



# Worshipful Company of Constructors

## Quarterly Newsletter — October 2018

ISSUE 4

### The Newsletter

This is the fourth issue of our Quarterly Newsletter and it has increased to 6 pages to accommodate the Gallant Clerk's report of his foray into Eastern Europe. As the editor I am most grateful for the supportive comments that have been made and I am pleased that Members of the Company have found the Newsletter to be interesting, informative and helpful. This issue will be distributed around the time of Common Hall and focuses on the exploits of our Gallant Clerk and Honorary Chaplain as our events programme has been somewhat sparse over the summer holiday period. The next issue is expected to be in January 2019 and will be the first issue of the new Master's Year of office.

### Company News

#### The Honorary Chaplain



Our Honorary Chaplain, Revd Canon David Parrott, has just returned safely from his Study Leave during which he planned to research Livery links in other places including Florida, Virginia, Toronto, Auckland, Wellington, Hobart, Cairns, Singapore and Dubai!

He writes:

From April to July this year I was on Sabbatical, or study leave. The idea was to explore links with the City of London and its Livery Companies around the world. I travelled extensively and found links in each of the places I visited. I went to Florida, Virginia, Niagara, Toronto, Auckland, Wellington, Melbourne, Tasmania, Sydney, Cairns, Singapore and Dubai! While I was travelling I kept a daily blog and afterwards I wrote a more reflective document exploring what I had learned. Both these are accessible through the church website at [www.stlawrencejewry.org.uk/sabbatical-2018](http://www.stlawrencejewry.org.uk/sabbatical-2018).

There is but one question on everyone's lips now that I am back: what did you enjoy most?

This seems to be an impossible question. There was so much that I did, and so many people and places. If I must commit to an answer I think that it is this: I was overwhelmed by the hospitality I was offered around the world. I was greeted in homes, hotels, and cathedrals. I spoke about the City and the Livery at dinners and events of various types. In each place people treated me like a guest of honour.

Hospitality is a gift. When we are welcomed by someone into their home and their City and treated with such generous care we realise the power of humanity and the interconnected way in which we live in this century. This gift is something which is wonderful to receive, and even better to give.

I have returned from the sabbatical refreshed and renewed. I am sure I will bore you all with tales of my travels in the days to come. Meanwhile I thank all those who supported the sabbatical and made it possible for me to travel and for the work here to continue in my absence.

*Revd Cannon David Parrott*

#### New Webmaster

Now that we have a new website we are still looking for a new webmaster. Whilst the job is not too onerous it will require about 2 hours or so a week to make sure that the site is updated, and a significant input in October each year to update it with new information regarding the new Master's year.

Going forward we want to be able to rely on the website as a means of communication with our membership, so the post of webmaster will become increasingly important in that it will be managing a key part of our communications strategy.

It is perhaps important to stress that the role of webmaster is one more of publishing and editing rather than writing. The writing of the website articles will be the duty of various nominated members of our committees and the organisers of each event. So, as webmaster, you are not required to originate data, only publish it in an appropriate manner.

Whilst we have already received offers from some members as a result of an enquiry we made a year or so ago, we are still searching for a member that can undertake this vital task. If you feel that you could help in this way, and have sufficient spare time to be our webmaster, do please contact the Master or the Clerk as soon as possible. In particular we wonder if any of our younger members would be willing to support the Company in this way.

#### Alastair Mackie

Alastair was one of our respected Liverymen and died unexpectedly on 2 August 2018 at the relatively early age of 70. He joined the Company in September 2007 and was granted Livery in September 2009. He was an active member of the Publicity and Events Committee and was working on our proposed Networking Event at the time of his unexpected death. Whilst he had been under the weather for several weeks, he was receiving attention from his Doctor, and was not expected to succumb. His funeral was held on 23 August at Milton Keynes and was attended by the Clerk and members of the Publicity and Events Committee as the Master and Wardens were on holiday abroad.

# Message from the Clerk



Our Gallant Clerk is Kim Tyrell, and it is he who manages the majority of our workings, administration of the Court, payment of our dues and all our communications with Members. Whilst this newsletter replaces the "Clerk's Notes" the Clerk will still provide information to members as needed. The latest message from the Clerk is:

## **"Election of the Lord Mayor 1 Oct 2018**

The election of the Lord Mayor will take place in Guildhall at 1130 1 October 2018. All Liverymen who were clothed by Dec 2017 may vote. A voting card should be requested from the Clerk. There will be a lunch at Painters' Hall following the election at a cost of £62pp. Although places at lunch are limited guests may be brought and members are requested to inform the Clerk soonest if they wish to attend.

## **INSTALLATION DINNER 10 Oct 2018**

This year's Installation Dinner will be preceded by the Company's Annual Church Service at which the new Master, Mike Parrett, will be installed, in the face of the Company and our guests. This will be a fitting prelude to the celebrations of the Dinner and the year to come. Company Members and

guests are most welcome to attend (17.30 – 18.20) at St Lawrence Jewry, next to Guildhall.

The Installation Dinner is the first social function of the new Master's year. This year we are dining in Drapers' Hall. There will be a three-course meal with musical accompaniment and entertainment from King's College Singers. It is a formal occasion and the dress is black tie with orders, decorations and Livery badges and medals. The Master's receiving line opens at 1825, and dinner will be called at 1910. All members and their guests are very welcome. Tickets are £110pp, please contact the Clerk.

## **New Freedom & Livery Certificates**

As a number of you will be aware the format of both the Livery & Freedom Certificates has been revised in the past year to conform to the shape and approximate dimensions of the Freedom of the City certificate. The Freedom Certificate is similar to the Livery Certificate but is deeper to reflect that it has more words. Both are framed.

If any Freeman or Liveryman would like a new style certificate, please contact the Clerk. The cost will be £35 each including VAT and delivery will need to be arranged between Member & Clerk."

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## The Master writes ...



"Since my last notes in July, the Livery has had its 'summer break', with little happening in the City during August ... a welcome time for some R&R from the bustling programme of the Masters Year so far!

The annual July sailing day ... in fact this year it was a two-day sail and saw a group of us sail with Junior Warden David Sheehan to Yarmouth on the Isle of Wight for a very pleasant overnight stay, then back to base at Haslar the following day. We were blessed with fair weather, and a gentle breeze on day one, but a flat calm on day two ... so some motoring back home! We took lunch at Cowes en route ... and then ran ashore at Yarmouth for some inevitable refreshments in the local hostelryes ... ! We look forward to many more of these sailing adventures in the future ...

I visited our Army Military Affiliates at Wimbish in July, to witness the Re-Ordering of the Regiment into 101 Reg Engineers, and the reformation of the Bomb Disposal Group as Reservists, to be based at Catford in London. We are to maintain our links with both. The day was excellent, with the parade ground drumbeat retreat and presentation of new colours in the morning, then an 'army show' in the afternoon. It was good to meet some of the British Army's 'Top Brass', and to share the afternoon's activities with the families and friends.

The last day of August saw me at the Royal Chelsea Hospital to witness the Drumhead Service, commemorating the actions of the London Divisions during the final hundred days offensive of the First World War. This was an internationally attended event, and a most moving ceremony, conducted by Lord Chartres, the former Bishop of London, in the Presence of the Chelsea Pensioners, and Sir Kenneth Olisia, OBE, President of the Greater London Reserve Forces and Cadets Association, and General Sir Redmond Watt, Governor of the Royal Hospital, Chelsea. There were approaching 600 attendees, with many fellow Livery Masters present. The afternoon saw many of the Cadet and Scout Groups of London displaying their talents in the arena and I was Presented with a Scouts Neckerchief (see picture on right). It was great to have the opportunity to chat to several of the Pensioners too ... part of London's great heritage.

My most recent event was the 13th Annual Livery Halls Walk, which the Clerk and I accomplished along with around 50 others on Thursday the 6th of September - 8.5 miles, and in Livery Gowns, badges and all!

Starting with an early Breakfast at HQS Wellington, we visited 37 Halls... well, for Photographs only at many, but for refreshments and water at several, and a goodly lunch at Armourers'.

This was organised by the Environmental Cleaners, and was a fantastic opportunity to meet many of the newer Masters and their Clerks in an informal and conversational way. A real highlight of my year to date!

So, as I now approach my last 33 days as Master, with a mere 20 functions yet to attend....making around 170 representations in the year....I can begin to reflect on a most memorable year in office.....and amazingly, STILL at my starting weight!

It has been such a privilege for the Mistress and I to represent the Company.....and we look forward to a busy year ahead, with the Past Masters Association.....where I will then be playing 'second fiddle' to Jan, as she takes up her role as Chairman of the Merlins, the Consorts group of the PMA!"



# Informal Events

As you know, your Events Committee works very hard to organise a programme of informal events during the course of each Master's Year, and, with the help of the Master, this year's events calendar has been both full and varied. We have also taken notice of the views of members that were expressed in the recent survey. Principally this called for lower cost events, at different times, and some to be outside of London, which is our core activity area.

So, this year, we planned a fairly eclectic mix of events - some related to construction (the visit to BRE at Garston, the visit to the London Wall construction site, the various lectures and scholarship presentations, most of which were at no cost to members); some of more general interest (the Royal Hospital Chelsea, a visit to Freemasons' Hall, the Painted Hall ceiling at the Old Royal Naval College at Greenwich and a visit to Christ's Hospital School), specialist interests (the Golf Day, the Sailing Day and a classic car rally at Oxford) and the informal lunches at Ironmongers' Hall. We normally look to arrange these informal events at monthly intervals although there are sometimes occasions where there is more than one event in a month because of the availability of venues.

The uptake and attendance at these events has in many cases been very low. So low in fact that the visit to the Royal Hospital at Chelsea, the visit to Freemasons' Hall, the visit to Christ's Hospital School and the classic car rally all had to be cancelled due to lack of support. Where events were not cancelled the uptake was also somewhat sparse, almost to an embarrassing extent in some cases, such that the Master has on numerous occasions made his disappointment known to Court. Even the informal lunches at Ironmongers' Hall have had a mixed level of attendance, with nearly 50 people at the Festive Lunch but only 13 at the most recent lunch on 3<sup>rd</sup> September.

Another key informal event that we had planned to resurrect this year was the Networking Event - we had found a location but were unable to raise the necessary sponsorship in time, so, regrettably, this event too had to be cancelled, although we hope to be able to hold it again next year. This also disappointed the Master significantly.

Your committee now needs your help as a matter of urgency. We have listened to the thoughts of our members as expressed in the Membership Survey and included events and locations that were suggested by the members that responded to the survey - but the low rate of attendance and interest in these events clearly means that we have, somewhere, missed the point, or that the needs of our members have changed. Please email the Editor of the journal ([rogerlilley@bluevonder.co.uk](mailto:rogerlilley@bluevonder.co.uk)) with your thoughts and he will ensure that your views are taken into account by the Events committee. In particular we are keen to understand whether it is the cost, location or details of the event that mean that you are less interested than you perhaps might have previously been.

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## Company Merchandise

The Company has a range of branded merchandise which all members are welcome to purchase from the Clerk. The items range from personal accessories to golfing umbrellas and these items are high quality and good value gifts for either the member or their families and friends, with the added bonus that they make a small contribution to our funds and advertise the Company wherever they are worn or carried.



The merchandise available (pictured clockwise on left) is:

- (a) *Livery and Freedom medals*
- (b) *Dual emblem cufflinks*
- (c) *Company ties (the one on the right is in manufacture and will be available shortly)*
- (d) *Ladies scarf*
- (e) *Shield with Company crest*
- (f) *Company golf umbrella*



All the Company merchandise can be purchased from the Clerk, who will let members know the price (including postage and packing) on request. The golfing umbrella is expensive to post so arrangements can be made with the Clerk for it to be delivered by hand to a Company event which the member is attending. We hope to add more items to the range in due course—please let CA [Henry Lamb](#) know if you have any suggestions for this additional merchandise, but your suggestions must be affordable and attractive to a reasonable number of our members for them to be considered.



# The Clerk's Adventure on the Transfagarasan Highway

(Or how a drive through Europe ended up as a Construction odyssey)



The Clerk's desire to drive the Transfagarasan Highway in Romania goes back to the 2011 series of the BBC's Top Gear, when Clarkson, Hammond and May set out from the Black Sea to drive across Romania to eventually drive this road which is usually referred to as Ceaușescu's folly. The Transfagarasan was constructed between 1970 and 1974 during the rule of Nicolae Ceaușescu as a response to the 1968 invasion of Czechoslovakia by the Soviet Union. Ceaușescu wanted to ensure quick military access across the mountains in case of a Soviet invasion.

So, you might ask - why this year and why in the hottest weather in living memory? Well, the Company did not have a major fund raising event in early Sept, Tricia & Kim had the right car (Audi TT Mk2 3.2 ltr pictured right) and our daughter was getting married so we knew we would want to do something special following the Wedding. And as for the weather, just luck and a hope that the car's air-con didn't give out! The route was largely self-selecting once Mrs T had laid down her conditions (no more than 4 hours driving a day, all hotels to have pools and not an out and back route).

We set out on Tuesday 31 July with slight trepidation because of the delays which had plagued the Channel Tunnel only 5 days before. Oddly the M25 and the Tunnel co-operated, and we were soon heading for Cologne and our first stop. The first of our construction titans inserted itself at this time. Cologne Cathedral is not a building that is easy to miss whether standing in front of it or looking at it from a hotel room 2 miles away



This really set the standard for what was to come, Cathedrals, we've seen a few...etc, and also Nazi Parade grounds, what might have been the Palace of Westminster if the runner up had won, a border post which could star in any John Le Carré novel, heavy Soviet Hydro Electrical, a mad man's road to nowhere, a despot's railway station and Milan cathedral. All "power on acid". What do these buildings all have in common? They are all expressions of power, confidence and in some cases real construction genius, in others they just killed the workforce because they didn't care.

For the next leg we headed down the first of many miles on European motorways all of which could have been various parts of the A26 in Northern France. Only the designations changed until we got to the Hungary/Romania border. So on a day that would reach 34°C we drove down to Nuremberg - a City famous for all the wrong reasons and not for its beautiful and ancient walled city. The most amazing thing is that the Zeppelin ground parade square is still standing, with seating for 200,000 and room to parade another 150,000. It remains accessible to, and used by, the public, because it is simply too massive a construction to get rid of and is therefore fulfilling Speer's brief that it should stand comparison with antiquity in 1000 years. The complex remained largely intact from Speer's design and build. The US Army held its victory parade there in April 1945 and once this was completed the swastika atop the main grandstand was blown up. Otherwise the complex remained intact until 1967 when the City demolished the pillar galleries as they were unsafe, so here it still sits in stark contrast with the walled City.

From Nuremberg the next stop of consequence was Budapest, the capital of Hungary. Our hotel was right by the Liberation (or Franz Joseph) Bridge and boasted in its grounds a huge pool with one of the oldest wave machines in the world, which I can vouch still works really well. The Twin Cities are dominated by the Castle on the Buda side which overlooks the remarkably flat Pest. The Hungarian Parliament site is on the Pest bank and is of interest to Brits as it was the runner-up design for the Palace of Westminster.

There is little to see of the Communist era except the “Elizabeth Bridge” for which the communists were going to demolish an old church. Prevailed upon not to do so by public opinion they then built the bridge almost within touching distance of the church. One of the smartest hotels is the “Gresham Palace” the old art deco HQ of a pre-war insurance Company and named after Sir Thomas Gresham (founder of the Royal Exchange).

Being in Budapest in the summer was, in parts, similar to Past Master Alan Longhurst’s Master’s Weekend in Cardiff – it’s a mecca for Hen & Stag do’s and the wreckage of the night before was still in evidence at 0745 when we set out to explore the castle and city on day two. That finished with lunch and a hastily beat retreat to the shade near the pool as the day hit 35°C – really too short a visit to fully appreciate a City with such attractive buildings.

An early start, and a Sunday, saw a quick trip to the Hungarian/Romania Border when we traversed the central European plain. The crop and scenery did not change, mile after numbing mile of sunflowers and corn on the cob! Approaching the border we left the motorway for the last fill up with “Shell V-Power” (the TT does not like low octane fuel) and all the petrol in Romania is Russian (Gasprom and the like), so we pulled into the most easterly Shell station to find it twinned with a huge TESCO. This was soon followed by the border post straight out of a Le Carré Novel. In poor repair but with welcoming officials who took little interest in the Passports and far more in the car, we were soon to find out why we did not see a single sports car in the whole of our time in Romania.

The first stop was in the Western City of Timisoara, a City on a Human scale well laid out with many squares and avenues, the bulk of which are more Austro-Hungarian than Communist. It also has an impressive Russian Orthodox Cathedral which was well attended for a late Sunday afternoon with temperatures in the mid 30’s. The City was celebrating its feast day and this took the form of a rock concert which was clearly audible ½ a mile away. Thus when we came to dine we did so in a square at the other end of town. My inevitable choice of where to eat is look for somewhere full of locals, it never fails. The food and wine were excellent and to someone used to British, let alone London, prices, an absolute steal.

Now the journey began in earnest, Romania has only about 220 miles of Motorway and within an hour of leaving Timisoara we had used up all the Motorway that had been completed in the far West. It was now necessary to compete with 18 wheelers for space on what in UK would be a narrow single carriageway road running through the Peak District! We had 40km of this and the discovery of the Romanian Level crossing. These come in two varieties, those that are a relief map of the Hindu Kush or those that represent the Grand Canyon in miniature. The car survived but we did give the shock absorbers a real work out, even when concentrating hard.

Finally getting to and leaving the next chunk of motorway we headed off into the hills surrounding the City of Sibiu. Quite suddenly we were on our own, with almost no traffic except the Roma’s horse drawn carts and the scenery rapidly becoming Alpine in appearance.

Our base camp for the assault on the Transfagarasan was a Swiss Chalet style building in its own valley and a small but wonderfully cool swimming pool. This gave us an afternoon rest and time to empty the car and prep for the road. An early start was called for as the traffic from the Motorway would all be going down a single road towards Bucharest and, having done the 18-wheeler shuffle the day before we were not eager to repeat it! The aim was to head down the valley of the Olt then cut across a mountain and reach Curtea and the Southern start of the road. The Olt valley in itself was an education with a string of huge Soviet style hydro-electric plants. The road was busy but survivable and at one point all the lorries were directed off the road across a bridge and to run on a converted railway line. This made the drive infinitely more pleasant and then took us through a holiday Spa town on a lake, which looked great even with huge Soviet Style hotels. We finally reached Curtea, filled up the car with the best Gasprom could offer (not actually that good as it turned out) and set off North to see what this road was all about.

When one considers the rationale for the building of this road, the military reinforcement of the land to the North of the Carpathian Mountains, the more laughable the whole project appears. The road is narrow and highly restricted (ie cliff to one side drop to the other) – 1 aircraft, 1 bomb and its closed, and liable to stay that way. The road starts out by hand railing Lake Vidraru for some miles before breaking out of the woods and inviting a 1500ft climb in rather less than a mile. We were grateful for very light traffic! This route from the South is rugged and, emerging as one does from the trees onto a barren mountainside, concentrates the mind wonderfully.

At 30m below the crest the road cuts through the mountain for some 500m in a tunnel with solid metal doors at each end. When you emerge it’s a bit of a shock, having been virtually on our own for most of the drive we were suddenly confronted by hundreds of people and stalls full of tourist tat! It transpires that the north side of the mountain (that shown on Top Gear) is popular with locals and tourist alike. That being said the “Road” does not disappoint – we were lucky and our way was not blocked by a tourist bus. There is no doubt that the road is a remarkable feat of engineering, built at 2200m altitude using 6,600,000kg of dynamite. It should however, not be forgotten that it took the idea and determination of a self-obsessed dictator and the lives of at least 40 conscript soldiers (official numbers, but locals will tell you many more) to see it too completion.

As for the drive down to the north Weeeeeeeeeee!! best sums it up!

Those of you are still with me will realize we are now some 1650km from home by the shortest route, not something we planned to take! The route home would be via Hungary, Austria, Italy, Germany & France. The next day took us to Segred in Hungary – on the face of it a Soviet style City, but with squares, parks and modern hotels. Supper was taken in one of the most friendly atmospheres I have ever enjoyed abroad. A craft brewery and burger joint with customers from families to young people to the more senior all just enjoying a lovely evening, great food and wonderful beer. The next day was really just a slog over the central European plain to Graz in Austria, followed by one of the most memorable drives through the Julian Alps down onto the plain outside Venice. We had left very early, 0530, owing to a forecast of 37°C and a temp at 0500 of 24°C. The road, empty of lorries was a joy, tunnels, bridges and wonderful long sweeping curves. The start time guaranteed little traffic and we arrived at our next two day stop at 0945 having covered 220 miles. The hotel was wonderful, we were checked in then and there and were all set to explore Padua, which has a number of buildings of note including a Cathedral which is remarkably uncluttered for Mediterranean RC, the Basilica and Tomb of St Anthony which is huge ornate and very much what one would expect. However, whilst the Basilica was all touristed out (even at 0815) its cloisters were cool, quiet and contemplative, a real joy. Also in Padua is the Scrovegni Chapel famous for its Frescos by Giotto which were completed in 1305. What is truly amazing is the fact that the building is effectively sealed and when you go in its only 20 people at a time and you spend 15 minutes in an airlock before you



actually enter. The Audio Visual is wonderful and the chapel itself is like being inside a jewel case. Two days of culture and great food set us up for Milan and the last of our truly Titanic buildings.

Not having been to Milan one really was not prepared for it. From the Fascist massive central station (250m by 800m) with its monumental entrance and multi lingual ticket machines to the wonderfully air-conditioned metro system. The shock of emerging from the Metro in front of Milan Cathedral in a square surrounding Europe's Fashion shopping was simply overwhelming. Everything about central Milan shouts style, even the Apple store is entered inside a waterfall and is open 24/7 and that is the tip of the iceberg. Milan is only somewhere to visit either with a large wallet or a mercifully frugal Wife!

Coming as we were to the end of our journey, we were about to head out on what was almost 5 hours of a wonderful road snaking its way through the Italian Lakes and then the Alps, sweeping curves, wonderful views and a great road surface we were borne along to arrive at a favourite haunt of Freiburg where, after lunch in the Oldest Inn in Germany (The Bear), we found the hotel was part of the thermal baths complex, which was just the level of relaxation we wanted.

Our last night was spent in a golf hotel on the l'Ailette lake watching the sun go down over a beautiful lake and swimming at 0700 the following morning before heading back along an empty A26 to our first, last, and greatest construction, the Channel Tunnel.

Tricia and I had a wonderful time, met super, helpful and fun people all the way across the continent and visited great examples of constructions "built with Honor" (and many built without any). If any of the petrol heads in the Company wish to have a go, we can at least give you some pointers.

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## City Briefings

These are aimed particularly at new Liverymen and Freeman; partners are also welcome, as are Court Assistants and Liverymen of longer standing, who have not previously been to a Briefing, who are also encouraged to attend.

They give a short introduction to the work of the Corporation, especially the relationship with the livery companies. The presentation is given by an Assistant Town Clerk and a member of the Livery Committee. There is opportunity to ask questions of the speakers and the Briefing is followed by a light finger buffet, which provides the chance to mix with other Liverymen and Freeman.

The briefings are held at the Livery Hall, 71 Basinghall Street, Guildhall, London EC2V 5DH and there is a non-refundable charge of £20 per person for the course.

There are three Briefings a year and the next dates are Monday, 8 October and Tuesday 20 November 2018 and Tuesday 5 February, Wednesday 15 May, Monday 21 October and Tuesday 10 November 2019. Once you have selected and applied for one of the Briefings, you will be able to change the date and carry your payment forward, providing 10 days notice is given. To change the date of the Briefing you wish to attend you should contact the [Course Administrator](mailto:liverycourses@cityoflondon.gov.uk) at [liverycourses@cityoflondon.gov.uk](mailto:liverycourses@cityoflondon.gov.uk) stating your and your guest's (if applicable) name, your livery company, the date of the course you were originally booked on and the new date of the course you wish to attend. Please also note that bookings can only be made up 10 days before each course and that bookings will close when the maximum number of attendees (120) has been reached.

### Programme and timings:

5.00pm	<b>Registration</b> , tea/coffee served
5.30pm	<b>Welcome:</b> Deputy Richard Regan OBE, Chairman of the Livery Committee
5.40pm	<b>On being an Alderman, Sheriff and Lord Mayor</b>
6.00pm	<b>Livery companies, their membership, and activities:</b> Vicky Russell, Deputy Chairman of the Livery Committee
6.20pm	<b>The role of the City of London Corporation:</b> Lorraine Brook, Town Clerk's Department
6.40pm	<b>Panel discussion with Q and A</b>
7.00pm	<b>Closing remarks:</b> Deputy Richard Regan OBE, Chairman of the Livery Committee
7.05pm	<b>Drinks Reception</b>
8.00pm	End

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## Forthcoming Events

1 Oct	<b>Election of Lord Mayor</b>
1 Oct	<b>Lunch at Painters' Hall</b>
10 Oct	<b>Installation Service St Lawrence Jewry</b>
10 Oct	<b>Installation Dinner Drapers' Hall</b>
22 Oct	<b>Constructors' Lunch (may be on 29th)</b>
10 Nov	<b>Lord Mayor's Show</b>
3 Dec	<b>Festive Lunch</b>

13 Dec	<b>Carol Service and Reception</b>
13 Feb 19	<b>Livery &amp; Awards Dinner</b>

The details of all forthcoming informal events in the coming year will be promulgated on the web site as soon as they have been arranged and will also be published in the next Newsletter.

Where the above details are in **BLUE** a Flyer or other notification has already been issued, and bookings should be made in accordance with the instructions contained in the Flyer. We are always looking for people to arrange our technical visits and informal events. If you are able to assist in this way, please contact [iaintsmeek@gmail.com](mailto:iaintsmeek@gmail.com) who will be the Chair of the Publicity and Events committee going forward.