



THEFUELLER

The Official Journal of The Worshipful Company of Fuellers

Registered at Stationers' Hall

An Evening of Genial Hospitality

On a wet Monday evening on 18th March 2013, liverymen of the Fuellers Company gathered on HQS *Wellington* moored along the Victoria Embankment for their annual Livery Dinner.

This convivial get together is intended to provide an opportunity to all liverymen to experience and develop the camaraderie within our company and discuss its workings with the Master and Wardens. The elegant but intimate surroundings of the headquarters of the Hon. Company of Master Mariners provided the ideal setting for the event and we were privileged to have the Mariners Master JR Freestone MNM on hand to bring to life the art and artefacts of our nation's maritime heritage that enrich the venue.

Amongst the 47 attendees we were privileged to welcome honorary liverymen HRH The Earl of Wessex and Commodore William Walworth RFA, CBE who presented the toast to the Company. The Master Paul Cuttill welcomed all with an address that was brief and humorous setting the tone for an evening of genial hospitality.

A drinks reception in the model room and library was followed by dinner in the elegant Court Room, once the engine room of *Wellington*, and the evening concluded with the ever popular stirrup cup.

- Court Assistant Jim Bellew



Liveryman Michael Vickars, Past Master Michael Byrne, Court Assistant Chloë Andrews-Jones and HRH The Earl of Wessex in conversation with the Master



Junior Warden Neville Chamberlain, Liveryman Edward Libbey and Senior Warden Dennis Woods



Master Mariner Captain John Freestone, Hon. Liveryman Commodore Bill Walworth, Past Master Brigadier Edward Wilkinson and Brigadier John Smedley, Private Secretary to HRH The Earl of Wessex



Liverymen Rod Brown, Chris Le Fèvre, Ashutosh Shastri and Ann Bonathan

The 2nd Fuellers Conversation

Some 30 Fuellers gathered at the Ernst and Young offices on 21st March for the 2nd Fuellers Conversation. The Speaker was Steve Burgin, UK Country President for Alstom the international company delivering energy and transportation products and solutions which employs some 6500 employees across 30 UK locations.

Steve took the audience through the facts behind the possible gap between demand and supply in the energy sector. He explained how the decommissioning of existing coal plants is accelerating whilst the current high price of gas means that CCGT plants which have planning permission are not being constructed or, where they have been built, they run at only around 50% of their capacity.

Alstom envisages that it will reach £3bn of turnover per annum in the UK by 2020 and its workforce will increase to 10,000 as it plays its part in the rewiring of the national energy infrastructure. As part of this work it has entered into a JV with Drax and BOC called White Rose to explore a 426MW carbon capture and sequestration (CCS) project. Alstom has also moved into tidal and wave power with the purchase of Tidal Generation Ltd and as a shareholder in AWS working with Scottish and Southern Energy on 200MW Costa Head Project. It will also play a part in offshore wind utilising its new 6MW turbines.

Skills challenges exist and Steve explained that he had 477 vacancies mostly amongst

engineering disciplines and much of what he said concurred with the position outlined at the inaugural Conversation given by Volker Beckers in October last year.

A very lively Q and A session followed and the evening was a great success in terms of engagement, knowledge sharing, exchange and fellowship. It also raised £390 for the Fuellers Charitable Trust Fund thanks to the kind sponsorship of Ernst and Young.

The next Fuellers Conversation will be at the same venue on 21st May. The Speaker will be our own Liveryman Ashutosh Shastri on the subject of Fracking; most timely following his article in this issue of The Fueller.

- Paul Cuttill, Master

The world of a very energetic Deputy

Local government for the City of London is unique in many ways. The Councillors are all called Councilmen (irrespective of gender) who are part of the Court of Common Council. Currently, there are no party politics and none of the Councilmen get paid! Apart from that, we carry out the normal functions expected of local government. Elections for the 25 Wards are held every four years and for each Ward there is an Alderman and between 2 and 10 Councilmen, depending on the size of the Ward, making a total of 25 Aldermen and 100 Common Councilmen. Each Alderman will then appoint, from the elected members, a Ward Deputy whose role is to lead the team and ensure proper Ward representation on all Ward Committees. The elections held on 21st March

allowed around 22,000 business and residential voters the opportunity to decide who represented them and, with a 25% turnout, we have seen 25 new members elected to the Court. It was my honour to be re-elected as one of the five Councilmen for the Ward of Aldgate and then to be re-appointed by Alderman Hewitt as his Deputy. After the pressure of electioneering, it is a pleasure to get back to the work of serving the Ward and City of London.

- Past Master Deputy Doug Barrow

Editor: Congratulations Doug on topping the poll in the Aldgate Ward elections.

News from the Court

ROYAL CHARTER

At the Election Court, it was agreed to seek a Royal Charter. This process will take a little time, requiring substantial work on bye-laws and ordinances and of course the Charter itself. An application for clearance will be made to the Court of Aldermen and a petition to the Privy Council. Following the move to Skinners' Hall, it is felt appropriate principally for the recognition it would give of the Company's status in Industry and the City of London and the honour involved. A working group of Senior Warden Dennis Woods, PM John Bainbridge, Liveryman Michael Shirley and the Clerk has been appointed to progress the Petition.

HMS SULTAN

Honorary Liveryman Commodore Mark Slawson RN OBE ADC, formerly CO of HMS Sultan, retired from the service recently. With his professionalism and humour,

Mark contributed a great deal to the affiliation and we wish him Fair Winds and Following Seas wherever they may take him. See also p12 "From our Affiliations" and P16 "New Year Honours".

CITY BRIEFINGS

It is essential that any Liverymen seeking to be considered for election to the Court should attend one of the City Briefings. They are aimed particularly at new Liverymen and Freemen; partners are also welcome, as are Court Assistants and Liverymen of longer standing, who have not previously been to a Briefing, who are also encouraged to attend.

The Briefings give a short introduction to the work of the Corporation, especially the relationship with the livery companies. The presentation is given by an Assistant Town Clerk and a member of the Livery Committee. There is the opportunity to ask questions of the speakers and the Briefing is followed by a light finger buffet, which provides the chance to mix with other Liverymen and Freemen.

The next courses are 14th October and 4th November. Booking and more information from: www.liverycommitteecourses.org

Sir Antony Reardon Smith – Clerk

26 Merrick Square, London SE1 4JB

Tel/fax: 020 7234 0760

Email: clerk@fuellers.co.uk

Freemen Admitted at the New Year Court January 22nd at Skinners' Hall

By presentation:

Elinor Rose Goldsmith

By redemption:

Alan David Dowdell

Andrew Frederick Hugh Strawson

Freemen Admitted at the Election Court April 18th at St Paul's Cathedral

By redemption:

Bernd Volker Beckers

Paul Anthony James Brodrick

Ewan Neill Robinson

Dr John Sydney Sheldrake

David Stewart

Freemen enrobed into the Livery at the Election Court

Charles St John Grant Forbes-McNeil

Michael Roger Hewitt

Basil Scarsella AM

David Mark Smith



Andrew and Ingrid Strawson following Andrew's admission ceremony. "We already feel that we have begun to make good friends amongst the Fuellers and look forward to many more happy occasions."

The Election Court was at St Paul's with Lunch at Skinners' Hall

It was a very early start for the members of the Court and Honorary Court on 18th April in the Wren Suite in the crypt of St Paul's Cathedral.

At the Election Court, Dennis Woods was elected to serve as Master for the year commencing 17th October; Neville Chamberlain CBE was elected Senior Warden and John Ingham as Junior Warden. Following the normal Court business, the Ceremonial Court commenced with the enrobing as an Honorary Liveryman of Alderman Fiona Woolf CBE in recognition of her extraordinary contribution to the Energy Sector. The Master wished Fiona success later this year in the Mayoral election.

The annual Service of Thanksgiving was held in The Chapel of St Faith, the spiritual home to the Order of the British Empire. Following the service, the Master, Wardens and congregation processed to Skinners' Hall for lunch.

Junior Warden Neville Chamberlain introduced the prize winners, who were presented with their awards by Alderman Fiona Woolf. Proposing the toast to the guests, Senior Warden Dennis Woods spoke amusingly, including



Our new Honorary Liveryman Alderman Fiona Woolf CBE receives her certificate.

an anecdote of the time he was both Managing Director and Shop Steward when building an oil distribution business. He welcomed and introduced the principal guests including our own Honorary Court Assistant Colin Brinkman, and Maureen, in his capacity as Chairman of the Coal Meters Committee; representatives of our



The Master reading the lesson in St Faith's Chapel



On the steps of St Paul's

services affiliations and the Master Fan Maker Patrick King.

The response was given by guest speaker Sir Roger Carrick KCMG LVO, a career diplomat who had been in Washington at the time of the Falklands War before becoming Ambassador to Jakarta, Indonesia and

subsequently High Commissioner to Australia. Sir Roger spoke stirringly of the contribution made by the City of London both at home and overseas in a combination of amusing and serious words on diplomatic support for the City.

In his concluding speech, Master Paul Cuttill congratulated the Master and Wardens elect, wishing them and their wives all good fortune and happiness for the year from October, before entertaining those present with Barclays' entry for the 2013 Golden Flannel Awards and the role of London's bridges in making London "the greatest city in the world".

- John Bainbridge



Guest speaker Sir Roger Carrick KCMG LVO

Photo: Michael O'Sullivan Photography

A visit to the Rolls Royce Heritage Trust Collection in Derby

Although not a Fuellers' visit, I thought the story might be of interest.

As some of you may know, I have a passion for gas turbines, so much so that I chair a small group of amateur model engineers, called the Gas Turbine Builders Association.

In order to achieve reasonable turnouts for our AGMs we arrange something appealing to follow the meeting. In March this year we visited the Rolls Royce Heritage Collection in Derby, housed in the former RR Light Alloy Foundry.

There is an absolute treasure trove of artefacts to see, including jet engines, motor cars, rockets, diesel engines, petrol engines, as well as parts, assemblies and sectioned examples which enable you to see the inner working. I also noted a 1-megaton nuclear warhead, dwarfed by its delivery vehicle, apparently the world's first cruise missile.

There are unique examples of prototype engines, in some cases



RR Heritage Trust Derby, unique prototypes

Photo: James Hill

the only one in the world. I noted a few 'odd' exhibits, like a collection of bricks, indicating the varied history of RR. I also spotted the 'regulator clock' from Mr Royce's Manchester office. It is difficult to take in every aspect of the Rolls Royce heritage because it is so wide and varied, you could spend days looking around.

The RR Heritage Trust was formed in 1981 to preserve the heritage of Rolls-Royce. There are five branches, each representing the numerous companies that have

come together to create the present-day Rolls-Royce.

The majority of the exhibits are aero-engine related but there are also many items relevant to marine, energy and land vehicle.

I have to say that it was an absolutely fascinating tour and it was a real shame that there was not more time but it was certainly worth braving the snow and ice on this wintry Sunday in March.

- Court Assistant James VG Hill

Master's Mid Review

If one views a Master's year as a musical performance, perhaps a symphony or opera, reaching the six month mark feels like the close of the 2nd movement or Act 2. What is for sure is that the Overture was quite a while ago perhaps even in one's Senior Warden Year. However the finale also feels a way off yet and this mid point is definitely that – the mid point and 100% not a high point from which everything is downhill! The Fuellers Year coincides with the change to GMT so this first half is characterised by the traditional autumnal and winter events. Fuellers' Sunday and the Lord Mayor's Show came very quickly after Installation and were supported with great enthusiasm. We had some 23 Fuellers in the crowd for the Show and a good lunch was had at Stationers' Hall hosted by Mistress Fueller. With the unfortunate cancellation of the traditional firework display, a small band of Fuellers joined Clare and me for two turns around the London Eye accompanied by champagne and canapés. It turned into a glorious early evening and was a delightful conclusion to a great day.

We then moved into the Christmas celebrations and, amongst the various Carol Services I attended, I read a lesson at St Mary-at-Hill, the Coal Church, thereby maintaining the traditional connection for the Fuellers to its past. Our own was held at St Michael's shared with the Airline Pilots and Fan Makers, our new close friends from Skinners' Hall. It was a lovely service following which some 30 Fuellers retired to the Old Dr Butler's Head off Moorgate for supper and a most enjoyable evening it was.

Mistress Fueller was delighted to attend a lunch hosted by Lady Mary Snyder, Mistress Tallow Chandler. Clare followed up her red outfit from the Installation with an



Processing from the Thanksgiving Service at St. Paul's

Photo: Michael O Sullivan Photography



Elinor Goldsmith receiving her Certificate



The Master, Master Plumber and Master Engineer at the Mansion House on the occasion of the Chancellor of City University's (The Lord Mayor's) Dinner on 10th April 2013

orange and turquoise number thereby maintaining our reputation for bold colours. Clare also discovered that she shared Alma Mater with both Mistress Tallow Chandler and the Lady Mayoress.

The New Year Court Ladies Dinner, Pancake Day racing and Livery Dinner (reported elsewhere) were very well supported as was the Chocolate Tasting evening hosted by Helen Poole at the Carlton Club. I am also reminded that a select but enthusiastic band braved the Siberian weather to watch the Varsity Match. We commented that it was a good job we had been prepared for the temperatures by the Senior Warden's Antarctic Reflections a few weeks earlier.

18th April was a memorable day when we held our 2013 Election Court and Thanksgiving Service at St Paul's



Chocolate Tasting - Cacao pods and beans in Grenada before processing.

Cathedral. We were privileged to be able to use the Wren Suite for the Court meeting when we admitted 5 new Freeman, enrobed 4 new Liverymen and also enrobed Alderman Fiona Woolf CBE as an Honorary Liveryman. We then moved into St Faith's Chapel for the Service which was simply splendid with no small measure of the sort of expert planning and ceremony that had typified Baroness Thatcher's funeral the day before. We were indeed very lucky to follow such an occasion and we felt very honoured to have had the chance to use the Cathedral to create such a special day.

In traditional fashion we then processed through the streets back to Skinners' Hall for luncheon at which some 135 Fuellers and guests heard a barnstorming speech from our Guest of Honour Sir Roger Carrick KCMG LVO and acclaimed the 2013 Prize Winners from our services affiliations. All in all a day that will live long in our memories.

Away from Fuellers events I have had the pleasure to be a guest of many other Companies either at their Lectures or Court lunches and dinners. Clare and I particularly enjoyed the Lutyens in the City lecture given by Master Chartered Architect.

In thinking about this first half of my year there was much I was prepared for but there have been surprises. One of the most delightful surprises has been the fellowship and friendship from other Masters. 'Doing the Circuit' really does mean that you make new friendships very quickly. I have been particularly delighted to make a very close relationship with Master and Mistress Carmen.

Looking forward to the second half of our year we are once again guided by the change back to BST which should mean the more fine weather events. We will be welcoming 30 plus Fuellers at our Weekend and I am always looking to add more events into the programme including hoped for visits to Brize Norton and a Joint Livery day with the RFA.

Clare and I are extraordinarily grateful for all of the support we have had from Fuellers at our events. It is quite humbling to find so many wanting to make our year so special, Thank you to you all. To retain my metaphor from the start of this review we are nowhere near the Finale yet!

- Paul Cuttill, Master

A message to all Fuellers - but particularly you!

You are indeed fortunate to be a member of a truly unique livery company. As the City of London's only energy focused livery company we have the extraordinary opportunity to return to the past and create a truly purposeful association within the developing trade of energy. The ancient guilds were created to set standards, develop techniques, support education and regulate trade. At a time when the monarch led the nation in conquest and the church attended the spiritual and pastoral needs of the populace, it was the guilds that ran commerce and generated wealth. At their peak these powerful organisations ran the Empire and controlled the economy. Today, governments have replaced the primary purpose of the guilds and their trades have moved on, some to oblivion. But not so the Fuellers!

If you put the clock back just 20 or 30 years we had the coal industry, the electricity industry, the oil industry, the gas industry, the nuclear industry and something called environmental or alternative research - today all of these activities and many more have melded into something we now call energy - insulation, materials development, food production, et al. can all claim to be energy related. While the concept of our guild may be ancient, the emergence of a new industry has provided us with a modern raison d'être.

Obviously a key factor in the development of the original guilds was internal communication. In olden times the masters and artisans gathered in their halls to exchange views, explore concepts and expand their trades and we face the same challenge. A few weeks ago on Sky news "review of the press" celebrity-muso and Freeman of the Fuellers Pete Waterman pleaded for some objectivity on the topic of wind power "Can we have some facts, data, performance and economic information instead of the emotional claptrap peddled by those for and against windmills?" Pete's request is most apropos - and where better than to address such issues than within the Fuellers?

In the 21st century the debating chamber of our livery hall is the website supplemented by the Conversations and the Fuellers Lecture. However, the starting point is always with you and your fellow members. Do you know who they are? Do they know who you are? How many have you met? What common interests are shared? Have you visited the members section of the website? Is your mug shot on display? Could others recognize you from it? Did you fill in your profile? Your background? Your hobbies? Did you check out the others? Did you read the one from Senior Warden Dennis Woods? Did you, like me, have to go and have a lie-down afterwards?

We are a diverse and talented group of professionals with a potential far greater than the sum of the parts - if we communicate, co-operate and collaborate! Just click on the members section and enter the password - minimal energy required!

- Court Assistant Jim Bellew

Shale Gas - A Game Changer in Global Energy

Shale gas is extracted from shale formations using a combination of enhanced fracture stimulation techniques and the technique of horizontal drilling. During the enhanced fracture stimulation process fluid is pumped into the ground to make the reservoir more permeable and then the fractures are propped open by small sand particles which enable the trapped gas to be released and flow. The technique of horizontal drilling along the fracture allows a much greater rock volume to be accessed. Hence, the number of vertical test boreholes required to be drilled is low- unlike the case with conventional reservoirs where a number of test wells are required bored in the exploration stage before commercial reserves of gas can be exploited. Exploration related risks in shale gas are therefore lower than those in conventional gas drilling activities.

A more easy way to understand

the conventional versus un-conventional resource base from the perspective of technological resource requirements or recovery factor perspective and from the relative volume of resources that can be accessed can best be represented by the triangle in the slide shown below.

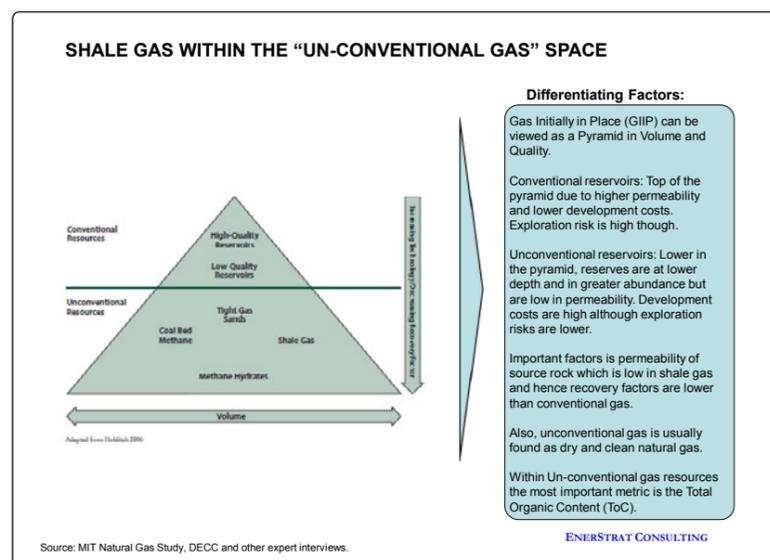
As can be seen from the slide below, the unconventional resources occupy the lower part of the pyramid which implies that they appear at lower depths and are in relatively greater abundance but, due to lower permeability, the recovery factors are much lower, in other words, greater levels of technological sophistication is required to achieve higher recovery rates in unconventional/shale gas drilling.

Hydraulic fracking was first tried in a Texas oil field in the early 40s. It is only thanks to the persistent experimentation and development particularly through

the 1980s by the brothers John and Geroge Mitchell, then of Mitchell Energy Developments (and now part of Devon Energy), all the way to the mid 90s when the technique began to be applied commercially, that the shale gas industry has evolved to its present state today. While the technology is now well established in the US, there is considerable distance to go yet before the shale gas industry can be said to have become a mainstream energy business.

This is not an industry awaiting any technological breakthrough but a new industry with significant challenges with regard to standardisation of operational best practices, disclosure norms and well established global specialist players. The environmental and other problems that have been reported in association with shale gas developments stem essentially from these deficiencies rather than being of a technological nature. From an investor perspective therefore, the technology related risks associated with shale gas are limited and manageable.

Since the early wells fracked in the early 90s, the number of wells drilled in the US today stands well above 30,000 and shale gas today forms nearly a third of US gas production. The most significant impact of shale has been that, for the last three years in a row, US gas production has exceeded that of Russia- a traditional gas production leader globally. The geopolitical implications of this development in the US alone are enormous.



The US, which was widely believed to be a significant net importer in the 90s (leading to a spate of LNG re-gasification terminals being planned) is today contemplating its future as a net gas exporter. A few export contracts starting gas deliveries from 2018 have been signed but it needs to be reiterated that as of today, the US is still a net importer (albeit the levels of import dependency have reduced significantly). The price of gas in the US too is significantly lower than that to be found internationally, raising the prospects of US gas's significant export earning potential.

A strategic assessment of Shale Gas

The strategic space in shale gas is an evolving one with enabling developments and challenges emerging almost simultaneously. While on one hand, the significant developments in hydraulic fracking bringing unit costs of production down quite rapidly has been an enabling development for shale gas, the issues relating to air quality and water contamination that have come to light pose a challenge to future sustainable development of shale gas resources.

At the same time, while shale gas developments are not awaiting any significant technological breakthrough any more, its future success is predicated on a continued assimilation of emerging best practices in drilling and production operations. In this direction, the initiative of the US DoE to forge operational and environment management related best practice sharing, fracking fluid disclosure norms etc are paving the way forward for this industry. The main challenge for the shale gas industry is really the keeping abreast of the continuous improvement in

working methods and adopting/standardising them quite rapidly and by all indications (e.g number of well pads per well or re-usage of water and other environmental management practices) the rate of improvement has been very impressive - an aspect of the industry that has not been acknowledged enough and appears to be drowning in the often negative coverage that this new industry appears to attract.

US success-Can it be replicated in the UK?

A number of factors have conspired in the success of the shale gas industry in the US. The US is host to the most competitive and mature upstream industry; the technological innovations in fracking and horizontal drilling happened at nearly the same time in a concentrated region - Texas; the rig and other above ground infrastructure was more readily available in the US. The US also has a deep and liquid traded gas market but, perhaps most importantly, the private ownership of mineral rights in the US meant that the industry could take off quickly in the US.

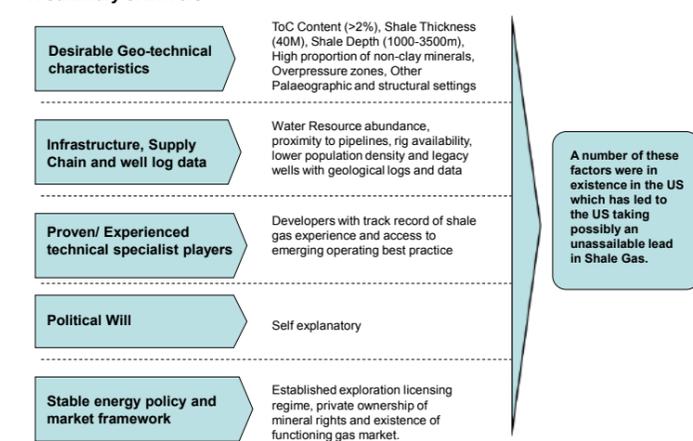
The UK is one of the leading geographies of the world where many of the requirements that drive the shale gas industry are in place and some issues, e.g. land owner related issues and that of policy formulation, are at an advanced stage of work in progress. The slide below attempts to capture the pre-requisites for a successful shale gas play. We in the UK are possibly at a threshold of this exciting industry which has the potential significantly to advance our energy security. The coming few months will tell...

I will be participating in the upcoming Fuellers Conversation on May 21st where we hope to have a fuller discussion on the subject. A number of issues not covered here (due to space restrictions) such as : Renewables and Shale Gas- can they be good friends and allow each other to co-exist? Shale v/s LNG race off for gas bridge of the future? Will shale play be global? What about the UK? and more will be covered.

- Liveryman Ashutosh Shastri

WHAT REALLY MATTERS IN SHALE GAS DEVELOPMENT

A Summary of Drivers



THE FUELLERS CHARITABLE TRUST FUND

There have been some great things happening at the Fuellers Charitable Trust Fund, and we have been giving to more charities than ever before. This has been made possible through a prudent investment strategy, as well as the increasing numbers of regular donators from within our Company.

It is very good to see the new membership taking such an active role in their charitable giving to the Company. Indeed, we have more regular donators to the Trust than we have ever had before. All of that is good news. However, it is with some concern that we note the lack of regular donations coming from our more established membership. This is something that we hope to remedy with your assistance. We ask all our membership to consider a regular donation to the Trust, thus enabling us to extend our Charitable reach, and also ensuring that we remain true to the founding principles of Livery Companies, which include the relief of suffering for those in need.

If you have any questions about the activities that we undertake, please feel free to contact me, or take a look at the Fuellers Website, where we have a section on the charities we are involved with.

**Yours Sincerely,
Michael Husband
Chairman, Fuellers Charitable Trust Fund**



Eton Dorney Lake

TS REBEL REACHES OUT

TS Rebel has launched a new programme, “Combine & Co-operate” (or CoCo for short), sharing its training vessels, such as Thames Fueller, and facilities with Sea Cadet units who do not have much in the way of boating resources. The school will work with individual units to tailor weekend training packages, using the unit’s own instructors with CoCo providing operational support, training resources and facilities.

Nationally, the Sea Cadets have received the coveted Queen’s Diamond Jubilee Volunteering Award 2012. This is thanks in part to the Sea Cadets’ preparation and involvement in the Thames Diamond Jubilee Pageant. The nomination was endorsed by The First Sea Lord, highlighting the support enjoyed from the Royal Navy, and the award is recognition of the great work that Sea Cadets and their volunteers do. The award was received recently at Buckingham Palace.



A young skipper briefing his crew on board Thames Fueller

SUPPORT YOUR MASTER

Swimming, cycling, running, is what Master Cuttill is committed to on 25th May in aid of the Charitable Trust Fund. He will be participating in the Super Sprint Triathlon at Eton Dorney Lake, one of the venues for the 2012 Olympics. This truly is a sprint: the race starts with a 400m open water swim in the clear, clean waters of the rowing lake before taking to the closed, flat road circuit for a 4-lap bike course covering 20k. The final 5k run follows a 2 lap loop along the side of the rowing tank on tarmac paths. As I write, he is no doubt honing himself to peak physical fitness, being tirelessly abstemious, eschewing offers of lunches and dinners for the cause. Please support him and support the Trust.

OUR PRIZEWINNERS

CITY UNIVERSITY

In his coursework report, our City University prizewinner Jason Horner explored whether the UK could in some way take a unilateral step towards the low carbon economy and if so would it be affordable. Drawing upon published material such as the Stern Review on the economics of climate change and the book by the 2012 Fuellers Energy Lecture Guest of Honour Professor David MacKay ‘Sustainable Energy without the Hot Air’, Jason explored the scenario that whilst the sums involved were very large, a do nothing or business as usual approach whilst less costly in the short run would produce higher overall costs when viewed over the longer term. Jason also explored the theory around the ‘Negawatt being cheaper than the Megawatt’ (Factor Four, Von Weizsacker and Lovins and Lovins, 1998) which postulates that energy consumption avoided by energy efficiency measures is the truest path to a secure, affordable and sustainable energy future.

Jason was unfortunately unable to join us to accept his prize at the Election Lunch.

216 SQUADRON RAF

Corporal David Cartmell is employed as cabin crew on 216 Squadron. Recently, he has been employed in the sections administration office where he has carried out a myriad of tasks to support the cabin crew management and improve the day-to-day running of the section.

David Cartmell also introduced an IT application which allows the management and section planners to administer their allocation of guard duties, leave, courses, and future detachment plans. He aptly named it GLADIS, standing for ‘Guard, Leave and Detachment Information Summary’. Selfless in his approach, he has worked tirelessly to introduce what is now a highly utilised planning tool.

Additionally, Corporal Cartmell has been instrumental in the complete refresh of the Beer for the Boys website. As the Beer for the Boys fund moves towards formal charitable status he is again involved in ensuring a smooth move to a new hosting service. Corporal Cartmell is fully focused and dedicated to support the Squadron’s mission. His commitment and willingness to help others is simply extraordinary and this exemplary effort is richly deserving of the Fuellers’ Cup.



Prize winners Mike Lawrence, Kevin Dodgson, David Cartmell and Shaun Sams with Master Paul Cuttill and Chairman of the Trust Michael Husband.

Photo: Michael O'Sullivan Photography

HMS SULTAN

CPO Shaun Sams is Senior Instructor in 764 Initial Training Squadron and Royal Naval Air Engineering and Survival Equipment School. He has generated a bespoke instructor log and has achieved a hugely effective working relationship with his own instructors and those across the site through his instruction of the Train The Trainer Instructional course. These relationships are imperative to the efficient administration and delivery of the Air Engineering Technician Qualifying Course.

CPO Sams gives a huge amount of his spare time to fulfil the role of the Warrant Officers, Senior Rates & Senior NCO’s Mess Social Secretary. He also organises charity events for the local community. His dedication towards the Mess was most recently recognised when he was made a Life Member. CPO Sams is determined that the technicians which pass through 764 and RNAESS are given the best possible start to their military careers.. It will be extremely difficult to replace him when he returns to sea in HMS Illustrious in May.

(Continued overleaf...)

(...Continued from P11)

RFA – WAVE KNIGHT AND WAVE RULER

Chief Officer Mike Lawrence started 2012 as the Operations Officer followed by three months as the Executive Officer on Wave Knight. He joined Wave Ruler in September 2012 as both Navigator and Operations Officer on operations East of Suez and in the Gulf on contingency, maritime security and counter piracy operations.

Throughout these appointments, his constant energy and enthusiasm was infectious. On Wave Ruler he single-handedly juggled the demands of numerous multi-national task force commanders with great success. The success of Wave Ruler was a team effort, where he played a critical part. He has also at every opportunity substituted for the Executive Officer in his cargo handling duties. It is the hallmark of the man that everything he does is done with relish, promptly, accurately and with good humour. 2012 has been a unique year of achievement for Mike.

DEFENCE FUELS & FOOD SERVICES

Major Kevin Dodgson is a driving force in the Fuels Team achieving exemplary output and savings in support of Operations using initiative and professional experience to maximum effect. His judgement, initiative and leadership in developing operational planning and support have been outstanding. On his own initiative, he reviewed the Op HERRICK flammable liquids supply chain, challenging accepted norms and, enforcing a more efficient supply chain, he delivered efficiencies of £2.5m whilst increasing confidence in the supply chain. When challenged with a shortfall of Helium cylinders he independently took action and with a series of interventions he implemented an enduring solution that resolved the supply problem and also led to a reduction in rental charges in excess of £30K per month.

His drive and determination also led to the development and implementation of the military fuel plan for Op OLYMPICS, without which the military support and reputation would have been severely impacted. He was also a key member of the Op ESCALIN (fuel tanker strike) planning team and has provided key, succinct and timely fuels staff work on behalf of Defence Equipment & Support and the Ministry of Defence, demonstrating both his capacity and standing within the Defence Fuels Team.

News from the Affiliations



A Good Year For The Waves

In amongst the re-shaping for the future throughout the MOD, our two affiliated Fleet Tankers, *Wave Knight* and *Wave Ruler*, have been at the forefront of retaining focus on delivering today's Defence requirements. Both ships have enjoyed a high-profile and successful year covering Gulf to Caribbean.

Wave Knight was relieved in the Gulf by Fort Victoria in February 12 to return to the UK for a refit, emerging again in August to carry out essential tasks around the UK before re-deploying out to the Caribbean at the end of the year to undertake regional engagement and provide reassurance to overseas territories.

Wave Ruler spent the early months of 2012 undergoing significant capability upgrades in Birkenhead and then joined the Gulf ships, taking over from Fort Victoria in August 12. She returned in December after a relatively short tour of duty in order to meet a scheduled dry dock period in early 2013.

One of the defining moments of 2012 for the RFA was the signing of a £452M contract with DSME of South Korea to build four Fleet Tankers. The new Tide class will replace the ageing single-hull tankers with Tidespring being launched in May 2015. Once the Tide class are in service, *Wave Knight* and *Wave Ruler* will become the 'elder sisters' of the RFA tanker fleet but will remain as busy as ever given their capability and versatility.

- **Captain Duncan Lamb RFA**
Strategy & Development



RFA Wave Knight: RAS with PNS Babur, HMS Daring and HMAS Paramatta



HMS Sultan

On 1st October 2012, the Defence College of Technical Training (DCTT) was formed with its HQ based at HMS *Sultan*. The college's purpose was to combine the Defence School of Aeronautical Engineering, Defence School of Communication and Information Systems, Defence School of Marine Engineering and the Defence School of Electronic and Mechanical Engineering under a single management organisation. HQ DCTT was led by Commodore Mark Slawson OBE ADC, who was also the Commanding Officer of HMS *Sultan* but who retired from the Service at Easter.

With the planned move of DCTT HQ to Lyneham by the end of 2014, Captain Trevor Gulley, Officer Commanding the Defence School of Marine Engineering (DSMarE), takes over as HMS *Sultan*'s Commanding Officer. Captain Gulley joined the Royal Navy in 1982 after completing a Naval Architect Technician Apprenticeship at Devonport Royal Dockyard and completed his engineering degree at the Royal Naval Engineering College at Manadon near Plymouth in 1985. In his career, Captain Gulley has completed a variety of Marine Engineer Officer roles serving in Frigates, Destroyers and Capital Ships including HMS *Invincible*. After roles within NATO, DE&S Abbey Wood, he also now assumes command of HMS *Sultan* in parallel to his role as Commandant of the DSMarE upon the same site.

- **Captain Trevor Gulley RN**



216 Squadron RAF

As we go to print, 216 Squadron is in the last year of its service as an active squadron in the Royal Air Force. With a history beginning before the formation of the Royal Air Force in 1918 as 16 Squadron Royal Naval Air Service (hence it is always referred to as two-sixteen), next year will also see the end of 30 years of the Lockheed L1011 Tristar in Royal Air Force colours. Although there are bittersweet moments ahead, the next year is far from one of a gentle retirement. The Squadron has been detached to Mussanah in Oman since September where it has been dispensing fuel daily to aircraft of all nations supporting Operation HERRICK in Afghanistan. This vital task ended only in March as the Squadron then took up the equally important role of covering the United Kingdom's quick reaction alert tanker. In this role, if ever the security of the homeland is threatened by either rogue airliners or Russian bombers then the Tristar launches within 60 minutes to refuel Typhoon fighters that are armed and ready 24 hours a day, every day, to do the unthinkable. Since taking over the role in March, the Squadron has already been scrambled 3 times to meet genuine threats. As if this weren't enough, the ever important role of flying troops in and out of Afghanistan on the airbridge continues and the support given to our charity, 'Beer for the Boys' continues to be extremely well received.

- **Wing Commander Pete Morgan RAF**
OC 216 Sqn

Below: The first operational 216 Squadron crew in Mussanah – September 2012



The Company's possessions No.3 The Loving Cups

The Company is the proud possessor of four silver Loving Cups through the generosity of four Past Masters: Martyn Wakefield (Master, 1986/7), Geoffrey Stokes (1991/2), John Boddy (1992/3) and Richard Budge (2001/2). The first so presented was The Stokes Cup. Geoffrey Stokes presented his Loving Cup to the Company at the Installation Court held at the offices of the Coal Trade Benevolent Association on 30th September 1992, as a gift to mark the end of his year in office. He was thanked by the Master, John Boddy, for his many services to the Company and for his generous gift.

The Wakefield Cup was presented at the Election Court at Bakers' Hall on 28th April 1994. The Master, Dr Paul Glover, thanked PM Wakefield for his donation, which would be "suitably engraved in commemoration of his Mastership of the Company".

John Boddy presented the Boddy Cup at the Installation Dinner held at Merchant Taylors' Hall on 5th October 1994 and was thanked by Dr Glover on behalf of the Company. Issue 5 of The Fueller faithfully records the occasion: "Past Master John Boddy formally presented a silver Loving Cup to the company to commemorate both his own year as Master and the long association of the Boddy family with the Coal Industry."

The Budge Cup was first displayed at the Livery Dinner at the Whitbread Brewery on 23rd January 2002 and has been presented each year since as the 216 Cup to a prize winner from 216 Squadron RAF. It was formally presented on 19th April 2002 to the squadron at Brize Norton on Master Budge's behalf by PM Doug Barrow, then Junior Warden. The Budge Cup was won this year by Corporal David Cartmell, see page 11.



The Boddy Cup, The Wakefield Cup, The Budge Cup and The Stokes Cup at Skinners' Hall



Corporal David Cartmell receives his prize and The Budge Cup.

Photos: Michael O'Sullivan Photography

The Company is exceedingly fortunate in the magnanimity of these Past Masters. With our new home at Skinners' Hall the four cups will regularly ornament our tables at lunch and dinner alongside our other silver.

I am indebted to Roger Cloke for his assistance with the research necessary for this article.

- John Bainbridge

18 Years ago In The Fueller - 3

There was a single issue of The Fueller in 1995: Issue 5 published January 1995. The issue reported on the Installation Dinner at Merchant Taylors' Hall when the late Bill Pybus was welcomed as the new Master and Past Master John Boddy presented his loving cup (see article opposite). Inter alia, this edition carried the following very interesting piece on Coal Tax Posts.

"There are currently 219 Coal Tax Posts around London although over 250 such posts, covering five counties around London, were in place around 1890. Most were erected under the London Coal & Wine Duties Act of 1861 although some go back to the seventeenth century or earlier. The Corporation of the City of London exercised the right to measure coal since medieval times and the collection of fees for weighing and measuring meant that the City could raise extra revenue for public works.

"Up to the end of the 18th century all coal was brought to London by sea and the duties were payable before unloading commenced. When the canal and railways were constructed, in the nineteenth century, revised arrangements were introduced for collecting the duties brought in by them. Boundary marks were set up and the duty had to be paid on coal taken past them. The onus for paying the duty was on the Coal Merchant receiving the coal, though the City appointed collectors to receive the duty.

"Some of the monies went to the rebuilding of St Paul's and churches destroyed during the Great Fire of London. From 1767 taxes were used for roads and other improvements, including rebuilding Blackfriars Bridge and building Holborn Viaduct. In 1861 the boundaries were brought into Line with those of the Metropolitan Police Districts and in 1862 the duties were transferred to the Metropolitan Board of Works which carried out more improvements including a vast drainage scheme."

A further article on the posts, "The Invisible Frontier", appeared in Issue 11, December 1998, and records the part played by Past Master Glover in securing two such boundary markers for display in the Chiltern Open Air Museum.

- John Bainbridge



Coal tax post in Oxshott, Surrey

Photo: Copyright - Roger Haworth

FORTHCOMING EVENTS

- Tuesday 21st May**
Fuellers Conversation, speaker Liveryman Ashutosh Shastri
- Wednesday 12th June**
Mid-Summer Court Dinner at Skinners' Hall
- Thursday 13th June**
Beating Retreat at Horse Guards Parade
- Monday 29th July**
Tour of the Tower of London, with the Carmen

- Tuesday 13th August**
Visit to Chiswick House and Gardens
- Tuesday 10th September**
The Fuellers 11th Annual Golf Day
- Thursday 12th September**
The 9th Annual Fuellers Lecture, speaker Bob Dudley
- Thursday 17th October**
Installation Dinner at Skinners' Hall

Her Majesty's New Year Honours List

Congratulations to Honorary Liveryman Bill Walworth RFA CBE, Commodore of the Royal Fleet Auxiliary, on his appointment as Commander of the Order of the British Empire and to our former Honorary Liveryman Commodore Mark Slawson RN OBE ADC, retired Commodore of HMS Sultan, on his appointment as Officer of the Order.

We also offer sincere congratulations to Alderman Sir David Wootton KB, Lord Mayor 2011/12; to His Honour Judge Beaumont CBE, recently retired Recorder of London, and to Lt. Col. Richard Martin MBE, recently retired Swordbearer, on their appointments.

Six out of Ten

Apologies from the Editor: page 3 was fated in Issue 41. To Group Captain Andy Killey for demoting him in the caption to the photograph and to Michael Vickars and Wing Commander Steve Chadwick for the typos in Michael's surname and Steve's second Christian name.
- *"Must Try Harder"*



David Mitchell

It is with great sadness we announce the loss of David Mitchell who passed away in November 2012.

David, a native of Dumfries, began his career as a lecturer at the University of Edinburgh. His career path then moved into the private sector where David was a highly respected member of the technology industry being a distinguished industry analyst and research specialist. Most recently he was Senior Vice President at Gartner and had previously worked with Oracle, Ovum and DataMonitor.

He will be sorely missed by the Fuellers and his untimely death is a loss to us all. Our thoughts are with his wife Jane and all the family.

The Fuellers' Shop

The Company has the following items for sale – the prices are inclusive of post & packing and VAT.

NEW!

Fine China Coffee Mug with Company Crest	£9.00
Ladies Silk Neck Scarf	£21.00
Woven silk striped tie	£21.00
Blue or Green Silk Tie	£21.00
Pink Silk Tie (Fuellers XV Club)	£21.00
Cufflinks	£15.00
Gentleman's Lapel Badge	£6.50
Golf Umbrella	£23.00
Baseball Cap	£13.00
Ladies Bar Brooch	£7.00
Lady Liveryman's Brooch	£85.00
Wall Plaque	£32.00
The Fueller's Tale, the history of the Fuellers	£27.50
Bronze Desk Crest	*£155.00

*£140.00 if collected from New Pro Foundries, West Drayton.



The new Fuellers Mugs

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

Pictures of and up to date information on all items for sale may be found in the Members' area of the website www.fuellers.co.uk