



The Worshipful Company of Blacksmiths

Newsletter

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*The favourite poem of Dr A J Beale
Father of the Company 1989 - 2005*

SAY NOT THE STRUGGLE NOUGHT AVAILETH

Say not the struggle nought availeth
The labour and the wounds are vain
The enemy faints not, nor faileth,
And as things have been they remain.

If hopes were dupes, fears may be liars;
It may be, in yon smoke conceal'd,
Your comrades chase e'en now the fliers,
And, but for you, possess the field.

For while the tired waves, vainly breaking,
Seem here no painful inch to gain,
Far back, through creeks and inlets making,
Comes silent, flooding in, the main.

And not by eastern windows only,
When daylight comes, comes in the light,
In front, the sun climbs slow, how slowly,
But westward, look, the land is bright.

Arthur Hugh Clough 1819-61



**A specially struck Company medal was presented by the Prime Warden
to those who assisted at the Lord Mayor's Show**

**Liveryman
Peter Hurford's
Journey along the
River Thames**



Tower Bridge

The St Lawrence is mere water
The Missouri muddy water
The Thames is liquid history

Quote: John Burns

– See Page 8

The Red Lady

**Bill Cordaroy
– The passion
of Smithing**



– See Page 5

Reflections by the Prime Warden

To be Prime Warden or Master of one of the Livery Companies is a great honour. When elected in July I was aware that it would be a busy time but I do not think that anything had prepared me for the hectic, but most enjoyable, schedule. I have been most fortunate that my year has coincided with the first time ever that a Liveryman of The Worshipful Company of Blacksmiths had been elected Lord Mayor.

This meant being fully involved in our Float on the day of the Show and beforehand. I was also privileged to be invited to join the Lord Mayor and Sheriffs Committee. That meant I gained an insight to so much City of London ceremonial.

The most encouraging aspect is the great friendship that exists between Livery Companies. The Masters and Court Members I have met at various functions have all been excellent companions and I have learned a great deal about the workings and structures of other Companies. At some functions former schoolfellows, university contemporaries or sporting rivals have greeted me and that reinforced the friendship and breadth of the Livery Companies.

It was a great disappointment to me that a bout of ill-health meant that I could not meet all my commitments but with that behind me I can now look forward to our Banquet, the weekend for the



Photography by M. O'Sullivan

Company in Leicester and the round of County Shows as well as the usual round of hospitality and meetings.

I have been greatly supported by the Wardens and the Members of the Court and it is a privilege to represent this ancient Company, its craft and vibrant Livery. I look forward to the remainder of my year in office.

The Prime Warden's Weekend

The Prime Warden's Weekend will take place from Friday 12th May to Sunday 14th May 2006. The destination is Leicester the Prime Warden's 'home town' and it will be a weekend of contrast. There will be space technology, with a visit to the National Space Centre. This Millennium project offers a fascinating insight into the exploration of space and the equipment

associated with it. Later we return to the more leisurely travel of a steam train. Dinner on Saturday will be in the restored first-class dining coaches travelling from Loughborough to Leicester North while enjoying our meal.

On Sunday morning The Worshipful Company of Blacksmiths have been invited by the Dean to Leicester Cathedral for Cathedral Eucharist. There will be elements of the Service directly relating to The Worshipful Company of Blacksmiths.



National Space Centre

On Sunday the members of the party, and other Liverymen who may wish to enjoy their hospitality, have been invited by John and Louise to be their guests for luncheon at New Ingarsby Farm.

The Prime Warden's Diary

One of the important aspects of being Prime Warden is the participation in City events and the hospitality extended to, and received from, other Livery Companies. The first phase of the year has seen no let up in this programme as the following diary illustrates:

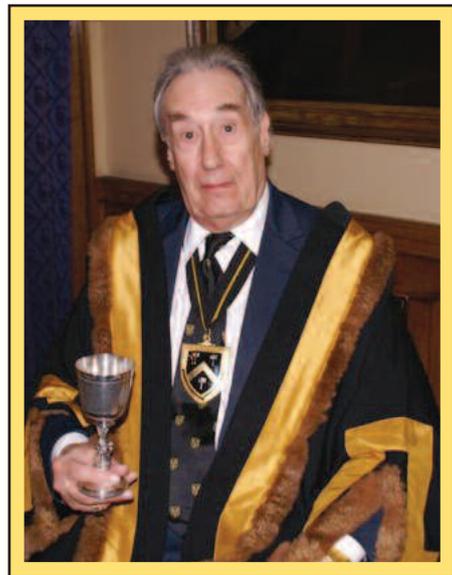
- Apothecaries Company – *Installation Dinner*
- NAFBAE – *AGM Dinner and Distribution of Prizes*
- The Funeral Service for Peter Begent – *The Funeral Service and Memorial Service for Past Prime Warden Delwyn Dennis*
- City of London School for Girls – *Livery Companies visit*
- Musicians Company – *Evensong*
- Election of the Lord Mayor
- Butchers Company – *400th Anniversary Service at St Paul's Cathedral and Reception afterwards at Guildhall*
- Painter Stainers' – *Art Exhibition*
- Presentation Dinner of the Lord Mayor Elect
- Trafalgar Dinner at Guildhall
- United Nations Service at St. Paul's Cathedral
- Engineers Company Dinner
- Lighting Up Dinner at Guildhall
- 'Poppy' Ceremony of the British Legion at St. Paul's Cathedral
- Presentations to the Lord Mayor before the Lord Mayor's Show
- The Lord Mayor's Show
- Lord Mayor's Banquet at Guildhall
- Cutlers Company Dinner
- Farriers Company Luncheon
- Founders Company Dinner
- Ironmongers Company City Dinner
- Scientific Instrument Makers Luncheon
- Mercers' Company Concert and Supper

All these were in addition to the 'domestic' duties of Court and committee meetings

New Father of the Company is a steady hand on the tiller

Peter Norman Geoffrey Rayner was admitted to the Office of Father at the Epiphany Court 2006.

Peter was born 10th May 1928 in Cricklewood; which then was a rural area with fields on the outskirts of London. In 1938 he started to attend Bancrofts School at Epping, but when war intervened in the following year he was evacuated to Buckingham. He eventually attended Wellingborough School and in due course acquired a School and Higher Certificate. He technically served in the war; being called up three days before the official start of National



Peter Rayner as Father of the Company presenting a wine goblet to be used by the most junior Liveryman attending a function

Service. After this hiatus he studied at St Cuthberts, Durham University where he attained a B.Sc. in Chemistry, represented his college at cross country running and fencing for which he was awarded a half purple. The next thirteen years were spent as a research chemist in industry in the fields of organic peroxides and plastics.

In 1964 he joined the newly founded University of Warwick running all the non-academic aspects of the Department of Chemistry. Having had experience of radioactive work whilst in industry he looked after this aspect of safety for the entire University. When eventually Health and Safety was applied to all employment he inevitably took on this work as well. This responsibility quickly grew until he was appointed the University Safety Officer, remaining at Warwick until his retirement in 1993.

Peter was apprenticed to Arthur Day and on completing his Indentures was admitted to the Livery at the Ladyday Court in 1951. He was invited to join the Court in 1979 and proceeded through the



Peter Rayner as Prime Warden 1986

various Offices becoming Prime Warden in 1986. He had a somewhat fraught year, at one stage having no active Wardens and a Clerk recovering from a stroke. The following year he had as Third Warden to step back and carry much of the burden of office for his successor, who was not well. He led the Company on the ground breaking excursion to Limoges and helped to break the mould of inertia in which the Company was then languishing. Peter is a natural for the appointment as Father to the WCB and will be steady hand on the tiller.

New Liverymen

At the Michaelmas Court both **Jacqueline Minchinton** and **Anthony Berry** were admitted to the Livery, thus creating the unique situation of a brother and sister becoming Liverymen on the same occasion. Jacqueline is an archivist and Anthony is a Church of England vicar.

'**Harry**' **Iles** had been apprenticed to Assistant Geoffrey McMorrough Kavanagh and, upon completion of his term of indenture, was admitted to the Freedom of the

Company in January. This enabled him on the same day to be granted the Freedom of the City. The final step was his admission to the Livery at the Ladyday Court

Malachy Dillon is a senior executive of the Crown Estate and bears responsibility for many of this country's greatest buildings, including several in the City of London. He is keenly aware of the Livery Companies and their essential part in the life of the City.

St Andrew-by-the-Wardrobe Queen Victoria Street, London



The main gate

This modest but appealing church was the last City church, and the cheapest to be built by Sir Christopher Wren after the great Fire of London. It was gutted by fire from incendiary bombs in December 1940, leaving just its walls and tower standing only to once again rise phoenix-like from the ashes and be restored to Wren's original design in 1959-1961. Today it serves both its surrounding parish, united with the former parish of St Ann Blackfriars, (another casualty of the Great Fire not to be rebuilt), and several Livery Companies, including the Worshipful Company of Blacksmiths, whose crest, coincidentally, incorporates a phoenix.

Its history spans the centuries, for there is a mention dated 1244 in a manuscript in St Paul's Cathedral of the church of St Andrea de Castello, a reference to the neighbouring royal lodge of Baynard Castle, long since destroyed and remembered only by the name of a pub and a ward. It is probable that a church existed on the site years earlier.

After 1361, when King Edward III moved the royal store known as the Wardrobe, which contained the state robes and other effects, from the Tower of London to a building near by the church, a site now commemorated by a plaque

in Wardrobe Place, the church assumed its present name.

Another illustrious connection is remembered by a wooden memorial in the west gallery – William Shakespeare, who worked for some 15 years in the nearby Blackfriars Theatre and resided within the parish where he bought a house in 1613.

Thanks to Wren's meticulous record keeping, it proved possible to recreate his interior design, including plasterwork, piers, gallery fronts and emblems on the ceiling. But practically all the interior fittings were destroyed in the bombing save for two marble monuments and an early 18th century iron rest for the Lord Mayor's sword. Happily, the church has acquired the pulpit and font made by Edward Pierce for the contemporary Wren Church, St Matthew, Friday Street and, appropriately, it boasts, over the tower doorway, the Stuart Royal Arms of c. 1685 from St Olave, Old Jewry. It also has some ancient artefacts from other now-demolished churches including two small wooden figures: one St Anne, probably North Italian of c. 1500, the other St Andrew, c.1600; brass early 18c chandeliers; and a sanctuary chair of 1687.

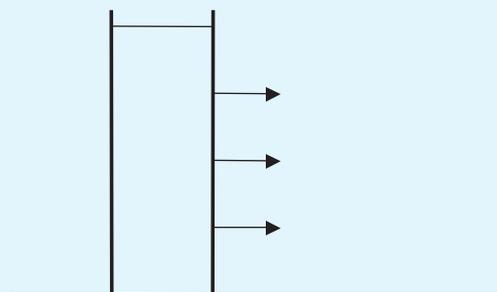
Apart from the sword rest above the north pew and a cracked 11cwt early 15c. bell, the only iron work of note are fine traditionally made gates in the churchyard wall, created in 1901 as a memorial to Professor Bannister Fletcher, and a weather vane on the clock tower. This is early c.18, of the traditional banner type and comes from another demolished church. Despite the paucity of ironwork the eventful history of St Andrew's, its faithfully restored Wren design and above all its ambience, make it a fitting and inspiring Livery church.



The sword stand

Fluids Challenge Question

Fluids Challenge



Challenge: Which water spout travels the furthest horizontal distance?

The small print: The flask is open to the Earth's atmosphere at the top. There are three nozzles equi-spaced between the base of the flask and the water surface. Each nozzle has the same diameter and is circular. The flask water level is maintained at a constant level by replenishing the supply. The effects of friction can be ignored.

Prof Peter Childs
Thermo-Fluid Mechanics Research Centre
University of Sussex

The Passion of Smithing

In the words of Bill Cordaroy

I started work as an apprentice welder / engineer in 1963 in one of those wonderful family firms where a quarter of the workforce was apprentices. Being based in Cambridge there were many opportunities to work on good projects at the university colleges and this where I first found the love of



Bill Cordaroy and Jason Greenberry

shaping metal.

15 years later I had my own forge on the Norfolk coast (well really it was a cow-shed) and with it a lovely small farmhouse for me and my wife Jan.

Right from the start there was always that passion when heating the metal and shaping it, even when pieces turned out wrong or were too difficult at that time to achieve. There was always another day and the piece would be better for the struggle.

When I came to Norfolk I met Eric Stevenson, who as many will know was a holder of a Gold Medal from the Worshipful Company of Blacksmiths. It was under Eric's patronage that I and a contemporary smith in Norfolk, Tony Keeble, became Liverymen in the Company. Both of us served on the Craft Committee for a time.

I became a member of the British

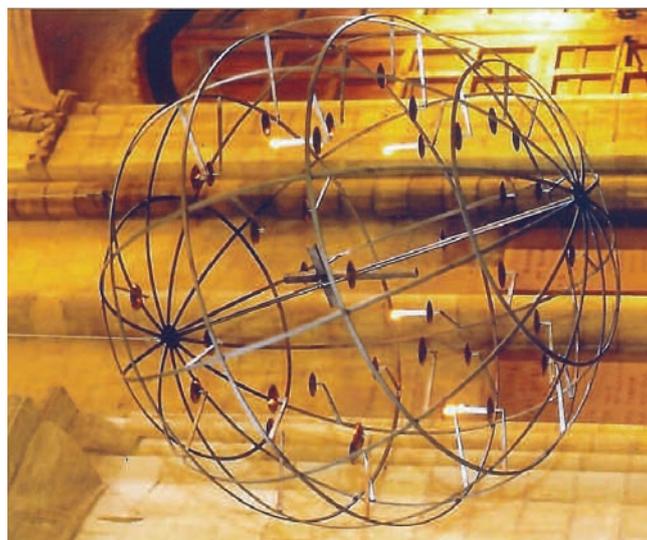
Artist Blacksmiths Association which has been, and continues to be a great inspiration as an honest fellowship of working blacksmiths.

1984 was a significant year for the work when I was asked to make three pairs of arched gates for St John's College in Cambridge which led to also making gates in their chapel. I was also joined at the forge by Jason Greenberry, who came as a YTS trainee and twenty one years on is still a member of the team.

After the gates for St John's, I had a portfolio to show architects, leading to other work. I have been so lucky in the commissions that I have been granted. I have had work in Norwich Cathedral, many churches and a host



Arch gates for St John's College



Peace Globe, Norwich Cathedral

of private commissions. Although I love to say my work can be seen in Lexington Avenue, New York, it is working on the thousands of thatching irons I make each year for the local craftsmen, that provides me with the enjoyment and thrill of working the metal.

The work and assistance of the Worshipful Company of Blacksmiths cannot be under estimated. As an organiser of the Blacksmith's stand at

the Royal Norfolk Show, I appreciate the part the Company plays in putting the craftsmanship of Blacksmithing where it can be viewed by thousands of people.

As my father would say: "It is better to be born lucky than rich".

He should know

The Craft of the Blacksmith

Poetry, Music and Literature

Liveryman **Steve Rook** is a working Blacksmith and is keen to collate any piece of poetry, literature and music into a reference booklet. Longfellow's 'The village Blacksmith', Dicken's Joe Gargery in Great Expectations and Verdi's Il Travatore provides a good starting point.

So help us find some more and please send any contributions to:

Liveryman Steve Rook FWCB,
Newlyn Forge,
70 Bushey Hall Road, Bushey,
Herts WD2 2EQ.

e-mail newlynforge@UWClub.net

The Worshipful Com Award Wi



Robert Smith – Diploma of Merit



David Waight – Diploma of Merit



Liveryman David Harman – Silver Medal



Alan Evans – Silver Medal



Alan Evans – Tonypandy Cup

Static Display of Blacksmithing



Andrew Hall – Champion Blacksmith



Richard Jones – Reserve Champion Blacksmith

County Sh for 2

North Somerset

Devon County Show

Royal Bath and West

Royal Cornwall Show

South of England

Three Counties

Royal Highland

Royal Norfolk

Royal Show, Stoneleigh

Great Yorkshire

Royal Welsh

New Forest and Hampsh

Edenbridge and Oxted

Royal Dorset

Apprentice

“Times have changed and you are unlikely to learn the craft of Blacksmithing.”

These are the words spoken by the Prime Warden at the Binding Ceremony for a newly bound Apprentice.

However, at the Ladyday Court this was not the case as Joseph Thomas Pack, a trainee blacksmith, was apprenticed to

Company of Blacksmiths Winners 2005

Show Dates 2006

- 1 May
- 18-20 May
- 31 May-3 June
- 6-8 June
- 8-10 June
- 16-18 June
- 22-25 June
- 28-29 June
- 2-5 July
- 11-13 July
- 24-27 July
- 25-27 July
- 27-28 August
- circa 9-10 September



Liveryman Robert Hobbs – Gold Medal Winner

Live Display of Blacksmithing



Nicholas Gadan – National Championship Blacksmith



James Crossman – Reserve National Championship Blacksmith



Lance Corporal Paul Hunter – Blacksmiths Army Cup



Robert Garlick – Paul Allen Award



Paul Possart – The John Webb Cup



Olivers Dakers – Stanley Allcard Cup

Assistant Don Barker, himself a working blacksmiths.

It is not immediately apparent just how long it is since somebody was apprenticed directly to learn the craft. The tradition of the Clerk reading

the Admonition to Newly Bound Apprentices, with the genuine craft element reminds us that these age old customs are still important to the Company even (if not more so) in the twenty-first century.

The Thames is Liquid History

The Royal Navy strength in the Livery was enhanced when **Commodore Peter Hurford** was admitted to the Livery. He was an Engineering Officer in submarines and his training included a full practical and theoretical understanding of the blacksmiths' craft. He now works for Transport for London as the Engineering Manager of its River Services Division. Based at Tower Bridge Pier, Peter is thus involved in the day-to-day life of the City and its tourism.



Liveryman Peter Hurford's View as London River Services Engineering Manager – Part 1



John Burns, the first 'working class' Government Minister (circa 1914) called the Thames is liquid history and by way of example **Photo 1** shows the one-time Port of London Authority launch, the Havengore, which was used in January 1965 to take Winston Churchill's coffin up river to Westminster and here with VIPs on Trafalgar day 21 Oct 2005. Christy's of London recently offered this historic boat at auction. It failed to reach its reserved price,



reputedly set at £1M. Behind the Havengore is the 1939 armoured cruiser HMS BELFAST, now part of the Imperial War Museum, which last saw action in Korea. In the background is Guy's hospital, never far from the news when changes in NHS funding are afoot.

London River Services (LRS) is a small, independent company wholly owned by the much larger Transport for London, or TFL it is known in London. In the re-organisation of transport responsibilities which took place under the 1997 Labour Government, TFL took over the operation of London's public piers from the Port of London Authority in 2000. This gave rise to LRS, which had formed in time to take over the fruits of a £20M donation from the Millennium Lottery fund to rebuild many of London's ageing Thames piers, which originally looked much like the **Photo 2**,



rebuilt RNLi Headquarters pier at Waterloo Bridge.

LRS has 5 managers, 10 piermen and 8 piers situated from Greenwich to the Tate Britain art gallery on Millbank and the offices are inside the modern Tower Pier, shown at **Photo 3**. LRS is a non-profit organisation, which gets its capital funding from its parent company TFL, and our operating costs are covered by the charges levied on the passenger boats.



Photo 4 shows typical passenger boats at Tower pier, which all-told take about 2 ? million tourists a year up and down the Thames, calling at the piers as they do so. Peter's job is to keep the piers safe and well maintained. He gets out on the river most days and is starting to know the London Thames very well.



Photo 5 is a map of the River Thames from Battersea to the Isle of Dogs and the aim over the next few issues is to take a virtual trip down the

river from Battersea to beyond the Thames Barrier and provide an update on what's happening to some of the famous landmarks.

Apart from the tourist trade, the main commercial uses of the Thames are the transport of London's rubbish in containers (**Photo 6** shows rubbish barges under tow), the use of towed barges for transporting aggregate and an increasing daily commuter trade. The fast catamarans of Thames Clippers (**Photo 7** shows Hurricane Clipper) transported about ? million commuters last year and although this mode of transport is about double the cost of the next most expensive form of mass transport (the underground) it has a determined core of devotees.



Behind all this the Port of London authority controls navigation on the river and maintains the commercial waterway using a variety of craft from Harbour Masters' launches, lifting barges and various work boats – **Photo 8**.

On your Bike

In October this year Mike Shepherd, a member of our court, will be taking part in an amazing, but challenging, 250 mile cycle ride along the Great Wall of China, then down to Tiananmen Square in aid of MIND, to raise vital funds for those who experience mental distress.



He will be joining a group of 50 cyclists and will cover the 250 miles in 5 days venturing deep into the countryside and hills around Beijing. The cycle will be mainly off road, making it much tougher. It is also at a time of year when the malaria bearing mosquitoes are at their worst, being at the end of the wet season and the start of the hot season, so it will be decidedly humid.

The Itinerary

Day one starts from Mutianyu Great Wall, cycling beside the Yanxi Lake and past orchards and corn fields. Lunch will be at Mutianyu. The first stretch

is downhill, then into the valley between two mountain ranges. They then cycle through a tunnel cut into the hillside and out past tiny villages and by one of the Ming Tombs, prior to arriving at the Oil Worker's Sanatorium, Shisanling, near the Ming Tomb area for the night.

On the second day they cycle back past a few of the Ming Tombs and after around 6 miles they cycle uphill on a deteriorating road, the ascent is fairly difficult for several

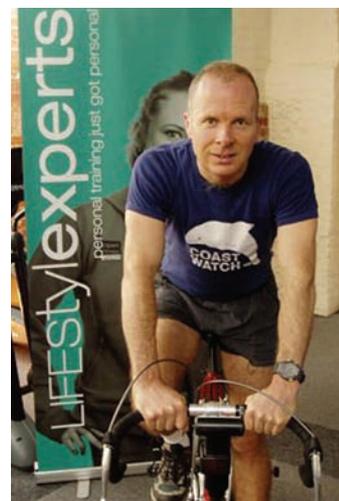
miles, then descending into the valley. After lunch they set off towards Yongning Old Town and follow the road to Xiangying past Mount Yanshan.

Day three sees them head towards the Longquin Gorge. After a long down hill comes an uphill which is simply breathtaking and worth the hard work! Then onto Guyaju and the Guanting Reservoir, where they stop for lunch. Then continuing through Yanging City to the Badaling Hot Springs where they will stay overnight.

Day four starts on minor roads past the entrance of Kangxi Grass-Land towards the Badaling Wall then continue on to the town of Nankou. They then head through Minghui and to the overnight stop in Mentougou.

Day five is from Mentougou and over the Marco Polo Bridge. The bridge was built in 1192, is 260 metres long and made of grey marble. It was one of the points which ignited a full scale war between China and Japan in 1937. Then into Beijing along Changan Boulevard past government house and the edge of the Forbidden City. Then the last leg into Tiananmen Square.

Funds raised by the China Bike Ride will help the leading mental health charity MIND support the 1 in 4 of us who will experience mental distress each year. Mike has to raise a huge £2,700 for the charity and is hoping that you will help sending him a cheque, payable to MIND with your name and address on the back, to 18 Westfield, Medmenham, Marlow, Buckinghamshire, SL7 2HG.



A Good Read

The author Neville Shulman CBE is a Liveryman in the Company and has written this fascinating book (ISBN 1 84024 450X)

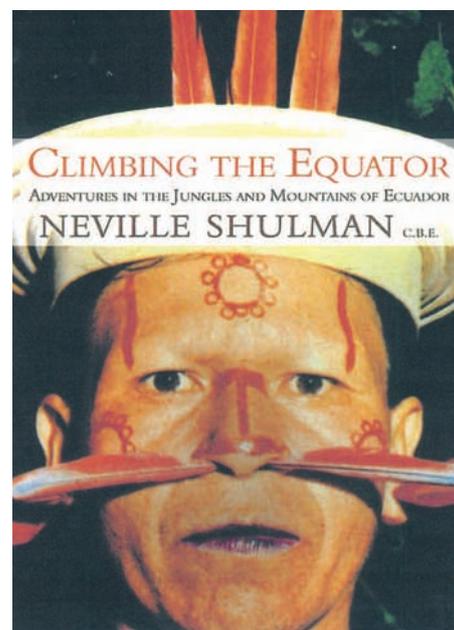
Creatures from another time, high volcanic mountains 5 million years old, indigenous tribes surviving from pre-Inca times, vibrant jungles and rainforests, exotic fauna and flora: Ecuador has it all.

It was in the Ecuadorian Galapagos Islands that Charles Darwin discovered such a variety of extraordinary animals and birds that he was inspired to write *On the Origin of Species*. In Ecuador's jungles roam jaguar and tapir; in its rivers and lakes lurk cayman and anaconda. The dense rainforests are full of spectacular

creatures not found anywhere else in the world, as well as being home to indigenous peoples whose populations tragically are in decline as the forests are destroyed around them.

Neville Shulman explores the rainforest, jungle and Galapagos Archipelago, meets Ecuador's indigenous tribes and attempts to climb its highest mountains including Chimborazo, the 'tallest' in the world.

Interwoven with stories of Ecuador's culture and history are thrilling accounts of his battles to reach the icy mountain summits.



Dr Alan John Beale

John was born on 23rd July 1923. He qualified as a Doctor of Medicine after studying at Guy's Hospital Medical School where he won the Golding Bird Gold Medal and prize for Bacteriology in 1945. He joined the Public Health Laboratory Service and was posted to Northampton. There he met, and married, Rosemary Harbow the Sister in charge of the maternity ward.

Having worked at the Glaxo laboratories he joined Wellcome Research where he eventually served as the first Chief Executive Officer of Wellcome Biotechnology and his influence was felt throughout the world. As Head of Research he achieved, among numerous other successes, the translation of the anti poliomyelitis vaccine from laboratory existence to universal clinical application. Doctor John was an internationally respected expert on poliomyelitis vaccines and was regularly asked to speak at conferences worldwide as an authority on vaccines and viral infection.

He died peacefully on Friday 9th December. The tributes from internationally acclaimed scientists highlighted his ease in dealing with both Nobel Laureates and the most junior of colleagues, always interested in their work and offering guidance. He frequently offered hospitality at his home at Sissinghurst Castle.

John Beale became a Liveryman in June 1946 (his first ancestor having joined the Company in 1905) and was looking forward to his Diamond Jubilee. He was elected to the Court as an Assistant in 1969 and progressed to be Prime Warden in 1974. In 1989 he became Father of the

Company (that is the most Senior Past Prime Warden). This meant that he attended all meetings of the Wardens' Court and, although not eligible to vote, his wise counsel was always welcomed.

One of the Father's other responsibilities is to propose the health of the Prime Warden at the Quarterly Court luncheons. John always did this with elegance and skill. Inevitably, his speech ended with a poem and his favourite one is on the front cover.

His most significant recent contribution, and one that referred back to his professional career, was in the year 2000. The Court decided that it wished to mark the Millennium and it was agreed that a research project should be undertaken into health problems associated with blacksmiths. John established the Terms of Reference in conjunction with the Faculty of Occupational Medicine. The work was completed and the results were illuminating to the medical profession.

All he achieved was cloaked in modesty and succoured by a strong Christian faith. A Service in celebration of his life was held at St Dunstan's Church, Cranbrook, where he and

Rosemary were regular members of the congregation.

It is given to few people to boast that they were directly involved in the elimination of a world-wide disease. It is a claim that John Beale could, justifiably, have made; but not one that would ever escape the lips of this brilliant but essentially modest, man.



The Father Dr Alan John Beale presenting the certificate of Companionship of the Company at the Michealmas Court and Awards Ceremony October 2002



The late Father's home at Sissinghurst in Kent

The Epiphany Court witnessed an occasion of pleasure tinged with sadness when **Surgeon Commander Robin McNeill** Love was admitted as a Liveryman. The pleasure was in welcoming such a distinguished medical officer, based at the Royal Navy Hospital Gibraltar, and the sadness that John Beale, who had nominated Robin, had died the month before the admission ceremony. It was Robin who had led the research, funded through the Company's Millennium Project that looked at the respiratory diseases of blacksmiths.

Derrick Constant Louis Gratte (*known as DCL*)

DCL was born on 14 August 1912 at Knebworth, Hertfordshire. His mother was a seamstress and his father a Frenchman, a Professor of History. DCL was a bright child and won a scholarship to Alleyns School in nearby Stevenage where he excelled at Mathematics, Latin and Sport – the latter saving him from expulsion on more than one occasion. In his final year he was captain of both football and cricket and gained a Victor Ludorum at sports.

At 16 he became apprenticed to the Metropolitan Electrical Supply Company (Metesco), now EDF Energy. DCL was at this time fairly militant and so the Metesco management decided that he was too good a cable jointer to be left to ferment disruption and so made him foreman at the Holborn facility at the age of 22 or 23. To make himself appear older, he grew a moustache which he kept thereafter.

When war was declared in 1939, DCL was given a reserved occupation as a cable jointer. DCL was in Holborn throughout the Blitz and was

wounded by shrapnel on two occasions. He was removed from the reserved occupation list in 1942 following a quarrel with his supervisor and was promptly



Derrick Gratte with his sons Ian and Martin

poached by the Air Ministry and sent to Norfolk to help run 3 airfields operated by the USAF. Unfortunately

nobody informed the Army who subsequently came to arrest him as a deserter. Common sense prevailed and DCL stayed in Norfolk until hostilities ceased. He was bombed twice by the USAF as the fog sometimes made navigation difficult – the first example of Friendly Fire!

In 1946 DCL and his elder brother André, founded Gratte Bros. Ltd. André worked in the Knebworth area whilst DCL opened an office in a basement flat at 13 Red Lion Square. The business gradually grew and in 1965 moved to Wicklow Street in the heart of Kings Cross.

In 1966 his eldest son Martin joined the company followed by his younger son Ian in 1968. During the summer months, cricket was played at lunchtime in the street. Immediately opposite his office was Pergamon Press whose CEO was a certain Robert Maxwell who often joined in the game. DCL would recall how he caught Maxwell out

long before the British Government did.

He was an active mason and a member of the Blacksmith's Lodge taking the chair twice. One of his proudest possessions was an illuminated address from his hero Maggy Thatcher in recognition of the hard work and effort he put into supporting the Conservative party.

DCL officially retired at the age of 75 but was in constant touch with 'his baby', the company. He remained a Director until his death, missing the December Board Meeting only because he was in hospital, the minutes being delivered to him the next day.

DCL died peacefully in hospital on 11 December. His legacy is the Company which now employs over 600 people. Derrick is survived by his wife Connie, 2 sons, 2 daughters,

Fluids Challenge Answer

Comment: Common sense might suggest the bottom spout will travel the furthest as the pressure is highest for this one. Some people might think the top spout will travel the furthest horizontally; using a ball throwing analogy, you would want to be at the highest elevation. Both of these postulations provide a clue to the answer. Elevation gives the advantage of increased time for the water spout to travel before impact on the surface, while increased depth gives the advantage of higher pressure and therefore higher spout horizontal speed.

Answer: The answer is the middle spout. This one gives the best combination of spout horizontal speed and time for the spout to fall.

Full mathematical solution: Available from the Editor.

Final Comment: This is an old problem and a classic of first courses in fluid mechanics and has been catching people out for centuries.

The Lord Mayor's Show



A family occasion

At the Michaelmas Court meeting the WCB welcomed Janet Lyons the wife of Past Prime Warden Rodney Lyons as a Liveryman, and they walked together at the Lord Mayors Show. Janet is also a representative of the Lady Taverners in Essex and has actively helped that organisation raise considerable sums for charitable purposes.

Company Diary

Annual Banquet	28th April 2006
Prime Warden's Weekend	12th – 14th May 2006
Wardens Court	25th May 2006
House of Lords Luncheon	13th June 2006
Election of Sheriffs	23rd June 2006
Midsummer Court and Luncheon	29th June 2006
Election Court	27th July 2006
Wardens Court	31st August 2006
Election of the Lord Mayor	29th September 2006
Michaelmas Court and Awards Luncheon	19th October 2006
Lord Mayor's Show	11th November 2006
Wardens Court	23rd November 2006
Carol Service	15th December 2006



On the march

These are examples of the Lord Mayor's Show photographs which can be downloaded from the website for private purposes only and by kind permission of Michael O'Sullivan



The workers



Tiffin



One of our poor distressed Blacksmiths



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The obverse of the specially struck Company Medal

Worshipful Company of Blacksmiths' Shop



Prices:

- Ties £10
- Umbrella £15
- Cuff Links £49
- Brooches £39



All items available through the kind auspices of our Clerk, Christopher Jeal

www.blacksmithscompany.org.uk

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