

The Constructor

The Journal of the Worshipful Company of Constructors



This year the Worshipful Company of Constructors lost one of its long-standing members, Henry Stephenson, who was not only a much respected Liveryman but also the Company's official Illustrator.



Henry could always be seen at our events – sketchbook in hand. This is one of his many sketches showing our Guild Church, St Lawrence Jewry, on the occasion of a Lord Mayor's Show



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The Journal of the Worshipful Company of Constructors

Editor: Roger Lilley
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The Worshipful Company of Constructors is a modern City of London Livery Company for professionals working in, and in support of, the Construction Industry. Members of the Company are drawn from all sectors of the industry, including architects, surveyors, engineers, builders, legal professionals, developers, clients, building owners and accountants. There are various grades of Membership. Most new members join as Freeman, in the process of making certain commitments, or Obligations to the Company. Freeman are entitled to apply to the City Chamberlain to become a Freeman of the City of London. That achieved, and after a period of satisfactory service with the Company, a Freeman can apply to become a full Liveryman, which entitles him or her to vote in City elections and attend certain events, like the United Guilds Service at St Paul's Cathedral.

Other grades of membership include Yeomen – most of whom have been scholars or prize winners; Apprentices, bound to a Liveryman or member of the Court for a prescribed period of indenture, and inrolled at Guildhall; Companions, the widows or widowers of a member of the Court or a Liveryman. The Company has also recently admitted its first International Constructors.

There are charges for entering into the Freedom and Livery of the Company as well as an annual quarterage (subscription) charge. Members are also expected to contribute to the Company's Charitable Trust.

Fellowship is a key aspect of the Company's activities. Each year there are three formal dinners and a programme of informal smaller events or activities. These provide an excellent opportunity to meet and entertain friends, colleagues, clients and family members in either one of the City's splendid livery halls or other suitable venues.

Those wishing to know more about the Company should view the Company website (constructorscompany.org.uk) or contact the Clerk.

☺ (constructorsclerk@constructorscompany.co.uk)

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Autumn 2017

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The Master's Year

EDITORIAL

This is the 2017 edition of "The Constructor", the annual journal of the Worshipful Company of Constructors.

I hope you will find this, the 39th issue of the journal, both interesting and informative. We would welcome your feedback to help inform future editions.

We would also welcome articles for the next issue and these should be sent to the editor at thejournal@virginmedia.com no later than 31 July 2018.

Roger Lilley – Editor

A Message from the Master

The newly elected Master, Tony Ward, gives his thoughts on the year ahead



Fellow Constructors, it is a great honour and an enormous privilege to have been elected as the 41st Master of this Worshipful Company.

In following in the footsteps of many prominent and illustrious Past Masters of our varied and fantastic Company, I am humbled by the role, and at the same time proud to be able to undertake the Mastership for the year ahead.

As many of you will know, I have spent the last 52 years in Structural Engineering Consultancy, having set up my own firm in 1976, the very year that this Worshipful Company was formed, then known as the 'Company of Builders'.

My mentor under whom I trained was a founder member, the late Lawrence Kenchington.

He was thrilled when I last saw him a few years ago now, to know that I, his protégée, would this year become Master.

I first joined this Industry as I am passionate about the built environment, in which we all play such a crucial role. This Company embodies the whole spectrum of construction professionals, which is why, in my terms, it is such a vibrant and unique Company amongst the Livery of this great City of London.

As liverymen, it is such a privilege to be the guardians of our generation for all the professions, trade guilds and crafts that we represent. It is so well established in history, and it is vital that we continue the traditions for future generations to come.

I hear constantly from new members that joining the Livery gives them the opportunity to 'give something back to the industry' that has been their livelihood, I endorse that view, and share it with a passion.

It is the very reason why I became a Freeman of this Company a dozen years ago.

My theme for the year ahead has expanded somewhat over the year leading up to Mastership:

Firstly, my theme is to continue Immediate Past Master Ian's focus on Apprenticeships in our industry. This vital area of skills has been neglected by successive governments, and now at last, it is back on their agenda. I myself served a six-year Apprenticeship in the Railway Industry, 'the University of Life' as I call it, manufacturing railway rolling stock, so closely allied to today's much heralded 'off site construction', for which we once had the perfect industry and infrastructure. Sadly,

the railway workshops which once covered the whole country were dismantled, and the skills lost for a generation. They would have been the perfect industry to have been converted to the manufacture of prefabricated housing, schools and the like, now so often needed for a wide range of construction applications.

My second theme is to continue to promote 'fellowship' within our Livery Company, and to harness, in particular, the talents and ambitions of newly elected members.

We have had a great and varied intake of 'new blood' over the recent past, and need to ensure that we harness their talents and skills. They are the lifeblood of our Livery, and they represent the future. We are introducing a 'buddy' system, which CA Michael Rigden and his Membership Committee are bringing to fruition.

My third and final theme, is to support the Treloar School in Hampshire with some fundraising efforts that I will challenge the wider company to support me in during my Masters year. You will be hearing more about that in due course, but I thought it only right to undertake some 'hands on' event which is likely to be towards the end of my term, rather than at the beginning, as it may involve 'a little risk'!

CA Roger Southam and his committee are working up some ideas that will be revealed in the ensuing months, and I urge all members to support that initiative.

IPM Ian has had a really excellent year, and has represented our Livery Company widely, adding to its now well-established reputation and rightful place in the Modern Companies, as well as the whole Livery movement.

The Mistress and I look forward to continuing that representation during our year at the helm, and to meeting many of the fantastic membership that we have, and continue to generate.

We will be publishing a varied and I hope interesting calendar of social events and visits throughout the year ahead, and we trust that as many of you as possible will be able to support these.

The Immediate Past Master reflects on his year



At the beginning of my year my I chose a theme of "Apprenticeships and Membership".

What a challenge, to encourage and recruit new and younger women and men to become initially Apprentices, then Yeomen and moving on to be Freeman with a swift move to the position of Liveryman. This was achieved by promoting and attending our events to as wide an audience as possible and developing with Court members the volunteering programme in conjunction with Livery Schools Link.

Over the year our informal events have been well attended with the Lunch Club at Ironmongers becoming a regular event both of a social nature and a venue for new or prospective members to meet Freeman and Liverymen.

In my year I will have attended over 150 engagements of which some involved eating and drinking, plus attending our committees, lectures and presentations for the Sir Ian Dixon Scholarships, Sustainability awards and many other Livery Company events included.

On a personal level my memories have been many and wide ranging, from dining in Mansion House to attending a presentation on the Quarter deck of HMS Victory with our Navy affiliate, from walking and visiting most, I think, of Sir Christopher Wren's Churches to visiting the Building Craft College and

The Master's Year

seeing apprentices learning their trade. My Masters weekend in Guernsey was another memorable occasion, the weather was superb, the accommodation, food, wine and comfort was very acceptable and a good time was had by all.

Over 200 people attended our Sir Christopher Wren Banquet at Merchant Taylors' Hall and we were graced by the Lord Mayor playing the organ. This was something I will remember with pride and pleasure for a long time.

Our Company continues to prosper and the support that is being given to our dinners, events and committees is most heartening, continuing to provide these with support to ensure growth and maintain the reputation and rightful place within the Modern Livery Companies.

It was an honour to be have been the 40th Master of this Worshipful Company and when asked I can say "What a privilege". I appreciate all the support I have been given by my various consorts during the year, Kim, our Clerk, Ted, our Beadle and the Wardens.

Finally, Sue and I extend our very best wishes to the new Master and Mistress, Tony and Jan Ward, who will, we know, do a superb job on behalf of the Company

THE MASTER'S WEEKEND

The Master's Weekend this year took place in Guernsey from 16 – 19 June and we were blessed with both exceptional weather and a most beautiful location.

After journeying to Guernsey by either air or sea ferry we congregated at the appointed hotels on the Friday afternoon. Some of us stayed at the Old Government House Hotel whilst most of the remainder (who didn't manage to secure accommodation there), stayed a few hundred yards away at the Duke of Richmond Hotel. Both hotels are part of the Red Carnation Group and, although different, were of a very high standard and looked after us extremely well.

Not surprisingly, the Master had fully engaged our Guernsey members (colloquially known as the "Guernsey Mafia"), to ensure that we had a most interesting and varied itinerary. We started out on the Friday evening with a reception at Castle Cornet arranged by the States of Guernsey. The location was spectacular and the weather could not have been better, so, on a balmy evening we were all treated to a most generous reception which was attended by Guernsey Deputy Joe Moody, who also joined us for the black tie dinner on the Saturday evening. Following on from this, we walked to the adjacent Guernsey Yacht Club where we enjoyed a splendid "Guernsey" Buffet including many local specialities, not the least of which was an enormous platter of seafood. Fully replete, we then joined the coach for the trip back to our hotel.

Saturday morning dawned bright and clear, and following a hearty breakfast we made our way down to the Trident quay, to join the boat to Herm, some 3 miles from St Peter Port. After a very smooth crossing we landed 20 minutes later on Herm, and were met by our guide, Brett Moore, the Estate Manager for Herm Island. He took us round the island, showing us both locations of special interest and describing the flora in great detail. Following the walking tour round the island we adjourned to the Ship Inn for a very necessary drink and an alfresco lunch.

It was particularly noteworthy that the Mistress Constructor, despite the many challenges occasioned by her health, was also able to attend. Sue joined fully in our varied programme of events, as can be seen in the Group Photograph which was taken just after we landed on the island of Herm



After our lunch, we boarded the Trident Ferry for the trip back to St Peter Port, where the more resilient of us joined our official guides for a guided walking tour round St Peter Port prior to returning to our hotel to freshen up for the evening black tie dinner in the Old Government House hotel.

The black tie dinner was, as usual, the highlight of the weekend and we were, of course, joined by the "Guernsey Mafia". We wine and dined (some said to excess) in the function room of the Old Government House Hotel, a room with a splendid view over St Peter Port and the bay of St Malo. The evening started with a champagne reception where the early evening sun shone brightly on the view of St Peter Port and we then retreated to the main function room where we enjoyed a splendid three course meal with wine.

As can be seen from the photographs, the Master and Mistress clearly enjoyed the event enormously.



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Sunday morning again dawned bright and clear. Following breakfast, we joined our coaches for a guided tour round the island. We were amazed by the local knowledge of our two guides and were taken to many of the World War II sites on the island, which was one of the very few parts of Britain that was occupied by German forces during the war.

We also visited two unusual churches.



The first was the "Little Chapel" in Les Vauxbelets, Saint Andrew, Guernsey. It was created in July 1914, by Brother Déodat, who planned to create a miniature version of the grotto and basilica at Lourdes. It has been said that it "is the smallest functioning chapel in Europe, if not the world", and it is "believed to be the world's smallest consecrated church". Interestingly, the current version of the church, which measures

some 16 feet by 9 feet, dates only from 1923, when it was enlarged because the then Bishop of Portsmouth was too big to get into the previous chapel. It is decorated in millions of pieces of broken pottery, much of which comes from the potteries of Staffordshire. The chapel has been undergoing major restoration work, including underpinning and weatherproofing, over the last few years, and only reopened to the public in April 2017, so the timing of our visit was most opportune.

The other was St Peter's, (St Pierre du Bois), beautifully set on a slope below Les Buttes, where the local militia would have practised their bowmanship in times gone by. The church has an unusual rising nave, and is also the final resting place of an early pirate. To this day, his grave is marked with a headstone that is emblazoned with a skull and crossbones.



On completion of our "round the island" tour, we alighted at the Duke of Richmond Hotel where we enjoyed a formidable Sunday luncheon. It was then time for many of us to leave for home, although a few stayed on longer and thus enjoyed yet more of the beautiful weather and enchanting surroundings before partaking of a final informal meal in St Peter Port before making our respective ways home on the Monday, or for some, even later.

The group's thanks must obviously go to the Master and Mistress for organising such a splendid weekend – including the beautiful weather. It was a well organised and celebrated weekend and it was good to meet up with our fellow members from Guernsey on their own turf. All members are invited to join in the Master's Weekend next year, which is likely to be in Bath, in May.

FORMAL EVENTS

We always hold three formal evening dining events each year: the Installation Dinner, the Livery and Awards Dinner and the Sir Christopher Wren Banquet. These three formal occasions are the focal point for each successive Master and allow the Master and the Company to invite special guests, many of whom are senior members of City institutions or Masters of other Livery Companies. In addition, we hold Common Hall (the Company's AGM) each September at which the Court's proposals for Company Officers for the forthcoming year is announced and, if approved by Common Hall, these Officers are duly elected. Various officers are then invited to give their reports to the assembled

company. This leads into the first formal event of the year, the Installation Service and Dinner which is held in October. We also hold an Annual Carol service at St Lawrence Jewry, which this year was again held in conjunction with the Worshipful Company of Chartered Architects and was followed by a buffet with wine held at Wax Chandlers' Hall

The Company year thus duly started with the Installation Ceremony in St Lawrence Jewry, which has now become a public occasion during which Reverend Canon David Parrott supervises the clothing of the New Master and Wardens. This year Ian Mason (The Master) and his Wardens, Tony Ward (Senior Warden), Michael Parrett (Middle Warden), Sir Vivian Ramsey (Renter Warden) and Arthur Seymour (Junior Warden) were clothed. After the service, the assembled company joined around 160 Company members and guests at the Installation Dinner in Grocers' Hall.

The next formal dinner was the Livery and Awards Dinner, which was held in February at Goldsmiths' Hall. This is the dinner where we formally present our military awards and scholars' prizes. It was attended by some 200 members and guests.

Three civilian prizes were awarded – the Constructors prize, the David Tong Cup and the Royal Charter Award for Excellence.

Three military awards were also presented: the HMS Lancaster Prize, the Shafting and Shoring Cup and the Air Commodore Dow Trophy.



Firstly, we awarded our civilian prizes, starting with the Constructors' Prize and the David Tong Cup.

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Constructors' Prize: - Robert Lilly BSc(Hons) Building Surveying



Robert graduated from the University of Westminster in June 2016 with a First Class Honours Degree in Building Surveying. Robert undertook the degree course on a part time (day release) basis whilst employed with W T Partnership, a multi-disciplinary building consultancy, providing quantity surveying, project management and health and safety advice. Throughout the duration of his course Robert achieved consistently high grades in his modules, culminating in the award of a first class honours degree.

Robert was an excellent student, eager to help his fellow students in the areas he excelled in and had a great rapport with academic staff.

David Tong Cup (LSBU) - Lloyd Mukutirwa BSc (Hons) Architectural Technology



Lloyd graduated from London South Bank University with First-Class Honours in BSc (Hons) Architectural Technology in October 2016, after completing a five-year part-time mode of study. He is an enthusiastic, ambitious and highly motivated individual. Lloyd has demonstrated great attention to detail and excellent communication skills in all aspects of the course. His dedication to his studies and attention to high standards for coursework were outstanding.

Lloyd commenced his career as a trainee architectural technician, in his native

Zimbabwe. On arrival in London, he supported himself financially throughout his study at London South Bank University, by working as a London bus driver. To complete his degree required superb time management skills, strong dedication and professionalism.

Complementing all these admirable qualities is Lloyd's unfailing professionalism, politeness and friendliness to fellow students and staff alike.

We then turned to our Military awards:

101 (City of London) Regt (EOD) RE - Shafting & Shoring Cup – Cpl Fraser

Corporal Ross Fraser was nominated for the Sheriffs' Award for Bravery on account of his exceptional leadership, bravery and professional conduct during the evening of the 12th May 2016, helping to safely remove a 500kg World War II German bomb from the centre of Bath. The decisive action of him and his team undoubtedly contributed to the safe-guarding of life and property within the city.



On the afternoon of the 12 May 2016 reports were received of a possible unexploded bomb found during the excavation of a school playground in a residential area of Bath. The local police immediately responded by evacuating 1,100 properties to ensure imminent threat to life was reduced. Corporal Fraser, leading the Air Dropped Weapons mitigation section, received authorisation to deploy to the area.

Upon arrival, and following an initial brief by the Bomb Disposal Operator, it was identified that the device was a 500kg WWII Luftwaffe bomb, with the capability to kill and cause significant damage if initiated. With the device having spent the last 70 years buried beneath the ground, there was uncertainty over its sensitivity to shock or any slightest movement.

Early in the morning, the task was made more challenging by the low light levels and confined space available around the bomb. Moreover, in a multi-agency environment and under significant public scrutiny, Corporal Fraser was under significant pressure to complete the task quickly. In this context, he remained utterly professional. Corporal Fraser's team spent the next 12 hours constructing the mitigation shelter. It is undoubtedly as a result of his leadership, bravery and focus that his team were able to deliver the task so rapidly without the requirement to be relieved by others

Corporal Fraser demonstrated the upmost leadership, professional character and bravery when facing a very intense and dangerous situation; he is most deserving of official recognition.

HMS LANCASTER PRIZE



No HMS Lancaster prize was awarded in 2017 as HMS Lancaster was in deep refit and there was no ship's company. The prize was therefore donated to the Royal Navy & Royal Marines Charity and was received on their behalf by Captain Philip Nash RN, Captain Surface Ships, Portsmouth, who is pictured left accepting the donation from the Master of the Worshipful Company of Constructors, Ian Mason.

5001 Sqn RAF - Air Cdre DOW Trophy - Sgt GRAY

Sgt Gray has stood above all his peers on 5001 Sqn Operations Flt in his unfailing support of the build, and maintenance, of Technical Working Environments (TWE) over the last 12 months.

As one of the few General Technician (Electrical) on the flight, Sgt Gray is often called away on tasks at very short notice; it is a mark of this individual that his enthusiasm for deployment is still as strong as it was when he was first posted onto the Sqn. In his own words, he 'lives for' Expeditionary Operations and this can be seen in every aspect of his work.

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During 2016 he has been deployed on TWE Maintenance tasks to Kabul, Minhad and Akrotiri. Additionally, he has been part of Facility Installation Teams that have constructed several Rapid Environmental Shelters in Akrotiri and the Falkland Islands. In addition, he was part of a team that carried out maintenance on the Portable Aircraft Arrestor Gear that is held in readiness to support Op SHADER. In total, he has spent over 150 days away from the UK this year.

Sgt Gray is ever keen to deploy and his obvious enthusiasm whilst away motivates whatever team he is with. He is held in the highest regard by management and peers alike. His talents have been recognised by his recent promotion board and he has recently been promoted to Sergeant.



We then moved on to our international awards, which are jointly awarded by the Building Research Establishment (BRE) and the Company. The quality of the research proposals was so outstanding that the awards panel decided to make two awards for the 2017 International Research Scholar

Firstly, **Dr Zulfakir Adamu**, who is an academic based at Loughborough University. His research was considered by the panel to be highly innovative with huge potential. Dr Adamu's research will focus on "*A serious game for hazard perception & response for health and safety on construction sites.*" This will use computer game technology and software that will enable users to both learn and implement health and safety via "walk through" models. The research objective will also allow this technology to be incorporated in existing Building Information Modelling platforms. The award panel believes that this technology could be easily become a "hit" with both schools and Universities, providing primary and secondary education with a link to the Construction Industry as well as a tool for constructors to train staff.



Second, **Dr Ricardo Condinoto**: He is an academic based at the University of Bath and intends to use the University Campus in his research to establish a "*BIM-Based Management model to minimize environmental impacts and operational cost during the operational phase of a university campus.*" The research aims to develop this model to enable policy makers and practitioners to advise government and city organisations as they seek to make efficiency gains in construction and asset management. The research will focus on the University of Bath with the initial objective of digitally modelling the campus containing some 17000 people and to use this as a platform for data integration, and incorporating the skills of students,

academics as well as outside organisations. To this end the research will also become a teaching and training tool.

On 11th May the Court met at Trinity House, across from the Tower of London. They and other members of the Company then joined a number of our Companions (June Olley and Georgina Craig being the stalwarts here) at a most enjoyable luncheon at which we were very pleased to introduce our two new Companions, Jenny Tomsett and Anna McPeake. We also welcomed Rod and John Taylor, the sons of our late former Master Ronald G Taylor whose courageous exploits as a Captain with SOE during the second world war had recently been commemorated by Brighton and Hove Council when they awarded him blue plaque status. The food and splendid surroundings were thoroughly enjoyed by all who attended.

The last formal dinner of the year was the Sir Christopher Wren Banquet, which was held on 8th June in the magnificent surroundings of Merchant Taylors' Hall. We were privileged to have as Principal Guest the Lord Mayor, Alderman Dr Andrew Parmley and his wife as well as Alderman Sheriff Peter Estlin, and his wife. Some 180 members and their guests including the Masters of the Apothecaries, Builders' Merchants, Carpenters, Chartered Architects and Glass Sellers, accompanied by their Partners & Consorts, sat down to a splendid meal served in a correct, but relaxed, fashion. The musical entertainment reached a high point (literally - the organ loft) when the Lord Mayor played the organ as an accompaniment to the leader of the Harrow Symphony Orchestra string ensemble. All in all, a successful and enjoyable evening which again showed the Company off in a very good light.

On 5th July, the Court met at Vintners' Hall. Following that meeting there was a champagne reception and the annual Court Luncheon. The Master entertained John Skarratt (Master Joiner and Ceiler), James Lee (Master Painter-Stainer) and Capt Martin Reid (Master Mariner). We were also pleased to have with us some of our newly admitted Freemen together with other members of the Company and their guests.

Our final formal event was Common Hall, which was held on 20 September and was attended by 39 members of the Company. The Master thanked all the members who had supported him during his year and announced (God Willing) the Officers who had been elected for 2017/18. They were the Master – Anthony Ward, the Senior Warden – Michael Parrett, the Middle Warden – Sir Vivian Ramsey, the Renter Warden – Arthur Seymour and the Junior Warden – David Sheehan. By the time this issue of the Journal is published they should all have been installed at the Installation Service in October.

TEAMBUILD 2016



As usual, the Company was a co-sponsor of Teambuild, the final weekend of which was held in November 2016. Teambuild issued the following press release after the event:

“This year’s competition challenged teams with a rapidly-developing scenario based on a high-quality healthcare and biomedical research facility. The result was a series of outstanding proposals from 9 inspiring teams, demonstrating true excellence in communication: and finally, triumph for ‘Lighterman’, a team from Eckersley

O’Callaghan, Hawkins\Brown, Hoare Lea, Kier Construction and WSP | Parsons Brinckerhoff.

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That winning team, excelling against a strong field, was formed of individuals from companies across the spectrum of the construction industry. Every competitor, selected after a rigorous pre-Qualification stage, had less than six years' experience in industry; the scenarios were designed to test them to their limits. In this pressurised, fast-paced environment, the competitors demonstrated excellent team-working and collaboration skills. The winning team, named after a pub which hosted some of their preparatory meetings, was awarded a cash prize of £2,000, sponsored by the Worshipful Company of Constructors.

Teambuild 2016 challenged teams to plan, design and present hypothetical proposals based around the New Papworth Hospital; an exciting development on Cambridge Biomedical Campus, currently underway on site. Skanska and HOK were generous enough to provide the teams with real site information to form the basis of their hypothetical scenarios, giving an added sense of realism to the proceedings.



Photograph by kind permission of TeamBuild

Nine teams, representing twenty-four top construction industry companies, made it through to the hotly-contested finals, and impressed throughout with their professionalism, enthusiasm and dedication. Their performance was evaluated by fourteen senior industry figures, each representing a construction institution. This year the panel included Richard Brindley (Master of the Worshipful Company of Chartered Architects), Ian Mason (Master of the Worshipful Company of Constructors), Patricia Bessey (PM Worshipful Company of Constructors), and Professor Dejan Mumovic (FCIBSE).

The diversity of the judging panel was reflected in the institutional membership and employers of members of the winning team: Miles Christoforides (IStructE, Eckersley O'Callaghan); Claire Hicks (WSP | Parson Brinckerhoff), Ahmad Khattab (ICE, WSP | Parson Brinckerhoff); Richard Laplanche (CIOB, Kier Construction); Conor Maguire (ARB, Hawkins\Brown); and Matthew Vice (CIBSE, Hoare Lea).

The Procurement Strategy Prize of £1,500, awarded by the Worshipful Company of Chartered Architects, was awarded by Master Richard Brindley to "We Built That", a team from Bam

Construction, Eckersley O'Callaghan and HTA Design, which included members of the BCU, CIBSE, IStrucE, RIBA and RTPI.

The Winner of the Judges Prize of £1,250, awarded to the team which showed the greatest improvement over the weekend, was Optima, a team from Buro Happold, Jestico + Whiles and Wates, including members from ARB, CIBSE, IET and RICS.

The Considerate Constructors Scheme (CCS) sponsored a prize for Excellence in Construction. This prize of £1000 was awarded to Omnia, a team from AECOM, Eckersley O'Callaghan, Hawkins\Bron w, Mayer Brown and Sweco UK, comprising team members from RIBA, ICE, CIBSE, the Law Society of England/Wales and CNI (Italy). CCS Ambassador John Sayers presented a special award for innovation in the use of construction site hoardings, suggesting graphic treatments to promote jobs in the built environment, and seeking to narrow the construction skills deficit.

Teambuild is a registered Charity, providing education and training in the construction industry. This endeavour has been supported for four years by the LCCI Commercial Education Trust, who this year awarded an individual prize for Leadership. The prize of £500 was awarded to Yuebi Yang, a Civil Engineer from AECOM.

The objectives of Teambuild focus on developing skills in leadership, communication and coordination beyond the sum of the individual's skill. The competition helps identify the way teams must work together in the construction industry by challenging them with scenarios common to construction projects across the UK.

The overall standard of the event was extremely high, and all eleven finalist teams should be congratulated on an immense achievement. A special thank you to Skanska and HOK, who were the site sponsors this year and enabled us to use this wonderful location as the basis for our questions.”

INFORMAL SOCIAL EVENTS

Our social events had a very strong following, many in fact being fully booked well in advance and this year there was again a varied mixture of events.

Our informal lunches at Ironmongers' Hall continue to be popular, allowing members and their guests to enjoy a good lunch in great company and at an economic price and this year we held four lunches, including our festive lunch. We also met for lunch at the City Livery Club in November following the Lord Mayor's Show

To start the year, a limited number of Constructors were privileged to visit the Canaletto Building prior to its formal opening. Then, later in October, we had a guided tour round the public houses of Fleet Street. Our guide, Rodger Bone, proved to be both excellent company and very knowledgeable so we enjoyed an amply lubricated walk, ending up at the Devereux Arms for a well-earned sit down and a delicious pub meal.

In December, we held our usual Carol Service. This was again shared with the Worshipful Company of Architects and was followed by a splendid buffet reception at Wax Chandlers' Hall. The following Monday we held our annual informal Festive Lunch at Ironmongers' Hall. The event was well subscribed and all present could, if they wished, tuck into the seasonal fare of turkey and Christmas pudding.

Having allowed the spirit level of the festive season to abate, a number of us, with guests, ventured in January to the Scottish Malt Whisky Society where, under the “spiritual” guidance of one of the society's Whisky Ambassadors, we sampled four specially selected “drams” accompanied by suckling pig, crackling and all the trimmings.

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In March, we had a guided tour round Salters' Hall, one of the more modern Livery Halls in the City, having been rebuilt in 1970 to a design by Sir Basil Spence and currently undergoing renovation, but with a tradition dating back many centuries. The principal guide, Anthony Lyster (a Liveryman from the Worshipful Company of Salters), told us much about the history of both the hall and the Company, with many of us not appreciating beforehand the importance of salt in

earlier times. We were also privileged to see the wonderful collection of silver that the Salters' Company owns. Following the tour, we made our way to the London Wall Bar and Kitchen for a sit-down meal.

In May, with both calm and pleasant evening conditions, several intrepid members and their guests ventured onto the River Thames in a Rigid Inflatable Boat (RIB), journeying at high speed from Westminster Pier past Tower Bridge and back before making their way to a local hostelry for a pub meal. A good time was had by all as can be seen from the photograph taken on the way up river



May also saw the annual inter-livery clay pigeon shooting event courtesy of the Worshipful Company of Environmental Cleaners for charitable causes. With some of the usual suspects unable to attend this year CA Henry Lamb looked around and, with some help from CAs Iain Meek and Jane Wright, managed to put together a team consisting of himself, Iain Meek, Colin Sach of the Worshipful Company of Bakers and Graham Brown, a Director of Savilles. After a breakfast roll of bacon, sausage and ketchup washed down with a gallon of strong coffee, the action got under way, despite the heavens opening. Shooting over, the participants traipsed back to the marquee for the legendary lunch of Hog Roast and

other assorted roast meats and side dishes. Lunch consumed, there were a few speeches and words of thanks. Prizes were given and a representative of the Lord Mayor was given a substantial cheque towards his chosen charity.

A very successful Master's weekend took place in June as is reported elsewhere in this edition of the Journal.

July saw two other annual "sporting" events, the Golf Day and the Sailing Day.



The Golf Day and summer meal, was held at Croham Hurst Golf Club and was attended by 18 members and their guests with 7 members and guests joining the golfers for the meal. The Members' competition was won by Melville Dunbar and the Guests' competition by Janet Aldread. As usual, our thanks must go to PM Alan Longhurst for organising the event.



Later in July a few souls braved the elements, courtesy of CA David Sheehan, and spent a blustery day sailing in the Solent, where they shared the waters with one of the largest US aircraft Carriers – the USS George H W Bush, complete with its impressive array of aircraft.



In September 27 Members and Guests were entertained by the Company of Pikemen and Musketeers at the Honourable Artillery Company. The occasion gave everyone an insight into this country's oldest regiment, its Grade I listed headquarters building and the unique, royally warranted, ceremonial bodyguard of The Lord Mayor of London.

New Members

At the 211th Session of the Court held at Wax Chandlers' Hall on 8 December 2016 James Shannon and Peter Geraghty were clothed as Liverymen and Gareth Dearing was admitted to the Freedom.

At the 212th Session of the Court held at Goldsmiths Hall on 15 February 2017 Adrian Stammers was clothed as a Liveryman; Darren Jobson and Douglas Johnson were admitted as Freeman and Jack Holmes was bound as an Apprentice.

At the 213th Session of the Court held at Trinity House on 11 May 2017 Cheryl Moreton and Jason Farnell were clothed as Liverymen, Matthew Bines, Taj Sangha, Paul ISingh, Dr Deborah Pullen, Professor Charles Egbu Dragan Krstevsky, Nihat Ozdal and Ender Soyuak were admitted as Freeman and Andrew Thompson and Helen Wright were admitted as Yeomen.

At the 214th Session of the Court held at Vintners' Hall on 5 July 2017 Sqn Ldr Mike Alden was clothed as a Liveryman and Alan Munson was admitted as a Freeman.

At the 215th Session of the Court held at Wax Chandlers' Hall on 20 September 2017 Gary Jackson, Paul Singh, Ender Soyuak and Nihat Ozdal were clothed as a Liveryman, Rhys Morgan was admitted as a Freeman and Joseph Story was admitted as a Yeoman.

Event Attendance

The Company organises many events each year, some formal, others much less so, and for these to be successful we need our members to support them. During Ian's year we held 27 events. Just under 50% of our members attended at least one of the events, whilst only 6 members (2.0%)

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attended 50% or more of the events and 13.5% of our members attended only a single event. The Events Committee are keen to increase this attendance and will take notice of any suggestions that have been made in the Membership survey. Our active membership remains somewhat lower than we would like and we are always seeking to find new informal events for our members to attend. A good example of this is the inauguration some years ago of the “Constructors’ Lunches” at Ironmongers’ Hall at which attendances continue to grow.

Constructors’ Lunches

We have been holding informal lunches at Ironmongers’ Hall for several years now, and they are proving to be very popular events. There have, however, been several suggestions that we should expand our horizons here -perhaps looking at different days or different venues. We continue to consider this but to date we have not been able to find a venue that is as cost effective as Ironmongers’ Hall, and they only run these lunches on a Monday. We are however considering increasing the frequency of these lunches, and will perhaps use other venues if we can negotiate a reasonable deal with the venue, but our researches to date however suggest that other venues may charge significantly more than Ironmongers’ Hall, thus putting the lunches outside the reach of many of our younger members.

Event Feedback

As those of you who attend our various events will already know, we always seek your opinion on how well the function meets your requirements and wishes. We have now been doing this for about three years, and have shared the results with you in the last two issues of the Journal. We are doing the same again this year.

As you know we now use a web-survey format provided by esurv.org®. Those of you who have attended an event are sent an e-mail after the event giving you access to the relevant survey on the esurv.org® website. You can then complete the survey on whatever device you prefer to use. The completed surveys are anonymous to the Company (unless you decide to put your name on the form) and are collated by esurv.org® in such a way as to give us a report that is then transcribed onto an Excel spreadsheet for distribution to the Chair of the Publicity and Events committee and then to



Court via the Reporting Warden. Yet again, nearly all our surveys this year have resulted in “Very Good” and/or “Excellent” average markings. Looking back over the last year (previous year’s figures in brackets) 95% (94%) of responses marked events overall as “Very Good” or “Excellent” and value for money was marked as “Very Good” or “Excellent” in 95% (94%) of the responses. These figures

would suggest that, whilst we should not be complacent, our events over the past year have continued to meet the requirements of our members. The Publicity and Events committee hopes to provide an even better and more varied programme of events for next year. As such, they would welcome suggestions from Members for informal events that our Members might find attractive. As always, we are looking for unusual, but not necessarily expensive, events and will endeavour to find refreshment venues afterwards that Members would find conducive to extending the fellowship experienced during the preceding event in an even more relaxed style.

VOLUNTEERING

Livery Schools Link has now been restructured. It is internet based and has a brand new website at www.liveryschoolslink.org.uk. We are very pleased to announce that the Worshipful Company of Constructors is part of the first phase of Livery Companies taking part in the launch of the Livery Schools Link Volunteering Platform. This technology driven concept enables teachers and schools to make requests for volunteers that can be fulfilled by the Freemen and Liverymen drawn from Livery Companies.

Having signed up to assist, Livery Company volunteers can help with:

- Motivational Career Talks: Inspire the next generation by giving a career talk in a class or to an entire year group on topics such as how you moved from education into work as well as sharing your unique career insights and advice.
- Supporting Career Days: Help on school career days including café conversations/speed networking in small groups, mock interviews and providing CV tips and advice
- And more...!

Livery Schools Link is now promoting the platform to schools and teachers for them to make requests for volunteers. The platform then emails volunteers who have signed up advising on any matching opportunities that they may be interested in.

If you feel that you would like to take part in this excellent initiative then please register your interest on the Livery Schools Link website, or contact Honorary Court Assistant John Sayers, who is our liaison officer with Livery Schools Link.

Our Livery feels that this is an excellent initiative, which now takes over in part from our mentoring workstream. Just a few hours a year could make all the difference. It is also a way for the Company to expand on our successful support of scholarships and awards.

THE CHARITABLE TRUST

The Charitable Trust continues to be the principal administrator of our charitable endeavours, and has again this year supported both our Scholarship schemes and various other worthy causes. They are always looking to increase their income and thus the amounts that they can disburse, so if you feel you can help in any way do please contact the Chairman of the Trust – Honorary Court Assistant Ken Kent.

MEMBERSHIP SURVEY

The Membership Committee thanks all members who responded to the recent survey and will publish the results in due course.

Aeternum Vale

We lost several of our long-standing members over the last year and will miss their fellowship, wise counsel and presence in the future. We remember them and our thoughts are with their friends and families.

Liveryman **Peter William Tomsett** Eur Ing CEng MICE FIHT died on 14 November 2016 at the age of 76, after a very courageous and dignified battle with cancer. He was admitted to the Company in December 2000 and was granted Livery in February 2009.

Freeman **Martin Watson** MSt(Cantab) BA(Hons) Dip Arch ARB RIBA died unexpectedly on 16 January 2017 following surgery. He was admitted to the Company in October 2012.

Liveryman Emeritus **Gerard McPeake** died on 8 February 2017 at the age of 91. He was admitted to the Company in March 1997 and was granted Livery in May 2004.

Liveryman **Henry Stephenson** (our Company Illustrator) died on 16 February 2017 at the age of 88, less than a year after his wife Lilian, who was also a Liveryman of the Company. He was admitted to the Company in September 1976 and was granted Livery in December 1998.

A little piece of History

Captain R G (Ron) Taylor

In the report of our formal functions we mentioned that we were pleased to welcome the sons of one of our Past Master's, R G Taylor Esq, who had had a fascinating involvement with SOE during WWII and is pictured below both as he was in 1944/5 and as our Master in 1985/86. His exploits as part of SOE during World War II were recently recognised by Brighton and Hove Council when they awarded him Blue Plaque status in a ceremony that was attended by our Middle Warden, Mike Parrett.



Ron was born in Brighton in 1916. After attending Varndean Grammar School, he obtained an external University of London BSc(Eng) degree at Brighton Technical College, and joined AE Watson as structural designer. During the War, Ron served in the Royal Engineers, rising from Sapper to Captain. He worked on the original Bailey Bridge at the Military Engineering Experimental Establishment, and in 1943 joined the Special Operations Executive. In

1944, Ron parachuted into occupied North-east Italy, and spent five months blowing up trains with the partisans. After the war, he was in public works with the Allied Military Government in Trieste until 1946, when he rejoined AE Watson as technical manager. Ron spent a short period as a lecturer at his old college, and in 1948 joined Costain John Brown Ltd. There followed a period with Tubewrights Ltd as a development engineer, then Ron went to Stewarts & Lloyds, later part of British Steel Tubes Division. He had a major hand in developing and establishing structural engineering with tubes and hollow sections, notably the Boeing 747 hangar at Heathrow



airport. Ron left British Steel at the age of 59, and set up his own practice as a consulting engineer. Ron was a member of the Council of the Institution of Structural Engineers, and a Visiting Professor in the Department of Civil Engineering at Surrey University. He was Master Constructor 1985/86 and he continued to work into his eighties, passing away in 2002 at the age of 86.

Thirty years ago, in April 1987, Ron took part in a special conference held under the auspices of the University of Bolgna, at which he described some of his SOE work during WWII. The mission he was on was arranged to drop into an existing mission in Friuli with the special duty of carrying out acts of subversive activity and sabotage in the zone. The mission consisted of Lieutenant Ronald Taylor, Lieutenant R. David Godwin and Corporal Mickie Trent (Gyurie). Corporal Trent, a Hungarian by birth, could speak twelve different languages reasonably fluently.

His paper to the conference said “The drop took place on 13 August 1944. The landing ground was sited at the summit of Mount Joannis and although the line of fires was locally shielded by the uneven terrain their glow could be seen for miles. It was quite certain therefore that everyone, including the enemy, knew what was happening. The flight was in an unarmed Dakota aircraft on a perfect night and the pilot dropped us all within a few metres of the fires. My arrival was greeted with enthusiasm by an Italian partisan who kissed me on both cheeks. I was glad it was dark — that had never happened to me before!

At first light, we descended to Canebola where we became objects of interest and curiosity. Arms, ammunition and plastic explosives were dropped at the same time.

Lieutenant Godwin spoke fluent Spanish and was able to communicate reasonably well with the partisans whereas my initial effort at instruction in the use of explosives was largely by sign language. This did not hinder our efforts and to assure our HQ of our safe arrival several kilometres of high tension pylons were cut down in the first week throwing a large area of Friuli into darkness, as, in our ignorance, we had cut the weak link in the electricity supply grid.

We then set about the formal training of saboteurs. Training courses lasting three or four days were held in village schools or in the open at various centres in the zone. After that the successful students would be given a job to do and having passed the test were entitled to wear with pride the appropriate badge. We received a message from our HQ stating that “From this day onwards the RAF will keep the Brenner Pass closed to through traffic. Kindly do the same to yours.” Such an order could not have been more appropriate to the disruption of the Pontebba line which at that time carried enormous quantities of supplies to the front and, additionally, was the route by which much war-booty was to leave Italy. Partisans were trained, in complete darkness, to place prepared charges on the railway lines in a matter of seconds. The first attempt failed when the explosive cut a hole in the web of the rail and a troop train passed safely over it. There are probably a few hundred Germans alive today who do not realise how lucky they were. No mistakes occurred after that and the number of disruptions was so great that instead of reporting each one as it happened we sent in a weekly summary of sabotage. Apart from the railway line, other targets were hit, on occasion, by reporting them to the RAF as suitable targets for fighter bombers. So intensive were these activities in the area of Reana that the railway line was fully patrolled by the enemy between strong points at regular intervals but without success. The areas around any derailed trains were planted with delayed action time-pencil explosives which, on detonating, in the following days caused all the Todt labour force to down tools. By those means the line could be kept closed for longer periods.

The enemy began patrolling the front line of our zone with irregular but increasing force, using Cossacks, one detachment of which based themselves at Nimis. This was a hindrance to road

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communications by our newly acquired fleet of motorcycles and it was decided to remove the nuisance. We possessed no heavy equipment but had a few Italian mortars and a wide variety of automatic weapons, most of which were supplied by almost nightly drops on the landing ground at Mount Joannis. Hand-made 'grenades' (old cigarette tins filled with plastic explosive) were made. After some five days of intense activity the final assault took place and the Cossacks surrendered.

It was just as well they did because of the difficulty of supplying our frontline forces. Most supplies having been dropped overnight were carried by Friulan women across country to the partisans the next morning.

By this time, we had several trained groups working at specific intervals and their nuisance value was such that, inevitably, the enemy had to do something about it. Our intelligence organisation covered most troop movements and the whole of north-east Italy and we learned that a rastrellamento (search) was to take place using Fascist forces and Cossacks supported by Jaegar troops on the way to the main front from Germany with all the necessary armour and weaponry. We therefore decided to turn our zone into a protected area with defence in depth. Roads and bridges were mined, roadblocks built and points of weakness covered. One bridge over the railway was demolished as a south-bound train passed under it, cutting it in a half. The repair train the next day and the mobile railway crane the day after were each derailed in turn causing chaos locally.

Early in August the nearest enemy HQ was at Faedis but this soon moved out in the interests of its own safety and our HQ was moved from Stremis to Forame where we occupied part of the first floor of a house at a bend in the road. Here we took the unusual opportunity of raising and lowering the Union Jack at the appropriate times daily, much to our pleasure and that of our Italian friends.

None of this activity could have been possible without the full support, unstinting assistance and great courage of the Italian partisans and particularly the Friulani — a people which we, the 'Missione Inglese', learned to respect and admire. Surely, they suffered not only in their daily lives but also through the terrifying visits and actions of the Cossacks. No home was safe, no woman or child respected. Anyone known or suspected of supporting our cause would be dealt with in brutal fashion without mercy. Yet not once were we betrayed and we were always made welcome with the richest reception in the poorest homes.

Our stay in Forame came to an abrupt end on 2 October 1944 when, in the afternoon, we were almost surrounded and, in any event, running short of ammunition. God was on our side and the rain poured down turning the early evening into premature darkness and that night a substantial part of the partisan forces and all the English mission crossed the Natisone to the East. We marched for 36 hours in non-stop rain through forests as black as ink — so dark that each man held the tail of the man in front and no-one could see his own feet. Friulan guides must rank with the best in the world — no Indian could have done better.

Ten days later — ten days without radio communications to our HQ — we returned with a nucleus of partisans back over a tiny bridge across the Natisone which was now a raging torrent. Sergeant MacDonnell recovered a battery hidden for us by a local villager under some chestnuts and within 30 seconds had restored communications. Now we had to keep on the move — most trees in our area were deciduous and the first snow had already arrived. Army orders proposed a toning down of activity in anticipation of the final efforts in the next spring. Sabotage was restricted to the occasional but regular derailment of trains and the demolition of existing workshops primed to make machines and parts for the enemy. Not all our plans were successful. One major act of sabotage to destroy a fleet of locomotives, a substation, railway bridges and crossing points, although

meticulously planned, and confirmed through special messages by the BBC, failed through poor communication at main army HQ and 40 or so brave men were put at risk. Some were captured and died in the attempt. The English mission was both dismayed and furious at the let-down yet remarkably not once, either then or since, has any partisan expressed hostility over that failure. Sadness, regret, anger, yes, but directed more in sympathy with us than antagonism. Such is the measure of our mutual respect — even now.

With reduced activity and receipt of a most welcome radio- message detailing the line of the Allied Advance in the 'Spring Offensive' we were asked to provide information and intelligence related to that movement.

The response to that request was prompt and efficient. Details of strong points, armaments, bridges and on occasion even the reinforcement and thickness of concrete were provided for a wide area. A town plan of Udine was produced giving every enemy location. All this in addition to reported troop movements continuing through this period.

Winter was biting hard, some partisans were without proper protection and footwear — we managed, remarkably, with normal army issue uniform, including string vests which were not changed for months. New Year's Eve at the end of 1944 was spent in a little mountain hut two metres below snow level on the saddle of a mountain overlooking Cividale, where, to the amazement of those partisans present, we insisted on singing and their joining in the traditional Auld Lang Syne. We felt better after that.

We had lost Mickie Trent reported killed by an enemy patrol while east of the Natisone. It was time for us to return. On 12 January 1945, we started on foot from Friuli via the Osoppo HQ at the malghe (alpine huts) of Porzus towards the east and Slovene 9th Corps. At the malghe I was fortunate to have my frozen foot rescued with no worse than a frostbitten toe through the prompt action and expert knowledge of partisans who had served in mountain warfare with the Alpini in Greece.

Later, after a month's cross-country journey through much fresh snow, some mountains and many hills, mostly uphill it seemed, we arrived at Cmornolj in Yugoslavia and on 18 February 1945 were flown back to our side of the main front line.

My recollection of those days, above all, remind me of a people determined to achieve victory with little regard for their own personal suffering.

Through them we have established bonds of friendship that will endure beyond our lives through sons and daughters who are already carrying on the collaboration established by their English mission.

On odd occasions, in the winter, the tip of my big toe burns and I remember those times as if it were yesterday."

TRISTAN DA CUNHA

Freeman Martin Watson of Brock Carmichael Architects, who sadly died unexpectedly earlier this year following surgery, was tempted by the unique challenges of an R.I.B.A international design competition to create a self-sufficient sustainable strategy for Tristan da Cunha, the most remote inhabited island in the World. In 2015 Martin assembled a multi-disciplinary team of experts

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including Middle Warden Mike Parrett. Over 12 months later the people of Tristan da Cunha chose the Brock Carmichael team's proposals as the winning entry to take forward!

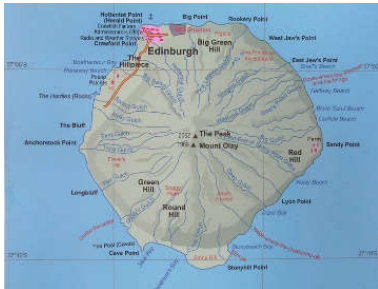
The project is unique, as the island sits within the middle of the South Atlantic Ocean. It has no airport, limited harbour facilities and internet connectivity, and can only be reached by a seven-day voyage on a commercial ship that sets out from Cape Town just eight times a year. It is also a volcanic island that last erupted in 1961!

In addition, the island is prone to regular hurricane force winds and high seas that often restrict disembarkation and unloading to 65 days of the year. With little available timber the only locally sourced building materials consist of basaltic rock, beach sand and seaweed.



The proposal includes the replacement of several government buildings, with consideration for improvements to residential buildings that would tackle issues relating to the damp maritime environment, and lack of insulation and central heating. It also featured proposals to reduce energy consumption, improve water management and achieve the island's ambition to have at least 30-40% of its energy needs met by renewable means within the next five years.

A Capable Community the Source of Sustainable Living



Our approach was informed by many years of research and experience in delivering practical, socially sustainable development projects – and is based on the notion of construction as a social process and the source of sustainable living being in the resilient capabilities of a community. Our solution involves a combination of gradually improving the islands existing building technology as well the partial prefabrication of key elements that can be manufactured on the mainland and assembled in a community factory on the island.

Alex Mitham, then the Tristan da Cunha Administrator and Head of Government, said “The Island Council felt the Brock Carmichael team had developed a very strong set of proposals that demonstrated both a practical approach and an in-depth understanding of the issues.”

Fundamental to the process is the application of 9 principles of participation that will safe guard the islands unique culture during periods of transition. This will ensure the community maintain control while providing positive interventions and adaptations over a period of time. The local population is already adept at making, mending, growing, building, farming, fishing and protecting its wildlife and environment. Over a course of time key people would be trained in any areas of expertise required to

deliver these design proposals and acquire the knowledge and skills that can be passed down to generations to come.

The proposal includes the development of a bespoke enveloping system with low tech low energy environmental services to improve people's homes and quality of life. The system will be implemented using a materials import & logistics strategy using BIM technology. This will optimize the shipping of goods, reduce waste in materials and transportation costs and ensure imported materials can be fully recycled or supplemented by a long-term maintenance plan. This could utilize potential future island resources such as sheep wool, basaltic blocks and even the processing of seaweed!

The winning team included Brock Carmichael Architects, Dr G Speller of the University of Surrey, Oval Partnership, Arup International Development, Multi-QS and Mike Parrett of MPA Engineering.

Mike Parrett – Senior Warden is at the forefront of building science



Our Senior Warden, Mike Parrett, is a well-known and much respected independent consultant building pathologist. One of his specialisms is the treatment of damp in building structures and he is greatly concerned by the possibility of commercial misdiagnosis of damp in structures by “specialist” contractors who often propose remedial works from which they benefit commercially and, whilst they offer attractive long-term guarantees, do not always address their comprehensive resolution of all forms of dampness. Mike believes that the initial diagnosis of the problems with a building is

absolutely crucial, and the commercial independence of any building pathologist is paramount.

In a recent article for the RICS he says “The Paris Climate change accord witnessed governments from around the globe signing up to capping the earths warming to 2 degrees Celsius above pre-Industrial levels. The requirement of even lowering the global warming temperature still further is considered to be necessary by many scientists who predict more global weather catastrophes in the future if we fail to meet or exceed these target levels. Whilst the phenomenon of cutting greenhouse gases is not new to us, the Climate change act was first introduced in the UK in 2008 setting the standard for Carbon reductions by 2050. It focused on more airtight buildings, more energy efficiency in buildings with greater insulation and other retrofit solutions to reduce heat loss from the fabric of the building and in doing so reduce carbon emissions from conventional use of fossilised fuels. Alternative energy sources have grown up, although despite the urgent need to move away from burning carbon emitting fuels, government subsidies have been reduced or removed altogether for some alternatives for example solar farms.

However, we should remain concerned in the wake of this drive for greater energy efficiency for the millions of home in both the private and public sectors where retro-fit solutions to improve thermal resistivity by hermetically sealing many of our homes is also entrapping moisture and in many quarters we are witnessing a rise in cases of mould and dampness with the resultant ill health of occupiers.

Identification of both the cause and source of a dampness problem is often complex; is the dampness and mould due to use and occupation of the building, building defect, building design and construction or any combination of these principle elements?

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Some types of cavity wall insulation retain moisture within the cavity wall void increasing the risk of dampness into the habitable space. A high proportion of cavity walls contain physical blockages from the original construction and where interventions have been made to walls and alterations which results in debris dropping into and blocking the cavity wall void creating obstruction when the cavity walls are filled with insulation material.

Different genres of buildings give rise to specific constructional problems which result in endemic dampness problems which often go undetected for example moisture transfer through a suspended solid floor where there is no vapour barrier or from solid floors to many inter war homes where they lack an adequate damp proof membrane.

To simply apply broad brush stroke retro-fit solutions to existing buildings that reduce heat loss without considering the consequences of doing so is proving to be a huge mistake. For example, how many cavity wall voids get optically checked before retro-fit wall insulation is inserted? And yet we find a very high proportion of cavity wall voids physically blocked from rubble and arisings due to the original construction processes and from alterations to the building subsequent to construction.

The Society for the Protection of Ancient Buildings commissioned a study a few years ago to properly measure and monitor the U values of different types of wall construction in older buildings where the results of actual thermal resistivity were found to be far better than many software programmes, that calculate U values could produce. This was found to be due to a lack of adequate or accurate data in the software programmes that recognises the different types of external walls in ancient or much older structures. The result was that many of our older and ancient structures were performing far better with significantly lower rates of heat loss than had previously been understood.

The Public Health Act of 1875 and the Model Building Bye-laws of 1877 marked the introduction of physical horizontal damp proof courses in walls. However, solid floors and fender walls to the fire hearth were yet to receive a damp proof course or membrane for a number of decades following. Some more modern practices of solid floor and suspended solid floor construction were still not receiving damp proof membranes even through to the late 1970's and early 1980's. Many of these types of constructions through past genres have suffered widely from ground moisture permeation.

No fines concrete panel walled buildings have been very problematic due to rapid heat loss and inherent higher costs of heating and higher incidents of condensation dampness and mould. These buildings were very popular to address the requirement for mass housing following World War II, which resulted in a high number of houses and multi-storey blocks being rapidly constructed during the late 1940's, 1950's into the 1960's with wall thickness reducing from around 300mm to 200mm over the same number of decades. Many have been subsequently improved with external wall insulation and despite this, in a number of cases; condensation dampness and mould persist within the habitable spaces.

If we are to avoid the pitfalls of creating damp, mouldy and albeit warm homes at the expense often of occupiers health, what is required is an in-depth understanding of building pathology incorporating the methods and application of different forms of measurement and monitoring before determining the most appropriate remedial solution to either manage or cure the dampness problems integrated with retro-fit energy saving solutions – It must be an interdisciplinary approach driven by independence.”

Our Members

Martin Watson



Martin was born in 1962 and died on 16 January 2017 following surgery. After secondary school, he completed an Ordinary National Diploma in Construction before studying Architecture at Manchester Metropolitan University. He achieved a BA (Hons) and Diploma in Architecture, a 1st Class honours in Architecture and was highly commended for Urban Design. In 1991 he became a Chartered Architect, thereby furthering his belief that construction is a collaborative process. He followed this by reading Interdisciplinary Design for the Built Environment, where he graduated with a Master's degree from the University of Cambridge. He participated in the 2012 IDBE CEM Cambridge Union debate, successfully arguing against the motion 'This house believes

regulation stifles innovation'. Whilst at Cambridge, he wrote an essay, 'Arkwright Town and the Eldonians - A comparative study of socio economic and psychological aspects of displaced communities in the UK'

In his early career Martin was involved in the development of a new village master plan and community primary school of Arkwright Town. This early learning was important to him and provided the inspiration to write his acclaimed essay, which received an honorary citation at the 2013 Chinese Urban Housing conference, the first time this honour had ever been received by a western architect. The presentation was equally well received at the 2014 International Union of Architects World Congress in South Africa.

In 2014, Martin was appointed as Associate Adjunct Professor at the Centre for Housing Innovation at the Chinese University of Hong Kong and led a module on Housing Design and Development. He recently led the multidisciplinary team at Brock Carmichael Architects that won the 2016 RIBA International Design Competition to establish a self-sufficient and sustainable future for the people of Tristan da Cunha, the most remote inhabited island in the world.

Martin had a distinguished architectural career for more than 25 years, mostly with Brock Carmichael where he was a full equity partner and director of operations with lead responsibilities for innovation in offsite manufacturing and education. He also helped develop Brock Carmichael's business in China and was a director of the Octagon Partnership, a unique sustainable architecture collaboration between the firm and the Oval Partnership architectural practice. He was a committee member of the Liverpool Architectural Society and a Freeman of the City of London through his membership of the Worshipful Company of Constructors to which he was admitted as a Freeman in October 2012. He also remained an active and committed supporter of 'Habitat for Humanity on Poverty' alleviation projects in the UK and China. The City of Liverpool College has decided to name a new suite of STEM laboratories in Martin's memory – a fitting tribute for such a distinguished Architect.

Martin is survived by his wife Margaret (who has recently accepted our offer to be a Companion of the Company), children Alex and Esther, his parents Brian and Edith, identical twin brother Tony and younger brother Chris.

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Peter Tomsett



Peter was born in 1940 and passed away, aged 76, on 14 November 2016 after a very courageous and dignified battle against cancer. He leaves behind his wife, Jenny, daughter Claire, sons Paul and William and grandchildren Lucas and Florence.

Jenny writes: "During his life, he worked hard and played hard. He was a partner in a very successful civil engineering company and retired at the age of 59.

He was a keen and competitive sportsman, having skied, played football, squash, tennis, hockey and latterly, golf. He was always keen to put something back into the sports he played and would work hard on committees. He was Chairman then President of our hockey club and Seniors' Captain at the golf club.

He had a real zest for life, had many endearing qualities and he touched many lives in so many ways. To some he will be remembered not only as a very close friend but also as a bit of a prankster. Many of them would be at the receiving end of one of his practical jokes! He was also known for being a great listener and many a time he would be there for friends who needed a special friend to talk to. It was a great testament to him that some 270 people attended the service to celebrate his life.

His greatest love was that for his family and regularly the whole family would holiday together in Portugal. He was never happier than when we were all together, and he will be sadly missed by all those who were lucky to have been part of his life."

Gerard McPeake



Gerard's widow, Anna, writes: "Gerard was married to his first wife, Mary for 33 years, having 6 children, (5 boys and 1 girl), 14 grandchildren and 6 great grandchildren. Then, after Mary died, Gerard and I were married and we too had 33 years of a very special married life.

Gerard enlisted in the Royal Air Force in 1943, when he was 18, and was assigned to Bomber Command, which, after demobilisation, afforded him the beginning of a great career. In 1951, he gained a BSc in civil engineering and as time went on he held a series of project management roles in projects such as hydro-electric tunnels, Lairg Dam and power stations, laboratory plants, open cast coal extraction,

high-rise housing, hospitals and many other large-scale engineering projects.

From 1964 he moved into Director position – he was Managing Director with FRAM, which became Fairclough and then Amec. His last great joy before he retired at 65 was with the Amec - PSA new airport on Ascension Island.

Professionally, he was a past Chairman of the Scottish Branch and a member of the national council of the CIOB, of which he became a Fellow in January 1968. Alongside this Gerard also managed such leisure activities as sailing (he raced yachts), Cathedral Architecture, spectating at rugby football, curling and, in later years, extensive holiday travels. He was also an avid reader.

In retirement, while I was working as a Head Teacher, he went to the local college and took a one-year course in electric typewriting and a two-year course in Chef/Hotel catering. He then started the Open University and after six years gained a BA (Hons) and a Diploma in European Humanities, graduating in 1994 at the age of 76.

Gerard had a great interest in apprentices and work development, which are strengths of the Livery. He was awarded the freedom of the City of London in September 1977, admitted to the Company in March 1997 and became a Liveryman of the Company in May 2004. Gerard passed away on 8 February 2017, aged 91. May he Rest in Peace”.

Our Company Illustrator - Henry Stephenson



This year, not long after his beloved wife had died, our Company Illustrator, Henry Stephenson also passed away at the age of 88, having struggled with both the recent loss of his wife, long-term illness and latterly, the onset of dementia, something which, for someone with an impressive intellect and purposeful mind, must have been a real blow. Whilst this article focuses to a large extent on Henry one can never think of him solely, as he and Lilian were inextricably intertwined and as well as being a member of the Company, Lilian remained an essential part of his life and times.

His daughter Madelaine writes “Henry was born on the 11th Oct 1928 in Selby to Henry and Amelia Stephenson. He always loved Yorkshire, the beautiful countryside especially the moors, and the straight-talking warmth of the people drew him back for many lovely family holidays, revisiting his childhood haunts in Betsy, the family’s first car.

Henry senior worked for the railways while Amelia, cared for the home. Young Henry had an older brother George whom he adored. George was 13 years older, and provided guidance for the young Henry especially after his father died. Henry described his dad as a firm but loving parent who adored Millie his wife and he had memories of his dad playing with him despite suffering from angina, which eventually took him when Henry was 5 years old and made a profound impression on young Henry, who had been sent by his mother to the Crosby and Porters Orphan boarding school so that he was spared the trauma of watching his father die. Although missing his mother terribly, Henry loved his time at the school, thriving there both socially and educationally, so he was sad when war broke out and all the boarders had to leave because the school couldn’t “blackout” the great old building.

Because Henry had a fine singing voice he was auditioned at the Ripon Cathedral Choir School. His talents and enthusiasm as a choir boy were noticed and nurtured by the formidable presence of his beloved mentor Dr Moody, who taught Henry to read music and play the organ and piano as well as sing. He eventually become the chief chorister at Ripon and his intense love and appreciation of Choral and spiritual music remained with Henry all his life.

In the meantime, Henry’s mother had moved to Harrogate and Henry attended Harrogate Art College, where the curriculum was very traditional and long hours were spent learning isometric and axonometric perspective, the foundation for any architectural drawing. But sadly, his education was disrupted again as despite his obvious talents as an artist Henry had to leave art college when he was called up for military service.

The Company

Always one to make the most of any situation, Henry joined the Royal Signals and was posted to Malaysia. He enjoyed his time there, preferring to spend his spare time with local people rather than staying in the barracks. Also, always keen to learn; Henry would pick up words and phrases, whenever he had the chance and he continued to learn languages throughout his long life.

After returning from Malaysia, his brother George invited Henry and Millie, (their mother) to join him in London and Henry applied for a job with the established wall paper and textile firm Sanderson. It was there that he began to hone many of his design, drawing and illustration skills and exquisite model making. From Sanderson's he spread his wings and began to work on a wide range of projects with Beverly Pick, Charles Hammond and Terence Conran, to name but a few. He applied his talents to all areas of design; exhibition display, furniture, (developing early innovative flat pack prototypes) table of the year for Heals, interiors, for domestic homes, ships, caravans, restaurants, hotels, banks and even Regent street decorations over several years. He worked on numerous illustrations and magazine articles including work for "House and Garden", "Interiors", "Light and Lighting" and, perhaps more surprisingly "The Thunderbirds Annual".



It was in 1954 that Henry met architect Lilian Stephenson at a private party being held for him by "House and Garden" in Mayfair. Henry described how he was playing the piano, and heard Lilian's beautiful voice as she entered the room. Captivated by her; he changed the tune as she approached and began to play Tommy Dorsey's "Lovely lady, I'm falling in love with you...". They chatted; and romance blossomed. Later as Lilian was getting ready to leave with a male friend, Henry saw her getting her coat, and determined to take her home himself; abruptly slammed down the piano lid and said, "Party's over!" then turning to Lilian; "I'd like to take you home". This was the beginning of a passionate lifelong romance of 62 years, intertwining all aspects of their lives together, career, family and friends.



Henry and Lilian married on his 27th birthday in 1955 at Chelsea Town Hall. Their first daughter, Merrilyn was born in 1956 and in 1964 their second daughter, Madelaine, was born.

Henry and Lilian's written observations established them as pioneers in avant garde thinking. They wrote many research papers on new technology and their books were often seen as revolutionary. For example, 'Interior Design', published in 1960, introduced the concept of flat-pack furniture, while 1963's 'Exterior Design' argued for past and future designs that were flexible enough to adapt to future social and planning needs. Early commissions included the design of the logo/branding for the Londis chain of stores and the 1960 street decorations for the Nigerian independence celebrations in Lagos. Henry even won "Table of the Year" for one of his designs for Heals.

As their reputation grew Henry and Lilian began to be invited to give special lectures at Polytechnic of the South Bank (PSB) (then the Brixton School of Building) as visiting practitioners. This was the

beginning of a very long relationship that spanned 52 years, with Lilian eventually becoming Head of the Department of Architecture.

Teaching and lecturing was such a joy for Henry. As an eternal student himself; it was an exciting adventure where he could share his enthusiasm and love of his subject, encouraging students to develop their own talents and ideas. Henry and Lilian lectured at several institutions across the UK – including Cambridge and London University. Through the Council of Industrial Design, they taught lay people, as well as professionals. Henry also taught at the prestigious London-based Incbald School of Design from its beginning in 1960; becoming Director of Visual Art Studies from December 1981 and later, in 1989, being appointed coming Director of the Faculty. Henry loved working with young people so much; that he continued teaching on their Summer courses way into retirement in 2000!

Henry's and Lilian's contribution wasn't limited to their professional work. In 1977, he and Lilian become the first professional husband & wife team to become liverymen in 800 years and were granted the Freedom of the City of London simultaneously. This became the opportunity to become more involved with charity work and awards, encouraging the next generation, and to reward great achievements.

Henry almost always had a sketchbook in hand. Indeed, in later life he drew all Sir Christopher Wren's churches in the city of London. He was always present with Lilian at our events, and he soon became our Company illustrator. Even if Henry hadn't a sketch book, the menu or in fact any scrap of paper would do! Henry and Lilian adored these events, loving the opportunity to meet with friends and colleagues and contribute to the philanthropic works of the livery companies. Lilian also became a member of the Worshipful Company of Educators. These two great Livery companies gradually became the focus of their lives in retirement, bringing enormous pleasure and joy to them both.

Henry cherished his family and friendships. He was delighted when he became a grandad, he even volunteered to do Santa's grotto at the grandchildren's playgroup, and encouraged their interest in music, art and, of course, sport! This love was reciprocated, they adored granddad, and in Henry's final hours it was the grandchildren who were there with Henry holding his hand as he slipped into peace.

Henry and Lilian also enjoyed travel. Thus, in 1977, when Lilian needed to take trips to Spain to sort out a family problem; they bought a small flat in Mijas, Spain. This was the beginning of a long love affair with the Spanish culture and People that that bought them much joy and pleasure. Indeed last April, before Lilian became very ill, Madelaine took both Henry and Lilian to their flat in Mijas, in what was a truly beautiful week full of treasured memories. Henry even continued studying Spanish even when he was hospitalised in recent years. Until his final illness he took his phrase book into the care home "for a bit of fun" and he was still inseparable from his sketch books and verb tables!

Lilian, Henry and Madelaine were accomplished Latin American and Ballroom dancers. Henry and Lilian even reached the semi-finals for the Cha Cha Cha at the Lyceum Ballroom, London.



The Company

Despite taking up Tennis in his mid-thirties, and knowing that he wouldn't get to championship level, Henry channelled his passion for the sport into teaching others, becoming a BLTA coach. He spent countless hours on the tennis court, teaching junior squads. He even taught their friend and neighbour film heart throb David Hemmings Tennis for his part in 1966 film "Blow Up".

Everyone was special to Henry, he genuinely liked people, and could light up lives just by being there. This made it so hard for Henry to bear the loses when close family members passed away; so it is unimaginable how he must have felt when their beloved daughter Merry died suddenly in 2009.

Henry was modest about own his talents and achievements and he had an immense respect for everyone and a genuine interest in every aspect of people's lives. A strong, persistent, gentle soul, who oozed humour and spiritual wisdom. He had the strength and courage to be sensitive, and the emotional intelligence to navigate the depths. A truly new age renaissance man, strong enough to love a strong woman with all his heart, tender and compassionate enough to understand and love her vulnerabilities."

Many people in the Company were friends with Henry.

As Past Master Doug Barrat so eloquently said "Henry was an absolute gentleman - there wasn't a bad bone in his body. All of us who knew him well loved him. His drawings on the back of menu cards were legendary."

Our current Master, Tony Ward, said "He was a 'Gentleman' in the true sense of the word, and his like are ever rarer in this day and age. We are the poorer for his passing. We will forever have memories of him in his sketches and drawings depicting our many events in livery".

It is one of Henry's many watercolours of City life that we are pleased to use on the front cover of this issue of the Journal.

Our New Companions

Anna McPeake

Anna Mc Peake, Gerard McPeake's widow, is one of our new Companions. She writes:



"It was with great pleasure that I received a letter on 13 March 2017 from Ian Mason, the Master of the Worshipful Company of Constructors, inviting me to become a Companion of the Company. I do so hope that the example set by my husband, Gerard, will give food for thought to the many young people who are on their own life pathways and who also see the benefits of joining the Livery and particularly the Worshipful Company of Constructors. We did so enjoy and appreciate the Livery functions and so to continue attending one of his interests in my own right was a special opportunity for me.

I therefore attended my first Companion's Lunch on 11 May 2017 in Trinity House, London. My guest and I were welcomed with great courtesy and sensitivity. Past Master John Robson, who had worked with Gerard on the airports at Glasgow and Edinburgh, and who obviously shared professional and social times was at my side at table. This was a quite delightful arrangement. Earlier the Clerk and

Almoner had shared words with us during the Champagne reception, and this was altogether a splendid new start for me.

Jenny Tomsett

Jenny Tomsett, Peter Tomsett's widow, is another of our new Companions. She writes:



It was such a surprise to receive a letter from the Master informing me that it had been proposed and unanimously agreed that I be invited to become a Companion of the Company. In the first instance, I did not know what a Companion was. However, I soon found out and I have to say that I feel it is a huge honour and I know that Peter would have been so proud, particularly as we were unable to commit to as many of the Company events as we would have wished due to us both having health issues over the last five years. Our last event was the wonderful immediate past master's weekend in Edinburgh.

I hope to be able to attend as many functions as I can, formal and informal, and look forward to catching up with everyone.

NEW COMPANY MERCHANDISE



We are always seeking to expand our range of merchandise with items that our members might find attractive. Last year we added a new style of cufflinks to the list as our supplies of the previous ones had run out. This year we have added a Golfing Umbrella as we realised that this was not only an excellent way to publicise the Company at various city events (for example, it always seems to rain on the occasion of the Lord Mayor's Show) but that it would also provide shelter from the elements for our members, particularly those who were devotees of the ancient game of Golf. The Umbrella

is of high quality and has been commissioned from a respected London supplier. After much debate, the colours of Red and Yellow were decided upon, with the Company Crest being emblazoned on each yellow panel (see picture). Our thanks go to CA Henry Lamb for making this happen. The Umbrella is available from the Clerk at a price of £25 plus delivery.

If you wish to comment on this edition of the Journal you can contact the editor at thejournal@virginmedia.com.

If you require more details of the Company, please contact the Clerk at:

constructorsclerk@constructorscompany.co.uk or write to Kim Tyrrell Esq at:

The Clerk, The Worshipful Company of Constructors, 5 Delft Close, Locks Heath, Southampton SO31 7TQ



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Company Merchandise



The Company has regalia for sale as follows:

Ties	£15 each
Silk Scarves	£12 each
New design Cufflinks (pair)	£20 each
Wall Shield	£38 each
Freedom Medal	£75 each
Livery Medal	£83 each
Golfing Umbrella	£25 each

All available from the Clerk.

(postage will be added to each order)

Livery Ribbons are available for purchase by members who take Livery and already have a Freedom Medal. They cost £10 plus postage and are available by contacting the Clerk.

NEWS FROM 5001 SQUADRON (RAF)



The past 12 months have been amongst the busiest in recent history and have seen teams from the Squadron deploy to all areas of the world in support of current British Military Operations.

During the last year the Squadron has also continued to undertake its standing commitments of providing specialist engineering support to the RAF's logistics Air Combat Service Support Units at RAF Wittering, maintaining all of the UK's aircraft shelters deployed on operations around the world and providing Environmental Conditioning support to both the UK's military Radar network and RAF overseas operations.

Early in the year, Squadron personnel deployed to Romania in support of the UK's contribution to NATO's Southern Air Policing Mission. This tasking saw the Squadron construct aircraft shelters which will be utilised by 3 (F) Sqn operating the Typhoon aircraft for a 4-month detachment.

The Easter period brought new challenges and opportunities as the entire RAF Wittering A4 Force and 20 Works Group Royal Engineers deployed en masse to Kendrew barracks in Rutland to undertake EX UNA TRIANGLE; a full Deployable Operating Base enablement exercise. This deployment provided the opportunity to trial new equipment and concepts within an austere environment and proved to be a huge success for both the Squadron and A4 Force.

Throughout 2017, 5001 Squadron has continued its commitment to Operation SHADER; the UK contribution to the fight against Islamic State. The Squadron is currently providing maintenance support and repairs to the deployed aircraft shelters and additional manpower to assist in the maintenance of essential Aircraft Support Equipment required by both the Tornado and Typhoon aircraft and air conditioning equipment utilised throughout the Main Operating Base in Cyprus.

5001 Squadron has told The Constructor "We are exceedingly proud of our continued affiliation with the Company as it recognises the Squadron's unique capabilities and continued contribution to UK Defence. We hope to maintain this close relationship and aim to build further bridges and bonds for the future".



NEWS FROM 101 REGIMENT RE

Our affiliated Army unit, 101 Regiment RE, continues to be busy and has this year undergone many changes in personnel, with the result that we have not received their normal piece for the Journal.

NEWS FROM HMS LANCASTER



Babcock starts HMS Lancaster upgrade and maintenance programme

CPO 'Toyah' Willcock, HMS Lancaster's Lead Weapon Engineer writes "I am delighted to have been asked to write an article for the Constructors Journal, giving you an update on the status of your affiliated ship. Our affiliations mean a lot to the Ship's Company, and we are proud to share news of our progress.



HMS Lancaster docked-down in the Frigate Refit Complex, Devonport -© MOD

HMS Lancaster is well on her way back to operational service once again as she undertakes a multi-million-pound refit in Devonport. After a 12-month period of dormancy, the ship left HMNB Portsmouth on 7th April and arrived under tow at HMNB Devonport 10th April for a much-needed upkeep, starting 1st May 17. Work is being undertaken primarily by Babcock Marine Devonport with assistance from the Royal Navy Refit Support Group and several outside authorities. New and improved weapon and sensor equipment will be fitted during this period supported by BAE Systems, MBDA, Thales and others, that will significantly increase the ship's sustainability and fighting capability.

Among the upgrades to HMS Lancaster under the programme are the installation of Artisan (Advanced Radar Target Indication Situational Awareness and Navigation) 3D Radar (improving the ship's air-defence, anti-ship and air traffic management capabilities); the DNA(2) Command System (central to the ship's capability against air, surface and underwater threats); the chloropac system (to improve performance in the ship's sea water cooling systems by preventing or reducing marine growth), an upgrade to the high-pressure air system pipework (to provide safe, reliable and flexible isolation when required), modification to the underwater inlets and outlets to reduce corrosion, and a galley equipment upgrade, among others.



HMS Lancaster makes her way into Devonport after being towed from Portsmouth © MOD

The docking period will also include a programme of deep maintenance, including removal of rudders and stabilisers along with a programme of maintenance on the propeller shafts and associated bearings, overhaul of the helicopter handling system (PRISM), a complete overhaul or renewal of all underwater and shipside valves and numerous pumps and motors and the

replacement of laundry equipment, the sonar bow dome and the overhaul of refrigeration and fresh water systems. There will also be a programme of maintenance and minor upgrades on weapons systems, while a full structural survey of the ship will highlight any repair work required.

Among the challenges involved in the refit is the completion of a major dry blast and painting programme (involving almost total renewal of the ship's paint coatings from the water line up) while completing other maintenance and upgrade work within the necessary timescales, requiring careful scheduling and programme management.

All of this work will make HMS Lancaster one of the most up-to-date weapons platforms in the Royal Navy, and should see her through to the end of her service life in the mid-2020s. After the contractors have finished their tasks, the next step will be the "Ready For Sea Date" Inspection, which will be a final check prior to sailing, after which the ship and its new crew will undertake sea acceptance trials for all the new and overhauled sensors, weapons, and equipment, and then sea training to check the crew's ability to safely operate the new equipment and deal with ship-borne emergencies like fires and flood. At the end of this process, the ship will be accepted back into the Fleet, refreshed and ready to respond to whatever tasks the Royal Navy are presented with, around the world. We hope that as we celebrate our return to operational status in late 2018, we will be able to welcome you as guests to visit us and see for yourselves the impressive capability of your refurbished and enhanced affiliated ship".

NEWS FROM 14 Company, South West London Army Cadet Force



Our affiliated Cadet Force now has a new Acting Company Commander – Captain Emma Burtenshaw.

Emma joined the ACF as a Sergeant adult instructor in May 2008 after being a cadet with South West London ACF for 7 years. She spent 18 months at 145 Detachment as 2IC before taking over as Detachment Commander at 148 Detachment, Old Coulsdon where she remained in position for 7 years.

She gained the rank of 2LT in November 2012 after successfully completing the CFCB. She was appointed as Acting 14 Company Commander in January 2017.

Emma's career highlights include attending a cadet exchange in Hong Kong, participating in a garden party at Buckingham Palace with Prince Charles and running the Senior Cadet Training for SWL ACF.

Outside of the ACF, Emma lives in Merstham, Redhill and works for the Military Preparation College as an English and Maths tutor based in Croydon and Farnborough. She has just returned from Summer Camp and writes "From the 29th July until the 11th August, 14 Company South West London Army Cadet Force deployed to Chickerell Camp, Weymouth along with the rest of the Sector for 2 weeks of summer camp madness. Although a turbulent start with the 1 of the coaches breaking down on the way there, cadets and staff arrived in high spirits and ready for a fully loaded programme to commence.

During the 2 weeks, the cadets participated in numerous activities including expeditions along the Jurassic coast, challenging navigation courses with views of the countryside, fieldcraft exercises in torrential downpours, sailing and kayaking (or attempting to) in Portland and various other in camp activities such as drill and weapons training.

14 Company was the largest company in attendance by far and was pleased to be able to hand out over 40 APC certificates and several promotions on the final parade of camp whilst proudly parading the banners donated by The Worshipful Company of Constructors during the march past."

Scholarships and Awards

Every year the Worshipful Company of Constructors, in conjunction with the CIOB, the BRE Trust and the University College of Estate Management offers scholarships and awards to suitable applicants including substantial research and travel awards to young persons.

As a champion of the built environment, the Company offers a range of scholarships to support students, graduates, academics and practitioners and to promote and reward the construction leaders of the future. The scholarships, awards and prizes on offer include awards for research, travel, course fees and projects covering the whole built environment.

Our current Scholarships are:

Sir Ian Dixon Scholarship

Sir Ian Dixon was the President of the CIOB from 1989 – 1990 and the head of Willmott Dixon. He sadly died before he could become Master. Established in 1998 in conjunction with the CIOB, the scholarship supports research in the general field of construction management and offers an annual scholarship award of £3,000.

The Faculty of Architecture and Surveying Scholarship

In conjunction with the Faculty of Architecture and Surveying at the CIOB, this scholarship supports research in the field of architecture and surveying and offers an annual scholarship award of £3,000.

Sustainability Scholarship

This scholarship in conjunction with the CIOB and the University College of Estate Management supports research in sustainability and offers an annual scholarship award of £3,000.

Our current prizes are:

David Tong Cup

In association with London South Bank University awarded to a First-Class Honours Degree in Construction Management graduate of that year.

Constructors Prize

In association with The University of Westminster, this prize is awarded to a First-Class Honours Degree graduate of that year.

Our current awards are:

The Royal Charter Award for Excellence in Construction

The Royal Charter Award is part of the Constructors' Charter Legacy Project which is given in honour and recognition of excellence in construction. Recipients of the award are nominated by members of the Company.

Royal Charter International Research Award

In collaboration with the BRE Trust, this award seeks exceptional young individuals from the construction sector to undertake an innovative, topical study relating to construction, planning, design systems and processes or a market study in a country of their choice. The winning applicant receives £7,000 towards the cost of their study and the publication of their work through the BRE Trust publishing company; IHS BRE Press.

Scholarship Presentations 2016/17

The Sir Ian Dixon Scholarship



The Sir Ian Dixon Scholarship was established in 1997 and it is funded by the Sir Ian Dixon Legacy. This year, the scholarship was awarded to two scholars, Andrew Thompson of Lakehouse Contracts Ltd and Liz Walters of Sir Robert McAlpine Ltd who are pictured left with Lady Dixon, Bob Heathfield and Ian Mason, the Master of the Worshipful Company of Constructors and Chris Blythe, Chief Executive of the CIOB and a liveryman of the Company.

Andrew Thompson is a Compliance Manager for the Lakehouse Construction Division. Andrew joined Lakehouse as an Assistant Site Manager in 2013 on an industrial placement whilst studying Civil Engineering BEng (Hons). Upon graduating in 2015, he returned to Lakehouse in the role of Assistant Contracts Manager before starting his role as Compliance Manager.

Andrew's study aimed to investigate how to increase primary school places and improve school building conditions in London and the South East, where the need is greatest.

Nine main case studies were investigated with support of other case studies for reference. It was found that public buildings such as police stations and hospitals could successfully be converted into primary schools. The research also identified various 'innovative classrooms' that involved using double decker buses, boats and parks for learning and teaching. However, it was found that these alternatives were not able to cater for large groups of pupils. There are limitations that exist with these solutions presented in the study. Overall it was found that prefabrication, innovative design and converting existing buildings were reliable and practical solutions to the school places and school buildings crisis in London and the South East.

Liz Waters, Sir Robert McAlpine's Stakeholder Communications & Community Manager joined Sir Robert McAlpine in 2012 and is currently working on the Broadgate Redevelopment project. She has a BA (Hons) in marketing and has previously worked in the regional media sector and freelance in marketing, communications, sponsorship and events. Liz's role includes working closely with client British Land on strategic planning for stakeholder management, communications and socio-economic investment for the 10-year redevelopment of Broadgate. Much of her role involves interaction with education and local communities which has been a prelude to her research topic which addressed "Construction as a career of choice for Young People".

Given high levels of unemployment among young people and reports that an additional 224,000 construction jobs will be available by 2019, one would find it hard to imagine that the construction industry is facing a skills shortage. Construction is generally not considered a preferred career choice by young people despite the diverse range of opportunities available requiring different skills and aptitudes. While there is a need for the industry to utilise sustainable measures such as investment in training and apprenticeship to meet both short and long-term demand, perhaps one of the initial questions it needs to ask itself is it is failing to attract young people into the industry. The research topic looks at young people's perceptions of the industry and makes recommendations for how it can invest, inform and inspire young people to choose a career in construction.

Scholarships and Awards

Sustainability Scholarship

Anthony Hull is a Project Manager with Network Rail, currently working on the design development of Crossrail 2, in preparation for the submission of a Hybrid Bill to Parliament. Prior to joining Network Rail, he was a Policy Manager with the London Development Agency. After graduating from university, he worked in the House of Commons as a researcher for a Member of Parliament, before joining the Kent Local Strategic Partnership, where he developed and implemented a construction skills strategy. He has a BA degree in Politics and History from Durham University and an MSc in Construction and Enterprise Management from University College London.

Anthony's research examined the barriers that prevent project managers from integrating all aspects of sustainability, economic, social and environmental - into the design and construction of infrastructure projects. With a focus on railway schemes, the research explored what project managers understand about sustainability, the extent to which it is currently integrated into scheme design and construction, what the barriers that prevent integration are and what needs to happen in order to improve. Alongside research within the infrastructure project management community, a comparison with other construction organisations was undertaken. The study concluded that the early design stage is crucial in developing the project sustainability requirements, coupled with the need for improved engagement from senior leaders and clients; all of which must be underpinned by an improved understanding of the costs and benefits of investment and development of appropriate performance measures

Holly Gregory is a Sustainability Consultant who joined Atkins on their Graduate Program after graduating from the University of Birmingham with a BSc (Hons) in Environmental Science. She has specialised in sustainability and carbon management and her experience includes carbon footprinting, optioneering, delivering carbon and sustainability training and developing sustainability strategy. She has worked on several high-profile UK construction projects including HS2, Thames Tideway Tunnel, Heathrow and Gatwick expansions and within the nuclear industry. As of January 2017, Holly is working as a Sustainability Consultant at DNV GL, but Atkins and her managers and colleagues there have continued to support her in her research project and to complete her Sustainability Scholarship.

Considering both embodied and operational carbon emissions across a project's whole-life, i.e. assessing its whole-life carbon ("WLC") footprint, is vital to maximising carbon reduction in the construction industry. The uptake of WLC assessment on construction projects, however, has been limited, primarily due to the lack of consistency in assessment methodologies, which has devalued assessment results. Industry standards and guidance on WLC carbon assessment do exist, however they have not been successful in standardising all methods and assumptions applied by different consultants or industry practitioners. This research has identified the specific inconsistencies that are occurring through undertaking a case study critique, and consulting industry practitioners on the similarities and differences in their assessment approaches. The outcome of this research are recommendations, which highlight the specific areas where further standardisation is required to improve the accuracy and consistency in WLC assessment across the industry.

SUSTAINABILITY

What is Sustainability?

As many of our members will be aware, the Worshipful Company of Constructors, alongside the Chartered Institute of Building and the University College of Estate Management sponsors annual

awards to Sustainability Scholars. This year's awards were to Anthony Hull of Network Rail and Holly Gregory of Atkins, and their work is reported elsewhere in this edition.

However, whilst their subjects may indicate a root in sustainability it may not be clear to all what sustainable development really is, since there is no universally agreed definition of what sustainability means.

The idea of sustainability stems from the concept of sustainable development which became common language at the World's first Earth Summit in Rio in 1992. The original definition of sustainable development comes from the Brundtland Report for the World Commission on Environment and Development (1992), and is usually considered to be: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

Since then, there have been many variations to and extensions of this basic definition. Many have argued that sustainability has been hijacked and twisted to suit government and business that really want to continue with "business as usual". There is also much confusion with the concept of "recycling" and also apparent conflicts of purpose with the modern concept of globalised sourcing, where the lowest cost of production is king.

To comply with the definition given above, we in the construction industry need to reflect on the overall cost to society of our actions, be that in terms of the global footprint of our construction activities or their long-term impact on human life whether sociological or environmental.

Our two scholars this year have addressed both these issues – one has looked at the carbon footprint of a construction project in both construction and the eventual de-commissioning phase whereas the other has looked at the potential sociological issues surrounding a new railway line and its potential to encourage urban development. So, each scholar has addressed not only the short-term impact of the construction activity but also the longer-term aspects of the project, be they environmental or sociological.

The fact that there is no "one size fits all" solution to the issue of sustainability – even if we could achieve a consistent view of what "sustainability" means – is why we look to our scholars to present papers that explore the issues as they see them. There is no doubt that these views may change as time goes on and the world's view on the concept of "Sustainability" develops, but through the medium of these scholarships the Sponsors hope to encourage responsible debate amongst the construction industry.

Scholars 2017/18

Sir Ian Dixon Scholars ("SIDS")

The SIDS Scholars are **Alexander Stephens** of Bouygues and **George Holder** of Costain. Alexander is progressing well on his scholarship, which is focusing on "Additive Manufacture in Construction". George is also proceeding well with his Scholarship, which is focusing on "the Impact of Innovation in Construction".

Sustainability Scholars

There are 3 Sustainability scholars for 2017/18,

Hannah Clement from Kent County Council is proceeding well with her Scholarship, which is studying Science Based Sustainability Targets

The City of London

Peter Jenks works for Richardson Decorators and is writing a paper on “an Investigation into VOCs in Paint Manufacturing”.

Robin Maasz works for Gatwick Airport and is writing a paper on “the Sustainability Impact of Gatwick Airport”

Royal Charter International Research Award

Two Candidates have been identified for this award in 2017/18 and they are each proceeding well with their chosen topics.

Zulphakir Amadu of Loughborough University is researching “A serious Game for Hazard Perception and Response for Health and Safety in Construction Sites.

Dr Ricardo Codinhoto is researching “Capitalising on visual aspects of BIM to enhance the Preservation, Maintenance and Analysis of Heritage”.

Royal Charter Award for Excellence in Construction

This year we are looking to Crossrail 1 as our project of choice. It has been described in the media as the £50bn railway and the first main-line railway to be constructed underneath London for over a century. The award will be made at next year’s Livery and Awards Dinner.



St Lawrence Jewry



St Lawrence Jewry, our Guild Church, and the Church whose vicar is Rev Canon David Parrott, our Honorary Chaplain, now has a new Altar Frontal and Pulpit fall, which were dedicated on 25 October 2016 in the presence of Ven. Luke Miller, Archdeacon of London. As members of a City Livery Company we all recognise the importance of the Church to our Company, which is why we install each new Master in St Lawrence Jewry, and also hold our Annual Carol Service there.

This article is based upon the Order of Service and Commemorative Booklet that was produced for the Celebration Service.

The Altar Frontal is a stunning piece of artwork, fit for the grandeur of such a magnificent building. It was designed and embroidered by Vivienne Havel (a Liveryman of the Worshipful Company of Gold and Silver Wire Drawers), who was assisted by Amanda MacEachen. Vivienne has written to express her thanks to the many people who helped her ensure that the project came to fruition - from family who have fetched and carried, kept her fed and watered, to the individuals in companies who have gone that extra mile. She also thanks all those who gave so generously, thereby allowing her to use

the finest quality materials and the many friends who have undertaken a myriad of tasks – both sewing and non-sewing related, cutting intricate shapes, teaching her new techniques and, of course, making endless cups of coffee. Most of all, Vivienne would like to thank everyone for their huge amount of interest and encouragement. Vivienne also thanked her many friends from Core Arts, a wonderful arts charity for people with mental health problems, who, she says, got her through a very difficult period and helped her to regain her creativity and gave her back the confidence to undertake the work.

The symbols on the Altar front all relate to St Lawrence.

The Frontal was sponsored by several Livery Companies, and the crests of the companies that donated (including, among others, the Worshipful Company of Constructors) are embroidered on the reverse of the Frontal together with the names of three individual sponsors. In the centre is the crest of the City of London, which is particularly appropriate as St Lawrence Jewry is designated as the official church of the City of London Corporation.

On the bottom right of the reverse of the Frontal can be found the logo of St Lawrence Jewry, which readers might be interested to know more about. The crest is not only an image that the church can, and does, use in its publicity, but it also says much about this vibrant and active Guild Church, and the elements of the crest are all shown on the Pulpit Fall. They are:



The Gridiron – This is in the middle of the crest and is the symbol of St Lawrence. He lived in the 3rd century and is remembered as a leader of the church who stood out against persecution. He was killed by being roasted alive on a gridiron, hence his symbol. This reminds us that we need to stand up for what we believe, despite the consequences. Doing the right thing may not always make us popular.



The Chalice – Another tradition surrounding St Lawrence is that he protected the holy grail, allegedly the cup which the Lord Jesus used at the last supper, by removing it from Rome for safe keeping. The cup in the crest not only reminds us of this but also reminds us of the cup we use regularly at holy communion services.



The Book – At the bottom of the crest there is a book. This reminds us of the Holy Bible. The church believes that the Bible is God's revelation of himself to the world.



The Dragons – Each side of the crest is a dragon. St Lawrence Jewry is the official church of the City of London Corporation, whose crest contains two similar dragons. Indeed, when anyone drives into the City along one of the main roads they pass two large dragons, symbolically protecting the City boundary. This element of the crest therefore reminds us that St Lawrence Jewry is the City's church and that we are protected in our daily lives by God's Holy Spirit.



The Crest – These elements all come together into the Crest, but the story does not end there. In the church name under the logo, readers are asked to notice the shape of the letter T in St Lawrence Jewry. It is no ordinary T: it is a cross. This reminds us that without the Lord Jesus Christ nothing we do is of any worth. We are here to serve Him and to follow his ways.



The Master, Wardens, Officers and Guests at the Installation Dinner held in Carpenters' Hall in October 2016

Acknowledgements

Where not otherwise credited, the Worshipful Company of Constructors gratefully acknowledges the permission to publish photographs by the following – Roger Adcock, Tom Daly, Roger Lilley, Mike Parrett, MOD, Sir Robert McAlpine Ltd, Gerald Sharp Photography, David Sheehan. "The Constructor" is printed by the Tuddenham Press on behalf of the Worshipful Company of Constructors