



THE FUELLER

The Official Journal of The Worshipful Company of Fuellers

Registered at Stationers' Hall

John Ingham was installed as the thirty-first Master of The Worshipful Company of Fuellers on 14th October 2015, at Skinners' Hall.

Born into a mining family in South Yorkshire, his father having been a coal miner and his father before him, John has been in a family of fuellers all of his life and feels immensely honoured to be appointed Master Fueller.

He studied Fuel Science at Leeds University which gave him a solid grounding in science and engineering and especially in fuel technology. After graduating in 1971 and a short spell in Leeds as a HEVAC Project Engineer he joined William Cory & Son Limited as a Fuel Technologist in 1974. Over the next 25 years with Cory he enjoyed a distinguished career in the technical and distributive side of the coal industry, working in Birmingham, London, Bristol and the East Midlands as well as Europe and South Africa, achieving senior technical and management board positions.

Forming his own Energy Consultancy in 1999, he developed into more general areas of energy consultancy, including work for the Carbon Trust. Since 2005, he has been a leading GHG Verifier under the European Emissions Trading Scheme, specialising in coal, peat, biomass, gas and oil power stations and cement works in the UK and Ireland.

John progressed to become a Chartered Engineer and Fellow of the Institute of Energy and became National Treasurer for three years before being elected President of the Institute in 2001. He was appointed Interim Secretary



Photo: Michael O'Sullivan Photography

and Chief Executive in 2002 and was responsible for progressing the Institute's merger strategy with the Institute of Petroleum which resulted in the formation of the Energy Institute in 2003. He is currently a Director of the Coal Trade Benevolent Association.

Married to Jenny for nearly 20 years they have a son, David, and two daughters, Alex and Catherine, all of whom are married and living in different parts of the world - David lives in Belfast whilst Alex lives in Australia and Catherine closer to home in Nottingham. It was an immensely proud moment for John to have all the family together at the Installation Dinner. John and Jenny have one granddaughter in

Belfast and are looking forward to more in the not too distant...!

John enjoys the odd game of golf and watching most sports, especially rugby and cricket. The coming year should allow for some indulgence complemented by theatre and travel and good food and wine.



The Fueller is sponsored by EY

Fun and Relaxation at the Installation Dinner

The Installation Dinner was held at Skinners' Hall on 14th October 2015. It was a full capacity event and was a great success in a fun and relaxed atmosphere.

At the Installation Court Meeting earlier that afternoon, John Ingham was installed as Master for the forthcoming year along with Janet Harrison as Senior Warden and Chloë Andrew-Jones as Junior Warden. Six new Liverymen were enrobed and Dr Kenneth Andrew was admitted as a Freeman. The evening started with a champagne reception with friends, family and guests mingling and getting to know each other. After the call to dinner by the Company Beadle, Colin Smith MBE, everyone found their seats and the official procession was led to dinner by the Master and clapped into the splendid looking Dining Hall.

The meal chosen by the Mistress was excellent. The musical accompaniment during the meal came to a special climax with the very popular Post Horn Gallop. Following the three formal toasts, the eating and drinking part of the evening drew to a conclusion with all taking part in the Loving Cup ceremony. Some people even got the process correct!

There were three excellent speeches. Senior Warden Janet Harrison welcomed, and proposed the toast to, the guests including six Masters from other Companies. She welcomed the representatives from our Military Affiliations: Captain Chris Clarke from the RFA, Group Captain Guy Sawyer from the DSFA and Lieutenant Colonel Paul Smith from 152 Regiment. Janet also mentioned and especially welcomed Honorary Freeman Sir John Guinness CB, Louise Kingham OBE, Chief



Family and friends of the Master and Mistress

Executive of the Energy Institute, and the next speaker, Honorary Freeman and Chaplain, the Rev'd Dr Peter Mullen.

Peter responded on behalf of the guests with a witty, engaging and thought provoking speech. He entertained us with insights into his varied, successful and distinguished career and also explained how he is a very strong supporter of the Livery Company movement and its values and how he believes the UK as a whole could learn from these values. He concluded by proposing the toast to the Company.

Master John Ingham's response included thanking the Immediate Past Master, Neville Chamberlain CBE, for his excellent year, work and

contribution. Especially the work and celebrations for the Royal Charter; which was awarded to the Company earlier in the year. The Master explained aspects of his own successful career and his proud Yorkshire and family coal background. He then provided an overview of his own year to come, and explained his key theme for the year will be "Continuity" and that his two nominated charities are to be Macmillan and the RNLI.

The evening concluded with the Master inviting everyone to join him for a stirrup cup. Overall, a very successful evening which will further enhance the reputation and standing of the Fuellers Company.

Court Assistant Peter Harrison



The Master's and Mistress's family together. Daughter Alex and son-in-law Sean Coward, daughter-in-law Mary Feeney and son David, Jenny and John, daughter Catherine and son-in-law Noel Howgill, John's sister Carole and her husband David Fox.



Mrs Jolanda and Mr Andre Baak, Mrs Gill and Mr Mike Czartowski and Mrs Rita Pike



Mr Shaun Bainbridge and Mrs Rowena Cox



Court Assistant Dr Edward and Mrs Dianne Libbey flanking Liveryman David and Mrs Andrea Rose



Past Master Edward Wilkinson CBE and Past Mistress Joy Wilkinson with their granddaughter Freya and daughter-in-law Mrs Nadya Wilkinson



Master Watermen and Lightermen Richard Springford and Louise Kingham OBE, Chief Executive of the Energy Institute

Installation dinner continued...



Court Assistant The Hon James Cripps with Mrs Mary Anne Stewart enjoying the ceremony of the Loving Cup



Principal guests warmly applauding the Master

Photos: Michael O'Sullivan Photography

A view from the crow's nest - the Clerk's spot

The last time your editor fingered me for words for the Fueller I was a guest at Stuart Goldsmith's installation and an Honorary Liveryman. Now I am Clerk, a rather different challenge. I've been in post for a year and am assured it will get easier! I was attracted to the relevance of the Fuellers' focus on energy as well as the social life, although it has to be said that the Clerk's eye view of functions is rather different to that of the guests, as it ought to be. I know now what the supply staff on my ships were going through, to the amusement of those who followed my progress post RFA.

The Fuellers' 2016 programme, ranging from the Mansion House to the Counting House pub, black tie dinners to informal meetings in pubs, blended with a range of industrial visits will, we hope, encourage you to make the most of the fun and networking opportunities.

A few words about the Clerk's job. I am the only employee of the Fuellers, contracted for three days a week spread over the week, supporting the Master in his busy programme, the committees and of course, event planning. Committed Fuellers do other work to keep the Company running smoothly.

I aim to work two full days and answering your emails and representing the Company absorb the rest of the hours. As some of you are aware, I have several commitments outside the Fuellers, but I am in Skinners' Hall at least once a week. If you need me call 07802 861744 or email clerk@fuellers.co.uk

Finally, please respond to the 'Indications of Interest' email which helps us with the coming year's programme. Have a great Christmas and New Year and enjoy 2016 with the Fuellers.

Bill

News from the Court

COMMON HALL

Upon the grant of the Royal Charter, the Company became a corporate body. One consequence is the requirement to hold an Annual General Meeting "Common Hall" in each year. The first will take place on 10th December and, if quorate, be immediately adjourned to Tuesday, 19th January 2016 at Skinners' Hall at 3.00 pm. The principal business of Common Hall will be to receive the Company's financial statements for the year ended 30th September 2015.

ROYAL FLEET AUXILIARY

Rob Dorey has resigned as Commodore in order to take up a position with Trinity House. He was succeeded on 23rd October 2015 as Commodore by Duncan Lamb, MA RFA, who becomes an Honorary Liveryman of the Company.

Duncan has predominantly spent his last thirty-eight years at sea with Commands across the RFA Flotilla. Shore appointments have included Deputy Assistant Chief of Staff Afloat Support, Deputy Assistant Chief of Staff Strategy and Development, COMRFA Staff Warfare Officer and RFA Staff Warfare Officer to FOST.

LOYAL ADDRESS

The Company has received a letter from Buckingham Palace expressing Her Majesty's appreciation of the Loyal Address recorded in the October 2015 issue of The Fueller.



The response from Buckingham Palace to the Loyal Address

Cdre Bill Walworth CBE – Clerk
Skinners' Hall, 8 Dowgate Hill,
London EC4R 2SP
Tel: 07802 861744



The admission of Freeman Dr Kenneth Andrew

Photo: Michael O'Sullivan Photography

NEW FREEMEN AND LIVERYMEN

Installation Court 14th October 2015
at Skinners' Hall

Freeman admitted by redemption
Dr Kenneth Andrew

Freemen enrobed into the Livery
Ian Anthony Cobban
Alison Heath
Robin Martin Limb
Hilarie June McNae JP
David Ian Rose
Louise Ann Thompson

OFFICERS OF THE COMPANY 2015 - 2016

Master

John Ingham

Senior Warden

Janet Harrison

Junior Warden

Chloë Andrews-Jones

Clerk

Cdre Bill Walworth CBE

Beadle

Colin Smith MBE BEM

International gas market trading and Korea state gas company visit

I recently made a trip to Korea to meet with LNG (liquid natural gas) importer, KOGAS, spending three days with them in an interactive workshop around how the international gas supply market is undergoing some major changes.



Incheon – LNG ship



The Kogas Pyeongtaek LNG receiving terminal

Photos by courtesy of Kogas

Since South Korea is one of the top energy importers in the world and relies on fuel imports for 97% of its primary energy consumption, you can appreciate why they are very sensitive about any major market supply changes.

South Korea ranks among the world's top five importers of LNG, coal, crude oil, and refined products. South Korea has no international oil or natural gas pipelines and relies exclusively on tanker shipments of LNG and crude oil.

North Asia has always taken the majority of gas via LNG transported by ship from the Middle East and supplied on long term contracts, some lasting as long as 20 years or more. By comparison, Europe has traditionally taken its gas via pipeline from the North Sea or from Russia. That could change



The workshop

though, as a glut of LNG in the world should see more gas come in to Europe from Africa and the Middle East over the next five years.

The trigger for this change will be an

increased excess of supply mainly from Australia and North America, above and beyond the demand growth. Supply of LNG is expected to reach 130 million mt. a year of capacity by 2020.

So, producers and importers of LNG are now preparing to trade this fuel more actively on a spot basis (buying for immediate delivery) as this looming supply surplus threatens to overwhelm decades-old bilateral contracts and pressure prices lower until demand catches up. The good news for the City of London is that traders expect this oversupply will push gas prices down in Europe and, in turn, a large percentage of power will come from gas, which should be good news to help UK business and its electricity costs.

Liveryman Prof. Tom James

How will microgrids impact utilities?

Everything comes full circle. In 1882, the first public power station was built by the Edison Electric Light Company in London, England. It was a disruptive technological advancement that began as a series of small, distributed energy generation systems, or microgrids. Today, these same microgrids, which once served as the utilities' launch pad to electricity supremacy, are becoming the advancement that threatens their very survival.

Why microgrids?

In mature economies, microgrids have reemerged as a disruptive force that enable commercial and industrial companies, as well as residential customers, to self-generate power. They can serve as a supplemental source of energy that reduces their reliance on the traditional grid system. Alternatively, they can act as a stand-alone power generator that eliminates the need of the traditional grid entirely.

For all the opportunities microgrids offer consumers, they present an equal or greater number of threats for utilities companies.

Overall, electricity costs continue to rise. According to estimates derived from a microgrid research model EY has developed, the amount of spend on electricity by companies identified for the model will increase to \$1.6 trillion in 2020.

At the same time, new technologies, combined with cheaper photovoltaics, energy storage and inverters for energy management have the potential to make microgrids broadly viable and cost effective for companies by 2020.

To better understand the impact microgrids will have on the utilities sector, EY has developed a methodology for calculating the gross potential for cost savings for commercial and industrial customers. Based on our research and the cost dynamics of newer technology and

cheaper solar energy and batteries, EY believes that in 2020 the use of microgrids can provide anywhere from US\$64b to US\$171b in electricity cost savings for commercial companies operating in the 20 countries we analysed. Commercial and industrial users have different electricity prices and usage profiles, impacting the savings that can be generated. The maps show the potential rate at which commercial and industrial customers could save money from self-generation - adding to the future pain of utilities. Our models also show that they would first benefit from using energy storage as a power application to smooth their usage profile, so-called peak shaving. Later, as batteries get even cheaper, batteries could be used to economically store even more renewable power and to displace more grid electricity.

We believe that as distributed generation and batteries used in microgrids get cheaper, utilities will have to decide if they want to benefit from this trend or be disrupted by it. The trend also poses the question of how future grid charges will be allocated if the amount of energy transported declines.



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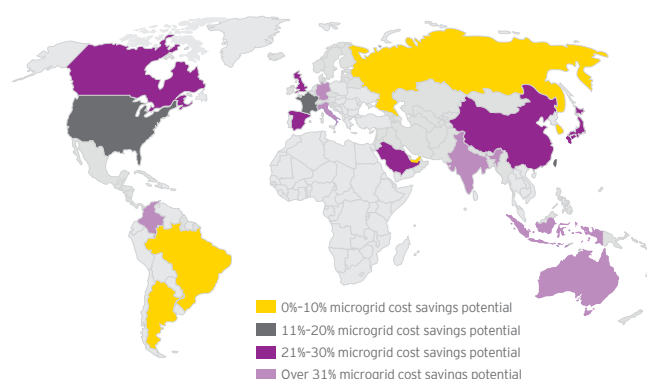


To read the full article and for further information please visit:
www.ey.com/UK/powerandutilities

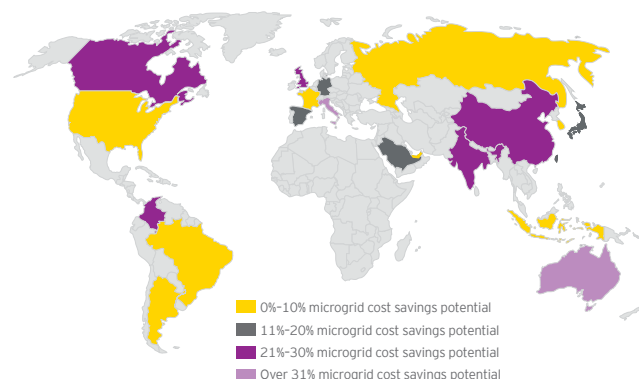
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What could happen in the year 2020?

Cost savings and operational value potential for commercial entities
(in % of status quo electricity cost)



Cost savings and operational value potential for industrial entities
(in % of status quo electricity cost)



News of our Affiliations

TEN SQUADRON RAF

At 2216 on the 30th March 1944, Halifax Mk 111 LV881-ZA-V of 10 Squadron took off from RAF Melbourne in Yorkshire. It flew south east to rendezvous with 781 other heavy Bombers over the North Sea. Their target: Nuremburg, deep in the heartland of Germany. They were to fly a long and dangerous outbound leg over heavily defended areas to reach their target. LV881 was one of 13 Halifax aircraft from 10 Squadron detailed to fly on the raid that night. Its crew were all young men, with an average age of 20.

On the long outbound leg of the raid, LV881 was attacked from below by an undetected night fighter firing upward facing "Schrage Musik" guns. A second attack ignited the number 3 fuel tank. The captain, Pilot Officer Walter Regan, put the aircraft into a dive to try and extinguish the flames but to no avail and he gave the order to bail out.

Rear Gunner Ronald Tindal sadly fell to his death as his parachute harness failed. Navigator Bill Norris, Bomb Aimer Norman Wilmot and Flight Engineer Alan Lawes bailed out safely. Pilot Officer Regan stayed at the controls to give the crew the best possible chance of survival but was killed with Wireless Operator Donald Smith and Mid Upper Gunner Hugh Birch when the aircraft exploded. The debris was spread over a wooded hilltop outside the village of Steinheim, north east of Frankfurt. The four crew who were lost now lie together in Hanover War Cemetery. The three survivors were sent to Stalags 6 and 7 and suffered the forced marches during the final stages of the war. All were eventually safely repatriated to England and re-joined their families.

In 2014, staff from hessenARCHÄOLOGIE, the University of Winchester and Saxon

University met, with the idea of exploring the crash site. Of particular importance was the opportunity to provide a full account of the fate of LV881 and her crew for relatives and create a commemorative record to ensure their story would not be forgotten. The team began by searching for people who might have seen the crash. Their accounts



The four crosses erected for the Commemoration



Pilot Officer Walter Regan RAF

were recorded and added to the investigation files. In September 2014, the site became the focus of a first season of excavation directed by hessenARCHÄOLOGIE with staff and students from The Netherlands, Germany, Finland and Great Britain.

Systematic research of the crew and the whereabouts of their living relatives was sought. Contact was made with 10 Squadron Association who formed a group to carry out this work. Research soon provided contact with relatives of almost all the crew and helped piece together the surviving crew members' experiences following the crash. A number of

contemporary records were unearthed including the diaries of Alan Lawes and Bill Norris describing their time as POWs, a description of the attack and the inhumanity of the Long March.

On 13th September 2015, relatives of the crew and representatives of 10 Squadron Association arrived in the town of Hungen. The following morning the crash site was visited. It was here that Mid Upper Gunner Hugh Birch had been found sitting peacefully in his turret after it had fallen to earth following the explosion that tore apart the aircraft. During an excavation in 2014, Hugh's Royal Australian Air Force cap badge had been discovered here. It was restored and handed to the Australian Ambassador to Germany during a short ceremony in Wiesbaden. It was later presented to his family in Australia.

The Commemoration took place on 15th September near the excavation site, where four crosses had been erected marked with the names of the crew members who had died. Participants included descendants of the crew, the Honour Delegation of 10 Squadron Royal Air Force led by Wg Cdr Jamie Osborne, Commanding Officer of 10 Squadron, members of 10 Squadron Association, organisations involved in the excavation works and representatives of Hungen – Steinheim. A minute's silence was observed as the fallen received a salute from both Bundeswehr and RAF delegations. Following a short speech by Wg Cdr Osborne, wreaths and flowers were laid at the crosses of the four fallen crew members by their families, by Wg Cdr Osborne on behalf of 10 Squadron and on behalf of 10 Squadron Association.

Ann Bihan
10 Sqn Association

152 REGIMENT RLC

Past Masters Dennis Woods and Michael Byrne recently joined a fact-finding trip to see Army Reserves in action on Exercise VIKING STAR in Denmark.

Creating a full scale simulated military Bulk Fuel Installation in a matter of days is clearly a massive challenge. Putting the task in the hands of Army Reservists who are new to the role, and who have to balance demanding, often technical, training with their civilian day jobs, takes that challenge to a whole new level.



Past Masters Michael Byrne and Dennis Woods embedded on Exercise Viking Star



Lt Col Paul Smith with Pte Doherty, a reservist tanker driver

Exercise VIKING STAR in Billund Army Camp in Denmark was designed to test and enhance the skills of 152 (North Irish) Regiment the Royal Logistic Corps, once affectionately known as 'the drivers' Regiment', and now re-roled as the British Army's only fuel Regiment.

In the past year, its Reserve soldiers have had to be re-trained and prepared with the skills which will allow them to serve alongside their regular counterparts on deployments as Fuel Tanker drivers and Petroleum Operators, building and maintaining bulk fuel storage facilities in a conventional warfare scenario.

As if that's not enough, the unit is simultaneously preparing to mobilise 50-plus Reservists to support the United Nations on a six month peacekeeping tour of Cyprus next year.

Lieutenant Colonel Paul Smith, Commanding Officer of 152 (North Irish) Regiment RLC, said: "Building and protecting a simulated military Bulk Fuel Installation or staging a mock ambush in a Danish forest clearing may seem a long way from every day work for most people, but 'seeing is believing' and the Northern Irish employers who saw our Army Reserves in action were quick to identify benefits which could transfer to the civilian workplace".

Seeing '152' put their 'Pet Ops' as well as their military training into practice on this ambitious simulated exercise was most impressive. On Exercise VIKING STAR it was genuinely impossible to tell the difference between a Reserve and a Regular soldier - the connection was seamless and that's an impressive achievement from every perspective.

Past Master Dennis Woods

RFA WAVE KNIGHT

At short notice, an opportunity for a 24 hour visit to the ship arose recently as she is laid up at Devonport for urgent repairs. In late 2014, seven Fuellers had accepted an invitation to visit RFA *Wave Knight* for a week. As a consequence of the tasking of RFA *Argus* to the Ebola

affected area of West Africa, that trip had been cancelled.

Four of the original group were able to accept the new opportunity and visited the ship 17th/18th November, when we were met and warmly welcomed by Commanding Officer Captain Gerard (Gerry) Patterson and Executive Officer Chief Officer Peter Holden MBE. In the evening of the 17th, we enjoyed a hearty dinner in the mess and some excellent malt in the officers' lounge; purely to ensure that we were set up for the morrow.

On the 18th, Gerry gave a tour of the bridge, also explaining the training and experience required for his position (he is a Master Mariner Class 1) and the way the RFA and RN work together. Peter then led us below to see his domain, RAS control, the Radio Room, Ops Room and Flight Deck en route to the Engine Room where we saw the GEC Alstom motors with Cegelec variable speed converters, which generate 19,040 metric horsepower (14 MW). Peter then handed over to Marine Engineering Officer Chief Officer Keith Hardy who took us further below to the warren that is the Pump Room and showed us one of the causes of the problem: failure of bellows which cushion the hull from tons of machinery.

We departed on the 18th with a promise from Gerry to attempt to facilitate another Fuellers' visit, perhaps including a replenishment-at-sea (RAS).

Past Master John Bainbridge



Liveryman Michael Green, Chief Engineering Officer Terry Edwards, Liveryman Mike Vickars, Captain Gerry Patterson, Past Master John Bainbridge, Executive Officer Peter Holden MBE, Past Master Dennis Woods

Photo: John Bainbridge

The Fuellers Charitable Trust Fund

MASTERS FUNDING

At our September meeting we considered a letter which we had received from a post-graduate student concerning his struggle to achieve funding to complete his Masters, based on a high level of debt he had incurred with his degree. Not an unusual situation for many students today.

His dissertation at Durham University was focussed on the various energy transitions emerging in the Irish peat industry, highlighting a focus from fossil fuel extraction to renewable, understood in a socio economic context. His Masters at UCL will be focussed on critiquing UK renewable energy solutions.

The Trustees decided that, subject to a successful interview with the Hon Sec, we would contribute £500 to his costs, and that he would also be invited to future 'Conversations' to assist with his studies.

It is unusual for an individual to be selected for funding, but the Trustees decided that a small contribution could make a real difference in this case. If you are aware of someone in a similar situation, perhaps you could encourage them to contact the Charitable Trust.

Michael Husband
Chairman

ARKWRIGHT TRUST AWARDS

I attended the Arkwright Trust Award Ceremony on 30th October, representing the Company and FCTF. I was privileged to be there and our new scholar Madeleine Studholme is an impressive young person, studying at Tiffin School, an all-girl private school in Surrey. The Arkwright Trust has awarded scholarships to 397 students this year and three ex-scholars have been awarded substantial grants to read engineering at Cambridge.

The event was extremely well organised and we were welcomed by the Chairman Pauline Cox, to whom I later spoke, and addressed by Naomi Climer, President of the Institute of Engineering and Technology. The essence of their speeches was the importance and excitement of a career in engineering and that the scholars here, all at the start of their A Levels, had achieved a huge amount gaining a scholarship against very stiff competition. Each scholarship winner was introduced and the scale of achievement of each was breathtaking, not just academically, but in the fields of music, sport and engineering.

I can report that this sponsorship programme, which meets our Trust Deed to the letter, is an outstanding use of Fuellers' hard earned donations and we were encouraged to build on our current commitment.

Bill Walworth CBE
Secretary to the Trust

THE PILGRIMAGE

I am pleased to report the results of the Immediate Past Master's pilgrimage which took place between 24th April and 10th October. Neville, with the constant support of Joy, visited 56 of England's cathedrals and abbeys, from A (Arundel) to Y (York). There being none commencing with Z. The results, other than sore feet, were donations of £5,600 to the cathedrals and abbeys and a contribution of some £2,250 to the Trust. The Trustees are most grateful to Neville and Joy and congratulate them on a magnificent fundraising effort.

PRIZEWINNERS' CHARITIES

The charities nominated by the prizewinners reported in the October Fueller were, from HMS Sultan: Blind Veterans UK; 10 Sqn RAF: RAF Benevolent Fund; Royal Fleet Auxiliary: Merchant Navy Association, Salford; DFSA: Cancer Research UK; 152 Regiment: Marie Curie. Each charity received a donation of £250 from the Trust.

John Bainbridge
Trustee and Treasurer



The Arkwright Awards ceremony in London

Photo courtesy of Arkwright Scholarships Trust



Lt Col Paul Smith presenting the 152 Regt prizewinner's Marie Curie donation

The Company's possessions no.8

Lord Ezra has most generously gifted to the Company a collection of silver and a half scale replica gold crown that were presented to him in recognition of his work and career in the coal industry. Not necessarily the most important but certainly the most lovely is the replica gold crown presented by the then President of DHCC - Dae Han Coal Corporation – in Seoul.

The original gold crown was excavated from Cheonmachong Tomb (The Tomb of the Heavenly Horse). It is the most elaborate of the ten crowns of Silla (otherwise known as Shilla) so far discovered in the Kyongju area of Korea, and is designated National Treasure #188. 40 cm high and 23 cm in diameter, with 58 carved jade pieces, it has plates thicker than those of other crowns and has a 4-level branch design. Like other Silla gold crowns, it has tree-shaped uprights on the front and sides and two antler-shaped uprights at the back. Comma-shaped jades and gold spangles are attached with gold wires. One of the cap ornaments is butterfly-shaped and the other is wing-shaped.

During the reign of King Naemul in the 4th century, the power of Silla in the southwest of Korea grew and, in the 5th century, a strong kingdom emerged. Silla later allied with T'ang China to cement its position but the Chinese subsequently refused to leave Korea. Silla then fought successful battles against the Chinese, forcing them to withdraw. With this, Silla brought about the unification of Korea, once called The Land of the Morning Calm. However, aristocrats continued to live extravagantly, social chaos grew, the morale of the people declined and the strength of government deteriorated. The last king of Silla surrendered to the kingdom of Koryo in 935.

Past Master John Bainbridge



The collection of presentational pieces gifted to the Company by Lord Ezra

Photo: John Bainbridge

Inscriptions, Left to Right from top:

Vivendi silver bowl

En témoignage de reconnaissance et d'amitié de Vivendi. 29th June 1999.

DHCC gold crown

Ko Kwang Do – President DHCC Seoul. 24ct gold plated half scale replica of Korean National Treasure 188. 5th or 6th Century Old Shilla gold crown from Cheonmachong Tomb.

Sheffield Heat and Power Ltd silver tray

In recognition of your exemplary service as Chairman and your outstanding contribution to the City of Sheffield. Sheffield Heat and Power Ltd / Sheffield City Council. 1988-2000.

European Coal Industry silver salver

From Members of the Coal Producers of the European Community in recognition of outstanding service on behalf of the European Coal Industry. 1962-1982.

Solvay S.A. silver tray, with signatures of Board Members

En témoignage de reconnaissance pour la collaboration qu'il nous a apportée pendant 11 ans en tant qu'administrateur de notre Société. 31st May 1990.

Fuellers Inaugural Lecture silver bowl

Lord Ezra. Fuellers Lecture. 11th May 2005.

The Fuellers' Shop



The bronze desk crest

Please send your order, together with a cheque for the correct amount made out to The Worshipful Company of Fuellers, to Mary Byrne, Ash Cottage, Widford Road, Much Hadham, Herts. SG10 6AT.

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

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

Bronze Desk Crest – special price	£90.00*
"Leadership in Energy" – the life and work of Lord Ezra of Horsham	£27.50
"The Fueller's Tale" - the History of the Fuellers	£27.50
Woven silk striped tie	£21.00
Blue or Green Silk Tie	£21.00
Pink Silk Tie (Fuellers' XV Club)	£21.00
Gentleman's Cufflinks	£30.00
Gentleman's Lapel Badge	£10.00
Ladies Bar Brooch	£10.00
Ladies Silk Neck Scarf	£21.00
Fuellers Wall Plaque	£37.50
Golf Umbrella	£23.00
Fine China Coffee Mug with Company Crest	£9.00

*£75.00 if collected from New Pro Foundries, West Drayton.

Diary

Full details and timings of functions and events are circulated by the Clerk and are available on the website.

Your attention is drawn in particular to the following:

Thursday 10th December

Tuesday 19th January

Tuesday 19th January

Tuesday 9th February

Wednesday 10th February (tbc)

Friday 11th March

Friday 22nd April

Friday 6th to Sunday 8th May

Wednesday 15th June

Monday 25th July

Monday 25th July

Fuellers' Carol Service – All Hallows by the Tower.

Supper at the Counting House

Common Hall - Skinners' Hall at 3.00pm

New Year Court & Ladies Dinner - Skinners' Hall

Poulterers' 13th Pancake Day Races - Guildhall Yard

Fuellers Conversation – EY, More London Place

United Guilds' Service - St Paul's Cathedral.

Election Court Luncheon - The Mansion House

The Master's Weekend - Nottingham

Midsummer Court Dinner - HQS Wellington

Annual Thanksgiving Service - St Olave's

Affiliations' Luncheon - Trinity House

Errata – Issue 49

The Editor apologises for the following errors in the October 2015 issue:

P4: The Fueller at Chelmsford was Liveryman Alan Dowdell, not Andrew Buglass.

P16: Final caption. The presentation to 10 Sqn is the Fuellers Salver, not the Woods Fuellers Salver.

P20: First caption. Michael Shirley is a Court Assistant, not an Hon. Court Assistant.

P20: The death of Howard Pountney was November 13th 2014.