

## New honour for our Beadle

Our Beadle, David Barnes, has recently been elected Vice-President of the Society of London Toastmasters.

## A REMINDER!

21 to 35-year-olds who are training for a post, or undergoing personal development in the energy industry, may be eligible for a Fuellers' Apprenticeship. Contact the Clerk or Dennis Glew for further information.

## THE WORSHIPFUL COMPANY OF FUELLERS MERCHANDISE ORDER FORM

From  
Name.....  
Address.....  
.....  
.....  
Post Code.....  
Tel No.....

Please send me the following items:

Item	Number required	Price	Total
Blue Silk Tie	( )	£19.50	£.....
Blue Polyester Tie	( )	£7.50	£.....
Cuff Links	( )	£10.00	£.....
Lapel Badge	( )	£4.00	£.....
Ladies Bar Brooch	( )	£5.00	£.....
Wall Plaque	( )	£30.00	£.....
Ladies Shield Brooch (only available for Lady Liverymen)	( )	£65.00	£.....
TOTAL		£.....	

I enclose a cheque for £..... made payable to "Worshipful Company of Fuellers".

Please return the form with your remittance to: Mrs Jane Ayre. 68 Portway, Baughurst, Tadley, Hampshire RG26 5PE  
Tel: 0118 9813700

## Fuellers participate in Inter-Livery Clay Shoot

The Fuellers' Company competed, earlier this year, in the Inter-Livery Clay Shoot at Holland and Holland's grounds in West London. The annual event was organised by the Worshipful Company of Environmental Cleaners and proved to be extremely well attended. There were 52 Livery Companies registered to take part and some, as was the case with the Fuellers, put up more than one team.

For those interested in statistics, 85 teams, each of four guns, competed. If one considers that each team had eight shots at each of ten stands, plus what is called "The Flush" where all four guns in each team shoot simultaneously at a total of 80 moving targets, then this represents 400 shots per team and an overall total of 34,000 shots fired during the day.

The Fuellers fielded three teams, each of four guns. Team one comprised



Photographed at the Inter-Livery Clay Shoot were, left to right, David Port, Junior Warden; Ronnie Carey, Apprentice; Duncan Jeffcock, guest, and Dave Robinson, guest.

Vaughan Williams, David Waring, Doug Barrow and Alan Colquhoun; Team two, Edward Wilkinson, Alec Price, James Hill and Alan Blyghton, and Team three, David Port, David Robinson, Ronnie Carey and Duncan Jeffcock.



Suitably attired for the task in hand were, left to right, Vaughan Williams; David Waring; Doug Barrow, and Alan Colquhoun.

## CITY AND COMPANY DIARY OF EVENTS 2003

Month	Day/Date	Even	Venue
September	Wednesday 10	Recruitment reception presentation and buffet	Armourers' & Braziers' Hall
	Monday 15	Second Annual Golf Day	Wellingborough Golf Club
	Monday 29	Election of Lord Mayor followed by lunch	Guildhall; location of lunch -tba-
October	Thursday 2	Installation Court Meeting followed by Installation Dinner	Ironmongers' Hall
November	Tuesday 4	Reception, Common Hall and Supper	t-b-a
	Saturday 8	Lord Mayors' Show	City

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 :

'The Editor - The Fueller' c/o 26 Merrick Square, London SE1 4JB.  
Tel/Fax 020 7234 0760. Email clerk@fuellers.co.uk



# THE FUELLER

ISSUE No. 20

AUGUST 2003

The Official Journal of The Worshipful Company of Fuellers

Registered at Stationers' Hall

## UK to source gas from Ormen Lange

It is forecast that the UK will start receiving gas from the Ormen Lange field in the latter part of 2007. The exploitation of this source on the Norwegian continental shelf will represent an enormous challenge to the industry. Situated 100 km North West of the Møre and Romsdal coast of Norway, at a depth of between 800 and 1000 m, the field is estimated to contain recoverable reserves of 375 billion Scm of dry gas and 22 million cu m of condensate.

According to the plan, after a gradual production build up during the first two or three years, the field will supply between 50 and 70 million cu m per day. Deliveries will probably continue for 30 to 40 years.

Ormen Lange lies in a deep subsea scar area left by the Storegga slide which took place 8,000 years ago. This land movement has resulted in a heavily undulating seabed with rock debris protruding upwards between 30 to 60 m high. Not surprisingly, a major task has been to identify a secure route for the

control cables and pipelines out of the deep water production area to shore. The intention is to site all production units on the seabed, in such a way that no installation will be visible on the surface. In this location, at a depth of 1,000 m, the interaction between the Gulf Stream and the cold polar currents from the North creates special conditions which impose significant forces on risers, moorings, gas pipelines and subsea installations. The water temperatures are also likely to be below freezing for most of the year.

The stability of the seabed masses in the area and slide safety have been carefully investigated using extensive surveying and mapping operations. As a result, there are no indications that new slides can be initiated, either naturally, or from Ormen Lange development activities. The reservoir lying approximately 3,000 m below the sea surface is 40 km long and between eight to ten kilometres wide.

Between 20 and 24 production wells will probably be drilled in Ormen Lange.

The reservoir's pressure is about 280 bar, sufficient to ensure that the wellstream will not require pressure support from the onshore facility during the first years of production. The wellstream is to be transported through two 30in dia pipes over 120 km to the land-based plant at Nyhamna. The addition of antifreeze will allow the wellstream of gas, condensate and water to be transported to land unseparated. It is planned to transport the gas in a 1,200 km long pipeline from Nyhamna to Easington in the UK, via a junction at the Sleipner field installation in the North Sea. If built, a 42-in dia export pipeline will require one-million tonnes of steel and will account for a large share of the world's pipeline production and laying capacity.

Participants in the Ormen Lange licence are Norsk Hydro, 17.956% (operator in the development phase); Norsk Shell, 17.2% (operator in the operations phase); Petoro, 36%; Statoil, 10.774%; Esso Norge, 7.182% and BP, 10.888%.

## Gilbert Collection proved to be a popular visit

Early this year, a party of Fuellers' and their guests took part in an organised visit to the Gilbert Collection in the palatial setting of Somerset House. The Gilbert Collection of decorative arts represents one of the most important gifts ever made to the British Nation. Our group, escorted by an enthusiastic and informed guide, toured the

galleries, marvelling at the sumptuous treasures, which included magnificent European silver, intricate gold snuff boxes and a series of remarkable Italian micro-mosaics.

Following the visit, the party adjourned to the Savoy Hotel for afternoon tea.



Photographed during the tour of the Gilbert Collection were, left, Rosalind Budge and right, Lynn Port.



Amongst the visitors were, left to right, Julie Duffin, Dennis Glew and Barbara Glew



The Blue Guide explains the importance of the Gilbert Collection to the Fuellers' party.

## Spend some money at the City Christmas Fayre

The British Red Cross have extended an invitation to members of City Livery Companies to support the 2003 City Christmas Fayre and Gift Market. The event will be held, as usual, in the Guildhall, over 25 –26 November, 2003. There will be a wide range of stalls provided by many Livery Companies, Ward Clubs and other City institutions and bodies together with an expanded "commercial" shopping area in the crypt. This year's Fayre is co-chaired by Alderman and Mrs John Stuttard. The occasion is one of the largest events run in aid of the British Red Cross in the country and in 2001, it raised over £100,000.

The preview Night is always well attended and tickets are available in advance, and at the door — but only if there are tickets left — at £15 for a single or £25 for a double. The Preview Night is from 5.30 pm to 8.30 pm, Champagne and canapes included. The Fayre will continue on the Tuesday and Wednesday, opening both days at 11.00 am, closing at 6.30 pm on Tuesday and 4.00 pm on Wednesday. Entrance will be £3.00, concessions free. Tickets may be obtained from Dan Windross, British Red Cross, 64 London Wall, London EC2M 5TP; Tel: 020 7382 4652; Fax: 020 7382 4659.

## Avoid that sinking feeling!

The City Livery Yacht Club is currently seeking to increase its membership which is specifically open to members of Livery Companies. The Club offers sailing, boating and social opportunities to its members. The year's programme includes the start-of-season Fitting Out Dinner, the Cowes Regatta Weekend in May, plus a series of days out on the Thames, followed by the closing Laying Up Supper. Meetings and social activities are held at the prestigious Royal Thames Yacht Club in Knightsbridge. The club members are offered some unique benefits, including an exclusive tie and mess dress, and the right to fly a "defaced" blue ensign from their boats.

Those interested in boats, or just socialising in a boating environment, are invited to contact Janet Walker, Honorary Secretary, City Livery Yacht Club, c/o Stuart Fyfe Suite, 854 Brighton Road, Purley, Surrey CR8 2BH; Tel: 08700 66 4232; Fax: 08700 66 4414

## Meet our youngest Fueller!

Our youngest Fueller is Carrie Marsh and at 27 years of age she is managing the family business of Marsh Fuels located at Ball Hill, near Newbury, Berkshire. The business was set up by her great grandfather, Henry Marsh, who arrived from London in 1902 to deliver coal by horse-drawn cart. It passed down the family through her grandfather Fred, to her father Bert who handed over the reins to Carrie in April 2001.

The company is a well known retailer of oil in the area and whilst the coal business has much reduced, there is still a satisfactory trade in prepacks. Carrie has learned every angle of her business since leaving school and she is quite prepared to drive a tanker, load fuel and deal with all the aspects of managing a retail business and its transport.

Not a lady to waste time, Carrie is active in the Kennet Amateur Theatrical society and she is shown here in costume for a recent production. She also was a member of the Fuellers' team in this year's fund-raising swimathon.



*Our youngest Fueller, Carrie Marsh*

## Fuellers' team takes the plunge



*The Fuellers' Team participating in this year's Inter-livery Swimathon comprised, left to right, Deborah Singleton; Chloe Andrews-Jones; Rex Rose; Jane Ayre; Carrie Marsh; and Ronnie Carey*

Earlier this year, the Fuellers' Company took part in the Inter-livery "Swimathon", held on this occasion in the splendid pool at the RAC Club, Epsom. More teams than ever were participating and although it is a non-competitive event, no one wants to finish last. The whole swimathon was conducted in a spirit of friendly rivalry and it was observed that every style of swimming was on display, some speedy and some persistent plodding. The Fuellers' team was a little dismayed when Carrie Marsh produced her water-wings, but we now realise that she has a wicked sense of humour. The Fuellers were represented by Chloe Andrews-Jones; Jane Ayre; Ronnie Carey; Carrie Marsh; Rex Rose, and Deborah Singleton. Although he appeared rather bemused by the

proceedings, the evening was made special for the team by the presence and interest of the Master, Andrew Bainbridge, who was accompanied by the Senior Warden, Doug Barrow.

After the event, all the teams met up for dinner, the whole occasion providing a light-hearted, and as it proved, a worthwhile opportunity to meet members of other Livery Companies. The support for the event which came from so many of the Company members, as well as their families, friends and colleagues, resulted in a large donation to the Lord Mayor's charity — The Save the Children Fund. The lucky winner of the draw for the case of wine associated with the swimathon, was Bill Kaye.

*Jane Ayre*

## Fuellers visit the Transco Gas Terminal at Bacton

Several months ago, The Worshipful Company of Fuellers was extremely fortunate to visit the Transco Gas Import/Export Terminal on the North coast of Norfolk. The event was organised by Liveryman Paul Mott and his colleague at London Electricity, James Smith. Fifteen Fuellers, representing a wide cross-section of the energy industry, participated in the tour. Considering the location of Bacton, and the minor roads which need to be navigated to get there, everyone was to be congratulated on their safe and timely arrival.

For those involved in the energy industry, this was a fascinating day. It provided an excellent first-hand view of what is involved in getting gas energy from the North Sea for distribution to the population at large. The Transco terminal is one of two of the largest gas terminals in the UK. There are five such terminals in total, but Bacton in Norfolk, and St Fergus near Aberdeen account for the majority of gas brought in from the North Sea for consumption in the UK.

Bacton was built in 1968 and had an original design capacity of 4,000 million cu ft of gas per day. At that time, this was four times the domestic consumption of gas. Bacton is now apparently capable of handling almost 500 million cu m (more than double the original capacity) of gas per day and it is the primary terminal serving London.

Part of the up-rated capacity is attributable to the new SEAL pipeline that runs on the seabed all the way from the Shearwater, Elgin & Franklin Fields off the North West coast of Scotland. This pipeline, which at the Bacton end has the acronym SILK, is a direct feed to the inter-connector terminal.

In total, the site contains over 200 tonnes of gas within its pipes at any moment in time, the bulk of which is at a pressure of about 75 bar (just over 1,000

lb per sq in. The gas is distributed around the UK at this pressure through 36 in dia pipes. The gas only travels at approximately 30 mph through the pipes, so on their journey back to London, the Fuellers overtook the gas that was leaving the terminal at the time they left. The gas coming in from the North Sea can be anything up to 150 Bar in pressure (over 2,000 lb per sq in). To put this in perspective, most car tyres are pressurised to no more than 1.5 – 2 bar (20 – 30 lb per sq in)

The majority of the North Sea gas does not have any odour, so as a safety feature, a smell is added. This used to be undertaken at the large terminals, such as Bacton, but now takes place at the point of distribution. One of the interesting points is that the amount of odour added is critical. Due to the fact that there is some unavoidable seepage through joints and valves, there is an acceptable level of leakage that is considered safe. Therefore, the "smell" has to be strong enough to enable the public to be aware of dangerous leaks, but not so strong that engineers will be swamped with calls to leaks that are considered to be within acceptable safe limits.

Not only is Bacton a major terminal responsible for supplying a large proportion of the UK's demand, but it is also capable of sending and receiving a large part of its daily throughput via a seabed pipeline to Zeebrugge for distribution in Europe. This part of the terminal is called the inter-connector, for obvious reasons.

The terminal is currently being upgraded with a new line to supply a local power generation plant. This includes new valves, the largest of which has an internal diameter of 40 in and weighs an incredible 19 tonnes. The component looked very impressive sitting on its pallet awaiting installation.

Prior to the enjoyable buffet luncheon, the party was given a very informative overview of the operation and history of the terminal by the Manager, Terry Quigley. After lunch, the Fuellers were provided with safety boots, overalls and helmets for the full tour of the facility. The site covers an area of approximately 36 acres, which meant that at least some of the lunch was worked off again with the exercise.

The participants were shown the full cycle of the gas from where it is piped on to the site. Once on the complex, it has to pass through large filters and pressure regulators. The gas is regularly tested at various points on the site by automatic gas analysis, to ensure quality. Where necessary, the gas, which originates from four primary supply operators, is blended to ensure that the final product has consistent energy values. The party was shown the point at which the gas leaves the terminal, ready for distribution to domestic and industrial customers.

The Fuellers were also shown the "inter-connector", the European link. This is also a very impressive system. The compressor house is probably the largest building on the site, housing four gas-turbine-powered compressors with a total power of 160,000 hp.

The figures discussed during the day are fairly mind-boggling but when an organisation is supplying so many customers from such a small site, it is difficult for a visitor to retain a sense of perspective.

This visit, a highlight in the Fuellers' calendar, took place in absolutely perfect weather. The Company have accorded a hearty vote of thanks to Paul and James for all their hard work in organising the event, and to Dr Terry Quigley and his staff at the Transco Terminal for their time and effort in making the day so interesting.

## Fuellers give thanks for the life of Charles St George Stephenson Clarke

Early in June, a full congregation was present in the Church of St Olave, Hart Street, to give thanks the life of our Founder Master, Charles St George Stephenson Clarke. The assembly included family, friends, business colleagues and members of his two Livery Companies, the Clothworkers and the Fuellers. The service was

conducted by the Rector of St Olaves, the Reverend John Cowling. An address was given by Lord Ezra, who remembered with pleasure and affection the close friendship and excellent working relationships he had with all the retail "coal families" including the Clarkes. After the service, the congregation was invited to cross the

road to join the family in refreshments in the Clothworkers' Hall. Those present felt a sense of satisfaction in being able to give thanks for the life of an outstanding figure, both in the coal trade and within the activities in the City.

*Jane Ayre*

# Mansion House was venue for Election Court Lunch

This year's Election Court Lunch was held in the splendid surroundings of the Mansion House. The event was attended by 181 people.

The occasion was preceded by Divine Service to celebrate the Feast of St George, held in the nearby church of St Michael, Cornhill. The participants in the service included the Master, Andrew Bainbridge; Mr Doug Barrow, Senior Warden; Mr David Port, Junior Warden; Past Masters; Members of the Court of Assistants; Liverymen; Freemen, and their guests. The service was conducted by the Chaplain to The Worshipful Company of Fuellers, the Rev. Dr Peter

Mullen, assisted by Fr Charles Cahill, Dean of Harringey.

The top table guests included the Rt. Hon Lord Mayor, Alderman Gavyn Arthur; the Lady Mayoress, Miss Carole Blackshaw; Sheriff & Alderman D Brewer CMG; Mrs T Stephenson Clarke and the Hon T Erskine-Murray.

After a splendid lunch, members and guests settled back to listen to the several speeches, which included a toast to the guests, proposed by the Senior Warden, Doug Barrow, followed by the response from the Rt Hon the Lord Mayor, Alderman Gavyn Arthur. The final response was given by the Master,

Andrew Bainbridge.

The occasion also provided the opportunity for the Master to present the Fuellers' Prize for 2003 to CPO David Harris.

Earlier that day, The Court had conducted a series of Freedom and Livery Ceremonies. Stuart Anderson, William Dube, Dr David Smith and Maurice Smith received their certificates of Freedom. The honour of Freedom by Presentation was bestowed upon Mrs Therese Clarke and Mrs Rosalind Budge. Finally, Mrs Pamela Boddy was clothed in the Livery.



Arriving for the church service were, left to right, Court Member David Bell, Mrs Marjorie McCombe, Mrs Heather Wedderburn and Mr David Wedderburn



Left Mr Richard Budge, Immediate Past Master and Mrs Rosalind Budge in conversation with Mr Colin Barrett, Past Master of the Carmen's Company and his partner, Sue Simler, following the church service.



The Master, Andrew Bainbridge, right, followed by Doug Barrow, Senior Warden; David Port, Junior Warden; the Clerk, Sir Antony Reardon Smith and Members of the Court are escorted across Lombard Street to the church of St Michael, Cornhill, by the Beadle, Mr David Barnes.



Past Master Colin MacLeod arrives at the church with his wife Kay



Photographed in the garden of St Michael Cornhill after the service were, left, Court Member John Sharp in conversation with Dr Emma Pretswell and Mrs Marion Pretswell, whilst Mrs Barbara Glew looks on.



Photographed on the steps of St Michael Cornhill were Mr and Mrs Richard Budge with, to their right, Edward Wilkinson.



The Mansion House Chef presents the Master, Andrew Bainbridge, with the surloin of beef. Applauding at Andrew's left are the Rt Hon Lord Mayor, Alderman Gavyn Arthur, Mrs Marianne Bainbridge, and Commodore N Latham.

## Results announced for 11th Landward Licencing Round

During the recent 11th Landward Licencing Round, the DTI received eight applications from a total of seven companies, and will award eight Petroleum Exploration and Development Licences. These Licences cover areas of Hampshire, West Sussex, Norfolk, Lincolnshire and Nottinghamshire. The Licences are as follows:

PEDL 125 — Northern Petroleum (GB), Limited; Magellan Petroleum (NT) Pty, Limited Hampshire; PEDL 126 — Northern Petroleum (GB) Limited; Magellan Petroleum (NT) Pty Limited, Hampshire and West Sussex; PEDL 127 — Roc Oil (UK), Limited, Norfolk; PDL 128 — Egdon Resources (UK), Limited, Lincolnshire; PEDL 129 — Midmar Energy Onshore Limited, West Sussex; PEDL 130 — Stag Energy Limited, Alkane Energy UK Limited, Nottinghamshire; PEDL 131 — Alkane Energy UK, Limited, Nottinghamshire, and PEDL 132 — Stag Energy, Limited, Nottinghamshire. Alkane Energy UK Limited is oriented towards coal-mine methane extraction (CMM) – ie methane from working or disused coalmines. All the other companies are oriented towards ‘conventional’ oil and gas. However, the Petroleum Act does not distinguish between methane from these different sources. Each Licence carries a Work Programme whose drilling component is a single-well ‘Drill-or-Drop’ commitment. Most also include seismic acquisition elements. ■

## Biomass projects attract another £18 million of Government funding

The UK Government recently allocated over £18 million to help build five biomass power plants in England. The funding has been released from the Bioenergy Capital Grants Scheme. The station will be fuelled by energy crops or forestry residues. The projects are as follows:

- 1 £11.5 for Peninsular Power in Winkleigh, Devon, to develop a 23 MW biomass facility fuelled by locally-grown energy crops.
- 2 £0.96 million for Roves Energy in Southampton to build a 2.5 MWe and 5 MWth combined heat and power plant fuelled by up to 5,000 hectares of locally-grown energy crops.
- 3 £2 million for Charlton Energy, Limited, in Frome, Somerset, to build a 7 MWe and 7 MWth plant fuelled by forestry wood fuel and energy crops grown by local farmers and foresters.

- 4 £3.8 million for Bronzoak in Castle Cary, Somerset, to erect a 7 MWe and a 1.5 MWth CHP plant to fuel a wood products facility with electricity and heat, as well as supplying heat for curing feedstock.
- 5 £0.5 million for Eccleshall Biomass, in Eccleshall, Staffordshire to build a 2.2 MWe power station fuelled by locally-grown miscanthus (elephant grass). ■

## World's largest oil recovery project programme comes on stream

BP's Enhanced Oil Recovery project which was recently brought into operation is said to be the world's largest scheme designed to pump gas into an oilfield to increase production. The project for the Magnus field has involved laying new pipelines from the Schiehallion and Foinaven fields (West of Shetland) and pumping pressurised gas into the Magnus field (East of Shetland), thereby recovering over 60 million extra barrels of oil. The whole scheme cost £310 million and created 1,500 jobs at the peak of construction. ■

## Miners' payout passes the £1.5 billion landmark

The UK Energy Minister, Brian Wilson, recently revealed that compensation paid to the country's miners had passed the £1.5 billion mark. Miners who suffered health problems as a result of working underground in the coal industry have been able to claim damages for respiratory diseases, including chronic bronchitis and emphysema, contracted as a result of working in dusty conditions. Payments have also been made to sufferers of vibration diseases affecting hands or arms as a result of the constant use of vibrating tools.

To date, £731 million has been paid out to former miners and their families for respiratory disease. In addition, around 21,000 offers, worth approximately £196 million is currently with solicitors for their consideration. Payments for vibration white finger have amounted to £769 million. ■

## Solar power projects attract £2 million in Government funding

The UK Government has recently announced the allocation of £2 million in funding for solar energy projects. The funding is part of the DTI's £20 million Photovoltaic Major Demonstration Programme. The 21 projects, selected out of 30 proposals, are spread geographically from the Western Isles to Cornwall, and from London to Llannelli in Wales. The selection ranges from a solar-powered

petrol station to the largest planned solar power installation in the UK. ■

## Clear Skies funding aids community-based renewable energy projects

Over £500,000 has been allocated by the UK Government to fund a series of community-based renewable energy projects under the Clear Skies programme. The 22 successful applicants put forward schemes which included solar water-heating for converted housing for the homeless; a new rural pilot project designed to provide heating for bungalows for the elderly where there is no gas supply, and a wind turbine constructed of sustainable materials for a primary school. ■

## Hampshire CHP station to be expanded

BP CHP, Limited, has received permission to increase the capacity of the gas-fired combined heat and power station at the Polimeri Europa, Limited, works at Hythe, Hampshire, from 48 MW to 53 MW. ■

## Offshore windpower set for further expansion

The Government recently approved plans to build 60 wind turbines in the Thames Estuary and in the Irish Sea off Cumbria. The two projects, the “Kentish Flats” and the “Barrow” wind farms, with turbines the height of the London Eye, will generate sufficient electricity to serve the needs of 180,000 homes. ■

## Extra aid for UK coal mines

An extra £2.7 million of Government aid was provided to UK coal mines earlier this year as a result of negotiations with the European Commission for an extension to the Coal Operating Scheme. Designed to help the industry overcome operating losses, the scheme has so far approved £162 million for the UK coal industry since 2000.

Six mines in England and Wales have been granted aid. The sums are as follows: £903,600 for Aberpergwm Colliery, South Wales (Anthracite Mining Limited); £837,600 for Betws Colliery, South Wales (Betws Anthracite, Limited); £49,400 for Blaentillery No 2 Colliery, South Wales (Blaentillery Mining, Limited); £867,400 for Hatfield Colliery, Doncaster, Yorkshire (Coalpower, Limited); £95,400 for Hay Royds Colliery, Huddersfield, Yorkshire ( J Flack and Sons, Limited), and £31,200 for Nant-Hir No 2, South Wales ( M & W.A. (Anthracite) Mining, Limited). ■

This year's Fuellers' Prize was awarded to CPOAEA (L) David J Harris. The citation, upon which the award was based, read as follows:

David Harris is, without a doubt, an exceptional Senior Rate who is most deserving of the recognition bestowed by the Fuellers' Prize. He has over 15 years of loyal and dedicated service in the Royal Navy and has always established himself as an important and respected member of every team.

David is currently employed as a Weapons Electrical Instructor in the Specialised Training Group in HMS Sultan. He delivers high quality lessons where his thorough systems knowledge and effective instructional style have been instrumental in his student's achieving good results. When not actually instructing, he completed a major course curriculum review and rewrite that was accomplished with superb attention to detail well ahead of the targeted completion date. This course rewrite will have positive impact on students in the fleet for years to come. Additionally, David has volunteered to take on the collateral job responsibilities as the Block

Information Technology Security Officer BITSO for not only the Weapons Electrical Section but for the Accreditation Group who recently co-located in the same Block as the Weapons Electrical Section.

David is a very keen runner and is an active member of the Sultan Cross Country Team where he was recently placed second in a competitive event. David is also an accomplished cyclist who participated in a major charity cycling event from London to Brighton.

Outside his normal service commitments and sporting involvement, David is highly active with several outside charities and church-related activities. He devotes extensive time to the Aquilla trust, a charity that looks after people in the midst of marital separations and divorce. He has been highly active in the Aquilla charity for three years, devoting five to six weekends a year in support of this worthwhile cause. David has actively been volunteering for five years with Adventure Plus, which runs a Boys Summer Camp for two weeks in the summer. Not least, David is highly involved with a local Church in Southsea



The Master, Andrew Bainbridge, presents CPO David Harris with his award at the Election Court Luncheon at the Mansion House.

where he organises a cell group meeting one night per week, and in turn feeds some of the Portsmouth homeless at the weekend.

David Harris is truly an exceptional Senior Rate in every possible way. Consistently enhancing and promoting HMS Sultan from both within the Royal Navy and in the civilian community makes him a most deserving candidate for the Fuellers' Prize.

## Charles St George Stephenson Clarke — an appreciation

The last issue of *The Fueller* carried the news of the passing of Charles St George Stephenson Clarke, the First Master of our Company.

Charles had long-outstanding connections with both the City and the coal trade. He first became a Freeman of the City of London in 1945 when he joined the Clothworkers Company. This had been Charles' family



Charles St George Stephenson Clarke robed as Master of The Fuellers' Company.

Company since the Eighteenth Century.

Joining immediately after the Second World War, Livery lists were far from full so he was invited to join the Livery at the same time. Thirty years later he was elected Warden and then Master of the Company in 1987.

Professionally, he worked for the Powell Duffryn Group for most of his career in various capacities and at numerous locations, including the City. Always involved in the coal trade, he was a Director of the Coal Factors Society and the Coal Meters Office for over four decades.

He had also been a Director and later the Chairman, of a City Investment Trust Company.

Although many representatives of the coal trade had been members of the Clothworkers' Company, or indeed other Livery Companies, for several generations, there was a general feeling within the trade that coal was poorly represented in the City. This was especially so since it was dues on coal which had largely paid for the rebuilding of St Paul's Cathedral and many of the City churches destroyed in

the Great Fire.

Soon after the Society of Coal Merchants received their Coat of Arms, Arthur Puttock (subsequently our Founder Clerk) approached Charles to agree how best to develop a more formal relationship between the City and Coal. Initially, it was felt appropriate to recover the Charter of the Woodmongers and Coal Sellers which had a history dating back to the Fourteenth Century, but which had been surrendered in 1667. For various reasons, it was not possible to use the old title and they were advised to petition as “The Fuellers” — the colloquial name by which the Woodmongers and Coal Sellers had been known centuries earlier.

When we first became a City Company without Livery in 1981, Charles was elected its Master and in 1984, when we gained our Livery, he became Founder Master of the Worshipful Company of Fuellers.

The fruits of many years hard work and petitioning resulted in 1984 being a most memorable year for both our Founder Master and Founder Clerk.