



# THE FUELLER

The Official Journal of The Worshipful Company of Fuellers

Registered at Stationers' Hall

## Master Goldsmith

Stuart Goldsmith was installed as Master Fueller on 26th October most appropriately in the magnificent surroundings of Goldsmiths' Hall.

The Master was brought up in Kent and attended Ashford Grammar School before graduating in Economics from the University of Bristol and has spent his professional career in the City of London. Originally trained as an investment analyst with a leading firm of stockbrokers, he became an investment manager and subsequently a director of Britannia Arrow Holdings Plc and Managing Director of its fund management division.

In 1985 he established Fredericks Place Group Plc which became a broadly-based financial services group. Since the sale of the company in 1989 he has been Chairman of Ketton Securities, a boutique corporate finance firm that has advised on strategy and corporate transactions in the financial services sector. He has also been a director of a number of investment companies and served on various City financial industry bodies. He is a Fellow of the Chartered Institute for Securities & Investment and an Associate of the UK Society of Investment Professionals.

In public life Stuart gives time to organisations where he feels passionately about their objectives. This led him to become a Freeman of the Company in 1998, a Liveryman in 1999, a Court Assistant in 2005 and Junior Warden in 2009. Charitable activities will be important in his year as Master. He has served the University of



Master Stuart Goldsmith and Mistress Elinor Goldsmith

Bristol in various capacities and is currently a member of the Finance Committee, a Member of Court and of its Nominations Committee. He was awarded an honorary Doctorate of Laws (LL D) in 2007.

Stuart is a member of the Carlton Club and serves on its General Committee, Finance Committee and as Chairman of the Wine Committee. He is also a member of the Wine Society Dining Club and was its Chairman from 2004 to 2010.

Stuart lives in Fulham with his wife Elinor. Apart from wine and food, their interests include opera, bridge, theatre, walking and rugby.

# Commodore RFA press-ganged at Installation Dinner

Glamorous ladies, handsome men, spectacular surroundings, top guest of honour, brilliant Master and his lady, outstanding meal, top fun!

Sorry editor, not quite 300 words but they summarise a wonderful Fuellers evening.

John Bainbridge can spot a man enjoying himself, his defences reduced through fine wine and good company. He pounces, 'would you like to write about the dinner for The Fueller?'. RFAs *Wave Ruler* and *Wave Knight* are affiliated to the Livery Company and I've been invited to several dinners since becoming head of the RFA service, how can I refuse? We get a great deal

from this affiliation. You are generous with our ships and present an annual prize for a high achiever. We hope to give you defence focus and a busy and operational ship to feel proud of. In the case of the two WAVES you certainly can be.

So, 26th October arrives. I run for the London train, rush to HQS Wellington, change, wow, nothing left behind, fail to get a cab, walk to Goldsmiths' Hall, arrive late and flustered, Fuellers hospitality kicks in. Glass of champagne, Sir Anthony reassuring, Michael Husband welcoming, take a deep breath, slow down, absorb the occasion. I've already

used glittering, no other word will do, everyone looks wonderful, we're on a film set and I pinch myself, how did I get past the doorman?

In the dining room the chatter dies as Stuart, Elinor and the top table are clapped to their places. I glance around, everyone is chattering, the Fuellers are a real community, welcoming the uniforms, enjoying the evening. Every dinner has speeches to endure, but tonight is different. Baroness Hale, the guest of honour, brings a view from the very top of our nation and it's a privilege to hear her. Stuart is gracious and welcoming and the Fuellers are in good hands for another year. I loved every moment, thank you all so very much.



Lady Hale's entertaining speech. L to R, Master Carmen John Older, Beadle Colin Smith, Lady Hale, the Master, Mistress Carmen Corrine Older, Master Engineer John Banyard.



Goldsmiths host in Goldsmiths' Hall

Credit: Photo: Michael O'Sullivan Photography



Honorary Freeman The Rev'd Dr Peter Mullen reads grace at the Dinner

Credit: Photo: Michael O'Sullivan Photography



The Learned Clerk protects Lady Sue Reardon assisted with the loving cup by Wing Commander Peter Morgan RAF

## Installation Court – 26th October 2011

Earlier in the day, outgoing Master Michael Byrne had reported in detail on his year. He then handed on the symbols of office to our new Master Stuart Goldsmith who in turn enrobed his Senior Warden, Paul Cuttill and our new Junior Warden, Dennis Woods. Liverymen Steve Blackwell joined and the Hon. James Cripps returned to the Court as new Court Assistants.

One of Stuart's first acts was to announce that our Hon Chaplain, the Rev'd Dr Peter Mullen would be retiring in the new year. Peter first assisted the Company in 2001 and has been Chaplain to the Company since 2002. The Court warmly approved the Master's proposal that Peter be admitted with immediate effect as an Honorary Freeman of the Company. Subsequently, on 6th November, Honorary Freeman Mullen gave possibly his last Fuellers Sunday sermon at St Michael Cornhill. A typically rousing one on the troubles of the Church England. More recently in the principal feature in The Daily Telegraph's *Comment* section he wrote a stirring and highly articulate piece on the suppression and neglect of the King James Bible. Earning a short letter in response from one reader the next day: "Mullen for Canterbury!"

Credit: Photo: Michael O'Sullivan Photography



The Installation Court in session

### Officers of the Company 2011- 2012

**Master** – Stuart Goldsmith

**Senior Warden** – Paul Cuttill OBE

**Junior Warden** – Dennis Woods

**Clerk** – Sir Antony Reardon Smith Bt GCLJ

26 Merrick Square, London, SE1 4JB  
Tel/Fax: 020 7234 0760 clerk@fuellers.co.uk

**Beadle** – Colin Smith MBE BEM

# The Charitable Trust

## Message from the Chairman

I am very pleased to give advice of a successful year in fund raising events. To date we have had two successful events and another is currently in progress. The first was the entering of a team into the Three Peaks Challenge which was the idea of and organized by Liveryman John Daniel. He, Past Master John Bainbridge and Junior Warden Dennis Woods successfully completed the event and over £6,000 was raised. The second event was our annual Golf Day, organized by Dennis, which raised a further £2,500. The Trustees are very grateful to the members of the Company who supported these events.

As reported in the previous edition of The Fueller, Dennis Woods is currently undertaking his massive trek to the South Pole and the Trust is one of his nominated charities, please donate if you can and keep up to date on his adventure through the links which can be found on Dennis's website:

[www.denniswoods.co.uk](http://www.denniswoods.co.uk). Looking forward to 2012, the Master has organized a Burns Dinner in January at the Carlton Club which promises to be a splendid evening. This event is solely for the benefit of the Trust, again please support it.

The Trustees recently donated £2,000 to the Swansea Valley Miners' Appeal Fund set up for the families of the miners tragically lost in the Gleision Colliery disaster. Other donations are covered in my report in the Year Book.

I have written before about the real need for the Trust to receive more regular donations from members of the Company and enclosed with this edition of The Fueller is a revised version of the Standing Order form which has been made easier to complete.

Regular donations enable us to give long term commitment to the appeals which we receive as we have certainty over the donations coming in, which enables those organizations to plan better for their future. Please do complete one, if every member of the Company were able to donate £10 per month we would be sure of over £20,000 per annum. You know well the saying about 'little acorns'.

– **Michael Husband,**  
Chairman of the Trustees

## Arkwright Scholar

The Chairman attended the London Awards Ceremony of the Arkwright Scholarships Trust at the Institution of Engineering and Technology on 28th October, and presented the Fuellers award of sponsorship to Benedict (Ben) Ferard. Ben is currently in the 6th form at Yarm School, Stockton-on-Tees. For his Design Technology project for GCSE he made an electronic hand-held game for which he received full marks. He enjoys the challenge of making electronic circuits work and making circuitry to achieve an end. In his spare time he has recently started a



Chairman Michel Husband makes the presentation at the Institution of Engineering and Technology

small home business, selling an invention that he devised to prevent laptops being damaged due to a damaged power socket; see [www.laptug.co.uk](http://www.laptug.co.uk) He is now considering a larger project and may put part of his scholarship funding towards its development. Ben would like to go to Oxford to study particle physics. His long-term ambition is to work at or design nuclear power

stations. His interviewer for the award said that he “has good entrepreneurial skills and presented an outstanding project. Determined to fly high – and will probably succeed”. The Fuellers' sponsorship is for the two years of his 'A' level course. Ben will be invited to some of our industrial visits during that time.

## Three Peaks Challenge

The idea behind entering the National Three Peaks Challenge arose during my interview with Past Masters John Bainbridge and Michael Husband prior to my joining the Fuellers in 2010. As we sat in a cosy West End wine bar it seemed like a great plan to raise funds for the Charitable Trust by entering a team of four to complete this national Challenge. The event, which involved climbing the three highest peaks, respectively, in Scotland, England and Wales within 24 hours, took place on the weekend of 6th and 7th August 2011.



Approaching the summit on Ben Nevis



On the way off Snowdon. Junior Warden Dennis Woods, Liveryman John Daniel, Bryony Balen and Past Master John Bainbridge

The attempt was put in peril at the eleventh hour by a withdrawal from the team but we were very grateful to Bryony Balen, a colleague of Dennis Woods on his Antarctica trek, for joining us and saving the day. Making up the rest of the team were Past Master John Bainbridge, Junior Warden Dennis Woods and myself. The mountains climbed were, first, Ben Nevis (4,409 ft), then Scafell Pike (3,209 ft). and finally Snowdon (3,560 ft). In all the challenge involved some 26 miles of ascent and descent, with total travel approaching 475 miles.

The team successfully completed the challenge! With only 4 minutes to spare the trig point at the summit of Snowdon was reached at 10:56 am on Sunday 7th August 2011, the team having set off from the stream crossing at Ben Nevis Visitor Centre car park at 11:00 am on Saturday 6th August 2011. Well done to all of the team - both walkers and support.

With Gift Aid, we raised a little over £6,000 for the Trust. I am very grateful to Fueller colleagues for their generosity and particularly to Past Master John Bainbridge for raising more than half of our total from friends outside the Company.

– Liveryman John Daniel

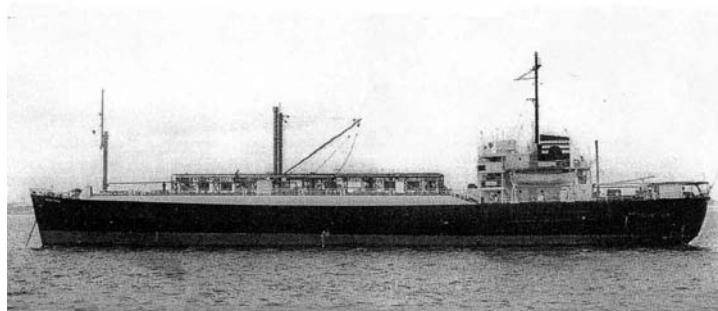
# The Distribution of Natural Gas

Scientific evidence indicates that natural gas stems from tiny organisms which lived in water some 200 to 300 million years ago, and sank to the seabed where they died, later to be covered and pressurised by ever thickening ocean floors. This action, together with the earth's heat, converted these minute forms into petroleum and natural gas. The latter has the advantage of being the cleanest fossil fuel upon earth by a significant margin. Natural gas within the gas field is composed of over 90% methane, and whilst the other components, such as butane, propane and ethane, need to be removed usually during modern day liquefaction, they are saleable commodities. Only 2% of natural gas is unusable. Modern day transported LNG (Liquid Natural Gas) is 100% methane. However, it has a disadvantage insofar as the prominent locations where natural gas is found, are, most often than not, located where generated energy is not needed.

Whereas leaks from gas fields were known many centuries ago, particularly in China, the first natural gas well was dug, yes dug not drilled, in 1825 by William Hart in Fedonia near Baltimore U.S.A. Following this, a pipeline of wooden logs with centre core bored out, each sealed in line to the next log next by rag and tar, delivered this gas to the coal gas (Town Gas) distribution network in Baltimore. As oil fields developed throughout the world, and because natural gas associated with the oil produced could not be handled over distance, the norm was to "flare it". However, 1915 saw the initial production of natural gas alongside oil in the Texas Panhandle, which had to be piped to development areas in Louisiana. There it was used and stored for peak shaving. However, the extensive development of the pipeline systems connecting the oil/gas production with the industrial areas of the U.S.A. commenced. The gas was pressurised, but not liquefied. Most European countries had a Town Gas (usually derived from coal) pipeline structure. With a few exceptions, most of the then known natural gas fields were in locations such as Arabia, Africa, Russia, Mexico etc., such that the advantages of the United States development were not practical for most of the other developed nations. Pressurised gas could be carried in containers on trucks, similar in shape to petrol containers of today. The practicality of this was limited, and the function rather costly, mainly because properly tarmaced overland routes were essential.

During WWII, the Americans and Germans commenced the development of liquefying gas to use the substance as aviation/rocket fuel. The German industry faltered after the war, but development in U.S.A. continued. Converting natural gas into a liquefied format, one has to reduce its temperature to  $-162^{\circ}\text{C}$ , and to pump and pipeline it at that temperature over long distances, especially underwater, was not possible. In the early 1950's, Louisiana, USA became a development centre for liquefying and storing methane gas found in the Texas Panhandle and was used for domestic peak shaving. A leading figure in this was William Wood-Prince who later became Chairman of "Union Stockyard of Chicago" and in this capacity developed an aluminium tanked barge to ship LNG up the Mississippi. He was in the process of founding Constock Liquid Methane Corp together with the help of his suppliers Continental Oil Company and British Gas the original shipping company carrying LNG; Conch International Methane. In 1959 this company's vessel, a converted WWII ship *Methane Pioneer*, carried a 2000 ton cargo in four aluminium tanks to British Gas on the River Thames. In 1960, Shell acquired 40% of Conch who then proceeded to build, in British shipyards, the first purpose built bulk LNG ships. In 1964, these ships, *Methane Princess* and *Methane Progress*, operated by Shell, commenced the first long distance LNG sales/transfer from Algeria to British Gas on the River Thames. This system of distribution has increased rapidly since that date, and is forecast to continue well into the future.

The LNG ship plays a major role in the development of this industry and the carriage of the substance in bulk is of prime importance. The difficulties in ship design were that steel cannot withstand the  $-162^{\circ}\text{C}$  temp. of LNG



m.v. Methane Pioneer

and that escape of LNG on to the water would pose an unacceptable risk. *Methane Princess* and *Methane Progress* had four free standing aluminium tanks, insulated by laminated balsa wood and keyed to the ship's steel hull in a nitrogen filled atmosphere, eliminating the possibility of inflammable gas mixture formation. Subsequent developments moved in the direction of membrane containment where two systems dominated; "Technigaz" used a waffled (corrugated) stainless steel membrane and "Gaz Transport" used a plain stainless steel membrane. The latest membrane LNG ships have a primary and a Triplex secondary membrane.

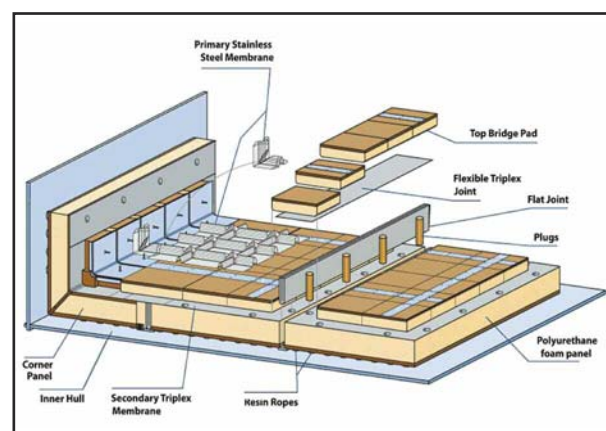
The major alternative to the membrane systems are the self support systems, the most notable being the " Moss Rosenberg" a Norwegian company. The LNG containment system is a spherical unit approx. 40% of which appears above the ship's main deck. The sphere is formed of aluminium, up to 160mm thick at the equatorial, and has thick external insulation. The ball shaped tanks reduce sloshing 'boil-off' in rough seas, and connection to the hull provides better ballast space than membrane ships. An alternative freestanding type system is Prismatic Design by Ishikawajima in Japan. The arguable disadvantages of these systems are the reduction in cargo carrying capacity, slower cool down of tanks, reduced attraction to ship builders/ship owners re size of ships that can be built and a disadvantage on Suez Canal tolls.

The main advances since the *Methane Princess* which carried 27,400 cu.m. of LNG are that maximum sized vessels now in service will carry 260,000 cu.m. Designs are in place for even larger vessels. Whilst the design of the containment systems in LNG ships restricted re-liquefaction, there is inevitable 'boil-off', which is used for firing the ship's boiler creating steam for the ship's main turbine engine. In recent times however, an element of re-liquefaction takes place, ensuring that 'boil off' can now be retained as cargo. A further development within LNG shipping is the replacement of steam turbine engines with the more economical dual fuel diesel engines using 'boil off' as supplement fuel on cargo loaded passage.

Currently the largest natural gas fields in the world are in the Soviet Union, Canada, U.S.A. and Qatar, the latter being currently in operation and expanding rapidly. The Soviet Union fields are in difficult climate and terrain. Other major natural gas exporters include Algeria, Indonesia, Brunei, Nigeria, Malaysia and Australia; the last two rising fast with new finds and developments. The largest importers are Japan and South Korea with China and India as major development markets. Turkey, Spain and Taiwan are all rising with France being steady. The U.K. and U.S.A. are also increasing the import of LNG notwithstanding their internal production. The LNG trade overall has been continually rising since it all began and it is anticipated that it will become the world's prime fuel resource within the next 20 years. A prime advantage is that it contains less than 2% carbon dioxide. All the oil majors are keenly involved in this enhancement as are the Governments of the countries where it is found. There is an obvious desire for such Governments to develop their own resources, but for the foreseeable future they will need and will acquire the professional skills from the developed nations.



s.s. Granatina – a membrane type LNG ship



A model of the Technigaz Membrane System



A model of the Moss Rosenberg LNG System

Photo: Shell

Illustration: Technigaz

Photo: Moss Rosenberg

# New Training to Maintain Replenishment Safety

ROYAL NAVY and Royal Fleet Auxiliary (RFA) sailors will be getting their hands on a new bespoke training facility to teach them how to safely transfer vital supplies from ship to ship while at sea. The MOD has signed a £25 million contract with Rolls-Royce Power Engineering based in Bristol to develop a new range of replenishment-at-sea (RAS) equipment. RAS is a method of transferring fuel, munitions, and general stores from one ship to another while afloat and takes place during day or night and in all weathers.

The new facility will feature a classroom block and RAS systems built around a 25-metre steel mast and steel ship structures at the Seamanship Training Unit, *HMS Raleigh*, in Torpoint, Cornwall. *HMS Raleigh's* Commanding Officer, Captain Steve Murdoch, said:



*HMS Iron Duke* gets set to refuel from *RFA Wave Ruler*

Crown Copyright

“Replenishment at sea is a vital capability that enables our ships to re-store without coming back into port and therefore stay on the operational task. It is also one of the most hazardous seamanship tasks the Royal Navy engages in and so the training we provide must be of the highest standard. This maintains the safety of our ships’ crews and ensures that vital supplies are transferred successfully.

This new training facility will allow us to properly and safely prepare our crews for the challenges they will face at sea, particularly in our new Type 45 destroyers and new class of aircraft carriers before they undertake the task for real.”

Richard Dingley of Rolls-Royce added: “Replenishment-at-sea is a vital part of modern naval operations and we are delighted to be pioneering an innovative system that will deliver world-leading capability for the Royal Navy.”

## The new training facility is due for completion in 2014 to enable RAS training for the next 25 years.

- During RAS ships can come within just 50 metres of each other travelling at least 10 knots, and link together by heavy tensioned wires to transfer supplies. It is vital the operation is completed quickly and that crews are highly trained to carry out transfers safely.
- Under the contract Rolls-Royce will manage the construction of a land-based demonstrator at *HMS Raleigh* to trial new Heavy RAS (HRAS) equipment.
- The innovative HRAS system will comprise two steel rigs that replicate those found on a supply vessel, such as a tanker, and the receiving ship. Between these rigs, a series of steel cables and winches are suspended.
- Hydraulics will simulate the roll of the ships to prove that heavier loads can be transferred quickly in challenging seas for five hours. Equipment will also need to meet demanding transfer rates of 25 loads per hour.
- HRAS will enable heavier-than-ever loads to be transferred between ships, more than doubling the amount of vital supplies moved at once. The current weight limit for existing Royal Navy RAS systems is two tonnes and the new system will be capable of handling up to five tonnes.

*This article first appeared in the April 2011 issue of **desider** the magazine for defence equipment and support, is Crown Copyright and reproduced with kind permission of the magazine. The Fuellers have a proud affiliation with fast fleet tanker RFA Wave Ruler and her sister ship RFA Wave Knight. The Type 23 frigate HMS Iron Duke is the third ship to bear that name; the second having been the nameship of a class of battleships, launched in 1912, and most famous for being Lord Jellicoe's fleet flagship at the Battle of Jutland.*



# News from the Court

**Rex Rose** retired from the Court at the Installation Court, having served as a Court Assistant and Honorary Archivist since October 2003. The Court thank him for his wise counsel and his contribution to their deliberations. Rex has kindly offered to continue as Hon. Archivist until a replacement is appointed. Expressions of interest in this position should be sent to the Clerk.

## ‘Fuellers Conversations’

As we endeavour to make the Fuellers appear more relevant and thereby attractive to potential members, Senior Warden Paul Cuttill has explored what additional events we could consider outside of the ‘set piece’ events such as Installation and Election dinners and the Annual Fuellers Lecture. Feedback he has received suggests a need to supplement the existing diary of events with more regular, informal ‘fuel related’ gatherings that would be addressed by a keynote speaker and with an opportunity to get into ‘conversation’ with everyone else gathered.

### The proposals have yet to be refined but provisionally include:

- 5 to 6 such events per year to be held principally but not entirely in Central London (City or West End).
- Commencing 18.00 for 18.15 with light refreshments on arrival and concluding by 19.45 so that Fuellers might then pursue dinner or drinks.
- Costs to be covered by small scale sponsorship, be that cash or in kind, in terms of the provision of accommodation and refreshments supplemented by a small charge or collection on the night for the Fuellers Charitable Trust Fund.
- Responsibility for the origination and organisation of the programme to rest with Senior and Junior Warden in each year so as to not further burden the Master or Learned Clerk.

– Sir Antony Reardon Smith, Clerk

# 18 years ago in The Fueller

The first issue of The Fueller was published in autumn 1993 in the Mastership of Dr Paul Glover. While writing with nostalgia of the decline of “King” coal, the Master welcomed recent changes to the Company’s Ordinances which opened the Company to a wider constituency of the energy industry: “What foresight our forebears had in their selection of the title ‘The Fuellers’ instead of the more restrictive, if earlier, ‘Woodmongers and Coal Sellers’. The Worshipful Company of Fuellers now has entrée to all the energy industries of the nation and a welcome to all those who profess their interests and loyalties. This Newsletter is part of the process by which our activities and interests will be proclaimed. Increasingly I hope it will look to the future and to new found friends.”

The change to the Ordinances was the most significant development in the Company’s history since the Grant of Letters Patent in 1984.



# The Coal Meters, the Ceremonial Wand and Prince Frederick's Barge

As far back as the 13th Century, individual coal meters had been employed by the Crown and possibly even by the Woodmongers and Coal Sellers to collect the tax revenue on coal. Following the Great Fire, the rebuilding of nearly all the City of London Churches, and 75 per cent. of the cost of St Paul's Cathedral, was paid for out of the dues on Coal. By 1831, an Act of Parliament had abolished individual meters and in 1832 the Coal Meters Committee was formed. Over the years, tax collection became more centralized. The role of the committee members became more of a protectorate to colliery owners, shippers and ultimately the final customer and ensured that "no-one was short changed". The Committee was now funded by charges made on companies whose coal was metered. Further centralisation, modernisation and nationalisation of the industry meant that by the 1960's, the day to day activities of the Meters ceased so, what were they to do with the surplus capital retained?

The Committee was tasked to try and save for future generations the inherent values of one of the United Kingdom's greatest industries, by using their surplus income to acquire coal trade artefacts – many of which are currently on loan to the National Coal Mining Museum, Wakefield. It was also felt important by the Committee that, with the founding of the Fuellers, support must be given here too, initially with the setting up of the Charitable Trust Fund, and subsequently with annual donations.

To mark the 25th Anniversary of the foundation of the Fuellers, Edmund Stephenson Clarke, son of our Founder Master, on behalf of the Coal Meters Committee, presented the Company with a 19th Century Ceremonial Wand at the Anniversary Banquet in April 2010. The wand is finely gilded and painted, with the shield decorated in the City of London arms, and was carried by His Royal Highness the Prince Consort at the opening of the Coal Exchange in 1849. This was the last appearance of Prince Frederick's Barge afloat, when Prince Albert with two of his children was rowed to the Coal Exchange.

This state barge was built for Frederick, Prince of Wales, eldest son of King George II. She was designed by the architect, landscape gardener and painter William Kent, and built by John Hall on the south bank of the Thames just opposite Whitehall in



Prince Frederick's Barge

1732. The hull is built in the wherry tradition and the barge had 21 oarsmen. The original oars are still in her.

The carving was executed by James Richardson, who succeeded Grinling Gibbons as Master Carver to the Crown in 1721. Paul Petit used 24-carat gold leaf throughout to gild it. The stern emblem is the Garter Star below the Prince of Wales' Feathers. At a later date a crown was added to the roof. After Prince Frederick's untimely death in 1751, the barge became the principal royal barge used by successive monarchs.

The barge is now on display in the Maritime galleries at the National Maritime Museum, Greenwich.

– John Bainbridge



HRH The Earl of Wessex flanked by the Immediate Past Master Michael Byrne and Master Haberdashers Mr Bruce Lewis

## A Plural Occasion

In a Freedom Ceremony at Haberdashers' Hall on 12th October, Honorary Liveryman HRH the Earl of Wessex became free of three companies: the Worshipful Companies of Fuellers, Haberdashers and Gardeners. Following the ceremony, the Masters, Wardens and Clerks of the companies accompanied His Royal Highness to the Guildhall where he was presented with the Freedom of the City. The party then returned to Haberdashers' Hall where they were joined by the Lord Mayor *Locum Tenens* Alderman Sir David Howard, the Remembrancer, the Clerk to the Chamberlain's Court and the three Courts of Assistants. All enjoyed the hospitality of the Haberdashers and a very fine lunch.

## New Yeoman and Freeman

**Admitted on October 26th at Goldsmiths' Hall**

### New Yeoman

Douglas Alexander Luce Barrow

### Freemen by redemption

Stephen John Belcher

Michael Roger Hewitt

Michael Guy Mayer

Charles McNeil

Alan Roy Pearce

Rachel Ann Thompson

## New Liverymen

**Enrobed in the Livery on October 26th at Goldsmiths' Hall**

Nicholas John Hazlett-Beard

Michael James Hogg

Dr Edward Thomas Libbey

David Charles Vince Marsh

Christopher John Murray

Iain Charles Lindsay Poole

Ashutosh Vinayak Shastri

Andrew Michael Turner

## Forthcoming Events

### Woodmongers Supper

The event arranged for 30th November sadly had to be cancelled as a result of industrial action. A great deal of planning having been in place, it is hoped that the cancellation will in fact be only a postponement to a date in 2012.

### Your attention is particularly drawn to

#### Fuellers Game Day

Enquiries should go to James Hill please for the Games day to be held on 6th January.

#### 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.

#### Pancake Races

Come and support your Master's Team at Guildhall Yard in the inter-livery pancake races on Tuesday 21st February. This is always a hugely enjoyable event whatever the weather.

#### 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.

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](mailto:clerk@fuellers.co.uk)

# Obituaries

## Liveryman Dallas Lewis

21st February 1926 – 17th October 2011

Dallas joined our Company without Livery on 17th May 1982 and became 'Free of The City' on 22nd October that year. He was one of the 102 Freemen who are named as supporters of the Company's petition to the Court of Alderman and the Lord Mayor for the Company to be awarded a Grant of Livery. He was enrobed into our Livery on 23rd October 1986.

He and his wife Olive lived in Sidcup, Kent. He was a keen swimmer, active supporter of the Scouting movement (Group Scout Leader, PR & Press Officer and President of Sidcup Scouts) and loved his garden. As a leading light in the south east coal wholesale trade he was a member of local joint promotional groups with the then National Coal Board. Dallas suffered a stroke some years ago and had been in and out of hospital on a number of occasions. Although he couldn't attend any of our recent events he took great pleasure in his wife reading from our circulars and of his former friends in 'The Fueller'.

We extend our condolences to Olive, their four children and five grandchildren. Hon. Court Assistant Roger Cloke represented the Company at Dallas's funeral, which took place at Eltham Crematorium.

## Marjorie McCombe

3rd February 1930 - 26th October 2011

Whilst her final years were marred by Parkinson's disease, Marjorie will always be remembered as a wonderful mother to Ewan, Bryony and Claire and a devoted grandmother to her five grandchildren. She was a very supportive wife to Past Master Cyril ("Mac") McCombe and they had fifty-three very happy years together.

Marjorie was a tremendous cook and caterer and her food was legendary. She was a domestic science teacher for 30 years before setting up her own catering business, 'The Entertaining Cooks', with her friend Christine Harvey in 1980.

Not only was she the hub of the family she put herself at the centre of the community. She set up and ran the local play group, was a founding member of the Chazey W.I. and delivered the local parish magazine for 43 years. She never rested. In any spare time she did have she enjoyed bell ringing, swimming, the W.I. and the company of friends and family. She had a tremendous group of friends all of whom were incredibly supportive during her last years.

Marjorie's funeral service took place at St Margaret's Church, Mapledurham and was attended by the Master Stuart Goldsmith, Immediate Past Master Michael Byrne, Past Masters Vaughan Williams and John Bainbridge and other members of the Company.

## The Fuellers' Shop

The Fuellers' Company has items for sale – the prices are inclusive of post & packing and VAT. With regret, some prices have been increased to take account of the increased costs of postage.



Woven Silk Stripe Tie – as illustrated	£21.00	Wall Plaque	£32.00
Blue or Green Silk Tie	£21.00	The Fueller's Tale, the history of the Fuellers	£27.50
Pink Silk Tie (Fuellers XV Club)	£21.00		
Cufflinks	£12.50		
Gentleman's Lapel Badge	£6.00		
Golf Umbrella	£23.00		
Baseball Cap	£12.50		
Ladies' Bar Brooch	£7.00		
Lady Liveryman's Brooch	£74.00		

**Please send your order, together with a cheque for the correct amount made out to The Worshipful Company of Fuellers, to Mrs Jane Ayre, 68 Portway, Baughurst, Tadley, Hampshire, RG26 5PE.**

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**"The Editor – The Fueller" c/o Baltic House, The Common, Cranleigh, Surrey GU6 8SL. Tel: 01483 275949. Email: j.pbainbridge@bopenworld.com**