



THEFUELLER

The Official Journal of The Worshipful Company of Fuellers

Registered at Stationers' Hall

25th Anniversary Banquet

Mansion House
20th April 2010

Our 25th anniversary year has been full of very special events but when The Master welcomes HRH The Earl of Wessex and The Lord Mayor to the majestic surroundings of The Egyptian Room at Mansion House I think we can all agree that our 25th Anniversary Banquet held on 20th April is bound to be a memorable highlight.

The Fuellers were delighted to welcome some 100 guests and friends and none more so than our good friends from the Coal Meters who have helped so generously since the Company's inception and particularly in our 25th year.

As the candle light played upon the gold and silver artefacts including The Mace and Sword behind the Master and Prince Edward at the top table, 200 Fuellers and guests were treated to a magnificent concert by the gallery players culminating in an electrifying rendition of The Post Horn Gallop.

The Master and Wardens welcomed everyone in our time honoured fashion of fraternity and companionship and (cont...)



The Master and Mistress greet The Earl of Wessex at The Mansion House.

Photo:michael o'sullivan photography



The Beadle announces the Lord Mayor Nick Anstey and the Lady Mayoress



The Earl of Wessex with Neville Chamberlain CBE and Joy Chamberlain

Photos: michael o sullivan photography



David and Carrie Marsh



Edmund and Susie Stephenson Clarke



The Master and Wardens at Drapers' Hall a week before the Banquet with the newly admitted Freeman. L-R, Nigel Haigh, Adam Janikowski and Colin Malam

never more pertinent were the Chaplain's words from his address at St Michaels on 13th April when he asked us to remember that we are above all a Company and it was certainly true within the Mansion House on that night. Conviviality rained down and fellowship was all around as we celebrated 25 years of The Fuellers whilst recognising that our roots, origins and history go back perhaps nearly a millennia. (For the detail on this please read our new Company History!)

The formal elements of the banquet commenced with the presentation by Michael Bryer Ash and Edmund Stephenson Clarke, of a 19th century ceremonial wand carried by the Prince Consort at the opening of The Coal Exchange in 1849, a most magnificent gift from The Meters to celebrate our 25th Anniversary. Prince Edward then presented the annual Fuellers Awards to the recipients from our military associations and in return The Master presented him and The Lord Mayor with inscribed leather-bound copies of our history. A third copy was given later to Past Master and former editor of The Fueller MacCombe for his unswerving efforts in the creation of the history.

In his valediction to The Fuellers The Lord Mayor, who is an inveterate long distance runner, said that being with us on this special evening was 'no marathon at all' and he reflected that whilst we spoke of the evening as our 25th Anniversary we should really see this as our 'coming of age'. Equally he asked that we continue to aspire to the goal of all Livery Companies to extend across the world the City DNA of contact and exchange for mutual benefit.

In reply The Master commented that it was an exceptional honour for him to be Master in this 25th year and went so far as to say that in answer to the perennial question 'was he enjoying his year' anybody would be 'bonkers' to not be revelling in the delight of it all.

Company number 95 might only have 25 years on the scoreboard but on this night of absolute magnificence you would have thought that The Fuellers had been at the very epicentre of all that is good about the City of London and its Livery Companies for time immemorial. The Fuellers, root and branch, may it flourish forever. - **Paul Cuttill**

The Master's Year

I have taken every opportunity during my year as Master to express my appreciation of the privilege granted to me of being Master and of representing the Company in this 25th Anniversary Year. It has been a wonderful year although one touched with great sadness with the losses of Past Masters Colin MacLeod and "Mac" McCombe. During the year, Marilynne and I have attended and greatly enjoyed many important events and functions, including inter alia those arranged by our fellow livery companies both old and modern, a Lord Mayor's Banquet and a Garden Party at Buckingham Palace. Without any doubt, however, the most pleasure has come from our own functions and from the rapport with our services affiliations.

This has been a very special year for the Company and I was tasked with ensuring it was so. To that end, Marilynne and I have arranged a large number of events in the year. The larger of these are reviewed elsewhere in this edition of The Fueller and I shall constrain myself in this Review accordingly. The year of course began with the Installation Dinner at the magnificent Clothworkers' Hall, shortly followed by our outstanding participation in The Lord Mayor's Show, both of which were featured in the previous issue of The Fueller. Later in November it was a great pleasure to join our benefactors, the Coal Meters, for luncheon at the Goring Hotel. A few days later I hosted a very special luncheon for Mac McCombe at the Army & Navy Club.

In January, The Master's Ladies Dinner was held at Wax Chandlers' Hall. As beekeepers, this was a natural choice of venue for Marilynne and for me. At the candle-lit dinner, our guests were entertained by a string quartet of

young ladies and were each presented with a jar of honey from Marilynne's bees and one of her hand-made wax candles in the shape of a hive. At this dinner, my guest The Rev'd Canon Nigel Nicholson DL spontaneously initiated what I trust will become a tradition: raising funds for the Fuellers Charitable Trust by sending the silver Chauldron Coal Wagon (on permanent loan from the Coal Meters) around the table as a vehicle to receive donations. I repeated the exercise at our Court Dinner in June on board HQS Wellington.

In March, following the United Guilds Service and lunch at Pewterers' Hall, a number of Fuellers joined me in a visit to the City of London Police stables hosted by Inspector Rowbottom. This was particularly interesting to me as my grandfather was a mounted policeman in London for many years. The stables are home to 10 police horses and 26 dogs. We met six of the horses, including Police Horse 73 "Ken" and his uncle, Police Horse 66 Buggsy (aka James), and were



The Coal Meters at the Goring



Our guest and speaker at the Master's Ladies' Dinner, The Revd Canon Nigel Nicholson DL with the Master and Mistress



103 (Corp of Drums) Army Cadet Force Detachment, Royal Regiment of Fusiliers



Senior Warden Michael Byrne, Inspector Chris Rowbottom, Neville Brown, the Mistress and Elinor Goldsmith with Ken at the Wood Street stables

then treated to an impromptu display by a proactive search dog specialising in firearms detection. The stables provide a tremendous facility for the police in the City.

My year has coincided with the celebration of the 150th Anniversary of the Cadet Movement and I have greatly enjoyed attending functions in their honour at Lancaster House, at Hollyhedge House and at the Mansion House. I was pleased, therefore, to bring the 103 Army Cadets Corps of Drums led by Drum Major Mike Price to Drapers' Hall to beat retreat at our Reception on 13th April following our Thanksgiving Service at St Michael's, Cornhill.

The Anniversary Banquet at the Mansion House on 20th April was a glittering occasion in the presence of HRH The Earl of Wessex. It was also the largest dinner arranged to date for the Company by the Learned Clerk. The evening also saw the launch of the splendid History of the Company, "The Fueller's Tale", by Roderick Braithwaite. It gave me tremendous pleasure to work very closely with Past Master Mac McCombe, Chairman of the Book Committee, on the finalisation of the History and it was a further pleasure to send to him a specially inscribed leather-bound edition to witness the Company's gratitude for his huge contribution.



Lord and Lady Ezra with the Court's gift on their Diamond Anniversary

23rd June was the diamond wedding anniversary of Lord and Lady Ezra. At the suggestion of Past Master Edward Wilkinson, the Court individually subscribed for a gift of a porcelain Loving Cup inscribed with the Fuellers' armorial bearings and an anniversary greeting. Past Master Wilkinson, Past Master Michael Bryer Ash and I took this gift on the day and were warmly greeted with a glass of champagne and with canapés prepared by Derek. On 16th July, Lady Julia celebrated her 100th birthday.

On 5th August, Marilynne and I took a party of 42 Fuellers, surely one of the largest gatherings of Fuellers for a social event, to Clarence House. The home of HRH The Prince of Wales and the Duchess of Cornwall, this visit followed upon our equally successful visit to Highgrove in 2009 and gives me this occasion to correct and to apologise for my typographical error in the last issue of *The Fueller*.

Moving on to September, the 16th was the occasion of the Inter-Livery Walk in aid of charity. Organised by the Company of Environmental Cleaners, Masters and Wardens of 20 livery companies visited all 40 livery halls; a walk of some 8½ miles in full gowns, badges and bonnets. I was joined by Senior Warden Michael Byrne and we raised some £2,200 for The Fuellers Charitable Trust. All this came from Fuellers and Michael and I are most grateful for your generous support. It took a full day as we had to stop for a photo call at each hall, which took some organising, and the very necessary refuelling stops took up some time. It was hugely enjoyable and we were pleased to meet "Lucy", a cow brought along to meet us at Bakers' Hall by the Master Farmer.

The following day, gluttons for punishment, we joined other Fuellers and partook in a Southwark Walk arranged and led by Liveryman Rod Brown. This was most interesting, as Rod pointed out many places of interest in the Borough and explained their history. Also memorable of course was a chance meeting with Lady Sue Reardon Smith



A Motley of Masters on the Inter-Livery Walk

on her bicycle on the South Bank. Unfortunately, the only trace of cow we encountered was of a less fortunate one than Lucy at the end of our walk in Borough Market.

The support from our services affiliations has been hugely appreciated and a highlight of the year. The five days sailing on RFA Wave Knight from Plymouth in March is described elsewhere, as is the two day visit to RAF Brize Norton in July. The latter trip is owed entirely to Marilynne chatting up the Officer Commanding 216 Squadron, Honorary Liveryman Alistair “Al” Green, at the Anniversary Banquet. Earlier, on 10th June, Marilynne and I had enjoyed a lovely evening as guests of 216 Squadron at the RAF Brize Norton Annual Formal Reception, followed by a Sunset Ceremony and flypast supported by the Central Band of the RAF.

The Fuellers’ Energy Lecture on 29th September was a tremendous success. The evening will be reported fully in the next issue, but I must extend the Fuellers’ greatest appreciation to Neil Upton and his firm, our sponsors, Greenberg Traurig Maher LLP. My final Fuellers event was the visit to the Foundling Museum on 6th October which was very moving and made more fascinating by our wonderful guide.

In all, I shall have attended or represented the Company at some 140 events, functions, luncheons, dinners and meetings in the year. At many of these I have been accompanied and supported by Marilynne and she has also attended many additional functions in her own right as Mistress. The personal highlight of the year for both of us was, however, the celebration of our 40th Wedding Anniversary at our favourite restaurant in Venice having travelled there on the Orient Express. Another highlight for Marilynne was to be in the company of her favourite guitarist, Mark Knopfler, on the train!

To conclude, I would first like to thank my two Wardens, Michael Byrne and Stuart Goldsmith, for their support in



The Senior Warden and Nick Martin outside Sir Christopher Wren’s lodgings at Bankside on the Southwark Walk

my year and to wish Michael an equally wonderful year for himself and Mary. I would like to thank our Learned Clerk, Sir Antony, for his great support, guidance and forbearance throughout and also for his great company at many functions. In his first full year as our Beadle, we have found a true professional in Colin Smith. I am grateful for his help and his humour and also for the private tour of The Tower of London that he gave to me and Marilynne. In addition, I would like to thank certain Past Masters for their wise counsel and friendship in this anniversary year. I would particularly mention Past Masters John Boddy, Michael Bryer Ash, Edward Wilkinson, Andrew Bainbridge and David Port. Without doubt, however, my greatest thanks must go to Marilynne for her huge contribution to the success of our year and for putting up with me throughout it. She has provided the thought behind very many of our Fueller events and she has had a practical hand on things too. Her suggestions on menus, for example, have largely been behind the many great compliments we have had all year on the fare at our luncheons and dinners. She has also of course always looked absolutely lovely. She “frocks up” well, to borrow a term from a concierge in Sydney. - **John Bainbridge**

Burning coal in situ - Underground Coal Gasification

Great Britain still has an estimated 100bn tons of useable black coal on land and probably at least the same again under the UK Continental Shelf. This would be sufficient, if accessible, to supply all UK power needs for 300+ years.

Traditional underground mining is currently extracting about 12m tons p.a., so there is plenty remaining for the new technology of underground coal gasification (UCG) now being seriously proposed for UK coal for the first time. The UK Coal Authority has issued 12 conditional exploration licenses for UCG over the past year in the Firth of Forth, the Humber and Swansea Bay.

Michael Green, one of our new liverymen, is a specialist in this technology. His company, UCG Engineering Ltd, has contracts in Australia, China and Eastern Europe

UCG is the in-situ gasification of coal within the coal seam. It is a coal extraction and conversion to a combustible syngas gas in one step. Boreholes connect the underground combustion cavities to the injection and production wellheads at surface and the gas produced, after processing, can be used in conventional gas turbines, or in chemical processes for the manufacturer of chemicals and fuels. The boreholes use advanced steerable drilling and completion techniques

to enter the coal, advance the process through the coal seam and provide the pathways through which the injection and production gases are transferred.

Michael Green, one of our new liverymen, is a specialist in this technology. His company, UCG Engineering Ltd, has contracts in Australia, China and Eastern Europe, all major coal-producing countries with a growing interest in the commercial

applications of UCG. Typical early projects involve the co-firing of UCG syngas with coal in power station boilers or existing gas turbines, often with follow-on proposals for totally new combined cycle gas turbines (CCGT) powered entirely by UCG syngas.

The long term future of UCG technology lies in its clean coal credentials and potential. New UCG-CCGT are projected to operate with life-cycle efficiencies,

including the gasification and gas transmission stages, of well over 50%. This would put UCG ahead of the best coal systems, such as integrated gas combined cycle (IGCC) and supercritical thermal systems (STS) for power generation.

The next stage is the total removal and sequestration of virtually all carbon emissions from the UCG power station, which is achieved by combining UCG with carbon capture and sequestration (CCS). Michael's company has been instrumental in winning a €m grant from the European Union Research Fund for Coal and Steel, (EU-RFCS) to investigate UCG-CCS in deep coal seams in Bulgaria. The multi-client EU study, which has five Member State partners and commenced in July 2010, will investigate the capacity of the UCG cavities in coal seams to accept and permanently store highly compressed CO₂. If the 30-month study is successful, the result could point to totally carbon-free power generation from coal; field trials in Bulgaria or possibly the deeper nearshore seams of the UK could follow.

In summary, coal has to be clean to survive as a long-term fuel, and very high efficiency combined with CCS is the likely development route. UCG, now largely proven as a coal exploitation technology, has the potential to play a key role in the future.

Fuellers' Visit to JET Culham, 3rd February 2010

A party of 30 Fuellers and their guests (a record for any Fuellers' industrial visit) made a visit to JET Culham, the world's leading nuclear fusion research facility and its only working fusion reactor, on 3rd February. Most of the party first took lunch at the nearby 13th Century coaching inn at Clifton Hampden.

Upon arrival at the large site, we were welcomed by the Director, Professor Steve Cowley, who explained that JET Culham uses isotopes of hydrogen to achieve nuclear fusion – what JET is about is making a star, like the sun, on earth. The sun is able to run at a modest core temperature of 10 million degrees centigrade – and on its surface it is even cooler, due to its strong gravity. JET was built during 1979-83 and weighs 3,000 tonnes but the 0.1 g of hydrogen – the same weight as a postage stamp - inside its 100 cubic metre doughnut-shaped vacuum reactor has to be heated to 150 million degrees to achieve fusion and this is only achievable for five seconds at a time. Videos were shown of actual fusion taking place: the edge of the plasma glows blue but the middle is colourless.

JET is being upgraded a little and will eventually generate 25 MW of power by 2013 (when it last ran, it produced 16 MW). Unfortunately to achieve this, the peak load taken

from the Grid is 575 MW, supplemented by a further 300 MW of power from two pre-rotated 10 m flywheels in the basement! However, a new fusion reactor at Cadarache, France, will be 10 times as big and will make more energy than it consumes and can keep running indefinitely, although it will not be able to generate usable electricity (that will be the next prototype).

Steve explained that his budget is £60m a year, about half of which is from the EC. At Christmas, he received an extra £20m for experiments with a miniature fusion-type torus in an entirely different configuration, called MAST, which so far only achieves “only” 25 million degrees centigrade (so that no fusion is achieved), yet which may point to a smaller reactor type being possible.

The big advantage of using hydrogen as a fuel is that there is enough of it in the oceans to meet the world's energy needs from fusion power for 30 million years; it was appropriate for the Fuellers in their 25th year to make such a forward-looking visit. - **Paul Mott**

David Esp made a high quality video of the visit, copies of which are available.

Future Strategic Tanker

The first Future Strategic Tanker Aircraft (FSTA) in military configuration took to the skies over Madrid for the first time today, Thursday 16th September 2010. The test flight – which lasted just under two hours – took place on schedule after the completion of a comprehensive military conversion programme by Airbus Military at their purpose-built facility near Madrid, Spain.

This aircraft, which is based on the A330-200 commercial airliner, is destined for delivery to the Royal Air Force (RAF) as part of the 14-strong FSTA fleet. The fleet will provide an essential air transport – including aero medical evacuation – and air-to-air refuelling capability to the RAF as part of a wider integrated aircraft service to be delivered by Air Tanker over 24 years from delivery.



RFA Wave Knight

- 21st to 26th March 2010

At the kind invitation of Captain Ian Pilling, a small party of Fuellers, led by the Master, joined RFA Wave Knight at Plymouth on 21st March for the FOST (Flag Officer Sea Training) exercises. We sailed the following day.

The programme for the week was to carry out a RAS (Replenishment at Sea) with USS Vicksburg, a cruiser, on the Monday evening. Tuesday a.m. another RAS was planned with HMS Echo. The week was necessarily full of acronyms which for the sake of the reader I shall avoid henceforth. An Air Defence Exercise and Counter Submarine Exercise were to take place that afternoon. Wednesday morning would see a Tow Exercise and on that afternoon helicopters were due to land on board as part of the exercises. This all was building towards the full Thursday WAR in which Wave Knight was to be the prime MEU (Mission Essential Unit) and the principle target of the simulated attacks. Unfortunately, although the weather in the Channel was not too bad, poor visibility onshore led to some cancellations, including the RAF helicopters.

Attacks were expected from Hawks and Falcons representing missiles and missile carriers respectively, also from submarines and Fast Incoming Attack Craft. Defences came in many shapes including from USS Vicksburg and avoiding action was taken. However, it seems that we were sunk at least twice. The RFA participate in three versions of WAR: amphibious involving a beach storming; choke point, for example in narrow access such as the Malacca Straits, and exclusion zone. The latter was operated in this WAR with Wave Knight at the centre of the zone.



Wave Knight Command Room during the official lull in the Thursday War. Captain Ian Pilling centre

Wave Knight's part in the exercise was controlled by Captain Pilling from the Command Room.

Wave Knight's part in the exercise was controlled by Captain Pilling from the Command Room. Throughout the exercise the bridge remained extremely calm, with the exception of Liveryman Paul Mott who enthusiastically armed himself with binoculars and scurried from port to starboard and to port again seeking to warn of "incoming". Not without success. Hawks seemed to go through the rigging at times.

It was a hugely interesting and enjoyable week and our thanks are due to Captain Pilling, Captain Graham Turner (Chief Engineer Officer), Jed Macanley (Executive Officer) and all other officers and crew who made us so welcome, including Roger Stevens (Marine Engineer Officer), the Fuellers' 2010 RFA Prize Winner.

John Bainbridge

GBS Marathon Man – My London Marathon 2010 experience

A very big thank you to all – over 200 (including some of my fellow Fuellers) – who so generously supported my first (and last!) London Marathon fundraising for the Cystic Fibrosis unit at the Royal Brompton Hospital and The Cystic Fibrosis Trust. To date this has amounted to over £27,000 and donations are still coming in.



A commitment to running the Marathon doesn't come without having to reschedule one's life a little. In my case, this involved balancing frequent overseas travel with training on five days a week – early morning and late evening gym sessions plus runs in all weathers. But the advantages are that it makes you incredibly fit and helps jet lag. However, it also involved a lot of niggles and injuries too which for my old bones meant frequent visits to the physiotherapist. I slipped off a treadmill in a Rotterdam Hotel early one morning while in the middle of a 5km run which resulted in a massive haematoma to my left leg, I pulled a calf muscle whilst running up Putney Hill late one very cold January evening (I hadn't warmed up sufficiently beforehand) and I strained a hamstring on Wimbledon Common just two weeks

before the Marathon. But these are all part of the experience and I got through them!

On the day of the Marathon itself (Sunday, 25th April), after four and a half months of lung busting training I felt physically fit, if not a little nervous. You effectively run two phases – the first 1-20 miles is relatively easy as long as you are fit. (I saw a number of



runners who had started to walk at 4 miles!) The second phase – 20-26.2 miles – is a wholly different experience requiring a lot of grit but endured with the help of a massively supportive crowd of spectators who spur you on to keep your weary legs moving on to the seemingly elusive Finish Line which I reached in 4 hours 53 minutes (9 minutes ahead of Richard Branson!).

Once again, a huge thank you for your very generous donations which have made it all worthwhile – the money raised will be a massive boost to Cystic Fibrosis research and will go towards funding the "small (breathing) airways" research project being undertaken by the CF unit at the Royal Brompton Hospital.

Gerard Strahan

Master's Weekend in Malvern

22nd – 24th May

Our weekend started at the Wellington Aviation Museum at Moreton-in-Marsh; founded in 1990 by Gerry Tyack after serving in the RAF during the war and then spending a lifetime in the motor trade. RAF Moreton-in-Marsh was one of many flight training stations and large numbers of crews passed through; Gerry contacts anyone who recalls times at the station and has numerous books and paintings signed by past personnel, many of the items are donated to the museum by people stationed there and are very personal.

Outside the museum there are propellers and wheels from the aircraft most used at Moreton-in-Marsh, the Vickers-Armstrong Wellington; there is also a casing for the 4000lb bombs dropped by the aircraft. In his garden there is a whole tail section, showing the famous Barnes Wallis designed geodetic structure which made the aircraft so strong and easy to repair. The small size of the tail section made the Fuellers appreciate the wartime crews even more.

We then visited Mill Dene garden at Blockley, a Domesday watermill that later became a forge and houses. The Dare family bought it and started creating a garden that was opened to the public in 1992. This romantic garden is set around the beautiful mill. Sited in its own steep sided valley, the garden has hidden paths winding up from the mill-pool and stream at the bottom through the Rose Walk to the Cricket Lawn. At the very top, there are views over the Cotswold Hills, with the church as a backdrop. Also featured are a grotto; a potager; a trompe l'oeil and many specialist flower beds.

Our party stayed at the Cottage in the Wood in the Malvern Hills and enjoyed excellent dinners and service there on both Saturday and Sunday. At dinner on Saturday we were very pleased to be joined by Sir Antony and Lady Sue and by AVM John Price and Ilse.

On a sunny Sunday morning, we visited the Elgar Birthplace Museum near Worcester, which was established 75 years ago in the cottage where Edward Elgar was born in 1857. Music manuscripts are on display in the study with interesting examples of his hobbies including golf, cycling, scientific experiments and puzzles.

The surrounding garden was delightful too. Elgar had little

formal music training. He began composing at an early age, saying later that the Malvern Hills had influenced his music. He supplemented his income by teaching the violin and one of his pupils, Alice Caroline Roberts, later became his wife. They moved house 25 times in their married life, but after Alice's death, Elgar returned to Worcestershire and died there in 1934.

After lunch at The King's Head in Worcester, we walked to the cathedral, which was founded in 680 and rebuilt firstly in 983 by St Oswald and secondly in 1084 by St Wulfstan. It was badly damaged in the Civil Wars and there were several restorations over the next two hundred years. The Victorians then carried out the largest programme of restoration under the direction of Sir George Gilbert Scott. His trademark angels adorn many parts of the cathedral and debate now is how the Victorian restoration itself should be re-furbished. It is also the burial place of King John who died in 1216.

On Monday morning, the concluding event of the weekend was an exciting, informative and educational tour of the Morgan Motor Company Factory and Museum. We were pleased that the Clerk and his Lady joined the Group for this event.

Morgan has been making cars on this site for ninety six years and last year they celebrated their centenary. The cars are still all hand built with the current sport car designs being heavily influenced by the tradition and heritage of this unique manufacturer. The cars combine an aluminium chassis with an ash wood frame construction. Guides took the group on a two hours tour of the factory, explaining all aspects of the production process. The high skills of the work force were very obvious. At the end of the tour there were a number of purchases made of Morgan cars but these were all the £2.50 matchbox replicas! Who knows whether there will be any orders placed by Fuellers for the real thing?

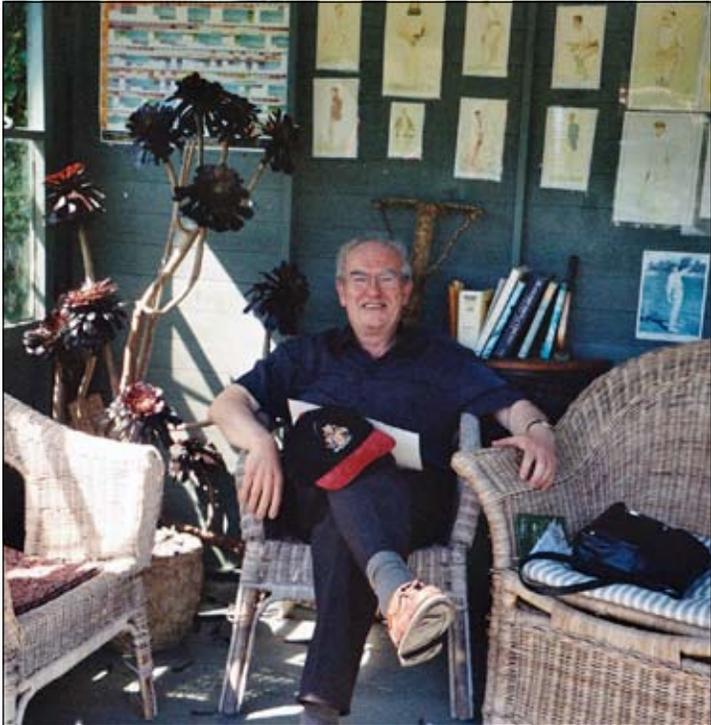
It was a wonderful weekend in glorious weather, wonderfully arranged and the views from the hotel gardens were spectacular.

Mary Byrne, Stuart Goldsmith and Peter Harrison



The Fuellers party met in the garden at the Wellington Aviation Museum

Below Left: Neville Brown relaxing at Mill Dene Below Right: Morgan car factory



Woodmongers' Supper

The venue for the fourth Woodmongers' Supper was The Royal Automobile Club, Pall Mall, on the 24th June. The supper is held jointly by the Worshipful Companies of Fuellers and Carmen and now supports the claim of the 1703 petition by the then Woodmongers and the Carmen of "all the unhappy differences between the said partners now being reconciled".

With an attendance of 120 or more, it was the best attended such supper yet. In the splendid surroundings of the Mountbatten Room, all enjoyed an excellent buffet supper with entertainment from the lovely jazz singer Georgia Mancio and accompanying instrumentalists. It was a truly convivial evening. Following the toasts, further entertainment was provided by the Masters, their Mistresses and the two Clerks in a rendition of the "Woodmongers' Song". To give a flavour, to the tune of "When I'm Cleaning Windows", the opening stanza from the Clerks was "Now they go haulin' timber, To earn a modest rate, With waiting time and overtime, They're on the road 'til late". The first response from the Ladies to the Masters began "Can't wait to wave him out the door, At breakfast he is such a bore, The milkman's calling round at four, When he's hauling timber". As with the Old Time Music Hall, the entire assembly was invited to join in and did so with great gusto.

Harmony was achieved between Fueller and Carman if not necessarily musically. Long may the Woodmongers' Suppers continue.

John Bainbridge



The Mistresses Fueller and Carman (Dorian and Tracy) and Masters Fueller and Carman leading in the Woodmongers' Song



James Hill, Past Master Brian Harrison and Janet Harrison

Alternative Livery Dinner

The Livery Dinner was held on 10th March at the Army & Navy Club. Certain of our number were unable to attend but, being Fuellers, celebrated the date despite great adversity.

Right: Lynn Port, Past Master David Port and Janet Harrison in Naples, Florida on 10th March



Pigging it in the River Fleet

So what do Fuellers have to do with London's largest subterranean watercourse? By all accounts, quite a lot, as the Fleet River once provided a conduit for the transport of wood and coal into the centre of the City and beyond. The Fleet rises in the area of Kenwood and Hampstead Ponds and flows southwards for about four miles to emerge in the Thames under Blackfriars Bridge. Now connected to the City's sewage system, at one point it is some 40ft below street level. It was always a convenient way to dispose of London's effluent and worse. As early as 1343, the butchers of Newgate Street were given permission to use a wharf near Newgate Prison to cleanse entrails. For many centuries, the watercourse was grossly polluted by excrement, offal, and all manner of garbage.

It was Jonathan Swift who penned the lines:

*“Sweepings from butchers’ stalls,
dung, guts and blood,
Drown’d puppies, stinking sprats,
all drenched in mud,
Dead cats and turnip tops, come
tumbling down the flood.”*

It was not always thus. Stow says that before 1307, ten or 12 ships used to go up the Fleet to Fleet Bridge “with divers things and merchandizes, and some of these ships went under the bridge unto ‘Holborn’ Bridge”. Thereabouts was Fleet Hythe in the possession of Henry the Woodmonger, a man who was mentioned in the “Great Roll of the Pipe” for the 31st of Henry I, and also in the “Registrum de Clerkenwell” as one of the earliest donors to Clerkenwell Nunnery.

Despite the relapse of the Fleet into a clogged and sluggish sewer, attempts were occasionally made to rectify the problem. About the year 1502 (Henry VII), the Fleet Ditch was cleared from Holborn to the Thames, enabling it to become navigable for “large barges, laden with fuel and fish”.

Thereafter, the river was allowed to revert to its former filthy state. It was after the Great Fire of London that proposals were afoot that the lower reaches should be canalised to form a new Venice. The cut was made in 1680 under the supervision of Robert Hooke. As a result, coal barges were once more enabled to progress as far as Holborn Bridge. Wharves and warehouses were built on the East side of

the Fleet, but they did not appear to have been successful. The channel provided a depth of five feet of water at the lowest tide. The links hereabouts to the North East coal trade are seen in the names of the entries to the Fleet wharves off Farringdon Street — Newcastle Close and Old Seacole Lane.

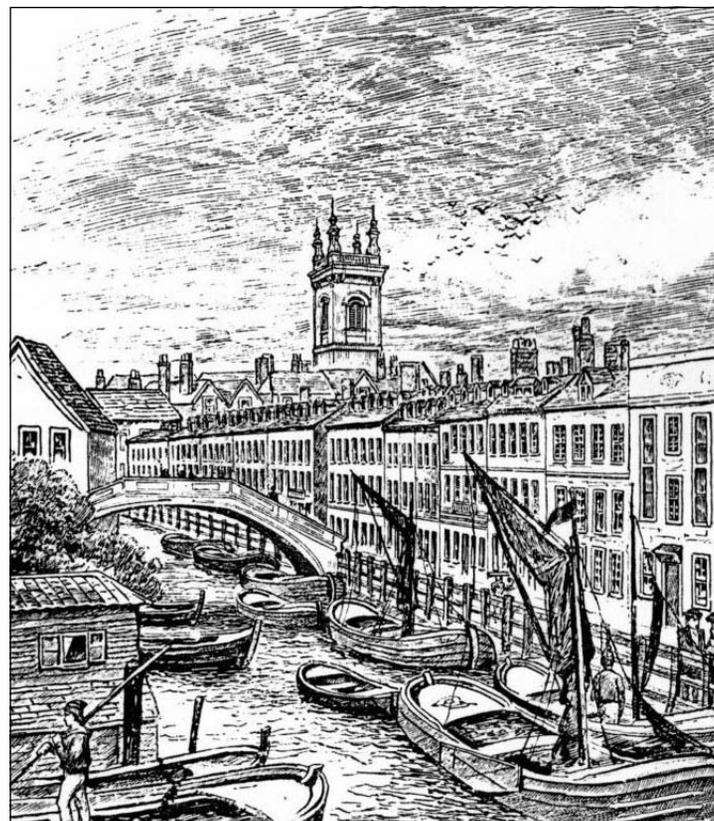
Things deteriorated once again. In 1736, a Butcher mislaid a pig near Smithfield Bars. Five months later, it emerged, grunting into the daylight from the depths of the Fleet Ditch. During the time it was lost, it had grown to an enormous size, subsisting on offal, increasing in value from ten shillings to two guineas!

In the early 1860's, sections of the Fleet were incorporated into one of the main metropolitan sewers and the river was lost to view.

C McCombe

Editor's note: Before Mac died I invited him to write a valedictory article for the Fueller. With his customary modesty, he sent this historical item, rather than a personal one.

The River Fleet, Holborn, Middx. circa 1700



Founders' Lunch - 7th July 2010



Colin Brinkman in discussion with Margaret Cripps

As part of its commemoration of the 25th anniversary of the grant of Livery to the Worshipful Company of Fuellers, members of the Court of the Company had the pleasure of entertaining to lunch Founder Members of the Company, and/or their partners, in the elegant surroundings of the Army & Navy Club. The eighteen Guests and Partners included four Past Masters of the Company, the widows of two more and Joy Puttock, the widow of the first Clerk of the Company.

Following the lunch the Master proposed the loyal toast and Honorary Court Member Roger Cloke rose to report on the present state of the Company and to review significant events over the past twenty-five years and the people who have been prominent in bringing the Company to its present state of well-being.

Roger reported that the membership of the Company, including three Honorary Freemen and four Honorary Liverymen, the commanding officers of

the Company's military affiliates, stood at 213, with a further six applications pending.

In his review of important events and people, Roger made particular mention of:

- Lord Ezra, former Chairman of the National Coal Board, who gave the inaugural Energy Lecture in 2005 and who had, from the very beginning, been an enthusiastic supporter of the initiative for forming a Livery Company for those engaged in the coal industry;

- late Past Master "Mac" McCombe who edited the Company's magazine, "The Fueller" for many years, played a prominent role in guiding the publication of the Company's history, "The Fueller's Tale", and who, only recently, died after a brave battle against Motor Neurone Disease;

- Past Masters Paul Glover, the late Bill Pybus and the late Anthony Cripps, who steered through the amendment of the Company's Ordinances so as to encompass all fuels and energy sources;

- Past Masters John Boddy, Michael BryerAsh and Edward Wilkinson, together with Liverymen Ian Fraser and Peter Stafford, who, in 1984, were among the first group to become Liverymen of the Company;

- the Company's debt of gratitude to other early Members, whom he named and who were present or represented by their widows.

Responding to the toast of "Our Founders", the Honourable Michael Donaldson, the son of Dame Mary, the Lord Mayor who presented the Company with its Grant of Livery in October 1984, ventured to offer some advice (albeit, as we all know, quite unnecessarily) about the dangers of hubris following the glory of being Master. He enjoined the Master to remember that:

1. This year's peacock is next year's feather duster; and
2. A Master of a Livery Company is like a ship's figurehead. There should be one and it looks pretty, but it is of no practical use whatever and, indeed, can get in the way of what one needs to do.

He then proposed the toast of "The Worshipful Company of Fuellers".

In responding, the Master recalled with pleasure the grace and kindness shown by Lord Mayor Dame Mary Donaldson to his, the Master's, then three-year-old son during the 1981 Lord Mayor's Show when she was Sheriff. The Company and its Founders owed their gratitude to Honorary Court Member, Liveryman Roger Cloke, whose initiative it was that a Founders' Luncheon should take place, and who had been responsible for the organisation of such a successful and pleasurable event.

John Sharp

216 Squadron visit

21st/22nd July

OC 216 Sqn invited the Fuellers to visit RAF Brize Norton to give them a taste of the tasks of the Sqn and also to give them an insight of the range of duties that the base as a whole carried out.

A group of 10 Fuellers arrived on Wednesday morning and were taken to the Sqn to receive a brief from OC 216 Sqn of current Sqn operations and daily challenges faced by us. We then took a drive across the airfield to JADTEU where Sqn Ldr Mark Renshaw had very kindly donated his time to brief the visitors on the role of JADTEU and to give us a tour of the hanger. The hangar includes mock-up aircraft of a C-17, Hercules, A400M and a Chinook. It cemented the complexity and magnitude of the tasks to move various items around the world.

After lunch, we had intended on taking the group on an AAR flight. However, due to tasking we were only able to take them on a local training sortie. Due to the limited tasking that the Sqn receive at the moment, we took this opportunity to go a little further a field and shoot some approaches at RAF Valley and RNAS Culdrose. Thankfully the weather was very kind to us and provided us with some much needed varied training and a very nice view from the office for the Fuellers!

We then proceeded to ADW where FS Jimmy Doig presented a video of "Knowledge Disperses Fear" which outlined the training aspects involved with becoming part of the Parachute Regiment. We were then taken across to the main hangar and were given the chance to try out some of their ground training aids. Much amusement was had here when a willing volunteer was able to 'jump' out of an aircraft and 'land' on an aircraft carrier, which he



The Fuellers party; Flt. Lt. Hannah Ford on extreme right



The Mistress was in the cabin for the landing. Landed, with, L-R, O/C Wg Cdr Al Green, Flt Lt Ben King (Co-pilot) and Flt Sgnt Nick Wolfenden (Air Engineer).

managed to do without ending up in the sea! The Fuellers were very impressed with the technology and in particular the enthusiasm of FS Doig and his team and were very grateful they were able to spend the hour showing them around at the end of a busy training day for them.

The next morning, after a very nice evening meal at the Bay Tree in Burford, we were treated to an hour on the SAT range with the Regiment and the chance to fly a couple of

approaches in the Tristar Simulator. FS Morris and his team were particularly patient with us on the SAT range and the majority of the Fuellers were able to meet the RAF standard, some mean feat considering the sore heads from the night before!

The visit was a great success and the Fuellers were particularly impressed with the level of enthusiasm of the personnel of each section we visited. Many thanks are passed from the Fuellers who are grateful for the personal time taken to show them around each section.

Flt Lt Hannah Ford
WCoff Liaison Officer

Editor's note: The above article is an extract from a report to 216 Squadron following the Fuellers' most enjoyable and excellently arranged and hosted visit. JADTEU = Joint Air Delivery Test and Evaluation Unit; AAR = Air-to-Air Refuelling; ADW = Air Dispatch Wing; SAT = Small Arms Trainer.

The National Coal Mining Museum Cap House Colliery, West Yorkshire

Friday 20th August 2010 dawned grey, wet and warm - perhaps rather appropriate for a visit to the National Coal Mining Museum arranged by Past Master Richard Budge, a trustee of the museum.. The small gathering of Fuellers was welcomed on arrival by our guide Andy - a retired miner himself so knowledgeable from the heart!

After depositing our contraband (anything with a battery in it!) - we donned hard hats and belted lamps to our waists then squeezed ourselves into the shaft and descended 140 metres (the height of the Blackpool Tower) to the pit face.

A little alarming perhaps for some! During the next two hours we traced mining techniques and conditions though time, from small seams where boys worked in spaces only 16" high to a modern long wall face operation in working order up to the closing of the pit after the miners strike in 1984. The early miners were made to work a 12 and a half hour day shift - this included women and small boys. The conditions were horrific and even the pit ponies would only see the light of day for two weeks a year.

Having returned to the surface none the worse for wear, the day was rounded off at The Three Acres Pub and Restaurant at Shelley near Huddersfield with true Yorkshire hospitality and a superb lunch.

Pamela Boddy



Maureen and Roger Cloke, Bill Middle (guest of John Hallett) and Past Master Daivid Bell at lunch at The Three Acres



Hatted and belted, the group prepares to go below with guide Andy

Surrey Weekend

The Autumn Master's Weekend started – as many Fuellers' meetings do – at a hostelry in Surrey. We then visited the Watts Cemetery Chapel, an amazing Victorian extravaganza that many of us had never heard of.

Designed and built by Mary Watts (wife of George Frederick Watts), the Chapel is a unique fusion of art nouveau, Celtic, Romanesque and Egyptian influence with Mary's own original style. It is impossible not to admire the work and inspiration that lies behind this beautiful little building.

Mary passionately believed that anyone with a real interest and enthusiasm could be taught how to produce beautiful decoration and, if in the process it kept them away from the 'gin palaces' of Guildford, this was surely a good thing. With this belief

firmly in mind she encouraged all from the village, whatever their social status, to come their house Limnerslease for instruction in clay modelling.

The exterior of the Chapel was finished in 1898, but the decoration of the interior took a while longer. Mary took the most talented of her craftsmen and women and together they created the stunning gesso interior, finally completing it in 1904.

Later there was a memorable wine tasting on a horse drawn former coal barge while moving along the River Wey. It appeared as if the horse's attendant was exerting more pull than the horse but this silent, relaxed mode of transport allowed full concentration on the range of New Zealand wines that were served. They formed the aperitif for an excellent meal at La Luna restaurant.

Next day there was a guided historical tour of Cranleigh, the Master's village – and reputedly the largest one in England. It was only a hamlet until the turnpike and the railway brought expansion in the mid nineteenth century. Now it is known for its boarding school and a large village green surrounded by substantial and attractive houses.

The most attractive part of the weekend was the visit to the Master's house. We have all heard of his and Marilynne's interest in cats and bees and both were on display, as was the beautiful garden that they have created. A delicious long lingering lunch completed the weekend, everyone admiring John and Marilynne's fortitude in entertaining over 20 Fuellers. - **Stuart Goldsmith**

Members' News

Patrick Helly (Court Assistant) has been elected to serve as National President of the Institute of Cast Metals Engineers for 2010-2011. Also a Member of the Institution of Mechanical Engineers and Chartered Engineer, Patrick owns and manages New Pro Foundry, an independent, medium volume non-ferrous foundry.

Sir John Parker (Honorary Freeman) has been awarded the Sir Denis Rooke Memorial Gold Medal.

Lord Ezra (Freeman) and Lady Julia Ezra celebrated their Diamond Wedding Anniversary and the Fuellers presented them with a loving cup.

The Reverend Peter Mullen (Chaplain to the Fuellers) celebrated the 40th anniversary of his ordination with a mass at St Michael's, Cornhill, followed by a reception at Drapers' Hall.



Patrick Helly

The Fuellers' Annual Golf Day

Fuellers, Horners, visitors and industry guests competed for the Fuellers Team prize and other trophies at our Annual Golf Day on 13th September held once again at Wellingborough Golf Club.



The garden at Broughton Castle

The Mistress with the winning Fuellers team.
The Master, Patrick Jennings, winner of the Fuellers' Trophy, and James Bainbridge



The lovely course is set in the 160 acres grounds around the 18th century Harrowden Hall. This year the course had been prepared for the Club members' championship the next day and presented our golfers specific challenges including long lush rough and narrower fairways which were swept by higher winds than usual for early September. However we rose to the challenge and turned in good scores with the winner coming home with the highest score registered on this event to date.

Non golfers were treated to an outing to the privately owned Broughton Castle near Banbury and were joined by Court Assistant Jane Ayre and greeted in person by Lord and Lady Saye and Seale. The lovely moated castle provided a most interesting visit featuring a private guided tour and refreshments.

Both groups joined up for dinner in the Georgian dining room at Harrowden. Prize giving was compered by Court Assistant Dennis Woods who once again had organised the entire event along with his wife Suzan who led the Broughton castle outing. Trophies were presented by our Mistress Marilynne Bainbridge.

Special thanks to Past Master David Port who not only played the first eight holes but then returned to the clubhouse to calculate the competition results as teams finished their rounds.

Sadly there were only three Fuellers competing this year. The Fuellers'

Clarence House Visit – 5th August 2010



Clarence House

Trophy went to Patrick Jennings for the second time. The two 'Fuellers' Teams included guests to make up numbers. The winning one was led by our Master John Bainbridge with 74 points. Particular thanks to the Worshipful Company of Horners for entering two complete teams and to Oil Traders Mabanft, UK Credit, Advance Fuels and 2 UK Ltd for bringing along a team each, helping to make our day such a success.

Overall winning team was UK Credit Insurance with 82 points. Second came Advance Fuels Ltd with 80 points. Overall individual winner on the day was Alex McCombe of Advance Fuels who turned in an impressive 38 points in difficult conditions. The prize was a round of golf at Wentworth organised by Dennis. Nearest to the Pin was Peter McNally from Team Wentworth joining us again this year for the 4th time. Longest drive was won by Richard Woods from 2UK Ltd.

As the annual fund raiser for the Fuellers Charitable Trust the event is proud to donate £764.

We would like to welcome more Fuellers and their guests both golfers and non golfers next year. The 9th Fuellers Golf Day is booked with Wellingborough Golf Club on Monday 12th September 2011. Please put it in your diary and help to support our charitable trust.

Dennis Woods

42 Fuellers had a private tour of Clarence House on 5th August. Our party, led by the Master, was welcomed by Fay Sinead Booth who proved to be a very knowledgeable guide. We entered the Main Hall to see pictures by John Piper and Alexander Naysmith, then turning right into the Lancaster room which has served, since the Duke of Clarence's time, as a waiting room for visitors, we faced the imposing fireplace, (of keen interest to Fuellers !) which was given by the people of Lancashire.

Next was the Morning Room, decorated in soft colours, which contains paintings of the Queen and Princess Margaret when they were young. It was easy to visualize The Queen Mother loving this special room, with its Chippendale furniture, and enjoying the only picture by Monet in the Royal Collection, a study of rocks.

We then passed into the Library, designed by Nash, then into the Dining Room, which has always been the Dining Room, with its Adam style ceiling, the main picture by Sir Edwin Landseer, painted for Queen Victoria, of her three dogs. We moved down the Horse Corridor, so named because of the collection of pictures of horses, a number by Frederick Herring, also Birstow, Beigel and Harry Hall, finishing in the Garden Room, with its Harp, Baby Steinway, and its magnificent Secretaire and tapestries, and forming a perfect entrance to The Garden. A memorable visit.

Michael Bryer Ash

Charitable trust

This article on the work of the Charitable Trust (CTF) is a brief update on some of the activities of the groups CTF has been supporting on a regular basis. We plan to run a more regular feature in future editions of the Fueller.

We have been supporting the work of the RNLI London Branch and the Tower lifeboat with their fuel costs for the past few years. Their contribution by volunteers to saving people in distress in the City is quite amazing; most of

us associate the work of the RNLI with offshore; however it has been proven that the need within some major rivers of our country is real and we are very pleased to be able to support them.

You will also read about the rescue carried out by the Thames Fueller based at Walton on the Naze. The CTF has been supporting the running costs of this boat for the past 3 years. The boat carries out a range of activities but key for us is the work it does with cadets. Your Trustees believe that the work

carried out with all cadets is vital for the development of their future life. There are many statistics to support this. The boat has also supported the work of the Cadets at Stockwell Park School with much success.

Finally your Trustees have recently decided to transfer the management of our investment fund from UBS to Ruffers. I will report more on this in the Fueller's Year Book.

Michael Husband, CTF Chairman

RNLI - Tower lifeboat

The Royal National Lifeboat Institution first established a lifeboat service on The Thames in 2002. The RNLI was asked by the Government to provide lifeboat cover in 2001, the first time specifically covering a river rather than estuarial waters. This came as a result of the findings of the Thames Safety Inquiries into the collision between the pleasure cruiser The Marchioness and the dredger Bowbelle, which resulted in the loss of 51 lives in 1989.

Today, the RNLI provides a search and rescue service to any point within the tidal reaches of the River Thames between Canvey Island and Teddington. There are four stations on The Thames: Tower, Chiswick, Gravesend and Teddington. RNLI lifeboat stations on The Thames are unique, as they are all permanently manned, this is because RNLI Lifeboat crews on the Thames are required to be afloat within 90 seconds of being notified of an incident.

Tower RNLI Lifeboat station on The Thames is the busiest RNLI station across the UK and Republic of Ireland, launching 265 times and rescuing 92 people during 2007. Provisional rescue statistics for 2007 show the Thames lifeboats were called out 523 times (an average of over one launch per day), leading to the rescue of 225 people.

Unusual within the RNLI, there are 11 full-time crewmembers at Tower RNLI Lifeboat Pier comprising

a Station Manager, 6 Helmsmen and 4 Mechanics. Tower RNLI Lifeboat operates watches of 5 full-time crew working 12-hour shifts, there are always 2 full-time lifeboat crew on duty at any one time. The third position on the boat is filled by a volunteer crewmember, of which there are currently 40 based at Tower Pier with quite a long waiting list.

Tower RNLI Lifeboat covers approximately a 15 mile stretch of the river from Barking Creek up to Battersea. The River Thames is a fascinating river steeped in history and whilst the RNLI has learnt much in the years of operation local knowledge is important, particularly bridges, reaches and wharfs, crews continue to learn.

- **John Bainbridge**

Tower lifeboat



The Thames Fueller

The training vessel Thames Fueller, which is supported by the Worshipful Company of Fuellers, is operated by the TS Rebel Cadet Sea School based at Walton on the Naze in Essex.

The school provides training for uniformed cadets aged 12 -18 years. It is a Royal Yachting Association Recognised Training Centre and an Independent Operating Authority for the Duke of Edinburgh's (DofE) Award Scheme. Over a year it provides more than 350 course places to cadets from London and the surrounding counties and is staffed by 24 suitably qualified adult volunteers. In 2009 the cadets achieved more than 220 qualifications as well as 96 DofE certificates

Thames Fueller is one of eight

training vessels operated by the school. Although fairly small at 31' length overall, she is ideally suited to the cadet training role providing a non-intimidating platform for cadets to develop boat handling skills. The electronics set on board includes RADAR and GPS Plotter and she carries an extensive folio of navigation charts enabling cadets to apply the navigation learnt in the classroom in a practical environment. She has a single Vetus/Deutz 150hp turbo charged diesel engine which provides a maximum speed of 13.5 knots; at cruising RPM she has a range of 450+ miles. She is a Category 2 coded commercial vessel which enables voyages of up to 60 miles from safe haven, therefore putting continental ports within

striking distance.

With three of her regular skippers having had formal nautical search and rescue training she proudly flies the flag of HM Coastguard Auxiliary Afloat. As such she has been involved in assisting in a number of incidents on the water including the latest one this summer when she towed a boat, three times her own size into harbour. Not only very valuable experience for her young crew but also ensuring the Fueller name is kept in the public eye in a positive manner! -

Nick Moulton

Editor's note: The Master and Senior Warden were guests aboard the Thames Fueller on 23rd July.

SEA CADETS RESCUE DISABLED YACHT 21st April 2010

The sea cadet training vessel Thames Fueller, operated by the TS Rebel Cadet Sea School based at Walton on the Naze in Essex, went to the assistance of a 40' yacht last weekend.

The yacht Pirouette had requested assistance from the Coastguard having broken down on passage to Walton Backwaters. The sea cadets responded to the resultant broadcast made by the Coastguard requesting assistance. They were able to secure a tow within 30 minutes of the first call. They then towed the yacht in to the nearest marina.

PO Dean Woodberry, officer in charge of the cadet training weekend, said "It was a good opportunity for the cadets to learn first hand about always helping others at sea."

A Coastguard officer at Thames Maritime Rescue Coordination Centre said "Once again the sea cadets in this district have demonstrated seamanlike competence and provided valuable assistance to other seafarers."

Thames Fueller is one of 8 vessels operated by TS Rebel and provides training for cadets and adult volunteers seeking power and RYA motor cruising qualifications. The vessel is supported by the MS&SC, The Worshipful Company of Fuellers and The Rebel Trust.



The Thames Fueller

More information: Nick Moulton
E: n.moulton@btopenworld.com T: 01255 851 304

Fuellers' Prize-winners

Each year the Fuellers awards prizes to representatives of our services affiliations. This year they were presented at the 25th Anniversary Banquet by HRH Prince Edward.

216 Squadron – the refuelling squadron of the RAF – nominated Flt Lt Paul Tolley for his work on the Beer for the Boys Fund – Wing Commander Steve Chadwick's initiative that obtained its initial funding from the Fuellers' Charitable Trust and our Clerk's Fraser

Trust. Flt Lt Tolley received the Fuellers 216 Squadron Silver Loving Cup and Fuellers' Medal.

HMS Sultan – the Royal Naval Air Engineering and Survival Equipment School – nominated Lt Simon Brown RN for his contribution as Course Manager. He received the Fuellers' Daedalus Trophy and Fuellers' Medal.

The Defence Fuels Group – the tri-service organisation that procures aviation, marine and ground fuels as

well as lubricants and industrial gases to support the front line commands – nominated Staff Sergeant Langley to receive the first Fuellers' Prize for his work as Depot Superintendant and his off duty charitable activities.

Finally Chief Officer Roger Stevens of the Royal Fleet Auxiliary – which has responsibility for refuelling all naval ships – received the Fuellers' RFA Silver Rose Bowl (donated last year by IPM Michael Husband) and the Fuellers' Medal for his work as Marine Engineering officer on Wave Knight.

Earlier, on 18th January the Fuellers' Charles St G Stephenson Clarke Memorial prize was presented by the Master and Past Master Nigel Draffin to Dina Lopes, an MSc Energy and Environmental Technology and Economics student at City University for her Review and Cost Benefit Analysis of the Solar Photovoltaic Sustainable Energy Project.

On 12th April the Master presented the Fuellers' City & Guilds Prize at the Lion Awards Dinner at the Lancaster Hotel. Prize Winner Robin Pearson received the award for his outstanding knowledge and accomplishment in the field of Electrotechnical Technology.

Photo: michael o'sullivan photography



The Master congratulates Chief Officer Roger Stevens RFA following the presentation of the Fuellers' Medal and RFA Silver Rose Bowl by HRH The Earl of Wessex, Commodore-in-Chief RFA

Beer for the Boys

Together with the Fraser Trust, The Charitable Trust was the first sponsor of Beer for the Boys, the fund raising venture run by the company's affiliated RAF squadron. The venture raises funds to be able to offer a beer to all service personnel returning from Afghanistan on one of the 216's TriStars which operate the airbridge. This is a great fillip for them as they return drained (and dry!) from their very tough tours. I can personally vouch for its appreciation by one lady recipient. Our 216 prizewinner, Flight Lieutenant Paul Tolley, has provided a flyer for Beer for the Boys which is enclosed with this edition of The Fueller. Please support him.

John Bainbridge

Obituaries

Past Master David Rupert Tremayne Waring

31st May 1930 - 27th April 2009

David was one of the 102 Freemen of the Company of Fuellers who supported that company's petition to the Court of the Lord Mayor and Aldermen to be granted Livery status. He was our Master in 1998/1999 and was always an active supporter of our affairs.

Prior to joining the Fuellers in 1982 David was both a Past Chairman and Past President of the Coal Industry Society and a staunch supporter of Carbon Lodge. His work as Chairman of ICF - international shippers of coal from around the world - took him to South Africa and to Australia where he struck up a lasting friendship with Liveryman Dick Austin AO

Outside of work his interests included travel and fishing both of which he shared with his long standing friend the late Bill Pybus whose eulogy David insisted on presenting only days after his own triple bypass operation.

David and June were married on the 22nd October 2007. He is survived by June, and leaves a son from a previous marriage and three grandchildren.

Past Master Cyril 'Mac' McCombe MBE

7th June 1928 - 24th May 2010

Mac served metallurgical apprenticeship with C A Parsons, electrical engineers, Newcastle upon Tyne. Subsequent responsibilities in heavy industry included chief metallurgist and foundry manager. Later he moved to the publishing sector as technical journalist, editor, managing editor and director of Industrial Newspapers Ltd. He was responsible for the editing or launch of over 20 trade and scientific journals - mainly in the metals, coal mining and power generation industries.

Mac was National president Institute of British Foundrymen 1992-93; president Foundry Equipment & Supplies Association 1993-94; founder member of The Diecasting Society. Latterly president Foundry College Association, president Thames Valley Section, Institute of Cast Metal Engineers; trustee Tor Lodge and Applecross Trust; member Acquisition and Curatorial Committee, Ironbridge Gorge Museum Trust. Recipient of The Institute of British Foundrymen's Oliver Stubbs gold medal. Awarded MBE 1994 for services to the UK foundry industry. Liveryman of the Founders' Company. Master of The Worshipful Company of Fuellers 2005-06. Interests include gardening; antiquarian books; 19th Century decorative cast iron; beekeeping; painting and research in the history of the foundry industry.

Mac and Marjorie were married on the 28th July 1956. Mac is survived by Marjorie, a son, two daughters and 5 grandchildren.

Past Master Colin John MacLeod

29th February 1928 - 26th February 2010

Colin was enrobed into our Livery on 21 July 1988, elected to the Court of Assistants on 27 January 1994 and was our fourteenth Master in 1997/98.

Colin emigrated to the United States; worked in Australia for four years; then for seven years in Central and South America as General Manager prospecting and mining. He returned to the UK and worked for the Thyssen Mining Company and then as Managing Director of Grouting Services Ltd.

In 1964 he founded the Caledonian Mining Company Limited. Initially it put out fires underground and it was said that Colin was the 'Red Adair' of the mining industry. As it grew it diversified and became a major contractor to the Ministry of Defence, oil refineries and pipeline companies, at home and abroad, and to HM Prisons. Due to ill health, Colin sold Caledonian Mining Company in 1997.

In addition to being Master of the Worshipful Company of Fuellers in 1997/1998 Colin was a loyal and generous supporter of the Coal Trade Benevolent Association and was its National President in 2009. He was also Chairman of the East Midlands Industrial Council and the UK representative for The International Energy Agency.

Colin was born in Glasgow, but his heart was always in the Western Isles from where his parents came and where he spent most of his childhood. His hobbies were his business and deep-sea fishing from his holiday home on the Isle-of-Harris.

Colin leaves four children and ten grandchildren.



Past Master Cyril 'Mac' McCombe MBE

Diary of Company & City Events

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

OCTOBER

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

NOVEMBER

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

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

Saturday 13 - Lord Mayor's Show

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

Wednesday 24 - Festival of St Cecilia, Westminster Abbey

DECEMBER

Thursday 2 - General Purposes Committee Meeting - Vestry of St Michael's Cornhill. Followed by the Carol Service at St Michael's together with the Worshipful Company of Water Conservators. Supper at The Jamaica Inn.

Saturday 4 - The British Military Tournament 2010 - Earls Court

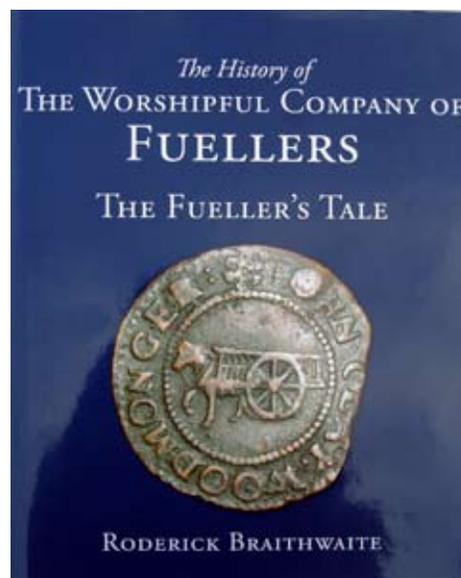
Monday 6 - Coal Trade Benevolent Association - Festival Dinner, Copthorne Tara Hotel Scarsdale Place, Kensington

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

DECEMBER (cont...)

Wednesday 15 - Charitable Trust Fund Trustees' Meeting followed by Fuellers' Christmas Lunch at Butchers' Hall

Monday 20 - Tour of the Tower of London followed by the 'Ceremony of the Keys'



The Fuellers' Shop

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

The Fueller's Tale,	
the history of the Fuellers	£25.00
Blue or Green Silk Tie	£21.50
Pink Silk Tie (Fuellers XV Club)	£22.00
Cufflinks	£11.00
Gentleman's lapel badge	£4.50
Golf Umbrella	£21.50
Baseball Hat	£11.00
Brooch for ladies	£5.50
Lady Liveryman's brooch	£71.50
Wall Plaque	£30.00



Please order - with accompanying cheque payable to:

The Worshipful Company of Fuellers

From: Mrs Jane Ayre, 68 Portway, Baughurst
TADLEY Hampshire RG26 5PE

This publication is produced and distributed by The Worshipful Company of Fuellers.

Comments on this edition and suggestions for possible inclusion in future issues are welcome and should be directed to:

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