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Registered at Stationers' Hall

Fuellers' crest planted at North Pole

As many of the Worshipful Company of Fuellers will remember, the Russians decided to plant a flag on the seabed at The North Pole in June 2007. To fight off the threat from the East and to ensure the Fuellers staked their own claim, Court Assistant Dennis Woods and a close friend, Alan Bussey, decided to make their own way to the North Pole and make a claim on the behalf of the Fuellers' Company.

Dennis and Alan started their adventure in February, 2008, by flying to Minnesota in the USA to spend five days training on frozen lakes and learning how to control teams of huskys. "This was an essential training trip" said Dennis, "it proved to be so important in working out what kit to use and to figure out how your body would react to sub zero temperatures for days on end" Alan and Dennis past the training with flying colours and were both accepted to take on the challenges presented by the Arctic.

On 7 April, 2008, they both set off from Heathrow with a large excess baggage bill and big hugs from their wives who, coincidentally, are both named Sue. The journey was to take them to Oslo, on to Tromso and finally a late evening flight to Longyearbyen located on Spitsbergen, the largest island of the Svalbard archipelago. Dennis and Alan then met the other two members of their team, Annie Aggins an experienced Polar Explorer and Tommy, their Norwegian musher with an unpronounceable surname. The team spent the next 48 hours going over equipment, getting to know the dogs and stocking up on calories in preparation for the 17 days ahead out on the frozen pack ice.

The team planned to start from latitude 88° North, approximately 120 nautical miles (about 150 statute miles) from the North Pole. To reach this location they flew by Russian jet from Longyearbyen on 10 April, landing on the pack ice at a Russian ice station two hours later. Ice Station Borneo is set up every year for about a month by the Russians to support expeditions and to house research teams working on the ice. "The Russians were very hospitable hosts, offering us tea and cakes and giving us all big hugs before we set off almost as if they were never going to see us again" said Alan.

About three hours after landing on the 6-ft thick ice runway, the sledge was fully packed, the dogs all hooked up and the expedition was ready to start. It had been planned to use one of the Russian helicopters at the base to fly the team to its start point but due to the Southerly drift of the ice, which had been faster than normal this year, the ice station was almost over the start line and so it was decided to get going directly from Borneo. Alan and Dennis had agreed that Alan would operate the sledge all the way working with Tommy; Dennis would join Annie skiing out in front scouting out the route and watching for polar bears and open water leads.

The first three days started with beautiful clear skies and 24 hour sunshine, but at the same time were bitterly cold. Temperatures did not rise above -35°. Luckily, the wind did not pick up and the team made good headway. The journey was also relatively simple with the ice being easy to navigate and little sign of open water or very large pressure ridges. This was to change, but for now, the team were making good progress and well ahead of time.

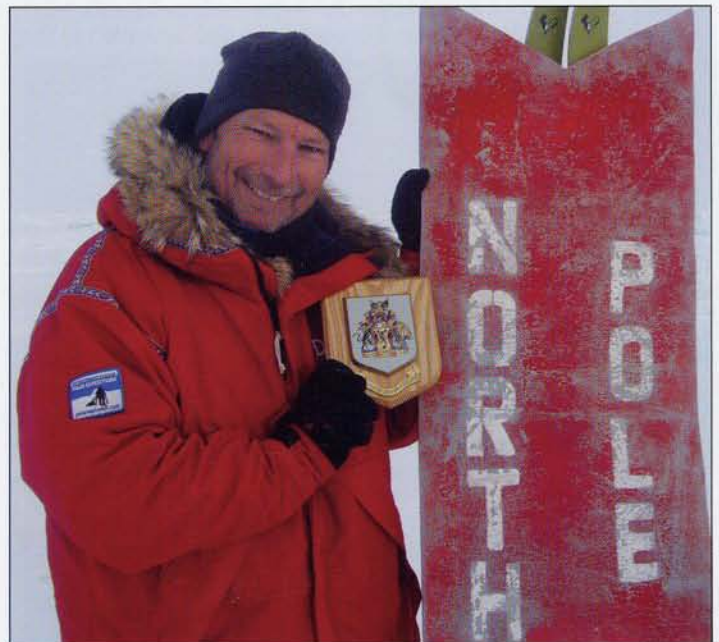
By day four, the weather started to change and day five was spent sheltering in their tents waiting for the wind to drop and the clouds to clear. This forced rest was put to good use with sleep being caught up on and the consumption of lots of high calorie food to replace the lost fat used up in the first 4 days. On average

the team were burning over 6,000 calories a day each. Dennis lost just over a stone in weight throughout the trip.

In addition to the weather breaking, the terrain was also starting to become more difficult. The team's progress was slowed down due to having to navigate large ice boulder fields and pressure ridges. So far, however, there had been no sign of open water leads. An open lead is where the ice breaks into large sections leaving sections of open water that then re-freeze forming dangerously-thin ice that the 1,000 lb sledge could easily fall through and descend into the 13,500 ft of Arctic Ocean below their feet, taking the dogs and all their precious life saving equipment with it.

In addition to the harsher weather conditions and more difficult terrain, the pack ice was still moving South and so every morning the team would wake to find they had drifted three to four miles back from where they had finished the previous night. Add this to a further two to three miles of Southerly drift during the day, it was not surprising to see the early progress had slowed considerably. Despite this, and a further day waiting for the weather to clear, the team reached their half way location at 89° on time and were resupplied by helicopter as planned. In addition to fresh supplies, a second team consisting of another eight dogs, one sledge and three explorers joined up with Dennis' team and all seven started to make their way over the final 1° (75 statute miles) towards the North Pole.

Almost immediately the two teams came across their first open water lead, which was to prove to be the first of many. Dennis



Court Member Dennis Woods displays the Fuellers' Crest at the North Pole.

Continued overleaf

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out in front with Annie, and now joined by Rick Sweitzer, had to work out how to cross these leads and when potential crossing points were located they would set about making a bridge from frozen chunks of ice. This was a tough task but one that kept everyone warm and active. Unfortunately, it became increasingly impossible to find ways through all the broken ice and the teams became trapped on an ice flow with no way of getting back and no apparent way to go forwards or sideways. In addition, the only polar bear tracks they came across throughout the trip were spotted on this ice flow. It was decided to call in a Russian helicopter to lift the teams off and re-set them a few miles to the East and North to avoid this badly broken section of the frozen Arctic Ocean.

From the air, it was apparent that this was a major obstacle that could not easily be overcome in the limited time available. The Borneo ice station was to be dismantled only two days after their due return date and so, if the teams were to make it to the North Pole, it was essential to overcome the open-water barriers. Once clear of the water, progress started to improve. The clear sky's returned and the last few days were wonderful with good conditions although the pressure ridges and boulder fields were still making everyone work hard to achieve their goal.

Dennis and Alan along with their team-mates made it to the North Pole on 26 April, 2008. "It was a great moment and a good feeling of achievement" said Dennis. Not only had they all made it in one piece but had overcome some tough conditions. In addition it was great to know that sponsorship by friends, work colleagues and indeed many Fuellers had raised over £10,000 for worthwhile charities with the bulk of donations going to SSAFA's 'Helping Heroes Campaign', supporting the provision of accommodation for relatives to be able to stay close to their loved ones who require extended periods of rehabilitation in specialised units after returning from war, badly injured and potentially disabled.



Alan Bussey and Denis Woods standing in front of a large pressure ridge en route to the North Pole.

Dennis also delivered a Fuellers' plaque to the North Pole to commemorate a Member of the Company making this trek and to try and counter the Russian claims. Dennis and Alan were told later that they were in a small number who have made the trek from the distance they started. Including the early explorers, there are less than 500 and probably less than 300 who have travelled so far over the pack ice on skis and using dogs. Most people who go to the North Pole these days either fly directly to the Pole or are dropped one or two days out, only needing to camp on the ice for one or two nights. Dennis said "it was a tough trek but it could have been a lot tougher had the weather closed in more. I was worried in the last few days about my friend Alan who had badly injured his elbow and knee when his sledge turned over, but he just got on with it gritting his teeth through the pain. It was a great honour to travel with him and a privilege to get to the North Pole before the lack of ice stops makes such treks impossible in the future.

If you would like to hear more about the trek and the North Pole, Dennis and his travelling companions put a daily written and spoken blog on the internet which can still be accessed on: www.polarexplorers.com/ExpeditionTracker.htm#2008dog

Fuellers return to the Mansion House for Election Court Luncheon

The Master, David Bell, selected the magnificence of the Mansion House as the setting for this year's Election Court Luncheon. This year's event was patronised by some 140 Fuellers and their guests.

The Court, which met before the event, elected Michael Husband as incoming Master, John Bainbridge as Senior Warden and Michael Byrne as Junior Warden. Mrs Christine Draffin was admitted to the Freedom of the Company by Presentation in recognition of the support and assistance given by her to Nigel Draffin during his year as Master. Air Cdre Andrew Spinks was also admitted by Presentation. Freedom was also accorded to the following: Dr Jacqueline Barrett-Williams; Alexander Davis; Robert Davy; Peter Harrison; Nicholas Hazlett-Beard; John Morrow; Nicholas Moulton MBE and Perry Wilson. Jennifer Bonathan and Thomas James were enrobed as Liverymen.

The ceremonial proceedings completed, the Court processed to St Michael's Cornhill for the Annual Thanksgiving Service conducted by the Company's Chaplain, the Rev'd Dr Peter Mullen.

The guests at the lunch which followed included The Right Honourable, The Lord Mayor, Alderman David Lewis and Mrs Lewis; Alan Marsh, Prime Warden, Worshipful Company of Shipwrights; Bill Bryen, Master, Worshipful Company of Fan Makers; Dr Simon Fradd BSc, Master, Worshipful Company of Needlemakers; Brigadier Ian Abbot OBE, Defence Fuels Group; Commodore Alan Ryman RN, Commanding Officer, HMS Sultan, and Chris Ide, Master, Worshipful Company of Actuaries.

Following the toasts to The Queen, Royal Family, Mayor and Corporation by the Master, a very amusing and thoughtful response was delivered by The Rt Hon, The Lord Mayor, Alderman David Lewis. The toast to the guests was given by the Senior Warden, Michael Husband. The final response was given by Alan Marsh, Prime Warden of the Worshipful Company of Shipwrights.

A highlight of the proceedings was the presentation of this year's Fuellers' Medals to Petty Officer Ian Porter of HMS Sultan and First Officer (Engineering) Scott Tait of RFA Wave Knight.



Resplendent in their robes were, left to right, Senior Warden, Michael Husband; the Master, David Bell and Junior Warden, John Bainbridge.



Central to the success of the Election Court Luncheon were, left to right, Senior Warden Michael Husband; Ms Paula Pantanay; The Right Honourable, The Lord Mayor, Alderman David Lewis; Mrs Caroline Cooke; The Master, David Bell; The Lady Mayoress, Mrs Lewis; Junior Warden John Bainbridge, and Marilynne Bainbridge.

Fuellers' Fourth Annual Lecture attracted prestigious audience



Lord Browne of Madingley, the speaker at the Fuellers' Fourth Annual Lecture, is escorted into the theatre by the Master, David Bell.

The Fuellers' Fourth Annual Lecture was presented earlier this year by The Lord Browne of Madingley. Lord Browne was Group Chief Executive of the combined group comprising BP and Amoco following their merger, taking up his position on December 31, 1998 until 1 May, 2007. He was voted Most Admired CEO by *Management Today* from 1999 – 2002. He was knighted in 1998 and made a life peer in 2001.

Lord Browne took for his subject European Energy Policy. In a far-ranging address, he spoke about the necessity of pursuing four energy principles, namely the need to forge a cross-border approach; improve data; promote technology deployment and provide global leadership. None of these would be possible without collaboration between businessmen, scientists and NGOs. The speaker expressed the view that addressing the challenges of climate change would be impossible without a new international climate agency — an organisation with the power to lay down terms and enforce them on national governments.



Lord Browne of Madingley presents the Fuellers' Annual Lecture.



The audience at the Fuellers' Fourth Annual lecture was drawn from members of the energy industry, representatives of Government, Masters of City Liveries, Members of the Fuellers' Company and other interested parties.

The Lecture, which attracted an invited audience of senior members drawn from the energy industry, Government and other departments, together with Masters of City Liveries, and members of the Fuellers' Company, was held in the Head Office of S J Berswin in the City.

Past Master Mac celebrates "80th" in style

Past Master Mac McCombe recently hit on a novel way of celebrating his 80th birthday by inviting a representative selection of his friends, together with his family, to lunch at Founders' Hall. Many guests travelled to and from the City on a coach which collected and dropped off guests close to Mac's home in Reading. The party included friends from a wide range of different backgrounds, including Liverymen of both the Fuellers' and Founders' Companies, representatives of the UK foundry industry, Rotarians, beekeepers, water colourists, industrial historians and others, all reflecting Mac's varied interests. Guests were entertained before and after the meal by violinist Liz Cowdry. A continual power-point presentation provided a portrayal of Mac's life including some very embarrassing incidents! In place of presents, guests donated more than £1,200 to the Parkinson's Disease Society.



Past Master Mac McCombe thanks his guests on the occasion of his eightieth birthday after lunch at Founders' Hall

Wisley visit reflects Members' passion for gardening

Our Master has appreciably expanded his programme for the year by offering participation in unexpected and invariably enjoyable events to the Membership. One recent example was a private visit to the Royal Horticultural Society's gardens at Wisley during August. Some 25 Members and their partners gathered at the entrance in what promised to be rather miserable weather. The programme for the day included lunch in the Terrace Restaurant, a presentation by the Garden's Curator, Jim Gardiner, and then a personally escorted tour of the 200-acre site. Mr Gardiner provided a fascinating insight into the history of the RHS and of Wisley in particular. The site, originally of 60 acres, was purchased by Sir Thomas Hanbury and presented to the RHS in 1903. Today, the garden undertakes a variety of roles, including both formal and informal training in horticulture; trialling of plants (of which it is the world's largest enterprise in this field); deals with some 100,000 plant enquiries each year, and it provides visitors with a garden of excellence (it houses 30,000 different varieties of plants).

Following Mr Gardiner's presentation, the party set off on its guided tour. Fortunately, the rain had ceased, although it threatened to return at any moment. A highlight of the itinerary was a visit to the Bicentenary Glasshouse opened in June, 2007 at a cost of £8 million. The interior includes both temperate and tropical zones.

The Fuellers' perambulations also took in the alpine houses, vegetable plots, rock gardens and herbaceous borders. All participants agreed that it had been a capital visit.



Jim Gardiner, the Curator of the Royal Horticultural Society's gardens at Wisley, explains the layout of the site to the Fuellers' party.



The Fuellers' embark on a conducted tour of the Bicentenary Glasshouse.

Fuellers hold successful golf day

The Sixth Fuellers Annual Golf Day took place at Wellingborough golf course on Monday Sept 8th 2008. In addition, there was a separate trip for non-golfers to Lamport Hall. Everyone turned up in fear that the awful weather the UK had been experiencing through August and into September would ruin the day, or that the heavy rain over the weekend would make the golf course unplayable. If this had been the case, Lamport Hall would have received a much larger group than planned! It was a relief to find that Monday dawned bright, mild and dry. The golf course although a little damp for the time of year, was in great condition and there were absolutely no restrictions on play.

There were 10 teams with 31 players involved in the golf competition and a group of five visiting Lamport Hall. Our Master, David Bell, a non-golfer had a choice between visiting the Hall or to caddy for Past Master David Port. Our Master being a wise man decided to accompany the Lamport group and by all accounts thoroughly enjoyed the visit.

After a very tasty soup and sandwich lunch, the teams started to make their way to the first tee. The competition was both for individuals and teams, with an overall individual prize and the Fuellers trophy for the highest-scoring Fueller on the day. The Fuellers challenge trophy, presented by Past Master David Port, is an open team competition. The results on the day were as follows:

Winning Team Fuellers Challenge Trophy winners	Advance Fuels	78 points
Team Prize runners up	ATH Resources	72 Points
Longest Drive	Ian Thurloway	
Nearest the Pin	Ian Thurloway	
Ladies competition winner	Jo Davies	28 points
Fuellers Trophy winner	Andrew Spinks	30 points
Fuellers Trophy runner up	Patrick Jennings	28 points
Overall Winner	Nigel Woods	33 points
Overall runner up	Steve Beaumont	31 points

All prizes were presented over a very enjoyable dinner at Wellingborough Golf Club. The golfers were rejoined by the Lamport Hall group and conversation over dinner switched from golf to country houses. It was a great surprise not to see a number of our party wearing plus fours! The Master presented the prizes and thanked everyone for supporting the day. It was good to see The Worshipful Company of Horners joining the event for the second year and also to have so many teams and players representing many different parts of the energy industry. Dennis Woods then presented The Master with an engraved Fuellers' Plaque that had accompanied Dennis to the North Pole in April.

A big thank-you should be extended to everyone who made the day so successful: The staff and caterers at Wellingborough; Sue Woods for organising the Lamport Hall visit; Ray Hendy for entertaining the participants with his card tricks and Philip Pamey for scoring and working out the results. A special thank-you should also go to Janet (Dennis Woods' P.A) for all her help in organising the day.

Please put next year in your diary. Wellingborough is booked for Monday September 14th. There will also be a visit arranged on the same day.

Dennis Woods - Court Assistant & Golf Day organiser

The mysteries of swan-upping revealed

The Master, accompanied by Liveryman Paul Mott, had an opportunity to participate, earlier this year, in the ancient tradition of swan-upping on the River Thames, as guests of Richard Stephenson and Stephen Lloyd. This took place on the first day of a five-day event which commences at Sunbury on Thames and progresses upstream to end at Abingdon Bridge. David and Paul's party followed a flotilla of six skiffs, two of which were manned by members of the Vintners' and Dyers' Companies, led by the Queen's Swan Marker. The onlookers watched as swans were corralled by the skiffs against the bank, and then the cygnets were secured, weighed and ringed. Refreshments were partaken at The Swan inn at Walton on Thames where the Swan Marker was congratulated by all and sundry on the smart turnout and high standards set by the Companies concerned. The Master and his hosts eventually departed downstream from Penton Hook Lock, to finally moor below Sunbury on Thames, where further refreshments were dispensed.



The flotilla of skiffs and attendant craft crowd a lock on their passage up river as part of the swan-upping ceremonies.

Maritime Museum was venue for popular tour

A highlight of the Summer programme was a visit to the National Maritime Museum at Greenwich. Most of the participants chose to travel there and back by Thames River Services. After lunch at "The Gipsy Moth", the Fuellers' party walked the short distance to the Maritime Museum, where they were welcomed by the Director, Dr Kevin Fewster who set the scene for the visit. John McAleer, Curator of Eighteenth-Century Maritime and

Imperial History then guided the party through several set presentations, including: Greenwich as a site — Maritime, Scientific and Royal; "Oceans of Discovery" — the great age of maritime discovery; the "Atlantic Gallery" — featuring commerce and shipping, and "Nelson's Navy" gallery. Finally, Jenny Gaschke, Curator of Fine Art, took the members on a tour of the "Turmoil and Tranquillity" exhibition in the Queen's House.

Lecture on underground coal gasification was highlight of Court Dinner

A Court Dinner, held for Members of the Court and the Honorary Court, was held earlier this year at Watermans' Hall. The after-dinner speaker was Kenneth Fergusson, Senior Advisor to the Underground Coal Gasification Partnership.

Paul Atherton climbs higher

The Company is delighted to learn that one of our Freemen, Group Captain Paul Atherton, OBE, is to be promoted to Air Commodore and will take up his position as Assistant Chief of Staff Strategy, Policy & Plans, Headquarters Air Command, in December 2008.

The Editor bows out!

This is the final edition of *The Fueller* to be edited by Past Master Mac McCombe. Having produced the publication for the last ten years, Mac has finally decided that it might be a sound idea to hand the task to someone else in the Company. After some deliberation, it has been decided that the responsibility of producing the Journal over future years should fall upon the shoulders of the Junior Warden of the day!

Dorset was venue for Fuellers' Spring tour

Earlier this year, a group of Fuellers, led by the Master, David Bell, spent a long weekend in Dorset, an event which provided the opportunity of visiting Precision Disc Castings, Poole; the Defence Fuels Group, West Moors, Wimbourne, and Kinston Lacy House at Wimbourne Lacy. Most of the participants stayed at the King's Head Hotel in the very centre of Wimbourne Minster.

The programme commenced on the Friday morning with a visit to Precision Disc Castings, part of the EURAC group, one of Europe's leading independent high-volume producers of grey cast-iron components for the automotive industry, with an annual turnover of some £ 45 million. Precision Disc Castings and its sister foundry in the Czech Republic, as a result of a €12.2 million investment programme, will soon be in a position to produce 100,000 tonnes of grey iron per year, representing around 10 million brake-disc castings on an annual basis.

The visitors were welcomed by Dr John Krosnar, Chairman and Chief Executive and by his daughter Hanna. The subsequent tour took in the electric melting facility, the advanced Disamatic moulding lines, coremaking machines and the cleaning and fettling plant. For many of the party, it was their first opportunity to witness the melting and pouring of molten iron.

After an enjoyable buffet lunch, the participants then drove the short distance to the Defence Fuels Group (DFG) at West Moor, one of the military establishments affiliated to the Worshipful Company of Fuellers. The DFG is responsible for the efficient and effective provision of fuels, lubricants and industrial gases to the Armed Forces worldwide. It is a tri-service group with responsibilities for management of the physical supply chain, including policy, procedures and regulations. The host for the afternoon was Brig Ian Abbott OBE, a Liveryman of the Fuellers' Company. The most enjoyable programme included an explanation of how fuel handling equipment is deployed and the opportunity to view a static display of bulk-fuel fabric tanks, pumps and ancillary equipment. However, what made the day for many of the Livery guests was the display of "big boy's toys". These were a unit support tanker, a close support tanker and a general support tanker. Also shown was a display of service-fuels handling equipment and that relevant to bulk fuel carrying vehicles. The afternoon ended with afternoon tea in the mess.

Next day, Saturday, the Fuellers' Party visited Kingston Lacy, an 1830's-style mansion with 25 rooms containing pictures by Lely, Rubens and Velasquez, together with a great deal of statuary. The house stands in a park of 300 acres, contained within an estate of 8,000 acres, all administered by the National Trust. The participants ended their visit with lunch in the Stables Restaurant. All agreed that this had been a highlight of the Master's year.



The Fuellers' party is welcomed to Precision Disc Castings by Malcolm MacNaughton (Yellow jacket).



Molten iron being poured into moulds to form brake-disc castings in the foundry of Precision Disc Castings.



One of the very large tankers lined up for inspection by the Fuellers' party.



(Above) A group of Fuellers listen to a presentation on how fuel handling equipment is deployed in the field, during the visit to the Defence Fuels Group.

C McCombe



Left, Senior Warden Michael Husband, in conversation with Brig Ian Abbott OBE and the Master, David Bell in the Mess at the Defence Fuels Group.



A group of Fuellers enjoy the sun during the visit to Kingston Lacy.

Fuellers visit Gravelines nuclear station

In late June, a party of Fuellers, led by the Master, David Bell, met near Dover on a warm sunny morning to travel to France to view EDF's largest nuclear power station, at Gravelines, near Dunkirk. This facility provides 9% of France's total generation, much of which is exported. If this was not so, the station would meet 14% of the country's requirements for power. The plant is the world's second largest nuclear station, rated at 5,400 MW. There are six reactors of 900 MW apiece, each with its own small containment building.

The cancellation of the party's Eurotunnel train caused some disruption to its carefully-laid travel arrangements. However, thanks to the forest of power lines, albeit to British people of surprisingly low height, in the vicinity of the plant, the venue was easy to find. The party arrived to discover that a really splendid buffet had been laid on by EDF's Fabrice Rampon and Marya Hubert-Gars.

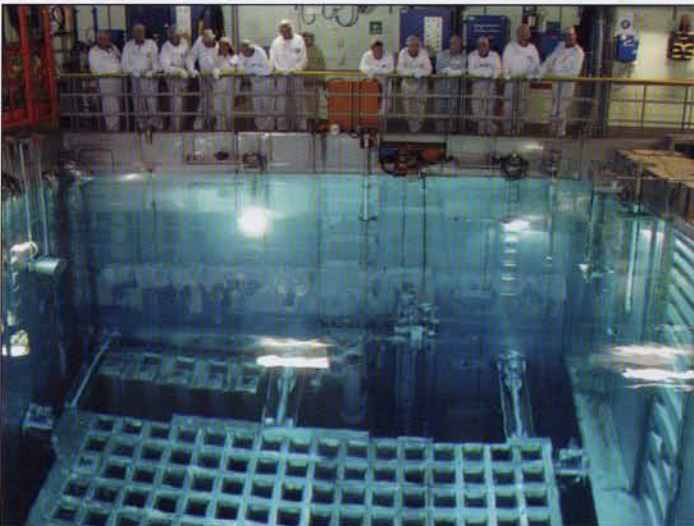
Paul Mott, who had helped facilitate the visit with its unusual advance security/vetting requirements, had specially requested that the party be allowed to enter the "containment" building and see the top of one of the reactors itself, and the (deep) spent fuel pond (or, as Fabrice described it, "swimming pool"). This involved much disrobing (with accompanying humour), radiation scanning and the donning of special clothing with personal radiation dosimeters, ending with a shower. The highest dose received by any Fueller was Paul Mott's reading of 0.005 millisieverts, which is one five-hundredth of an average British subject's annual dose (2.5) — in other words, less than a day's worth of normal UK background radiation, which seems quite modest after spending three hours in close proximity to nuclear facilities. Others' personal doses were in the 0.001 to 0.003 range.

The Fuellers' party were impressed by the relatively-small size of the Pressurised Water Reactor (PWR), compared to the archaic, inflexible, hard-to-maintain and gigantic British graphite-cored nuclear fleet. These PWRs are operated very flexibly by EDF and are expected to be life-extended from the original 40-year life (closure 2020) to a 60-year life. The station hopes that one of the new EPRs, a larger PWR, will be built there in time; these reactors also can alter their output rapidly to follow electrical demand — those who are interested may reference <http://www.berr.gov.uk/files/file46772.pdf>, page 69, for fuller details of this output flexibility of both existing French PWRs, such as Gravelines and future EPRs, and a comparison with British reactors. Steve Blackwell's impeccable French was frequently helpful during the visit.

Time did not permit the visitors to see the turbine hall (not as glamorous as the nuclear island). However, there was an opportunity to view a photograph. It was judged to be not greatly different from any large fossil-fuel generation facility. However, at Gravelines, the hall is unusually elongated, as it is built alongside the six reactor containments/ponds. The party were also shown photographs of the enormous privately-run fish farm which utilises waste heat from the plant. The enterprise produces half of the sea bass consumed worldwide, as well as other species. Fabrice remarked that EDF's nuclear station at Tricastin uses its waste heat for a more exciting venture — breeding crocodiles.

The Fuellers' had no opportunity to drink within the confines of the station and the special protective suits had proved to be fairly hot. As a result, the party was delighted to end the visit with cold drinks, cakes and the presentation to each of a book on the station. The refreshments provided the opportunity for the Master to thank EDF and the guides for a truly outstanding day. On departure, the Fuellers split into a dining party, a shopping group, and a "tired — just want to get home" contingent. There was no escaping the fact that everyone slept well that night!

Paul Mott



The Fuellers view the spent fuel pond in one of the reactors at the Gravelines nuclear power station.



Part of the Fuellers' party line up for a photograph during the visit to the Gravelines Nuclear power station in the company of one of the guides, Marys Hubert-Gars. The line up is, left to right, Stephen Blackwell; Sebastian Eyre; Stephen Lloyd; Richard Stephenson Clarke; Allan Gifford; Paul Mott; the Master, David Bell; Marys Hubert-Gars; Matthew Pollard; Roger Cloke; Michael Byrne; Nick Martin and John Ingham.

Obituary: Don Kelman

Long-standing Members of our company will be saddened to hear of the death, earlier this year, of one of its first Freeman, Don Kelman, who before he retired, was a local Director of Cawoods Solid Fuels, based at their Enfield offices. Don became a Freeman of our Company in January 1984 and was one of the 102 Freeman who supported the Company's petition to the Court of Alderman for 'Grant of Livery.' His resignation was tabled at the New Year court on 20th January 1988.

So who was the musical small-coal man?

Earlier this year, there were a series of e-mails circulating around the Company in response to a request for assistance in staging the "The Little Britton Festival" in Clerkenwell, in celebration of Thomas Britton, the musical small-coal man. This caused our Learned Clerk to ask the question: Can anyone throw any light on this long-dead coalman...?

Well, the writer can! Amongst the largely anonymous figures who were involved in selling coal in London in the Seventeenth and Eighteenth Centuries, Thomas Britton emerges from the mists as a shining star. Despite the fact that he remained throughout his life a lowly street vendor, advertising his wares with the stentorian call "small coals here!" Thomas became friend, confidant, and muse to a wide spectrum of London society. Vocalist, musician, experimental chemist, bibliophile, collector and much more besides, his greatest achievement was to turn a room in his very modest house in Clerkenwell into a tiny concert hall which was patronised by music lovers over four decades.

Thomas was born in Northamptonshire on January 14, 1644, moving to London at an early age, becoming an apprentice to a small-coal man in Clerkenwell. Later, he set up business on his own account, adapting a stable off Aylesbury Street as a house and coal-yard. Just how he bridged the gap between his background as a seller of coal on the streets and the wealthy and frequently titled members of London society is difficult to comprehend. However, he was possessed of a fine singing voice and, as his business prospered, he spent his income on amassing a library of rare books and manuscripts. His enthusiasm for books coincided with a growing passion amongst the nobility for literature and antiquarian works. Perhaps it was in the City's bookshops that he came into contact with fellow collectors, who in turn came to value his knowledge and expertise. Whatever the reason, Thomas came to be welcomed on his own terms at an elite book circle which met at the shop of Christopher Bateman, a bookseller in Paternoster Row. Apparently, his round over for the day, Thomas would dump his coal sack on the ledge of Mr Bateman's window and join the members of the aristocracy within.

He was also interested in chemistry, a science he was instructed in by a neighbour, Dr Theophilus Garencieres, with whom he became a close friend.

Perhaps most importantly, Thomas also acquired an extensive and practical knowledge of music, which in turn must have brought him in contact with many like-minded musicians in the City. His enthusiasm for the subject was such that he was motivated to fit out the loft of his house as a diminutive concert hall in which he came to stage a musical evening, every Thursday, for the best part of 40 years. At first the events were completely free. It was only later that a subscription of ten shillings a year was requested. From the start, Thomas was apparently able to persuade the most talented of the country's musicians to take part. These included J C Pepusch, John Banister, Philip Hart, and Abel Whichelo. Even on occasion, Georg Friedrich Handel was persuaded to play the tiny five-stop organ. The Organist and Director of Music at St Michael's Cornhill, Obadiah Shuttleworth, a transcriber of Corelli's works, is said to have learnt to play the violin, primarily to take part in Thomas's concerts.

The standard and reputation of the musical events were such that they attracted the London glitterati, including the Duchess of Queensbury, apart from the more humble orders. One marvels at the stamina and fortitude of the multitude of people, jammed in a constricted space above a coal-yard, at a time when personal hygiene was not necessarily a top priority. Even gaining access to the concert room via narrow rickety ladder-like stairs was said to have been difficult, doubly so for fashionable ladies of the period.

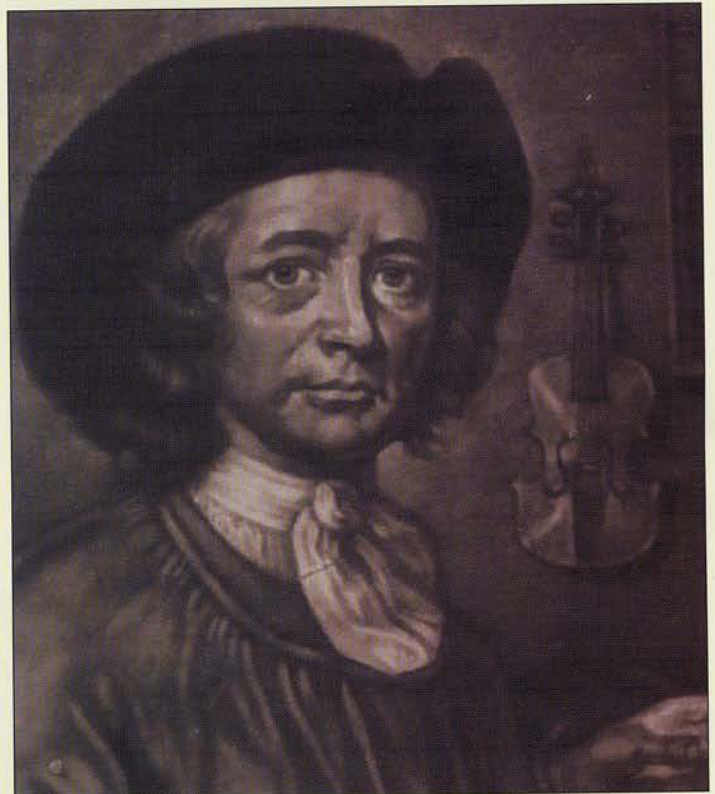
It has often been questioned as to how a hands-on coal seller could become socially acceptable over the entire span of London society, his knowledge and enthusiasm being universally valued and admired. Perhaps it was a modest unassuming nature, coupled with a quiet satisfaction with his lot, a threat to no man—that endeared him to his contemporaries? He simply seems to have been a "nice" person, but a brilliant polymath to boot. Thomas continued to cry "small coals here!" all his life.

Sadly, however, his end was bizarre. In September, 1714, one of his circle foolishly persuaded a Ventriloquist named Honeyman to play a practical joke on poor superstitious Thomas. His voice, projected from above, in the guise of the Angel of Death, warned Thomas that his end was approaching, and demanded that he fall on his knees and recite the Lord's Prayer. Thomas, terrified beyond belief, took to his bed and died two days later.

Justly famous both during his lifetime and for many years afterwards, he inspired Prior to pen the words:

"Though doomed to small-coal, yet arts allied, Rich without wealth, and famous without pride, Music's best patron, judge of books and men, Beloved and honoured by Apollo's train. In Greece or Rome sure never did appear so bright a genius in so dark a sphere! ..."

Mac McCombe



An engraving of Thomas Britton. The National Portrait Gallery houses several paintings of Thomas by his friend John Wollaston, who apart from being a noted painter, was also a fellow musician.

Behind the wall at Buckingham Palace

The Master, accompanied by his daughter, Mrs Caroline Belcher, had the signal honour of attending the Queen's Garden Party, during the course of the Summer. The event, which provided the opportunity to watch the perambulations of the Royal party as they moved amongst the guests, took place in fine weather. Partaking of tea was an event in itself.

Beating Retreat at the Defence Fuels Group

Another memorable event attended by the Master, during the Summer was a reception to mark the ceremony of Beating the Retreat at the Defence Fuels Group headquarters in Hampshire. The Central Band of the Royal Air Force entertained the guests with martial music and a display of counter-marching. Brigadier Ian Abbot CBE took the salute. The audience, with true British fortitude, sat and watched the entertainment for half-an-hour in pouring rain! Refreshments were subsequently enjoyed in the Officers' Mess in the usual convivial fashion.

Master attends dinner to mark RAF's Ninetieth Anniversary

The Master, accompanied by Past Masters John Boddy, Vaughan Williams and David Port, attended 216 Squadron's Mess Dinner at Brize Norton, to celebrate the Ninetieth Anniversary of the founding of the Royal Air Force. During the proceedings, The Master read out the citation for Lance Corporal Jemma Kerr, the winner of the 2008 Fuellers' Prize. Wing Commander Steve Chadwick, Officer Commanding 216 Squadron, then rose to elaborate on Lance Corporal Kerr's performance since joining the Squadron, thereby justifying the award. By all accounts, a convivial evening was had by all.

Master and Senior Warden attend presentation of Queen's Colour to RFA

The Master and Mrs Valerie Le Fleming Smith, accompanied by the Senior Warden, Michael Husband and his partner, Paula Pantenay, attended the function marking the presentation of the Queen's Colour to the RFA to mark its Centenary. The event took place on board the RFA Largo Bay. The Colour was presented by HRH, The Prince Edward, Earl of Wessex, at a parade of service personnel, drawn up on deck, to music provided by the Band of the Royal Marines. Watching the ceremony were The First Sea Lord; The Commander in Chief, Fleet, and Officers, guests and their ladies. A highlight of the event was an opportunity for the Master and his party to talk with Prince Edward and with Commodore R Thornton, Commodore Royal Fleet Auxillary.

Doggett's Coat and Badge Race provided Thames-side spectacle

The Master, accompanied by his daughter, Mrs Caroline Belcher, were guests of The Company of Watermen & Lightermen of the River Thames, on board the PV Elizabethian to observe the Doggett's Coat and Badge Race for 2008. The course extended for four miles, five furlongs, between London Bridge and Cadogan Pier, Chelsea. The Doggett's Coat and Badge is both the prize and name of the world's oldest rowing race, having been held every year since 1715. Lunch was taken in the company of the Master, Ken Duran.

A step back in time

In mid-May, our Master led a group of 15 Fuellers and guests back in time, to the early 18th century. Without the Tardis, but with the help of his able assistant sister Valerie, the Master "boldly went where others used to be". The occasion was a visit to Dennis Severs' House at 18 Folgate Street, Spitalfields, in the heart of the district where Jack the Ripper "done his dastardly deeds". Now surrounded by the glass and steel workhouses of the 21st century, this collection of streets with terraced houses and narrow alleyways appears as a time warp in modern London.

Dennis Severs' House is just one such dwelling in a row of gentrified clones, albeit with a gas lamp and a general air of decrepitude. As the group were led inside by a gentle soft-spoken guide, the visitors were encouraged to imagine themselves playing a game in which they had stepped back in time and entered the home of a family of Huguenot silk weavers named Jervis who had just left in somewhat of a hurry. Food was left half eaten on the table and the fire flickered in the hearth. The accoutrements of life in the 1700s lay scattered about and members of the party were encouraged to remain silent (not an easy task for some Fuellers) as they wandered progressively through the candlelit 10-room house. Sights, sounds and smells evoked a sense of being part of this past existence. The visitors were prying into the private life of this comfortable family. However, as the individual members of the group ascended the stairs past the wooden toys and the sound of children playing, they moved forward in time to the Victorian era and the poverty that inspired Dickens. It was at this point that one or two Fuellers had reasons to be grateful that the tour was coming to an end, as the experience was progressing into their own childhood — and one never knew who one might meet!

Suitably informed and inspired, the group departed back into the clutter and chatter of the modern city and the welcoming sights, sounds and smells of Carluccio's restaurant for a contemporary lunch at today's prices. The sun was shining and a good time was had by all!

Jim Bellew

HMS Sultan lays on the hospitality

A party from the Fuellers, led by the Master, David Bell, and the Clerk, Sir Antony Reardon Smith, recently took part in an enjoyable visit to HMS Sultan. This is a naval air base under the current command of Commodore Al Rymer. It is the home of the Royal Naval Air Engineering and Survival Equipment School (RNAES) and the Royal Naval School of Marine Engineering (RNSME).

The tour commenced in the Conference Centre with an introduction by Commodore Rymer covering the overall purposes of HMS Sultan. Subsequently, there was a general briefing of the duties carried out by RNAESS and RNSME presented by Lt Cmdr Arty Shaw and Cmdr Andy Cree respectively, the officers in charge of each of the sections. This was followed by visiting the Newcomen Hanger, RNAESS. The hanger and the associated aprons were occupied by aircraft and helicopters in various stages of maintenance. Indeed, a close-up view of the mechanisms that kept the Harrier "Jump" jet in a 'stationary' airborne position was extremely rewarding, together with the arrangement of the multi-angled variation system utilised to ensure safe flying of a helicopter. The commentary from Lt Matt Clegg RN proved an essential adjunct to the tour.

After lunch in HMS Sultan's Wardroom, the party toured the RNSME training centre under the guidance of Lt Rhys Perveal. To a layperson, this facility appeared to be a large aircraft hanger filled with naval marine engines. A section of the hanger had about 20 six-cylinder three-litre diesels, over which a number of trainees were working, no doubt being guided by their tutors in maintenance and refurbishment. In addition, there were a significant number of variable types, ranging from a 'double V' diesel' (excuse layman's terms — but for sure it had 24 cylinders) to a large gas-turbine engine. All these engines were partially dismantled so that their inner workings were displayed.

Next, the Fuellers viewed the late-Nineteenth Century Super Sentinel steam lorry under the care of Lt Nick McNally. He proudly explained that he had driven this lorry, in pristine condition, to Shrewsbury and back, a four-day journey. Simply shovelling the coal into the firebox was a major exercise. The Worshipful Company of Fuellers have taken an interest in the care and maintenance of this vehicle. There is now a proposal to fix brass versions of the company's crest to the sides of the lorry.

The guests then returned to the conference centre for a final debriefing prior to departure, save for the Master and Clerk who were to stay on for dinner with Commodore Rymer and the C in C Fleet, Sir Mark Stanhope. The last farewell — and the first welcome — was provided by Lt Ian Norton, HMS Sultan's prime Liaison Officer who looked after the party for the entire visit.

Michael Husband



The Senior Warden, Michael Husband, and the Junior Warden photographed in the cockpit of one of HMS Sultan's helicopters.



The Fuellers' party line up in front of the Sentinel steam lorry at HMS Sultan.

There is no escaping beer in the Master's programme!

One of the early functions this year was a Livery Dinner held at Brew Wharf Yard, Borough Market, Southwark. The highlight of the event was a beer tasting conducted by the Brewer in charge of the establishment's micro brewery. The guests sampled Meantime Marzen; Meantime Wheat; Brew Wharf Mild; Meantime Stout and Brew Wharf Best. The Liverymen present were given a wake-up call by the Master who said that the Company had already, within the space of a few short months, recruited 12 new Freemen. The aim must be to have a membership of 250! He also referred to the fact that the Company's military affiliations were going from strength to strength, the achievements of the Charitable Trust and the success of the link with the school at Stockwell Park.

Looking to November, The Master and Clerk are exploring the concept of organising a tour of seven or eight interesting public houses in the City, rounding off the bladder-challenging event with supper in the last establishment in the series.

Fuellers power up on gas and wind in Lincolnshire

Earlier this year, a party made up of 11 Fuellers and their guests visited two of EDF's gleaming new (ish) generators in Lincolnshire — Sutton Bridge Combined Cycle Gas Turbine (CCGT) and Gedney Drove End wind farm. First stop was the CCGT where the group met with their guide, the enthusiastic and knowledgeable Station Manager, Trevor Thorpe. After an excellent buffet lunch, Trevor led the party on a tour of the impressive plant, with not a steam leak, trace of oil or dirty rag to be seen. The plant is maintained for EDF Energy by General Electric (GE) in an arrangement which works well for both sides. The working complement on the 800 MW generator, commissioned just eight years ago, and providing up to 2.5% * of the UK's electricity, is just three men or ladies (but in practice it was men the Fuellers saw — that's engineering for you!) per shift. The staff in the modest-sized control room were most helpful and knowledgeable. They looked on with wry amusement as Fueller Paul Mott, who helped set up the event, explained some of the background as to how the national electricity market operates.

The power plant is probably the UK's most visually-attractive large generator on account of its location; seen from any distance, it is surrounded by unspoilt green fields. Its total efficiency, as a GF "9F" unit is 50% real — just about the best of any UK CCGT. Compared with a coal-fired power station, it is extremely compact — so much so that Past Master Brig Edward Wilkinson, a regular visitor to the area, remarked that he had been mistaking it for a large grain drier for several years!

Next, Paul Mott took the party in a motor convoy on a scenic route via Peter Scott's lighthouse and King John's Farm to Gedney Drove End to see EDF's brand new six-machine wind farm. Incidentally, King John's Farm was where the Monarch's £200 million crown jewels were lost, on what was once marshland back in 1216. The fields are badly pockmarked with sizeable holes, as hopeful locals eternally come to dig by at night torch-light. But to return to the tour, Paul explained that the machines were REpower MM 82 turbines, each of 2 MW capacity. They are designed to generate at wind speeds over the range 8 mph (start-up) to 29 mph (shut-down). This is a higher maximum wind speed rating than some rival turbines, so the units are ideal for the windy conditions that prevail less than one mile from the sea bank. Paul revealed that the nacelle at the top of the structure turns to bring the blades into the wind and that the angle of the blades can be altered to achieve maximum efficiency. The generator is contained within the nacelle. In each case, the rotor diameter is an impressive 271 ft and the tower is 330 ft tall. It was evident that Gedney Drove End is a first-class location for a wind turbine, as the members of the party could hardly stand up! (which had also been the case the previous night when the region was affected by an earthquake, a phenomena which caused the CCGT units at Keadby (owned by SSE) and Immingham (within the Conoco refinery complex) to trip, but not Sutton Bridge).

Paul, born and bred nearby, explained the concept of a "Full Gedney" — that one must visit all the eight places with Gedney in their name to achieve this distinction: The Fuellers had unwittingly already accrued Gedney Drove End; Gedney Fen; Gedney Dawsmere and Gedney Marsh, before adding Gedney Dyke to their tally on the journey back to the A17. They only omitted the more Southerly Gedneys of Gedney Broadgate, Gedney "Hill" (a small fold in the land that was an earlier sea bank) and Gedney proper. Paul subsequently visited all of these on his way South, thus achieving yet another personal "Full Gedney".

* 800 MW when national demand is 30 GW; at peak UK demand, the contribution is somewhat less

Just in case nobody had heard of Gedney Drove End before the visit, Paul explained that the place had had a surprising recent claim to fame: The far side of the field in question had been used in September 2006, out of sight of the construction work for the turbines, to film the key scene in "Atonement", starring Keira Knightley. A field of corn, which had been left unharvested, was set ablaze to provide the smoke so that it could resemble a continental battlefield. The film people had been most persistent in demanding a strong police presence to "keep away the inevitable crowds", which being Gedney Drove End, didn't really materialise. Keira spent most of her time in her caravan, it being a windy place, leading the well-versed local people nicknaming her the "didicoy". Another part of "Atonement" was filmed at Walpole St Peter, which happens to be the place where Sutton Bridge's two-mile-long private transmission line connects to the National Grid. As it is the site of a major substation, Walpole was a difficult place to film without showing a transmission line, but according to Paul, somehow it was done! EDF's generation premises thus have surprisingly topical links; among notable residents of Sutton Bridge is Ian Cashmore, the Presenter of television's "Ghosthunters" show.

Paul Mott



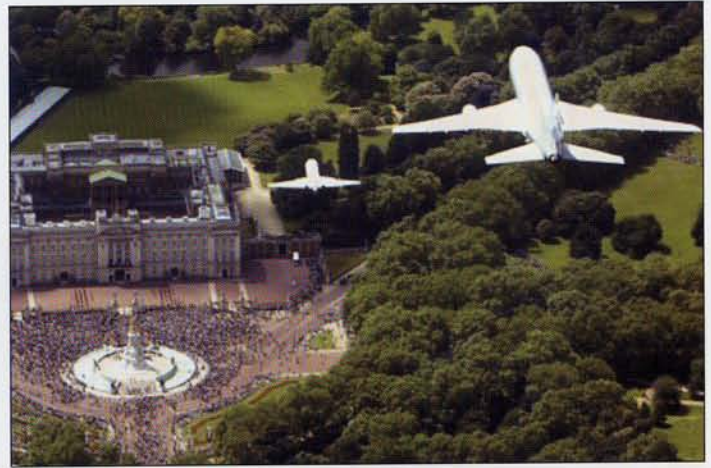
Liveryman Paul Mott, top centre, explains how the national electricity market functions during the visit to the Sutton Bridge power station control room.



A photograph of the exterior of the Sutton Bridge 800 MW combined heat and power generating facility.

The Fuellers fly high

In mid June, the Master, Wardens, Learned Clerk and seven Court Assistants and members of the Honorary Court accepted an invitation from Wing Commander Steve Chadwick to join 216 Squadron for the Fly Past over Buckingham Palace as part of the celebrations for the Queen's birthday. The Fuellers' affiliation with 216 Sqn dates from 2001. The party gathered at Brize Norton at 8.30 am on a lovely morning, cleared security and proceeded to the departure lounge where a large number of the country's splendid servicemen and servicewomen were waiting to embark on their flight to Kandahar, Afghanistan. The Fuellers' Lockheed Tri-Star lifted off at 10.30 on a far safer mission and headed out over the Thames Estuary to the North Sea, where the plane was to rendezvous and form up with the other participating aircraft. Also on board were a squadron of ATC cadets and a number of other guests of 216; some 50 people all told. En route to the rendezvous, the Tri-Star, picked up its escort of two HS125 liaison aircraft from 32 Sq who wing-tipped the plane for the rest of the flight.



The Tri-Star with the Fuellers' party on board passes over Buckingham Palace (Photo: BBC News)

The atmosphere on board was tremendous. As the Wing Commander commented, excluding a number of uninvited Germans, the party on board were set to join a very exclusive group of some one thousand to have over-flown the Palace. Together, The Fullers Charitable Trust and The Joseph Strong Frazer Trust, of which Sir Antony is Chairman, had donated £5,000 to the "Beer for the Forces" campaign under which all service personnel returning from Afghanistan with 216 Sqn receive a can of beer on the flight. Helicoptered straight from the front line, they embark in combat gear, body armour and helmets. Physically and mentally exhausted, after takeoff the adrenalin drains away and most are asleep in minutes. On resurfacing, they are given their cans of beer and told from whom it has come. The reception is fantastic.

The Fly Past formation stretched for 20 nautical miles and was made up of 55 aircraft flying at 1,500 ft (A touch shuddery in the Tri-Star at that level). Preceding the Tri-Star was a Battle of Britain Memorial Flight comprised of the last Lancaster flying in the UK escorted by two Spitfires and two Hurricanes. Next were a Hercules C130, flanked by two King Airs, then nine Eurofighter Typhoons followed by a venerable VC10 in-flight refueller with an escort of two Tornado F3s and a Boeing E3 early warning aircraft. These were followed by nine more Tornado F3s, a C17 and a Nimrod, each with two F3 escorts. The best followed: The Tri-Star and HS125s tailed by 16 Tornado GR4s in diamond formation. The Fly Past was due at 1.00 pm and calculated to take four minutes. Flying up the Mall, the formation roared over Buckingham Palace on time. The Tri-Star then headed off for Brize Norton, appearing over a local show on the way. The accompanying HS 125s then swerved off starboard, heading for Northolt. The Fueller' party disembarked at Brize Norton shortly after 1.30 pm. It had been a great adventure and all were hugely grateful to Wing Commander Steve Chadwick for the invitation, to Fl Lt Tucker for organising the day, to the captain, Flt Lt Margetts, and all the air crew for making the sortie so enjoyable.

John Bainbridge

PS. Switching on his phone shortly after touchdown, the Junior Warden received a moving text from his younger son: "I think I heard you buzz past the Walkabout in Soho at about 1 o'clock! Keep the noise down!"

CITY AND COMPANY DIARY OF EVENTS 2008/2009

Month	Date	Event	Venue
November	Sunday 2	Fuellers' Sunday followed by lunch	St Michael's Cornhill and "The Baltic"
	Saturday 8	Lord Mayor's Show and lunch	City and Little Ship Club
	Tuesday 11	Woodmongers' Dinner: Joint Court Dinner with Carmens' Company	Armourers' Hall
	Monday 24	Sponsored pub walk around the City (three miles)	City
December	Thursday 4	Joint Carol Service followed by dinner	St Michael's Cornhill and the Little Ship Club
	Wednesday 10	Fuellers' Christmas Lunch	Butchers' Hall
January	Friday 9/ Saturday 10	Fuellers' Game Day	Chagford, Devon
	Thursday 15	January Court, followed by Master's Ladies Court Dinner	Brewers' Hall

Note: The Company will continue to organise a monthly luncheon table at Butchers' Hall on the last Wednesday of April, June, September and November. There is also a Christmas lunch on Wednesday, 10 December. There is a minimum of eight for each lunch; guests are welcome. Please book with the Clerk at least a week beforehand.

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