THE FUELLER

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The Official Journal of The Worshipful Company of Fuellers

Registered at Stationers' Hall

The Fuellers take Flight

ONE OF THE RESULTS of a recent initiative to extend the links which the Fuellers' Company has with Britain's armed services was an invitation to visit the Royal Air Force Base at Brize Norton. The establishment is the home of No. 216 Squadron, which has a central air-to-air refuelling responsibility within the service. In the invitation from Wing Commander Paul A Atherton, it was suggested that several members of the Court might like to see something of the Squadron's refuelling activities at first hand.

In the event, a small party of Fuellers, led by the Master, Vaughan Williams, arrived at the base after lunch on June 20. The group was welcomed by Paul Atherton and a number of his fellow officers. During the ensuing presentation, it was explained that the Squadron has a dual role in the provision of a tanker / transport capability. In the recent conflict in the Balkans, the Squadron took a leading part in Operation Allied Force, with three aircraft based in Italy in support of NATO aircraft. It also fulfils a weekly task in providing two transport flights to the Falklands.

It was shown that the Squadron's fleet is based on Tristar aircraft converted to a transport role. The versions based at Brize Norton include KC1s, dual role aircraft equipped to haul freight and to carry out air-to-air refuelling from a pair of centreline fuselage hoses; K1s, again dual role, but with the ability to carry 204 passengers, and C2s which can accommodate 265 passengers and 16 tonnes of freight over ranges in excess of 4000 miles. The Squadron currently operates four KC1s, two K1s, two C2s and a C2A version.

The Fuellers' party face the challenge of piloting a modern jet aircraft on the Tristar flight simulator.

After the conclusion of the presentation, the group of Fuellers was invited to try their skills on the base's Tristar simulator which provides an exact replica of the flight deck, with the ability to reproduce a wide range of flying conditions, emergency scenarios, and the layout of airfields around the world. Amongst the heroes of the hour was Edward Wilkinson who successfully landed his Tristar at Heathrow at night. The subsequent braking to a standstill left something to be desired!

The party was subsequently entertained to drinks and dinner, before being accommodated overnight in the Officers' Mess. Next morning, the Fuellers participated in a planned refuelling sortie which enabled everyone to view, at close quarters, the KC1 Tristar dispensing fuel to a variety of fast jet receiver aircraft. The flight, piloted by Wing Commander Paul Atherton, took the group to a designated area over the North Sea, off the North East Coast. In the event, the programme involved the refuelling of two Tornado GR1s, two Harrier GR7s and a Nimrod MR2 maritime reconnaissance aircraft. The sortie was photographed by court member Mac McCombe, and recorded on video by Squadron Leader Dave Saunders.

At the conclusion of the visit to Brize Norton, the Master, Vaughan Williams, expressed the thanks of his party for both the generous hospitality of Paul Atherton and his colleagues, and for the rare opportunity of participating in an air-to-air refuelling sortie. He expressed the hope that this initial visit would, in due course, lead to a close association between the Worshipful Company of Fuellers and No. 216 Squadron.

The Master, Vaughan Williams, views the progress of an air-to-air refuelling operation on the remote television VDU. To his right, at the aircraft controls, is Wing Commander Paul Atherton.

Vaughan Williams expresses his thanks to Paul Atherton and his team for the opportunity to fly on an air-to-air refuelling mission and for the generous hospitality shown to the members of the Fuellers' Company.

Vaughan Williams runs Away with the Money!

Our Master, Vaughan Williams, recently raised the impressive sum of £12,200 for charity as a result of his participation in the London Marathon. With the realisation that such an undertaking calls for both speed and stamina, Vaughan embarked on a rigorous training programme, clearly at odds with the demanding social life inherent in the duties of a Master of a City Livery. His perseverance paid off and he successfully ran the course as a member of the Corporation of London Team in four hours, 40 minutes.

The money raised, both within and without the Livery, was divided between three charities in the Master's choice, namely the Worshipful Company of Fuellers' Charitable Trust, The Lord Mayor's Appeal for Barnado's, and the Royal Agricultural Benevolent Institution.

The Fuellers' Charitable Trust will devote Vaughan's gift to a special award for educational purposes within the energy industries. The Lord Mayor, Clive Martin, OBE TD DL, has made Barnado's his Year 2000 Appeal. The charity helps children by tackling issues such as poverty, disability, abuse and homelessness, and seeks to give vulnerable young people a better deal. The Royal Agricultural Benevolent Institution is the foremost charity supporting farmers and farm workers throughout England and Wales, many of whom are currently in seriously distressed circumstances.

Vaughan's single-handed achievement is bound to place future Masters in a quandary when it comes to selecting 'a bound to be supported' charity challenge. After Vaughan's epic, it is difficult to suggest a more demanding task. One might be riding, and dismounting from, all the man-riding conveyors in UK collieries. That would bring in the sponsorship.

The Master, Vaughan Williams, photographed with the Lord Mayor, Clive Martin OBE TD DL. Vaughan was later to receive a personal letter from the Lord Mayor thanking him for his efforts in the London Marathon.

Fuellers put on a Show at Livery Clay Pigeon Shoot

The Company recently entered a team, for the first time, in the annual inter-livery clay pigeon competition. The event was held at the Holland and Holland Ground in West London. It featured ten stands and an 80-bird flurry. Out of 77 entries, the Fuellers' Company came 42nd, which might be claimed as its highest position since 1376. The marksmen, who had a thoroughly enjoyable day, were made up of Doug Barrow, Alan Colquhoun, David Waring and Vaughan Williams. Hopefully this will become an annual Fuellers' fixture.

Photographed at the inter-livery clay pigeon competition were left to right Doug Barrow; David Waring; the Master, Vaughan Williams, and Alan Colquhoun.

Valentines Court Dinner provided Tour of Marylebone Cricket Club

The Valentines Court Dinner was held early this year in the Committee Dining Room within the Pavilion at Lords Cricket Ground. By tradition, each Court Member's wife or partner was invited as a guest of the Master. The choice of venue provided Court Members and their ladies with the opportunity of seeing parts of the most famous cricket ground in the world, not normally accessible to the public.

The Museum of Cricket contained a wealth of fascinating exhibits. Examining a series of paintings, left to right, are Past Masters John Boddy and John Pugh, Marianne Bainbridge, Past Master Bill Pybus, and the Master, Vaughan Williams.

It was revealed that the present site was purchased by the Marylebone Cricket Club (MCC) in 1866 for £18,000. At that time, the club was already recognised as the supreme authority on the conduct and rules of the game. The tour of the ground included what is generally acknowledged to be one of the most eye-catching stadium stands in the sporting world - the award-winning Mound Stand. The facility was built in 1987 to celebrate the MCC's bicentenary. Even more recent is the NatWest Media Centre which stands at the nursery end of the ground. This futuristic building was opened in 1999, ahead of the Cricket World Cup.

The Members and their ladies were also shown the extensive MCC museum, which chronicles the development of cricket from around 1700 to the present day. The evolutionary story is charted with a superb collection of paintings and artefacts which includes bats, blazors and trophies. The party was particularly interested to see the famous Ashes urn, and intrigued by the stuffed sparrow which was 'bowled out' by Jehangir Khan in 1936.

The group also had the opportunity to watch a game of 'real tennis'. The MCC built its first tennis court on the site of the present Mound Stand in 1838. The present court was opened in 1900. Apparently, the game of tennis can be traced back to the Thirteenth Century. The traditional sport has become known as real tennis to distinguish itself from the modern game of lawn tennis. Our present Master, Vaughan Williams, is a keen participant in this ancient game.

Painter Stainers' Hall was Venue for Annual Livery Luncheon

This year's Livery Luncheon was again held in the magnificent setting of the Painter Stainers' Hall. The event, on Thursday 6 April, attracted 128 people.

The lunch was preceded by Divine Service at St James Garlickhythe in nearby Garlick Hill, attended by the Master, Mr Vaughan Williams; Mr Brian Harrison CBE, Senior Warden; Richard Budge, Junior Warden; Past Masters; Members of the Court of Assistants; Liverymen, Freemen and their guests.

The address was given by the Revd John Paul BA, the Vicar of St James Garlickhythe, and the prayers were offered by the Revd Basil Watson, OBE MA RN (retd), Chaplin to the Company. The top table guests at the lunch included the Rt Hon Tim Eggar; Alderman Sir Roger Cork, Master, World Traders' Company; Mr J Treasure, Master, Marketors' Company; Commodore John Clayden, HMS Sultan; and Commander K Fox, also of HMS Sultan.

After a superb lunch, Members and their guests turned to listen to the several speeches, which commenced with a toast to the guests by the Senior Warden, Brian Harrison CBE.

The Guest Speaker was the Rt Hon Tim Eggar, who was Minister of Energy under the Thatcher Government, and is currently a Director of Lasmo Oil. In his remarks, he provided a fascinating insight into the political background to the privatisation of the UK coal industry and the problems with pit closures. He implied that with hindsight, the whole process of privatisation could have been handled better, with the avoidance of precipitous colliery closures. Mr Eggar ended his address with a toast to the Worshipful Company of Fuellers.

The Beadle, Tony Parker, escorts the Master, Vaughan Williams, the Senior Warden, Brian Harrison, and the Junior Warden, Richard Budge, on their walk from Painter Stainers' Hall to St James Garlickhythe for Divine Service, prior to the Livery Lunch.

The Master, in response, spoke of the Company's need to look ahead. It had long been acknowledged that coal was in decline as a source of energy and it was no longer possible to sustain the organisation on membership from that quarter. There was a clear need to look to the future, a future which would embrace involvement with all sectors of the energy industry. The Company needed to set itself new objectives, which would include making a substantial contribution to education, the holding of an annual energy lecture, and other similar initiatives, the provision of support for City institutions, an increase in the size of the Charitable Trust Fund, and to make and sustain contacts with the RAF and army, in addition to those already in place with the navy.

In conversation were Past Masters David Waring and Edward Wilkinson.

The Master said that recent moves to increase membership had proved successful and the Company now had 145 members. The momentum of recruitment should not be allowed to slacken and the speaker looked towards the point where there would be both a ceiling and a waiting list.

The Master then spoke of his pleasure in being able to award the Fuellers' Prize for 1999 to POW AEM Lagden of HMS Sultan. She had been nominated as the most outstanding candidate, a most committed member of her company, and a first rate team player.

The speaker then referred briefly to the outcome of the Court's deliberation that morning, when it had been agreed that next year's Master would be Mr Brian Harrison CBE; Mr Richard Budge, Senior Warden and Mr Andrew Bainbridge, Junior Warden.

Finally, the Master thanked the Clerk, Ralph Riley, for his efforts over the previous year, and to general applause congratulated the two new Liverymen who had been clothed that morning - Mr N Lamberton and Mr J Sharp.

Fuellers' Prize for 2000 awarded to PO Wren Lagden

Petty Officer Wren Lagden is presented with the Fuellers' Prize by the Master, Mr Vaughan Williams.

Participants in this year's Livery Luncheon were delighted to witness the presentation of the Fuellers' Prize for 2000 to Petty Officer Wren Lagden of HMS Sultan. In the citation supporting her recommendation, it is said that after joining the Initial Training Group in June 1996 as an LWAEM(M), she rapidly, and with consummate ease, became one of the most highly respected and technically astute instructors in the group. The citation records that PO Wren Lagden's achievements over the past year have been impressive. An exceptional class instructor, she gained prominence very quickly for her ability to achieve the highest standards of appearance, discipline and training from the young trainees. She was promoted Petty Officer in March 1999 and became the Initial Training Resources Manger, being the focal point, driving force and inspiration for the complex task of reviewing the Initial Training Course. This review updates the material with modern technology, ensures appropriate civilian accreditation and has earned her universal praise across the FAA training environment for her dedication. In parallel she has set up a Customer Service Agreement with the Central Air Medical Board, a lodger unit in HMS Sultan to cover the maintenance of their decompression chamber.

She regularly represents Sultan, the Royal Navy and Combined Services at hockey and football and during this year's inter-service hockey tournament she was singled out from the tri-service entrants for the unique accolade of 'The most committed and inspirational team player of the tournament.' PO Wren Lagden, outside her normal duties, is a tireless campaigner and supporter for Multiple Sclerosis.

In the closing paragraph of the citation, it is said that her performance has been a shining example to others, fittingly portraying her as the ideal ambassador and role model for the Royal Navy.

Lambeth Palace proved Popular Venue

This Millennium Year has witnessed some exciting events in London. These have included the opening of a number of buildings not normally accessible to the general public, such as the Lambeth Palace. The complex on the South embankment of the Thames, opposite St Thomas' Hospital, is the home of the Archbishop of Canterbury and Mrs Carey.

The 30-strong party of Fuellers who visited the Palace earlier this year, commenced their tour with a look at the Museum of Garden History before entering this most historic of sites. The initial presentation provided a 15-minute video, which explained something about the buildings and their past. It was revealed that the Palace is a busy administrative office for both the Church of England and the Diocese of Canterbury. As early as 1197, Archbishop Hubert Walter acquired the Manor of Lambeth, and three years or so later he built Lambeth House as a house of Praemonstratensian Canons with his own residence attached.

The Fuellers' group started their visit with a descent into the 13th Century vaulted crypt beneath the chapel where, in 1378, John Wycliffe was examined for 'propositions, clearly heretical and depraved'. Next on the itinerary was the Great Hall with its massive hammer-beam roof. This building houses a huge library of rare books and manuscripts. The visitors then progressed to the guardroom, again surmounted by a medieval roof. It was here that Sir Thomas Moore refused to sign the 'Oath of Supremacy'. From here, the party was shown into the Dining Room and State Drawing Room where official guests are entertained in a section of the Palace which has recently been refurbished by Mrs Carey, with a light and sunny touch.

The Chapel is in daily use by the Archbishop and his household. Dating from the 13th Century, the building was severely damaged by incendiary bombs in the Second World War. The Chapel has since been restored to its former glory with the addition of colourful modern paintings on the roof by Leonard Rosoman. These depict scenes from the history of the Archbishopric.

The visit ended with the Master, Fuellers and guests taking tea in a marquee on the lawn.

Mr David Bell receives the Freedom

Mr David Bell, a Freeman of the Fuellers' Company, recently attended a ceremony at the Guildhall at which he received the Freedom by redemption. David, as is the custom, was presented with his certificate of endorsement and a book of 'Rules for the Conduct of Life.'

David is Managing Director of Georg Fischer Disa Limited (GFD), a subsidiary of DISA A/S, a Maersk company based in Denmark. He has been associated with GFD for the past 20 years. Prior to joining his present organisation, he worked overseas on a series of foundry projects and installations, after earlier holding of a number of managerial positions within the cast metals industry. He is a holder of a National Foundry College Diploma and is an Incorporated Engineer.

David Bell, accompanied by his wife, Jessica, proudly displays his newly-acquired Freedom of London Certificate.

The Coal Meters and their Historic Link with The Fuellers

In any discussion on the background to the formation of the Fuellers' Company, there is likely to be a reference made to the Coal Meters. This article provides an insight into this historic institution.

The Coal Meters Committee (sometimes referred to as the Coal Meters Office) was formed in 1832 jointly by the Societies of Coal Factors and Coal Merchants.

Individual coal meters had been employed by the Crown, and possibly the Woodmongers and Coal Sellers, as far back as the 13th century, to collect revenue under a tax on coal. In 1306, Edward the First additionally authorised the City of London to levy two pence on every cargo of coal passing under London Bridge as a duty to pay for its maintenance. This, again, was collected by coal meters. In 1369, the City appointed four coal meters to weigh sea coal, which at that time meant import of coal by ship from the North East coast and later from South Wales and Yorkshire. Charcoal was commonly referred to as coal - coal, as such, was called sea coal and sometimes pit-coal. In 1764, meters are still reported as acting for the King and the City; by 1807, there were 15 principal ship meters and 158 working meters. In 1831, an Act of Parliament abolished meters as individuals but in 1832 the Coal Meters Committee was formed and 170 official Meters are recorded in 1849.

Complaints of Short Weight

A number of Parliamentary enquiries and complaints about short weight and inferior coal led to the coal factors (who acted as middlemen between the colliery owners, the shippers, large industrial users and the coal merchants themselves) and the coal merchants to the decision that something should be done by them to put their trade in order. Accordingly, in 1832, the Coal Meters Office was set up as a regulatory body to protect not only the purchaser of the cargo, but also the shippers. The Office was to be responsible for appointing officers to check the out turn of sea-borne deliveries to the Thames and the South Coast. Other Officers were appointed to check deliveries to householders. Amongst their responsibilities was to see that bags were dry, of the same size, and that the correct number were delivered containing coal of the quality and weight described in the invoice. Each delivery cart had to carry an accurate weighing machine to check the bags on delivery.

The Coal Meters later formed the Protection Branch, particularly to supervise bag deliveries. The purpose being: one to protect the merchant from pilfering by dishonest deliverymen and second to protect the recipient. The Protection Branch Officers could, and did, make random checks at any time.

At its inception, the Coal Meters Society comprised nine representatives from the Coal Merchants and nine from the Coal Factors. The number was reduced to a more manageable six of each in 1864. The Office was funded by a charge on the companies whose coal was metered. Some merchants and some companies appointed their own Officers and the number using the Protection Branch was very much reduced following the Great War - so much so that when the Protection Branch was closed in the 1980's, their only customer was Charringtons.

In 1861, 55% of sea coal discharged in the Thames was handled by the Meters. Although still retaining their official status as the official supervising body, the figure was down to 7% in 1900. By then, some companies were enjoying their own private meters and the Office was no longer a necessary part of the machinery for collecting dues, the figure being a mere 0.2% by 1917. Meters were still employed in Newhaven and at Deptford until well into the 1960's.

End of an Era

With the closure of the Protection Branch, the day-to-day activities of the Meters ceased. Since then the Coal Meters Committee has used some of the surplus capital to set up the Charitable Fund of the Fuellers, which was formed in 1981 to recover the Charter of the old Woodmongers and Coal Sellers which had been surrendered in 1667. Income from the remaining capital is currently used for the purchase of coal trade artefacts and in particular for support of the Fuellers' Company. The artefacts of the Factors and Meters are on loan to the Museum of London.

The representative bodies of Merchants, Factors and Meters operated from and administered the London Coal Exchange*. This architecturally-important building had become largely disused after the Second World War and it was demolished in 1959. The money realised provided for the formation of the City Educational Trust Fund. The loss of accommodation when the Coal Exchange was pulled down, meant the companies and associations involved in the coal trade had to find new premises, which led to their dispersal. The Meters and Factors moved to a merchant's office in Mincing Lane, then to Westminster and finally to Hobart House. Meetings since the disposal of Hobart House were held in the offices of a Committee Member, Alec Ramsay of Lamont & Warne, and since his death in the office of the Coal Trade Benevolent Association.

**A more detailed description of the activities of the Societies of Coal Factors and Coal Merchants and their Meters Office, can be studied in Raymond Smith's book titled 'Sea coal for London', copies of which can be obtained from the Secretary of the Coal Factors.*

The Coal Exchange in Lower Thames Street was a historically important cast-iron building, designed by J B Bunning and decorated by Sang in 1847-9. It was demolished in 1959.

The Vend

From the late eighteenth century to the mid nineteenth century, the price of coal in London was controlled by the Vend. There were a number of problems: in the event of bad weather, anything from 60 to 300 collier brigs might arrive in the Thames on the same tide. Some control had to be devised so that only a certain number could proceed up river to a vacant berth in the Pool of London for discharge. The reason for this was that the price the coal might fetch varied from the time of arrival and it was important for ships to get a quick turnaround. A system of turn was devised by which every ship had to report at Gravesend and later at the Coal Factors mailing and telegraph station at Tilbury. The order of arrival of each vessel was then transmitted to Coal Meters Office, which then allocated meters in strict rotation. There were exceptions, such as the ships delivering to the Gas Companies, ships damaged and leaking etc. The cost of metering varied, but 3d a ton was an accepted rate. In 1834, a charge was imposed for entering ships on the Factors rotation book to cover the cost of the Gravesend office and later the Tilbury station when the two were amalgamated (1867).

Bevin Boys' Efforts featured at Imperial War Museum

A touring exhibition entitled 'Go to It!' featuring the contributions made by civilian workers to victory in the Second World War, is a current attraction at the Imperial War Museum. The event has been mounted to coincide with the recent unveiling by the Queen of a memorial in Coventry Cathedral, dedicated to all those who worked on the Home Front during the last general conflict. The exhibition, which runs until January 1, 2001, commemorates the many unsung heroes and heroines who played an essential part in the war effort, toiling for long hours in often difficult and dangerous conditions. They served in factories, coal mines, shipyards, offices, in the transport, supply and construction industries, on the land, at sea and in the home.

During the war years, Britain relied on coal to provide energy for industry. Electricity was generated in coal-fired power stations; gas was produced from coal, and coal itself was essential wherever steam was used, especially on the railways.

The display shows that at the time of the Second World War, coal mining was an unpleasant and dangerous occupation. Furthermore, the industry was in need of serious reform. As a result, miners were leaving for the army, or for better-paid jobs elsewhere. To counteract this problem, the Government offered mining as an alternative to military service. When this campaign did not raise enough recruits, one in every ten young conscripts chosen by ballot, was sent down the mines. There were 21,000 of those 'Bevin Boys' employed in the coal industry. Working conditions during the war period remained difficult, industrial disputes were rife, and it proved almost impossible to sustain output.

Jim Walters, a 'Bevin Boy' at work in a Kent colliery during the Spring of 1944 (photograph by courtesy of the Imperial War Museum).

An insight into the life of these Bevin Boys is contained within a book which accompanies the exhibition. The publication 'Go to It! - Working for Victory on the Home Front 1939-1945' by Asa Briggs (the distinguished Historian Lord Briggs) published by Mitchell Beazley in association with the Museum, costs £16.99.

Could Coal fuel the Next Generation of Supersonic Jets?

The seemingly unlikely prospect of powering the next generation of supersonic jet aircraft with coal has emerged in a recent Reuters' news report. It would appear that work is currently being carried out by Pennsylvania State University's Energy Institute on coal-based jet fuels, which are said to burn hotter, cleaner, safer and faster than petroleum-based products. The Penn State research, conducted over some nine years and funded to the tune of $18.4 million by the US Air Force, has concluded that coal could overcome a major obstacle in the development of faster ramjet-powered aircraft, able to travel as much as nine times the speed of sound. The problem has been the heat to which conventional fuel is exposed in a jet engine. As operating temperatures rise, petroleum-based fuels become unstable and eventually decompose to form solid deposits.

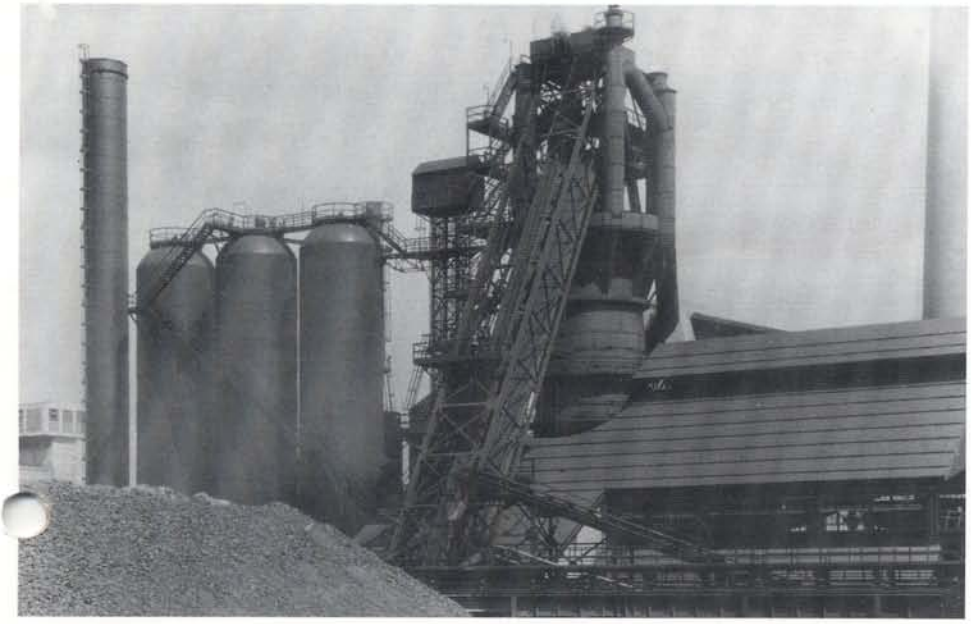
To cope with operating temperatures as high as 480° C in ramjet-powered aircraft, research has centred on coal-based fuels. These apparently share coal's distinctive ring-like hydrocarbon make-up. This has proved to be far more stable at high temperatures than the straight-line hydrocarbon structure of petroleum-based products. It has already been shown that coal-derived fuel can function normally in flow reactors, which mimic the working condition of super-heated ramjet engines. Tests have demonstrated that such fuels can remain viable at temperatures as high as 800° C. The programme will next investigate how carbon-based fuel behaves in actual engines. If this is successful, a working coal-derived fuel prototype could be available as early as 2003.

It has also been suggested that such a fuel could probably be utilised to power current commercial aircraft. The planes would not necessarily fly faster, but the engines would be less polluting at high altitudes.

The City chooses Renewable Energy

It was noted in the April issue of *Cityview* that the City Corporation has placed contracts to supply the Guildhall and Spitalfields Market with electricity generated from renewable sources. The news item suggests that these contracts, together with 'green' electricity contracts for the Barbican Centre and the City's public and street lighting, will reduce carbon dioxide emissions by 26% per year, from around 50,000 tonnes down to 36,000 tonnes.

Coal, Iron and Canaries down Dagenham Way



This photograph shows the blast-furnace and Cowper hot-blast stoves, which once dominated Ford's Dagenham factory site.

With the increasingly likely cessation of car production at Ford's Dagenham works, it is difficult to appreciate that the site on the Eastern fringe of London was once described as the Detroit of Europe. The complex was opened in 1931 with the transfer of Ford's UK operations from Trafford Park, Manchester, where it had originally been based since 1911. Situated on the banks of the Thames, the plant was originally designed to produce 200,000 cars per year, a figure which was not achieved until after the Second World War.

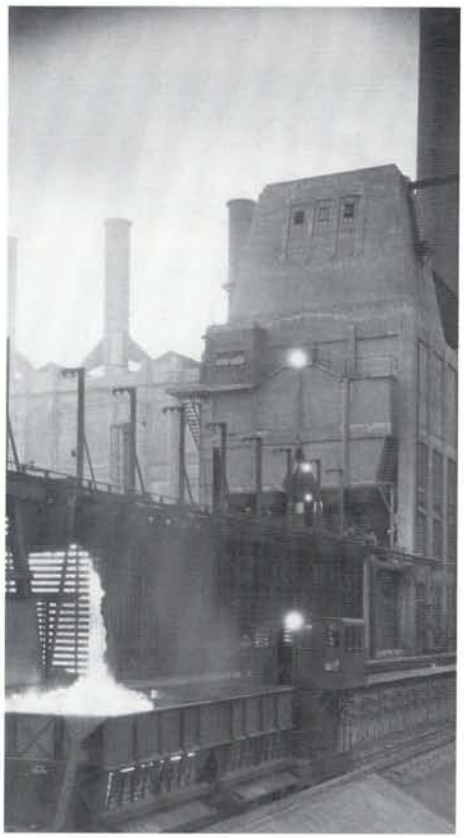
The largely integrated layout was to include its own power station, blast-furnace, coke ovens, sinter strand and foundries. As such, the works was a prodigious consumer of coal, with its own extensive jetty and facilities for the unloading of colliers.

The blast-furnace complex, with its associated Cowper stoves, produced iron for both in-house use and commercial sale as merchant pig-iron. Ford iron became a staple charge material for foundries across the breadth of Britain.

The writer of this article can remember when the liquid iron was run into 75-ton-capacity ladles for transfer to either a 600-ton-capacity mixer vessel or into either of a pair of 150-ton mixers. Iron-making on this scale was unique in the South of England. The mixers were fired by coke-oven gas or tar. In the absence of more advanced monitoring devices for carbon monoxide emissions, it is recalled that cages of canaries were held in strategic locations around the blast-furnace plant. Close by the metal mixers were six cupola melting furnaces and a pair of 15-ton-capacity arc furnaces.

The blast-furnace plant, and eventually the foundries, were to fall victim to one of the firm's periodic reorganisation programmes, the latest of which may see the termination of car production at Dagenham.

Despite the conspicuous plan of this massive works by the side of the River Thames, it escaped largely undamaged during the Second World War. It is recorded that the plant produced 144,000 military vehicles, 136,000 tractors, 14,000 Bren-gun carriers and 41,700 civilian vehicles during the course of the conflict.



The coke ovens on the Ford site at Dagenham provided fuel for the blast-furnace.

Welcome to a New Liveryman - Stuart Goldsmith

Amongst a number of our members to be admitted to the Livery is Stuart Andrew Goldsmith. Stuart has worked in the City all his life, starting at the then well known stockbroking firm of Joseph Sebag & Company in the late 1960's. He analysed capital goods companies, which included those involved with coal, laying the foundations for his membership of the Fuellers.

For 13 years he was successively head of research, investment director and Chief Executive of Fund Management at Britannia Arrow Holdings, which managed £4 billion from offices in North America and Europe. In the late 1980's he spent four years at Fredericks Place financial services group as Chief Executive and Chairman of the Country Gentlemen's Association.

Ten years ago he founded Ketton Investments with two partners; this provides advice on corporate strategy, mergers and acquisitions to small and medium sized financial and industrial companies.

Stuart was educated at Bristol University and has recently become a member of its governing Council and Chairman of Convocation - the graduates of the university.

He has four children, is married to Elinor and enjoys wine, food, travel, opera and theatre.

CITY AND COMPANY DIARY OF EVENTS

2000/2001

Month	Day/Date	Event	Venue
(2000)			
September	Thursday 7	H&E, F&GP Committee Meetings	Gun House
September	Friday 29	Election of Lord Mayor followed by lunch and Court Meeting	Guildhall then Wax Chandlers' Hall
October	Tuesday 10	Installation Dinner	Drapers' Hall
November	Thursday 16	Visit to St Paul's Cathedral	St Paul's Cathedral
December	Wednesday 20	Carol Service followed by supper	St Mary at Hill then Davey's Wine Bar
(2001)			
January	Wednesday 24	H&E, F&GP Committee Meetings followed by Livery Dinner	Chartered Accountants' Hall (Livery Dinner venue tba)
February	Wednesday 14	Court Meeting followed by Master's Dinner	Tallow Chandler's Hall
March	Wednesday 14	H&E, F&GP Committee Meetings	Chartered Accountants' Hall
March	Friday 30	United Guilds Service followed by Livery Lunch	St Paul's Cathedral then Stationers' Hall
April	Thursday 5	Election Court Lunch	Merchant Taylors' Hall
May	Thursday 31	H&E, F&GP Committee Meetings	Chartered Accountants' Hall
June	-tba-	Thames Cruise	-tba-
June	Friday 22	Election of Sheriffs followed by Livery Lunch and Court Meeting	Guildhall/Stationers' Hall then Wax Chandlers' Hall
July	-tba-	Company Visit	York
September	Friday 7	H&E, F&GP Committee Meetings	Chartered Accountants' Hall
September	Friday 28	Election of Lord Mayor followed by lunch and Court Meeting	Guildhall/Stationers' Hall then Wax Chandlers' Hall

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This publication is produced and distributed by the Worshipful Company of Fuellers. Comments on this edition and suggestions for inclusion in future issues are welcomed and should be directed to :

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