



THEFUELLER

The Official Journal of The Worshipful Company of Fuellers

Registered at Stationers' Hall

“We have come a long way”

Thus spoke Honorary Court Assistant Colin Brinkman, looking back on a splendid evening for the Midsummer Court Dinner on 8th June on board *HQS Wellington*: home of the Master Mariners. He should know, having been present at the vital meeting on 23 May 1979 at the Bonnington Hotel when it was discussed how best for the Company to proceed to Livery Status.

It was a historic evening for the Company, with His Royal Highness The Prince Edward, Earl of Wessex KG GCVO being admitted as an Honorary Liveryman. We were further hugely honoured by the presence of Her Royal Highness Sophie, Countess of Wessex GCVO. The admission ceremony took place at the reception on the quarterdeck and Their Royal Highnesses spent a considerable time circulating there with Fuellers and their guests.

At dinner Senior Warden Stuart Goldsmith introduced and welcomed the Company guests: Master Terence Jewell of the Master Mariners; Edward Lord, member of the Livery Committee responsible for liaison with the Fuellers; Honorary Liveryman Air Commodore Sue Armitage Maddox RAF MBE, who would shortly be retiring from her position with Defence Fuels Group and from the RAF; and Honorary Liveryman Commodore Bill Walworth OBE, Commodore of the

Royal Fleet Auxiliary. He then introduced our principal guests: Their Royal Highnesses The Earl and Countess of Wessex. Speaking freely and unscripted, His Royal Highness responded on behalf of the guests. He praised the Company on all of its services affiliations, mentioning his connection as Commodore-in-Chief of the Royal Fleet Auxiliary and he looked forward to contributing to the work of The Fuellers Charitable Trust Fund. A full profile of His Royal Highness appeared in the December 2010 issue of *The Fueller*.

The Learned Clerk is to be congratulated on organizing such an absolutely splendid evening. As always seems the case on *Wellington*, the food and wines were first rate. Thanks also to our Beadle for another extremely professional job.

(continued...)



The Master welcomes His Royal Highness The Prince Edward, Earl of Wessex as an Honorary Liveryman



Their Royal Highnesses circulate on the quarterdeck



The Immediate Past Master shares an anecdote with His Royal Highness and the Master



Her Royal Highness the Countess of Wessex meets Past Master Brian Harrison, with Michael and Jill Shirley



The Post Horn Gallop

Photos: Michael O'Sullivan Photography

Past Master Edward Wilkinson CBE commented: *"The slick arrangements for the evening were well executed and the Wessexes put everyone at ease. I particularly liked the music and the Post Horn Gallop which was well up to Royal Marine Bandsmen standard."* Court Assistant Jane Ayre rejoined *"It was indeed one of the very best evenings that we have ever had!"*

A most sincere note of appreciation is also overdue to Past Master Michael Husband for approaching His Royal Highness concerning the Fuellers. First on *RFA Largs Bay* in Portsmouth when the Royal Fleet Auxiliary received the Queen's Colours, and again at a Buckingham Palace Garden Party in his year as Master. It was at the 25th Anniversary Banquet, that the Past Master raised the subject of him joining the Fuellers.

– John Bainbridge

Fuellers at King's

The Fenland breeze from Siberia was chilling the courts of King's College on the morning of 26th April but by the end of the day the temperature had risen; sun was shining on the cherry blossom of the inner court visible from the Saltmarsh Rooms. The party of Fuellers, partners and friends assembled in the Saltmarsh Rooms at about midday for a welcoming drink. The rooms were so called after the Don John Saltmarsh, who occupied them during his time as a history lecturer, but are now set aside for conferences. The walls are hung with paintings from Bloomsbury Group artists and a photograph of Alan Turing, a King's man who did much to break the enigma code at Bletchley Park during the war.

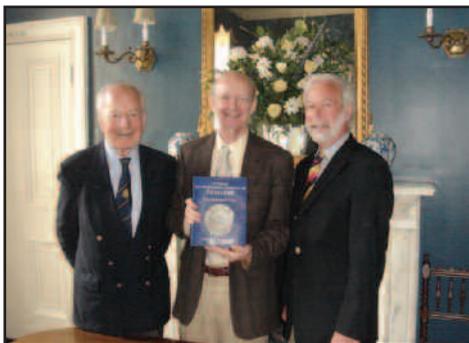
Guests greeted each other and moved around in adequate space admiring the location and view, until buffet lunch was served and we managed to carry on the conviviality at table while eating an excellent repast well up to standard. Before the arranged tour of the chapel there was time for a visit to the nearby dining hall to look at the range of portraits and tapestry which adorn the room capable of holding several hundred diners on formal occasions. In chapel the clerk gave us a rundown of the history of the college, founded in 1441 for poor scholars by Henry VI and explained how the chapel was built with its high fan tracery vaulting, remarkable for its time, and stained glass due to the munificence of Henry VIII, who managed to get his likeness in one of the windows. Tea followed when we were joined by Peter Jones, Fellow and librarian, who was presented by the Master with a copy of *'The Fueller's Tale'* for the College library. The party then moved to the chapel where the choir, well known for the broadcast of the Festival of Nine Lessons and Carols on Christmas Eve, sang for us an Easter carol as part of evensong, a service which they have daily. One of the senior fellows was observant enough to ask why so many of those occupying the stalls were wearing the same tie - so despite a large congregation, the Fuellers were distinguished enough to stand out, as is our custom.

A memorable day was enjoyed by all. It was for me a delight to introduce Fuellers to King's and to be reminded of the three years I had spent there, too long ago in the last century, but which will always be special.

– Anthony Shillingford



The Chapel at sunset



Anthony Shillingford, Peter Jones and the Master

Mary Byrne

Two days at RAF Brize Norton

Splendidly arranged by our liaison officer Flt Lt Adrian Parkinson, a party of Fuellers spent two days at RAF Brize Norton at the end of June. Gathering in the bar before lunch on 29th June in the Officers' Mess, we were delighted to meet former liaison officer Flt Lt Hannah Ford on her return from ops and recently engaged. At the 25 mile point of the London Marathon in April, her race had been interrupted by fellow 216 Sqn pilot Flt Lt Matt Hollowood who appeared with a BBC film crew and proposed in front of a TV audience of millions! After lunch, we moved to the 216 briefing room for a briefing from OC 216 Sqn Wg Cdr Alastair Green, Honorary Liveryman, on the current operations of and future for the squadron. In March a 216 Sqn TriStar, with Al Green as one of the pilots, had been scrambled into action over Libya in what was to be the longest range Air-to-Air refuelling and bombing mission since the Falklands conflict. The TriStar played a vital role in supporting the Tornado GR4s with their task as part of Op ELLAMY in the Mediterranean while concurrently continuing to support the relentless requirement for the Op HERRICK Airbridge to Afghanistan.

We then moved to AirTanker's impressive new facility for an excellent presentation by AVM Keith Filbey, Chairman of AirTanker Ltd. The presentation focused on the Private Finance Initiative (PFI) intended to give disciplined delivery and guaranteed availability of the Future Strategic Tanker Aircraft (formerly known as FSTA – now "Voyager"). This is not just about providing a new type of aircraft – the programme covers all associated support services such as training, maintenance, infrastructure, fleet management, flight operations and ground services. 14 aircraft are to be delivered by 2016, the first due later this year. Voyager is based on the A330-200 commercial passenger aircraft. All aircraft can be fitted as two-point tankers with two Cobham MK32 905E wing pods. A pod can deliver fuel up to 1300kg or 1600 litres per minute. Seven aircraft will have the additional ability to be three-point tankers with a fuselage refuelling unit. This offers the capability to refuel larger aircraft such as the Hercules and A400M. Voyager will have two main roles – Air-to-Air Refuelling and Air Transport. Voyager can carry up to 291 passengers in a single class cabin and up to 44 tonnes of cargo. It will have a new and flexible Aeromedical Role fit, with the ability to carry up to 40 NATO stretchers as well as up to three Critical Care patients. An enjoyable evening was later spent at dinner in Burford with teams from 216 Sqn and AirTanker Ltd.

Joined by other Fuellers, the next morning some of the party spent time on the flight simulators before going on a training sortie on a TriStar. Past Master Michael and Paula Husband were sadly dogged by trouble, or troubled by dog, as they had to disembark just before take off as their pup had gone AWOL in the New Forest. We were then flown northwest, over the Isle of Man, and down over Wales and the West Country. As part of the pilots' training, circuits and bumps (not actually touching down as the airfields charge more for that) were flown over Ronaldsway, RAF Valley and Bristol Filton. It was greatly enjoyable and everyone was given the opportunity of time "up front". The sortie was, however, cut slightly short as a hydraulics problem was identified affecting the nose wheel and we returned to Brize to a very special welcome from a fleet of fire engines.

It had been a tremendous two days and a collection was raised for 216 Squadron's "Beer for the Boys". As Wg Cdr Green puts it, by donating you say "Well done, you are on your way home, let me buy you a beer".

– John Bainbridge



Trent 700 engine test. Voyager is powered by Rolls Royce Trent 772B – 71,000 lbf



Computer Generated Image of Voyager refuelling two RAF Tornados

Copyright MOD



Pre-sortie

Ian Nelson



The Fuellers' TriStar approaching Ronaldsway



The reception committee on the return to RAF Brize Norton

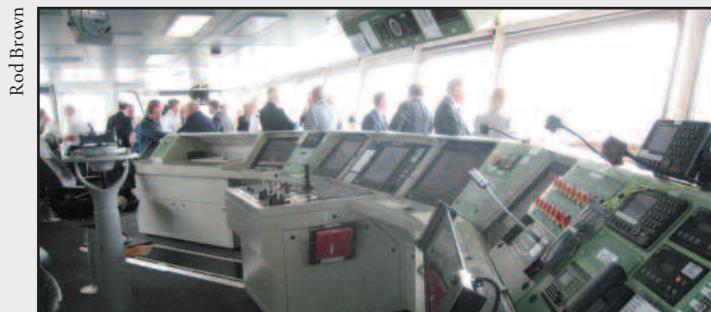
Copyright Rolls Royce

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John Bainbridge

A Day With the Royal Fleet Auxiliary

On 2nd August, the Royal Fleet Auxiliary hosted a party of 45 Liverymen from the three City Livery Companies who have affiliations with the RFA on board the Bay Class Landing Ship, *RFA Mounds Bay*. Assembled on the bridge with stunning views over the dockyard and Gosport, the Fuellers, Carmen and Master Mariners were warmly welcomed by Commodore Walworth and the ship's



The Bridge, *RFA Mounds Bay*

commander, Captain Farmer. Whilst enjoying our food we could look ahead at our aircraft carrier *HMS Illustrious*, and *HMS Victory* and the busy local traffic on the water.

The afternoon started in the Officers Lounge with presentations by the Master of the Fuellers' Prize and by Past Master Michael Husband of the RFA Silver Rose Bowl to

Commodore Walworth for transmission to CPO (D) Peter Quirke who serves on *RFA Wave Ruler* (photo, page 11). The guests saw a short presentation on the role of *Mounds Bay* followed by Commodore Walworth who gave some interesting historical background to the present RFA functions. Since WW2 the British Empire has shrunk and in doing so the Royal Navy lost many of its traditional bunkering ports and thus developed the mobile bunkering fleet. The Bay Class Landing Ships like *Mounds Bay* have a shallow draught and can bring vehicles, containers with supplies, helicopters and contingents of fighting men close to a place of conflict or to a natural disaster scene. The huge vehicle deck, similar to a car ferry is in the charge of a loadmaster who must calculate the weight distribution and organise cargo accordingly. The ship can edge up into quite shallow water and off load smaller craft and vehicles to the scene of action. Recently the RFA have been heavily involved in the troubled Mediterranean area.

Following the talk the three companies were joined by several officers who conducted each group on a tour of the ship. After the tour the parties joined together again for a cup of tea and gave a sincere vote of thanks to our generous hosts for our warm reception and education!

– Jane Ayre

Harwich RNLI Station and TS Rebel

On a bright 19th day of September, Master and Mistress Fueller led a party of members on an inspection of the RNLI Harwich Lifeboat Station before being taken across the River Stour to Shotley Marina for lunch.

Harwich Lifeboat station, one of the busiest in Britain and one of the 230 stations around Britain's coast, is located at the mouth of the River Stour and Orwell on the busy and historic east coast opposite Felixstowe the largest commercial port in the UK.

Harwich has a lifeboat history dating back to 1876. It was in 1896 the home of the first steam lifeboat *Duke of Northumberland* and in 1996 received the first Severn class lifeboat *Albert Brown*.

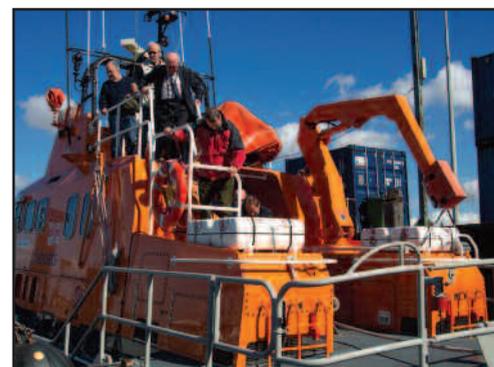
The party was welcomed to the purpose built boathouse, opened in 2003 at a cost of £1.2m, by Coxswain Paul Smith who outlined their history and introduced a video explaining the range of vital work carried out by the RNLI emphasising their dependence on public donations and the support of both the volunteer crew and their families.

After answering our searching questions the group adjourned to the quay to inspect *Albert Brown*, on the way passing through the crew house and the inshore Atlantic 75 lifeboat *Sure and Steadfast*.

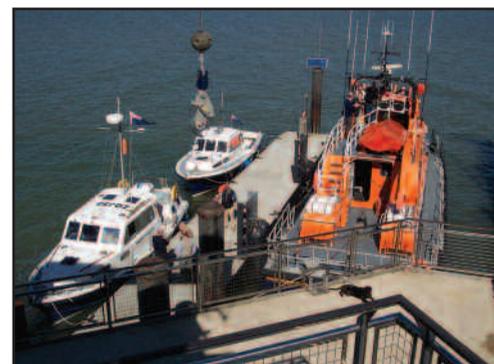
During our tour of inspection Liveryman Lt. Cdr. (SCC) Nick Moulton RNR MBE and his colleague Bill Wilkinson arrived at the quayside with *Thames Fueller* and *Thames Shipwright* – two motor launches from TS Rebel - to ferry us across the Stour to Shotley for a convivial lunch at "The Shipwreck" on Shotley marina.

After lunch the Master invited Nick to outline the work of TS Rebel with sea cadets from across the country before we embarked on a short cruise on *Thames Fueller* and *Thames Shipwright* up the Stour. The weather was so pleasant and warm that some of the party began to think of taking the opportunity of topping up the summer tan before winter arrived.

– Roger Cloke



Some of the Fuellers' party inspecting *RNLB Albert Brown*



Thames Fueller, *Thames Shipwright* and *RNLB Albert Brown* moored on the Harwich Lifeboat Station Jetty

Citigen and the London Charterhouse

3rd August 2011

A hot and humid day in the City served as a perfect illustration of the importance of air-conditioning (AC) to the working population; chilled water for AC is one of the products of Eon's Citigen CHP, situated in Smithfield Market.

One of just four large-scale urban CHPs in the UK, this Combined Heat & Power station is surely unique as it is housed behind not one but two Grade II listed buildings. We learned that behind the façade of the former PLA HQ building and Smithfield Market's original Cold Store, the guts of both buildings had been eviscerated and supplanted by the power generating equipment. Requiring major reconstruction, there are no clear lines of sight and, as we toured the facility with our guides, it was easy to see how people can get lost!

Power has been generated at the site since the 1890's but the current scheme was developed by British Gas in co-operation with the Corporation of London some hundred years later. Citigen provides hot water (105°C) and chilled water (6°C) to commercial and residential properties in the City through a network of insulated pipes. These buildings include Guildhall, the Mansion House and many other Corporation buildings.

Electricity is generated by 15.8MW Wartsila dual-fuel (either gas or gasoil) turbocharged marine diesel compression engines. The plant also has 9 MW of auxiliary boiler capacity as back-up. The system has high, medium and low temperature circuits, and heat is reclaimed from elements of all the circuits. One of the two absorption chillers (5.5 MW each) provides the chilled water, supplemented by three compression chillers (1.1 MW each).

A fascinating insight to a facility that, barring the exhaust stack, one would be hard-pushed to know existed. Our thanks to Steve Wheat, John Wright and Amanda Stonham and all the other Citigen team for their warm welcome, hospitality and informative instruction (not to mention the croissants & Danish pastries!).

– Chloë Barrow



L to R: Elinor Goldsmith, Chloë Barrow, Valerie Brown, Roger Cloke, Mary Byrne, Master Michael Byrne, Alan Pearce and a Citigen guide

Suzan Woods

After a convivial lunch, we walked to Sutton's Hospital in Charterhouse.

When the Tudor mansion was sold to Thomas Sutton for £13,000 in 1611, the site already had a long history as a burial ground and Carthusian monastery. Sutton was reputedly the wealthiest commoner in the country, having made his money through coal mining in County Durham among other ventures. His idea was to set up a charitable foundation and, although he himself died shortly afterwards, his executors and the governors he had appointed carried out his plans and in 1614 an almshouse and school were opened on the site.

Charterhouse School remained in London until 1872, when it moved to Godalming, and Merchant Taylors School took over the buildings until it too moved out in 1933.

But the almshouse continues to offer accommodation to single men – approximately forty live there currently, known as Brothers, recalling the monastic past. One acted as our guide and it was clear to see the value they place on the community in which they live – all have private rooms but take meals together in the mansion's splendid great hall.

Time has not stood still in the development of Charterhouse – new accommodation and an infirmary have been built in the twenty-first century and sit comfortably alongside buildings from earlier times.

This is a tranquil and historic place into which the noise and bustle of London barely intrudes.

– Mary Byrne



The Great Hall – the Charterhouse

Rod Brown

9th Annual Fuellers Golf Day

On 12th September, the Fuellers annual golf day was once again held at the Wellingborough Golf Club, Northamptonshire; based in an 18th century manor house. The day started with a soup and sandwich lunch in the clubhouse followed by 18 holes of golf on the magnificent course set in fabulous parkland, challengingly and beautifully laid out.

The competition was played for trophies and prizes for the Best Fueller and the Best Guest. In addition we had Team Prizes, an Overall Winners Prize, Nearest the Pin and Longest Drive prizes. The format allowed everyone to play for individual prizes and also be involved in the team prizes. It provided an opportunity for members of the Fuellers to invite guests and was a great opportunity for our corporate teams to entertain customers and clients. A lot of useful networking was carried out on the day. Seventeen teams took part.

This year due to Mabanaft's generous sponsorship we were able to offer a beat-the-pro competition. Anyone getting inside the pro's tee shot on the 11th hole won a prize. Only two players managed it on the day and they were David Jacks who played in the Aconite team and Keith Guppy one of Mabanaft's guests.

All players did exceptionally well to score so well on the day considering the very windy conditions. The sun did however shine and the golf course was in excellent condition making it a challenging but enjoyable day for all involved. Prize giving was preceded by a 3 course dinner offering traditional English dishes and puddings.

This year's winners:

Longest Drive:	Oliver Bain (Yomp Team)
Nearest the Pin:	Steve Blackwell (Fuellers Team 2)
Lady Winner:	Jill Shirley (Fuellers Team 3)
Mabanaft Winner:	Mark Wayne (BWOC)
Fuellers Team prize:	James Cripps, Ted Biggs and Peter Barker (Fuellers Team 1)
1st Team Overall:	Martin Cook, Mark Wayne and Billy Pullar (Mabanaft Team 5)
Best Fueller:	James Cripps
Best Guest and best player overall on the day and Winner of the Fuellers Trophy:	Andy Bann (Mabanaft Team 4)



Past Masters Vaughan Williams and David Port with guest Philip Pameley. Fuellers Team 4



James Cripps received his prizes from Mark Rolph, Managing Director of Mabanaft, with organiser Dennis Woods

In addition to the golf event, Sue Woods organised a trip to Holdenby House for a group of non-golfers. Upon their return to Wellingborough to join the golfers for dinner they informed us of the original significant size of the property of which only a fraction remains. The group had a privately organised tour and thoroughly enjoyed the visit.

The Worshipful Company of Fuellers would like to thank Mabanaft Ltd for their sponsorship of the golf day and all who attended and helped. All surplus income from the day will go to The Fuellers Charitable Trust Fund.

Keep an eye open for the date of next year's golf day to ensure you get it in your diary at the earliest opportunity.

– Dennis Woods

The Seventh Annual Fuellers' Energy Lecture

Resplendent in the early evening light, Drapers' Hall looked a picture as The Master and the wider Company gathered for its show piece event of the year on 13th September. Now in its 7th incarnation and with the most generous support of sponsors Greenberg, Traurig and Maher LLP, Fuellers and their Guests had the opportunity to listen to John Cridland CBE, Director General of the CBI, sharing his thoughts on whether UK Energy Policy is Fit for Purpose.

John guided us through the benefits as he saw them of the UK's aspiration of a balanced mix of energy production sources in terms of both fuel and geography and the emerging improvements in a strong national planning regime at which key energy infrastructure decisions are taken for the national good. Factors such as being an island and the need to replace North Sea gas and ageing generation capacity means that the



Photos: Michael O'Sullivan Photography

The sponsor, Neil Upton of Greenberg Traurig Maher, in full flow.



Fuellers and guests in the magnificent surroundings of Drapers' Hall



The Master presents the speaker, John Cridland CBE, with a mounted casting of the Fuellers' crest.

UK must lead the debate to see international standards for carbon reduction adopted but not be so far ahead that it leaves other nations behind.

Notwithstanding these steps forward, John outlined where he believed the recent White Paper on Energy Reform had left gaps or created penalties for business particularly in the area of carbon floor price for intensive energy users. He made it clear that he wished to see energy policy dovetail the need for market reform and reduction in carbon emissions with incentives for UK manufacturing production to be reborn and invest for the future so that it can play a significant role in the GDP growth that the country must achieve to recover from recent economic travails.

In answering the many questions posed from the floor John expanded his thinking into the areas of demand side management through education of the benefits of more efficient energy use and the key role that transmission and distribution networks must play in delivering the low carbon, sustainable, reliable and above all affordable energy provision that UK citizens demand.

The Master proposed and received a hearty vote of thanks to our Guest of Honour and marked the occasion with the presentation of a commemorative shield. Neil Upton, Leader of the Energy Practice at Greenberg, Traurig and Maher wrapped up the formal element of the evening and invited the audience to continue the debate over a fine light supper and wine.

A magnificent and successful evening for Fuellers, the 20 other Masters present, Guests and the many potential new Fuellers attracted by the quality of the occasion.

– Junior Warden Paul Cuttill OBE

Visit to EDF Cottam Power Station – 28th September 2011

‘In Carbone Robur Nostrum’

Literally ‘*Our Strength in Coal*’. The Fuellers went back to their roots as a party led by Master Michael Byrne visited one of the country’s busiest coal fired power stations. The Master intoned our motto to our hosts as he gave a brief resume of the Fuellers and its activities in the context of the past and current energy industry and our strong coal roots.

Sitting on the banks of the River Trent, Cottam Power Station was the first to bring a 500MW turbine set into operation with the synchronisation of Unit 1 in June 1968. The station has been within the EDF portfolio since 2000 and has been producing electricity from coal for over 40 years and is still going strong - on the day of our visit all four 500MW steam turbines were operating on base load.

The visit was organised by Steve Hoad, Engineering Compliance Manager. A busy and informative agenda started with a welcome by Andy Richardson, Director of Coal Operations, who spoke on the strategic role of coal in the EDF and UK generation portfolio and its essential presence in managing the medium and longer term transition to a low carbon economy. Given the investment already made in Flue Gas Desulphurisation (FGD) and Low NOx Burners and with further investment assured to meet ever tighter emissions performance requirements, Cottam is expected to remain an influential presence on the Grid for at least another 12 years.

We also received a very wide ranging and informative insight into EDF’s UK strategy in the wake of the Electricity Market Reform, from Ravi Baga, Head of Energy Policy. As he touched on the primary drivers of decarbonisation, security of supply and affordability he enlightened us on the meaning of ‘asset management’ within a market framework underpinning low carbon investment. Above all, Ravi reinforced the assertion that coal has a very important role to play in this scenario until alternatives are in place.

We were entertained to a brief history of Cottam Power Station by Paul Collins, Environmental Compliance Specialist. This took us from its conception and construction in the 1960s to the present day, through the trials and tribulations of privatisation, varied ownership, 2 miners’ strikes, environmental legislation, etc. Paul then presented everyone with a commemorative book produced to celebrate 40 years of electricity production at Cottam – ‘The Queen of the Trent’.

Following a pleasant buffet lunch we prepared for our site tour and the very interesting challenge – on my part certainly – of getting into our PPE (Personal Protective Equipment) of overalls, boots, Hi Viz vest, hard hat, glasses and gloves. Despite having everyone’s sizes, the dressing raised a few smiles as perhaps not everyone had been entirely truthful.....!!

Steve and Paul escorted us through the turbine hall to the control room. Given an outside temperature in the high twenties and in full PPE with all four turbines on full load this was both a noisy and a very very warm experience. The air conditioning of the control room was a welcome respite. Not surprisingly, we stayed a while and must thank the operators for their courtesy and patience in answering numerous questions whilst explaining the workings of a coal fired power station and their respective roles in operating the boilers and turbines. This proved very interesting and it was with some reluctance we made our way back to conclude a most enjoyable and informative day – but interestingly without having seen any coal other than the stockpiles in the distance.....!!

On behalf of our party Master Byrne thanked all concerned at Cottam for their kind reception and hospitality and for the efforts they had gone to in organising the day.

It was indeed a memorable visit royal to ‘The Queen of the Trent’.



Inside the station control room



The group in front of part of the Flue Gas Desulphurisation units

Photos: John Ingham

News from the Court and the GPC

Questionnaire

In July, the General Purposes Committee (GPC) distributed a questionnaire to the full membership. Completion of the survey is intended to provide very valuable assistance in future planning. **All Fuellers are strongly encouraged to return the completed questionnaire as soon as possible.**

New Website

Following a competitive tender process, the Court has commissioned a new website. The development is being undertaken by Yomp, a marketing and information technology firm, which is owned and run by two of our newest Yeomen, Richard and Tim Woods. In addition to improving the overall look and structure of the site, Members will have further access to information about the Company, and it is hoped that it will drive further recruitment to our company. It is intended that the new website will incorporate a Members' Area, within which there will be a Members' Directory which will work like a Social Network, where members will be able to create a profile and link to their company's website. There will also be a Forum in the Members' Area to facilitate discussions. It is hoped that the website will be live later in 2011.

Corporate affiliations

The GPC has been considering, subject to Court approval, a Corporate Affiliation scheme under which any company connected to or with an interest in the energy sector can apply to become a Corporate Affiliate of the Fuellers Company. Full details will be released once the scheme receives Court approval.

Where the money is spent

This year we will generate income of just over £106,000 but will spend slightly in excess of that in running the Company and organising our social events. Each year we aim to run a balanced budget generating enough funds to pay our costs and put a small amount to reserves and over recent years we have managed to do just that, such that at the end of September 2011 we will have around £80,000 in the bank.

Below is a brief summary for a more typical year of where our cash comes from and how it is spent.

Income

Quarterage	£ 40,000
Entry fines from new members	3,500
Interest on cash deposits	1,000
Sales of ties, books etc	500
Donations from the Society of Coal Meters	15,000
Ticket sales to dinners/social events	40,000
Total Income	£ 100,000

Expenditure

Clerk's office (inc salary, travel, and office expenses)	£ 36,000
Meeting expenses	2,000
Professional fees	2,000
The Fueller magazine	4,000
Miscellaneous	6,000
Entertaining	3,500
Cost of social events	42,000
Total Costs	£ 95,500
Surplus	£ 4,500

What is apparent from a quick look at these figures is how reliant we are on the continued generosity of the Society of Coal Meters. The Society's continued support at this level is not guaranteed and it is very important that Fuellers continue their individual recruitment efforts.

– David Port, Hon. Treasurer

The Charitable Trust

Ice Cold for Dennis – South Pole Centenary Trek

On 22nd November Dennis Woods, Junior Warden Elect, will join 4 other explorers in a 1,100 km trek to the South Pole. It is their intention to reach the Pole on or about 17th January 2012 in celebration of Scott arriving there 100 years earlier to the day. They will be pulling their own Pulks (sledges) and carrying their equipment and rations and will have to

navigate carefully to find two re-supply dumps laid out at strategic points en route. They will climb from sea level to over 13,500ft before descending to 9,500ft at the South Pole. Dennis will be raising money for three causes including The Fuellers Charitable Trust Fund. More information can be found on Dennis's website: www.denniswoods.co.uk

Editor: "There will never be any more Arctic Sledge travelling I would confirm anyone who proposed such a thing in a Lunatic Asylum" – Admiral Sir George Richards in the 1850s. (The Admiral was himself a famous long-distance sledger).

Note: A report on the Three Peaks Challenge will appear in the next issue of The Fueller.

Prize winners

216 Squadron RAF

Chief Technician Alex 'Tommo' Thompson is awarded the Fuellers Cup for 2011 for his accustomed superb leadership and management, specifically during the Christmas period of 2010 when the TriStar Force was grounded due to technical reasons. Despite continued significant engineering challenges and enduring pressure to generate aircraft for Operation HERRICK, he has commanded his team with aplomb, ensuring achievements far beyond expectations. He is one of the most



The Master presents the 216 Squadron Loving Cup at the 216 Squadron Dinner at RAF Brize Norton on 12th May

capable tradesmen on 216 Squadron, possessing superb technical skill and displaying both exceptional leadership and management capabilities.

He is also strongly linked with the local community, being a governor at his daughter's Primary School and helping out as a teaching assistant and arranging liaison visits to RAF Brize Norton, further strengthening local relationships. Chief Technician Thompson is an inspiration to all those with whom he works and is a highly valued member of 216 Squadron and an exceedingly worthy recipient of the Fuellers Cup.

Defence Fuels Group

Flight Lieutenant Gareth Evans RAF has been employed at the Defence Fuels Group as the Aviation Fuels Ops specialist since April 2010. He is an experienced Fuels Officer with a keen sense of duty and efficiency. His selfless, robust determination to refine routine procurement activity and methodology has brought about many



Flt Lt Evans receiving the Fuellers' Prize from HRH The Earl of Wessex on HQS Wellington on 8th June

improvements which have saved resources and created transparency for bulk aviation fuel provisioning.

Flight Lieutenant Evans is a keen supporter and organiser of DFG activities from visits to formal fuel contracts and he is always looking to improve and adapt our processes to achieve optimum outputs. In March 2011 he deployed to Trapani Airbase, Italy to provide specialist fuels expertise to NATO forces. As expected he has transformed their overall support processes to provide efficient fuel provisioning and forecasting for Air Operations in the Mediterranean. He has an exceptional record of achievement within the Defence Fuels Group and he is a worthy recipient of the 2011 Fuellers prize.

Royal Fleet Auxiliary

Chief Petty Officer Peter Quirk is a highly experienced and loyal RFA Senior Rate who is able to get the best out of his team; CPO(D) Quirk has served as Bosun in both of the Wave Class ships. He has always done his utmost not only to ensure that the Ship is ready to meet its Operational tasks, but also able to cope with the unexpected or unusual.

Whilst in *RFA Wave Knight* during

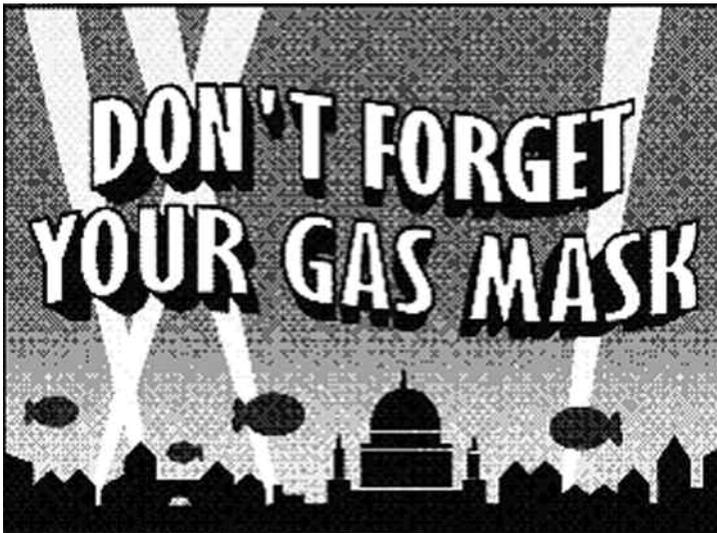
anti-piracy operations in 2008 he volunteered for the very unpleasant task of recovering two bodies from a Dhow and ensured a space was properly prepared to accommodate suspected Somali Pirates during a transit to Kenya. During his periods of duty in *RFA Wave Knight* in the Arabian Gulf and *RFA Wave Ruler* in the South and North Atlantic he has ensured that working with Royal Naval and foreign warships has gone smoothly when Refuelling-at-Sea, providing equipment and expertise.



The presentation on *RFA Mounts Bay* on 2nd August (see page 4)

John Bainbridge

In Brief



In July the Kennet Amateur Theatrical Society (KATS) presented a war time revue set in the second world war. The show combined a mixture of comedy, music and a glimpse into life both home and abroad from the outbreak of war to Victory! The show raised significant sums for charity: £1400 for Help For Heroes, £300 for Beer For The Boys and £200 for the Royal British Legion.

Pilot Officer Adam King-Adams of 216 Squadron joined the final performance to educate the audience on Beer For The Boys. It was a record breaking show both in ticket sales being a sell out within a couple of weeks of going on sale, and for the amounts raised for charity. Congratulations to **Liveryman Carrie and Freeman Dave Marsh**, members of both the production team and the cast, you did the Fuellers proud indeed.

Editor: Since this article was written, we have heard that P.O King-Adams has been selected "to go Fast Jets" and has moved on to the next stage of his training. We wish him well.

Fuellers XV club

3 September 2011 – Eighteen members and friends of the Fuellers XV club marked the opening of the Aviva Premiership in their traditional manner with a barbecue in the gardens of The Red Lion in Isleworth.

However what started as a delightful summer event gradually went down hill (*for some – Ed.*) as the afternoon progressed. The Master witnessed not only a Harlequins victory in the first game but also the ignominy of a defeat of his beloved Saracens by their arch enemy London Wasps. Still the beer and barbie were excellent.

– Roger Cloke

Friends for life

Four Freeman, Mike Hogg, Edward Libbey, Chris Murray and Andrew Turner who were admitted into the Company immediately following the Election Court on 14 April, showed outstanding initiative and arranged, with the Chamberlain's Office at Guildhall, for a joint Admission Ceremony in Guildhall on Tuesday 28th July. The photograph shows the four of them (the younger fifth man is Mike Hogg's son), outside Guildhall immediately after the ceremony when they were jointly, for the time being, our youngest Freeman Free of the City.



Guildhall on 28th July

Steve Blackwell

Members' News

Liveryman Kasmin Cooney



Managing Director of Righttrack Consultancy Ltd - was awarded an OBE For Services to Training and to Exports in the Birthday Honours List. Kasmin is a Fellow of the Royal Society of Arts and a founding director of Righttrack. Her time is split between management of client projects and developing business in the UK,

the Middle East and Asia.

Two bits of news from Past Master Nigel Draffin

He has just produced another book (the fourth one): Commercial Practice in Bunkering, published by Petrosport. It is intended for all those who wish to understand more about the buying and selling of marine fuels - details are available at the following web link http://www.petrosport.com/books-commercial_issues.asp Whilst accessible to the non specialist, be warned that it is not intended as competition for the Booker prize.

Nigel has also been elected Vice Chairman (Chairman elect) of the International Bunker Industry Association to serve as Vice Chairman from April 2011 to March 2012 and Chairman for the year following. He will be the second Fueller to hold that post – the first being Past Master Doug Barrow.

New Yeomen and Freeman

Admitted on June 8th on HQS Wellington

Yeomen

Neil James Martin
Richard Dennis Woods
Timothy Douglas Woods

Freemen by redemption

Mark Andrew McKenzie Candlish
David Mitchell
Iain Charles Lindsay Poole



HQS Wellington. L to R: Mark Candlish, Tim Woods. HRH The Earl of Wessex, the Master, Iain Poole, Neil Martin and Richard Woods

Michael O'Sullivan Photography

Forthcoming Events

Your attention is particularly drawn to

Burns Night Dinner

A glamorous black tie dinner on 25th January will raise funds for the Fuellers' Charitable Trust. To be held in the impressive rooms of the Carlton Club, it will include Highland Pipers, the Ode to the Haggis and much more.

Magic Circle

On 28th February a visit to the Magic Circle at Kings Cross will experience close up magic at tables of eight as well as a performance in their historic theatre.

Editor's note: The Diary of Company & City Events will no longer appear in The Fueller as it is regularly distributed during the year through Fuellers' News. Both the Diary and the Shop will be published on the new website.

The Worshipful Company of Fuellers is a relatively young and growing Livery and welcomes applications for membership from interested people within the energy industries. For further details, please contact The Clerk to The Fuellers, Sir Antony Reardon Smith Bt GCLJ, 26 Merrick Square, London SE1 4JB. Tel/Fax: 020 7234 0760. Email: clerk@fuellers.co.uk

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