



# THE FUELLER

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## The Lord Mayor, The Corporation and The Livery Companies

**The Livery Companies of the City of London form an honourable and historic part of the story of the development of the City and the Corporation.**

It was thanks to the developing powers of the Companies that the seeds of democracy took root and flourished in the City of London. Since 1500 it has been firmly established that the power of recognising a new Livery Company rests with the Court of Aldermen who also control the numbers, the ordinances of each Company and the minimum level of charitable funds which must be held.

Freemen of Companies cannot be admitted to the Livery without first having taken up the Freedom of the City. It is not surprising, therefore, that it has been said that "the story of the Corporation of London without its Livery Companies and vice-versa would be like Hamlet without the Prince of Denmark". The Livery Companies remain inextricably intertwined with the Corporation.

Through their Liverymen they are responsible for nominating the Lord Mayor (who is the Head of the Corporation) and for electing the Sheriffs, and they do this at ancient ceremonies at Guildhall. This clearly demonstrates the Corporation's dependence on the Livery movement. Furthermore, only a Liveryman may be the Lord Mayor, an Alderman or a Sheriff.

The direct link through the Court of Aldermen has been further strengthened by contact with the Common Council through the Livery Committee and the Livery Consultative Committee.



*Samuel Jones - Town Clerk Corporation of London, the contributor of our leading article.*

The objectives of the Consultative Committee which consists of Liverymen, Members of the Court of Common Council and Clerks to Livery Companies, are the co-ordination, planning and implementation of joint Livery Company activities which either support the Mayoralty and Corporation or concern themselves with the development of the Livery.

This link is further strengthened by the fact that many Liverymen who live or work in the City are Members of the Corporation's Court of Common Council, devoting much unpaid time to work on behalf of the City. The very existence of the Livery means that there is an inner core of lovers of London pledged to

maintain all that is best in the City's ancient constitution, customs and traditions. This accords precisely with the objectives of the Lord Mayor and the Corporation of London so they share the common aim of seeking excellence in all they do.

Appreciating the importance of the Livery movement to the City, the Corporation takes considerable care to support and inform the 23,000 Liverymen whom they regard as potential ambassadors.

With this in mind the Corporation, at considerable cost, includes them in the distribution of 'City View', a bimonthly magazine that keeps them up-to-date on the Corporation's plans and actions and the activities of the Lord Mayor. The 1994 Livery Companies Exhibition is designed to inform as wide an audience as possible about the Companies' work in the craft, trade, education and charitable areas.

The Corporation has shown its appreciation of the importance of this work with the injection of £35,000 and the provision of the Guildhall as a prestigious venue. The City has played an important role in the affairs of the nation for centuries.

Together the Corporation and the Livery provide continuity and stability, values which are critical to the well-being of the City's international business community. This partnership is manifested in the Guildhall where banners and shields of the City Livery Companies gleam from the roof.

The Corporation will continue to nurture and expand this partnership by offering every assistance in the pursuit of

# HMS Daedalus



**HMS Daedalus is well known throughout the Fleet Air Arm as its birthplace.**

The first ship to bear the name, a fifth rate ship of the line, was commissioned in 1780 and gained battle honours in the Mediterranean and at San Domingo. The second was a hired Naval store ship and the third a 44 gun prize captured in 1811.

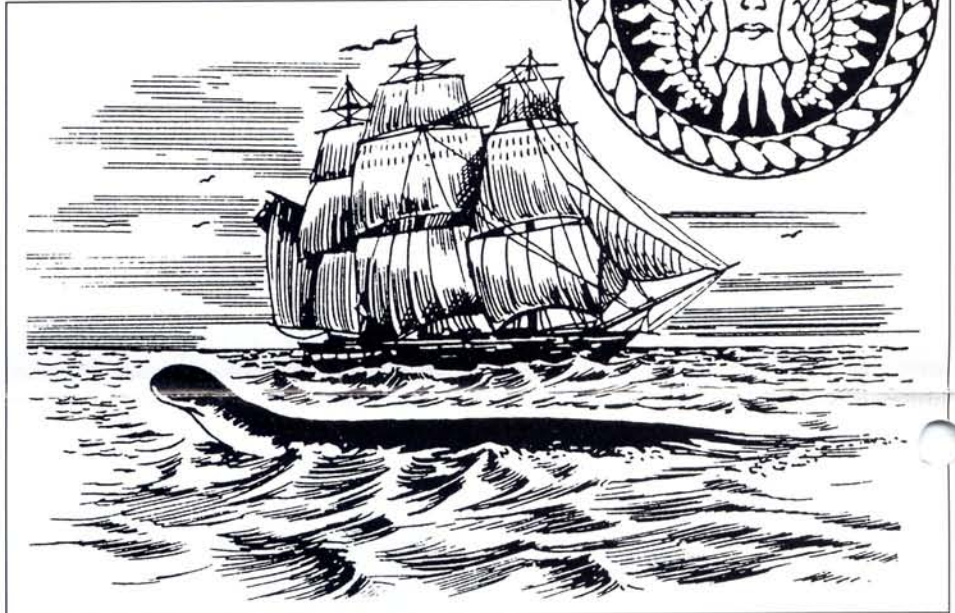
The fourth, another fifth rate ship of the line, was commissioned in 1826 and has an added claim to fame. On 6th August 1848 it reported the sighting of a 60ft long sea serpent with its head about 4ft out of the water. The official report caused quite a stir amongst 'serpent watchers' and the Daedalus affair is still the most quoted of all sea serpent sightings.

Some would argue that not enough water was being taken with the regular 'tot'. Subsequently this vessel became a drill ship at Bristol until sold in 1911. It wasn't until the fifth use of the name that the association with Naval Aviation was made.

The floating battery HMS Thunderbolt was refitted in 1915 to become the Royal Navy Air Service depot ship HMS Daedalus. The ship later reverted to a hulk under her original name, but the link with aviation was forged, never to be broken.

In April 1916 the Royal Naval Air Service training establishment at Cranwell was commissioned as HMS Daedalus. Its task was to train RNAS officers to fly aeroplanes, non-rigid airships and observer kite balloons. In April 1918 the Royal Flying Corps and the Royal Naval Air Service were amalgamated and the use of HMS Daedalus ceased. It is worth noting that during 1917 and 1918, prior to the creation of the Royal Air Force, the air station at Lee-on-Solent was a Royal Naval Air Service Seaplane Training School.

With the creation of the Royal Air Force in 1918 the station became RAF Lee-on-Solent and from 1922 the station was the Royal Air Force School of Naval Co-operation. In 1939 RAF Lee-on-Solent was handed back to the Royal Navy, commissioned as HMS Daedalus and became the headquarters of the Home Air Command.



*The Daedalus sea serpent of 1848. From an engraving in The Illustrated London News.*

Since 1947, when the Fleet Air Arm first entered the Royal Naval Field Gun Competition, HMS Daedalus has been the home of the Fleet Air Arm Field Gun Crew which has built up a reputation and record that is the envy of all the other Naval Commands.

In 1960 HMS Daedalus was renamed HMS Ariel on the arrival of the Air Electrical School and HMS Daedalus moved to the Wykeham Hall building, then the home of Flag Officer Naval Air Command. On 5th October 1965 the then

FONAC, Admiral Sir Richard Smeeton, KCB, MBE, performed a renaming ceremony and RNAS Lee-on-Solent again became HMS Daedalus.

But what of the future? HMS Daedalus is scheduled to close in March 1996 when the Air Engineering School moves to HMS Sultan and there are no plans to recommission the name.

The airfield is the subject of much discussion by local government authorities and there is mounting pressure to keep it open as a civilian concern.

## NEW LIVERYMEN AND FREEMEN

The following were received into the Livery of the Company at the Court meeting held on Thursday 28th April 1994.

Colin CORNES  
Malcolm John EDWARDS CBE

The following new Freeman have been received into the Company.

Andrew BAINBRIDGE  
John CHARLTON  
John William CLOUGH

Andrea COOK OBE  
Dennis Alfred GLEW  
Christopher Harold Alexander GOODWIN  
Patrick Thomas JENNINGS  
William Fleming JOHNSTON  
William Greenwood KAYE  
David Anthony VICARY

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

# Saints and Sinners Visit Smithfield Market

**On 24th March Past Master George McGechan, also a City Guide, organised a most successful early morning visit to Smithfield Market for 17 members and friends.**

The party met at the somewhat unheard of hour of 7.00 am (except for those brought up in the retail coal trade) at the Market Superintendents Office where the visit commenced with a very welcome cup of strong coffee and a brief history of Smithfield.

Like many of the City's traditional, well-established and successful markets - whether for produce, commodities or finance - Smithfield has a long and interesting history. The market traces its history to at least 1174 when the clerk to Thomas 'a Becket first described the market as "A smooth field where every Friday there is a rendezvous of fine horses, swine with their deep flanks and cows and oxen of immense bulk."

Smithfield is internationally famous, it is recognised as the largest meat market in the world. The Corporation of London is rightfully proud of this reputation and of the improvements and innovations introduced over the years.

But nothing is constant, least of all a market. The meat, poultry and general

markets at Smithfield are currently being completely refurbished and the opportunity is being taken to develop the revised hygiene requirements for application in all meat market across Europe. In Smithfield we certainly lead Europe and are creating the standards for the rest to follow.

After the introductory talk the party toured the Poultry Market and the Old West Market Hall.

Unfortunately the refurbishment of the East Market Hall will not be finished until later in the year but we did have the opportunity to examine the sympathetic way the existing architecture was being adapted to accommodate the requirements of a 21st century meat market. It is to be hoped that a visit later in the year will enable us to inspect the interior of the new East Market Hall.

Our interesting tour concluded at 'The Fox & Anchor', Charterhouse Street, where a hearty porter's full house breakfast was enjoyed by all.

Why 'Saints & Sinners' I hear you call? Our party of 17 split into 2 tables for breakfast - one decided to wash down breakfast with coffee and orange juice. The other table heard something called 'a drinks licence' and proceeded to order up 6 pints of Guinness and 2 pints of Directors.

Need we say more.

## Fueller's Reception - House of Lords

On Wednesday 9th February at 6.30pm Lord Ezra, Liveryman of the Company, and Master Paul Glover hosted a reception in the Cholmondeley Room of the House of Lords for the Company and its guests.



*Lord Ezra and Master Paul Glover preparing to greet guests at the House of Lords - 9th February 1994.*

The occasion was the first opportunity, following the revision of our ordinances, to welcome guests from all energy industries and invite them to consider becoming members of the Fuellers Company.

Official guests included many interesting and influential people in both the national and international energy field.

A total of 117 attended including 36 members, 38 members' personal guests and 43 Company guests.

## Show Your True Colours

Following helpful suggestions from the Livery your Court has decided to make available to members of the Company a range of high quality enamelled badges and brooches featuring the Crest of the Company.

Along with the existing tie it is now felt that there is a range of items that should enable individual members of the Company to show their allegiance in their preferred manner.

The present enlarged range is available from the Clerk of the Company. The indicated prices include postage and packaging.

Orders should be accompanied by cheques made out to the Worshipful Company of Fuellers.

Bar brooch.....	£5.00	Clutch badge.....	£4.00
Cuff links.....	£10.00	Tie.....	£7.50





# CITY AND COMPANY DIARY OF EVENTS

1994



\*Monday 9th May to  
Friday 30th September

0930 'Seal of Approval'. A display of  
to Royal Charters & Grants of  
1700 Arms of the City of London  
Livery Companies - Guildhall  
Library

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 24th June

1200 Election of Sheriffs - Guildhall

Friday 1st July

1200 Thames River Cruise -  
"Kingswear Castle"

Tuesday 12th to  
Thursday 14th July

Livery Companies' Exhibition  
1994 - Guildhall

Friday 22nd July

Visit to Sizewell Atomic Power  
Station - Aldeburgh

\*Wednesday 27th July

Support of 'Fleet Air Arm' Gun  
Run Team - Royal Tournament,  
Earls Court

Thursday 18th September 1030 Hospitality & Entertainment  
Committee

1130 Finance & General Purposes  
Committee

Friday 24th June

1200 Election of Lord Mayor -  
Guildhall

1400 Installation Court Meeting

\*Wednesday 5th October

1830 Installation Ceremony,  
1900 Reception and Installation  
Dinner, Merchant Taylors' Hall

\*Saturday 12th November

Lord Mayor's Day

\* 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.

## Thames River Cruise 'Kingswear Castle'

Friday 1st July 1994

The Company of Fuellers has chartered the only operational coal fired paddle steamer for a special luncheon charter on Friday 1st July 1994.

The Kingswear Castle has just completed an extensive, and expensive, refit and will be in all her glory as she salutes Tower Bridge, our Master and his guests. This promises to be a splendid occasion. Not only will Tower Bridge be raised for us as we steam down stream to the Thames Barrier but we could probably be one of the first vessels, if not the first, to pass under the bridge on the first day of its second century.

The 'Pool' of London is also likely to include a number of special vessels visiting from all corners of the globe as part of the Tower Bridge Centenary Celebrations



*Kingswear Castle under steam on the Medway near her home port.*

that will have taken place the previous day.

Naturally tickets are going like 'hot cakes' so please apply soon to Roger

## CITY LIVERY CLUB Golf Society

The Golfing Society of the City Livery Club is opening its doors to those members of City Livery Companies who do not belong to the City Livery Club.

Any member of a City Livery Company may play in the Society meetings and it is hoped that they may ultimately wish to join the City Livery Club. Should they not wish to join the City Livery Club then availability to join the Golfing Society would be dependent on a donation to the Livery Club, say £25.00.

The fee for belonging to the Golf Section is £10.00.

*Further information is available from*  
**C M Fielder, The Hon Secretary,  
City Livery Club, Golfing Society,  
1A Branscombe Gardens,  
Winchmore Hill, London N21 3BP.**