



THE FUELLER

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Registered at Stationers' Hall

The Lord Mayor, The River and St. Paul's

With other Masters, Prime Wardens and Upper Bailiffs I attended the Mansion House on 18th November to hear the Lord Mayor outline his aims for his year in office.

With clarity the two themes were pronounced as being:-

London - the Global City - with an ever increasing significance of its overseas business and contributions to Britain's invisible earnings;

London - the City of the River Thames and St. Paul's.

The support of the Livery was vital to the development of London as a world centre and to the educational, training, voluntary and charitable work necessary to protect the infrastructure.

I know that the Fuellers will respond in every way possible and specifically:

- by searching out European links,
- by encouraging the use of the River as a thoroughfare,
- and by contributing to the St. Paul's Appeal.

Already I have set in train contacts which I hope will lead to the establishment of rapport with Continental Guilds.

On the River the Company has chartered the "Kingswear Castle", the only remaining coal fired paddle steamer in the



A 1932 aerial view of the Thames from Kings Reach to Greenwich Reach.

world, for a special cruise on Friday 1st July when we shall host other fuel interests and Companies.

Our visit and conducted tour of St. Paul's on 19th November was fully subscribed and our contribution to the Lord Mayor's Appeal for restoration funds is assured. Without the Fuellers, the Dean reminded us during our visit, the Cathedral, in its present form, would not have existed. Individual members of the Company will undoubtedly respond further to the Appeal to keep our heritage safe.

The Right Honourable the Lord Mayor, Paul Newall, has our full support in his year of office. The Company, and its members, must do what they can to ensure his success in promoting the interests of the City. These are clearly those of the nation to which the Fuellers, in the past, have contributed so much.

Master Paul Glover
20th January 1994

WINNER OF THE FUELLERS' PRIZE - 1993

The Fuellers' Prize for 1993 was presented to CPOAEA(M) Kevin Sargent at the Fuellers' Prize Divisions (a special parade) at HMS Daedalus on 21st September 1993.

He entered the Royal Navy in 1980 and throughout his career has impressed his superiors by his ambition and thirst for personal development. He joined HMS Daedalus in 1991 to instruct Artificers and Mechanics in the Mechanical Engineering Section where he was an enthusiastic and highly efficient Senior Instructor.

CPOAEA(M) Sargent is a keen sportsman and was the Chairman of the Charities Committee and the Volunteer Cadet Corps sports officer. In these roles he did much to improve the lot of others. His activities ranged from fund raising for charities to providing challenging leisure time activities for the younger members of the ship's company and the local community.

He has been promoted to Charge Chief Petty Officer and is now part of the team in Portsmouth that is planning the Royal Navy's role in the D Day commemorations in June 1994.

Chief Petty Officer Air Engineering Artificer (Mechanical)
K S SARGENT



Master John Boddy presenting the Fuellers' Prize to Chief Petty Officer Kevin Sargent - September 1993.

St. Paul's and Coal

(A contribution from
Canon R J Halliburton MA DPhil)

In the summer of 1666, St. Paul's Cathedral lay in smoking ruins and nobody had the slightest idea who was going to rebuild it, let alone pay for the rebuilding. Not many months later, in February 1667, Parliament put a tax on all coal delivered to the Port of London, and said that this was to be spent on rebuilding the City, not the private dwellings but the public buildings.

St. Paul's wasn't mentioned but in fairness, St. Paul's wasn't ready to go. Plans were still being submitted and discussed so the shilling on coal (one shilling per chaldron or tun, a volumetric measure weighing about thirty hundredweight) went to the City Corporation 'to enlarge streets, rebuild churches and other works'.

By 1670, however, the need of St. Paul's and the City churches had become critical. So Parliament passed a second Act, increasing the tax on coal to three



St. Paul's Cathedral caught amidst the flames by the camera of Herbert Mason - the single most enduring image of the Blitz.

shillings per chaldron.

This amount, a lot of money in those days, was collected by people called 'Coal Meters' who measured the coal, extracted the revenue from the shipmasters and passed it to the Receiver for distribution as the Act dictated.

Half was to go to the City, half to the churches, of which one shilling and a penny halfpenny was passed onto the parish churches with St. Paul's receiving fourpence halfpenny. Not a lot! But considering that half a million tons of coal arrived in London each year, the income from this tax was considerable.

The Act was renewed in 1687, 1700 and 1708 and by 1723 the total received by

St. Paul's from this source was £810,181-18s-2d.

The only problems they ever had in collecting the tax was when England was at war and foreign navies turned the colliers back to Newcastle. There was also the famous occasion when a forerunner of Robert Maxwell siphoned off the pension fund for the orphans of City Freemen and the City decided to put it back by deducting sixpence from the tax on coal which would otherwise have gone to the churches. The churches protested and the result was that yet another fourpence was added to the taxpayer's bill. Enough to bring down the government of the day.

St. Paul's will be eternally grateful to coal.

The Clerk of The Company of Fuellers

Our current, and second, Clerk of the Company, Henry Squire, was born and educated in London where he resided until the death of both his parents in 1936. His first connection with any fuel industry was when he attended, and sang in the choir, at St Mary at Hill known then, and now, as the Coal Church because of its close proximity to the London Coal Exchange. Henry passed both buildings twice every day during his walk to and from school on the southern shore of the Thames.

Prior to the 1939-45 War he was studying for an engineering degree at London University and joined the Royal Air Force Volunteer Reserve because of his long interest in flying. He entered the Royal Air Force in January 1940 and undertook training in both the UK and Canada. He saw operational service in Coastal Command, TAF 2 and 38 Group during which he flew numerous SOE missions to Europe.

After the cessation of hostilities he served with Transport Command, first on Squadron and finally as an Operations Officer. His service continued with RAFVR until 1973.

Prior to his first appointment as National Secretary with the Coal Trade



Wg Cdr H C F Squire OBE - Clerk of the Company of Fuellers.

Benevolent Association in 1960 he had served as Assistant General Secretary to the Marine Engineers' Association and area Director of the Engineering Industries Association. He relinquished the secretaryship of the CTBA in 1967 but continued as their Honorary Adviser and Auditor for the next 13 years.

During these 13 years Henry held the post of Director to the Ball and Roller Bearing Manufacturers' Association, two other trade associations, the directorship of two engineering companies and connections with three others. He was also a member of the Council of the CBI and spent much time, and world travel, on

standardisation through International Standards Organisation Technical Committees and the British Standards Institute.

His second term as National Secretary of the CTBA started in 1980 and continued until his retirement at the end of March 1993. During this period he moved the offices of the Association three times and saw through its acquisition of their present premises at Kings Cross.

Highly supportive of the work undertaken by others to revive our Company, perhaps because of his early close connections with both the City and Coal, Henry was a member of the Company from the outset. Elected Clerk in 1987, in succession of our founder Clerk Arthur Puttock, Henry has recently been deeply involved in securing changes in our ordinances to enable us to welcome into the Company individuals from all sectors of the Energy industries.

Henry was awarded the OBE (Military Division) in the Birthday Honours List of 1968 for services to both the Royal Air Force and the Royal Air Force Volunteer Reserve.

Charles St George Stephenson Clarke

Founder Master of the Company of Fuellers - 1984/1985

Our Founder Master has long standing connections both with the City and the Coal Trade. Charles first became a Freeman of the City of London in 1945 when he joined the Clothworkers' Company which had been his family Company since the 18th 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 has worked for the Powell Duffryn Group for 46 years in various capacities and at numerous locations, including the City. Always involved in the Coal Trade he has been a Director of the Coal Factors Society and the Coal Meters Office for over 40 years.

He has also been a Director, since 1950, and for 15 years 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. Especially 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 14th century but which had been surrendered in



Founder Master of the Fuellers - Charles St George Stephenson Clarke in the robes of Master of the Clothworkers - 1987.

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. Let us hope that those now responsible for the present welfare and future growth of the Company have similar memorable years ahead.

THE 1994 INTER-LIVERY BRIDGE COMPETITION

The 1994 Inter-Livery Bridge Competition will be held on Monday 14th March at Plaisterers' Hall. Play Commences at 6.00pm and is expected to conclude at approximately 10.30pm. There is an interval between 8 and 8.30pm when a Buffet Supper will be served including wine, beer, soft drinks and coffee.

The charge for entering the 1994 Competition will be £81 per pair fully inclusive.

Full details of this well established and popular event, organised by the Worshipful Company of Makers of Playing Cards, are available from the Clerk of our Company.

IN MEMORIAM

J C BRANNAGAN

It is sad to report the very recent death of Joe Brannagan who was an early member of our Company, a loyal and supportive Liveryman and former member of the Court of Assistants.

Colleagues and friends from many sectors of the Coal and associated trades joined his family at Sussex & Surrey Crematorium, Crawley, on Monday 24th January, to respect his memory and to recall the friendship and support he had given to so many during his life.

NEW FREEMEN AND LIVERYMEN



Master Paul Glover and new Liveryman James Cripps at Watermen's Hall - October 1993.



New Liveryman Alan Dunmore and Eileen Dunmore with Master Paul Glover at Watermen's Hall - October 1993.

We welcome the following who were received into the Livery at the Installation Court Meeting on Thursday 7th October 1993 at Watermen's Hall.

Alan J DUNMORE
Richard James Nigel CRIPPS

The following new Freemen have recently joined the Company.

Richard J BUDGE
Allan Edward CROOK
Robert Guy SIDDALL

We look forward to meeting and welcoming them during our activities over the coming months.



CITY AND COMPANY DIARY OF EVENTS

1994



Wednesday 9th February 1800 Reception and buffet supper, The House of Lords

*Monday 14th March 1730 Inter-Livery Bridge Competition, Plaisterers' Hall

*Friday 18th March 1200 United Guild Service, St. Paul's Cathedral

Thursday 24th March 1030 Hospitality & Entertainment Committee
1130 Finance & General Purposes Committee

Thursday 28th April 1030 Election Court Meeting - Bakers' Hall
1200 Divine Service -St Mary at Hill
1230 Reception and Election Luncheon, Bakers' Hall

Wednesday 11th May 1800 Divine Service with Company of Builders Merchants -Chapel Royal, The Tower of London
1915 Reception and buffet supper, Glaziers' Hall

*Friday 3rd June 1030 Hospitality & Entertainment Committee
1130 Finance & General Purposes Committee

Friday 24th June 1200 Election of Sheriffs -Guildhall

*Friday 1st July Thames River Cruise on paddle steamer "Kingswear Castle" Livery Companies' Exhibition Guildhall
Visit to Sizewell Atomic Power Station -Aldeburgh

Tuesday 12th to Thursday 14th July
Friday 22nd July

Thursday 18th August 1030 Hospitality & Entertainment Committee
1130 Finance & General Purposes Committee

Thursday 29th September 1200 Election of Lord Mayor, Guildhall
1400 Court Meeting

*Wednesday 5th October 1830 Installation Ceremony,
1900 Reception and Installation Dinner, t.b.a.

* -Denotes a new entry or change of detail since the last published list.

For further details of Company events please contact:

Wg Cdr H. C. F. Squire OBE, The Clerk of the Company of Fuellers, 4 Maycross Avenue, MORDEN, Surrey SM4 4DA. Telephone 081-543 9446.

AIRS & GRACES

by Basil Watson

This book is a collection of some 250 doggerel versed Graces prepared for Livery Companies and for private and national occasions during the author's incumbency in the City. They are embedded in a text which outlines the ethos of the Livery and describes the process by which any citizen can become Lord Mayor of London.

Basil Watson saw service in the Royal Navy in HMS Attacker, one of the 'Woolworth' carriers. After operations in several theatres of war he was in Singapore for the Japanese surrender. Later he served in the 1st. Submarine Squadron (in the Mediterranean) and in the Fleet Carrier HMS Victorious (in the Far East).

Among other appointments he was responsible for Officers' training in HMS

Devonshire - the cadet training cruiser - at Dartmouth and as tutor at the RNC Greenwich where he was responsible for the restoration of the world famous Chapel.

On retirement from the Royal Navy, and while Vicar of St. Lawrence Jewry, he became Rural Dean of the City. He established a weekly rostrum in the church which attracted the great and the good, both as speakers and as a capacity City lunchtime audience.

Currently Basil is Chaplain of the Worshipful Company of Fuellers (among others). At various times he has been Chaplain to 20 Livery Companies for whom most of the Graces were composed.

All Liverymen and Freemen, as well as everyone who wants to know how the corporate City lives, should have a copy of this collection of varied and most privi-



Airs & Graces - Basil Watson

leged insights into the world that does business eyeball to eyeball.

Copies can be obtained from the Guild Hall Library Bookshop and other quality bookshops. Published by Ashburnham Press, price £14.95.

This publication is produced and distributed by the Worshipful Company of Fuellers. Comments on this edition are welcomed and should be directed to The Editor, "The Fueller", c/o 4 Maycross Avenue, MORDEN, Surrey SM4 4DA. Telephone: 081-543 9446.