



THE FUELLER

The Official Journal of The Worshipful Company of Fuellers

Registered at Stationers' Hall

Installation Dinner Clothworkers' Hall 15 October 2009

“Please support our troops who are serving our country overseas”

That was the request by our guest of honour Lieutenant General Sir Freddie Viggers, the 58th Gentleman Usher of the Black Rod. This drew sustained applause and came as the concluding remark to a speech that gave some insight into the life of a senior army officer, turned Parliamentary servant. Sir Freddie rose from a second lieutenant in the Royal regiment of Artillery to Chief of Staff of the 1st Infantry Brigade, seeing two periods of service in Bosnia en route. He subsequently became the Senior British Military Representative – Iraq and was appointed CMG and then in 2005 became Adjutant General and was awarded KCB. He became Black Rod in April 2009.

The 2009 Installation Dinner was held in Clothworkers' Hall – an appropriate venue to start our 25th Anniversary celebrations as it was there that the discussions leading to the formation of the Company of Woodmongers and Coal Sellers took place in 1981 and then the obtaining of livery status as the Worshipful Company of Fuellers in 1984. Also appropriately, the new Master was born a mile from the Hall. At the Installation Court which preceded the dinner, retiring Master Michael Husband passed his chain of office to our 26th Master, John Bainbridge, who then installed the new Senior Warden, Michael Byrne, and Junior Warden, Stuart Goldsmith. Seven new Freemen, three new Liverymen and one Yeoman were also admitted.

At the Dinner the Senior Warden, Michael Byrne, welcomed the guests of the Fuellers, particularly those representing our armed services affiliations – Captain Duncan Lamb from the Royal



15 October 2009 – Master John Bainbridge and Mrs Marilynne Bainbridge – Clothworkers' Hall

Fleet Auxiliary, Wing Commander Steve Chadwick from 216 Squadron, RAF, and his designated successor Wing Commander Alistair Green, Air Commodore Susan Armitage-Maddox from the Defence Fuels Group and Commander Jonny Hodgkins and Commander Martin Jukes from HMS Sultan (the Royal Naval School of Marine Engineering and the Royal Naval Air Engineering and Survival School). The Masters of other Livery Companies were also welcomed: David Royden, Master Lightmonger, David Gordon, Master Waterman and Brian Wadsworth, Master-elect Carman.

After the response on behalf of the guests by Sir Freddie Viggers, the new Master, John Bainbridge, paid tribute to the significant increase in membership achieved under the leadership of Past Master Husband and Past Master Bell, which has brought us to over 200 and reminded members that our Founders had considered 250 the ideal number. The 25th anniversary of the grant of our letters patent was to be marked throughout the year and all members were to receive an Anniversary Plate in commemoration. He also referred to our float in the Lord Mayor's Show [the subject of a separate article] and to the continuing support from the Coal Meters Committee, one of the prime movers in the formation of the Company. A history of the Company entitled 'The Fueller's Tale' has since been published.

Stuart Goldsmith

Lord Mayor's Show - 14 November 2009

After a gap of nearly 20 years it seemed appropriate to celebrate the 25th Anniversary of the Company with an entry in the Lord Mayor's Show, and so it proved. A 30 strong party of Fuellers watched from the stand as the procession passed. Our float was towards the front and was headed by two Liverymen carrying the Fuellers' banner, followed by the Master and Wardens "Gowned and Bonneted". The centrepiece was the 1930 Sentinel Steam Lorry – powered by coal – from HMS Sultan, which had been brought to London on a low-loader in the middle of the night and parked in an unexpected place – causing consternation the Clerk when he could not locate it. That was escorted by four personnel from HMS Sultan and it carried 10 passengers including the Master and Wardens' Ladies, the Clerk and two prize-winners from Stockwell Park High School – the Lambeth school where the Fuellers sponsors a mentoring scheme and the cadet force. A squad of Sentinel cadets under the command of a Sergeant Instructor marched in perfect step behind, followed by a detachment from 216 Squadron RAF – the refuelling squadron sponsored by the Fuellers – under the command of a Flight Lieutenant. The float therefore celebrated not only the Fuellers' 25th anniversary but also several of the associations that we have formed.

The outward procession from Guildhall to the Law Courts enjoyed sunshine and crowds of spectators but during the lunch break the rain arrived. However such were the cheers of the undiminished crowds waiting for the return procession that the marchers ignored the rain too!

In the evening the Master hosted a dinner in the private rooms of Rules Restaurant – the oldest one in London – and 26 Fuellers and guests had such a good time that the bill for the wine exceeded that for the food.

Stuart Goldsmith



14 November 2009 – Master and Wardens lead the way



14 November 2009 – Dinner at Rules



14 November 2009 - The Super Sentinel from HMS Sultan

Meet Master Bainbridge

Our Master, John Bainbridge, was born in York Road, Westminster, "outside Waterloo Station" as he puts it, in 1946. In 1964 he joined Blakemore, Elgar & Co. of Chancery Lane as an articled clerk. In his own words, "always loathe to study, he somehow qualified as a chartered accountant" and headed up that firm's principal auditing department; which provided great experience for the future. On being offered a partnership in 1973, he decided to see life outside the profession for a couple of years. He joined J. Henry Schroder Wagg & Co. Ltd in the investment division. JHSW at that time was variously known as "the Merchant Banks' merchant bank" or a "sweatshop". Both descriptions had great merit. John stayed with the Schrodgers group for thirty very enjoyable years.

John's responsibilities with Schrodgers were primarily in the investment funds business. Having progressed to Executive Director of Schroder Investment Management Limited, he was also Chairman of Schroder Investment Management

(Guernsey) Ltd. and Schroder Investment Management (Ireland) Limited as well as being a director of numerous group companies worldwide. He travelled extensively on Schrodgers' business, particularly in the Far East, and was given the soubriquet "Doctor" in Hong Kong by a colleague on one of his early visits to the former colony. He is still not sure why exactly this was; he hopes it had something to do with his ability to lance problems in the business, but suspects it might have been just the grey hair. He advised on the creation, structure and administration of investment companies and mutual funds in a number of countries and served as a director of a large number of such funds.

Following Schrodgers' disposal of its investment banking business in 2000, John accepted the position of Group Company Secretary of Schrodgers plc while retaining his other responsibilities. In that position he was responsible for the firm's corporate governance generally. He retired from Schrodgers at the end of

2003. His retirement was the subject of an "Alex" cartoon in the Daily Telegraph, which continues to cause him great pleasure and amusement and is reproduced here.

He is a parish councillor in his home village of Cranleigh and since his retirement has acted as an expert witness on matters relating to investment funds.

In 1970, John married Marilynne and they celebrated their 40th wedding anniversary in Venice earlier this month. They have two sons, Daniel and James, who give them great pleasure and great pride. John enjoys walking, reading (particularly the history of the City of London), gardening (Marilynne and John have opened their cottage garden in recent years for charity) and being assistant beekeeper to Marilynne. They both enjoy opera and ballet. John has been a Chelsea supporter since his first visit to Stamford Bridge in 1964; he is a member of Surrey Cricket Club; follows Harlequins RFC and plays golf poorly. Particularly on the Fuellers' Golf Day.



A Tudor Pageant

On a glorious summer day last June, a motley crew lined up at Richmond Wharf to row a cutter to Hampton Court Palace to celebrate 500th Anniversary of Henry VIII's Accession.

Sons of Fuellers, Alex & Neil Martin and Tim Woods – muscle and youth – were accompanied on the oars by Michael Byrne and Dennis Woods – fit and experienced – led on the rudder by Master Michael Husband – loud voice.

Our only practice, during thunder, rain and lightning, could only be described as ‘up the river without a paddle’!

On Pageant Day our cutter, cheered on by supporting Fuellers from Richmond Bridge, joined the procession that had started at Tower Bridge. Resplendent boats and crews, including Livery Companies, Clubs, Royal Navy Ladies, and in full regalia, ‘King Henry and Anne Boleyn’. A total of 78 boats.

Although some junior oarsmen caught some crabs, all pulled well together, vociferously supported along the banks by our ‘support team’ of Fuellers and families. With a final

salute to the ‘King’, we disembarked and waved goodbye to our cutter.

A barbecue for all crews and families was held in the grounds of Hampton Court Palace, followed by well-earned refreshments by the river.

Our thanks go to Malcolm Knight of the Thames Traditional Rowing Association and to Past Master Michael Husband for initiating what could become an annual event.

Unable Seaman Byrne



June 2009 – Fuellers' crew take it easy, Master very easy

BAFTAS come to Hillingdon

When you think about film awards, an industrial estate in West Drayton might not be the first place that comes to mind. Thanks to Liveryman Patrick Helly, Technical Director of NewPro Foundries, a fascinating visit by Fuellers was made on 2 April 2009. We split into two groups in order to be accommodated in the small foundry building.

One of the foundry's early directors was involved with Denham Studios back in the 1950s, which created a link with the arts and film industry. In 1954, the company was commissioned to produce castings for use in the film 20,000 Leagues Under the Sea. Since then NewPro's work has also been seen in films including Braveheart, Tomb Raider and Charlie and the Chocolate Factory. These links meant that when the British Academy of Film and Television Arts wanted to create awards, NewPro was the foundry chosen for the work.

The party was shown all aspects of the Foundry production including hand-sized maquettes, parts for vintage Aston Martins and Bugattis and decorative balconies and balustrades; along with any number of high quality castings.

We were all impressed by the ingenuity and craftsmanship of Patrick's small team and enjoyed being able to handle so many of the products, including the afore-mentioned BAFTAs

The visit also included a pleasurable lunch at the Swan at Iver, for some at the end and for others at the beginning of their tour.

Michael Byrne



2 April 2009 – Liveryman Patrick Helly keeping a watchful eye as hot metal is poured

CHATHAM HISTORIC DOCKYARD AND 'KINGSWEAR CASTLE'

In past days when ships burned wood and coal in order to turn their motive power, a Fueller was the person who stood, complete with shovel, before the open door of the boiler fire and stoked. Indeed a number of Fuellers ventured forth to Chatham, where together with a group of Shell pensioners, they initially boarded the coal paddle steamer, “Kingswear Castle” for a trip up the River Medway to Rochester and back. Our photograph indicates that a number of attendees must have been seasick for our total attendee numbers was 41. Fortunately we enjoyed good weather.

The “Kingswear Castle” was built in Dartmouth in 1924, and is still registered there. She is licensed to carry 235 passengers, though her range of activity is restricted by her 4 tons coal fuel capacity. Her engine is a compound reciprocating steam engine, fed with steam from a Scotch boiler working at maximum pressure of 120 p.s.i. She steams utilizing 10 ft diameter paddle wheels at a maximum of 8 knots (= 9.2 m.p.h.) Knots by the way, still used as a speed measure by ships and aircraft stem from the early days of sail where one threw over the side a rope with knots at even distances, and counted the number that past through your hands as you sailed along. Timing was by sand glass until marine chronometers came in mid 18th century.

After a modest luncheon, with little time to demonstrate how seafarers use the bar, we went upon a guided tour of the Chatham Historic Dockyard.

There were a large number of very interesting exhibits to see, with variation dependant upon historical time, whether climbing through the 1 metre compartment doors of the

submarine “Ocelot” built at Chatham, or viewing the ropes still being made in the 18th Century Rope House, capable of making 20 inch circumference and up to 1000 ft in length. 1 inch diameter nylon rope was being made as we watched, no doubt for sale in the Yachtsman's Harbour.

The yard as a Naval Port dates back to 1550 when an order was given

The “Kingswear Castle” was built in Dartmouth in 1924, and is still registered there.

that ships lying in Channel ports such as Portsmouth should be moved to Jillingham Water (the original name, later to become Chatham) for it was regarded at the time as a more strategic

location. Queen Elizabeth 1 made it a Royal Harbour in 1567 and in the mid 17th Century, it became the largest building and refitting yard. Part of this was due to our main rivals being the Dutch. When we chose the French to replace the Dutch, Portsmouth and Plymouth became the Navy's main ports. In 1622 Chatham moved down river from Jillingham Water and became the prime building yard for the Navy. Among many other ships, were Nelson's flagship H.M.S. Victory and the first ironclad battleship. Decline came between the two World Wars though Chatham became a prime base for submarines, the last built in 1966. Servicing submarines, including Nuclear, continued until the Royal Navy departed in 1984.

Rod Brown

23 July 2009 – Fuellers depart for Rochester



216 Squadron

A Brief History of Tristar – Wing Commander Steve Chadwick

Based at RAF Brize Norton in Oxfordshire, 216 Squadron is central to the RAF's ability to provide global air transport (AT) and air-to-air refuelling (AAR). The Squadron is equipped with Lockheed L1011 Tristar aircraft and has been heavily involved with flying in both of the major theatres of operations that British Forces have been engaged in recently – Operation Herrick in Afghanistan and Operation Telic in Iraq.

Airliner History

The Tristar's military service began following the Falkland's Conflict in 1982 which highlighted that the RAF's strategic transport capabilities were globally ineffectual. Therefore nine second-hand Tristars were purchased, having previously been used by British Airways and Pan Am.

The BA aircraft first flew in 1978, but 6 were sold to the RAF in 1983 and were modified to provide AAR tankers. The standard Tristar was modified to carry 139 tonnes of fuel. A closed circuit television system was installed to allow the crew to monitor aircraft waiting in the queue! Four of the aircraft had a large cargo door fitted in the side of the forward fuselage, enabling a combination load of 46 tonnes of cargo or 187 passengers.

Pan Am sold three of their Tristars to the RAF in 1984, retaining their purely passenger-carrying role, with seating for up to 266.

Military Service

Together with the Vickers VC-10s of 101 Sqn they provide the United Kingdom's AAR capability, and alongside the C-17s of 99 Sqn they provide the RAF's strategic airlift capability.

The Tristar's first involvement in a significant conflict was in the first Gulf War of 1990/1. In August 1990 the fleet flew more hours than it ever had before – 1,235. In less than 3 months the Sqn flew over 90 AAR missions, dispensing 3.1 million kgs of fuel to waiting coalition fighters and bombers.

Two Tristars were stationed in Italy during the Balkans conflict of 1993 and towards the end of 1999, provided five AAR tankers as part of Operation Allied Force. These aircraft flew 230 missions, dispensing over 6 million kgs of fuel to 1,580 allied aircraft.

In addition to military service, 216 Sqn have also been frequently called upon to provide humanitarian assistance and disaster relief around the globe.

Tristar has now been fitted with armour plating around the flight deck and a laser anti-missile system and has been repainted from the original all-white colour into a military glossy grey.

Afghan Airbridge

Transporting troops to Afghanistan has been 216 Sqn's

primary focus for the last seven years, initially operating to Kabul, but latterly Kandahar. Operating the airbridge makes good use of the aircraft's passenger and cargo capacity. For a normal airbridge flight, the Tristar has a flight deck crew of three, plus a loadmaster and 5 air stewards. In addition, a ground engineer and two servicing crew are carried to deal with any maintenance issues which occur during the trip and to undertake turnaround and refuelling duties. The normal configuration is 222 seats plus five stretchers. The priority given to the airbridge means that the Sqn no longer has much capacity for other roles. Even Basrah is now considered sufficiently low-risk to be contracted out to civil airlines.

Outstanding Service

Maintaining sufficient available airframes to support Operation Herrick is an ongoing challenge. All of the aircraft are now more than 30 years old, so every planned flight to Afghanistan is supported by a back-up aircraft and a back-up crew.

The high tempo and vital importance of the Sqn's current role means that the Tristars are probably being flown harder than they have ever been flown before. During the 8-week Relief In Place (RiP) period (the changing of the Battlegroup) over Mar and Apr 09, the Sqn moved 18,000 troops Afghanistan Airbridge. Maintenance has therefore become more time consuming and secondary structural items are increasingly showing wear and corrosion. Many parts are no longer manufactured and have to be sourced from older civilian Tristars in desert storage or, in some cases, manufactured specially.

The future

The Tristars of 216 Sqn are currently expected to be in service until 2015. The cockpit is currently in the process of being upgraded, with new avionics and navigational systems enhancing the aircraft's ability to operate in increasingly busy global airspace. A Tristar replacement, based on the Airbus A330, is well under way. The progressive rundown of the Tristar fleet is planned so that by 2015 over 30 years of highly valued RAF service by the Tristar will have come to an end.

June Court Dinner 2009

On Thursday 18th June 2009, in the oldest extant Livery Hall in the City, Apothecaries' Hall, Fuellers, partners and guests enjoyed a superb mid-summer Court Dinner hosted by Master Michael Husband and his wife, Paula.

Michael Husband then introduced guest speaker, Geoff Holt, a passionate and talented yachtsman, who uses a wheelchair.

He gave an inspirational address. At just eighteen years old, he had sailed across the Atlantic Ocean three times and sailed over 27,000 nautical miles. His life then changed. All dreams and expectations of earning his livelihood as a professional yachtsman were brutally

destroyed after diving into the sea and breaking his neck.

He then vividly recalled his 'personal Everest' challenge of sailing solo around Great Britain in a fragile 15 foot dinghy in 2007 and subsequently becoming the fastest disabled sailor to circumnavigate the Isle of Wight.

Geoff recently secured another place in the history books when he became the first quadriplegic sailor to sail across the Atlantic in January 2010. As someone once joked, Geoff Holt is now the most admired disabled sailor since Nelson!

Michael Byrne



18 June 2009 – Geoff Holt, the Master, Wardens and other guests – Apothecaries' Hall

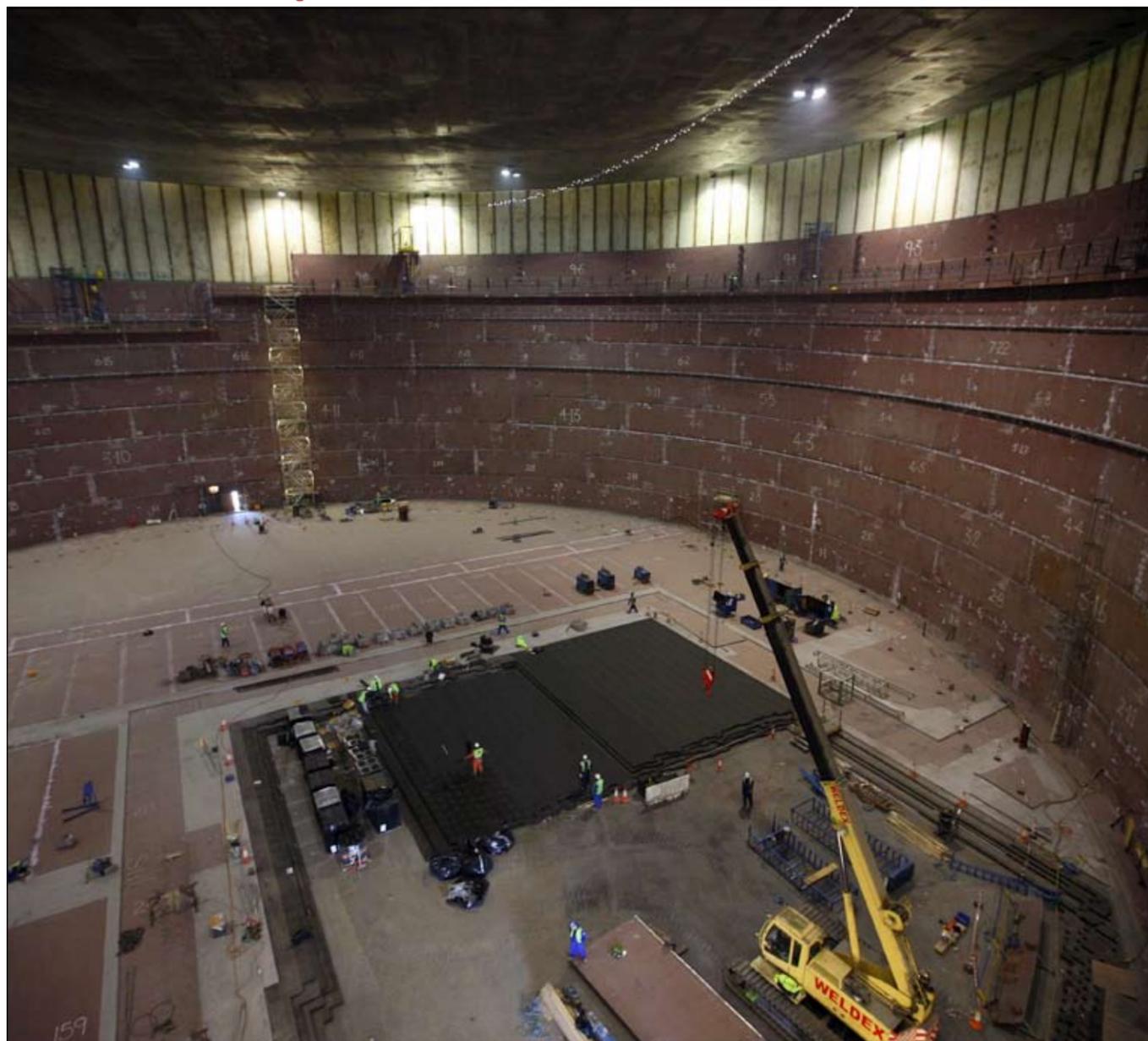
Isle of Grain LNG Terminal – Tuesday 9 June 2009

A party of 16 Fuellers led by Master, Michael Husband visited the National Grid's LNG terminal and were warmly welcomed by its Manager, Simon Fairman. He gave an illustrated talk about the sources and balance of the UK's Gas supplies and

the role of the expanding facility on the Isle of Grain to feed into the Grid. "Trains" at the point of export reduce the temperature of Methane to minus 162 degrees at which point the volume reduces to 1/600th; thereby enabling large volumes of Gas to be

transported for long distances safely and efficiently. Simon took us through the history of LNG imports into the UK which, after some initial shipments in the "Methane Pioneer" in 1959, led in 1964 to regular shipments from Arzew in Algeria servicing the North

9 June 2009 - Inside one of the LNG storage tanks



Thames Gas import facility on Canvey Island in Essex (capacity 20,000 tonnes !!)

These were small beginnings for LNG, subsequently eclipsed by the UK's self-sufficiency through access to cheaper North Sea Gas. However, there is now a growing need to make up for falling indigenous production since, within the next twelve months or so, as much as 50% of UK demand will have to be met by imports. LNG is becoming of increasing importance to the UK since such imports help ensure diversification of alternative sources of Gas. Grain has now become the largest LNG importation terminal outside of the Far East, designed by the Winter of 2010/11, to import some 20% of overall UK demand for Gas.

Our group was guided through many high security areas, including the massive jetty, which can now handle the largest LNG tankers afloat. Sadly our visit did not coincide with a tanker arrival; however, the sheer size of the moorings, the jetty's discharge arms & associated "hook-up" mechanisms and the cryogenic & recycling pipelines (which run to and from the main plant) gave a good idea of the sheer size of the operation.

Our visit was enhanced by the sight of a nearly completed storage tank, due for completion this year. We were able to marvel at its size – the Albert Hall would easily fit inside. We were then taken aloft to the top of the tank, to walk around and get a good overview of the whole operation; as well as the sights of Kent and the Essex coastline.

A great day out.

Neville A. Brown JP

Highgrove trip



Highgrove

In August 2009, Senior Warden John Bainbridge took a party of Fuellers and friends on a visit to the gardens at Highgrove, the home of Their Royal Highnesses, The Prince of Wales and The Duchess of Gloucester. The visit had been intended for the 25th Anniversary Year, but visits are only by personal invitation from Prince Charles and, when the Senior Warden received the invitation for a date earlier than anticipated, it was not one to decline.

The setting is lovely, the gardens beautiful and a great deal of time and imagination has gone into them. The Prince's design was of a garden separated into distinct areas, each with its own atmosphere, and yet together intended "to warm the heart, feed the soul and delight the eye". It is a wonderful success; while continuing to evolve. The Prince is of course world-renowned for organic gardening, but the tour rightly focused on the flora. Sadly we missed out the famous compost heaps and recycling reed bed.

Our guide, Linda Gunn, was charming and very informative. She subsequently tracked down the name of a lovely deep red hydrangea in the Carpet Garden for us from another garden guide who found it in some old notes: *Hydrangea Macrophylla* "Merveille Sanguin", aka Bloody Marvellous - to Jane Ayre's amusement. (The Carpet Garden was awarded Silver-Gilt at the Chelsea Flower Show, which should have been Gold but there was not enough concrete or plastic for that year's judges - JB).

At the end of the tour the group enjoyed a cup of tea in the Orchard Room and a visit to the Highgrove Shop. Everyone agreed that it had been a lovely day and Master Mike Husband thanked the Senior Warden on behalf of all the party. Suzan Woods expressed it well: "...it has certainly given us lots of ideas for our own garden. It might result in being a rather costly outing! The gardens were certainly lovely, so interesting and full of ideas."

FIRST OF THE SUMMER'S WINE AND OTHER CANTERBURY TALES

“On the first of May, it is moving day, so come on and blow your job, throw your job away. Now's the time to trust to the wanderlust”

So go the words to the 1956 Rogers & Hart classic Mountain Greenery and what was good enough for Mel Tormé was good enough for 23 Fuellers and spouses (should that be spice?) - in response to the Master's invitation. The event was the Master's Weekend in the nation's garden of Kent during which the weather also rose to the occasion on this May Bank holiday.

The safari commenced with a visit to the Aylesford newsprint recycling plant where the advanced expedition party discovered what really happens to all the old newspapers and magazines that we diligently bundle up and deposit at the council's behest. The tour of this vast factory just off the M20 demonstrated just how transient the profound words and lurid pictures that capture our attention on a daily basis really are, as the massive machines and complex processes convert them back to huge rolls of white paper. The Aylesford facility produces 1% of Europe's recycled news paper and our group departed environmentally enlightened, wiser and ready for a convivial evening at the Abbots Barton Hotel.

Saturday morning found the group in good spirits heading for a Kent vineyard. The award-winning Barnsole Vineyard commenced its ambitious journey in 1993 when wine and England went together like cricket and France. However, after 16 years of research and experimentation into grape varieties and process development our intrepid explorers discovered to their delight that their produce was more than palatable and cases of red, white and rosé were soon disappearing into car boots. The quality was such that a distinguished oenologist such as Senior Warden John Bainbridge was impressed and Jim Bellew's French wife Claudie decided to take some back to fool her Bordeaux friends - they still don't play cricket!

Having tasted the wine our Fuellers party was determined to continue the fuelling party albeit with a change of fuel. Next up was a local pub to sample the authentic country taste of Kentish brewed beer and homemade food. The Shepherd Neame hostelry served Spitfire bitter and English fare with patriotic fervour and crusty hospitality. While welcoming our merry band a notice at the door barred entry to sneezing Mexicans and promised to sell noisy children into slavery. As our party contained neither, we settled into a hearty repast and the jovial ambience.

Saturday afternoon found us back in Napoleonic times visiting the inner sanctum of Walmer Castle prying into the personal life of

Arthur Wellesley the first Duke of Wellington. Arthur lived there for 23 years during his spell as Warden of the Cinque Ports while keeping an eye on the neighbours. For those with short memories the Duke was responsible for one of our early European successes - the score was France 0 England 1 (it was an away game!).

Dinner at the Abbots Barton Hotel proved a merry event telling tales and swapping stories. The following morning after a civilized Sunday breakfast the group set out on foot to follow the Pilgrims' Way (for about 400 yards) to Canterbury Cathedral for a fascinating guided tour of this ancient and historic church. Famed as the site of the murder of Thomas Becket, Archbishop of Canterbury on 29th December 1170, we heard of the skulduggery and intrigue in the court of Henry II which sort of makes our court meetings tame by comparison. The walking tour continued through the streets of Canterbury taking us from Roman times to the blitz at the rate of about 100 years per 50 yards - all without the help of a Tardis!

In the breezy sunshine of Sunday afternoon we closed out this didactic discovery of the delights of the Garden of England with the smells, tastes and sounds of the garden of our Master. A culinary kaleidoscope created by the Master's lady Paula complimented by the appetising aroma of a well stocked barbeque ensured that all tastes were tickled. Well vilted, suitably watered and admirably entertained the following Fuellers trickled away to their various destinations far and near. Senior Warden John Bainbridge (and Marilynne), Junior Warden Michael Byrne (and Mary), Learned Clerk Sir Antony Reardon Smith (and Lady Sue), Past Master David Bell, Steve and Linda Blackwell, Ian and Shirley Fraser, Peter and Janet Harrison, Jim Bellew and Claudie, Rod and Valerie Brown, Neville and Margaret Brown and Margaret Trueman (Paula's Aunt). The journey home was accompanied by a distinct feeling of Gemütlichkeit. Unfortunately, as nobody knows what this word means we all travelled with an acute sense of contented mystery.

Jim Bellew



3 May 2009 – Fuellers grazing – Westbere

FUELLER'S FIFTH ANNUAL ENERGY LECTURE

On Tuesday 2 June 2009 the Worshipful Company of Fuellers, with the generous sponsorship of DLA Piper, held its 5th Annual Energy Lecture at Fishmonger's Hall on London Bridge.

The guest speaker was Richard J Budge, Chief Executive Office of Powerfuel plc and Past Master of the Company who addressed the members and their many guests on the subject of 'A Cleaner Environment From a Secure Supply.'

During his address Richard forcefully made the case for coal to be an essential part of the generating mix and outlined his plans for a CO2 pipeline for a carbon capture and storage arrangement based on a new 900 MW Integrated Coal Gasification Gas Fired Power Station (IGCC) based adjacent to Hatfield Colliery.

Powerfuel plc is a privately owned mining company based on Hatfield Colliery in Yorkshire. Hatfield is a world-class mine with modern equipment and has license to approximately 27 million tonnes of recoverable coal reserves and is adjacent to a further 75 million tonnes of contiguous reserves.

Powerfuel's Chief Executive Officer is Richard Budge, former CEO of RJB mining, Britain's largest coal producer. Mr Budge was also the Founder Chairman and President of the Confederation of Coal Producers from 1990 to 2002



Richard Budge

City of London Walk – Sunday 15 November 2009

At 11 a.m. a party of 18 Fuellers and Fuellers' wives set off from the Royal Exchange for a Master's guided tour of the City and some of its history.

After a brief word concerning the Exchange we passed on by Peabody's statue and Gresham's grasshopper toward Love Lane. There we encountered the site of St Mary Aldermanbury, thence to St Alban's and Wood Street where we came upon a memorial to John Heminge and Henry Condell, joint publishers of Shakespeare's first folios. They were both actors.

On Martin Le Grand we came to St Botolph's which contained a memorial wall from Victorian times commemorating those who had sacrificed their lives rescuing others in grave danger.

Next we viewed remains of part of the Roman city wall passing by Pewterers' Hall and on to St Olave's, lost in the Great Fire of London. Thence to Wall and Barber Surgeons' Hall wherein we were fortunate to be given a tour including the large group painting by Holbein showing Henry VIII and Surgeons.

The tour passed through Smithfield stopping at St Batholomew the Great (founded by Rehir) and also at William Wallace's memorial commemorating his heroic struggle and cruel end. The tour ended at Charterhouse, founded by Thomas Sutton in 1611 whose fortune was made from coal, which was fitting for a Fuellers' tour.

Lunch was taken at the nearby Fox and Anchor, all things were very convivial with an excellent meal and enough to drink. Space does not permit a full itinerary of the tour, but suffice to say that our Master's knowledge is remarkable and amusing. Well done, Master!

David Bell

Fuellers Golf Day

On 14th Sept 2009 the Worshipful Company of Fuellers once again gathered at The Wellingborough Golf Course in Northamptonshire for their annual golf day and stately home visit.

This year we had 27 golfers and 6 for the visit to Rockingham Castle.

Wellingborough is a wonderful venue and once again this year they did not let The Fuellers and their guests down. The golf course was in excellent condition with lunch & dinner again to a high standard. It was good to see many of our regular players along with their guests and a number of new faces for the first time. It was good to once again welcome teams from outside the Fuellers. The Worshipful Company of Horners entered a team for the third year running and this year took the team prize. We enjoyed welcoming back a team from ATH (an open cast mining company) and Advance Fuels (a fuel distribution company). These guest teams add excitement fun and competition for our Fuellers teams and make the day even more enjoyable.

This year's team winners as previously stated were The Worshipful Company of Horners followed closely by last year's winner Advance Fuels.

The overall winner of the day was John Hughes who played on the Wentworth Team

The Fuellers winner was Steve Blackwell adding his name to the list of previous winners on our impressive trophy.

Our lady winner this year was Joan Greenfield.

The Trip to Rockingham Castle was very successful. This was again organised by Sue Woods and a number of regular attendees turned up and enjoyed the castle with its fabulous views over 5 counties. The party moved on for a traditional tea in a local village before joining the golfers back at Wellingborough for dinner in the old traditional clubhouse a location that would merit a house visit on its own.

Unfortunately this year it was not possible to raise any sponsorship for the golf day but due to everyone's generosity we still managed to raise just over £500 for the Fuellers Charitable Trust.

Many thanks to everyone who supported us this year and for making this such a fun and successful event.

Dennis Woods



14 September 2009 – Liveryman Steve Blackwell with his supporters

Fuellers' Sunday – 1st November 2009

Fuellers joined the congregation of St. Michael's, Cornhill for the All Souls & All Saints service on 1st November. The Master read the Epistle and the Honorary Chaplain, Rev Dr Peter Mullen, gave a thought provoking sermon on eternal life and afterwards Fuellers entertained him to lunch at The Baltic, a Polish restaurant in Southwark. Amongst 34 guests we were especially pleased to welcome Past Master Mac McCombe and Marjorie.

FUELLERS RFA MEDAL WINNER – 2009

Third Office Nikki Lutman demonstrated outstanding levels of commitment and determination when she was deployed with colleagues from RFA Wave Ruler on the island of South Caicos following the destructive passage of hurricane Hannah.

The team from RFA Wave Ruler was the first sign of government care immediately following the hurricane. Nikki was an asset in liaising with the Islands First Minister and his Councillors and particularly with assisting her executive officer - Chief Officer David Eagles - with rapidly establishing damage assessments and priorities centred on the Island's home for the disabled and disadvantaged

children. Confronted by severely disturbed children Nikki's genuine compassion and caring nature were a major calming influence on both the staff and the children.

Master Michael Husband was immensely proud to present Vikki with the Fuellers' 2009 RFA medal and its supporting trophy at Butchers' Hall on 7 October 2009. This was perhaps the last formal occasions at the end of Michael's year as our Master and was particularly poignant as the associated trophy had originally been presented by Michael in memory of his fathers' shipbuilding business which had a long and mutually fruitful relationship with the Royal Fleet Auxiliary.

7 October 2009 - Master Michael Husband and Third Officer Nikki Lutman - Butchers' Hall



Industrial Visit

– National Grid Gas Control Centre

On Thursday 5th March the Master, Mr. Michael Husband, led a party of some 17 Fuellers, including both Wardens, on a visit to the Gas Control Centre of National Grid at Warwick. Our host was Mr. Neil Pullen, the UK Gas Operations Manager.

During the morning session, the party was treated to a most lucid and polished presentation by Mr. Pullen on the role of the Gas Control Centre and how it has developed since the era of British Gas as a monopoly transmitter and distributor of gas in Great Britain. Mr. Pullen began by explaining how the sub-division of British Gas plc into three separate companies, namely Centrica, acting as a gas retailer, BG Group, dealing with exploration and gas field exploitation, and Lattice, covering the high-pressure transmission and low-pressure distribution of gas had culminated in the incorporation of Lattice into National Grid plc.

The strategic reach of National Grid plc, covers the transmission and distribution of gas and electricity, both in the United Kingdom and in the United States, with smaller-scale activities in other areas such as South America. National Grid's operations in the USA are on a similar scale to those in the UK, and the company is now the fourth largest energy supplier in that country.

A more detailed description of the systems for the transmission and distribution in the UK was then outlined. Gas enters the system at terminals, predominantly in coastal locations. Compressor stations, using modified aircraft engines, such as the Rolls-Royce RB211 pump gas through the system at an annual rate of 100 billion cubic metres.

Outstanding among future challenges is the question of securing adequate supplies of gas to meet the forecast demand. Until 2000 almost the whole of the gas supplied in the UK came from within the UK and its continental shelf, the vast majority from under the sea within the UK continental shelf. Currently only a little over 60% comes from this source. The balance is met primarily by imports from the Norwegian sector of the continental shelf, with about 10% imported from other European sources. The output from the UK continental shelf is predicted to decline to between 10% and 20% of forecast demand by 2020/21. Input from Norway will continue to expand modestly but a shortfall of about 50% of forecast demand must be met from other sources.

The strategic plan is that the great majority of this shortfall will be met by the importation of liquefied natural gas (LNG). Three plants, at Isle of Grain in Kent, Teesside and Milford Haven are in operation for the landing and re-gasification of LNG.

Thus, the wheel turns full circle! The first use of natural gas in the UK occurred in the 1950s, before the UK continental shelf fields had been developed, when LNG was imported from Algeria to a terminal at Canvey Island by British Gas. Soon, imported LNG

will again be a vital element in the UK's energy supplies.

Mr. Pullen explained how the change in role from being the monopoly supplier of gas, with full control over the inputs of the system, to the current role of being a "common carrier" for the gas supplied by a multitude of other parties had wrought fundamental and dramatic change in daily operations. As a result he has a staff of 140, including 6 teams of 7 operators for the round-the-clock operation and control of the transmission system. He outlined then that, since 1985/86 there have been steady increases in temperature.

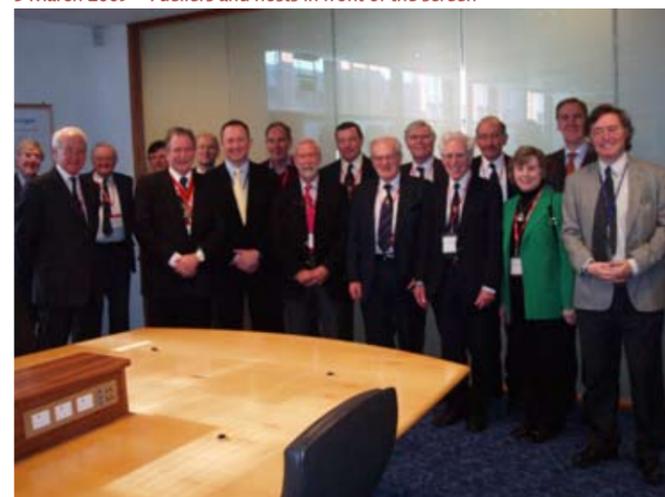
The Gas Management staff must take into account the possibility that this trend may continue in forecasting future demand and in devising plans for future modes of operation.

The morning session concluded by revealing to the party the Gas Management System control room, hitherto cunningly concealed from us by a huge panel of obscure glass. Mr. Pullen explained the functions of the various displays and the roles of the individual members of the shift staff.

After an excellent buffet lunch a second presentation was given by Mr. David Esp.

His subject was the role that might be played in future electricity supplies by renewable energy sources in the form of wind turbines and the problem and costs of connecting such sources into the National Electricity Grid. He pointed out that the windiest parts of the UK tended to be in remote, sparsely-populated areas and far from existing transmission lines. In addition, unless radical and expensive solutions for the transmission were adopted,

5 March 2009 – Fuellers and hosts in front of the screen



the introduction of pylons and transmission cables into these remote landscapes, as well as the turbines themselves was necessary. The latest target is that by 2020 15% of all energy will be produced from renewable sources. This in turn implies that such sources supply 35% of electrical energy! If wind turbines were to be the major contributor of renewable energy, there would need to be an installed capacity of 20,000 turbines.

The attention of the party was drawn to the siting of wind turbines. For example, turbines at sea can carry significant

advantages in performance and allows the tower to be smaller than would be necessary at a land site. On the other hand, increasing the number of turbine blades or increasing the radius of the turbine brings little, if any, gain in performance. This presentation brought the visit to a close

We must conclude by expressing our very sincere thanks to Messrs Pullen and Esp and to the Gas Management staff of National Grid for giving the Fuellers' party such absorbing and informative presentations. - John Sharp

Fuellers' Visit to HMS Sultan

– Thursday 17th September 2009

A party of five Fuellers, including the Master and his lady, made their way to HMS Sultan, Gosport on 17th September along with the other affiliated Livery companies for the annual visit. The purpose of the visit was to strengthen the various livery associations of which HMS Sultan is very proud, and to increase the Livery's understanding of the purpose and work of HMS Sultan.

The Fuellers were specifically hosted for the day by Lt Steve Offord who greeted us along with livery liaison officer Lt Emma Bakewell. There was an opening presentation by Commodore Al Rymer and Captain Graham Watts who explained how training had become more hands-on and also used the latest e-learning techniques. The skills learned were very transferrable e.g. high voltage training with the navy was also valid for civilian life. Sultan's training had obtained the highest possible rating in an Ofsted (now that surprised us!) inspection.

Sultan's programme includes air and naval training dimensions as well as sales of training via Vosper Thornycroft to private firms such as Railtrack and EDF Energy. Eventually this will move to St Athans in Wales to occupy an enormous hangar the length of The Mall, which was built recently for aircraft maintenance yet lies unused.

A highlight of the visit was the trip to the parachute school where Dennis Woods had friends in common with the very enthusiastic American instructor. We learned that navy parachute packs have no reserve chute, are surprisingly heavy, and are only ever used once. We learned also about the liferafts that are attached in a pack, and about ejector seats.

After an excellent buffet lunch we were able to view the steam lorry "SENTINEL" and then went to the helicopter maintenance school where we were able to enter a Merlin EH101 and a Sea King, before seeing a veritable museum of aircraft – some being named after various fauna such as wasps, harriers, and gazelles. Dennis explained at this point that he had looped the loop in a Sea King at an air display, convincing us that he had done everything you possibly can do in life worth mentioning. His wife was not far behind – she had once had to use her reserve 'chute when parachuting as the main one had completely failed to open. In the navy this would have been terminal.

Next we saw the advanced computer controlled systems training area. Data from all over a ship is illustrated on a computer screen as 'SCADA' display and can be utilised through a laptop anywhere on board. As there are no real switches, lights or moving coil meters there is absolutely "nothing" to go wrong – except, of course, the laptop and the ethernet. However we were told these had a high reliability. This was reinforced in the type 45 destroyer control room mockup/simulator, where we saw to our astonishment that the whole ship is indeed controlled by a small number of computer screens on which absolutely anything can be displayed, including CCTV coverage of every single cabin on the ship. The type 22 frigate control room mockup/simulator comprised a far more conventional control room with many buttons and screens etc; the Chilean navy were being trained as we watched.

At last after tea it was time to thank our hosts for a most fascinating and informative day.

Paul Mott

Diary of Company & City Events

Correct at 7 May 2010 - Please examine the company web site for the latest revisions www.fuellers.co.uk

MAY

Tuesday 11 - Festival of the Sons of the Clergy, St Paul's Cathedral

Wednesday 12 - Bart's View Day, St Bartholomew's Hospital

Tuesday 18 - GPC Meeting venue TBA

Wednesday 19 - Inter Livery Clay Shoot, Holland and Holland

Saturday 22 to Monday 24 - Fuellers' Weekend -

Malvern, including visit to Morgan Motor Company

JUNE

Wednesday 9 - Charitable Trust Fund - Trustees' Meeting, Butchers' Hall followed by Luncheon

Wednesday 16 - Mid-Summer Court & Dinner - HQS Wellington

Thursday 24 - Common Hall - Election of Sheriffs, Guildhall, Luncheon venue TBA

Thursday 24 - Woodmongers 'Jazz in June' with Carmen's Company, Royal Automobile Club

JULY

Thursday 8 - Fuellers' Founders Luncheon, Army & Navy Club, 36/39 Pall Mall, SW1

Monday 19 - Visit to UK Coal Open-Cast site, Lodge House, Derbyshire - details to follow

AUGUST

Thursday 5 - Clarence House Tour - now fully subscribed.

SEPTEMBER

Saturday 4 & Sunday 5 - Master's Weekend in Surrey - details to follow.

Wednesday 8 - Charitable Trust Fund - Trustees' Meeting, and GPC Meeting, Butchers' Hall. Followed by Luncheon - Butchers' Hall

SEPTEMBER (cont)

Monday 13 - Fuellers' 8th Annual Golf Day, Wellingborough Golf Club

Wednesday 29 - Common Hall - Election of Lord Mayor, Guildhall.

Luncheon venue TBA

Wednesday 29 - Fuellers' 6th Energy Lecture & Reception, Speaker: Charles Hendry, Member Of Parliament for Wealden, Drapers' Hall

OCTOBER

Wednesday 20 - Installation Court, Drapers' Hall, Throgmorton Street.

Wednesday 20 - Installation Reception & Dinner, Drapers' Hall, Throgmorton Street. Guest of Honour: Boris Johnson, Mayor of London

NOVEMBER

Monday 8 - Royal British Legion Garden of Remembrance - St Paul's Cathedral

Friday 12 - Silent Ceremony - Swearing in of the Lord Mayor - Great Hall Guildhall

Saturday 13 - Lord Mayor's Show

Sunday 21 - Fuellers' Sunday, Church of St Michael, Cornhill followed by Luncheon at 'The Baltic,' - 74 Blackfriars Road, London SE1

Wednesday 24 - Festival of St Cecilia, Westminster Abbey

DECEMBER

Thursday 2 - Joint Carol Service with Worshipful Company of Water Conservators, Church of St Michael Cornhill, Supper venue to be advised

Monday 6 - Coal Trade Benevolent Association - Festival Dinner, Copthorne Tara Hotel Scarsdale Place, Kensington

Thursday 9 - Fuellers' XV Club - The Varsity Match - RFU Twickenham - Luncheon 'The Red Lion,' Isleworth

The Fuellers' Shop

The Fuellers' Company has items for sale - the prices include post and packing & VAT at 17.5%

Blue or Green Silk Tie	£21.50
Pink Silk Tie (Fuellers XV Club)	£22.00
Cufflinks	£11.00
Gentleman's lapel badge	£4.50
Golf Umbrella	£21.50
Baseball Hall	£11.00
Brooch for ladies	£5.50
Lady Liveryman's brooch	£71.50
Wall Plaque	£30.00



Please order - with accompanying cheque payable to:

The Worshipful Company of Fuellers

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