his wife Joy; Past Master Brian Harrison, whose son Peter brought his wife Janet, and Immediate Past Master Richard Budge with his wife Ros.

Pre-luncheon drinks were served to guests on the lawn to the accompaniment of



The Master, Andrew Bainbridge and his wife Marianne enjoy the day at Carlton House

live music. It also provided the opportunity for the participants to admire the six beautiful birds of prey exhibited by Beverley and her young assistant from the Shakespeare Countryside Museum at Stratford upon Avon. The children were immediately immersed in their own scene together with a very professional entertainer — happy parents! The juniors also had their own special feast in the garden whilst the seniors moved into the amazing dining area created in a luxurious marquee. The meal was totally delicious, starting with a marvellous seafood dish followed by barbequed meats with salads. Guests were sensibly invited to take a stroll in the garden again before partaking of dessert and coffee. It was then time for the bird lady Beverley, to show some of the tricks of falconry using a flying demonstration. The falcon hawk flew off, circled around and came to rest on a neighbouring chimney. Soon Beverley's calls and the pangs of hunger brought him



The Master (extreme left) in company with Past Master Edward Wilkinson, his wife Joy, Past Master John Boddy, Tony Shillingford and guest Joe Peters (whose wife Daphne took the picture).

down to her swinging lure and eventually he was able to catch his dinner.

The entertainer, having been busy with the children, turned his attention to the rest of the guests, gaining laughs and applause for his virtuoso performance in a fire eating display. Another form of energy consumption and a potential MEUC member!

Later, the Master and his wife Marianne were to present Kay and Colin with an Oonagh Campbell oil painting of a scene in the Western Isles of Scotland. Andrew paid tribute to Kay and Colin's determination to arrange the party despite Colin's ill health and reminded everyone that this was the second time they had thrown their home open to the Fuellers.

The first time was during Colin's year as Master when it rained so hard the festivities had to take place in the large garage. This time, the rain stayed away and the visitors went home with exceedingly happy memories.

## Weighty problems in the coal trade *By D Wedderburn*

One day in the 1950's, Charlie, the Caretaker, carried the final supply of coal to our top-floor London office. "Clean air" was promised, and coal had to go. It is unlikely that Charlie saw himself as part of a historic finale to the London domestic coal trade. His daily comment was always to the point; "People just don't understand how heavy these buckets of coal are". And there he unwittingly encapsulated a problem which had worried a number of heads early in the Nineteenth Century. Coal could be traded by bulk or weight. Which gave a better understanding?

Many witnesses were called to the various Parliamentary Commissions constituted to examine all aspects of the coal trade. The evidence on weights and measures portrayed a world of confusion, where everyone was doubtful about the adjoining links in the trade chain.

At the supply-end in the North-East, coal was initially measured in chaldrons. This was the standard load of 53 cwt carried by each wagon from colliery to the river. The term "Newcastle chaldron" distinguished it from the London chaldron of just about half that weight.

The keels on the river, carrying coal to

the sea-going ships, took a load of eight chaldrons. Keels and ships were marked with a graduated scale against the waterline to indicate the amount loaded.

Once the ships had arrived in the Thames, measurement on unloading was switched to vats; a vat, in theory, being the equivalent of nine "heaped" bushels. Meters on the ships checked the number of vats unloaded into the waiting barges from which, when discharging at the wharfs, the measuring changed to bushels.

This was where the fun really began! As a witness at the Commission in 1800 explained, "The vat, although estimated at nine bushels, will on the average measure out ten". A buyer with 21 (London) chaldrons of coal could have them "...so re-admeasured as to be re-sold for 28 chaldrons".

In an attempt to standardise bushels and vats, the Commission's report illustrated the size and design of measures "which experience has proved the best calculated to give despatch to delivering the ships." (on the measure). It was hoped that the metal bow would make it easier to assess the required shape of a "heap".

Land Meters were stationed at the wharfs to supervise the "re-admeasurement" before delivery to customers. This should have been done by measured bushel but, as described by a witness, "...in a general way they are seldom measured, although he delivers a certificate of quantity". It was often only the anticipated visit of a Master Meter that induced the inferior Meters to "step into the lighter to meter a few bushels under his eye".

So in practice, sacks without standard dimensions could be filled with unmetred coal, and there might be 12, 13 or 14 sacks to a London chaldron. It was also stated that if Land Meters did use a bushel measure, they gave "little more than strike measure, whereas the Ship Meters gave heap measure".

What with bushels and vats, chaldrons (two kinds) and sacks, strike and heap measure, it is no wonder that the Commissioners asked, "Would it not be better to deliver coal by weight?" A Meter witness agreed that "it might be a more just way," but would slow down unloading "as experienced in the delivery of Scotch coals, that are delivered by weight." It appears that Scottish shippers had their own rules!

## Ironmongers' Hall chosen for this year's Installation Dinner

This year's Installation Court Dinner was held in the prestigious setting of the Ironmongers' Hall. Nestling in the heart of the Barbican, close to the Museum of London, the venue is, at first sight, of some antiquity. However, the Hall was completed as late as 1925 in the Tudor style by Sydney Tatchall.

A stirring musical welcome greeted the new Master, Mr Doug Barrow and his Lady, Chloë Andrews-Jones as they entered the banqueting hall. Led by the Beadle, David Barnes, the newly-elected Master, Senior and Junior Wardens, accompanied by their ladies and guests processed to the top table to a fanfare of bugles and trumpets, having passed through a guard honour formed up of Sea Cadets from the City of London unit based on HMS Belfast.

Before the dinner, many of the members and their guests had been privileged to witness the installation of the Twentieth Master of the company, when the retiring Master, Andrew Bainbridge, handed over the chain of office to his Senior Warden, Doug Barrow. The new master then, in turn, installed David Port as Senior Warden and Cyril (Mac) McCombe as Junior Warden.

Prior to this ceremony, the Company had been pleased to welcome Don M Kinnersley, Nicholas Ladis and Dennis Woods as Freeman. Subsequently, Carrie Marsh, William Dube and John A Thompson were clothed in the Livery. Mention was also made of three members who had apologised for their absence, notably, Alan Chalmers,



Bird's eye view of the top table at the Installation Court Dinner held in the Ironmongers' Hall

Alan Blyghton and Mary Jo Jacobi who, were due to be welcomed as Freeman of the Company.

The first address of the evening was given by the outgoing Master, Andrew Bainbridge, who referred to his year in office, outlining the many prestigious functions which he had been privileged to attend. He also took the opportunity of paying a warm tribute to the many people, including his Wardens and Court of Assistants, who had contributed to the success of his year as Master.

Accompanied to the sound of tunes from favourite shows, the dinner passed all too quickly to the traditional ceremony of the Loving Cup and coffee and liqueurs. At this point, the Senior Warden, David Port, rose to propose the guests. David said how much the Company appreciated the presence of so many important guests. Amongst others, he referred in particular to the Master Carman, John Wilmshurst and the Prime Warden of the Worshipful Company of Shipwrights, Alastair Farley, as well as Cmd Elizabeth Spencer, HMS Sultan and Cmd R A D Green from 216 Squadron, RAF Brize Norton.

The response on behalf of the guests was given by Sir John Parker FR Eng, Chairman of National Grid Transo plc. Interspersed by amusing anecdotes, Sir John spoke about the changing futures of the gas and electricity generating industries in the UK. He said that with the decline in the output of gas from the North Sea fields, it was forecast that by the Winter of 2010/11, the gas transmission systems would have to be reengineered to receive supplies from Norway, Russia or Continental Europe, via new pipelines or LNG ships. In the case of power generation, adaptations would have to be made to meet the Government's target to produce 20% of electricity from renewables by 2020.

The final speech was made by our new Master. Unfortunately, the clock was against him, but he managed to thank all those who had made the evening so special, including the Immediate Past Master and the Coal Meters for their continuing support. He also congratulated Mr Colin Brinkman who, on retirement from the Court of Assistants, had been elected to the Honorary Court and Mr



The Master makes the final speech at the Installation Court Dinner



The photograph shows, left to right, David Port, Senior Warden; Mrs Lynn Port; Chloë Andrews-Jones; Doug Barrow, Master; Mrs Marjorie McCombe, and Mac McCombe, Junior Warden.



Left to right, were Dennis Glew, Barbara Glew, and Colin Brinkman.



The enrolment of the new Master, Doug Barrow, assisted by the Beadle, Mr David Barnes, with the outgoing Master, Andrew Bainbridge on the right.

David Bell for accepting the position of Honorary Almoner. There then followed a brief overview of the year ahead (details may be found on the website [www.fuellers.co.uk](http://www.fuellers.co.uk)) before the Master reminded the members present of their charitable obligations and the work of the Charitable Trust Fund. Before closing, he made a special appeal on behalf of the British Paralympic Association. (He sincerely hopes that many printer cartridges have already been donated for this worthy cause).

Following this memorable event in the Company's calendar, many diners paused before their journey home to share in one last stirrup cup.

Jane Ayre

## UK and Norway agree on cross-border pipelines

It is reported that the Ormen Lange Licence participants are now satisfied that an agreement on the treaty principles for the cross-border pipeline has now been reached.

The British and Norwegian Energy Ministers have agreed the treaty principles that will enable transport of gas from the Ormen Lange field offshore Norway to the British market. This agreement is an important step forward to meet the project schedule. This is based on delivery of third party gas through the Southern leg from the Sleipner Riser Platform to Easington in the UK by October 2006. Deliveries of gas from Ormen Lange will start through the Northern leg from Nyhamna to the Sleipner Riser Platform from October 2007.

The Ormen Lange field is the largest gas field under development on the Norwegian continental shelf. The planned volumes to be exported to the UK amounts to approximately 20 billion S cu m per year over a 20 year period. The total length of the pipeline from Nyhamna in Norway to Easington in UK is 1,200 km. ■

## Grane field in production ahead of schedule

Crown Prince Haakon of Norway recently undertook the formal opening of the Grane platform in the North Sea, following a tradition that started in 1988, when his grandfather King Olav opened Oseberg, and was followed up by his father King Harald, who opened the Troll B platform in 1995.

The first production well on the Grane platform came onstream on 23 September. This is the first of 12 pre-drilled wells that are being linked up to the platform. The drilling of the production wells has been completed ahead of schedule and below budget. This gives a good starting point for a rapid build-up of production. Oil production from the field will be gradually increased until it reaches the planned level of just over 210,000 barrels per day. Accordingly to the development plan, peak production is expected to be reached during the first six months of 2005. It is estimated that 700 million barrels of oil can be recovered from Grane. The field will become one of the top-producers in the Norwegian offshore sector when it

reaches peak production.

The Grane field has been developed with an integrated production and drilling platform at a water depth of 120 m, 185 km, West of Haugesund. The field was discovered by Norsk Hydro in 1991, and has been developed in close collaboration with Aker Kværner, which has designed and built the whole platform.

Oil from Grane is transported through a 212-km long pipeline to Hydro's terminal at Stura in Øygarden. Grane receives gas from the Heimdal Gas Centre via a 50 km gas pipeline. This gas is injected into the Grane reservoir to increase oil production. The Grane field contains heavier oil than is found in the rest of the Norwegian sector (API 18.5), and is therefore expected to be sold at a lower price than average Brent Blend ■

## BP Sonatrach joint venture brings LNG to Britain

BP and Sonatrach recently announced that they are to form a joint venture which will provide the first new supplies of Liquefied Natural Gas (LNG) to the UK market with scope to expand the arrangement to the US and other markets. The two companies also said they have successfully bid for the long-term capacity rights in the Isle of Grain import regasification facility which is being developed on the Medway River, 20 miles East of London — and which is owned and operated by National Grid Transco (NGT). The capacity rights will enable the two companies to source and then supply around 500 million S cu ft per day of LNG into the UK market from 2005 — representing approximately 5% of UK demand. The UK market requires new and increasing volumes of imported gas from 2005 to supplement the UK's existing indigenous supplies. ■

## New North Sea oil discovery

Norsk Hydro, operator of Production Licence 036 Outside (Heimdal) has recently completed the drilling of exploration well 25/4-95. The well proved a 65 m oil column. The well was drilled to a total depth of 2,270 m below the surface of the sea, ending in Tertiary rock. The oil column was proven in the Heimdal link, which was the main target. The discovery, which is expected to contain approximately 3-5 million S cu m of oil, is now being evaluated by Hydro, the operator for the production licence. ■

## Landmark Norway-UK gas deals for UK gas supply security

Shell U.K. Limited (Shell) and Esso Exploration and Production U.K. Limited (ExxonMobil) have recently signed landmark agreements with Statoil ASA, AS Norske Shell and Esso Exploration and Production Norge AS, for the export of Norwegian wet gas (rich in natural gas liquids), to the United Kingdom. The deals, which are subject to the Staffjord Partners sanctioning the redevelopment of the field are expected to begin in 2007. They will last more than 10 years, help to secure Britain's future supply of gas and prolong the life of the existing infrastructure. Wet gas contains not only dry gas suitable to power homes and business, but also natural gas liquids, which are essential feedstock for the chemicals industry.

Gas from Norway's Staffjord reservoir will be transported across the median line to the Shell and ExxonMobil-owned Far North Liquids and Associated Gas (FLAGS) pipeline. The gas will be landed at the St Fergus Gas Terminal where it will be processed to extract natural gas liquids and to produce sales quality dry gas that will enter the UK's National Transmission System. The natural gas liquids will be transported to Fife NGL plant, with liquefied petroleum gas (LPG) subsequently exported via the Braefoot Bay Marine Terminal. Some product will be transferred to the ExxonMobil Chemical, Limited-operated Fife Ethylene Plant thereby providing feedstock to the UK and European chemicals industry. In addition to being the most attractive option for the Staffjord owners, the transportation route established is expected to be an economic option for further imports of natural gas from Norway to the UK. Extending the life of the existing infrastructure will also help support the commercialisation of remaining reserves in the UK Continental Shelf. ■

## DTI approval for Buzzard oil-field

The DTI has given formal consent to EnCana (UK), Limited, and its co-venturers, to begin development of the giant Buzzard oil-field which, it is calculated, could yield over 400 million barrels of oil. The field is located 55 km off the coast of Scotland, in the Moray Firth. Three platforms are to be installed to exploit the estimated oil reserves. With production from the field expected at the end of 2006, and a life of some 20 years, Buzzard will be one of the UK's most

significant oil-producers over the next two decades. ■

## New windfarms given the go-ahead

The latest phase of the development of windfarms in the UK was recently initiated by the Government who have given the go-ahead for four new installations to be built off the coasts of Norfolk, Lincolnshire and Essex. The windfarms will produce more than 450 MW of electricity, enough to power a total of about 230,000 homes, equivalent to the population of a city more than six times the size of Lincoln or four times the size of Norwich. Each site will be made up of 30 turbines, all located at least three miles from the coast off East Anglia and Lincolnshire. The four new wind farms are:

- Lynn, located three miles off the coast of Skegness, will have a maximum capacity of 108 MW.
- Inner Dowsing, located three miles off the coast, North of Skegness, Lincolnshire, will have a maximum capacity of 120 MW;
- Cromer, about four miles off the coast of Cromer, with a maximum capacity of 120MW, and
- Gunfleet Sands, four miles off the coast off Clacton-on-Sea, with a maximum output of 108 MW.

All four projects were given consent to proceed with construction under the Transport and Works act 1992. The developers were awarded leases to use the seabed for windfarms by the Crown Estate in April 2001.

Of the 18 projects granted leases, 12 have been granted permission to begin construction by the Government, totalling more than 1,200 MW. North Hoyle, off the North Wales, will be the first offshore windfarms to have been completed. Very recently, Energy Minister Stephen Timms revealed that there was to be £59 million in funding available for offshore windfarms. Six such installations would share the capital grant, namely Burbo, in Liverpool Bay (£10 million); Rhyl Flats, North Wales (£10 million); Lynn (£10 million); Gunfleet Sands (£9 million); Cromer (£10 million), and Inner Dowsing (£10 million). ■

## Fuellers take part in the Lord Mayors' Show

The Lord Mayor's Show is a City event which can trace its origins back to 1215 when King John granted a new charter which allowed annual elections to be held on condition that the Lord Mayor presented himself to the King or his justices for approval and to "swear fealty". Obviously, this early procession became something of an event. In 1378, for example, the first year when Aldermen accompanied the Lord Mayor, there were 1,401 minstrels in the procession.

The Show, in some form or other, has continued ever since. On this latest occasion, there was a huge variety of floats, acrobatics, fancy dress, military displays and a flypast in a procession stretching three miles long.

In the event, the Fuellers' Company, represented by the Master, the Junior Warden, Carrie Marsh and David Vince, took part in the display mounted by a number of the "modern" Livery Companies. Apart from the Fuellers' Company, the participants included the Furniture Makers; Chartered Accountants; Chartered Secretaries and Administrators; Marketors; Arbitrators; Lightmongers; Chartered Architects; Constructors; Water Conservators and Firefighters. Unlike some of the long established Liveries in the Show, the Modern Companies processed on foot, proceeded by the Band of the West Midlands Fire Brigade and followed by a horse-drawn steam-powered fire pump.

The Fueller's party met up at 9.30 am at Saddler's House in Gutter Lane, where the Clerk helped the Master and Junior Warden into their robes of office and showed Carrie and Dave the way in which they were to carry the Company banner. There then followed a long wait until the Fueller's were marshalled into the procession about 11.00 am. The following march proved to be a very enjoyable experience, although the pace was brisk and there were many more hills on the route than the participants had expected. The outward journey wended its way from the Guildhall to the Royal Courts of Justice, via St Paul's Cathedral. The procession paused at about 11.35 am, when the members of the "Modern Companies" adjourned to HQS Wellington on the Embankment for a short reception hosted by the Honourable Company of Master Mariners.

Around 1.00 pm, the Fuellers were on

their way back to the Guildhall, via the Victoria Embankment and Queen Victoria Street. The wind at times called for stirring efforts on behalf of the banner carriers to avoid being blown into the assembled throng. The Master's shoes also ended up the worse for wear. Nevertheless, all agreed it had been a great day and excellent fun.

The Master and Junior warden, together with partners and Company members then proceeded to a lunch organised by the Fireman's Company at the Church of St Botolph's Without in Bishopsgate.

Finally, several of the party, including the Junior Warden, filled in the time before the Show's firework display with a visit to the Tate Modern to view the spectacular "Weather Project" by Olafur Eliasson. In the event, the huge illuminated orange disc was voted even better than the fireworks!

## A Fuellers' Grace

Our previous Chaplain, the Revd Basil Watson, is renowned for his doggerel-versed graces, composed for Livery Companies and for private and national occasions. In the unavoidable absence of our current Chaplain, the Revd Peter Mullen, from the recent Installation Court Dinner, his place was taken by the Chaplain of the Worshipful Company of Shipwrights, the Revd Hugh Talbott RD RNR. Hugh demonstrated that he, too, has this rare ability to "hand-craft" a grace for a specific event.

His grace on the occasion of our Installation Court Dinner was as follows:

"Lord, fuel gives us warmth and heat and also cooks the food we eat, so we have much to thank you for, for cars that take us door to door, for ships and planes and also trains, and all the transport fuel sustains. Lord, thank you for the gift of food and wine that warms both heart and blood. The Fuellers and their Master bless. Grant them a year of great success. Amen"