

## New appointment for Mary Jo Jacobi

Mary Jo Jacobi, one of our Liverymen, was appointed a Civil Service Commissioner by the Queen earlier this year. Subsequently, the UK Foreign and Commonwealth Secretary appointed her to the Wilton Park Academic Council. She is a US-UK Fulbright Commissioner and a trustee of its Foundations.

## OBE for Paul Atherton

Earlier this year, Freeman Group Captain Paul Atherton received the Military OBE for services in Iraq. He is soon to take over as Commanding Officer at RAF Lyneham, the base of the Hercules squadrons.



## CITY AND COMPANY DIARY OF EVENTS 2006

Month	Day/Date	Event	Venue
January	Friday 6	Fuellers' Fifth Game Day	Chagford, Devon
February	Tuesday 14	New Year Court Meeting	Founders' Hall, Cloth Fair
		Court Ladies' Visit	The Priory Church St Bartholomew The Great
		Court & Ladies' Dinner	Founders' Hall Cloth Fair
	Tuesday 28	Poulters' Company Second Pancake Day Races	Guildhall Yard
March	Friday 17	Industrial visit	Thames Steel, Sheerness, Kent
	Thursday 23	GPC Meeting followed by Livery Dinner	Little Ship Club, Upper Thames Street
	Friday 31	United Guilds Service followed by lunch	St Paul's Cathedral Venue for lunch t-b-a
April	Friday 7	Talk, tour and afternoon tea	Museum in Docklands West India Quay
	Wednesday 19	Election Court Meeting followed by church service Election Court Luncheon	Mansion House / St Michael, Cornhill Mansion House
May	Wednesday 10	GPC Meeting followed by Fuellers' Energy Lecture and Reception	Haberdashers' Hall West Smithfield
	Tuesday 17	Inter-Livery Clay Shoot	Holland & Holland Ruislip, Middlesex
	Friday 19 to Sunday 21	Historical tour of working watermills and windmills; dinner and lecture	Kidderminster Worcestershire
June	Thursday 8	Mid-summer Court Meeting followed by Court Dinner	Venue t-b-a
	Monday 26	Election of Sherrifs followed by lunch	Guildhall venue of lunch t-b-a
September	Date to be advised	GPC Meeting	Venue t-b-a
	Monday 11	Fuellers' Fifth Annual Golf Day	Wellingborough Golf Club
	Friday 15 to Sunday 17	Visit to Georgian Bath and environs	Bath
	Friday 29	Election of Lord Mayor followed by lunch	Guildhall Venue of lunch t-b-a
October	Wednesday 4	Installation Court Meeting followed by Installation Reception and Dinner	Ironmongers' Hall Barbican

**Note: Throughout the year, the Company will continue to organise a monthly luncheon table at Butchers' Hall, Bartholomew Close (usually on the last Wednesday in the month). Liverymen wishing to reserve places should book with the Clerk at least one week in advance.**

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# THE FUELLER

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Registered at Stationers' Hall

## BioDiesel promises cleaner London taxis

Over the last year, John Beesley\* of Beesley Engineering in Peckham, South London, has been exploring how to meet the new emissions requirements for Black Cabs set by TfL, the EST and the PCO with a new form of fuel-blended BioDiesel. The improvements in emissions on a standard cab, especially the older ones, are truly remarkable. As a result, John is hoping that it will become an accepted alternative to the catalytic exhaust systems currently being proposed. Blends are likely to be around 20 - 30% BioDiesel and the balance ordinary ULSD. However, there are still a series of Approvals that will be required and he is working with a BioDiesel Consultant and a diesel-engine Consultant to try and achieve this. And there are a few more challenges along the way, such as how to supply large quantities to taxis in Central London!

BioDiesel is made from recycled vegetable oils (sunflower/soya/palm/rape seed, etc) and is processed and refined, with a little bit of special chemistry, to produce a fuel, which all diesel engines will run on. There is a European standard for pure BioDiesel, (pr EN 14214.) and fuel must meet this standard. When it is mixed with standard ULSD in a 5% mix, the resultant diesel fuel still complies with EN 590, the approved standard for regular ULSD and is fully checked and approved by Customs and Excise.

BioDiesel in various percentage mixes has been extensively used in Germany, France and the USA for several years, where the tax regimes have encouraged its production. The product manufactured here in the UK will be to an identical specification. Supply is still limited at this stage but will increase. Much of the increase in production was as a result of the duty reduction in the April 2002 budget. This reduction in duty, combined with higher production costs of the relatively small quantities of BioDiesel, mean that prices for pure BioDiesel may be a little cheaper than ULSD, depending on market conditions and what happens in the Chancellor's next budget.

\* Mr John Beesley is the Master of the Worshipful Company of Hackney Carriage Drivers

However, there are a number of additional benefits:

- 1 The bio-additions come from a renewable resource, i.e. vegetable oil. If they include used cooking oil, then there is also a recycling benefit.
- 2 The use of bio-blends offer significant environmental benefits in the reduction of carbon monoxide, particulates and other harmful by-products present in normal diesel fuel. These claims can all be substantiated with proper scientific data.
- 3 The BioDiesel fuel offers enhanced lubricity compared with conventional ULSD. This property helps reduce engine and fuel pump problems associated with the reduced lubricity of modern-day low-sulphur diesel fuel.
- 4 Many engines are likely to require little or no modifications to run on BioDiesel fuels.

John says "It will be nice to come up with a green option that can actually be cheaper, as well as being so much better. I've never seen such dramatic improvements in the smoke test for an old cab in 30 years in the trade".

## John Price fights back

Many members of the Company will be aware of the misfortune which overtook Air Vice Marshal John Price, our Junior Warden, who suffered a stroke in October. Since then, John has undergone a slow but steady recovery. He maintains that an exercise bike is a poor substitute for his state-of-the-art motorbike! The entire Company is united in sending every good wish to John and his wife Ilse, in their adversity and our hopes for his speedy recovery.

# Lord Mayor's Show drew the crowds

It was estimated that 500,000 people turned out for this year's Lord Mayor's show, with millions more watching the event on television. There has been a Lord Mayor of London ever since 1189, when Henry Fitzailwyn first held office. However, it wasn't until 1215, when King John granted a Charter allowing the City's citizens to elect their own Mayor, that the Lord Mayor's Show actually came into being. The Charter stipulated that the new Mayor must be presented to the Sovereign for approval and swear fealty to the Crown. As a result, each year, the newly elected Mayor had to travel from the City to Westminster to pledge allegiance. The Lord Mayor has been making that yearly journey for 783 years, surviving plague and fire and countless wars and insurrections. Today's Lord Mayor's procession is the direct descendant of that first journey to Westminster.

This year, over 5,500 people took part in the show, including 2,000 service personnel, 180 vehicles, 66 floats and 21 carriages, including the gilded State Coach. The entire procession was 2.8 miles long.

The Fuellers' Company was again represented, on this occasion, by the Master, Cyril McCombe; Senior Warden Nigel Draffin; Clerk Sir Antony Reardon Smith, and banner carriers Carrie Marsh and David Vince. Our party formed part of the Modern Livery Companies' mini procession, which included a double-decker open-topped bus. The vehicle provided the stage for a jazz band known as the Silk Street Hot Seven.

The Modern Companies taking part, excluding our own, were the Farmers; Air Pilots and Air Navigators; Furniture Makers; Chartered Accountants; Chartered Secretaries and Administrators; Launderers; Marketors; Actuaries; Arbitrators; Lightmongers; Environmental Cleaners; Chartered Architects; Constructors; World Traders; Water Conservators; Firefighters, and Management Consultants.

After moving into position from the assembly point near the Museum of London, the outward route took the party from the Guildhall to the Royal Courts of Justice, via St Paul's Cathedral. The procession paused around midday, when the members of the Modern Companies adjourned to HQS Wellington, moored off the Embankment, for a short reception hosted by the Honourable Company of Master Mariners. About 1.00 pm, the Fuellers were on their way back to the Guildhall, via the Victoria Embankment and Queen Victoria Street.

The Fuellers' party subsequently made their way to The Little Ship Club off Upper Thames Street to join the party of Fuellers and their guests who had been watching the procession from one of the grandstands. Lunch was never more welcome!



The Fuellers' Company were represented at The Lord Mayor's Show by, left to right, The Master, Cyril McCombe; "banner carrier" David Vince; Senior Warden Nigel Draffin, and Liveryman Carrie Marsh.



The Modern Companies processing in The Lord Mayor's Show. Apart from our open-decked bus, there were 180 vehicles, 66 floats and 21 carriages taking part in the event.



This side of the table at the Little Ship Club features, left to right, Antony Roberts, an Officer in The Royal Fleet Auxillary, a guest of Liveryman Rod Brown; Raymond and Jean Vye (guests of Liveryman David Bell); Jessica and David Bell and Sue and Antony Reardon Smith.



In the foreground are Liverymen Gerry Yockney and Jane Ayre at the Little Ship Club. This venue is being used more frequently by the Fuellers' Company.



Lunching at the Little Ship Club were, right to left, Liveryman Rod Brown; Christine Draffin; Jean Dobbinson; Liveryman Jane Ayre and Liveryman Gerry Yockney

# FUEL FOR THOUGHT

## New report claims UK has the best wind resources in Europe

A new report, entitled "Wind Power and the UK Wind Resource" claims that the UK has the best and most dependable wind resource in Europe. The research conducted by Oxford University's Environmental Change Institute for the DTI, analysed hourly wind speed records collected by the Met Office at 66 locations across the UK since 1970.

The authors explain that extensive wind speed records were used to identify patterns of wind power availability. These records showed that:

- 1 Wind power availability is greater during winter than at other times of the year, and is on average stronger during the day than overnight;
- 2 wind power delivers around two and a half times as much electricity during periods of high electricity demand as during low demand periods; and
- 3 the recorded capacity factor for onshore wind turbines in the UK is around 27% – this is higher than that recorded in Denmark or Germany, and emphasises the need to use UK data in wind power assessments.

Extreme lows or highs in wind speed are a natural feature of the UK wind climate: However a diversified wind power system would be less affected as it is rare that these extreme events affect large areas of the country at the same time.

The report also finds that: Low wind speed conditions affecting 90% or more of the UK would occur in around one hour every five years during winter. Furthermore, the chance of wind turbines shutting down due to high wind speed conditions is very rare – high winds affecting 40% or more of the UK would occur in around one hour every 10 years.

The authors conclude that wind power developments need to be integrated in the wider electricity network – this will have impacts on the network, including:

- a The development of wind power will result in a reduced need for conventional capacity – with wind power supplying 10% of UK electricity, allowing around 3 GW of conventional plant to be retired;
- b a small increase in the cost of electricity is likely to result from wind power development – this would be equal to around 2.5% of the average domestic cost of electricity with 10% wind power, and
- c the cost of balancing wind power variability is expected to reduce with improvements in wind power forecasting techniques.

A full copy of the 'Wind Power and the UK Wind Resource' can be obtained from the Environmental Change Institute; [www.eci.ox.ac.uk/renewables/ukwind](http://www.eci.ox.ac.uk/renewables/ukwind)

## Hargreaves announces its flotation on AIM

Hargreaves (UK) Holdings, Limited, to be renamed Hargreaves Services PLC, has recently announced its intention to float on AIM. The company, which is owned by management, backed by Barings English Growth Fund, was anticipating that dealings in its ordinary shares would commence in early December. Hargreaves, a name long known in the coal trade, was planning to raise up to approximately £20 million net of expenses by way of a Placing of new ordinary shares. The market capitalisation on admission to AIM is

expected to be approximately £60 million. Hargreaves has four divisions - Transport Services, Waste Services, Mineral and Industrial Services, and Monckton Coke Works which was acquired by the company in June 2005. The latter facility is the only independent producer of metallurgical coke in the UK, with an output of 200,000 tonnes per year. The proceeds from the flotation will be used to pay down existing bank and venture capital debt. The organisation's debt after flotation will be around £10 million.

## Kite ahoy!

Liveryman Paul Mott recently drew your Editor's attention to several articles which had appeared in the press relating to a novel concept whereby cargo vessels might be towed by a large inflatable kite. The suggestion that such ships could harness windpower is far from new. However, the need for masts, which not only cause drag when not in use, but take up valuable container space on the decks, has given rise to insurmountable problems. A Hamburg-based company, SkySails GmbH has already tested a prototype of a boat towed by a kite. The company claims that it could equip a ship with such a system for between €400,000 and 2.5 million, depending on the vessel's size. The resultant fuel savings (50%) would recoup these costs in just four to five years. An article in the "Economist" says that SkySails' kites are made of a type of nylon similar to that used in the sails of modern windjammers, but they fly between 100 and 300 m above sea level, where winds are less turbulent and, on average, more than 50% stronger than the winds that sails capture. An autopilot computer adjusts the height and angle of the kite, the surface area of which can range from 760 to 5,000 sq m. When the wind blows too strongly, one end of the rectangular kite is released so that the kite flaps like a flag. A powerful winch retrieves the kite when necessary.

## Go-ahead given for Little Cheyne Court wind farm

The UK Government recently gave permission for Npower Renewables to proceed with the erection of 26 wind turbines at Little Cheyne Court wind farm on Walland Marsh in Kent. The facility will generate enough electricity to power 32,000 homes.

## Clean energy opportunities framed in Climate Change Bill

Energy Minister, Mr Malcolm Wicks, recently outlined the Government's broad support for Mark Lazarowicz's Climate Change and Sustainable Energy Private Member's Bill which has now had its second reading in the Commons. The main purpose of the Bill is to enhance the UK's contribution to tackling climate change. It calls for an annual report to be laid before the House on the efforts being made to reduce greenhouse gas emissions and an update on the implementation of the DTI's microgeneration strategy. It also calls for increased promotion of microgeneration technologies and eventual targets for their use.

The Government is seeking amendments to the Bill while adding two new measures. The first would increase the time period of the power contained in section 185 of the Energy Act 2004. Earlier this year, the Government announced its intention to use this power to adjust transmission charges for renewable generators on the Scottish Islands. The scheme was set to run until 2014. The additional

clause that he is proposing to include in the Climate Change bill would extend the deadline to 2024. A consultation on the adjustment of transmission charges in the North of Scotland was launched in July. Its findings will be reported early in the New Year, before a final consultation process on the licence modifications needed to implement the scheme. The second new clause would simplify the issue of the Renewables Obligation Certificates for microgenerators by removing administrative obstacles. It would allow agents to act on behalf of microgenerators and amalgamate their output. It will also remove the requirement for a sale and buy-back agreement. Currently, the legislation requires that generators that consume their own electricity must first sell it to a supplier before buying it back for their own consumption.

## More gas in the pipeline for the UK

It was recently revealed during a conference on the subject of British and Norwegian oil and gas industry collaboration that the new Langede pipeline will be delivering gas into the UK by 2006. The connection is likely to meet up to 16% of peak demand in Britain. Another new pipeline from the Netherlands and an upgrade of the existing interconnector with Belgium will also bring new bulk supplies into the UK market during the coming winter. Together, these interconnectors will be able to eventually supply up to 25% of peak UK demand.

In the context of liquefied natural-gas terminals, the Isle of Grain terminal in the Thames estuary has already started receiving liquefied natural gas and is due to increase its capacity by October 2008. The new terminals at Milford Haven are due to take gas from October 2007. There have also been improvements to gas storage capacity at Rough and Humbly Grove, and plans have been submitted for another ten storage projects.

## UK Government allocates more money for microgeneration

The UK Government is to provide a £30 million funding package, over three years, for the Low Carbon Building Programme (LCBP). A further £1.5 million will be advanced to help the DTI's Clear Skies and the Major Photovoltaic Development programmes meet increased demand, until the LCBP replaces these programmes early in the next financial year. It is claimed that the installation of microgeneration products, such as micro-turbines, solar panels and air-source heat pumps are an excellent way for individuals, communities and businesses to make their own contribution to tackling climate change. The Low Carbon Building Programme will be designed to take a holistic approach to reducing carbon emissions from buildings by combining innovative combinations of micro-renewable technologies and energy efficiency measures. As well as continuing to fund single installations, the programmes will fund large-scale developments in the public and private sectors. Potential beneficiaries could include schools, leisure centres or even remote villages that are not connected to the grid. The grant programme is just one part of the Government's strategy to promote microgeneration, which aims to remove those barriers currently hindering the development of a sustainable market for these products.

# Jane shows that indomitable Warrior spirit!

Court Member Jane Ayre had a flash of inspiration earlier this year, while waiting for the Isle of Wight ferry, enroute to visiting a coal industry beneficiary. She would organise a "Summer Reception" in aid of SSAFA, one of the then Lord Mayor's chosen charities. As a SSAFA Forces Help caseworker, Jane well understood the needs of this organisation and was anxious to make a contribution. Having attended a Fuellers' event some years ago in HMS Warrior, a mid-Nineteenth Century warship berthed in the historic dockyard in Portsmouth, she thought this would be the ideal venue.

With the active support of the Master, David Port, and fellow Court Members, Jane went ahead with the formidable task of organising the project. Her hard work bore fruit. Over 200 Fullers, guests and supporters took the opportunity to attend. The participants included over 50 representatives from other City Livery Companies, who either had military connections or lived in Hampshire and SSAFA FH Hampshire members

The event commenced with a Champagne reception on the quarterdeck, the guests being entertained by the Ramsey Caledonian Pipe and Drum Band. Next came the opportunity to tour the ship, which in Victorian times had been equivalent of a nuclear deterrent. This was followed by supper on the gun deck, featuring roast chicken and fruit pavlova, washed down by an abundance of Warrior's own "ships wine's".

Master David Port then rose to explain in detail the needs of many ex-servicemen and their families, and the role of SSAFA Forces Help in responding through its County Branches and network of volunteer caseworkers.

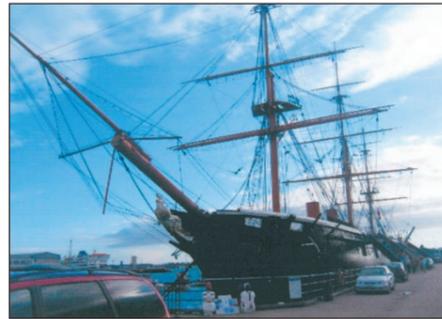
The assembled guests, both by their presence and their participation in an auction and a raffle, raised in excess of £5,500. This sum was subsequently presented to the Lord Mayor, specifically for SSAFA Forces Help

Jane, with the generous assistance of Captain David Newbury RN, Commander of HMS Warrior and a Freeman of the Fuellers' Company, also arranged for the gathering to be entertained by "Shep Woolley and the Cabin Bouys". The group's nautical attire and their music proved to be an admirable way to round off the evening.

The event was also notable for the enthusiastic way many of the guests reacted to Jane's suggested dress code on the invitation. The concept of "smart casual" went overboard, as many of the participants chose to come in period costume. The quarterdeck was a cross between a set for Peter Pan, Treasure Island, and the Pirates of Penzance. At every turn, there were wooden legs black eye patches and hooks!



High jinks on Warrior: Liveryman Archie Smith, right, holds up the fiance of Liveryman, Carrie Marsh, David Vince, at the point of a pistol.



HMS Warrior, the venue for the SSAFA summer reception, organised by Liveryman Jane Ayre. This historic ship was built in 1860.



Guests at the Summer Reception took every opportunity to dress up in 'nautical' costume.

Roger Cloke

## Good support for Fuellers' service

The Fuellers' Sunday service, held in St Michael Cornhill, in October, was well supported by Members and their guests. The service was taken by the Company's Chaplain, the Reverend Dr Peter Mullen who gave one of his thought-provoking sermons to an appreciative congregation. The epistle for the 21st Sunday after Trinity was read by the Master.

The Fueller's party subsequently adjourned to the Cheshire Cheese in Fleet Street for lunch. An added bonus was the opportunity to watch, from the upper windows of the pub, the filming of a science-fiction (?) adventure in a closed-off section of Fleet Street. The scenes included explosions in vehicles and a fair amount of blood and gore. The scenario seemed rather ill-chosen, considering recent traumatic incidents in London.



Master presents SSAFA Forces Help cheque to Lord Mayor: David Port and Jane Ayre were able to present to then Lord Mayor, Alderman Michael Savory, with a cheque for £5,500, made out to SSAFA, one of The Lord Mayor's chosen charities. This impressive sum was raised as a result of Jane's efforts in organising the "Summer Reception" on board HMS Warrior.

# Bringing Coals From Newcastle

Expanding industry can evolve a complicated structure which leaves control in unexpected places. Parliamentary Commissioners who investigated the London coal-trade in the early Nineteenth Century must have raised their eyebrows at some of the revelations.

Ships bringing coal into the Thames estuary had to await the attention of the coal factors under a strict queuing system. The number of cargoes to be offered for sale on any one day depended on prices obtained the previous day. Falling prices meant that fewer masters were allowed to dispose of their coal, and ships could sometimes lie idle for two or three weeks, waiting for the market to improve and permission to proceed. The Coal Factors Society had developed a cosy arrangement with the mine owners which "appeared to be men of business best calculated to promote the interest of the Trade and of the public at large". The public at large might have had reservations if aware that coal exported to the Continent could be bought more cheaply than in London.

When a ship was given clearance and its cargo sold, the coal had to be unloaded as quickly as possible into barges. Coal heaving was never done by the crew, and the master had to negotiate the services of an "undertaker". This gentleman undertook to provide a team of labourers, known as coal whippers, to clear the ship. It appears that anyone could be an undertaker, no previous experience required. The City would grant the appropriate licence for a fee of one guinea.

With a spasmodic need for their services, undertakers had to know where to find a gang of casual coal

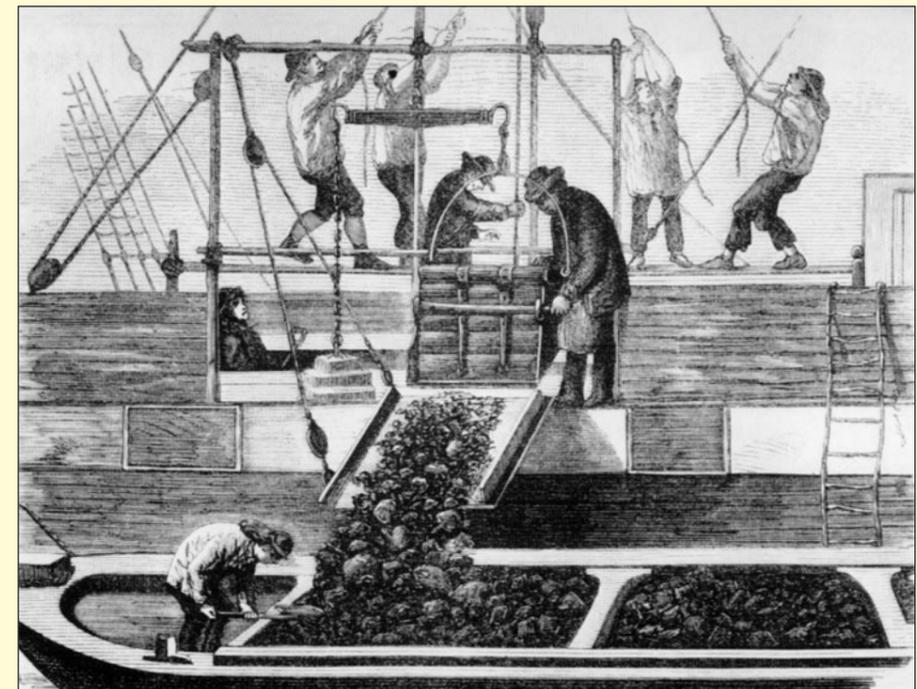
whippers at short notice. Where else could these hapless men demonstrate their availability but in the numerous Thames-side drinking dens? The publicans were not slow to spot a niche for yet more essential cogs in the coal-trade machine. A publican would arrange to provide men for an undertaker by selecting his gang members on the strength of their drinking capacity. The more men drank, the quicker their hard-earned pay ended in his pocket. Signing the pledge would have meant no work.

Whippers were no use without a ship to unload, and contracts had to be won by the publican's tame undertaker. Under a system of bribery known as "tow-row", usually involving a gallon of rum, a master could be persuaded to favour a particular undertaker. The cost of the rum was no loss to the publican; whippers were obliged to contribute two shillings each, regardless of any real debt. The scenario gives a whole new

meaning to a "tied house". If the undertaker was also a shopkeeper, he could oblige the whippers to use that business for food purchases as a condition of employment – inevitably more expensively than elsewhere.

With a little more good fortune, the coal whippers might have avoided such a precarious place at the bottom of the coal-trade heap. In the late Seventeenth Century, their forebears had tried to organise a fellowship, modelled on the Billingsgate Porters, "to manage their own affairs". A City Commission had reported in favour of a "Fellowship and Fraternity of Coal-Labourers". The coal-trade "crimps", predecessors of the factors, persuaded the shipmasters to boycott the new fellowship, so it never proceeded. Perhaps the prospect of organised coal-heavers gaining some industrial muscle, similar to that held by the keelmen in the North, was more that the trade could endure.

David Wedderburn



Coal whippers at work in the mid-Nineteenth Century.

# Meet the Master

Our Master, Cyril McCombe, better known as "Mac" hails from the North East of England where at least three generations of his family had connections with the mining industry. He was to serve a metallurgical apprenticeship with C A Parsons, leading manufacturers of steam-powered turbo-generators, before taking up a succession of posts within the UK foundry industry. These included both Chief Metallurgist and Foundry Manager with a number of leading UK casting producers. In his 30s, he made a fundamental career change, switching to technical journalism, albeit still within the foundry sector. He was originally employed by Industrial Newspapers, located next to the Strand in Central London. During the following years, the size of the publishing house was greatly expanded by a succession of owners, eventually being acquired by the Daily Mail Group. Mac was, in due course, appointed a Director of the organisation's Fuel and Metallurgical division. During his 30 years with the company, he was responsible for editing or launching some 20 technical, trade or scientific journals. These were mainly related to the metals, mining and power generation industries and included Foundry Trade Journal, Metal Industry News, European Power News, Metallurgia, and Colliery Guardian - soon to be renamed Coal International. However, several titles were related to areas or disciplines outside manufacturing industry. One of these, conceived and edited by Mac some 20 years ago, was "Disaster Management". This dealt with the aftermath of many of the catastrophes which have taken centre stage in recent years, such as major air disasters, earthquakes, city-centre fires, industrial explosions and famine and disease.



One of the advantages of working in the publishing sector was the opportunity to travel the world in search of stories. So enjoyable was this life that Mac, upon retirement, set up Reading Matters, with the objective of producing journals under contract. One of these is a leading international trade title known as "Aluminium Times".

Mac was National President of the Institute of British Foundrymen (IBF) 1992 - 93 and President of the Foundry Equipment and Supplies Association 1993 - 95. He is a holder of the IBF's Oliver Stubbs' gold medal and in 1994 was made an MBE for services to the foundry industry. He still has a close association with a number of bodies involved with the UK's casting industry. Mac was elected a Liveryman of the Worshipful Company of Founders in 1993 and a Liveryman of the Fuellers' Company in 1997.

His interests include gardening, beekeeping, antiquarian book collecting, European decorative cast-iron, painting and industry history. In the latter context, he has had a close association with the Ironbridge Gorge Museum Trust since its formation. He and his wife Marjorie have three children and three grandchildren.

## Correspondence: Company History

Master

*I have read, with interest, the Company history contained in the latest edition of the Company Year Book. Knowing, as I do, that the Company is planning to write a definitive history, I thought that I should place on record the part played by the Society of Coal Merchants in coal trade history.*

*The first mention in the records of the Society appeared in 1539 and their first Grant of Arms became effective from 15th October 1605. On the eleventh day of March 1639, the Society of Coal Merchants of London made certain proposals for the better regulation of the trade, which were duly ratified by the King in Council. The Society continued thereafter, an association with the Company of Woodmongers and Fuellers and others concerned in the coal trade and in particular the bringing to London and retailing therein of seaborne coal.*

*By 1746, the Company of Woodmongers had ceased to be active in the coal trade and had been succeeded in that respect by the Society of Owners of Coal Craft which had been established in or about 1734. In 1836, that Society altered its name and title to the Society of Coal Merchants of London. The Society has, in its archives, the Minute Books dating from 14th December 1842 to the present day. The earlier Minute Books from 1822 - 1842 were unfortunately lost and an appeal for information, regarding their whereabouts, made in 1922, drew a blank.*

*On 15th November 1974, the Society's Committee agreed to initiate proceedings with a view to obtaining a regrant of its Charter surrendered in 1667. It took almost four years to obtain a regrant of the Charter which became effective from 8th March 1979.*

*From these facts you will appreciate that the Society has played a major part in influencing not only the coal trade's history, but also that of the Fuellers.*

*Incidentally, until recently, the constitutional makeup of the Coal Meters Committee required six members from the Coal Factors Society and six from the Society of Coal Merchants.*

*Sincerely yours*

*Peter M Stafford*

*Chairman, Society of Coal Merchants*

*Chairman, Coal Meters Committee*

## Vintners' Hall was popular choice for Installation Dinner

This year's Installation dinner was held in Vintners' Hall in Upper Thames Street. Before the event, many of the members and their guests chose to witness the installation of the Twenty-second Master of the Company when the retiring Master, David Port, handed over the chain of office to his Senior Warden, Cyril McCombe. The new Master then, in turn, installed Nigel Draffin as Senior Warden and Air Vice Marshall John Price CBE as Junior Warden.

Prior to this ceremony, the Company had been delighted to welcome Sir John Parker as an Honorary Freeman and Air Cdr Andrew Spinks as an Honorary Liveryman. Mark Smith was elected Freeman, and Professor Martin Fry; June Garner; Janet Harrison; Patrick Helly; Philip Newhouse; Elizabeth Pybus; Maurice Smith and Ellin Zomaya were clothed in the Livery.

Following the dinner, which was attended by 150 members of the Company and their guests, the Senior Warden, Nigel Draffin rose to propose the guests. Nigel said how much the Company appreciated the presence of so many important personages. First, it was an honour to welcome the principal guest, Professor Colin Humphreys, CBE FREng., Goldsmiths' Professor of Materials Science, University of Cambridge. Amongst others, he was particularly pleased to welcome the Company's guests from the armed services, including Commodore Gerry Thwaites and Wing Commander Robert Daft.

The response on behalf of the guests was given by Professor Colin Humphreys. He provided his listeners with an amusing and thought-provoking account, as he saw it, of the negative aspects of wind turbines and their contribution to power generation in the UK. He also presented a fascinating insight into the potential for light-emitting diodes as an alternative to tungsten-filament light bulbs.

The final address was given by the new Master, Cyril McCombe. He opened by thanking the outgoing Master, David Port, for his sterling efforts on behalf of the Company, including firm leadership and the provision of a most interesting and enjoyable series of events within the annual programme. He also referred to the challenge faced by David in having to commute between York and London which, during his term in office, had involved him in 42,000 miles of travelling.

Cyril then thanked a number of individuals who had made a substantial contribution to the Company over the previous year in a variety of roles, including Lord Ezra for not only founding the Fuellers' Lecture, but for presenting the first paper in the series to an audience of 160 guests. Mention was also made of Court Member Jane Ayre's efforts in organising a function on HMS Warrior which raised around £5,500 for SSAFA, part of the Lord Mayor's Appeal 2005.

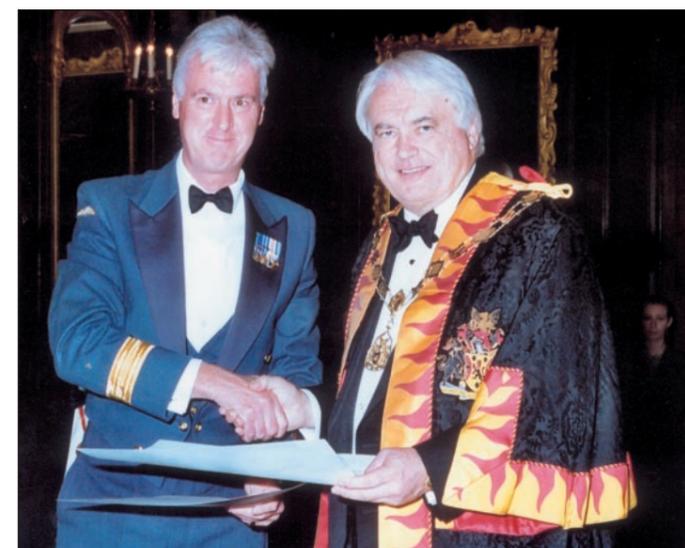
He also expressed the Company's appreciation of the on-going financial assistance provided by the Coal Meters.



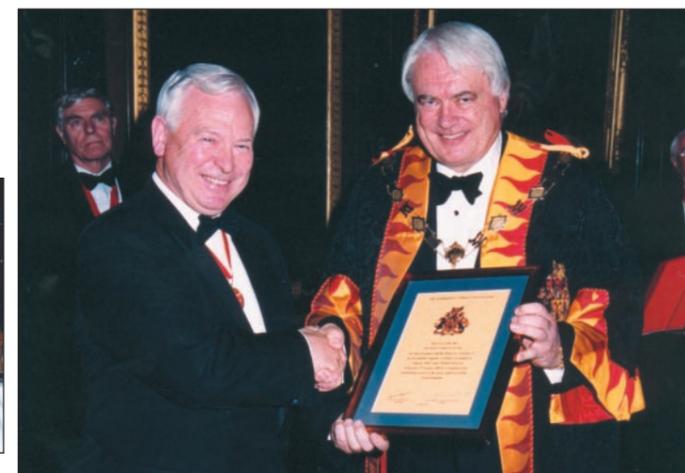
Photographed at the Installation Dinner were, left to right, Senior Warden Nigel Draffin and his wife Christine; Master Cyril McCombe and his wife Marjorie; Ilse Price and Junior Warden Air Vice Marshal John Price.



The installation of Cyril McCombe as Master. Beadle Tony Parker adjusts Cyril's chain of office, whilst outgoing Master David Port prepares to hand him the declaration signifying his acceptance of the honour.



The Outgoing Master, David Port, hands Air Cdr Andrew Spinks his copy of the document recording the affiliation with the Defence Fuels Group.



The Outgoing Master, David Port, presents Sir John Parker with a scroll confirming his election as an Honory Freeman.