



THE FUELLER

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SUMMER 1994

Registered at Stationers' Hall

Fuellers Salute Tower Bridge

On Friday 1st July some 140 Fuellers and guests of the Company dined our Master in saluting the first day of the second century in the history of Tower Bridge.

While the official Centenary celebrations took place on Thursday 30th June, attended by HRH the Prince of Wales and our Lord Mayor, the Company of Fuellers saved their celebrations until Friday 1st July when they chartered one of the last coal fired paddle steamers - Kingswear Castle - for a special luncheon trip on the Thames.

Master Paul Glover had secured a generous contribution to the Charter from British Coal Corporation which is gratefully acknowledged.



Master Paul Glover presents our cheque to the Very Reverend Eric Evans

Members, friends and guests gathered at London Bridge City Pier, immediately in front of the old Hays Wharf on the southern shore of the Thames, and started boarding soon after 1130. The steady flow increased its speed

as soon as everyone realised a welcoming glass of punch awaited each member of our party.

Sailing a few minutes after 12 noon we passed under the raised Tower Bridge at our precise booked time of 1213, having passed between HMS Belfast and the Royal Yacht Britannia. All looked a credit to our Monarch, Country, City and Navy.

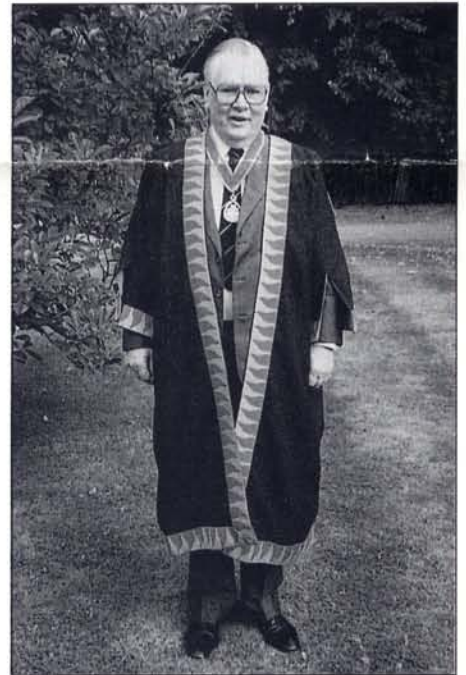
Our trip downstream, to immediately beyond the Thames Barrier, included a detailed commentary on City and River sites and a celebration buffet luncheon with wines and coffee. The opportunity was also taken to present Fueller's cheques to the Dean of St Paul's - the Very Reverend Eric Evans - for Cathedral restoration and the Choir School and to the Captain of Kingswear Castle for the Paddle Steamers Preservation Society.

Guests of the Company included Masters of the Worshipful Companies of Glaziers, Master Mariners, Builders Merchants and Constructors as well as members of several other Companies. The Dean of St Paul's was joined by Rev Basil Watson, Chaplain to our Company and Rev Brian Kirk Duncan, Vicar of St Mary-at-Hill, sometimes known as the Coal Church.

The passenger list also included Captain and Mrs David Newberry from HMS Daedalus and many guests of individual members.

On our return to City Pier everyone agreed that with outstanding weather, an excellent luncheon, good wine (and ale) and convivial company a thoroughly memorable occasion had been enjoyed by all.

Election Court Meeting -April 1994



Master Elect W M Pybus

The Court of the Company held its Election Meeting at Bakers' Hall on Thursday 28th April. The following officers were elected/re-elected to serve in the coming year:-

Master	W M Pybus
Senior Warden	M R T Bryer Ash
Junior Warden	C E Wilkinson CBE TD DL
Clerk	Wg Cdr H C F Squire OBE
Assistant Clerk	Mrs F A Alger

Master William Pybus and his Wardens take up their new positions at the Installation Ceremony which will precede the Installation Reception and Dinner at Merchant Taylors' Hall on Wednesday 5th October.

All Liverymen and Members of the Company congratulate our new Master on his election and pledge their continued support to him and the Livery.

Bank of England Tercentenary 1694-1994

Safe as the Bank of England

On 27th July 1994 the Bank of England celebrated the granting of its original Royal Charter which was sealed at Powis House (Lincoln's Inn Fields) on 27th July 1694. Later that day the first meeting of the Bank was held in Mercers' Hall and the Bank opened for business on 1st August 1694.

The Bank was not originally located on its familiar site in Threadneedle Street, but at Mercers' Hall in Cheapside. Subsequently in 1694 the Bank moved to Grocers' Hall in Poultry. It remained there for the next 40 years, moving in 1734 to the first building on the present site in Threadneedle Street, designed by George Sampson - the first architect to the Bank.

While never breached in its history the security at Threadneedle Street has been threatened on a number of occasions. On 6th June 1780 rioters marched on the Bank but did not actually attack it and the then Lord Mayor, Brackley Kennett, requested the Government to send both Horse and Foot Guards to defend the Bank. These troops, together with London citizens who volunteered with the Bank employees, repelled the attack when it came between 11 and 12pm on 7th June.



It is said that the attackers were repelled with bullets made from melted down inkwells.

Subsequently those on duty in the Bank and elsewhere in the City during the attack were given, on 17th August 1780, 'an elegant entertainment' by the Governors and Directors of the Bank at the Queen's Arms Tavern in St Paul's Churchyard.

At this time the Bank had been flanked by two churches, St Bartholomew-by-the-Exchange, pulled down in 1840 to allow for the widening of St Bartholomew's Lane, and St Christopher-le-Stocks. It was realised that had the attackers gained access to St Christopher-le-Stocks the security of the Bank would have been threatened so the Governors and Directors

entered negotiations with the church authorities to purchase the land.

The church was demolished in 1780, an act not welcomed by the parishioners, and the contents removed to the parish church of the Bank, St Margaret Lothbury.

During subsequent rebuilding the former churchyard of St Christopher-le-Stocks was incorporated into the Bank and became the Bank Garden. During later alterations Bank Gardens were reduced in size and became known as The Garden Court. The contents of the graves were removed in 1867 to Nunhead cemetery for re-burial.

Another threat to the Bank's security took place in 1836 but on this occasion it came from an unexpected source - the sewers. The accounts of the incident vary but it would appear a sewerman discovered an old drain which ran immediately under the bullion room. He sent an anonymous letter to the Directors offering to 'meet them in the bullion room at any hour they pleased to name.' They arranged 'a dark and midnight hour'. The sewerman duly arrived and was rewarded for his honesty with a substantial sum, most accounts agreeing that this was £800.

Sometimes honesty does pay.

Arthur R Puttock

Founder Clerk of the Company of Fuellers 1981-1987

Our Founder Clerk had his organisational skills put to the test from an early date. Those who know Arthur well will be more than aware of his close affection for Sea Rowing and it was in this field that he sharpened his administrative skills.

In 1927 he accepted the challenge of becoming Secretary of the Shoreham-By-Sea Rowing Club to save it from extinction. The Club has since grown over the years and has gained many local and national successes. Thanks to Arthur's long service to the Club it is now one of the strongest and most prosperous on the South Coast.

In 1929 he was elected to the Executive of the Coast Association and became its President in 1935 - the

youngest ever to hold that position in the Association's 100 years of existence.

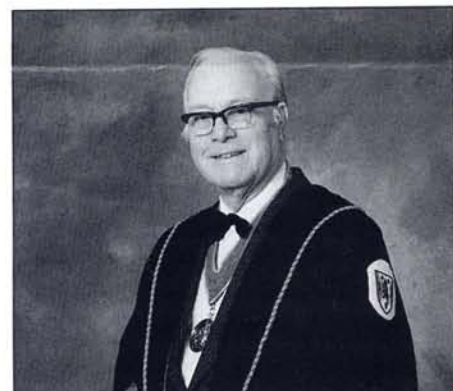
When the local Regatta Committee needed a Secretary in 1930 they didn't have to look further than Arthur who had, by then, gained considerable administrative experience in rowing circles. This position he held up to the commencement of the war and was one of the many he returned to immediately the conflict ended.

During the Second World War Arthur served as a WO1 in REME with 2 Canadian Corps in Europe and was mentioned in dispatches.

While picking up his many connections in rowing after his military service he accepted the position of Secretary/Treasurer for the Coast Association and was again elected President in 1953. A member of the Council of the National Amateur Rowing Association and the Amateur Rowing Association he only

retired from active participation in 1975.

This long standing service to both Shoreham and Rowing, in particular, has



Arthur R Puttock - Founder Clerk 1981-1987 been recognised in a variety of ways. In 1962 he was honoured, by both the Club and the Town, when invited to open Shoreham's new Boat House and in 1977 he received the Queen's Silver Jubilee medal for services to Rowing.

On his return to his beloved Sussex

The Battle of Taranto and Its Affect On Naval History

Just over 70 years ago a naval pilot wrote in his log book:

"I flew back almost on the surface of the water to cheat the wind of some of its strength. The bumping was severe. It took nearly an hour to cover 16 miles."

The pilot was flying a seaplane during a gale over the Thames estuary in the early days of naval aviation - an auspicious start. However, twenty years later naval pilots were flying from aircraft carriers and about to make a great impact on world opinion on the use of naval air power.

Until 11th November 1940, all but the most far sighted believed that an enemy fleet could only be attacked effectively with gunfire. But that night 21 flimsy, slow flying Fairey Swordfish aircraft took off from the new aircraft carrier HMS Illustrious. One turned back but 20 of the aircraft flew 170 miles and attacked and crippled the Italian fleet anchored at Taranto. The Italians suffered more damage than the German Navy suffered in daylight at the Battle of Jutland.

Taranto was the supreme justification for the Fleet Air Arm - for it was the first

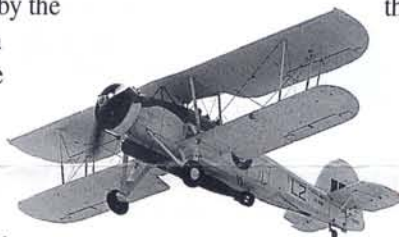
time in history that an enemy fleet had been defeated without ever sighting or engaging its opposing ships. It was also the first successful major offensive against the Axis Powers in the Second World War and it inspired the nation.

In 1940 the strength of the Italian Navy was considerable compared with that of the British Mediterranean Fleet. It had long been recognised by the Royal Navy that Malta would quickly become untenable as the Mediterranean

Fleet's main base in the event of a war which included a hostile Italy. Italian aircraft and naval

forces would descend upon Malta in an attempt to sever the British Fleet's Mediterranean lifeline. Italy entered the war on 10th June 1940 and that night Italian bombers raided Malta.

The plan for the attack on Taranto had been laid as early as September 1938 when Admiral Sir Dudley Pound, as Commander in Chief Mediterranean, had directed the then Captain Lyster to formulate the plans for execution by the



Fairey Swordfish

squadrons of HMS Glorious. The attack had been rehearsed and then shelved when the Munich crisis passed.

It was doubly fortunate that when the time came for its resurrection Rear Admiral Lyster should be the Rear Admiral flying his flag on HMS Illustrious and that many of HMS Glorious's experienced crews should be in the new ships' Swordfish squadrons.

In Japan, at the Imperial Navy headquarters, naval strategists studied this impressive example of economy of force with great interest. Just over a year later

the Japanese were to use an identical method of attack against the USA at Pearl Harbour. Taranto had brought about a radical change in the conduct of naval warfare. Aircraft had become a prime

weapon for the fleet with their ability to outreach the largest calibre gun.

By the end of the Second World War, after the aircraft battles in the Pacific, naval aviation had proved its strategic and tactical worth.

Subsequently the Fleet Air Arm made vital contributions in the Korean War, in Malaya, at Suez, in confrontations with the Indonesians and in the Falklands. Integrated into ships' weapons systems, aircraft had become the ears, eyes and punch of the Fleet.

The Battle of Taranto, celebrated annual at Naval Air Stations, was an attack carried out by men of enormous courage, in somewhat primitive aircraft affectionately known as the "Stringbag". Today's naval aircrews need and have the same attributes of determination, endurance and initiative as those demonstrated by their illustrious forbears in the early days of naval aviation.

NEW FREEMEN

The following new Freemen were received into the Company at the Court meeting held at Stationers' Hall on Friday 24th June.

Clive Terence CHAMBERLAIN

Caroline Mary INNES

Herbert Charles MARSH

William Somerville PRETSWELL

Anthony Graham SHILLINGFORD

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

he joined the staff of Corral & Co - part of the Powell Duffryn Group. In 1961 he was seconded to the South East Region of the Coal Merchants Federation of Great Britain. In this position he saw service on local National Coal Board and Solid Fuel Advisory Service promotional committees where he represented the interests of the retail trade.

When the South Eastern Region of the CMF merged with the London Society of Coal Merchants in 1972 he became the first secretary of the new enlarged organisation. Here he was encouraged by members of his committee to investigate the prospects of developing a more formal relationship between the City and Coal.

His initial approach was to Charles Stephenson Clarke (subsequently our Founder Master in 1984), a leading light in both the Coal Trade and the Clothworkers' Company with which his family had connections for generations.

At first it was considered more appropriate to try to resurrect the original Charter of the Woodmongers and Coal Sellers which had a history dating back to the 14th century but which had been surrendered in 1667. Subsequently they were advised to petition as 'The Fuellers' - the colloquial name by which the Woodmongers and Coal Sellers had been known centuries earlier.

We first became a City Company without Livery in October 1981, Grant of Livery was confirmed in 1984 and Letters Patent presented on October 17th 1984. This date will be very memorable for our Founder Clerk.

We shall ever be indebted to Arthur and his early colleagues who diligently saw through the research and attention to detail that is so essential to the successful birth, or in our case rebirth, of a Livery Company. Thank you Arthur for all you have done for us.



CITY AND COMPANY DIARY OF EVENTS

1994



Monday 9th May to Friday 30th September	0930 to 1700	'Seal of Approval' A display of Royal Charters & Grants of Arms of the City of London Livery Companies - Guildhall Library	Saturday 12th November	Lord Mayor's Day
*Tuesday 13th September	1030	Hospitality & Entertainment Committee - Hobart House	*Thursday 15th December	Christmas Carol Service St Mary-at-Hill
	1130	Finance & General Purposes Committee - Hobart House	*Thursday 26th January	Court Meeting
*Friday 23rd September	1400	Fuellers' Prize Presentation Divisions - HMS Daedalus	*Friday 31st March	United Guilds Service St Paul's Cathedral
Thursday 29th September	1200	Election of Lord Mayor Guildhall	*Thursday 27th April	Election Court Meeting Watermen's Hall
	1400	Installation Court Meeting		Divine Service - St Mary-at-Hill Livery Luncheon Watermen's Hall
Wednesday 5th October	1815 1845	Installation Ceremony Reception and Installation Dinner - Merchant Taylors' Hall	* - Denotes a new entry or a 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 0181-543 9446.

A & B 2 C (8 Letters)

No, not a complicated clue for the Times crossword puzzle (Answer - Sizewell), just an unusual introduction for the report on our summer visit to Suffolk.

A small party of Fuellers and guests, led by Master Paul Glover, visited Sizewell A & B Nuclear power stations on Friday 22nd July.

We were admirably entertained by our hosts, Nuclear Electric and their staff, who organised a detailed presentation on the history of nuclear power in the United Kingdom and especially on the Sizewell site, as well as the physical tour of inspection.

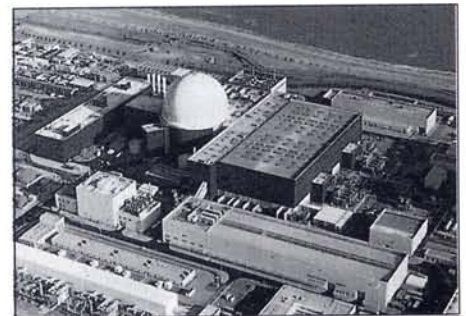
While Sizewell A is an early first generation Advanced Gas Cooled Reactor (AGR), Sizewell B is Britain's first Pressurised Water Reactor (PWR) station. Although the first PWR in Britain there are many similar stations worldwide including the nearest nuclear installations to London in Northern France as well as America and the Pacific Basin.

By the autumn of 1994, ten years after a marathon public enquiry, engineers should begin loading fuel and the station, which has cost £2 billion, is on target to commence feeding electricity into the national grid by February 1995.

During the visit we were told that by the year 2020 as many as 200 new stations, each worth £2 billion in today's money, will need to be commissioned world wide.

Sizewell B provides an excellent shop window to the rest of the world for British nuclear technology. On the strength of it Nuclear Electric has formed a partnership with Westinghouse, the original designers of the PWR concept, to bid for a power station contract at Lungmen, Taiwan. To maintain its position at the forefront of international nuclear power generation construction the British nuclear industry needs a commitment by the Government to a follow-up station.

It is to be hoped that, like the alphabet, C will follow B. With this in



Sizewell B

mind Nuclear Electric has submitted plans for a larger 2,600 megawatt power station, Sizewell C, based on another pair of PWRs.

Sizewell C is estimated to cost £36 million. Its operating costs would be reduced in view of its smaller twin units and the proximity of Sizewell B, with which resources and facilities would be shared. A capacity factor of around 85 percent is anticipated, in line with the best PWR plants such as Callaway in the USA. Our interesting and informative visit concluded in the evening, at the Brudenell Hotel, Aldeburgh, when the Master and his party entertained the Sizewell B Station Manager Dennis Joynson and his wife at an informal Champagne Supper.