



London is test-bed for hydrogen-fuelled buses

When our Company participated in last year's Lord Mayor's Show, we were followed, a short distance behind, by a bright red single-decker London bus. However, on closer inspection, this proved to be no ordinary bus. It was one of the much-vaunted hydrogen-fuelled vehicles described as "The Bus of the Future". Its presence in the Show was visual evidence of the Mayor of London's Energy Strategy which recognises the potential for the widespread introduction of hydrogen energy and fuel cells in tackling London's pollution problems. The bus, one of three, is currently plying Route 25 between Oxford Circus and Ilford. It has been chosen as the first fuel-cell trial bus route for a number of reasons.

First, it's seen as important to test the buses in different inner city areas. Route 25 is a busy route that extends all the way from the centre of London, through the East End and on to Ilford. It's a long route that offers a wide variety of traffic conditions in the largest city taking part in the trial. In addition, fuel-cell buses will run alongside conventional double-decker buses on the same route. As a result of all these factors, the operating and environmental data gathered will play a major part in helping the project to gain experience of how the fuel-cell propulsion system actually performs day-by-day.

Once the field is well established, London Buses will begin to run the fuel cell buses on other routes in order to test their operational and environmental effectiveness more thoroughly.

The trial involves nine other European cities and is the largest project of its type in the world. It is a joint venture between London Buses, DaimlerChrysler, BP, First Group and the Energy Saving Trust to find out how well the buses perform in urban settings and how much they contribute towards the



The Mercedes Citaro hydrogen-fuelled bus which participated in last year's Lord Mayor's Show

aims of the Mayor's Air Quality Strategy.

The project brings together over 40 organisations including the bus manufacturer, operating companies, hydrogen suppliers, fuelling and storage facilities, and universities.

The new Mercedes Citaro buses, which have been built by Daimler Chrysler especially for this trial, use the latest fuel cell and hydrogen production technology.

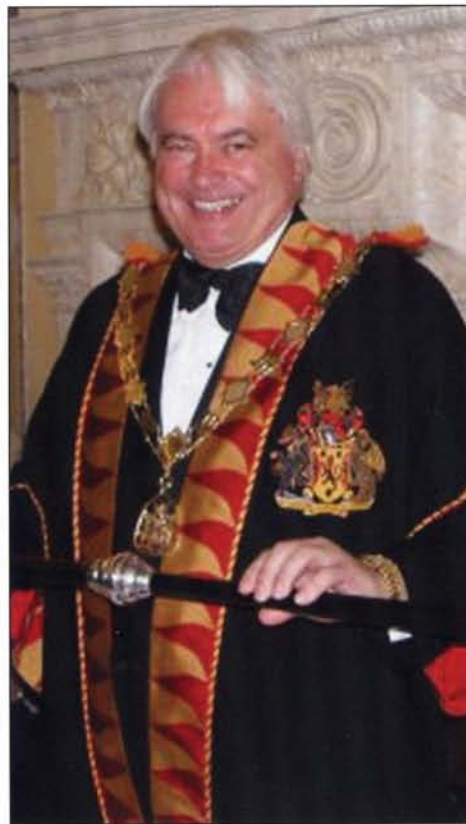
Hydrogen can be made in a number of different ways including steam reforming of natural gas and the splitting of water into hydrogen and oxygen (electrolysis). The hydrogen is then liquefied by cooling it down to a very low temperature. The liquid hydrogen is delivered to the fuelling site where it is dispensed as a gas into pressurised cylinders. These are the cylinders which can be seen on top of the bus, along with the fuel-cell system, coolers and other components. The only emission from a fuel-cell bus is water, which forms a vapour cloud as soon as it leaves the exhaust and enters the atmosphere.

Just as importantly, the infrastructure and support systems needed to conduct the trial — such as the hydrogen supply depot — have also been planned taking environmental considerations into account.

Other countries such as the United States, Germany, Japan and Iceland are working seriously towards a 'hydrogen economy', and all major vehicle manufacturers now have hydrogen-powered vehicles in development.

Meet the Master

Our Master, David Port, admits that the energy sector has been very good to him. It has provided him with an excellent living for nearly 20 years, it has enabled him to travel the world, and has introduced him to some interesting people. However, work in the sector did not feature at all in his plans during his early years. After leaving school in the 1960's (he missed the university bit) with no real idea of any sort of career path, but with a clear liking for numbers, he was taken on by British Rail as a trainee accountant. As a result, he was able to qualify, subsequently being employed in a British Rail division which, some years later, became the National Freight Corporation (now Excel Logistics plc). Within this organisation, David worked his way up the ranks to become Group Chief Accountant, and ultimately a Divisional Finance Director. Leaving in 1982 after a management buy-out (probably the first really successful one of any size) he joined Northern Foods in Hull as Finance Director of their Dairy Division. Three years later, David was invited to join Cawoods, an energy distributor, then owned by Redlands, as Finance Director. It was not long before he was appointed Chief Executive, the business doubling in size, distributing coal, oil and ultimately gas, and he had led a management buy-out. By then he was also Chairman, the name



of the business having been changed to British Fuels. David remained with the company until it was sold to CPL in 1997. Since then, David has largely worked in the venture capital sector as Chairman of a number of companies in various industries ranging from timber distribution and packaging to petrol retailing and mining. He has also been involved in shipping, gas, energy-cell technology, property development and IT.

David was born in Norfolk, but his parents soon moved to Stevenage in

Hertfordshire where he was brought up and educated. It was here that he met Lynn, his wife for some 30 years past. Since then, his work has taken him to various parts of the UK, living in Wiltshire, Cambridgeshire and now Yorkshire, where he has been fortunate to find a 300-year-old horse farm (no horses — they would have had to muck themselves out!) near Castle Howard. David regards it as an idyllic, if somewhat remote, part of the world, which both he and Lynn adore.

Lynn was a Director of Opera North for some eight years, so it was rather late in life that David discovered the joys of this particular art form. It joined golf and competitive sailing, and when he has time, DIY, as his principal ways of relaxing. He has also served as Chairman of the CTBA and deputy Chairman of the Mencaps Blue Sky Appeal in Yorkshire.

Today, in spite of a life plan which foresaw retirement at 55, David is still very busy, apart from being Master of the Fuellers' Company. He is currently Chairman of ATH Resources plc; Chairman of Petrol Express, Limited; Director of Global Natural Energy plc, and Director of both Global Natural Gas, Limited and TRS Developments, Limited. David also undertakes some consultancy for a couple of other companies.

Proper retirement still seems someway off.

Fuellers participate in joint carol service

Late last year, members of the Fuellers' and Water Conservators' Companies once again enjoyed a shared evening of carols and lessons at The Church of St Michael, Cornhill. The service was conducted by the Revd Dr Peter Mullen and the Revd Adrian Hopwood, who are the respective Company Chaplains, and the music was under the direction of Jonathan Rennert. There were some 80 members, families and friends in the congregation and the Masters and Wardens of the two Companies read the lessons. The choir sang beautiful settings of six carols including Welcome Yule; Ding, Dong Merrily on High and Masters in this Hall and led the congregation in singing some of the well loved Christmas carols.

A brisk walk in the clear and frosty night down to The Little Ship Club ensured healthy appetites for the excellent supper taken in the dining room overlooking the river, preceded by a delicious mulled wine. It is always a happy occasion joining up with the Water Conservators, particularly in such agreeable surroundings. Not surprisingly, the event is likely to be featured once more in next December's programme.

Jane Ayre

Skinner's Hall was glittering venue for the Installation Dinner

Skinner's Hall was the fitting venue for the Company's Installation Dinner. It is one of the most splendid Livery Halls in the City of London, rebuilt after the Great Fire of London on its medieval foundations. A stirring musical welcome by Andy Callard and his quintet of trumpeters greeted the new Master, David Port and his Lady, Lynn, as they entered the banquetting hall.

Before the event, many of the members and their guests had been privileged to witness the installation of the Twenty-first Master of the Company, when the retiring Master, Doug Barrow, handed over the chain of office to his Senior Warden, David Port. The new Master then, in turn, installed Mac McCombe as Senior Warden and Nigel Draffin as Junior Warden.

Prior to this ceremony, the Company had been pleased to welcome Rodney Brown; Professor Martin Fry; Timothy Lines; Russell Warburton and Mrs Nina Zomaya as Freemen. Subsequently, Paul Banks; Neville Chamberlin CBE; John Ingham; Brian Lott; Philip Newhouse; John Richardson; Archi Smith; John Spence and Dennis Woods were clothed in the Livery.

The dinner, which was attended by 167 members of the Company and their guests, passed all too quickly to the traditional ceremony of the Loving Cup, coffee and liqueurs. At this point, the Senior Warden, Mac McCombe, rose to propose the guests. It was, he said, a pleasure to be able to greet so many important personages at one of the highlights of the Company's year. First, it was an honour to welcome the principal guest, Lord Owen of the City of Plymouth. Amongst others, he was particularly pleased to welcome Deputy Mrs Janet Owen, MBE, Immediate Past Master of the Worshipful Company of Gardners; Mr James Thomas, Master of the Fanmakers' Company; Mr Jack Henley, Master of the Worshipful Company of Carmen; Professor C Arcoumanis, Dean of the School of Engineering and Mathematical Sciences, City University; Dr Sandra Godoy, Course Director of MSc in Energy and Environmental Technology

and Economics and Mr Edmund Clarke, son of the Fuellers' Company's Founder Master, Charles Stephenson Clarke. Mr McCombe also greeted the Company's guests from the armed forces, including representatives from HMS Sultan and 216 Squadron.

The response on behalf of the guests was given by Lord Owen of Plymouth CH PC. In what proved to be a light-hearted, interesting and topical speech, David Owen related many stories going back over his life in politics. He also addressed some of the serious issues relating to the energy sector, particularly global warming, and possible ramifications for the fuel industry.

The final address was given by our new Master, David Port. He said he took particular pleasure in thanking the outgoing Master, Doug Barrow for his stirring contribution during his year of office. Amongst many notable highlights of his tenure had been the initiation of a review of Standing Orders; the re-energising of the Charitable Trust Fund and the realisation of a concept of holding a conference on the security of the UK's energy supplies. Remarkably, during such a busy year, Doug had also found time to wed his fiancé Chloë.

David then expressed the Company's appreciation of the continuing financial support from the Coal Meters. He also spoke briefly on his plans for his year's programme, before detailing progress in strengthening the Charitable Trust Fund and the new initiatives designed to promote studies in energy-related subjects — and in particular the Charles Stephenson Clarke Memorial Prize which had been made available to students at the City University. Finally, David said he took pleasure in welcoming two members of the UK's very successful Paralympians. The Fullers had made a modest contribution to the Cycling Team, who were represented at the Dinner by their Manager Geoff Shergold and double gold-medal winner Darran Kenny.

Following this most memorable of events in the Company calendar, many diners paused, before their journey home, to share in a stirrup cup.



Lord Owen of the City of Plymouth addresses members of the Fuellers' Company and their guests at the Installation Dinner.



The outgoing Master, Doug Barrow, hands one of the newly-designed Past Master's jewels to David Waring JP



The Master of the Fuellers' Company, David Port, flanked his Senior and Junior Wardens and several of the newly-admitted Liverymen.



The outgoing Master, Doug Barrow, congratulates David Port on his investiture as the new Master.

Liveryman Paul Cuttill is appointed a Roving Ambassador for "Business in the Community"

The Prince of Wales has recently appointed Liveryman, Paul Cuttill, as one of his Roving Ambassadors for "Business in the Community" a body which challenges business organisations to strengthen their positive impact on society at large. Prince Charles is BITC's President and every year he appoints an Ambassador in each of 12 UK regions. Paul has been named to represent the London region. He expects to use his ambassadorial role to explain how the corporate responsibility agenda has worked for EDF Energy and how it can be applied in other business sectors.

Immediate Past Master presents Lord Mayor with Swimathon cheque

The Immediate Past Master, Doug Barrow, accompanied by the Clerk, recently called upon the then Lord Mayor, Robert Gerard Finch, to present him with a cheque for £2,000 for his Appeal 2004. He was very pleased to receive the contribution from the Fuellers which had been raised from the Swimathon sponsorship and donations.



Doug Barrow, Immediate Past Master, left, presents the Fuellers' Swimathon cheque to the Lord Mayor of London, Robert Gerard Finch.

216 Squadron prints go on sale

The high-quality limited-edition prints of a Tristar refuelling Harriers over Iraq are now available for purchase. The Tristar has been in service with the Royal Air Force for 20 years, refuelling other aircraft and transporting personnel and equipment worldwide. To mark the event, the Worshipful Company of Fuellers commissioned the well known aviation and motoring artist, Keith Woodcock, to paint the first ever painting of a Tristar in action. The result was "Telic Trade", showing the Tristar refuelling four Harrier GR7s from 3 Squadron over the River Tigris. The painting was presented to 216 Squadron by the then Master, Doug Barrow, at the Battle of Britain dining-in night at RAF Brize Norton on 10 September, 2004.

1,000 limited-edition prints of the painting have been produced, all signed by the artist and the Officer Commanding 216 Squadron, Wing Commander "Rad" Greene. Some of the prints have been signed by other senior personnel and as a result will command a higher price, subject to availability. Proceeds from the sale will be divided equally between the RAF Benevolent Fund and the Fuellers, Charitable Trust Fund.

For those Fuellers and their friends who donated so generously on the occasion of the flight with 216 Squadron on 18 June, 2004, the price the basic print is reduced by 50%. The cost is as follows: Signed by Secretary of State for Defence; National Component Cdr.; Air Component Cdr; OC 216 Sqn, and the artist, £75. Signed by the National Component Cdr.; Air Component Cdr.; OC 216 Sqn, and the artist, £60. Signed by the Air Component Cdr; OC 216 Sqn; OC 3 Sqn, and the artist, £50. Signed by the OC 216 Sqn and the artist, £30 (£15).

To purchase prints, send a cheque payable to "Service Funds RAF Brize Norton", to Gavin Baldry, 216 Sqn., RAF Brize Norton, Carterton, Oxon, OX18 3PQ.



The specially-commissioned print of a Tristar refuelling four Harrier GR7s from 3 Sqn. over the River Tigris

Fuellers participate in Lord Mayor's Show

The Fuellers' Company again took part in the Lord Mayor's Show as part of the entry staged by "The Modern Livery Companies". The participants were the Master, David Port, Senior Warden, Mac McCombe, Liveryman, Carrie Marsh — banner carrier, and David Vince — reserve banner carrier. The other Liveries who paraded as part of the entry were the Farmers; Air Pilots and Navigators; Furniture Makers; Chartered Accountants; Chartered Secretaries and Administrators; Marketors; Acutuaries; Arbitrators; Lightmongers; Environmental Cleaners; Chartered Architects; Constructors; World Traders; Water Conservators; Firefighters, and Management Consultants. The individuals taking part in the 3.33-mile-long procession, which took in a 2.5 mile route through the heart of the City, walked in formation flanking an old open-topped bus. The vehicle provided the platform for a jazz-band — the Silk Street Hot Seven. The participants broke their journey half-way through the programme for refreshments provided by the Master Mariners' Company on board HQS Wellington moored off the Embankment.



The early-morning hum of activity as the entries for the Lord Mayor's show await their instruction for moving forward to join the procession.



The Master, David Port, receives the orders for the day from the Clerk, Sir Antony Reardon Smith



Photographed before the parade were Lynn Port; The Master, David Port; David Vince, and Liveryman Carrie Marsh



Central to the entry staged by "The Modern Livery Companies" was an open-topped bus which provided a platform for the Silk Street Hot Seven jazz band

Fuellers attend Modern Companies' Dinner

The Master, David Port, and the Senior Warden, Mac McCombe, recently represented the Fuellers' Company at the Modern Companies' Dinner, held on board HQS Wellington.

Swimathon proved a great success

The Fuellers' Company participated, once again, in the Inter-Livery Swimathon, in September of last year. The event was held at the Royal Automobile Club at Epsom, Surrey. The team was made up of Chloë Barrow (Master's Lady); Carrie Marsh (Liveryman); David Vince (friend of Carrie); Stuart Anderson (Freeman); Philip Newhouse (Freeman); Michael Byrne (Court Assistant), and Rex Rose (Captain).

The Fuellers' team did exceptionally well, with lots of energy left at the end of the swim. The initiative raised over £5,000 which was shared between the Lord Mayor's Appeal - which centred on Music and the Arts - and the Fuellers' Charitable Trust Fund.

This year, the Team Captain will be looking for a replacement for Chloë and a major sponsor for the event.



The Swimathon Team toast their success after the event. The group includes Stuart Anderson, Chloë Barrow, Philip Newhouse, Carrie Marsh, Michael Byrne and David Vince.



The then Master, Doug Barrow, was at hand to congratulate the team immediately after the event.

We have a moose on the line!

Liveryman Paul Mott recently retrieved a tale from *The Economist* which animal lovers might wish to skip. Apparently a photograph of a 1,200 lb moose, 50 ft in the air, suspended by its antlers from an Alaskan power line, in the middle of nowhere, began to circulate on the internet. Wildlife Services Offices assumed it was a hoax, but the truth was far stranger!

A bull moose, it seems, came across a power line under construction near the Teck-Pogo gold mine, 80 miles South East of Fairbanks. The animal thereupon attacked the billowing wires, as rutting moose are wont to do. Miles away, the power-line workers choose that exact moment to reel in the wires to the top of the pole. Up went the animal entangled in the lines. He was not up there long. The largest member of the deer family provides drag noticeable even on an industrial winch. The construction crew rushed back, found the high-wire moose and hoisted him down. Alas, they could neither free the frantic animal, nor safely tranquillise him. Acting on the advice of the Alaska Department of Fish and Game, the moose was shot. The ton of venison was donated to a local resident. But the fate of the antlers — five feet wide and qualifying for trophy status in Alaska — is unclear.

For your diary – lunch at Butchers' Hall

A new addition to the Fuellers' social calendar is a monthly lunch at Butchers' Hall (87 Bartholomew Close, London EC1A 7EB). Famed for its gastronomic fare, the Company lost its hall in the Great Fire of London, only to have its successor burnt down a decade afterwards. A later hall was twice bombed in the Second World War, before being rebuilt in 1960. A lunch table has been reserved for members of the Fuellers' Company on the last Wednesday of every month. The meal costs £21.75, drinks being extra. The Clerk should be informed one week ahead, should you choose to dine.

Woodmongers' Supper



This photograph, taken at last year's Woodmongers' Supper, arrived too late for inclusion in the earlier edition. It shows the participants in the very amusing take-off of Pyramus and Thisbe from "A Midsummer Night's Dream". The Dramatis Personae were Master Jack (Jack Henley); Master Doug (Doug Barrow), a tuneful Fueller; Sir Antony Clerk (Sir Antony Reardon Smith) and Walter FitzClerk (Walter Gill), a rude Carter.

FUEL FOR THOUGHT

New gas-fired power station for Norway

Statkraft S F and Norsk Hydro ASA, the owners of NaturKraft AS are to build a gas-fired power station at Kårstø in Norway. The plant will be the most modern and environmentally friendly in Europe. Kårstø is seen as being a very suitable location for a profitable, Norwegian, gas-fired power plant. The plan is to construct a plant with a production capacity of around 400 MW which, at full capacity utilisation, will represent an annual production of some 3 TWh. This will provide an increase in Norwegian electricity supplies of approximately 2.5%. Gas-fired power will boost the Norwegian energy balance and help reduce the need for imported power. The project will also assist in reducing the overall emissions of greenhouse gases.

Miners' compensation payments to be fast tracked

A recent High Court judgement will result in faster compensation payments to up to 160,000 British miners. The ruling, by Sir Michael Turner, will see miners in the largest personal injury scheme in the UK offered fast-track payments where initial medical tests show very low levels of lung disease. Their compensation will be paid quickly, freeing up specialist medical consultants to concentrate on assessing miners with higher levels of disability. The fast-track payments will be based on the results of miners' spirometry tests. They will be split into four bands:

- 1 Normal lung function with no evidence of chronic obstructive pulmonary disease.
- 2 Limited evidence of lung disease but with the possibility of other causes.
- 3 Unable to complete the medical test for reasons that are avoidable.
- 4 Tests likely to be affected by asthma.

Miners more seriously affected and those medically unable to complete the test will receive a full medical assessment. Following the Judge's ruling, the department can now begin to calculate the offers for each band.

Other proposals, which were submitted to the High Court, are to offer a flat rate payment of £1,200 to widows and £1,000 to next of kin where the miner died at least 20 years ago and medical records are therefore unlikely to be available, making claims extremely difficult to assess. An estimated 78,000 claims are likely to fall into this category.

For miners who have passed away more recently — an estimated 112,000 — families will automatically receive a full assessment by a respiratory specialist. However, before this takes place, they can choose to opt-in to the same early payment

and exit the scheme. Opting for early payments may be particularly beneficial to those in this group who have limited information about their relative's condition or know the miner's illness was limited to non-disabling chronic bronchitis, for which lower payments — mostly under £1,000 — are made.

UK and Norway open way for two new North Sea projects

The UK and Norwegian Governments have recently agreed arrangements to pave the way for the development of two new North Sea fields — Boa and Playfair. To maximise the opportunities for North Sea activity and use of infrastructure, both Governments have recognised the need to find ways to move projects forward more easily. Boa and Playfair both have small extensions across the continental shelf boundary. Previously, they would have been subject of complex agreements between the UK and Norway on how they should be jointly regulated. However, this innovative approach will allow the fields to be regulated by the State with the majority field interest — considerably simplifying the process of bringing the fields into development.

The Playfair development is operated by CNR International, who is drilling a well from their Murchison platform. The Boa field is part of the Alveim development which is operated by Marathon. The Playfair development lies almost entirely on the UK Continental Shelf but with a small extension on to the Norwegian side. The Boa development is almost entirely on the Norwegian Continental Shelf with a small extension into the UK area.

UK oil production declines in Third Quarter

The Department of Trade and Industry's latest energy statistics for the third quarter of 2004 reveal that indigenous production of primary fuels was 52.4 million tonnes of oil equivalent, 9.1% lower than in the third quarter of 2003. Final energy consumption in the third quarter of 2004 was 1.3% higher than in the second quarter of 2003. On seasonally-adjusted and temperature corrected annualised rates: Total inland consumption on a primary fuel input basis was 221.6 million tonnes of oil equivalent in the third quarter of 2004, 0.1% higher than the same quarter in 2003. Between the third quarters of 2003 and 2004 coal and other solid fuel consumption fell by 0.4%. Oil consumption increased by 0.5%. Gas consumption rose by 1.0%, and primary electricity consumption decreased by 8.4%. Provisional figures for the third quarter of 2004 show that coal production (including an estimate for slurry) was

1.7% up on the third quarter of 2003 at 6.0 million tonnes, with deep mined production down 4.1% and opencast production up 6.9%. Imports of coal in the third quarter of 2004 were 15% higher than in the third quarter of 2003 at 9.4 million tonnes. Demand for coal in the third quarter of 2004, at 12.5 million tonnes was 0.4% down on consumption in the third quarter of 2003; consumption by electricity generators was down by 5.3%. Coal stocks showed a rise of 2.5 million tonnes during the third quarter 2004 from the second quarter of 2004. At the end of September 2004 stocks stood at 15.0 million tonnes, 0.7 million tonnes lower than at the end of September 2003. By the end of October, total stocks had fallen back a little to 14.7 million tonnes.

Total indigenous UK production of crude oil and NGLs in the third quarter of 2004 decreased by 11.7% compared with 2003 to 22.0 million tonnes. Only four new fields started production after September 2003. Production from these fields was insufficient to make up for the general decline in production from older established fields. The UK retained its position as a net exporter of oil and oil products. Export of petroleum products rose by 35.6% and imports fell by 5.6%. This was because of refinery shutdowns for maintenance work in the third quarter of 2003. Overall primary demand for oil products in the third quarter of 2004 was 0.9% higher than last year.

Total indigenous UK production of natural gas in the third quarter of 2004 was 7.8% lower than in the corresponding quarter a year earlier. Compared with the third quarter of 2003, exports of natural gas in the third quarter of 2004 decreased by 26.9% while imports increased by 66.1%. Net exports of gas at 18.9 TWh were 53.0% lower than in the third quarter of 2003. Demand for gas in the third quarter of 2004 was 3.7% higher than the level in the third quarter of 2003. Gas use for electricity generation was 6.4% higher than in the third quarter of 2003, with coal prices rising and gas prices not as high as earlier in the year. Provisionally, consumption in the domestic sector rose by 7.4%. In the industrial sector gas sales were provisionally 8.0% per cent lower than in the third quarter of 2003, while in the services sector consumption rose by 8.8%.

In the context of electricity, fuel used by generators in the third quarter of 2004 was, in total, 0.7% cent higher than in the third quarter of 2003. Coal use during the quarter was 2.6% lower than a year earlier, but gas use was up by 6.4% and hydro sources were double the previous year's low levels. Nuclear sources were down by 10.6%. Total electricity supplied by all generators in the third quarter of 2004 was 3.6% higher than a year earlier. Final consumption of electricity rose by 3.8% with domestic use up 3.8%, services sector use up 3.9% and industrial use 3.7% higher.

OBITUARIES

The Reverend Basil Watson

The Reverend Basil Watson, for many years Honorary Chaplain to the Worshipful Company of Fuellers, has died at the age of 88. Basil was born in Nova Scotia and educated at Worksop School and Selwyn College Cambridge, where he read History and Theology. He was influenced to enter the priesthood by the evangelical Bryan Green. His first parish was Holy Trinity, Cambridge, but he soon moved to Denton on the outskirts of Newcastle upon Tyne. He subsequently joined the Royal Navy in 1944, serving on the "Woolworth" carrier Attacker. From 1952 to 1955, Basil was Chaplain at the Royal Naval College, Greenwich. He later served on the submarine depot ship Forth Malta and from 1960 to 1962 he was Chaplain in the fleet carrier Victorious. He was appointed an OBE in 1965.

Upon retiring from the Navy in 1970, he took up the opportunity of becoming Vicar of the Guild Church of St Laurence Jewry-next-Guildhall. Although there were no scheduled Sunday commitment's, Basil held weekday services for the thousands of City workers in the vicinity of his church. These were extremely popular, especially as many famous, and at times controversial, speakers were invited to give lunch-time addresses. Such personalities included Margaret Thatcher, Enoch Powell, the Chairman of the Stock Exchange, and other leaders of the City business community.

Basil worked closely with successive Lord Mayors, and he was to accept the chaplaincy of no fewer than 19 Livery companies. On the basis of this close association, he was to publish, in 1993, "Air's and Graces", a potted guide to the Livery Companies and an anthology of some 250 doggerel-versed graces. These latter verses were composed for Livery Companies and for private and national institutions during Basil's incumbency in the City.*

Basil is survived by his wife and a son and daughter.

*The collection was republished by the Worshipful Company of Fullers in 2002. The book is available from the Guildhall Library bookshop, price £17.50, plus postage and packing.



Dennis Glew



The Company records with sadness the passing of Liveryman Dennis Glew. Dennis was elected a Court Assistant in 2000. Thereafter, he provided a very positive input into the deliberations of the Company's several committees, and especially that of the Admissions and Membership Committee. Dennis was instrumental in drawing up the rules and guidance notes for the apprenticeship scheme, which offers advantages to younger people wishing to join the Company. Dennis was born in 1929 at West Hartlepool. Early training was with ICI, Limited, on instrumentation and control for process variables in chemical production. After National Service in the RAF, where he specialised in radar equipment, he joined the electricity industry working on control systems for coal-fired power plant, and later at Berkeley and Oldbury nuclear power stations. In 1971, he joined British Gas Communication and Instrumentation Department as Operations Manager on the National Transmission System, and later became C&I Engineer. After formal retirement in 1992, he was a consultant with Sheffield Heat & Power, a company generating electricity and heat from municipal heat. Dennis lived through a period of enormous change in the science and technology of power generation and distribution. He continually faced the challenge of learning new skills and keeping abreast with the advances in control systems and allied technology. He met these demands with consummate ease. Dennis was a good coach and excellent teacher, keen

to communicate his skills to young engineers.

Upon retirement, he was able to indulge himself in his life-long hobby of model engineering. He also had a wide range of other interests, including music, country winemaking, photography and computing.

Dennis is survived by his wife Barbara, two children and two grandchildren.

CITY AND COMPANY DIARY OF EVENTS 2005

Month	Day/Date	Event	Venue
February	Thursday 17	Court Meeting, followed by Annual Court Ladies' Dinner	HQS Wellington
March	Thursday 10	General Purposes Committee meeting followed by Annual Livery Dinner*	Gun House, then City of London Club
	Friday 18	United Guilds Service followed by lunch	St Paul's Cathedral, then Pewterers' hall
April	Friday 15	Visit to ATH Resources' opencast coal mine	Ayrshire
	Wednesday 20	Election Court Meeting followed by Thanksgiving Service and Election Court Lunch	Carpenters' Hall and St Michael, Cornhill
May	Monday 9	Inter-Livery Swimathon	RAC Club, Epsom
	Wednesday 11	Fuellers' Lecture and Reception	Haberdashers' Hall
	Thursday 19	Visit to Newcastle Races	Newcastle upon Tyne
	Tuesday 17	Woodmongers' Supper	HQS Wellington
June	Thur & Fri 26/27	Visit to Milford Haven and Texaco Oil Refinery	Pembrokeshire, South Wales
	Wednesday 8	Court Meeting followed by Court Dinner	Tallow Chandlers' Hall
	Fri & Sat 10/11	City Livery Weekend - visit to Ironbridge George Museum Trust	Ironbridge, Shropshire
July	Friday 24	Election of Sheriffs* followed by lunch	Guildhall, then tba
	Friday 1	Visit and Dinner at York Station/Railway Museum	York
	Thursday 28	Charity Dinner HMS Warrior	Portsmouth
September	Monday 12	Fuellers' Golf Day	Wellingborough
	Thursday 29	Election of Lord Mayor* followed by lunch	Guildhall, then tba
October	Wednesday 5	Installation Court Meeting followed by Dinner	Vintners' Hall

*Indicates event open to Liverymen only

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: 'The Editor - The Fueller' c/o 26 Merrick Square, London SE1 4JB. Tel/Fax: 020 7234 0760. Email: clerk@fuellers.co.uk