

The Worshipful  
**Company of Coachmakers  
 and Coach Harness Makers'**  
 Banquet 8th June 2022

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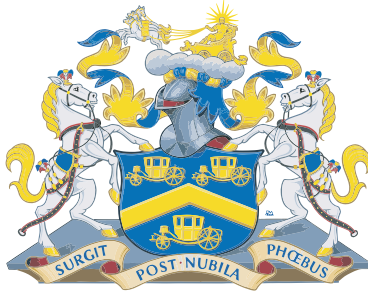


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## COACHMAKER BANQUET

8 JUNE 2022 – Timings for the evening

- 1800 Champagne Reception
- 1855 Master's welcome and Grace
- 1900 Dinner is served
- 1930 Never Such Innocence Performance
- 2100 Loyal Toasts
- 2105 Post Horn Gallop
- 2115 Master's Speech – Toast to Lord Mayor, Sheriffs and City Corporation
- 2125 The Response by the Representative Lord Mayor, Sir Alan Yarrow – Toast to Coachmakers' Company
- 2135 The Falkland's Experience related by Rear Admiral Iain Henderson CB CBE DL – Toast to the Task Force of 1982 and everyone who supported it
- 2145 Prize Draw
- 2150 Affiliated Units' Person of the Year Awards
- 2200 Dame Kiri Te Kanawa's Foundation Singers
- 2220 Master's concluding words
- 2230 Master and guests retire - Carriages

# Welcome and Introduction

Sarah Sillars OBE Hon FIMI  
Master, The Worshipful Company of  
Coachmakers and Coach Harness Makers

It is my absolute pleasure to welcome you to The Guildhall and to our first annual banquet since 2019.

The Worshipful Company of Coachmakers and Coach Harness Makers, received its Royal Charter 345 years ago in May 1677, during the reign of King Charles II. At that time coaches were the leading mode of transport. As transportation has evolved over the centuries, we are delighted that today, we also represent the automotive and aerospace industries. We are extremely proud of our origins and heritage, and we have very strong links to the Coachmakers, restorers and Coach Harness Makers of today.

We operate under the banner of “An active livery investing in young people”. Just as we were in 1677, we are totally committed to supporting young people entering our industries. This is now done via our Charitable Trust, primarily thorough bursaries, scholarships, outreach programmes and apprenticeships. This year alone we will provide financial support to young people wishing to join our industries or develop their skills further, in excess of £100,000,

Tonight our fund-raising banquet is held to pay tribute to those that served and supported the Falklands Taskforce of 1982. We have numerous Coachmakers links and are very proud to have such strong service affiliations. On this 40th anniversary we remember with gratitude all those who served in the Falkland Islands. And whilst we are the midst of a humanitarian crisis in Ukraine, let us not forget the 225



members of UK Armed Forces personnel who died defending the sovereignty of the Falkland Islands, the 3 Falkland Islanders who died during the conflict and the 649 Argentine military personnel who didn't make it home.

I am pleased to welcome both Sir Alan Yarrow as the Representative Lord Mayor and our senior guest this evening, along with Rear Admiral Iain Henderson CB CBE DL who will share the “Falklands Experience” with you; and of course all our musicians, singers and guests are most welcome.

Finally, my thanks to all those involved in arranging this banquet, but most especially, The Clerk, Commander Mark Leaning, Assistant Clerk, Lieutenant Commander Rachel Firth and Chair of the Communications Committee, my great friend Lesley Upham. I do so hope you enjoy the evening.



# Our history

## A brief chronicle of the evolution of the Worshipful Company of Coachmakers and Coach Harness Makers

**T**he Worshipful Company of Coachmakers and Coach Harness Makers received its Charter from King Charles II on 31st May 1677, creating the 72nd Livery Company of the City of London. By the Charter, no one could lawfully carry out the trade of coachmaker or coach harness maker within 20 miles of London without being a member of the Company.

The Charter states that the Company may purchase and hold lands, plead and be impleaded in law, possess a Clerk and a Beadle; that no person other than a Freeman of the Company shall follow the trade; and that, after obtaining a warrant from the Lord Chief Justice, and accompanied by a constable, the Master, Wardens and Assistants may enter "shoppes, cellars, sollars, stables, coachhouses and suspected places," and examine coaches and materials, find out defects, and prosecute offenders.

### EARLY MEETINGS

Initially, the Court met at various locations,

including the Painter Stainers' Hall, at Guildhall or in taverns, before the Company bought its own hall from the Worshipful Company of Scriveners for £1,600 in 1703. The site, in Noble Street, was rebuilt in 1843 and 1870, but was destroyed in an air raid in December 1940. The Company's library and many of its possessions, including a Master's chair from 1670, were lost. Luckily, the plate and other treasures, including an original model of the Royal State Coach from 1761, had been removed.

The Company has long-established links with all three branches of the armed services. In 1900, the Company organised a competition for improving the design of horse-drawn ambulances for the Boer War. Today, the Company maintains strong connections with the services, which foster mutual understanding of arms, industry and the City.

Five members of the Royal family have honoured the Company by accepting membership and office, including the Duke of

Edinburgh in 1863 and HRH Prince Arthur of Connaught in 1927.

Current Royal Liverymen include HRH the Duchess of Kent, HRH Prince Michael of Kent and HRH Prince Philip, Duke of Edinburgh.



In 1865, the Company began to give prizes for the encouragement of good design and workmanship in the construction of vehicles. The encouragement of technical education and the improvement of design are objectives that the Company has always supported.

## CHANGING FASHIONS

The subjects reflect the changes in fashion and habits of the day. In 1884, there was a prize for 'a lady's driving phaeton', and in 1904 a design was invited for 'a motor car to carry four people in the hind part and one or two in the driver's seat, suitable for a petrol engine'.

When the horse-drawn carriage was superseded by the motor car, the number of coachmakers that changed with the times was not great, and their number diminished even more when handmade motor coachwork gave way to the mass-produced car. Fortunately, the growing number of motor manufacturers were recognised by the Coachmakers Company, and they were soon joined by makers of the 'coaches of the air'. The two industries – motor and aircraft – became the modern equivalents of the coachmakers of old.

However, coachmaking and coach harness making are still very present within the company. The coachmaking industry has had a modest resurgence in the past 40 years, since the Falklands Conflict in fact, and although



significantly smaller than the automotive and aerospace sectors, it is still very much in existence and the Coachmakers' Company is constantly seeking ways to support it and to encourage young people to get involved.

Whilst not the wealthiest Livery, the Coachmakers is arguably one of the City's most active Livery Companies – in its enduring and dynamic support for the Lord Mayor's efforts to extol and promote British industry across the globe, and in its support and encouragement for British automotive and aerospace companies.

## GROWING MEMBERSHIP

The modern Livery has not faded – the Court has agreed to grow our membership to 500 by the time of our 350 anniversary. Having adopted these two evolutions of the original craft of coachmaking, the Coachmakers has embraced its responsibilities, from helping young people to become engineers and designers in these industries, to providing outstanding contacts and communications to help British business succeed in all viable markets.



# Our charitable purpose and activities

an active Livery investing in young people

**T**he Company was, at its founding nearly 350 years ago, the sole trade association responsible for the manufacture of wheeled vehicles and associated equipment. This tradition has evolved to an ethos of benevolence and charitable endeavour, so that today the Coachmakers has become a strong charity with a focus on our three main industrial legs: coachmaking and coach harness-making, the automotive sector, and the aerospace sector. The Coachmakers' Charity was created in the late 1970s, to raise and distribute charitable funds to support young people into, and in, these affiliated industries.

Our charitable donations are primarily focused on young people and their education and training. We hope to inspire them to careers in the Aerospace and Automotive sectors, and in the craft of Coach and Coach harness making. We are blind to all apparent differences. Our support is for all students, able and disabled, from all backgrounds and cultures who have the hunger and drive to succeed.

Currently, we help young people pursue their studies at university through awards of bursaries at Undergraduate, Masters and Doctorate levels. These are for Automotive Design at the RCA and Coventry University, and in Automotive



Engineering at Brunel University. Aerospace Engineering Awards are available to students across five London Universities with which we are connected: Brunel, City, Imperial, Kingston, and Queen Mary; and Cranfield.

In addition to bursaries to students we offer mentoring and other forms of support. During the pandemic we made extraordinary donations to support students in our related sectors through the hardship funds at the five London universities.

We support heritage craft skills in coachmaking and coach harness making, automotive, and, shortly, in aerospace, through Capel Manor College, Bicester Heritage, and others. In addition, we support heritage flying skills.

We recognise the need to engage young people in STEM (Science, Technology, Engineering or Maths subjects). We support this through the Livery Schools Link, the Saturday Engineering Club at Kingston University, the Imperial College Makerspace Outreach Programme, and the Smallpeice Trust - this is a long-established charity that inspires and encourages school students up to A Level in STEM subjects. It specifically supports those heading to the Automotive and Aerospace sectors and is aligned to our core industries and purpose.

We also provide support for institutions within the City of London, for our affiliated military units, and for community support with a focus on London.

The Company raises its own funds to support all its activities. This year and next, we plan to give away in excess of £124K. We have ambitious plans to grow our Charitable Fund between now and our 350th Anniversary in 2017, and so enable a wider programme of support to young people at the early stages of their careers in our associated industries.

We define ourselves as an active Livery, investing in young people. It is this vision that drives our charitable activities, through the Charity Committee and its sub-committees: Coachmaking, Automotive, and Aerospace, to put into effect what that means in practice.





THE AEROTRON GROUP OF COMPANIES  
HAS BEEN SUPPORTING GLOBAL CIVIL  
AND MILITARY AVIATION FOR 50 YEARS.



**A**erotron Limited was formed in August 1973 in association with Aerotron U.S.A. to trade in aircraft components.

Aerotron was the industry leader with its innovative introduction of a component exchange programme which was eagerly adopted by both civil aircraft and helicopter operators worldwide.

The integrity of the company was recognised in 1988 by the award of a 15-year contract with McDonnell Douglas to operate a European Distribution Center.

The expiry of the contract, when McDonnell Douglas was incorporated within the Boeing company, enabled an expansion of product lines into Boeing, Airbus and Embraer.

In 2005 the remaining American interest was acquired by the Westley family, which now owns 100%.

Total Aircraft Product Support (Holdings) Ltd was formed to enable a series of divisions to reflect the desire to offer all aspects of aircraft and helicopter support.

The group provides complete aircraft and

engine components and comprehensive repair and overhaul capabilities for commercial and military fixed and rotary wing operators.

The company was recognised in 2006 and again in 2011 with the Queens' Award to Industry for International Trade.

*"Aerotron is proud to support the Coachmakers Livery especially in the encouragement and development of young people to the Aerospace Industry."* Tony Westley, Chairman.

## AEROTRON LIMITED

The group headquarters at London Gatwick also includes an extensive warehouse filled with airframe, engine and rotatable components available for sale, lease, loan or exchange, 24/7, 365 days a year.

The company provides tailor made solutions to supply chain requirements from the smallest rivet up to a Trent 700 engine intake, and everything in between.

## AEROTRON LEASING SERVICES LIMITED

Established in 2008.

The family decided to reinvest all profits in long term enterprises and purchased all properties operated by group companies.

A wide portfolio of freehold properties in Gatwick, Salfords, Glasgow, Cambridge, Stansted and Dublin are owned and leased to both group, associate and third-party organisations.

## AEROTRON ROTARY LTD

Established in 2010, having previously been a part of Aerotron Limited.

Long term agreement and contracts with operators and OEMs offered the same sales, lease, loan and exchange of components and parts for Wildcat, Lynx and EH101.

Extensive repair and overhaul of components is offered in conjunction with other group companies.

The acquisition of an inventory valued at over £120m by the M.O.D. provided support for the Sea King a major work horse and still in wide operation.

## AEROTRON IRELAND LTD

Established 2015

This company was established to offer either a short-term aircraft lease covering seasonal operations or a longer-term aircraft lease to a start-up airline needing a total support package including component support from within the group.

The fleet consists of various marks of Boeing 737 and Boeing 767 Aircraft. these are offered in economy, first class and full executive configurations.

The executive aircraft have been busy during the pandemic flying National football teams to various destinations in the European Nations Championships and more recently for European Championship matches.



## AEROTRON AVOTEC LTD

Established 2016

Avotec Limited was a privately owned EASA/ FAA part 145 repair facility that joined the Aerotron Group in 2016 and is now providing support for many of the world's leading commercial airlines and military clients.

Its overhaul and repair capabilities for electrical, mechanical and electronic components for both fixed and rotary wing applications is undertaken in its new facility in Glasgow.

As part of its regeneration and integration into the Aerotron group a new major testing and overhaul facility has been established for all makes of rescue hoists in use by Military, Maritime and Coastguard agencies.

## AEROTRON COMPOSITES

Established 2019

Aerotron Composites was an acquisition from an Administrator for Forward Composites.

New premises were purchased in Chatteris and converted and expanded to provide a state-of-the-art facility to produce design, development, engineering, manufacture and repair of complex composite components.

Manufacturing and machining to close tolerances is a specialty provided to major customers in the Aerospace and Defence market.

## AEROTRON ENGINE SERVICES LIMITED

Established 2020

AES is the most recent division within the Aerotron Group and is based in Dublin.

The company specialises in the supply, support and lease of the two most dominant engines in the industry of CFM56 and CF6-80 fitted to both Boeing and Airbus families.

AEROTRON CONSUMBALE AND MILITARY SERVICES was established in 2011 and AEROTRON SINGAPORE Pte was set up in 2019 to further expand capabilities to areas not covered by the other divisions.

A continuing need for skilled workers in the manufacturing and repair divisions led to the establishment of several apprenticeship programmes in Avotec and Composites.

Extensive training produces the specialist engineers required to generate the necessary level of competence in a safety conscious environment.

In addition to the apprentice programme Aerotron established a scholarship through the Coachmakers Livery in 2016 to encourage a young person to obtain a U.K. based part 66 B1 or B2 aircraft maintenance Licence.

A publication entitled "An Engineering Career Guide to Young People" was funded by the company and published and distributed to schools and colleges by the Coachmakers, it can also be viewed online at: <https://www.coachmakers.co.uk/careers-advice-for-budding-engineers/>

# A Falkland Conflict Overview from a Coachmaker Perspective



▲ Upper Deck Gunner keeping a good lookout.  
Photo courtesy of MoD

On the 2nd of April 1982 Argentine forces invaded the British Falkland Islands; the country was outraged and a Naval Task Force was despatched 8000 miles south to retake the islands. On the 14th of June 1982, the Argentine forces had surrendered and once more the Falkland Islands were under British control.

In this souvenir booklet it would not be possible to cover everything that happened in the South Atlantic 40 years ago. Nor would it be possible to do justice to everyone who took part in the campaign, either as a member of the Task Force or as part of the incredible logistics effort which helped it to succeed.

Therefore, although the theme of the Coachmakers' Banquet 2022 pays tribute to the Task Force as a whole, it has been focussed with particular emphasis on the many connections that the Coachmakers' Company had, and still has today, with those who took part. On that basis, over the next few pages you will be given a snapshot of the wider story with mention

of individuals and organisations that have connections to the Coachmakers' Company; the 8th of June 2022 was chosen simply as an anchor point in time.

As you read this seated in the splendour of the Great Hall, enjoying the company of your fellow guests, enjoying fine food and wine, exactly 40 years ago the Ships' Companies of two ships were coming to terms with what had happened to them earlier in the day when they were attacked by separate waves of Argentine jet fighter bombers.

One ship lay at anchor in San Carlos Bay, badly damaged but repairable, the other ship lay at anchor in Bluff Cove, a still smouldering wreck and abandoned. In the coming weeks the latter would be towed out to sea and intentionally sunk in deep water as an official war grave.



▲ HMS PLYMOUTH afire in San Carlos Bay, 8th June 1982, with HMS ACTIVE in attendance and a Landing Craft Personnel ferrying additional firefighting equipment from HMS FEARLESS

Earlier in the day, in the immediate aftermath of the attacks, Sea King Mk 4 commando

helicopters built by Westlands in Yeovil were heavily involved in saving HMS PLYMOUTH by ferrying extra fire-fighting equipment to the beleaguered vessel. At the same time other Sea Kings, both Mk 2 anti-submarine variants and Mk 4s were used to save the lives of survivors from the RFA Sir Galahad. Although other squadrons were involved, the Sea King Mk 4 helicopters were flown predominantly by members of 846 Naval Air Squadron which played a significant part in moving men and equipment around the islands, carrying out myriad tasks to help keep the land force supplied and moving in the right direction. Today the Coachmakers' Company is proud to be affiliated to CHF, and of course Westlands went on to become Leonardo.

The 8th of June had been a costly day for the Task Force as another air raid had caught and sunk one of HMS FEARLESS's Landing Craft, LCU F4, in open water in Choiseul Sound. However, across the theatre of operations and along the supply lines to the UK, everyone involved worked to maintain the momentum of the campaign.

The Ship's Company of HMS PLYMOUTH laboured through the night to clean up the mess caused by a major fire and make sufficient repairs to make the ship sea worthy; and on the bridge a young Sub-Lieutenant kept watch using a metric navigational chart that had been produced only a few weeks earlier by Honorary Assistant Lesley Upham who in 1982 was working as a cartographer in the MoD's Hydrographic Office based in Taunton.

In March of 1982, a fully metricated chart of the Falkland Islands did not exist. This had not hitherto been a problem as mariners would simply navigate through the waters for which accurate charts were available. The Argentine invasion of the Falklands changed all that because overnight the need for a fully metricated Admiralty Chart of the entire island network was essential to enable safe and accurate navigation by ships of the Royal Navy in their quest to retake what had been misappropriated.



▲ The first metricated Admiralty Chart of the Falkland Islands – compiled by Hon. Assistant Upham

Working long hours, what normally took months was achieved in a matter of weeks as Lesley brought together a variety of survey material acquired by the Royal Navy's Hydrographic Branch across many centuries to create the first metric navigation chart of the Falkland Islands. The chart that she produced was a vital tool without which the bridge teams of the various ships that took part in the operation simply would not have been able to do their jobs. Indeed, the landings in San Carlos Bay may not have been possible, the many troop insertions into little known inlets before and during the main fighting may not have been possible, and the most basic of safe navigation of any of the ships that took part would have been compromised. Therefore, although it might be thought of as a slight exaggeration, without Lesley Upham, the whole operation may not have been possible.

But it doesn't end there. While Lesley was weaving her magic over tidal ranges, navigable depths and the presence of shoals and underwater obstructions, her husband Rod was doing similar things to create helicopter navigation charts for the Falkland Islands; these had previously not existed because they had not been needed. However, again, without Rod's efforts, the rotary wing crews would have had a far more difficult time of it, especially at night, with the likely negative effect on operational capability during a critical period.

Throughout much of the campaign, HMS INTREPID, sister ship to the FEARLESS,

under the command of the late Rear Admiral Peter Dingemans, then a Captain and later a Liveryman of this Company, was actively involved in delivering Royal Marines ashore with the stores to support them.

The London Gazette of the 8th of October 1982 reported:

“HMS INTREPID, under the command of Captain Dingemans, was manned up and sailed at very short notice to join the Amphibious Force already on its way to the Falkland Islands. Captain Dingemans achieved all this in a remarkably short time and joined the main Amphibious Forces at Ascension Island and stayed as a vital part of it, with the exception of one brief respite, until the fall of Port Stanley. During the time of the landings, when the Amphibious Force was in San Carlos Water, the ship came repeatedly under air attack. HMS INTREPID was, on several occasions, employed on nightly escorted runs to insert or recover landing craft when the threat of attack from airborne Exocet and surface craft was ever present. Throughout this period, Captain Dingemans took the closest personal charge of his Ship’s Company, fought his ship magnificently, as well as providing every possible assistance to frigates, aircraft and landing ships. His example, energy and leadership were of the highest order.”

To the east of the Falkland Islands, the main bulk of the Task Force ships patrolled, including HMS HERMES, the Coachmakers’ affiliated ship at that time. On the 8th of June 1982, in the hangar of HERMES, maintainers prepared aircraft of the RAF’s No 1 (F) Squadron for the following day’s action. No 1 (F) Squadron had embarked to supplement the Fleet Air Arm’s Sea Harriers and was led by the late Air Chief Marshal Sir Peter Squire GCB, DFC, AFC, DL, then a Wing Commander and later to become another Liveryman of this Company. Sir Peter saw action throughout the campaign flying from HMS HERMES, leading the first RAF combat sorties flown from a Royal Navy deck since World War II. He personally flew 20 combat

sorties in the ground attack role, collecting a ground fired 7.62mm bullet in his cockpit during one of those sorties. On the 13th of June 1982 he was the first RAF pilot to drop a laser-guided bomb in action during fighting at Mount Longdon for which he received the Distinguished Flying Cross.

As they focussed on readying their Harriers for the next day’s action, the ground crew of No 1 (F) Squadron would not have been aware of a Coachmaker connection to those who served during the conflict of 1982 that was made by Liveryman John Pearl. Less direct it may have been but it was a contribution that significantly enhanced the capability of the Royal Navy’s Sea Harrier Squadrons and the Harrier GR3s of No 1 Squadron RAF.

During the early 1960s John worked as a post-graduate apprentice at Hawker Siddeley and spent about six months in the drawing office. During that time he was seconded to the Hawker P1127 development team; and as many of you might know the P1127 eventually became the Harrier.

John spent much of this time working on the design of the engine air intake for this experimental aircraft. His main responsibility was the production of drawings of various versions of the engine air intake based on the parameters provided to him by the design team. The main problem that the design team was trying to solve was that unlike most engine intakes which have a ram air effect due to the forward motion of the aircraft, the P1127 could have very little or no forward motion during vertical/short take-offs and landings (V/STOL). As a result it was necessary to ensure that the engine would not be starved of air at times when maximum thrust would be required. This ultimately led to the large “elephant ear” shaped intakes which became a characteristic feature of the Harrier, the final version of which was exactly as drawn by John.

John is extremely modest about his involvement in this work and although the P1127 was designed as a prototype aircraft that

was never intended to go into production, after successful flight trials the P1127 was eventually renamed as the Harrier and it entered service with the RN as the Sea Harrier FRS1 and with the RAF initially as the GR1 and as the GR3 in 1982.



▲ The distinctive Sea Harrier landing on deck. Photo courtesy of MoD

Without those aircraft being available in 1982, the late Brian Hanrahan would not have been able to report "I'm not allowed to say how many planes joined the raid, but I counted them all out, and I counted them all back." And one of the most distinguishing features that would have been visible to Brian Hanrahan on that day as they returned was the "elephant ear" engine air intakes as drawn by Liveryman John Pearl.

Several thousand miles to the north, VC 10 aircraft of the RAF's 10 Squadron, commanded by the late Past Master Gp Capt Gerry Bunn CBE, were ferrying people and equipment between RAF Brize Norton and Ascension Island, the Task Force's mid-Atlantic staging post. Today RAF Brize Norton is the Coachmaker's affiliated RAF Unit but before RAF Brize Norton, that honour was held by No 10 Squadron RAF, a unit of Transport Command flying VC 10 passenger and cargo aircraft. The affiliation passed to Brize when 10 Squadron was disbanded in October 2005. The Squadron re-formed in 2011 and now operates Airbus Voyager air-to-air refueling tanker aircraft and appropriately it is now affiliated to the Worshipful Company of Fuellers.



▲ VC10 receiving casualties at Ascension Island – courtesy of the late PM Gp Capt Gerry Bunn CBE

In 1982 however, 10 Squadron was very much affiliated to the Coachmakers and as described by Past Master Gerry, perhaps one of the most crucial tasks of the Squadron VC10s during the conflict was the recovery of casualties following Argentinian attacks against the ships.

However, the transfer from the Falkland Islands to Ascension Island first involved a ship transfer north which culminated in a helicopter flight for the casualties from the ship to the single runway airfield on Ascension. It was not ideal but the operating facilities were managed as well as could be achieved under the chaotic conditions. The VC10s of 10 Squadron continued to fly personnel and stores to and from Ascension Island throughout the conflict and well beyond.

At the same time, RAF C130 Hercules transport aircraft were doing what they were designed to do, providing a heavy lift capability across the air bridge between the UK and Ascension Island, their capability much enhanced by the introduction of an air-to-air refuelling capability developed and fitted by Marshall of Cambridge in a matter of days. Without air-to-air refuelling it would have been difficult to deploy transport aircraft to the South Atlantic. As a result, at 5 o'clock on Thursday 15th April 1982 Marshall received a phone call asking the company to proceed with a conversion to enable the C130 Hercules aircraft to refuel in flight which had to be achieved from scratch. By Saturday afternoon, two days later, metal was being cut with manufacturing and modification under way.



▲ RAF C130s in formation with refuelling hose trailing. Photo courtesy of the Marshall Group

Within 14 days the first aircraft had been modified and had completed flight trials at Cambridge prior to its delivery to the MoD organisation Aeroplane & Armament Experimental Establishment (A&AEE) Boscombe Down on 29th April. The aircraft was delivered to the RAF for operational service on 5th May, only 21 days after the original request, and a further five aircraft followed.

Following the Falklands Conflict, Air Marshal Sir John Curtis, Air Commander for South Atlantic said:

“The speed with which Marshall reacted to the initial request and the short time taken for the project to become a reality has earned the admiration of us all. The conversion allowed the RAF to do a lot of important things they could not otherwise have achieved”.

In parallel with this conversion work Marshall was asked to convert six Hercules aircraft into tankers to enable them to deliver fuel in flight, and these were converted between 11th June and 6th July 1982. Marshall also installed Omega long-range navigation equipment into 14 Hercules aircraft within 13 days and also designed the installation of similar equipment to the RAF Chinook fleet of helicopters.

Subsequently, Marshall converted all aircraft in the Hercules fleet to receive fuel in flight, and following the Falklands Conflict the company's efforts were recognised in the Falklands Honours list with the award of two OBEs and a BEM to employees closely involved in the modification.

When questioned by a reporter, long after his retirement, Sir Arthur Marshall commented “... that the modification to the Hercules to receive fuel in flight was the one piece of work of which he was the most proud of during his very long career in aviation”.

In the early stages of the conflict Liveryman Tony Westley, Chairman of Aerotron and a generous supporter of the Coachmakers' Company, unwittingly found himself in the wrong place at the wrong time while visiting Austral Airlines in Buenos Aires to help them with their maintenance programme for their DC9 and BAC 1-11 aircraft. On arrival at Franco Ezeiza International Airport he was met by representatives of Austral and was intrigued that there were blue and white Argentine flags draped everywhere saying “Los Malvinas son Argentinas” which translated as: The Falklands belong to Argentina.

He was told that the Austral aircraft had been requisitioned by the military and moved to Comodoro Rivadavia, which is geographically close to the Falkland Islands. His friends in Austral took him for lunch and told him that Argentina had invaded the South Georgia Islands and were planning on doing the same to the Falklands. Fearing for his safety they suggested that he should accompany them directly to the airport where they both had friends at Aerolineas Argentinas. They assured him that despite having to hand in his passport to the authorities on arrival, they could get him safe passage to Rio from where he made it back to the U.K. unscathed. On his return he spent some time being asked to remember exactly what he had observed.

Throughout the conflict there were several days during which things didn't go well for the Task Force and two people were very much involved in the same incident, albeit from very different perspectives.

On the evening of the 25th of May 1982, MV Atlantic Conveyor was with the main Task Force to the east of the Falkland Islands when the force was attacked by Super Etendard launched



Exocet missiles. Atlantic Conveyor was hit and subsequently sunk, taking with her much needed stores but most importantly the majority of the heavy lift Chinook helicopters that had been sent south and some of the additional Harriers.

This was blow to the force but more so to Liveryman Rear Admiral Simon Henley MBE who in 1982 was a young Lieutenant serving as an Air Engineer Officer (AEO) who found himself unexpectedly in a life raft that day. Having been instrumental in preparing many of the aircraft in the Atlantic Conveyor for their journey south, he had to watch as the ship slipped beneath the waves.



▲ A young Mr Cash witnessing the Exocet missile striking MV Atlantic Conveyor

Toastmaster of the event helping to keep the Master on track.

Another young sailor who watched this tragic scene unfold was a 23-year old Steward called John Cash. From the upper deck of HMS EXETER, a Batch 2 Type 42 Destroyer, an anti-aircraft sentinel of the Task Force, John witnessed the Exocet strike the Atlantic Conveyor. Tonight Mr John Cash MBE is the

Toastmaster of the event helping to keep the Master on track.

And while the action unfolded in the South Atlantic, back in Blighty Service men and women of all ranks and rates worked tirelessly to support the Task Force. One such was Radar WRN Rachel Firth, in 1982 a young radar operator working in what was known as the Aircraft Direction



▲ WRN Radar Rachel Firth

School at RNAS Yeovilton. There she helped to train fighter controllers who were sent south as quickly as they could complete their courses to

augment those already serving in the thick of the action. Tonight Lieutenant Commander Rachel Firth is a retired Naval Air Traffic Controller who as the Assistant Clerk uses the same skills to control the Clerk; and of course the Clerk is Commander Mark Leaning who in 1982 was the Sub-Lieutenant on the bridge of HMS PLYMOUTH.

From 1974 to 1976 HMS HERMES had been commanded by Admiral (then Captain) Sir Derek Roy Reffell, KCB, who in 1998 became the Master Coachmaker. Following cessation of hostilities in 1982, on the 1st of July he relieved Rear Admiral Woodward and assumed command of the Falklands Task Force. Shortly thereafter, serving in the rank of Major, Freeman Colonel Mark Blatherwick MBE GM arrived to spend eight months serving as Senior Ammunition Technical Officer Falkland Islands supervising the clearance of unexploded ammunition.

All that you have read in this short account barely scratches the surface of the stories that make up the collective recollection of the events of 1982. However, tonight the Master Coachmaker welcomes you to this splendid venue to pay tribute to everyone who sailed with the Task Force in 1982 and all those who supported them, but particularly to remember the many connections that the Coachmakers had, and still has, to the people and units that took part.



▲ A Sub-Lieutenant on the bridge – Leith, South Georgia, 26 April 1982

# Never Such Innocence

**N**ever Such Innocence (NSI) is a UK charity that gives children and young people around the world, in 120 countries, a voice on armed conflict, through poetry, art, speech and song.

It was founded by Lady Lucy French OBE, great granddaughter of Field Marshal Sir John French, who led the British Expeditionary Force in the First World War. The charity's President is Vice Admiral Sir Tim Laurence KCVO CB ADC(P).

It provides tools for children and young people to reflect on the realities of war and conflict.

An important aspect of the charity's work is the Voices of Armed Forces Children project. We work with service and veteran children (aged 5-18) to share what it means to have a parent in the Royal Navy, Army or RAF, using the creative arts. They are invited to reflect on how it feels when a family member is deployed, wounded,



injured or sick, when families are relocated, and children need to move schools and make new friends. The impact of the project on the lives of young people and their families is profound. You will see and hear representatives from our Voices of Armed Forces Children project this evening.

Your support for the work of Never Such Innocence will make a meaningful difference to the lives of the children we serve.



**T**he Royal Navy and Royal Marines Charity (RNRMC) is the Principal Charity of the Royal Navy. They exist to support sailors, marines and their families, for life. RNRMC fund projects and facilities that boost morale for those who serve today. They also distribute millions of pounds annually to military and civilian charities which care for the children, families and veterans of the Royal Navy and Royal Marines, including tri-service organisations such as SSAFA and Combat Stress.

Through their Falklands 40 Fund, the RNRMC have issued £100k in grants supporting participation of Falklands Veterans and their families in activities and events to mark the 40th Anniversary of the conflict.



# Hornchurch & Upminster Sea & Air Cadet Units

**T**he Sea and Air Cadets Units in Hornchurch and Upminster have one thing in common. That's their aim to inspire young people. Enabling them to grow into strong, confident, and active citizens of the community. Membership of the cadets help young people to be their "best self", develop leadership skills, build friendships and cope with the stresses of everyday life. Importantly cadets have fun and develop a spirit of adventure!

Established in 1942 Hornchurch & Upminster Sea Cadet Unit inspires young people aged between 10-18, through nautical adventure and sport. This is achieved through the provision of education and qualifications. The unit has recently had cadets that have gone on to find employment in the Royal Navy, Army, and Royal Air Force. Currently the unit is raising £37,500 for major remedial work on their headquarters.

452 Hornchurch Squadron Air Training

Corps was formed in 1941, and welcomes cadets aged 12-19 from across the London Borough of Havering and southwest Essex. As well as promoting and encouraging a practical interest in aviation and STEM, cadets can fly at Air Experience Squadrons with RAF pilots and fly gliders with the ATC's Volunteer Gliding Squadrons. Through the DofE Award program and adventure training activities the corps teaches cadets how to work as a team, respect the environment, be self-sufficient and service the community.



▲ The Sea Cadets and Staff on Parade



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# Short entertainment from the Kiri Te Kanawa Foundation

## Gary Matthewman

PIANIST

**M**usic Director and piano, Gary Matthewman is one of the UK's leading song pianists, performing worldwide.

A regular artist at Wigmore Hall, other recent and forthcoming appearances include recitals at Carnegie Hall New York, Musikverein Vienna, Rudolfinum Prague, Philharmonie Paris, and the Bolshoi Theatre Moscow. His UK Festival performances include the BBC Proms, Aldeburgh and Glyndebourne.

Gary's past and future recital partners are many and include Dame Kiri Te Kanawa and Dame Josephine Barstow. He has appeared frequently in both live and recorded broadcast for the BBC, and his recording of Schubert's *Winterreise* with Matthew Rose received widespread critical acclaim. A passionate advocate of new music, Gary has given premiere performances of songs by Charlotte Bray, Kenneth Hesketh and many others.

Gary is professor of vocal repertoire at



London's Royal College of Music, and repertoire coach for the Jette Parker Young Artists Programme at the Royal Opera, Covent Garden. Increasingly Gary is seen on the podium as he is much demand as an opera and orchestral conductor, with upcoming engagements with Chelsea Opera Group in autumn 2022 after a busy calendar year in 2021 with Glyndebourne, Birmingham Opera Group, La Monnaie Brussels.

# Claire Barnett-Jones

MEZZO-SOPRANO

**B**ritish mezzo-soprano Claire Barnett-Jones was a Finalist and Winner of the Dame Joan Sutherland Audience Prize at the BBC Cardiff Singer of the World 2021. Recent highlights include her role and house debut as Madame Flora The Medium for Oper Frankfurt, singing the role of Dryad in concert performances of Ariadne auf Naxos at the Edinburgh International Festival, and her European concert debut at The Concertgebouw in Amsterdam in Schumann's Szenen aus Goethe's Faust, conducted by Sir John Eliot Gardiner.

Claire opens her 2021-22 season singing the role of Sosostris in Tippett's The Midsummer Marriage with the London Philharmonic Orchestra under the Baton of Edward Gardner at the Royal Festival Hall,



London. She also sings Rossweisse/cover Fricka in Die Valkyrie at English National Opera; the beginning of a new Ring Cycle at ENO, directed by Richard Jones, and Lapák Cunning Little Vixen. On the concert platform she will sing Beethoven Symphony No. 9 at St John's Smith Square and Handel's Messiah at the Royal Albert Hall. Claire is currently a member of the English National Opera Harewood Artist Programme.

# Julien Van Mellaerts

BARITONE

**N**ew Zealand Baritone Julien Van Mellaerts was Winner of the Maureen Forrester Prize and the German Lied Award at the 2018 Concours Musical International de Montréal. British / New Zealand baritone Julien Van Mellaerts graduated with the Tagore Gold Medal from the International Opera School of the Royal College of Music. His studies have been supported by the 2016 Kiwi Music Scholarship and the ongoing support of the Dame Kiri Te Kanawa Foundation. In January 2021, he was invited to return to the Royal College of Music as a member of the staff to teach English Song. Julien Van Mellaerts represented New Zealand at Cardiff Singer of the World 2019.

In response to the COVID-19 pandemic, Julien co-organized and co-curated Whanau: Voices of Aotearoa, far from home. Devised to



highlight the plight of and raise funds for those New Zealand singers unable either to return home or work, the concert was recorded at London's Royal Albert Hall and broadcast on both YouTube and Radio New Zealand Concert.

Julien's opera career sees him returning to Israel Opera in November 2022, after a busy and packed schedule performing Count Almaviva in Opera Holland Park's production of The Marriage of Figaro. He returns to the Verbier Festival this July.



## The London Banqueting Ensemble

Steve Fletcher served 14 years as a military musician with the band and orchestra of the Royal Artillery. During his time with the Royal Artillery, Steve attained the post of principal trumpet, and also deputised as principal cellist. In 2002, he formed the London Banqueting Ensembles (LBE) and has provided top-class musical entertainment for some of the most prestigious functions, events and weddings in the UK. Consisting of various ensembles including Fanfare Trumpeters, String Quartet, Palm Court Trio, Brass Quintet and Salon Orchestra, the LBE has rapidly gained an enviable reputation as leaders in the field of function music. The LBE Salon Orchestra performs regularly at some of the most prestigious functions in the London area, at venues including the Mansion House, the Guildhall, the Dorchester Hotel and the Banqueting House. Flexible in size from four to 22 musicians, the LBE Orchestra can easily adapt to suit any occasion – performing wellknown music in many styles – with the addition of the LBE Fanfare Trumpeters highlighting key points of your function and performing a dazzling rendition of the Post Horn Gallop.

# Affiliated Service Units' Awards

The Coachmakers' Service Unit Person-of-the-Year Awards are presented annually to a sailor, soldier or airman of either gender from each of the Company's four affiliated Service units. The selection of each year's winners is made by the individual units and the criteria on which it is based is that it should be awarded to the person who has made the most significant contribution to the unit during the previous year. Each winner is presented with a certificate to recognise the award, a cheque for £250 and they are invited to join the Company for dinner during which the awards are presented.

### COMMANDO HELICOPTER FORCE

#### CPOAET Steve Thomas



As 845 Naval Air Squadron B Flight Senior Maintenance Rating, CPOAET Steve Thomas, through his engineering and operational leadership, has been the outstanding CHF Person of the Year. Deployed for

8 months on the global Carrier Strike Group deployment faced with operational, technical and workforce challenges his leadership and engineering decision making has been first class. Whether it is leading his team of 50 as far as the Indo-Pacific in the midst of a global pandemic

or delivering leading edge innovation with eXperimentation Flight, through unrelenting CHF pride and his personification of the Junglie spirit to adapt and overcome, CPOAET Thomas permeates positivity and a progressive attitude throughout all those around him.

## ROYAL DRAGOON GUARDS

### Trooper Jamie Hannaford



Tpr Hannaford embodies all that we expect from our soldiers; he is physically robust, mentally resilient, and conducts himself in the field to the highest of soldiering standards. While deployed on Op

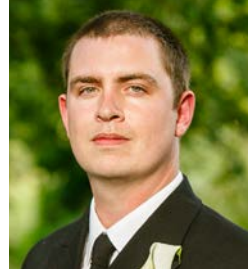
CABRIT (P) 10 (2021-22), he finished first on his Potential NCO Cadre, demonstrating tactical understanding and leadership qualities usually expected of those considerably more senior to him. Shortly after, he completed the Javelin Anti-Tank Operators Course, leading his detachment to first place in the final test. This not only proved his ability to operate under arduous physical conditions but demonstrated his mental agility in tactically employing a weapon system he had only been introduced to two weeks previously.

Not one to rest on his laurels, Tpr Hannaford went on to complete the competitive German Armed Forces Proficiency Badge, not only achieving a 'gold' standard, but coming in the top 5 of 50 soldiers to complete the course. Elsewhere, he has completed the Norwegian Foot-March and participated in Ex BALTIC WARRIOR under challenging conditions.

Following his commendable performance on operations, Tpr Hannaford has now been selected to join the Regiment's Sniper Troop, where he will face new challenges whilst serving as an example for his fellow troopers to aspire to emulate.

## HMS BULWARK

### Chief Petty Officer Richard 'Willy' Nelson



Chief Petty Officer Richard 'Willy' Nelson has consistently utilised his vast engineering knowledge and experience to lead, coach and mentor his team and peers, ensuring that the

Auxiliary Systems he is responsible for are operated and maintained safely and efficiently. Upholding and nurturing the highest engineering standards, his ability to effectively integrate and liaise with the Babcock Marine Project Staff, coupled with his tireless efforts to deliver at the highest standard, has greatly supported HMS BULWARK's readiness profile and underpinned our future regeneration success. Chief Nelson is well respected by his peers and is fully deserving of this award.

## RAF BRIZE NORTON

### Jess Price Community Development Officer



Since the arrival of Jess Price as the Community Development Officer in 2020, the Station has seen improvement upon improvement.

From her ability to source and secure funding for long awaited projects, through to reinvigorating the Community Support Team and better publicising all that they do, her energy and commitment to the Brize Norton family is contagious. She has driven self-help projects which helped to make tired areas of the station more inviting and expanded the range of children's programmes to include all age-ranges. Firmly part of the Whole Force, she has volunteered with the arrival of Operation PITTING/CARRIAGEWAY flights.



# The Livery Companies of the City of London

A history of the development of the City Livery Companies and their initiatives to train and educate future generations

**T**he Livery Companies and the city of London have grown up together – they share common goals and, since the earliest beginnings of the City, have both been strong and active in its support. They are integral to the City’s governance and each Liveryman elect Sheriffs of the City of London, endorse the election of the Lord Mayor and play a prominent part in major events. Today, there are 110 Livery Companies, and though trading conditions have changed since their inception, their work is as pertinent as it has always been.

Although the Companies are different in size, structure and interests, they share the same ethos: supporting trade, education, charity and fellowship, and work in the best interests of the communities in which they operate. The charitable dimension of their work now amounts to over £76 million each year.

The earliest Livery Charter still in existence was granted to the Weavers’ Company in 1155. The principles behind the formation of the Guilds were that those working in the same craft lived and worked near each other, and by grouping together they could regulate



competition within their trade and thereby maintain high standards. They benefited their members and customers alike by controlling the manufacture and selling of most goods and services in the Square Mile. As they became more established, many set up their headquarters in large houses or Halls, which, as well as a being a meeting place, became the venue for settling trade or domestic disputes. Many London street names still bear witness to areas where individual trades gathered and flourished.

*“Today, there are more than 110 Livery Companies, and through trading conditions have changed since their inception, their work is as pertinent as it has always been.”*

The Guilds, so called as the word derives from the Saxon word for payment, since membership was paid for, became known as Livery Companies by the introduction of distinctive clothing and regalia to distinguish their members from those in other guilds. The peak period for the formation of guilds was the 14th century, when many received charters or ordinances, and by 1515 there were 48 companies.

## CHALLENGING TIMES

However, after the 17th century, the Livery Companies suffered a series of setbacks. With their powers and practices restricted to the Square Mile, most were unable to compete with cheaper traders springing up outside its boundaries, while costly wars and political intrigues saw first Tudor and then Stuart monarchs levying hefty charges on their companies. The Industrial Revolution that followed, whilst adding to their problems, also stimulated changes that saved them and, as a result, the Companies broadened their horizons to include new skills.

From their earliest days, the Companies emphasised the importance of good training and, with the advent of the Industrial Revolution, the Livery Companies prominently

underpinned all industries and professions through research funds, excellence awards, sponsorships and other carefully targeted trade support.

Added to these activities were many forms of technical and other education, simultaneously supporting new industries and training young people to work in them. Founded in 1878, the City & Guilds Institute was a notable outcome and is still prominent in vocational education today and is actively supported by the Livery Companies.

In 1385, a regulation was introduced requiring each Lord Mayor to have previously served as a Sheriff and, today, each Lord Mayor will still belong to one of the City Livery Companies and be supported by their fellow Liverymen. Nowadays, the Sheriffs have only nominal duties, but the role evolved from the Shire Reeve of Norman Conquest days, who had wide-ranging powers as the representative of the king in a city, town or shire. The City of London is the world’s oldest continuous municipal democracy and the Lord Mayor, as the Head of the City of London Corporation, presides over its governing bodies.

The Livery Companies and the City of London have enjoyed a long, close and extremely effective working partnership, sharing objectives, supporting excellence, financing educative programmes within their profession and, together, promoting the Square Mile. This partnership is fostered through the Livery Committee, which strengthens these ties, as well as constantly seeking new ways to enhance joint initiatives for the future – the next generations. In keeping with their origins, the Livery Companies provide substantial funds to charitable and educational organisations and support universities and other vocational institutions, along with apprenticeship schemes.

If you are interested in becoming a member of the Worshipful Coachmakers and Coach Harness Makers details can be found at <https://www.coachmakers.co.uk/joining/>

# The Coachmakers' Banquet **PRIZE DRAW**

Sponsored by

**RVL**Group

Entry is via prize draw envelopes

Limited to 1000 entries only

All proceeds will be shared between the Coachmakers' Charity,  
Never Such Innocence, RNRMC, Hornchurch Sea Cadets and Hornchurch Air Cadets.

You still have a chance to enter tonight's Banquet Prize Draw by completing a prize draw envelope at your table. A representative of the Royal Navy will visit your table during the evening to help you to take advantage of this opportunity.



THE RITZ LONDON

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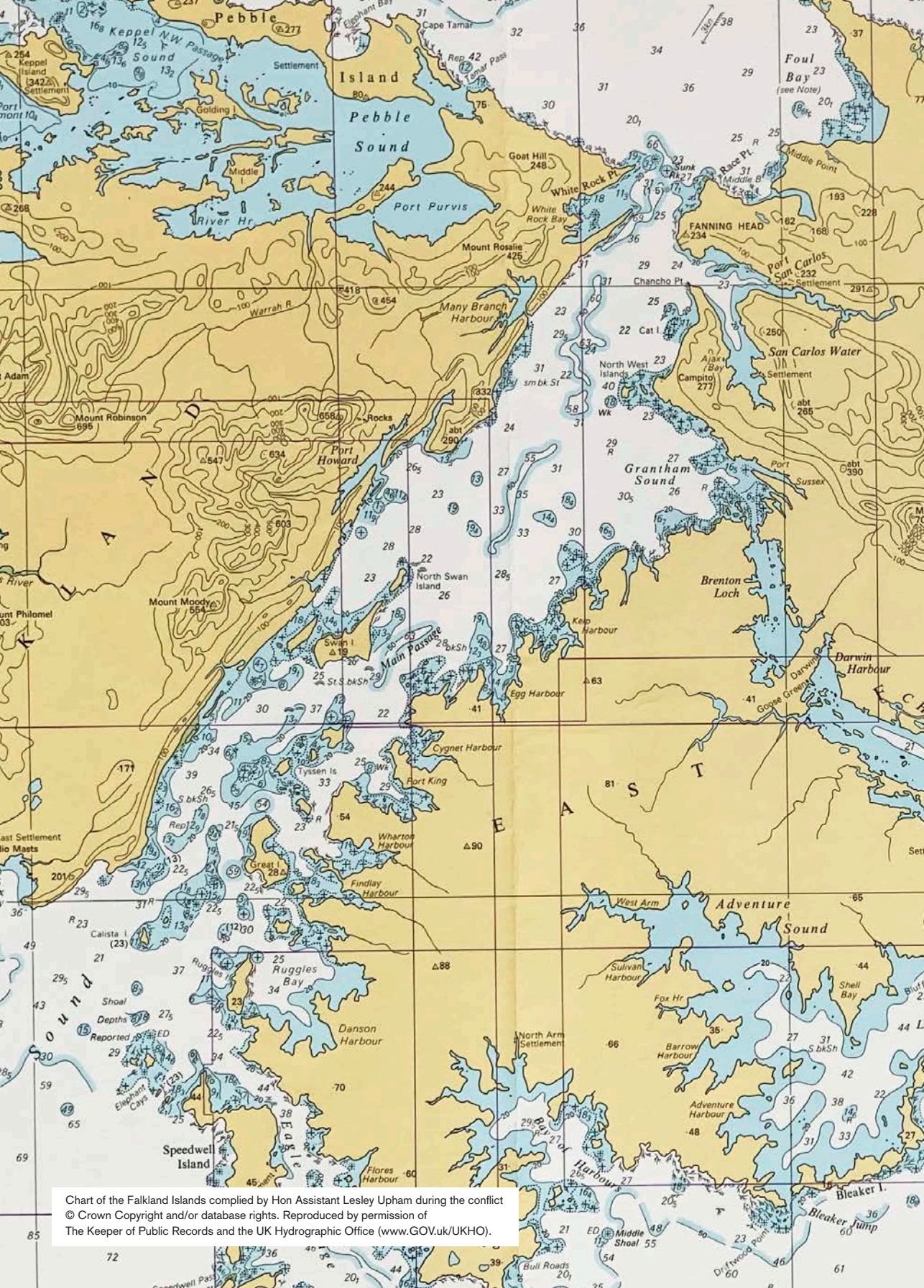


Chart of the Falkland Islands compiled by Hon Assistant Lesley Upham during the conflict © Crown Copyright and/or database rights. Reproduced by permission of The Keeper of Public Records and the UK Hydrographic Office ([www.GOV.UK/UKHO](http://www.GOV.UK/UKHO)).