



# THE PAVIOR

The magazine of the Worshipful Company of Paviers



## DEAR ALL,

I am now definitely on the down slope of my Master's year and have very mixed feelings about it! As Master I have had some fantastic invitations from outside and I have thoroughly enjoyed being Master at all of our regular Court and Committee meetings, as well as at our

many Functions. I include in the latter, functions organised by our associated Pavior organisations, the Luncheon Club, the Wine Circle and the Golf Society to name the most obvious ones. The enjoyment enjoyed by both me and on many occasions my accompanying Mistress, has often been exhilarating and we will both miss it all very much. On the other hand, it has sometimes been exhausting, particularly as I've had to work around a much more active work life than I anticipated. We are both looking forward to a break after the installation of the new Master on March 2nd.

Many times I have been asked to name my or our favourite event so far! It is very difficult to choose one, but soon after the installation, every Master gets an invitation to the Lord Mayor's Banquet at the Mansion House, and that is the first time the Master and Mistress get to understand what they have become part of, when they meet many of the Masters and Consorts from all of the other Livery Companies. It is a full on pomp and circumstance occasion without being unnecessarily formal, and it is rounded off the next day by the

United Guilds' Service at St Paul's Cathedral, again in the company of all the other Masters, and that is followed by a lovely lunch with our old mates the Cutlers in their lovely Cutlers' Hall!

On from that, the Ironbridge weekend, where we got to really know those other Masters and their Consorts, was great fun. I was also very honoured to be at Runnymede Meadow 800 years to the day that King John sealed Magna Carta and at Westminster Abbey to celebrate 600 years to the day that London got the news of Henry Vth's success at Agincourt are times that will stick in the memory forever.

What would I change or do better? Very little! There are always improvements possible, and I have been very grateful for some honest feedback that will help my successors better tailor expectations, and we heard more about that at Common Hall on January 14th. I'm not sure now I would rather the Master's Jolly had gone better to plan, and I don't regret having Camilla Batmangheilah to speak at the Spring Livery Dinner.

Whatever the rights and wrongs of Kids Company, we do have some potentially disastrous consequences if we don't find ways of helping disadvantaged and perturbed children, and we must continue to be as charitable as we can to help change an otherwise drastic turn in our society's history.

Thank you all for all your support and friendship over the year, and I wish my successor Ian Lumsden all the best for his year.

Best wishes

**The Master, Terry Last**

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# A DAY AT RAF CONINGSBY HOSTED BY OUR AFFILIATE, 29R SQUADRON

**ON FRIDAY 3RD JULY 2015 A GROUP OF SIX PAVIORS, THE CLERK AND I MET AT RAF CONINGSBY FOR WHAT TURNED OUT TO BE A FULL AND EXCITING TOUR OF THE BASE INCLUDING THE BATTLE OF BRITAIN MEMORIAL FLIGHT (BBMF) HANGAR, A TYPHOON FLIGHT SIMULATOR, THE PILOT'S KIT ROOM AND ONE OF THE TYPHOON HANGARS FOLLOWED BY DINNER WITH SENIOR MEMBERS OF THE SQUADRON AT NEARBY WOODALL SPA.**



It was a humbling experience to get close up to the planes that make up the BBMF, especially being so close up to the Lancaster bomber and seeing at first hand the cramped, exposed conditions the crew had to endure. This was particularly poignant for Pavior Charles Bradley whose maternal uncle was a Squadron Leader and had flown Lancasters in active service during WWII. But for me, it was seeing so many Spitfires in one place, my favourite WWII plane, as I share the same birthplace as Mitchell who was responsible for the early stages of its design. I was particularly fascinated by their Mk XIX Spitfire which was modified for and flew (unarmed!) for photographic reconnaissance and their Mk XVI Spitfire whose "clipped" wings gave it incredible manoeuvrability, but at the expense of a very bumpy ride in even the mildest turbulence! Pavior David York was particularly interested to get to see the big bombs of WWII and our guides duly obliged. It was fascinating to hear how they had been designed to penetrate and then explode after a delay of some 30mins to destroy underground bunkers. But much as today, missions were not deemed to have been achieved unless photographic evidence had been gathered and we saw the lengths that were taken to obtain it and the equipment used. Finally, before leaving the BBMF hangar, we rushed outside to watch one of the Spitfires which was being fired-up and the sight, the smell and the turbulence created by the tethered craft at such close range were truly evocative.

Next up was our visit to the Typhoon simulator and Pavior Nicola Kelly was first to take the controls expertly perfecting rolls and loop-the-loop before bringing it safely in to land. The whole set-up is unnervingly realistic and even simply watching from the side, one can't help but feel the sensation of, for example, flying upside down. I can, however confirm that it is most exciting when you're in the pilot's seat where it seems that all that is missing (thankfully!) are the G forces one is exposed to in real life. The Almoner, David Marshall, also did really well given that it was his first time as a pilot and kept urging our instructor "Cookie" to make the Typhoon go faster. Pity, though, that after an otherwise perfect landing he managed to crash into an oil tanker that had sailed onto the runway! The computing power for the simulator filled a sizable room and the member of staff controlling the flight scenarios could not only conjure up ships on runways but also passenger airlines as well as simulating MIG dog fights as other Paviors discovered.

It was then on to the pilot's kit room. Initially, I thought this was going to be an anti-climax, but the technology behind the space-age helmet was fascinating. The shell contains a myriad of night-vision cameras allowing the pilot all round vision at all time and brings a new meaning to having eyes in the back of the head! Later, over dinner, one of the student pilots graphically described how he had been making full use of the helmet that week in night time close formation flying exercises, much to the discomfort of his fiancé who was hearing of some of his exploits for the first time! Several Paviors held the helmet and will vouch for its weight and one can only imagine the pressure on one's neck. Not surprisingly each pilot's head is scanned and his helmet modelled precisely to fit to provide as much comfort as possible.

Our visit to the base ended with a visit to one of the Typhoon hangars and yes, we got to sit in one – and very exciting it was too. It was a great view from high up in the cockpit watching other planes being towed in for the night and the sheer scale was quite spectacular.

As we left for the Woodall Spa Golf Hotel and said our goodbyes to the base, we watched one of the BBMF's Chipmunks in flight. But this was not the end of BBMF planes as "Cookie" had "cooked-up" a WWII Hurricane flypast especially for us as we began to gather for dinner, an event which was both enjoyable and entertaining. The evening finally ended with the CO, Flight Commander James Heald DFC, saying farewell to members of the squadron who were going on to postings with other Flights, his speeches giving yet another insight into the quality and scope of the training provided by 29R Squadron.

By the end of our visit I can safely say that we all came away with a heightened appreciation and a great feeling of respect for the men who flew in WWII to protect and keep us safe and, very particularly, for the young men and women Typhoon pilots who possess such tremendous mental and physical skills of endurance to fly today's fighter aircraft. This is not to forget all the people who support them in their training, including 29R Squadron, and all the engineers and other skills required to keep them in the air.

**By Christine Marshall**

# THE PAVIORS' BUDDING BRUNELS PLUS PROGRAMME

**ON MONDAY 15TH JUNE THE MASTER ATTENDED A CELEBRATION EVENT ORGANISED BY THE CONSTRUCTION YOUTH TRUST (THE TRUST) FOR THE STUDENTS WHO PARTICIPATED IN THE LATEST PAVIORS' BUDDING BRUNELS PROGRAMME. THE EVENT TOOK PLACE AT THE MUSEUM OF CHILDHOOD (PART OF THE V & A MUSEUM) IN BETHNAL GREEN, LOCATED NEAR TO THE CAMBRIDGE HEATH SIXTH FORM (CHSF) WESSEX CAMPUS. THE MASTER PRESENTED FRAMED CERTIFICATES TO THOSE STUDENTS FROM CHSF WHO SUCCESSFULLY COMPLETED BOTH THE PAVIORS' BUDDING BRUNELS PLUS 3-DAY INTENSIVE COURSE AND THE WORK PLACEMENTS. SCROLLS WERE ALSO PRESENTED TO THOSE PUPILS WHO ATTENDED THE 3-DAY PROGRAMME.**



Also present were teachers from CHSF together with the three partnership feeder schools of Morpeth, Oaklands and Swanlea, the Trust and representatives from participating companies.

In October last year 24 students attended the 3-day programme of which 11 gained work placements; 17% of the cohort were female (industry average being 11%); 63% could see themselves working in the construction industry; 75% pass rate of one or more for the Open College Network accreditation.

Budding Brunels Plus is a schools engagement programme directed at students from diverse backgrounds and aims to inform and inspire them about opportunities available within the built environment. This is the fifth year that the Paviers' have supported the Trust with this programme.

#### **An overview of the 3-day element:**

- Day 1** Hosted at the University of East London Docklands Campus. An introduction was given by Ray Ruocco a Chartered Engineer and Director of Outreach at the UEL. There followed networking sessions to discuss the construction industry, professional and trade opportunities and the relevant progression routes. The afternoon involved complementary engineering activities for the students.
- Day 2** Site visits to see the improvement works at Tottenham Court Road, Bond Street and Victoria stations, courtesy of TfL.
- Day 3** Based at a venue in the Olympic Park, the students completed a range of employability exercises including mock interviews. The students were then interviewed for work placement.

In February of this year the 11 successful students attended their work placements with Lafarge Tarmac, F M Conway, Sir Robert McAlpine, Arup, Balfour Beatty and TfL.

Because of an increase in interest shown by the students at CHSF, a further 3-day programme was organised and took place between 22nd and 24th June. The work placements followed in the autumn.

As part of the Trust's outreach and engagement with younger students, taster days at Oaklands and Morpeth schools reached a further 160 students.

Members involvement, whether individually and/or through their company, is welcomed. If you are interested to learn more please contact Ian Edwards (email: [imedwards@lineone.net](mailto:imedwards@lineone.net); 01480 212602; 07795 421322) or Kieron Lock at the Construction Youth Trust (email: [kieron.lock@constructionyouth.org.uk](mailto:kieron.lock@constructionyouth.org.uk); 020 7467 9540)

**By Ian Edwards**



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# THE POWER IS BACK ON

**ON THE 17TH SEPTEMBER, A PRIVILEGED GROUP OF PAVIORS VISITED BATTERSEA POWER STATION, A PROJECT THAT IS AT THE HEART OF ONE OF CENTRAL LONDON'S LARGEST, MOST VISIONARY AND EAGERLY ANTICIPATED NEW DEVELOPMENTS, FOR A TECHNICAL VISIT.**



Designed by Giles Gilbert Scott, Battersea Power Station is the largest brick building in Europe. Built in the 1930s it has lain dormant since 1983. Its redevelopment will cost £8bn and will include an extension of the Northern Line, a restoration of the power station and the construction of 3,400 new homes, 125m sq ft of offices, 550,000 sq ft of retail, new hotels and an entertainment district.

To say the project is vast is an understatement - over 6 million bricks were used to construct the power station and 1 million new bricks are being made for repairs; the top of the chimneys are 101mtrs from the ground and the space within the main boiler house is so big that it would be possible to fit the whole of St Paul's Cathedral into it.

The overall project has been divided into seven phases with the restoration of the power station started in October 2013 and due for completion in 2019.

One of the overriding design principles in the masterplan was to preserve and showcase as much of the original power station as possible. To this end, the project will see the dismantling of the four iconic chimneys which will be rebuilt with the same combination of materials and painted to the exact colour of the originals. At its peak there will be in the region of 3,000 workers on site, illustrating what a key project this is for London and the larger Nine Elms redevelopment.

Battersea Power Station is true icon of British architecture, construction and engineering. Having played supporting roles in films including Batman, the Kings Speech and the backdrop to Pink Floyd's album 'Animals' it is immensely satisfying to see the building start to take shape for its ambitious future use – the power is really back on in Battersea.

## Battersea Power Station Masterplan in Numbers

**17,000**  
new jobs created



**40** million visits anticipated each year

**18**  
acres of public space

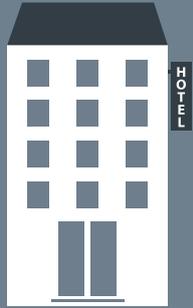


**1.25** million sq ft of office space

**25,000** people living and working on site



**3**  
hotels



**250**  
shops



**40** restaurants and cafes



## 29R CENTENARY PARADE

**THE CENTENARY PARADE FOR 29R SQUADRON AS ONE OF THE WORLD'S OLDEST FIGHTER SQUADRONS WAS HELD IN BLAZING SUNSHINE THAT BEFITTED THE 100TH ANNIVERSARY.**



The squadron commenced operations in 1915 flying the Airco DH.2, which was a single-seat biplane "pusher" aircraft which operated as a fighter during the First World War, before moving to RAF Coningsby, where it is now the Operational Conversion Unit (OCU) for the RAF's world class multi-role Typhoon aircraft.

HRH Prince William, Duke of Cambridge, who is Honorary Air Commandant of the base, observed a centenary parade before meeting a selection of personnel, engineers and veterans.

The Paviors attending enjoyed sitting only 2 chairs away from His Royal Highness and were royally looked after by Flt.Lt. 'Cookie' Cooke, who extended the squadron's usual high standards of hospitality. After an amazing air display by the squadron's Typhoons, you were left in awe at the power of these modern fighters and the professionalism of this outstanding squadron.

**By Launce Morgan**

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# A REPORT BY THE RECIPIENT OF THE 2015 LAING TRAVEL AWARD

**THERE IS GROWING RECOGNITION THAT EFFORTS TO ADDRESS CLIMATE CHANGE SHOULD NOT ONLY FOCUS ON REDUCING CARBON DIOXIDE (CO<sub>2</sub>) EMISSIONS, BUT ALSO ON REDUCING SHORT-LIVED CLIMATE POLLUTANTS (SLCP), SINCE THEY ARE SIGNIFICANT CONTRIBUTORS TO GLOBAL WARMING.**



The municipal solid waste (MSW) sector is an important emission source of two SLCP pollutants: methane and black carbon (BC). The contribution of the MSW sector to methane emissions is relatively well characterised; however there is a paucity of knowledge about BC emissions from this sector. A major potential release of BC arises from the uncontrolled open burning of MSW at dumpsites and at the domestic household level.

Evidence from field measurements performed in central Mexico by Christian et al. (2010) strongly implicated burning waste as an important global source of atmospheric emissions, that is currently neglected and omitted from national emission inventories. In addition, short-term and long-term exposures to BC are associated with a broad range of human health impacts, including respiratory and cardiovascular effects as well as premature death. Therefore, the development of efficient and effective mitigation strategies for BC requires quantitative understanding of the impacts in relation to both global warming potential and human health.

During the summer of 2015, the Paviers' Laing Travel Award gave me the opportunity to carry out a fieldwork trip to Mexico with the purpose of understanding and quantifying the impact of BC emissions from the uncontrolled open burning of solid waste in Mexico. During this trip, the following goals were achieved:

**1. Assessment of fieldwork region and selection of case study:**

Meetings with waste management federal and local authorities as well as experts in the subject were carried out to select a case study area for the project. The case study region selected for the project was the municipality of Huejutla, in the state of Hidalgo, Mexico.

**2. Characterisation of waste in households in Huejutla Municipality:**

A survey of 240 houses was conducted in the municipality. Using the information provided in the survey, 10 houses of peri-urban and 10 houses of rural area (in which waste burning is a frequent practice) were chosen. Waste samples were collected from these properties over a two-week period for compositional analysis and characterisation. This information will be crucial to assess BC emissions from waste burning in households in the case study area.

**3. Characterisation of waste at Huejutla's final disposal site:**

A methodology was applied to characterise the waste in the final disposal site of the municipality. This information will be used to assess BC emissions from waste burning activities at the dumpsite. For the waste characterisation in the dumpsite, the area was divided in 6 quadrants. Waste samples were collected from each quadrant and placed in a 200-litre container. The waste was divided into categories and weighed.

**4. Waste management assessment in the region:**

The UN-Habitat Integrated Sustainable Waste Management (ISWM) benchmarking methodology was applied to profile the main features of the MSW management for the case study region. This provided a thorough analysis of the MSW system, and helped to understand burning drivers and patterns both in households and at the dumpsite.

**5. Measuring of BC emissions from household and dumpsite waste in the laboratory:**

During the trip, the National Institute of Ecology and Climate Change (INECC) and the Centre of Atmospheric Sciences in the National Autonomous University of Mexico (UNAM) were visited and collaboration agreements were proposed. The purpose is to establish a link and collaborate in BC emissions analysis investigations of uncontrolled open burning of waste. Experiments will be carried out in a combustion chamber for this purpose and will take place in the spring of 2016. This information will provide crucial information for the elaboration of a BC emission factor for open burning of waste in Mexico.

**By Natalia Reyna Bensusan**

# THE WORK OF THE FINANCE COMMITTEE OF THE WORSHIPFUL COMPANY OF PAVIORS

**I HAVE BEEN ASKED BY THE EDITOR TO PROVIDE A BRIEF REVIEW OF THE WORK OF THE FINANCE COMMITTEE OF THE WORSHIPFUL COMPANY OF PAVIORS. BEFORE I DESCRIBE THIS IN MORE DETAIL, IT MIGHT BE BEST TO OUTLINE A BRIEF HISTORY OF THE COMPANY.**



The Company was established in 1479 by Ordinances confirmed by the Lord Mayor and Court of Aldermen of the Corporation of the City of London. Subsequently in 1900, the Court of Aldermen granted the Company a Livery. The Company was incorporated by Royal Charter following a grant by Her Majesty the Queen in Council in February 2004. A Royal Charter is a formal document issued by the Monarch as Letters Patent, granting a right or power to an individual or a body corporate. Since 1066 when the first Royal Charter was granted, only approximately 1,000 grants have been made by the British Monarchy. Of these, only about 750 remain in existence. Most City Livery Companies are incorporated by Royal Charter, and this makes them among the rarest form of corporate bodies in the country. A Royal Charter has perpetual effect, and other bodies created in this way (albeit on a slightly larger scale than the Paviors) are Cities, Universities, and other significant organisations well known to students of history, such as the East India Company, the Hudson's Bay Company, the Bank of England, and even the BBC.

When I took on the Chairmanship of the Finance Committee, I was able to inherit sound finances, mainly due to the decisions and hard work of several predecessors in the Company, notably our current Master Terry Last, the immediate Past Master Nigel Kempner, Past Master Dance, Christopher Sedgwick, and many others who between them had ensured that my job as Chairman of the Committee was to maintain a steady course, without having to become involved in crisis management. Tribute should also be paid in this area to the work of the Admissions Committee, which has managed to maintain a steady stream of new members to the Livery, with the significant addition of new income that this entails.

Contrary to popular belief, the Company does not have charitable status. It is taxed in much the same way as any other small Company would be. There are, of course, associated charities, supported by the Company, the most important of which is the Paviors' Livery Trust for Charities, which has been established and endowed by the Company in furtherance of its principal objectives. The Court has the right to appoint the Trustees to this trust but has no further power to direct their affairs. The Company and the Livery Trust for Charities are (legally at least) completely separate entities. In practice, of course, there is close cooperation between the two bodies.

The responsibility of the Finance Committee is to ensure that the Company's finances are and remain sound. This broadly entails ensuring that the first rule of Mr Micawber is followed; do not let expenditure exceed income. The Finance Committee therefore scrutinises closely the associated costs of running the Company, and monitors its income on a regular basis. The books are kept extremely competently by the Clerk, and they are submitted to the Company's appointed firm of Chartered Accountants, Newby Crouch, on an annual basis, for the Company accounts to be prepared, and approved by the Court. At the present moment, income is exceeding expenditure, and there are two significant reasons for this. First, is that we have had a healthy flow of new admissions. Secondly, Masters in recent times, and in particular the Master at present, have managed to secure sponsorship for Livery dinners at a generous level. We are therefore in a position where we might hopefully expect to have a small surplus at the end of each year, if the present climate prevails. However, if income was to be reduced, most of our overheads are fixed, and we therefore have to maintain a strategy of ensuring that the Company could continue to function smoothly, if a current account deficit occurred in any particular period. Some time ago it was resolved (and the current Committee fully support this policy) that reserves should be built up to ensure that contingencies of this type can be met if necessary. So far, we have not had to call on our reserves, but would do so if there were to be a current account shortfall in the future. The existence of healthy reserves ensures that we can regularly monitor our financial policies and amend them if necessary without having to make knee-jerk decisions in the face of short term fluctuations in our current account.

If the Company is not financially strong, the charitable work done by the Company would not (I would submit) last for very long. It is commitment to the Company, and its longevity, which ensures that we are able to build and support our charitable activities, and extend them from time to time. Since the principal objective of any City Livery Company with only historical connections to its trade must be the furtherance of charitable activities, I am pleased to be able to report that the Company has probably never been in better financial health than it is at present. However, we must not be complacent, and personally I should like to see reserves boosted even further in the company years, so that we end up with a level of investment income to boost our "trading" income. Having significant and separate income streams to call on is another badge of financial stability, and one for which we should be aspiring.

**By Hugh MacDougald**

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# MILES ASHLEY,

## INTERVIEW



**MILES ASHLEY IS PROGRAMME DIRECTOR FOR CONSTRUCTION AT LONDON UNDERGROUND AND VERY MUCH ENJOYS GRAPPLING WITH COMPLEX URBAN PROJECTS SUCH AS NORTHERN LINE EXTENSION, TOTTENHAM COURT ROAD, BOND STREET, VICTORIA AND BANK. MILES IS ALSO A MEMBER OF THE INFRASTRUCTURE UK CLIENT GROUP AND LEADS THE COLLABORATIVE PROJECT TEAM'S PROGRAMME FOR HM TREASURY DEVELOPING NEW INFRASTRUCTURE DELIVERY MODELS.**

**Q.** Can you explain a bit more about yourself and your role as Programme Director of Construction?

Well, I seem to have landed my dream job! That's not to say that it's not without its challenges, but it's a real privilege to lead a team delivering major projects such as the Northern Line Extension and the major station upgrades. I must say that it's equally challenging to deliver the large number of less visible schemes such as escalator replacements or smaller station rebuilds at up to a 100 locations every night of the week. It's a 24hr task, delivered by really talented and dedicated teams. Work never stops to keep the Underground moving for London and it hasn't since it started in 1863!

**Q.** What are the most exciting projects you are currently working on and are proud of to have achieved in your career at London Underground?

You can see some of the value in what we do through a scheme such as Tottenham Court Station rebuild. Together with the Crossrail works it's a £1bn investment in this region of London and in terms of its regenerative impact it will have an immediate effect when it opens in 2016. You will already see the Eastern end of Oxford Street changing and investment being made. It's very rewarding to be part of the team that's shaping a new regenerated London – it is an investment that will improve people's lives. To me that's the real value of civil engineering.

## Q. What do you particular like about your job?

The most rewarding part of it is working with people from across the industry. I meet a wide variety of people from Miners who are literally digging a new future for London, Engineers who are designing it, and people with the money within the Treasury. Although civil engineering is often publicised with pictures of large machinery, ultimately it is people that solve problems and create change. I often say that I'm very lucky that everybody who works for me is better at maths than I am, but I never cease to be amazed by what people are capable of and how dedicated and motivated they can be. That's a daily experience in my job and without doubt the best part of my role.

## Q. What advice would you give to young engineers and talent?

Apart from saying that you're entering an industry that desperately needs you, and indeed every engineer it can muster, I think there are three things to consider. Firstly to network and collect contacts as people will often provide you with opportunities and solutions. Secondly to find a role that really excites you as it's a wide industry with many opportunities, so experiment until it does. Lastly to see the good and bad in the leaders you work for, to learn what you can emulate, and shape your style. And finally to remember that everyone needs a little luck!

## Q. If there is one thing you would particularly like to achieve in the years ahead in your career, what would it be?

We have made a start with changing the way in which we engage with the engineering community to build some of our infrastructure projects. I hope over the next two to three years that we will establish new delivery models which are increasingly teamwork driven and more effective for undertaking some of these major schemes. This year we have started to work with Infrastructure UK to develop these new delivery models. So there is great enthusiasm amongst the industry that we will achieve this and many of us have already started to experiment with more effective ways of working.

## Q. What do you like doing outside work?

Four "children" between the ages of 15 and 24 keep me quite as busy as I need to be out of work, but sailing is something I really enjoy and it's a wonderful way to relax after a challenging week of "burrowing" on the Underground!

## PAVIORS INVITATION EVENING

Running an Invitation Evening is still a new event for the Pavors, with the second one held at Charterhouse in early November. This is an opportunity for potential new members to visit us informally with their sponsors, for a drink, lots of chat, and some very brief presentations by the Master and Wardens about who we are, what we do, and why they may like to be involved. The emphasis is on everyone getting to know each other, and understanding how they may fit into the Company, along with sometimes realising unexpectedly, that they already know several Pavors!

Whilst attending dinners is an excellent way for potential new members to see one aspect of the Company and to meet some other members, the Invitation Evening, through its informality, allows a more varied discussion, and encourages the various potential members to also meet each other, and find common interests. Both evenings have been most enjoyable and rewarding events, and are becoming an important aspect of encouraging new members to join, so we hope you will continue to support them.

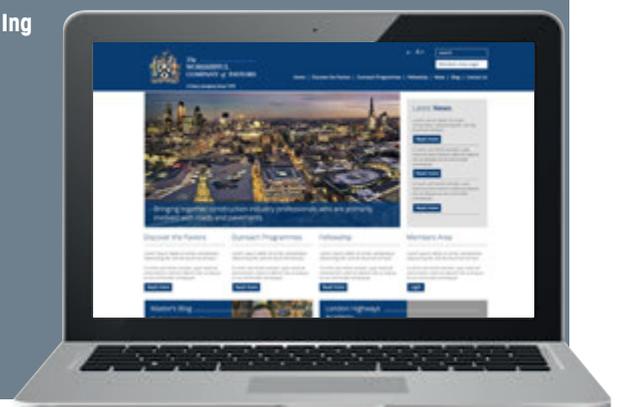
By Sue Illman

## A NEW WEBSITE

Hopefully you have all seen that The Pavior's have a brand new website. Launched at the end of last year, the site has been created to help improve communication, in line with one of the Masters aims for his year. The site features a more modern design and functionality including an improved news section and a blog. It also features an enhanced members area.

In addition to the site, a Pavior's FlickR site has been created. This will host the Pavior's image library and can be reached directly via FlickR or via the Pavior website. The new videos that are being created by the Marketing Committee will be hosted on the new site as well as on a dedicated Pavior YouTube channel.

By David Ing



# THE PAVIORS' ARKWRIGHT SCHOLARS

**TWO MORE ARKWRIGHT SCHOLARS HAVE NOW COMPLETED THEIR TWO YEAR SPONSORSHIP BY THE PAVIORS. AWARDED SCHOLARSHIPS IN 2013, IAN KEGLER AND TUDOR PUSZET HAVE NOW STARTED ENGINEERING COURSES AT THEIR RESPECTIVE UNIVERSITIES.**



Ian, who was school captain at Alleyn's School, Dulwich in his last academic year, is studying Design Engineering at Imperial College having achieved 3 A\*s and an A at A Level. During his scholarship he was mentored by Jonathan Rushton of Vinci, thanks to Liveryman Jim Lomas-Farley. He attended work experience at the Victoria Underground Station Upgrade and visited the Nottingham Express Tram development. He recently attended the Edinburgh Fringe with a group from his school to perform a sketch about the Ten-Pound-Tale and the journey it may take!

Following his 2 A's and 2 B's at A Level, Tudor was offered and accepted a position to study Civil Engineering at the State University of New York, Buffalo. Liveryman Jenny Reece (nee Mills) mentored Tudor and arranged a work placement with Mott MacDonald and also through Freeman Joe Horner with BAM. Tudor is a National level swimmer and was selected for the England Talent Advanced Apprenticeship in Sporting Excellence. This explains the reason for him studying at Buffalo because of their Olympic standard swimming facilities!

Max Hacon and Griffin Daly are both continuing their courses in Civil Engineering at Bristol University and UCL respectively.

Ibrahim Maniku (mentor - Stephen Thompson of Arup) and Rosie Golding (mentor - Nicola Kelly of Laing O'Rourke) are last year's scholars, continuing to their final stages of A Level study.

Finally this October we have taken on two more Arkwright Scholars, Jingtong Ng and Dan Chapman. Jingtong is at Henrietta Barnett School studying A Levels in Physics, Maths, Further Maths and Product Design and Dan is studying A Levels in Maths, Further Maths, Electronics and Physics at Dr Challoner's School, Amersham.

Please contact Neil Sandberg if you would be willing to mentor either of these two new scholars. The task is not onerous, involving a little contact throughout their two years and hopefully some work experience over their summer holidays. Having been impressed by both when I met them, it would be excellent to introduce them to our world of civil engineering.

**By Ian Edwards and Neil Sandberg, Charity Committee**

# WELCOMING NEW MEMBERS



**Charles Allen**  
Director OTB Concrete Ltd  
*Proposed by Matthew Edwards*



**Mark Isaac**  
Company Director, Raymond Brown Group  
*Proposed by Kelvin White*



**Michael McNicholas**  
Group Managing Director, Atkins  
*Proposed by Malcolm Stephen*



**Janus Moorhouse**  
Project Manager BAM  
*Proposed by Malcolm Stephen*



**Dallas Taylor**  
Chief Financial Officer Hope Construction Materials  
*Proposed by Paul Craggs*



**Gareth Vest**  
Asset Management Programme Director E1S  
*Proposed by George Chapman*



**Sarah Edwards**  
PhD Researcher in Forensic Psychology  
*Proposed by Ian Edwards*



**Bill Brett**  
Executive Chairman, Robert Brett & Sons Ltd  
*Proposed by Bill Bolsover CBE*



**Janos Dobsi**  
MD CATSURVEYS Group  
*Proposed by Paul Hicks*



**Sean Elliott**  
Director/Owner Aylesford Metal Company  
*Proposed by Terry Last*



**Joanne Garwood**  
Central Services Director, FM Conway  
*Proposed by Michael Conway*



**Mark Leeming**  
Project Manager, Sir Robert McAlpine  
*Proposed by Nicola Kelly*



**Richard Tucker**  
MD AAA Property North East Ltd  
*Proposed by John Price*



**Glyn Woolley**  
Owner/Director PSV (UK) Ltd and Greenrain Ltd  
*Proposed by Terry Last*



**William Russell**  
Alderman of Bread Street Ward  
*Proposed by Sir Michael Bear*



**Vince Gibbs**  
MD Gibbs Surfacing Ltd  
*Proposed by Terry Last*



**Ben Williams**  
MD EPC UK Ltd  
*Proposed by Mike Phillips*

## THE PAVIORS' VIDEOS

You may have noticed that at a number of Pavior events this year that someone was filming the evening. The Marketing Committee is developing several short videos for the Company, and hope to launch the first one at Common Hall in January. Whilst the main video will be about the Company, the first one is focussed on the London Highways Academy of Excellence, and is specifically designed as a marketing tool to help secure employment for graduates of the scheme. The video will sit on a YouTube channel, with links from our website, and will hopefully encourage others in the construction industry, outside the Paviors, to consider offering employment, as the Master in particular, has reported great interest within the industry about the Academy.

Whilst we are keeping the videos as economical as possible, we will also be seeking sponsorship for them, and will explain more about this at Common Hall, as we would like to involve a much greater number of Paviors as sponsors. Assuming this new initiative proves successful for the Company, we will be recording a number of key activities throughout the year to add to our YouTube channel to gain wider publicity within the industry.

By Sue Illman

# THE PAVIOR

The magazine of the Worshipful Company of Paviers

## EVENTS CALENDAR

DATE	EVENT	WHO CAN ATTEND	VENUE
<b>MARCH</b>			
10th	Wine Circle Event	Wine Circle Members	Travellers' Club
11th	United Guilds' Service	All Liverymen – limited tickets	St Paul's Cathedral
11th	Post Service Lunch	All Liverymen & Guests	Cutlers' Hall
22nd	Luncheon Club Lunch	Luncheon Club Members only	Elena's L'Etoile Restaurant
<b>APRIL</b>			
28th	Spring Livery Dinner	All Liverymen & Guests	Fishmongers' Hall
<b>MAY</b>			
18th	Inter Livery Clay Pigeon Shoot	All Liverymen	Holland & Holland SG
26th	Spring Golf Meeting	Golfing Society Members & Guests	Chobham GC
<b>JUNE</b>			
1st	Luncheon Club Day visit	Luncheon Club Members & Guests	Mapledurham House
15th	Wine Circle	Wine Circle Members & Guests	Travellers' Club
24th	Election of Sheriffs	All Liverymen	Guildhall
29th	Luncheon Club Gala Concert	Luncheon Club members & guests	Guildhall School of Music and Drama
<b>JULY</b>			
TBC	Midsummer Event	All Liverymen, partners and guests	TBC
7th	Court Meeting & Dinner	Court & Committee members & Guests	Cutlers' Hall
19th	Charity Golf Day	All Liverymen and guests	Moor Park GC

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