

# The Worshipful Company of Engineers

(Incorporated by Royal Charter 2004)

## The Swordsman Newsletter

Issue 28, May 2012



## CONTENTS

Editorial	2
Lord Mayor’s Show, 12th November 2011	3
Carol Service and Cruise, 14th December 2011	6
Bridge Lecture, 15th June 2011	7
Food Engineering Award, 13th February 2012	9
Visit to Brunel Museum, Rotherhithe, 15th February 2012	10
Common Hall and Installation Court, 24th April 2012	12
Ladies Brooch Luncheon, 25th April 2012	19
Masters’ Collection for British Red Cross, 11th May 2012	20
Informal Dinner, Hampton-in-Arden, 25th May 2012	20
Company News	21
Member’s News	23

## COVER PHOTOGRAPHS

Top Left	David Scahill exchanging a Loving Cup with the Master John Banyard after his Election as the New Master
Top Right	The New Master David Scahill presenting a certificate to the Immediate Past Master John Banyard
Middle Left	The Master, David Scahill with the Wardens Air Vice Marshal Graham Skinner, John Baxter and Air Vice Marshal Patrick O’Reilly
Middle Right	The Master, David Scahill, his wife Gillian and Family
Bottom Full Width	The Master and Wardens with the Clerk, Wing Commander Tony Willenbruch and Chaplain Peter Hartley

## FUTURE EVENTS

15th June 2012	Visit to Avon Gorge	Bristol
25th June 2012	Election of Sheriffs	Guildhall
5th July 2012	Wardens’ Lecture and Luncheon	RAF Club
10th July 2012	Court Meeting and Awards Dinner	Carpenters’ Hall
17th July 2012	Visit to JCB Academy	Rocester
24th July 2012	Golf Day	Beaconsfield GC
15th August 2012	Visit to Hydraulic Co Accumulator	Limehouse
31st August 2012	Visit to RNLi	Poole
20th-23rd September 2012	Out Of Town Meeting	Basel
1st October 2012	Election of Lord Mayor	Guildhall
3rd October 2012	Ladies’ Luncheon	Cutlers’ Hall
19th October 2012	Visit to Thames Cable Car	Greenwich
26th October 2012	Annual Banquet	Mansion House

## EDITORIAL

The Company continues to be very busy in promoting excellence in Engineering and building a bridge between the profession and the City. Never has it been more important to promote to Government the importance of the Country’s infrastructure to the recovery from recession and the maintaining of our competitiveness in the world. The Immediate Past Master and the new Master have and are representing the Company wherever possible. The Bridge Lecture emphasised the importance of the energy supply and conservation and highlighted how frequently power generators of all types require replacing or renewing. The new Master has initiated a number of additional visits, some of which you will see advertised above, in various parts of the country to places of Engineering excellence both new and historic.

Again I thank the willing reporters of the Company’s Events and I hope that you enjoy reading this edition. If I have not asked you to report yet and you would like to contribute please do let me know. Letters and original articles from Liverymen are always welcome and I apologise if I did not have space for all contributions.

*Raymond Cousins*  
[Cyril.blumfield@btinternet.com](mailto:Cyril.blumfield@btinternet.com)



## **LORD MAYOR'S SHOW**

### **12th November 2011**

*“As the newest Liveryman attending the Lord Mayor’s Show, would you write an article for The Swordsman”, enquired Raymond Cousins. You can’t really refuse a polite offer such as this. I admit that this is my first show and does not have the unrestricted access of last year when the Engineers enjoyed closer connections to the Lord Mayor. Instead it does have the wide-eyed enthusiasm of the “new boy”!*

We emerged from the underground into a surprisingly deserted Moorgate, to be greeted by the unexpected sound of pipes and drums. The Pikemen and Musketeers of the Honourable Artillery Company, the Lord Mayor’s personal body guard company, were marching to Guildhall for the start of the day’s events. Presented in red and brown tunics and carrying their trademark equipment, muzzle-loading muskets and 12ft long pikes, their startling presence was a reminder of the origins and traditions of today’s event.



*The Pikemen in Moorgate*

The event dates back to 1189 when King John first permitted the City to elect its own Mayor. The condition was that the Mayor should show himself to the people, profess his faith in return for a blessing from the church and swear an oath of loyalty to the crown.

Whilst the word “show” has developed over the years, the concept and fundamentals remain with the two ceremonies being built into the procession. The Lord Mayor’s procession stops at St Paul’s cathedral and concludes the outward trip at the Royal Courts of Justice on the Strand.

Originally, the Show occurred annually on 29 October and is recorded in Samuel Pepys diary (c1659) as Lord Mayor’s Day. In 1751, Great Britain replaced the

Julian calendar with the Gregorian calendar and the Lord Mayor's Show was moved to 9 November. The first Saturday show occurred in 1959 and it is now regularly held on the Saturday following the second Friday in November; an interesting juxtaposition to the solemnity which is Remembrance Day and Remembrance Sunday. The Lord Mayor's Show has not been moved since 1852, when it made way for Arthur Wellesley, 1st Duke of Wellington's funeral. It has survived years of plague, fire and insurrections and was not interrupted by the Second World War. The procession has followed the same route for the 785 years since the first Lord Mayor made this journey.

London Wall was a hive of excited preparation with the Company of Broderers, amongst others, displaying a fine selection of pageant clothing on young and old participants alike. Charity groups intermingled with the emergency services and the happiness and enthusiasm was obviously shared and reflected, irrespective of background. Away from the gathering areas, the backstreets took on an eerie stillness. Small groups of spectators moved purposefully to their vantage points but the movement of these bustling groups was overlaid in a surreal manner by the echoing hooves of unseen horses and the occasional view of a feathered helmet atop a rider’s headwear. It seemed as though the centuries had magically coalesced.

The gathering crowds made our progress past Guildhall slower than expected but there was enough time to see the courtyard set out with flags and marquee fronts akin to mediaeval time whilst the Pageantmaster’s Land-Rover provided an anachronism.



*The Pageantmaster’s Team*

Taking the backstreets to Cheapside was disturbed by the sound of whistles crescendoing towards St Paul’s. Any concerns of a disturbance were quickly allayed by the discovery of a troop of cub scouts enthusiastically exercising their lungs blowing safety equipment more usually heard in the mountains!

The “extravagance” of grandstand seats at St Paul’s is to be recommended! Good weather and warm temperatures obviously helps in what could be an exposed position. As a location to observe proceedings it is both high and comfortable. I can recommend the South stand (with high seat numbers) which permits a fine view of the procession and Mayor’s blessing.

Surrounding conversations were both light-hearted and reflected the international nature of the City with discussions on international investment, development opportunities and comparisons with other major cities. That other capitals were using the Lord Mayors Show as an opportunity to advertise their attractions and business interests was a stark reminder of the global competition, and opportunities, which London and the country must strive to lead.



*The Paviers’ passing St Paul’s Cathedral*

Identifying the crests of Livery Companies on fellow viewers’ ties and collar pins was an interesting pastime, to be achieved without obvious staring. Not a pastime for the short-sighted! Confirmation of our detective work came when those under observation waved to particular floats and was reaffirmed by enthusiastic shouts in response.

A low cloud base prevented the traditional flypast to mark the start of the procession but soon after 11 o’clock had chimed from the cathedral bells, the sounds of the Band of the Irish and Welsh Guards began to drift across the streets. The marches and melodies mingled with the increasing cheers and encouragement of the crowds which were lining the route to six deep in places. The procession of 200 vehicles, 70 floats and 6,500 people had started on its 3 mile route. With an estimated duration of 75 minutes, the caterpillar movement of the parade appeared a challenge and, at times, over-optimistic. However, with all his previous experience, the Pageantmaster had arranged a wonderfully varied procession to keep bands apart and the interests of the crowds alert with regularly changing topics.

Representative groups of the armed forces and reserves were interspersed with charities, businesses, social groups from the City wards and, of course, the Livery Companies. Groups linked to the Lord Mayor’s history and the five charities aligned with his Appeal “Fit for the future” were particularly prevalent. His Mother Company, the Worshipful Company of Fletchers and Bowyers, was promoting, “Archery for All”, in advance of the Olympic Games. Sponsor’s participated showing an international flavour of support and all were agreed that that the scantily clad Paraiso School of Samba dancers, based in Hackney, could not have moved faster even if the temperature was 10 degrees colder!

This year, with a change in the order, the Modern Livery Companies appeared 75th in the procession of 153 participants. Within the entourage were representatives of the 24 modern Companies. Passing closest to St Pauls were the Master with David Calderwood and Barry Gasper walking with banners, and all showing plenty of energy and enthusiasm for interaction with the crowds. The photos are of our standard bearers when they were even fresher!



*The Master, Barry Gasper and David Calderwood*

Eventually, after the horse drawn carriages of the Officers of the Corporation the Lord Mayor’s gold carriage drew to a halt. The team of six immaculate horses, well mannered but obviously excited by the event, were held firmly by handlers, only occasionally fretting whilst the ceremony commenced. A full view



of the blessing and subsequent salute to the crowds was enjoyed from the grandstands.



*The New Lord Mayor returning to the State Coach after the blessing*

All too soon after the departure of the Lord Mayor's carriage, the Pikemen and Musketeers of the HAC and the remaining military groups, it was the end of the show. With a collective disbelief that it was over, the crowds were stretching and queuing to leave. The outward leg of the show would not be complete without a few words concerning the City of London Authority; they were the first and the last in the show. The fifteen minutes before the first float saw road surfaces being spread with sand using ingenious combinations of skips and spreading devices. At the end came the Strictly Come Street cleaning combination of footmen and road sweepers in a bizarre but strangely mesmerising choreography. Well drilled and efficiently implemented, only the wet streets and the remaining roadside barriers gave clues as to what had passed before.

Wax Chandlers Hall was open for the most of the day. We arrived to find friendly groups of Engineers, Wax Chandlers and their families enjoying a good buffet lunch, welcome drinks and the chance to talk. This was my first return to the hall since my "Robing" and I welcomed the opportunity to look around the Hall in informal circumstances. On show, reinforcing the duty and the privilege of belonging was the history, skill, art and charity which Livery Companies seek to retain and develop.

Thanks to all for arranging the food and to Steve for keeping us all watered. A brief discussion with Steve confirmed that this year is his 25th as Beadle!

The increasing noise in Gresham St and the visible presence of cloaked liverymen indicated the return of the parade. All of the participants were continuing to

play and dance albeit with slightly less energy than earlier. It was, however, a pleasant and informal way to see, in full, the passing groups. The rigour of the parade was replaced with a more informal celebration demonstrated very effectively by the mascot of the 135 Independent Geographic squadron RE (V). Having been restrained by decorum, if not orders, in the parade to salute and encourage raucous support for the participants, this part of the day saw a burly 6ft tall "owl" blowing kisses to all the bystanders, especially the ladies!



*The State Coach*

Many of the city's attractions are open at the Lord Mayor's show which encourages all to stay and explore. Venturing past the tented city outside St Paul's into the west entrance, one can only start to appreciate the scale of the building by relating the size of people to their surroundings. Looking up, adults in the Whispering Gallery appear the size of ants, this illusion being accentuated by the protective railings which are high enough to restrain adults. Beyond them the domed roof was brilliantly decorated and lit by the afternoon sun. It's only 257 steps to the first, main gallery and another 180 to the Stone Gallery above and its roof top access and the heroic decision to see the view was taken. It is well worth the climb, even if you have some stops! The panoramic view delivers well-known landmarks and clusters of familiar buildings. The stationary viewing platform, as opposed to the rotating one further along the river, encourages the viewer to consider and wonder at the ages and changes which have occurred since its construction.

As dusk fell, we became aware of mass movement towards the river for the firework display. Walking over the Millennium Bridge the cry, "Daddy why was it called the Wobbly Bridge?" was heard at least twice from passing children; I trust the solution and not just the manifestation were explained.

The surreal experience of seeing Blackfriars Bridge closed to traffic, to create a viewing area, was a contrast to the almost Dickensian crowding in the surrounding streets caused by diverted traffic and gathering crowds.



*View of the Millennium Bridge from St Pauls*

We made it to The Wharf Restaurant, a relative haven of tranquillity, with a few minutes to spare. Even for those who didn't break out onto the terrace area, seats on the first floor gave a great view of the firework display, illuminating faces and creating stark silhouettes along the river bank below. An unexpected dimension for those viewing from this point on the South Bank, was provided by the glass clad buildings on Embankment which reflected and distorted the pyrotechnics.

Good food and a wide range of discussions were enjoyed by all. Congratulations to whoever discovered this place, it provided a fitting finale to a very enjoyable day.

*Colin Newsome*

## **CHRISTMAS CAROL SERVICE AND CRUISE ON THE THAMES 14th December 2011**

Worthy souls who arrived early at the Tower of London were welcomed with a seasonal drop of "event management" which prevented access before the appointed hour, and did wonders for a late burst of custom for a nearby Starbucks. Unseasonable thoughts strayed briefly to the potential for mugging passing bow-tie wearers for their sartorial entry passport (they seemed to be accorded access without tears) but the Company, as ever, coped with equanimity and good-naturedly enjoyed the extra opportunity to socialise outside the Tower gates. Eventually we were batch-processed as a quality-assured product into the Chapel Royal of St. Peter ad Vincula.

The wait was worthwhile. The service was a treat, the choir impeccable, and the surroundings atmospheric. Most considerately for expatriate Scots, someone had arranged for a lone bagpiper to be playing faintly in the distance during the Master's Address. This would have raised the spirits even of those unfortunates who had had a one-way entrance ticket to the Tower all those years ago.

The chaplain, Reverend Roger Hall MBE, gave a potted history of the chapel, dating from 1520 and now the custodian of the mortal remains of three Queens of England who suffered ignominious and untimely deaths, Anne Boleyn, Catherine Howard and Lady Jane Grey; and also of St John Fisher, a martyr of the catholic church. But, as the chaplain assured us, all had their heads sown back on in his dining room.



*The Tower from The PS Dixie Queen*

The opportunity to sing was robustly taken up with gusto by the congregation and the strains(!) of many joined in harmony to give a hearty rendition of the traditional carols.

Some traditionalists (me) were a little disappointed that the readings were not from the King James Version of the bible in its 400<sup>th</sup> Anniversary year, but the New Revised Standard Version proved an admirable, if less poetic, substitute.

The chaplain of the Worshipful Company, the Reverend Peter Hartley, officiating at his first Carol Service for the Company, gave a moving sermon on the Word made Flesh, reminding us that the Word is also a Plan, and is the Light for everyone, Christ in us. Christmas challenges us to recall that Jesus came to a darkened world and overcame the darkness. He gives hope for our own times: hope that darkness, wherever it is encountered, can be overcome.



*Tower Bridge Opening For The Engineers*



## *The Swordsman*

Embarking on to the PS Dixie Queen, the assembly enjoyed the thrill, and occasional spill, of being afloat on the Thames on a somewhat breezy evening. But conditions were soon forgotten as the meal was served and the wine flowed. The Master gave his speech without much assistance from artificial aids (the PA system broke down). He gave warm thanks to the Governor of the Tower for the special privilege accorded, to both Chaplains and to Colm Carey, Master of Music, director of the choir, who had joined us for the meal.



*The Master with defunct Microphone*

The Master reflected that Christmas had survived many setbacks over the years. The puritans had abolished mince pies, (or was it tarts?). But Christmas always bounced back. He then paid tribute as chief Scrooge to the "garret-haunters" attributing Bob Cratchett-like qualities to our Clerk Tony and his Assistant Stephen, and portraying himself as a most benevolent and reformed Scrooge by declaring the offices of the Company closed until 3rd January. Joy was unbounded.

The Clerk, Tony Willenbruch, responded, drawing attention to the fictional reformed Scrooge taking no further part in one manifestation of Christmas spirit, having made a vow of total abstinence. It was unclear whether this was intended to gently puncture the Master's analogy, but by then the Company itself had absorbed sufficient of the Christmas spirit to be most appreciative of all humour and jollity.

And we had an innovation! Michael Bear, The Lord Mayor for 2010-11, had chosen a teddy bear as his emblem for his charitable fund the "Bear Necessities", and, Tony assured us, the very one which sat in the Mansion House absorbing great wisdom for an entire year, was auctioned off. He carried himself off surprisingly well throughout this somewhat undignified end to his official career. But Teddy will now be cherished by the Train family. Norman

## *Issue 28*



and Wanda made a very generous bid (at least one of them did!), and they will no doubt enrich the years of comfortable retirement of this most noble of Teddy Bears.

Truly it was the finest evening of goodwill, good company, and warmth of sentiments of the best quality - the values that make the

Worshipful Company of Engineers a tradition in its own right to cherish and nurture. God bless us every one.

*Gordon Masterton*

## **THE 13<sup>TH</sup> BRIDGE LECTURE THE CITY UNIVERSITY February 2012**

### **UK Energy Policy - Can it deliver? Will it deliver? (Will the lights go out?)**

### **David Clarke, Chief Executive, Energy Technologies Institute ("ETI").**

The 2012 (and 13<sup>th</sup>) Bridge Lecture, addressing UK Energy Policy, was delivered in the technically advanced and newly-refurbished Oliver Thompson Lecture Theatre of City University by Dr David Clarke, CEO of the Energy Technologies Institute ("ETI"). Making a virtue from necessity the Speaker demonstrated the importance of building resilience both in energy policies and public speaking, and revealed an Engineer's ability to respond to a crisis. Being the 13<sup>th</sup> Bridge lecture it must have been pre-ordained that the electricity was to fail half way through the presentation, and the lights went out...

The evening lectured commenced with University Vice Chancellor, Paul Curran welcoming the Engineers Company and their guests to City University. Established as the Northampton Institute in 1894, the university has built on its founding Electrical and Mechanical Engineering roots. Becoming a University in 1966 and it has continued to develop a business focus, and has established strong links with the City of London. City University now has over

17,000 students, a large proportion of whom are engaged on postgraduate or research programmes.

The master, John Banyard introduced the evening's main speaker, Dr David Clarke, and the Energy Technologies Institute, which he leads. The ETI was formed by a consortium of the public sector and six private sector companies: BP, Caterpillar, EDF, E.ON, Rolls Royce and Shell. The public sector is represented through the engagement of the Department for Business, Innovation and Skills with funding channelled through the Technology Strategy Board and the Engineering and Physical Sciences Research Council. The Department of Energy and Climate Change are observers on the Board. Based at Loughborough the ETI's mission is...

*"To accelerate the development, demonstration and eventual commercial deployment of a focused portfolio of energy technologies, which will increase energy efficiency, reduce greenhouse gas emissions and help achieve energy and climate change goals."*

David Clarke joined the Energy Technologies Institute as CEO in January 2008 from his previous role as Head of Technology Strategy at Rolls-Royce. Introducing the evening's subject the Master stressed the importance of future energy policy and how energy will be more expensive in the future. Getting energy policy right is therefore vital in supporting international competitiveness.



*David Clarke giving his Presentation*

David Clarke began by promising to answer his own question, posed in the lecture title. It was not going to be straightforward meeting the 2050 target; he argued, but they could be achieved – but only just. It would require system level strategic planning and early support of selected technologies. The role of the ETI is to help inform future policy decisions about these new and emerging technologies; identifying which ones could be the most effective, and how should support be provided. It was clear throughout the evening (even in the dark!) that the ETI recognised the need to account for the long lead times associated with changing energy infrastructure, in particular carbon capture and storage and nuclear. Using output from ETI's planning work, with early results from the £133m investment in development and demonstration projects, energy policy decisions are starting to address some of these difficult questions. However, much is left to be done, in particular delivering carbon and capture storage within the necessary timescales and reducing the cost of offshore wind.

On the basis of the energy system modelling undertaken by the ETI, the speaker was able to summarise the top six actions, in order of greatest benefit to least cost, that need to be implemented to achieve the carbon intensity targets by 2050;

- 1 **Demand Reduction and Energy Efficiency**, and energy storage. Demand reduction is "absolutely key" in achieving the 2050 target, and providing the greatest benefit for least cost.
- 2 **Nuclear** – without nuclear achieving the 2050 targets would cost an additional £5-£10 billion / year.
- 3 **Carbon Capture & Storage (CCS)** – Single most critical lever available, if CCS is not implemented then there can be no gas or coal plant in the generation mix for 2050, costing an additional £42bn to achieve target. The long lead times and potential of delay, means development needs to start now. A 5 year delay to the programme would increase reliance on the more expensive offshore wind. £60M is being invested in CCS now. ETI is due to publish a database of the saline aquifers necessary to store CO<sub>2</sub> later in 2012.
- 4 **Bio energy** – What are the right crops and where? Leads to questions over where you would grow the sources products for biofuels, and what the overall impact would be when the CO<sub>2</sub> released from the soil is considered.



5 **Offshore Wind** – currently over 15p/kWhr needs to reach a target of 10p/kWhr. ETI investing £40M in to finding cost reduction measures

6 **Gas in transport** – gives lower CO2 emissions than diesel and is a relatively well understood and achievable technology.

In conclusion, David Clarke returned to the title of the lecture which asked if UK energy policy could deliver and whether it would. Meeting the 2050 targets will be challenging – but could be achieved. Policy appeared very last minute and to achieve the target we needed to choose “winners”. This would require three things according to the speaker. Stable Regulation, a Proven Value Chain and Everyone wants to know their liabilities if things go wrong.

The tone amongst liverymen and guests recognised the scale and importance of the energy challenge facing the UK, especially given the way that the critical importance of electricity had been proven, in more than one way, by the evening’s events.

Q. Italian Embassy science advisor, asked whether it would it be unfair to say that environmental targets will not be met and that economics will dominate?

A. Meeting the UK targets is hugely challenging but the environmental benefits far outweigh the economic costs (net of secondary benefits) i.e. overall the energy infrastructure renewal programme overall creates wealth in the UK.

Q. Another member of the audience made the point that carbon storage - whilst large is not infinite.

A. Politics needs to maintain a stable regulatory framework, sticking with past decisions. As its part in contributing to this stability the ETI needs to keep rational, stick with its programme, and explain “uncertainty” in its outputs.

Responding to the suggestion that we could be wrong on global warming and heading towards a mini ice age the speaker drew attention to the fact that the entire energy system in the UK is in the process of being renewed; cars, houses, power stations etc. As we have to renew the system anyway then efficiency, nuclear and gas - ready for CCS, were all logical and necessary actions in any case. What you would do either considering or ignoring the impact of GHG on the environment or not is not that different – in particular in the early years.

Q. Mr Doug Barrat, Master Constructor asked that whilst there clearly is a lot being carried out – should we doing more? And is spend being co-ordinated?

A. In his response the speaker said that from a research council perspective research is co-ordinated. However, in industry co-ordination is more difficult, but best practice is shared. However, industry does what industry does in response to market opportunities and demands, and co-ordination could always be better.

Q. Given the large proportion of energy consumed in heating space and water domestically how do you industrialise the retrofit of existing housing?

A. Confidence and trust of home owners needs to be gained in order for this part of the programme to work. However this is difficult when the first thing you hear from a tradesman is the drawing in of breath and ... “that’ll be 30% extra...”

Q. The final question of the evening addressed the impact of potential changes on the gas distribution network. Gas is widely used to heat homes, so wider application of micro CHP and condensing boilers was recognising as placing significant additional demands on the gas distribution network.

The vote of thanks was given by Middle Warden David Scahill– who had wondered before the evening that given this was the 13<sup>th</sup> Bridge lecture, whether luck would intervene. Clearly we had been lucky having David Clarke give a first hand, straightforward and common sense perspective, providing a deep and knowledgeable insight into this complex area.

The full presentation (without breaks) can be downloaded at:

[http://eti.co.uk/downloads/related\\_documents/David\\_Clarke\\_Worshipful\\_Company\\_of\\_Engineers\\_Bridge\\_Lecture\\_February\\_8th\\_2012-2.pdf](http://eti.co.uk/downloads/related_documents/David_Clarke_Worshipful_Company_of_Engineers_Bridge_Lecture_February_8th_2012-2.pdf)

*David Hirst*

## **FOOD ENGINEERING AWARD Butchers’ Hall 13th February 2012**

The joint committee of the Institution of Mechanical Engineers and the IFST awarded their prize, for 2012 to a team from Imperial College London. The research was carried out by Dr Maria Charalambides, Mr Mohd Afandi, P Mohammed, Dr Edmund Tarleton, and Prof Gordon Williams. Their paper, ‘A Composite Model for Wheat Flour Dough under Large Deformation’ was

## *The Swordsman*

selected from several submissions as the best Food Engineering Paper of the year.

The award is judged by committee members, many of whom are Liverymen, of the Universities, Queens Belfast, Reading and Bristol. The prize of £1000 together with a Certificate of achievement was presented to Dr Maria Charalambides and Dr Ed Tarleton at lunch with the committee at Butchers Hall.

On this occasion the presentation was made by the Master Butcher rather than the Master Engineer who was unable to be present.



*The Master Butcher, Mr Ian Kelly, presenting the prize to Maria and Ed.*

The award is gaining international recognition with past winners from Sweden, India, Ireland and Egypt, and papers from Malaysia, Sweden, Egypt and the UK. Subjects have ranged from The Modelling of Deformation and Fractures in Confectionary Wafers to the use of Hydrodynamics and Understanding High-Pressure Homogenisation.

The food industry is of significant value to the UK economy, apart from meeting the mandatory need to feed the population. The size of the UK population requires approximately 150 million meals to be prepared and consumed each day. To meet this demand significant manufacturing facilities are required and factories are built to specialise in the volume production of specific food products.

The process technology and automation developed to achieve these high volumes involves many novel processes and packaging inventions which arise from the Food Engineers expertise.

*Don Ives*

## **VISIT TO BRUNEL MUSEUM ROTHERHITHE 15th February 2012**

On a bitterly cold evening, one that Dickens would have been proud of, there was an air of excitement and intrigue as each member of a large group, over 60 strong in number, carefully stooped or went on their hands and knees on soft rubber flooring to enter the small entrance to a deep caisson, leading to what was described in Victorian times as 'The 8<sup>th</sup> Wonder of the World'.



*The Tiny Entrance*

It was fortunate that as a typical piece of engineering of that renowned period it was absolutely huge in scale and easily accommodated the party. A ring of chairs following the caissons circumference awaited them as they descended down scaffold staging and metal steps to take up their positions to hear, in this most unusual of amphitheatres, the real tale of The Brunels' Tunnel.



*Gathered inside the Caisson which still shows evidence of the Old Staircase*

Robert Hulse, The Director of the Brunel Museum, a Scheduled Ancient Monument itself, had earlier



## *The Swordsman*

extended a warm welcome to the Master and Liverymen and guests within the confines of Brunel's Engine House and had promised to take us on an adventure.



*Robert Hulse sets the scene before entering the caisson*

*'The tunnel shaft and pumping house for Marc Brunel's tunnel was constructed between 1825 and 1843. This was the first thoroughfare under a navigable river in the world'*

In his introduction, Robert set the scene by firstly providing an indication of the situation that had prefaced the story of Brunel's tunnel under the Thames which had subsequently attained the status of a World Landmark Site, one of just 4 in the UK.

Chronic congestion along and around the Thames meant that whilst there was a great need for a crossing at Rotherhithe a bridge was precluded due to the needs of shipping. The man of the hour, the Frenchman Marc Brunel (later to be knighted) had taken up the challenge and applied his ingenuity and spirit to address the problem through, excuse the pun, 'ground breaking' technology with the idea of using a steel case as a tunnel-boring shield, a method since adopted and used in all underground boring projects nearly two hundred years later.

Holding his audience's attention with his passion for drama and zeal for his subject Robert continued the story holding centre stage in the circular caisson deep below the ground.

He explained the curious, forbidding, blackened walls were actually the product of the steam locomotives, and that during the construction there were various catastrophic floodings. Marc's son Isambard was indeed most fortunate to survive one particularly bad incident when 6 poor souls lost their lives. The low drone of a pump still operating was somewhat reassuring.

## *Issue 28*

He described the great hardships and unhealthy conditions endured by the miners and labourers, and the disasters, trials and tribulations before the momentous project was completed. The ultimate success of the project received such wide acclaim that unprecedented numbers of visitors came to view it which resulted in a shopping arcade being built under the Thames and in 1852 there was an underwater fair.

The tunnels themselves continue in use today as part of the East London line and evidence of this can be seen at the ends of the tunnels at Rotherhithe and Wapping Stations.

In order to learn even more about this incredible project most of the visiting group then exited the caisson more rapidly than when they arrived to take in the aforementioned sites before returning to enjoy a most delicious meal and the rest of the evening at the nearby excellent hostelry, 'The Mayflower'.



This atmospheric old pub has a plaque on the wall in the bar upstairs:

*'The Fellows of the Royal Society met in this room on 25 March 1834, the sixty fifth birthday of Sir Marc Brunel FRS and founded the Tunnel Club.'*

It was a very memorable event, and The Master duly led the way by concluding the evening with the traditional toast of 'To Marc Brunel'.

It was most fitting to do so and also a privilege to have attended.

After the toast Liverymen and their guests gradually began to leave to make their way home until only Assistant Emeritus Ken Fergusson and his wife Beryl and my party were left. The Mayflower staff had not realised that they were supposed to send their account to the Engineers' Office and said that the Master had gone and the bill had still to be paid. I remarked to Ken that, as the senior person present, he should take responsibility (and get the air miles!). To his credit Ken duly settled the bill with his credit card gently complaining that over £1000 was the most expensive dinner he had ever paid for two fish and chip suppers!

*Jim Comport*

## COMMON HALL AND INSTALLATION COURT DINNER, VINTNERS' HALL 24th April 2012

Common Hall and the Installation Dinner were held at the Vintners' Hall, on Upper Thames Street on Tuesday 24<sup>th</sup> April 2012. Both the AGM at Common Hall and the Installation Dinner were well attended.

The 108 Livery Companies in the City of London are the direct descendants of the medieval trade guilds which exercised considerable influence in the City from the 13th century, defining and controlling both trade and the City's resultant wealth and power.

The Vintners' Company ranks eleventh in the order of precedence of Livery Companies, making it one of the "Great Twelve Livery Companies". The Company's motto is Vinum Exhilarat Animum, Latin for Wine Cheers the Spirit.

A history of the Vintners' Company and its Hall can be found in their web site but a small fraction of this history is presented in the extracts below.

*"The Vintners of London have possessed a Hall situated between Upper Thames Street and the River Thames since the 15th century, and it is probable that for many years before that time they had occupied the same site and made use of a building there as their Common Hall.*

*The piece of land on which Vintners' Hall stands was bequeathed to the Vintners' Company in the will of Guy Shuldham, citizen and Vintner of London, dated 7 November 1446. Vintners' Hall and the almshouses were burnt down during the night of Sunday 2 September 1666, less than 24 hours after the Great Fire of London had broken out in Pudding Lane some 600 yards away. The Company officers had sufficient warning to enable them to remove some of the contents of the Hall, including the plate and Company's records, but nothing more could be done. On the morning of 3 September it seems that only some chimney stacks remained standing among the rubble that had once been Vintners' Hall.*

*The actual construction of the new Vintners' Hall took place in the 1670s. The first Court meeting in the new Vintners' Hall was on 6 June 1671 and in June 1675 the Clerk was able to record that 'the buildings are near finished'. In the late eighteenth century, William*

*Thornton wrote in A New History and Survey of London and Westminster that 'the hall is exceeding handsome and behind it is a garden with a passage to the Thames'. Vintners' Hall suffered only superficial damage during the Second World War and since then only subtle modernisation and redesign and careful restoration have taken place.*

*The history of the Vintners' Company is a fascinating story of trade, charity, politics and companionship. Although the medieval, possibly even Saxon, origins of the London guilds remains somewhat unknown, there is absolutely no doubt that in medieval London the livery companies, including the Vintners, exercised immense power in economic, social, political and religious spheres. "*

The AGM had standing room only, with a number of members standing by the fireplace at the back of the room. (Possibly a grate of Engineers?)

After the private Court Meeting for general business the Court reconvened with guests and members of the Company for the investiture of Mr Daniel Foyolle as a Liveryman.



The Court Meeting then closed and the Master, Mr John Banyard OBE FREng, opened Common Hall, the Company's Annual General Meeting, and gave his report on the year and presented the accounts. A key theme was the segregation and administration of the Trust based upon

legal advice addressing statutory requirements.

The Master then installed his successor Mr David Scahill for the coming year who then congratulated John Banyard on an excellent year.

The new Master invested Air Vice Marshal Graham Skinner CBE RAF, Mr John Baxter FREng and Air Vice Marshal Patrick O'Reilly CB as Senior, Middle and Junior Wardens respectively.

The Master reported that in a turnout of almost 50% of Liverymen two Court Assistants, Richard Groome and Penny Taylor had been re-elected and three new



## **The Swordsman**

Assistants, Chris Elston, Barry Gasper and Gordon Masterton OBE, FREng had been elected. The new Assistants then made their declarations and were invested.

After closing Common Hall the New Master and Wardens received the Company guests. Liverymen and their guests before everyone was called to dinner by a trumpeter from the 'Live Brass Quintet' who also entertained with music during dinner.



*The Master David Scahill investing his Senior warden  
Air Vice Marshal Graham Skinner*

During dinner, the new Master thanked his immediate Past Master, John Banyard, for his leadership of the Company during the last year and presented him with his Past Master's Goblet.

After a fine meal (accompanied by excellent wine), the Master proposed a toast to the Guests to which Tony Collins the CEO of Virgin Trains responded.

*Alastair Faulkner*

## **The Master John Banyard's Report 2011/2012**

The Annual report and Accounts for the year to 31st December 2011 have been circulated and I will now just highlight a few points

### **Membership**

The membership of the Company has been broadly stable over the financial year. At the end of Past Master Chris Price's year we had 332 members, last year the figure was 329 and this year it is 327. The number of Clothed Liverymen appears fairly static at 311, but there has been a reduction in the number of Freeman awaiting City approval and Clothing. We lost a number of Liverymen during the year including the sad deaths of 6 Liverymen identified in the Annual Report. Additionally in January we were also notified

## **Issue 28**

of the death of Dr David Leete. Although the overall numbers are broadly stable, we must not be complacent and in line with the "Strategy 25 plus report" we should be proactive in this area and continue to improve our links with all sixteen of the major qualifying Institutions, in addition to encouraging Liverymen to introduce potential new members to our Company. The Court has recently agreed that we could maintain a pool of Freeman who would wait for vacancies if our Livery limit was reached, so there was no longer any reason to hold back on recruitment.

### **Finance**

Commenting on the accounts the Senior Warden said on behalf of the Master that he was happy to report another successful year financially for the Company.

The near £40 000 surplus is more or less deployed to cover our working capital requirements at the tightest time of the year, but we should bear in mind that an additional £40 000 of surplus was transferred in 2010 to re-establish a Capital Account, which is itself a reserve account, so we are not currently threatened financially.

However, we will continue to husband our resources with care. The Clerk recently presented a discussion paper to the Court which suggested four ways of strengthening our current account. The first, sponsorship was discarded, the second, legacy should be encouraged, the third event pricing will be continuously scrutinised, but the fourth was to encourage additional membership, possibly by expanding the Freedom (without lowering entry requirements) and additional engagement of our members.

Our challenge is to have the Livery we want with the finances we need.

### **Bridge between Engineering and City**

This was why the company was formed. I believe we can be satisfied with our progress in this area, Our involvement in the development of the Queen Elizabeth Prize and the fact that Alderman Jeffrey Evans actively sought our support for his nomination as Aldermanic Sheriff illustrates that we are becoming increasingly recognised and I think also endorses the value of having an office in the City – a very brave decision by Past Masters Andrew Jackson and Raymond Cousins, plus of course, the Wardens and Court guided by the then Clerk Bryan Gibson.

## **Social Programme**

The Social programme has been a great success, and I must thank the Livery for what at times has been record breaking support.

### **Thanks**



I must thank a number of people but will start with the Wardens who have been an excellent team throughout the year.

The stalwarts of our office Tony and Steve are absolutely first class, we are very fortunate to have them both. One recent development that has not been publicised has been

the updating of our membership database software, which is now far more flexible and will allow better mailings to the Livery as a whole and also to sub groups such as the Court, Past Masters etc.

I must also thank Judy for her unstinting support during the year, I could not have done it without her.

Finally it has been a great privilege and enjoyment to represent the Worshipful Company of Engineers for the last 12 months, and in a few minutes I shall hand over to David. I do so with my very best wishes that both he and Gillian have a successful year and enjoy it at least as much as we have done.

*John Banyard*

## **Charitable Trust Report**

My report as Chairman of the Trustees has been circulated, as have my comments.

First I must thank IPM John Robinson for taking on the task of addressing the need to revise the structure of the Trust and bring it into line with current practice. He has been assisted in that endeavour by our Solicitors Maurice, Turnor, Gardner, who specialise in Charitable Trusts and our Clerk who has brought our Deed into line with the recommendations. We are confident that we now fully comply with good practice.

One part of that has been to change the structure of the Board of Trustees, and I am pleased to announce that at a meeting earlier this afternoon Malcolm Vincent and David Johnson were accepted as new Trustees who will serve a three year term, which can be renewed once. The Master, IPM and Chaplain are ex-officio Trustees, and John Robinson & Chris Price will be continuing to the end of their original terms, when they may if they wish stand for re-election.

The Trustees will meet tomorrow morning to elect a Chairman.

I must also update you all on the latest position with the legacy of Liveryman Dr David Leete. The initial indications of the legacy had been that it was 'at least £250,000', but a more recent assessment was that it would be at least £450,000 in cash and stocks, some of which had already been credited to the Trust's account. Therefore the Charitable Trust will soon have assets in excess of £1 million, even allowing for recent falls in the stock market.

The legacy terms are specific about use (for research awards in production engineering as defined by Dr Leete) and investment. The Trustees' primary duty is to protect the capital sum against inflation with any surplus being used for the awards. The preferred investment vehicles and policy had also been specified but, unfortunately, current market conditions make it doubtful that even the protection of the capital sum against inflation could be achieved. The Trustees therefore drew up a set of 'Leete Rules', following as far as possible the wishes of Dr Leete but varying the investment policy, and sought approval from the Charity Commissioners who confirmed that the Trustees would be acting within their powers in adopting this approach. The Trustees will now address development of the Leete Awards.

*John Banyard*

## **New Master David Scahill's Thanks at Common Hall**

Wardens, Past Masters, Liverymen, Ladies and Gentlemen, the warmth of your welcome, and the breadth of my smile, I hope confirms to you my huge pleasure to be installed as Master Engineer for the coming year. I feel truly honoured.

I would like to repeat to you now, what I said to the Court upon election: Our motto – *Certare Ingenio* – means - to use one's skills to the best of one's abilities. I promise that I will serve the Livery as your Master "to the best of my abilities".



Our Founder Master, Sir Peter Gadsden, said that Livery should always be fun. I intend to play my part - to the full - in that - as well! I am addressing you on behalf of the Court, with the Court behind me, as I know they are - figuratively as well as physically! I just hope that they will *not* be sitting there in 12 months time *wanting* to see the back of me!



I would like first, to acknowledge the significant impact that our recent Past Masters have had on our Livery. I would like to thank Tony Roche for his personal support which was been so willingly given. I wish to thank Chris Price for the leadership and determined effort in bringing about the definition and

crystallisation of the Strategy 25 Plus by which our ongoing activities are gauged, guided and refined. I wish to thank John Robinson and IPM John Banyard for the considerable efforts they have jointly put in (with the assistance of Tony, our Clerk and Steve the Assistant Clerk) in simplifying and categorising our financial and accounting systems, and the transparency that has emerged as a result with our dealings with both the Company funds and the Charitable Trust Funds, and for the fiduciary oversight of them both. I know as Master, the duties that now fall on me to ensure that progress is maintained.

Building upon their success, I will be encouraging as much engagement by members with the Livery and between each other as I can. With such a high bar for entry, I genuinely believe we should enjoy our membership, and in that vein, Gill and I are looking forward to a most pleasurable year!

The Livery have all received a programme of informal, regional events being organised by Liverymen, for Liverymen in addition to the normal programme, and I hope you will support their efforts whenever you can.

The programme comprises a selection of technical visits, regional dinners and combinations of both – Mini out of Town Meetings. These are intended to complement our formal dinners and other events and of course the main Out of Town Meeting in

Switzerland where Gill and I are hoping to show you why we love Basel so much.

But returning to the immense contribution made by Immediate Past Master John Banyard, supported by Judith, throughout his Master's year, I would now like to replace the Master's Badge of Office which has passed from him to me with his own Past Master's badge.

*David Scahill*



*The Master David Scahill presenting the Immediate Past Master John Banyard with his Goblet*

## **The Master's Speech at the Installation Dinner**

Wardens, Alderman, Prime Warden, Masters, Ladies and Gentlemen welcome to the Vintners' Hall, one of my favourites, which was built shortly after the Great Fire.

I would like to thank the Master Vintner Mr Michael Turner for the use of this remarkable venue, and to thank everyone that has been involved – The Vintners' Company, Andrew Watts the Searcy General Manager and all his staff for this wonderful meal. And last but certainly not least thank you to the Live Brass Quintet for their musical contribution to our festivities tonight.

Before moving on, I need to explain that the choice of the puds for tonight's meal was Gill's. It was a condition of her allowing me to become Master that we should have Eton Mess at the Installation Dinner, and I know which side my bread is buttered or maybe more appropriately how my meringues are crushed!

I would like to restate the thanks I gave at the AGM for the great debt of gratitude I owe to Immediate Past Master John Banyard and to his predecessors John Robinson, Chris Price and Tony Roche for their support and for their contributions to the orderliness in the organisation of our Company.

During John's Master's year we had the first Out of Town Meeting in Scotland when John and Judith showed Edinburgh to us in its finest form. The Castle, the Parliament, the Falkirk Wheel and of course the



Glencorse Water Treatment plant - I have revered every glass of water imbibed since (and even more so the whisky in it!) And also the memorable visits to the RSC in Stratford upon Avon and the Brunel's Tunnel and Museum at Rotherhithe. John and Judith, a big thank you for all you did to make your year so memorable.

I feel extremely fortunate in being Master in this very special year, the year of Her Majesty's Diamond Jubilee, and the London Olympics, not to mention the events to commemorate the Centenary of the Scott Antarctic Expedition and of course the Titanic disaster. It is right also that I should mention it is the 30<sup>th</sup> Anniversary of the Falklands' Campaign, which involved a number of our liverymen in both civilian and service capacities. It is also the centenary of Dr Alan Turing's birth; Turing was most famously associated with the code breakers at Bletchley Park, where we will be visiting early in 2013.

The entry bar to join our livery is set high, and I know I don't need to go on about the importance of engineering – we already know it! So you can be assured I will promote our cause and message as assiduously as I can - externally.

But I am hoping that we can consolidate the best of our Livery traditions within the two themes I have chosen for my year (those of Manufacturing Engineering and Friendship and Fraternity) through the informal events that are being organised by fellow liverymen. These are initiatives by the livery for the livery throughout the regions, and details were sent out in the recent Calling Notice pack. I would like to thank Penny Taylor, David Johnson, Ian Morris, Keith Foster, Malcolm Vincent, David Cooper, Bjorn Conway and John Baxter for stepping up to the mark to enable this initiative to take place.

Gill and I will be at all the events and we look forward to greeting as many of you as possible at each of them.

Remember the exhortation of our Founder Master, Sir Peter Gadsden, that Livery should be fun!

I would like to congratulate all the newly elected officers, the Wardens and Court Assistants and our new Liverymen clothed this evening Daniel Fayolle, a Paris resident here with his wife Catherine and a family friend, and once again thank Tony our Clerk, Steve the Assistant Clerk and Beadle, and Jon our Assistant Beadle for all they do in service to our Company. I would also like to thank publicly our Chaplain Peter Hartley and Honorary Almoner Past Master Richard Rooley for the quiet support they provide in the background.

I would now like to turn to our guests for this evening and on behalf of our Livery to welcome them all. We greet the Prime Warden of the Blacksmiths and the Masters of Scientific Instrument Makers, Chartered Architects, Master Constructor and the Master Pavior, Alderman Sir Michael Bear, the Late Lord Mayor and one of our own Court Assistants together with their Company Clerks

We are joined by a number of other official guests from the City, RedR, the Engineering Institutions, our financial advisers (it's always good to keep in with them!) and Dr David Clarke who delivered this year's Bridge Lecture and his wife Alison. You are all most welcome!

I would also like to welcome my personal guests – our daughters Charlanne and Victoria and their husbands Andy and Nathan. I am especially pleased that Beryl Prichard, widow of Liveryman Don, who died last September, has been able to join us. Don was most helpful in the preparation of my Junior Warden's Lecture on Robert Hooke - the unsung hero, and in helping to mentor Gill to gain her St Paul's Cathedral Guide's badge. Professor Rodney Taylor, Master elect of the Worshipful Society of Apothecaries of London and his wife Janet are also personal guests in addition to their formal Livery connection. They are neighbours of ours. We met at the Farringdon Without Ward mote some 12 months ago. As Rodney lives in Hosier Lane, I call him Hosier. I will not tell you what he calls me – I live in Cock Lane!

And now to welcome my Principal Guest – Tony Collins, Chief Executive of Virgin Trains, who for the last 25 years I have known as a professional colleague and personal friend along with his wife Vanice.

Our association started in the late 1980s when he joined me at Cannon Industries as my Financial Director where we enjoyed a great deal of professional



satisfaction in restoring the fortunes of an iconic British brand in gas cooking and heating appliances - and having a great deal of fun in the process.

In the 1990's when I took over the management of the GEC Avery weighing group of companies, Tony moved on to GEC Alstom first as the Finance Director of Metropolitan Cammell in Birmingham, and then as Commercial Director responsible for negotiating the sale of a new fleet of trains to Virgin Rail, the Pendolinos which have provided the West Coast Main Line service from London ever since.



*The Master David Scahill with Principal Guest Tony Collins before Dinner*

But Tony is a poacher, turned game keeper being subsequently recruited by Sir Richard Branson to take responsibility for the delivery of the Pendolinos to Virgin Trains and the purchase of a new fleet of trains for Virgin Cross Country – the Voyagers. During that time Tony was reputedly responsible for the largest non-military current contracts in Europe.

In 2004 he was appointed Chief Executive of Virgin Rail which today carries 30 million passengers a year, employs 3,500 people and has an annual turnover of some £1 billion.

In 2011 Tony was awarded an Honorary Degree in Business Administration by Wolverhampton University. He has been featured in many national press articles, not the least of which was a Daily Telegraph article published in June last year where he posed again the question of whether UK businesses and industry should get involved with the award of A-levels and degrees. This is a question that chimes particularly with me, as a former Student Apprentice who graduated with the English Electric Company, later GEC. Tony had a similar experience with Rockwell Thompson in obtaining his accountancy qualifications. And I will mention again, in this context, our visit to the JCB Academy in July. As a

nation we do not need to reinvent the engineering academic wheel, it continues to turn as more companies are reintroducing this excellent form of academic engineering training.

Before inviting Tony to address us, I would just like to relate the story of a colleague of ours in the Engineering Department at Cannon who wanted to raise money for his favourite charity by doing a sponsored parachute jump. After the appropriate training, examinations and Health and Safety checks, he was given his parachute and sent 10,000 feet up in an aeroplane. He was advised that should the main parachute fail to open within 10 seconds, he should thump the button on his chest to release the reserve 'chute. If this failed to deploy after a further 10 seconds, he should hit the button on his thigh to release the emergency parachute, and so descend calmly to the ground.

However, when he jumped, and the main 'chute failed to open, and after thumping the button on his chest the reserve parachute stayed in its container, and in a similar way the emergency 'chute failed to co-operate, he started to pray as he'd never prayed before, and looked to the earth which was fast approaching.

To his amazement and immediate relief he saw a man shooting skywards towards him....."Do you know anything about parachutes" our colleague asked urgently....."No mate" came the reply.... "do you know anything about Cannon gas cookers?"

And of course he did, but he didn't have time to pass on the benefit of his knowledge!

Members of the Worshipful Company of Engineers, I invite you to stand and join me in a toast to welcome our guests.

### **Tony Collins' Speech**

Master, Wardens, Alderman, Prime Warden, Masters, Ladies and gentlemen, firstly can I, on behalf of all my fellow guests here tonight, thank the "Company" and those involved in organising this wonderful evening for your hospitality, thank you.

I have to confess to feeling a little nervous standing here as an Accountant in a room full of Engineers, this could be a recipe for disaster. It is a very great honour to be asked to say a few words about my very good friend and mentor David or Sir as I affectionately call him. David congratulations on your installation as Master of the Worshipful Company of Engineers.

As David has said we first met in 1989 when I applied for the Finance Director's role at Cannon Industries, I had been overlooked for the equivalent position at my then current employer Yale Fork Lift Trucks where the MD thought I was far too young at the tender age of 31 to take on such a senior role.



The interview with David was at a rough guess the 30<sup>th</sup> interview in my quest to find that new opportunity, that new challenge. The interview did not start well!!

As I walked into David office, which I have to say was very grand indeed, there were settees, a coffee table, a posh flame effect

gas fire blazing away in a stone fireplace, a large leather chair and behind a huge desk was a very smartly dressed gentleman, one Mr Scahill!

He slowly stood up, extended his hand and said "my word you do look a lot older than your 31 years".

I said the usual things at the interview, how much I was interested in the role and explained what skills and experience I could bring to the company etc. etc. and then I thought I would ask David a cheeky question, I enquired as to what could the company could offer me. I remember his response very very clearly to this day he said "you would come to me 75% an Accountant and 25% a Businessman, my job would be to reverse the percentage". I was sold!!!

So despite the insults I wanted the job. Two days later David drove me down to Peterborough to meet the Group's FD based at Hotpoint. His company car was a 2.9L Granada Ghia. Some of you may remember the Granada, it was a tad heavy and not very quick and combined with David at the wheel (Louis Hamilton he is not!) we had a very interesting trip.

But as history will record despite the insults and nearly getting killed on the second interview I was offered and gladly accepted the job. The best decision I have ever made in my working life.

What happened over the next 4 years was the best Apprenticeship in the ways of business a person could wish for. I am not surprised at all that David has

chosen as one of his themes "Friendship and Fraternity" as this perfectly applies to the Management Team at Cannon. We were a group of individuals all with very different personalities, expertise and skills but with David's leadership we became a group of friends with a common purpose, to make Cannon a success both financially and reputationally.

The Sales and Marketing Director was the ideas man, the Technical Director put these ideas into action and the Production Director made it possible to build the products to meet the numbers man's (that was me) targets. We operated in a in a very competitive market place and am convinced it was David's leadership style, one of openness, honesty and humanity that allowed us to flourish as individuals and be so successful.

However, he did have one big failing. David was not a morning person (I am sure Gill will confirm this is still the case) but he still insisted we had the management meeting at 1000 on a Monday morning after the weekend!!!. He was guaranteed to be in a foul mood. As I was in the office next door to his it was my job was to assess on the Richter scale the mood level and ring round my fellow directors and agree when to give him the bad news items. This was normally after David had had at least 5 cups of thick black coffee and was starting to think about lunch!

As I said earlier David job was to turn me into a Businessman and if I have to summarise the key lessons learned in my apprenticeship I would say the first lesson is "fail to prepare, prepare to fail"; his attention to detail was impressive, it certainly saved us many lines at Lord Weinstocks budget meetings; the second lesson was "we are faced with an insurmountable opportunity so never give up". Finally don't take yourself seriously at all but take the job very seriously.

What David created at Cannon was a group of people who were open and honest with each other and who achieved amazing things together.

For me personally, David has played a big part in my career not only during my time at Cannon but over the last 25 years and continues to do so. He is still my mentor and I still ring him up for advice but most of all Vanice and I are proud to say David and Gill are our friends.

Please join me in the Toast 'The Worshipful Company of Engineers may it flourish root and branch for ever'



## LADIES' BROOCH LUNCHEON 25th April 2012

As I write, the weather to-day is much the same as it was for our Ladies Brooch Lunch, i.e. tipping it down with much needed rain! Therefore the usual warm welcome received as one entered Wax Chandlers' Hall was all the more appreciated.



*A very happy group of Ladies, including Gillian Scahill, Judith Banyard and Cynthia Hammersley*

A total of 11 Past Masters' Ladies, the current Wardens' Ladies, and of course, most importantly, Gillian, wife of our newly installed Master, David Scahill, gathered together for our Annual Brooch Luncheon. Always a jolly occasion, a perfect opportunity to catch up with our various activities – both Company orientated and otherwise – throughout the past year.



A perfectly delicious luncheon followed the formalities - the passing on of the Master's Lady's brooch by Judith Banyard (so generously donated by Past Master Peter and Cynthia Hammersley in 1988/89) to Gillian, and Gillian then presenting Judith with her Past Master's Lady's brooch. (Ten replicas of the original brooch were very

generously donated by David and Winifred Mitchell in 1998/99). We are so lucky to have these brooches to wear, proclaiming our association with The Company of Engineers – the ladies of the majority of Companies are not so fortunate. Indeed I believe we are the only Company that have the replicas for our Past Masters'

Ladies. They are much admired – and not a little envied!!

As we sat at lunch enjoying the understated elegance of our surroundings (and with the benefit of the aide memoire on the back of our Menus!) one could let one's mind drift back over the past 500+ years of the Wax Chandlers' Hall's chequered history, from its humble beginnings (having been an alehouse prior to the Company's purchase in 1501) through conversion to the First Company Livery Hall by 1528 and replaced nearly 125 years later by a Second Hall, only



*The Master's Lady Gillian Scahill and the Immediate Past Master's Lady Judith Banyard*

to be burnt down in the Great Fire of London. Thereafter Hall succeeded Hall in roughly 100 year cycles by reason of the said Fire, City planners and World War II bomb damage until finally in 1958 the Sixth Hall was completed incorporating the Fifth Hall's original granite base, circa 1860. So finally, in 2004, we witnessed the most recent refurbishment which resulted in the lovely surroundings that we enjoy to-day. We are indeed fortunate. I am sure we all wish Master David and Gillian Scahill a most interesting, enjoyable and memorable year.

*Sally Willmott*

*Before the luncheon I had a very nice note from Winifred Mitchell and Ruth Rooley said she had not been very well. The ladies at the brooch luncheon thought we would give her the flowers from the table centrepiece but that proved to be impractical and so I sent her some flowers via Interflora. We all signed a menu which Ruth took to her. Winifred loved her flowers which were in the Company colours and said how much she missed coming to the events. Winifred also said that if anyone was passing she would love to see them.*

*Judith Banyard*

## **MASTERS' COLLECTION FOR BRITISH RED CROSS**

**11th May 2012**

Once again many Masters and Wardens of some 17 Livery Companies, including the Master Engineer, staged a street collection for the British Red Cross on London Bridge during the morning and evening rush hours and at lunch time. The total collected was almost £3750 for which The Red Cross expressed their gratitude.



*The lunch time collectors about to set off*

## **INFORMAL DINNER, HAMPTON-IN-ARDEN, 25th May 2012**

This was the first of a new series of informal mini out-of-town meetings or MOOTs, introduced by our new Master to be organised by our members outside London. The venue, Hampton Manor is situated in the quaint historic village of Hampton-in-Arden near Solihull. The manor house, set in extensive parkland, formal gardens and fields was commissioned as a rather extravagant private residence to support the political career of Sir Robert Peel in the 1850's. The Manor was taken over by the current owners in 2008 and converted into a small luxury hotel and conference centre, it combines modern chic with traditional charm. It was a wonderful place to have dinner and some attendees also stayed over.

Those arriving early were able to visit the walled garden, parkland and church or just soak up the ambience of the place. The evening proper started off with pre-dinner drinks on the terrace in glorious sunshine. Everyone introduced themselves and

gathered around a couple of tables to converse over G&Ts and Prosecco.



*The group standing in front of the grand Clock Tower*

Dinner was held in the Nesfield Suite, a private function room in the hotel. The Master gave a short speech introducing the events and thanking Penny Taylor for the organisation with a bottle of Veuve Clicquot. With a relatively small group on two round tables, conversation was easy going and wide ranging with everyone having an opportunity during the evening to talk to everybody else. We all learned quite a bit more about each other during the evening, both personally and professionally and came away feeling that we had extended our circle of friends. The service was excellent and the food of the usual contemporary style and of a high standard.



*Settling in to a good dinner and conversation*

After dinner we all retired to Sir Fred's bar for brandies and further lively conversation until midnight.

The evening wonderfully captured the ethos of 'fellowship and fraternity' that is one of the key



themes for David Scahill's year as the Master and we look forward to participating in more of these MOOTs.

*Editor's note on The Merchant Navy Medal:*

*Penny Taylor and John Williams*

## COMPANY NEWS

### January Court Meeting

*At the Court Meeting held on 10th January 2012 one new Liveryman was invested*

**Eur Ing Paul Edward Doherty MNM, BEng (Hons), MSc, CEng, CMarEng, FIET, FIMarEST, FIMechE, FRINA**



Paul's career spans 23 years and includes senior positions both at sea, in the Merchant Navy and in corporate management positions ashore. As a seafarer he served on both Passenger Ships and Mega yachts and reached the position of Chief Engineer Officer.

His first shore-side position was with Lloyds Register EMEA

as Marine Surveyor before accepting a position with Carnival Corporate Shipbuilding working on high profile projects such as Cunard's Queen Victoria. Following a move to the U.S. as Director of Technical Operations for Crystal Cruises, he accepted a position in the Mega Yacht Sector to oversee the technical construction, delivery and operations of a 110m vessel and the subsequent technical design concept and development of a vessel over 150m long.

Paul is the recipient of the 2010 Merchant Navy Medal for meritorious service to Merchant Shipping and ship safety systems; and the International Super Yacht Society's 2011 Award of Distinction. Paul has also represented the IMarEST as an NGO Delegate to the IMO's Maritime Safety Committee and MNTB Ambassador promoting Careers at Sea.

His current PhD research interest at Southampton Solent University aims to model Rule Based Errors in Shipboard Safety Critical Systems.

The Merchant Navy Medal is awarded annually and recognises meritorious service and acts of courage afloat by British Merchant Seafarers, and was inaugurated during the Trafalgar Bicentennial year of 2005. The medal features a profile head of Admiral Lord Nelson on the obverse with the inscription "The Merchant Navy Medal" at the top and "1805 Trafalgar 2005" at the bottom. Lord Nelson appears as a reminder of the time he spent as a young man on a West Indies merchantman and the formative part the Merchant Navy played in the development of his outstanding seamanship skills. On the reverse of the medal is the Merchant Navy logo, with the inscription "for meritorious service". The ribbon is primarily green and red, with a narrow vertical white stripe dividing the two colours, depicting the oncoming navigation lights of a seagoing vessel underway. A limited number of medals are also awarded honoris causa to any persons who have made a significant contribution to merchant shipping, its personnel or its affairs, but who are not themselves British Merchant Seafarers. The Medal Patron is Admiral The Right Honourable Lord West of Spithead and is designed by Lord Lingfield, Principal Knight of the Imperial Society of Knights Bachelor; an expert on the subject of decorations.

### March Court Meeting

*At the Court Meeting held on 6th March 2012 three new Liverymen were invested*

**Simon Howison FREng, BSc(Hons), FIET, FRAeS**



Simon was a sponsored engineering apprentice whilst on a sandwich course at Bath University. After graduating he spent eleven years as a development engineer with Smiths on airborne computers and displays before joining British Aerospace in 1984. Simon is now the Engineering Director, Military, Air and Information of BAE

Systems Military Aircraft having previously been Chief Engineer responsible for development of Harrier and Tornado Aircraft

**Raymond Ernest Joyce BSc, MSc, LLB,  
DIC, CEng, FICE**

**April Court Meeting**

*At the Court Meeting held on 24th April 2012 one new  
Liveryman was invested*

**Eur Ing, Daniel Marie Jean-Jaques  
Fayolle MSc, FIET, FIMEchE**



Raymond had 15 years experience as a Civil Engineer working on site investigations, tunnelling and deep excavations, buildings, sewage and drainage works, maritime works, airfield pavement and power stations. His particular interests were concrete and the use of PFA in concrete. Raymond qualified as a solicitor in 1992 and since then he has

specialised in engineering and construction contracts and disputes and health and safety law. Raymond has written books on the CDM Regulations and is currently a partner in Freeth Cartwright LLP.

**Dr John George Russell BSc, MA, PhD,  
CEng, FIChemE**



John has been a process engineer and operations manager in polymer and chemical manufacturing responsible also for manpower planning, training and organisation development in the chemical industry. John established and led his own company, TRA International, for 25 years working on technology transfer and best manufacturing with global companies. John

has recently established a new Company Sustinium Ltd working with companies on sustainable development. His particular interests are in sustainable developments in the process industries and the evolution of technologies. John is currently President of the Newcomen Society, the international society for history of engineering and technology.



Daniel is the first French Citizen to become a Liveryman of the Engineers' Company and although he lives in France is frequently in London. Daniel trained as a power engineer at the Conservatoire Naturel des Arts et Métiers in Paris and at Bath University. Daniel has worked in the power sector for all of his life and on all aspects of

this discipline. After working in large engineering consultancies Daniel set up his own consultancy firm Power Construction Associates in 2006. Daniel's principal interests are in hydropower, thermal power, high voltage electrical transmission, power systems and planning as well as biomass and power system economics.

*In Common Hall also on 24th April two Assistants  
having been re-elected and three new Assistants  
having been elected by the Liverymen made their  
declarations and were welcomed to the Court*



**Christopher Elston MA, CEng, FIET,  
FIMEchE**



**Eur Ing Barry Gasper MSc, CEng, FEI, FIMechE**



**Eur Ing Penelope Taylor CEng, FIMechE, WES**



**Richard Groome, BSc (Hons), CEng, FIChemE, FRSPH**



**Dr Gordon Masterton OBE, FREng, FICE, FIStructE, FIES, MCIWEM**

## **MEMBERS' NEWS**

### **Honours**

Very many congratulations to Court Assistant Alderman Sir Michael Bear on being made a Knight Bachelor in the Queen's New Year's Honours List for services to the City as Lord Mayor for 2010-11 and for his charitable work. He also became Master of the Paviers Company in March.



*Sir Michael Bear with his wife Barbara, son Marc and daughter Amy at Buckingham Palace*

Congratulations to Assistant Isobel Pollock on being installed as President of the Institution of Mechanical Engineers and to Assistant Emeritus Malcolm Vincent on becoming President of the Institute of Marine Engineers. (For pictures see next page) Assistant Barry Brooks has also been elected as a succeeding Deputy President of the Institution of Engineering and Technology to become President in 2013.





*Assistant Professor Isobel Pollock. President Institution of Mechanical Engineers*



*Assistant Emeritus Malcolm Vincent, President Institute of Marine Engineering*

## Obituaries

Sir William Barlow FREng, FIET, FIMech E



It is with great regret that we heard just before publication that Sir William Barlow FREng, the third Master of the Company died on 19th May. The family cremation and Service of Thanksgiving were on 29th May and by his request there will be no further Memorial Service. An appreciation of his life and contribution to the

Company will be published in the next edition.

Dr David Latcham Leete PhD, FIMechE, FIET who died on 12th December 2011 aged 93 graduated from King's College London in 1941 but as no awards ceremonies were held during the war years it was not until 1992 that he was presented with his degree by the Princess Royal. After graduating he went to Farnborough and worked on the testing of Mosquito aeroplanes and on radar development subsequently moving to Malvern where he met and married Freda in 1947 and lived for most of his life. They had no children.



*David Leete being welcomed into the Livery by the then Master Gerald Clerehugh*

His career was primarily in Electrical Engineering and he obtained his PhD from Manchester University and later lived in Cranfield and Milton Keynes. He invented his own type of Sat Nav by researching routes and then recording them on a tape recorder to assist during journeys. In later year he set up his own Consulting Engineering Practice which he continued until he was nearly 90.

He applied to join the Company in 1993 at the relatively advanced age of 75 years. His application led to some discussion within the Court regarding the advisability of admitting people of this age to the Livery. However the Court approved the application and David was invested with the Livery in October of that year. For some years he was a very regular attendee at the less formal functions of the Company and member only functions which he very much enjoyed. He enjoyed his membership of the Company so much and saw the Charitable Trust was a source for good in the advancement of engineering and education that, in the late 1990s, he arranged with the then Clerk Bryan Gibson that a substantial part of his Estate should be left to the Company's Charitable Trust. We have recently heard that this bequest is likely to be more than £450,000. We are all extremely grateful for his very generous support and hope that other members may be moved to remember the Company or the Company's Charitable Trust in their wills.