



# THE FUELLER

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DECEMBER 1999

Registered at Stationers' Hall

## Apothecaries' Hall was Splendid Venue for the Installation Dinner

This year's Installation Dinner, held in the splendid setting of the Apothecaries' Hall, was supported by 126 Liverymen and their guests. The dinner was preceded, as usual, by the Court proceedings in which the incoming Master and Wardens read and signed their respective declarations, before being invested with the robes and jewels of office. During this colourful ceremony, witnessed by many Liverymen and their guests, Mr Vaughan M F Williams was robed as Master, and Mr F Brian Harrison CBE was mantled as Senior Warden and Mr Richard J Budge as Junior Warden.

The installation of the Master and Wardens concluded, the onlookers moved to the reception prior to entering the banquetting hall.

Following the dinner, which had been preceded by Grace said by the Revd. Basil A Watson OBE, MA, RN (Rtd), the Master, Vaughan Williams, rose to propose the toasts to the Queen, members of the Royal Family, and the Lord Mayor and Corporation of London. The Master was followed by The Senior Warden, Brian Harrison, who said he had the greatest pleasure in welcoming the guests of the Fuellers, and especially the ladies. Amongst those present, he made mention of Sir John and Lady Guinness, and others including Mr J M Silbermann OBE, Master of the Carmens' Company, Mr C R S Link, Master of the Poulterers' Company and Commodore John Clayden. Mr Harrison said he had especial pleasure in welcoming His Excellency Philip Flood AO, The High Commissioner for Australia and his wife. Mr Harrison ended his remarks with a toast to the guests.

The response on behalf of the guests was given by His Excellency Philip Flood who, during the course of his address, provided an amusing insight into the relationship between Australia and the UK. The subject was especially pertinent as Australians were just about to decide between a monarchy and a republic. The speaker ended his remarks with a toast to



Centre, the new Master, Vaughan Williams, in his robe of office, accompanied by his partner, Miss Vicky Burgess. At the left is the Junior Warden, Mr Richard Budge, and at the right, the Senior Warden, Brian Harrison CBE, both accompanied by their ladies.

the Worshipful Company of Fuellers - root and branch, may it flourish for ever!

The final response came from the Master, Vaughan Williams, who regaled his audience with an account of how the predecessors of the Fuellers' Company, The Woodmongers, had increased the price of coal by 400% over the space of two years, immediately after the Great Fire of London. As a result, Charles II revoked the Company's Charter. It was not until 1984 that the Company, in its new guise as the Fuellers recovered its former status. Mr Williams expressed his appreciation of the men who had the energy and vision to reform the Company. Many were numbered amongst the ranks of Past Masters, and several were present at the dinner.

The speaker also paid tribute, in some detail, to the contribution made by the immediate Past Master, David Waring. He

also referred to the formal role reversal at the end of the installation ceremony between the Clerks. The Assistant Clerk, Ralph Riley had accepted the post as Clerk, allowing Simon Lee to step down after four years to become Assistant Clerk. Mr Williams said the Company was extremely grateful to Simon for his efforts on behalf of the members and court, and that it looked forward to benefiting from Ralph's expertise.

In drawing his address to a close, the Master spoke again of the desire of the Company to expand its membership base to include representatives from other energy industries, other than coal, such as those involved in gas, nuclear power, electricity and renewable's, such as solar power. The presence at the dinner of Sir John Guinness as an Honorary Freeman was an example of this direction.



Amongst those present at the Installation Dinner were, left to right, Mrs Barbara Trentham, Mr Barry Trentham, Mr Michael Warburton and Mrs Barbara Warburton.



Jane Ayre in conversation with Colin Brinkman at the reception preceding the Installation Dinner.



# Fuellers' Company revisit the Black Country Museum

A visit, earlier this year, to the Black Country Museum proved to be a popular and well supported event in the company's calendar.

The programme included a detailed tour of the site, and an opportunity to take an underground trip by canal boat through the historic limestone quarries beneath Wren's Nest Hill. The party, led by the then Master, David Waring

JP, was welcomed by the Museum's Director, Mr Ian Walden. The subsequent tour included "Willetts" coalyard, a display which provides an insight into how a working depot would have looked like in the Black Country in the Nineteenth Century. The layout includes an office, coal bunkers and a coal cart. The exhibit was funded by a generous donation from the

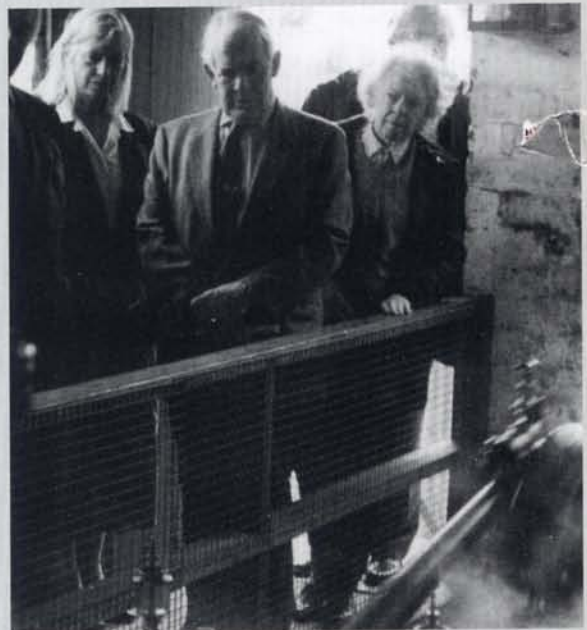
Fuellers' Company.

The visitors were able to view a number of other coal-related attractions including a steam-driven winding engine, and an underground mine which depicts how it was possible to extract coal from the 30-ft thick seam which once existed beneath the site.

Apparently, the museum is visited by 80,000 school children every year.



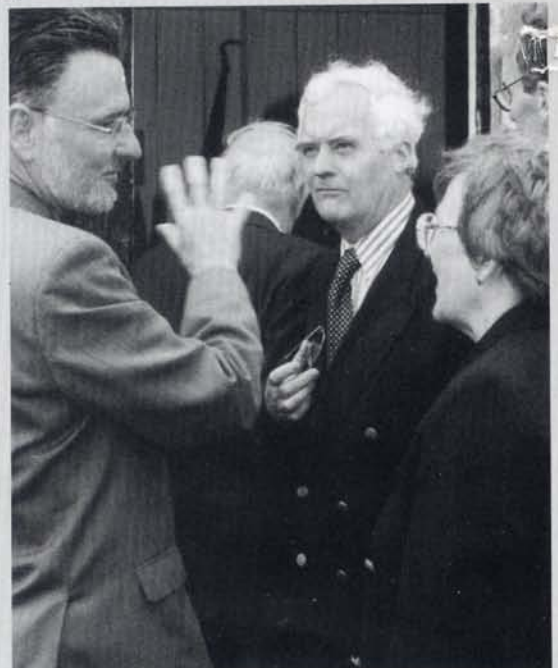
*Vaughan Williams and his guest, Mr Mark Scott, view the notice at the entrance to Willetts' coal yard.*



*David Waring pays close attention to the colliery winding engine on display at the Black Country Museum.*



*The visitors obviously found great amusement in the tales related by the Museum guide.*



*The Director of the Black Country Museum, Mr Ian Walden, left, explains the layout of Willetts' coalyard to Bill Prestwell and Jane Ayre.*



## House of Lords was Venue for Recruitment Initiative

The Fuellers' Company recently took the bold step of holding a function, the primary aim of which was to introduce the organisation to potential new members from a wide cross-section of the energy industries. The event was held in the Cholmondeley Room within the House of Lords, by kind permission of one of our Liverymen, The Lord Ezra.

The Cocktail Party was very well supported, the Company acting as host to over 95 guests drawn from the fields of gas, oil, coal and power generation. In total, they represented more than 60

companies.

After a welcome by The Lord Ezra, and a presentation on the Company by the then Master, David Waring JP, the assembled Fuellers' and their guests had the opportunity to participate in a guided tour of both the upper and lower chambers of the House of Parliament.

Indications are that the initiative has added a number of prominent members of the energy-related industries to our ranks, thereby strengthening the organisation still further in its efforts to develop its full potential as a City Livery Company.

## Lord Mayor accepts City Dip Cheque

For £3,250

At a recent ceremony at the Mansion House, The Rt. Hon. The Lord Mayor, The Lord Levene of Portsoken received a cheque for his chosen charity, Leuka 2000, from the then Master of the Worshipful Company of Fuellers, David Waring JP. Other Fuellers present were the Clerk, Ralph Riley, Jane Ayre, the organiser of the City Dip team and Court Assistants Roger Cloke and Mac McCombe. The amount raised by the Fueller's entry for the City Dip was £3,250.



The Lord Mayor of London, The Lord Levene of Portsoken, receives a cheque for his chosen charity, Leuka 2000, from the then Master, David Waring JP.

## Fuellers attend Energy Industry Autumn Luncheon

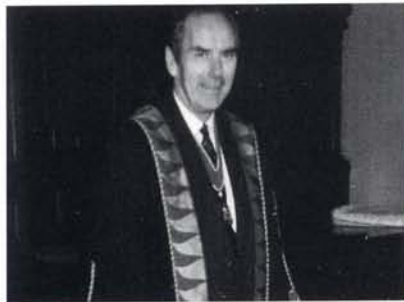
The then Master, David RT Waring JP, Vaughan MF Williams, at that time Senior Warden, and three other Fuellers invited five guests to join them at the Energy Industry Autumn Luncheon on October 26. The event, organised by The Major Energy Users' Council, was held in the Merchant Taylors' Great Hall. This prestigious occasion proved to be larger than ever, with guests seated at no fewer than 23 tables. The guest speaker was the Managing Director of Transco.

## Stylish Silk Tie sets Fuellers Apart

Members of the Fuellers' Company now have the opportunity of acquiring one of the new designs of silk ties emblazoned with the Company's coat of arms. The cost is £19.50. The earlier version is still available at £7.50. Amongst other items on sale are a bar brooch at £5.00, a clutch badge at £4.00, a wall plaque featuring the Fuellers' coat of arms at £26.50, and a set of cuff links, at the remarkably low price of £10.00.

Any of the above can be obtained via Mrs Jane Ayre, 68 Portway, Baughurst, Tadley, Hampshire RG26 5PE. The necessary cheque should be made payable to the Worshipful Company of Fuellers.

## Our Master - Vaughan M F Williams



Our Master, Vaughan M F Williams.

The Master, Vaughan M F Williams, was born in 1944. He was educated at Rugby school and subsequently attended Exeter University. He then joined British Steel in 1969 as a graduate trainee, gaining experience at a number of plants and offices across the UK. In 1972, Vaughan joined a small London firm which acted as European representative for several overseas mining companies. This body had just been appointed to represent the US mining organisation Utah International, with the objective of developing markets for their recently-discovered coking coal deposits in Queensland. Utah International was later to absorb the agency company in 1975, only to be bought by the BHP Company of Australia in 1984.

Vaughan spent some years in the late 1980's working in Brisbane for BHP's coal division, and soon after his return to UK he was appointed Managing Director of the BHP Minerals office in London, which is responsible throughout Europe, west and east, Middle East and Africa for all commodities mined by BHP. Apart from coal (15 million tonnes this year shipped into over 20 countries in the area), these have included copper, iron ore, manganese ore, PGMs and lead/zinc/silver, from mines in Australia, PNG, Chile, Brazil, Zimbabwe and Indonesia.

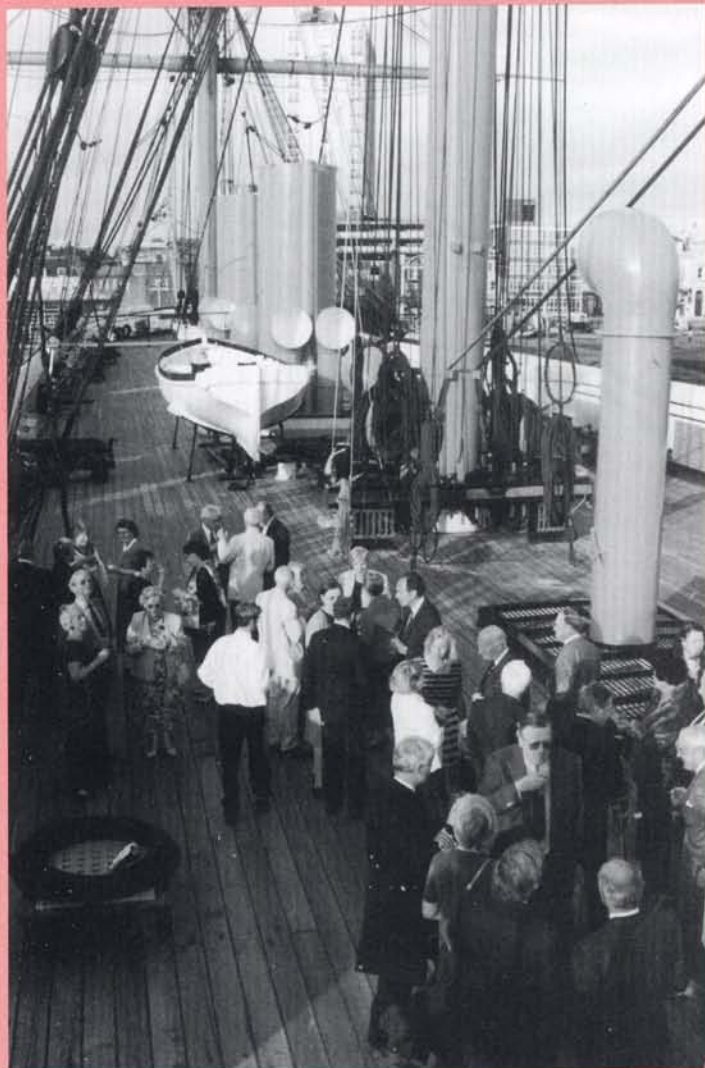
Not surprisingly, the Master spends a great deal of time in aircraft!

Vaughan has been a member of the Coal Industry Society for 25 years, and was a founding member of the European Coaltrans Steering Committee.

His main interests are sporting, particularly skiing, shooting, tennis and cricket. He lives on the family farm near Wallingford in Oxfordshire. His two children attend schools in Oxfordshire.



# The Fuellers dine on HMS Warrior



*The reception on board HMS Warrior was held on the upper deck. The photograph was taken from the Captain's bridge.*

A highlight of this summer's calendar was a day-long visit to Portsmouth. The programme included a harbour tour organised by courtesy of Commodore John Clayden of HMS Sultan, and dinner aboard the Nineteenth Century warship HMS Warrior.

The afternoon trip aboard three naval tenders gave the Fuellers and their guests a superb opportunity to see the wide range of ships moored alongside the quays of Portsmouth Dockyard, including aircraft carriers and destroyers.

In the evening, 51 members and their guests gathered for a tour of HMS Warrior, preceded by a reception and followed by a most enjoyable dinner. The event was greatly enhanced by fine sunny weather.

HMS Warrior, launched in 1860, was the most formidable battleship the world had ever seen. She was the first iron-hulled ironclad warship, with a crew of 705. The Fuellers' party were given a detailed insight into the construction and operation of the vessel by guides who included Captain David Newberry. All manner of fascinating facts emerged, including stowage of 850 tons of coal, enough to raise sufficient steam to power the ship for 1,500 miles at between six and seven knots (eight miles per hr). The vessel was restored over 1979 to 1987, before arriving in Portsmouth in 1987.



*The Master, Vaughan Williams, right, and Miss Vicky Burgess in conversation with Alan Dummore on board HMS Warrior.*



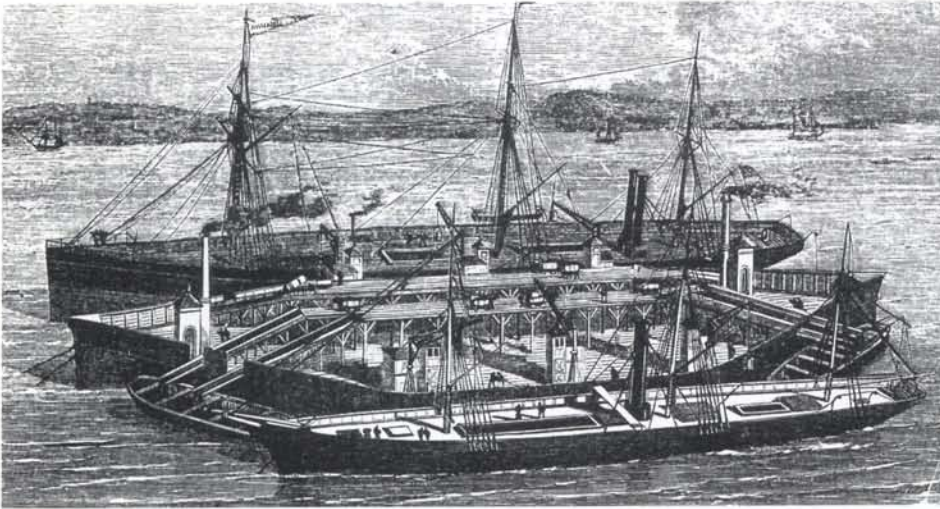
*Photographed at the reception on the deck of HMS Warrior were, left to right, Mr David Wedderburn, Mrs Heather Wedderburn, Mrs Marjorie McCombe, and Mrs Jane Ayre.*



*The then Master, David Waring JP, left, in conversation with Commodore John Clayden and Geoffrey Stokes (PM).*



# Cory's Atlas Derrick rocked the London Coal Trade



This illustration from the catalogue of the International Exhibition of 1862 shows W Cory's Atlas discharging screw colliers in the Thames

As the mid-Nineteenth Century dawned, images of coal destined for London were being sent steeply. Prior to 1845, almost all coal arrived in sailing ships. During the next two decades, the trade changed out of all recognition, with rail-borne imports growing at an astonishing rate. At the same time, the introduction of screw colliers meant that the far greater tonnages arriving in the Thames were stretching the available facilities for unloading. The obvious answer was to introduce mechanical methods, such as the use of hydraulic cranes to discharge screw colliers in the fastest possible time. However, such facilities were still limited and not all could be accessed at all states of the tide.

William Cory and Son, Limited, perhaps London's leading coal merchant of the day, came up with an ingenious solution to the problem. In 1860, the company acquired a large floating derrick which had been built in the previous year by the Thames Iron Shipbuilding Company. Constructed at a cost of £85,000 with the intention of raising wrecks, the vessel, to be named "Atlas", was bought by Cory's at a fraction of the original price. In September, 1861, the company took out a Patent entitled "Invention for Improvements in Vessels and Machinery for unloading Colliers and other Vessels containing Coals". The concept of mid river unloading by mechanical means caused consternation within the ranks of the Coal Factors Society who managed the Coal-whippers' Office. Objections were also raised by the Thames Conservancy and permission to moor the derrick was not granted until Cory's gave notice of appeal to Parliament. In November, 1862, Atlas was moored in Bugsby's Hole at the upper end of Woolwich Reach.

A model of the derrick attracted a

great deal of interest at The International Exhibition of 1862. The catalogue notes that "The float has a level flush deck and flat bottom, draws only a few feet of water, and is of considerable breadth in proportion to its length. It is 90 feet beam and is therefore very stable, so that the weighing operations can be performed with accuracy. The ends are angular, to enable two barges to be fastened at each end for the reception of coals. The sides are of sufficient length for two of the largest steam colliers to be moored alongside and discharged at once. Three of Sir William Armstrong's hydraulic weighing-cranes are provided to work out the cargo from each collier. There are shoots (sic) to convey the coals without breakage into the barges; and the surface of the shoots is formed with screen-bars, for separating the small coals. The four end cranes deliver the coals directly into the shoots. There are two elevated platforms

upon the deck, which run from end to end of the float. The two centre cranes deliver the coals into trucks which run on a tramway upon this platform, and the coals from these two cranes are in this manner conveyed to the shoots. The hold of the float will be occupied by the engines, boilers and machinery of the cranes; and also by a complete gas works, which have been constructed for lighting the float throughout, to enable the workmen to perform their operations at night. Each crane will lift 60 tons of coals per hour, and a steamer of 1,200 tons cargo may be discharged either by night or day, in ten hours". This rate of 60 tons per hour was far above the coal whippers' manual rate of 77 tons per day.

The success of the original Atlas was such that Atlas No 2 was ordered from the Tyne in 1866. By the mid 1870's, the two derricks were handling around 1.3 million tons of coal per year out of the 2.75 million tonnes entering the Thames. Atlas No 3 apparently arrived on the scene towards the end of the decade.

The Atlas derricks were slowly phased out towards the end of the century. There were problems in February 1895 when the Great Frost froze the Thames and made many of the hydraulic cranes and their associated systems inoperable. As a result, Corys lost some of their trade. The building of new wharves on the Thames and Medway also undermined the viability of these floating leviathans.

The end came for Atlas No 3 in 1915, when the derrick, under tow for France, was sunk by torpedo.

## Beating Retreat proved to be a Highlight of Summer Programme

Around 40 Fuellers and their guests took the opportunity of attending the ceremony of Beating Retreat on the occasion of the 78th birthday of HRH The Prince Philip, Duke of Edinburgh. His Royal Highness is Captain General Royal Marines.

The event took place on Horse Guards' Parade on a mild dry summer evening. The Massed Bands of Her Majesty's Royal Marines, who provided the display, have carried out the ceremony of Beating Retreat on the parade ground, usually every third year, since 1960 in celebration of the Duke's birthday.

The programme featured a stunning display of musical virtuosity and

marching ability. After the playing of a preliminary march, the Massed Bands struck up The National Anthem as Her Majesty the Queen and HRH The Duke of Edinburgh arrived in their cars. Some 300 marines, representing five Royal marine Bands, subsequently provided an amazing performance based on intricate precision manoeuvres, whilst playing a great many well known marching tunes.

As a result of the good offices of Past Master Edward Wilkinson, the Fuellers party was able to subsequently participate in a most enjoyable supper at the nearby Army and Navy Club in Pall Mall.

*Jane Ayre*



# Submarines proved Central to HMS Sultans' Livery Day

Beautiful September sunshine added to the warm welcome extended by Commodore John Clayden and his staff at HMS Sultan to the base's four associated livery companies - the Worshipful Companies of Blacksmiths, Fuellers, Plumbers and Engineers and Turners. The Commodore introduced the latest Livery Day's programme with an overview of the range of highly specialised engineering courses provided by HMS Sultan. The scope embraces such diverse subjects as nuclear engineering and aeronautical engineering. Participants can be involved in anything from extended Post-graduate studies to one-day skill-improvement courses.

On this occasion, the Fuellers' contingent discovered that the chosen theme was submarines, and in particular

the highly complex engineering and control technology which play an essential part in the operation of today's generation of nuclear submarines. The host officers were keen to describe their chosen disciplines in understandable terms for the layman, and answer any questions, unless of course their guests misguidedly sought "classified information".

In the afternoon, the party embarked for a tour of Portsmouth Harbour, before going ashore at the Royal Navy Submarine Museum. The tour of the museum site provided the opportunity of seeing the interior of HMS Alliance, the last of a generation of submarines built to fight in the Second World War. The vessel was completed just too late to take part in the conflict. It was hard to believe how

65 men lived and worked in such cramped, difficult, noisy and malodorous conditions. Commander Jeff Tall, the museum's Chief Executive, provided the visitors with a potted history of submarining during the tour. Unfortunately, time constraints prevented a deeper insight into the fascinating story of the incredible vessels and their very brave crews.

Commander Clayden's task is to provide the very finest engineers capable of keeping the country's naval ships at sea, and to ensure that the aircraft are kept flying. Once again, it was a privilege to see something of the excellent work being undertaken at HMS Sultan.

*Jane Ayre*

## CITY AND COMPANY DIARY OF EVENTS - 1999/2000

Month	Day/Date	Event	Venue
December	Thursday 16th	Carol Service and Supper	St Mary-at-Hill, then Bakers' Hall
January	Tuesday 11th	H&E, F&GP Committee Meetings	Gun House
February	Monday 14th	Court Meeting & Master's Dinner	tba, Lords Cricket Ground
March	Tuesday 21st	H&E, F&GP Committee Meetings	Gun House
March	Friday 31st	United Guilds Service and Lunch	St. Paul's Cathedral, then Stationers' Hall
April	Thursday 6th	Election Court Meeting and Lunch	Painter Stainers' Hall
April	tba	Church Service and Supper	Tower of London/tba
May/June	tba	Visit HMS Sultan	Gosport
May	Tuesday 30th	H&E, F&GP Committee Meetings	Gun House
June	Friday 23rd	Election of Sheriffs and Lunch, followed by Court Meeting	Guildhall/Stationers' Hall, then Wax Chandlers' Hall
July	tba	Visit to Oxford Colleges	Oxford
September	Thursday 7th	H&E, F&GP Committee Meetings	Gun House
September	Friday 29th	Election of Lord Mayor and Lunch followed by Court Meeting	Guildhall/Stationers' Hall, then Wax Chandlers' Hall
October	Tuesday 10th	Installation Dinner	Drapers' Hall

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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