



THE FUELLER

ISSUE No. 9

FEBRUARY 1998

Registered at Stationers' Hall

INSTALLATION LUNCHEON at BARBER SURGEONS' HALL WEDNESDAY 8 OCTOBER 1997



Master Colin MacLeod with Mrs Kay MacLeod and some of their official and personal guests which included Professor R Williamson, the Master Pattenmaker and the Master of the Air Pilots & Navigators Guild.

Following the conclusion of the Installation Court where Master Edward Wilkinson reported in detail on his busy Mastership our retiring Master handed over the symbols of office to Master Colin MacLeod who in turn enrobed his Senior Warden, David Waring and our new Junior Warden, Vaughan Williams.

In the absence of our much loved Chaplain - the Reverend Basil Watson, who was unable to share in the occasion because of a complication with a replacement hip operation - Past Master Edward Wilkinson showed us another of his many skills by reading the grace previously prepared for the occasion by Basil. (Readers will be pleased to hear that Basil is progressing well

after a lengthy stay in hospital followed by convalescence at Osborn House, which had taken him out of circulation for in excess of six months. We all wish him well and look forward to seeing him again soon.)

Following the grace the opportunity was taken by the Master to officially receive,

from Doreen McGechan, a pair of simple engraved silver candlesticks in memory of her late husband, and our Master in 1989-90, George McGechan. The candlesticks had been entirely funded by individuals within the Company as a permanent memorial to both a good friend and loyal member of the Company.

The luncheon was well supported by members of the Company with their guests who were entertained by the Master and his principal guest Professor R Williamson and our Senior Warden who laboured during most peculiar interruptions on the loudspeaker which appeared to be picking up strange messages from a middle eastern taxi service!

CITYDIP '98

26/27/28 FEBRUARY 1998

The City Dip is the Corporation of London's annual sponsored swim which raises money for charity.

Anyone can join in - City residents, businesses, sports clubs, livery companies and schools. The aim is to get fit, have fun and raise money through sponsorship. The money will go in full to the Lord Mayor's Appeal which this year is for the British Diabetic Association and NCH 'Action for Children'.



THE MANSION HOUSE
LONDON EC4N 8BH
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This year my charitable appeal will benefit two charities, the British Diabetic Association and NCH Action For Children.

My wife and I chose the British Diabetic Association because we have a son with diabetes. We are keen to support the British Diabetic Association's Campaign for a Cure, which was launched in 1997 and which is raising money to fund vital research.

Living or working in the capital, it is impossible not to notice the increasing numbers of young people sleeping on the streets. This made the 'House our Youth 2000 Campaign', run by the child care charity NCH Action For Children, a natural choice. No youngster should be homeless. House our Youth 2000 aims to turn that ideal into a reality.

I am extremely grateful to the Corporation's Department of Housing and Sports Development for organising the City Dip and I urge you to have some fun and take the plunge to help raise money in support of my charitable appeal.

Richard Nichols

THE RIGHT HONOURABLE
THE LORD MAYOR ALDERMAN RICHARD NICHOLS

FUELLERS RAISE STEAM



Commodore Malcolm Shirley, Master Michael Bryer Ash and the party from the Fuellers Company before boarding the 'Sentinel' steam lorry to visit 'Daedalus Wing' - HMS Sultan 8 October 1996.

The last event of Master Michael Bryer Ash's year was the first joint visit to HMS Sultan by its four affiliated Livery Companies, the Plumbers, Turners, Engineers and ourselves who were invited by Commodore Malcolm Shirley to Gosport in October 1996.

After a comprehensive briefing the four Companies went to see their particular activity and the eight

Fuellers were met by Officers from the Air Engineering and Survival Department (AESD) known by us as the 'Daedalus Wing' with, would you believe, a real live 'Sentinel' steam lorry fantastically refurbished by the Royal Navy engineers.

As can be seen from the photograph, supplied by HMS Sultan, the 'steamer' was blowing and eager to transport us to see the trainee Air

Mechanics carrying out their day to day activities.

After the usual excellent lunch in the wardroom and further afternoon exploration of activities, including the impressive Survival Department, we took leave of HMS Sultan firmly convinced that HMS Daedalus firmly lives on at Gosport with its activities spanning the steam to the jet age with apparent ease.

REPORTS FROM PAST MASTER EDWARD WILKINSON CBE

While a summary of the full report on Master Edward Wilkinson's year of office has already been circulated the following illustrated articles provide more detailed information on a few of the highlights in what was a very busy and enjoyable twelve months.

FRENCH POWER

On the basis that time spent in reconnaissance is NEVER wasted the success of the Fuellers first venture overseas was guaranteed. Thanks to several forays by Past Master Paul Glover and Court Member Roger Cloke, to seek out the most cost effective Hotel capable of meeting our requirements, including a gourmet dinner with fine wines, our party was booked into Le George V for the night of Thursday 14 November 1996.

The party was reduced by six due to illness but fifteen members and their guests travelled during the day to

Calais. Those who wanted a sea voyage travelled by car and conventional ferry while those in search of adventure drove to the Folkestone terminal of 'Le Shuttle' and took the train, a very smooth journey of some thirty five minutes, to Calais through the Tunnel. At least one couple shunned the motor car completely and took Eurostar from Waterloo which trundles through the Garden of England and then speeds up through the Tunnel only to immediately apply the brakes for the few passengers disembarking at Calais.

The Folkestone terminal was the

first sight for most of us of the large numbers of our fellow citizens staggering behind their trolleys loaded to overflowing with crates of mainly beer and lager - some admitting that it was their third or fourth trip of the day. So much for a Common Market and equalised excise duty!

Le George V Hotel was not exactly plush but deemed adequate and we looked forward to sampling the Company Dinner. Sadly Paul Glover was 'hors de combat' and he and Angela couldn't make the trip which was particularly sad.



The Worshipful Company of Fuellers

Master: C E Wilkinson CBE TD DL
Senior Warden: C J MacLeod
Junior Warden: D R T Waring
Clerk: S J Lee

Company Dinner
at Hotel Restaurant George V
Calais, France
Thursday 14 November 1996

MENU AND WINES

*Le Suprême de turbot soufflé à la Persanne
(Moulin de St Hubert 1991 Bordeaux Haut Bénéauge)*

*

*Le Magret de canard au gingembre frais
(Haut Médoc Vaubricour 1993)*

*

*L'Assiette des fromages affinés (régionaux)
sur lit de salade*

*

*Le Feuilleté aux poires et à l'armagnac
(Méthode Champenoise Beauchois brut)*

*

*Le Café et ses mignardises
(Armagnac)*

The care to find the right restaurant with a good cellar bore fruit from the moment we assembled for the pre-dinner drinks where we were joined by Monsieur Gerard Duboc of Centre Nucleaire de Production d'Electricite de Gravelines of Electricite de France as our guest for the evening. M Duboc had worked for some time in London so conversation was both easy and interesting. History doesn't relate how many wines our scouts tested but the one's they settled on lived up to all our expectations, as did the accompanying four course dinner. Vive La France!

For those visiting Gravelines power station the next morning an early start was necessary and with no English breakfast to sustain us we set out by car for the short journey along the coast towards Gravelines looking forward to lunchtime.

We were well received at the visitors centre by our guides for the day Jeannine and Maryse and perhaps one or two of our party admired other attributes they both had - other than an ability to speak impeccable English! After the inevitable but informative video and briefing we split into two groups with a good background knowledge of the French Nuclear Power Industry and the Gravelines power station of Electricite de France in particular.

It was a surprise to us all that over 73% of all French electricity is generated by nuclear power and often much of the output from the six 900MW sets at Gravelines is supplied to the UK by way of the Channel undersea cable.

The reactor apart, one modern power station is much like another and, as we had seen at Sizewell stations, the general operation and safety systems were carefully monitored and an air of efficiency prevailed.

Gravelines power station was built virtually on the beach so gallantly defended by British Forces in 1940 and fish in the intake water were one of the water treatment problems which had to be overcome. Not so at the fish farm next-door which used some of the warm cooling water and therefore had to have their produce suitably labelled to identify its origin as being close to a nuclear plant. Electric eels perhaps!

After a final question and answer session the Master thanked the management, and the charming guides in particular, for a most interesting visit and took their recommendation to lead the party to Le Turbot a renowned restaurant in nearby Rue de Dunquerque. We were not disappointed and after an extended lunch of exceptional quality we eventually arrived back at Le George V to rejoin those who had spent the day shopping and lunching in Calais.

After tea to revive us the party went their various ways back to the UK, some staying another night in Calais and some venturing a little further inland for a long weekend of wining and dining. The Master and his two guests took the opportunity to visit The Wine Society cellars in Hesdin, an hour or so away, where they were able to sample further evidence that the French do still produce some of the world's finest wines and that food is still important to the French and usually of excellent quality. This party returned to the UK on Sunday some twenty four hours before the fire in the tunnel - not a delayed result of the Fuellers first visit overseas we trust.

Those who participated in the visit thoroughly enjoyed all aspects of it - perhaps excluding the MG owner, who shall remain nameless, who seemed to develop both mechanical and noisy electrical problems - no doubt caused by the cobblestones of Calais.

REFUELLI MANSION



Master Edward Wilkinson CBE immediately following his installation at Armourers' Hall on 9 October 1996.

It is a privilege much enjoyed by many Livery Companies to hold one or other of their annual functions at the Mansion House with the Right Honourable The Lord Mayor, The Sheriffs and City Officers present to grace the occasion.

The procedures at the Mansion House are well tried and tested and no doubt refined from time to time as different Lord Mayors bring new ideas but a great deal of work still falls on the Learned Clerk and Assistant Clerk of the Company concerned to make sure all the rules and guidelines are adhered to and each occasion is just that bit different from that which any other Company may organise.

Following the Election Court on 8 April 1997 the Court processed across the road from the Mansion House to join the Chaplain and other members of the Company who had assembled at St Mary Woolnorth in Lombard Street for the customary

NG AT THE N HOUSE

Church Service with a stirring address by the Reverend Basil Watson. The sight of the procession to and from the Mansion House caught one or two onlookers by surprise and the odd Japanese camera captured a scene which will need some explanation back home.

The Reception followed the Church Service and our guests and members were greeted on arrival by the Master and Wardens who then escorted the Lord Mayor and principal guests into lunch.

The Lord Mayors party included Sheriff and Mrs Keith Knowles and Brigadier Neill O'Connor, the City Marshall who was the Lord Mayor's Deputy Esquire for the Day.

The guests on this occasion included His Excellency Easa Salah Al-Gurg Ambassador of the United Arab Emirates and Mrs Al-Gurg; Commander Malcolm Shirley and Commander and Mrs Rod Steel from HMS Sultan together with CPO Stephen Heggie, the Fuellers Prizewinner; Mr Christopher Holborow, Master Tallow Chandler and Mrs Holborow; Mr Michael Frampton, Master Clockmaker and Mrs Frampton and Mr Geoffrey Finn, Master of the Chartered Secretaries and Administrators and Mrs Finn.

Graison's provided an excellent lunch which was followed by a toast to The Guests proposed by the Senior Warden to which the Lord Mayor replied and proposed the toast to The Fuellers Company. The Master having responded then invited The Lord Mayor to present The Fuellers' Prize to this years winner CPO Stephen Heggie. It was fortunate that as Mrs Heggie couldn't be present Mr Jack Heggie, Stephen's father, was also our guest.

Kind letters of appreciation were received from all our guests and The Master would once again like to thank all those Fuellers who supported the occasion by not only coming themselves but bringing private guests as to do justice to the location we need at least 150 present and for a new small Company that is a tall order.

RETURN TO HMS SULTAN



Master Edward Wilkinson presenting Commodore Malcolm Shirley with the Fuellers contribution to the Sultan Benevolent Fund. HMS Sultan - 30 September 1997

On 30 September 1997 Commodore Malcolm Shirley repeated the successful occasion first tried last year when parties of up to eight from each Livery Company now affiliated to HMS Sultan were all invited to spend a day at Gosport.

On the day the representatives from the Plumbers, Turners, Engineers and Fuellers duly assembled in the wardroom at Gosport for coffee and then went to the Headquarters Conference Room where Commodore Shirley welcomed all the delegates and gave a fascinating sketch of the work being carried out at HMS Sultan which is one of the worlds largest Engineering Training Schools with over 4,500 people at work, or under training, at any one time. The establishment now houses both the Marine and Air Engineering Wings, the latter known by us and its inmates as the 'Daedalus Wing', in memory of its previous home HMS Daedalus at the, now disused, base at Lee on Solent. HMS Sultan also houses the Navy's Survival Wing and numerous associated establishments.

After the introduction the various Companies went different ways according to their original affiliations and we were in the hands of the Daedalus Wing who had arranged an interesting lecture on Air Accident Investigation. The opportunity was also taken, whilst inspecting a Sea-King helicopter, to present a cheque from our Trust Account to Commodore Shirley for his Benevolent Fund.

After the usual excellent buffet lunch in the Wardroom there was a surprise in store for us all and we

boarded coaches to be taken to Gosport Pier where we boarded HMS Sultan's tender to be taken across Portsmouth Harbour to moor alongside HMS Ark Royal which we then proceeded to tour. Another Aircraft Carrier was moored nearby but HMS Illustrious was silent and obviously not in commission. HMS Ark Royal was in little better state although, in theory, on 180 days notice to sail with a skeleton crew, and a thin one at that, on board together with numerous humidifiers attempting to keep the electronics and electrics dry. She was due to go to Rosyth sometime soon for a two year re-fit to accommodate the new helicopters which will replace the ageing Sea-Kings. It will be a slow journey as the usual four Olympus jet turbine engines which power her are not on board at the moment - perhaps the Royal Navy could hire a set from one of BA's Concorde for the journey!

Our sea crossing in the reverse direction took us back to HMS Sultan for a welcome cup of tea before departing but with the embryo of an idea to arrange a visit to the Portsmouth Heritage Area which includes HMS Victory, HMS Warrior - the first iron-clad sail/steam driven battleship and the Mary-Rose, together with other attractions. This idea has since been progressed and hopefully the Hospitality and Entertainment Committee will be able to announce such a visit for the Company in the next few months.

Our thanks to Commodore Shirley and his Staff once again for a most interesting and informative day.

FUELLERS AIR DAY



Duxford's resident flying B-17 - the Sally-B

It was perhaps appropriate that the first visit of Master Colin MacLeod's year was a double to see the Imperial War Museum's Duxford Museum in Cambridgeshire, which had been an airfield since World War I, followed by an afternoon inspection of the nearby Stansted Airport. Unfortunately the Master's daughter, Michelle, who is a First Officer on a BAeS ATP with Gill Aviation, was not flying into Stansted that afternoon from her home base of Newcastle - but we may yet meet up with her later this year.

It was an early start for many in order to arrive at Duxford for a 10.00 am start but most made it in time to start with the new £20 million American hanger recently opened by Her Majesty The Queen in August last year. The centre-piece of this hanger is the B-52 bomber which was flown into Duxford in 1983 and had the hanger built around it. It had previously flown 200 missions over Vietnam and was capable of carrying nuclear weapons or 60,000 lb. of conventional bombs. In its all black livery it is the only B-52 on display outside the United States. It is well supported by a U2 Spy plane suspended from the roof and by a wide variety of US aeroplanes from a 1st World War Spad, a Flying Fortress, Mitchell and other World War 2 types through to the F-111 swing wing bomber, a Navy Phantom, an A10 Tankbuster and a Huey helicopter.

Perhaps the most poignant display by way of a memorial were the glass

panels outside the hanger showing a mini outline of each US aeroplane lost over Europe in World War 2, by their Fighter or Bomber Groups - a fitting memory to the 30,000 aircrew who lost their lives in the conflict.

Under the able guidance of Mr George Paul, himself an ex Royal Air Force pilot, we then went to hanger 1 where there is housed a wide variety of both civil and military types from Concorde 101, a Lancaster, Mosquito, Sunderland, Lysander, Britannia, Vulcan and the ill-fated TRS2 and more.

We just had time to have a quick look into hangers 2 and 3 where many of the aircraft were capable of being flown or are in the process of being restored. Much to the delight of the Immediate Past Master's guest, Commander Boissier, the two types he had mainly flown in the Fleet Air Arm, the Fairey Firefly and the Fairey Gannet, were housed here, side by side.

The outside display of mainly civil airliners included a VC10, Comet IV, Trident 2, Herald, Ambassador, BAC1-11 and a Viscount.

Due to the school half-term, which seemed to take the Duxford catering facilities by surprise, the luncheon arrangements did not go according to plan and a frustrated Clerk quickly put plan B into operation. We travelled by a slow coach to Stansted where the first port of call was the restaurant which seemed to calm those who were in urgent need of sustenance.

After a tour of the prize-winning new terminal of London's third airport, which had everything including its own railway station with fast electric trains every half hour to Liverpool Street, we boarded a more appropriate coach to tour the impressively landscaped outside areas including the Fire Station with its modern appliances, the maintenance hanger, the cargo area and the Business Aviation Centre where one of the Al-Fayed Executive Jets, in Harrods colours, was making preparations for a flight.

A most interesting day ended with the slow coach back to Duxford where we had left our cars and the party of twenty three went their various ways.



Master Colin MacLeod and Commander Martin Boissier view a Fairey Firefly Mark I

CITY AND COMPANY DIARY OF EVENTS

1998

Thursday 26 February to Saturday 28 February	'City Dip 98' - <i>Golden Lane Baths</i>
Wednesday 11 March	Finance & General Purposes Meeting Hospitality & Entertainment Meeting <i>CTBA - Bridge Wharf</i>
Friday 27 March	United Guilds Service <i>St Paul's Cathedral</i>
Monday 30 March	Election Court Meeting - <i>Mansion House</i> Divine Service - <i>St Michael's, Cornhill</i> Livery Luncheon - <i>Mansion House</i>
Monday 27 April	Combined Service with Company of Builders' Merchants <i>Chapel Royal - Tower of London.</i> Followed by supper <i>at Trinity House.</i>
Saturday 13 June	Company Barbecue - <i>Carlton House, Newark</i>
Wednesday 24 June	Election of Sheriffs - <i>Guildhall</i>
July	Visits to Portsmouth and Alderney
Wednesday 19 August	Hospitality & Entertainment Meeting Finance & General Purpose Meeting <i>CTBA - Bridge Wharf</i>
Tuesday 29 September	Election of Lord Mayor - <i>Guildhall</i> Court Meeting - <i>Wax Chandlers Hall</i>
Thursday 15 October	Installation Dinner - <i>Armourers' Hall</i>
Saturday 14 November	The Lord Mayors Show
Thursday 17 December	Carol Service - <i>St Mary-at-Hill</i>

The above dates are correct at the time of going to press

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 :

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