



The Worshipful Company of Bowyers and the Arding Family

Our Master comes from one of the three families whose names have been synonymous with the Bowyers Company over the last 150 years - the Ardings, Glaziers and Nevilles.

Although almost certainly not the first Bowyer to carry the Arding family name, James Arding the Elder was according to our records the first Master, taking office from 1852 to 1854. He joined the Freedom by servitude in July 1813 in the same year as Ms Maria Sainsbury who was the last lady member to be admitted to the Company.

James Arding the Elder had two sons, James and Charles Bennett. His first son, James, who was known as James the Younger, became Master 10 years after his father, at the tender age of 45 and died only 7 years later. His brother, who was known as Chas, never became Master but his name appears more regularly than any other Arding in our records, as he was Clerk to the Company for many years.

Chas Arding married Mary Slee in 1862. They had six children and two out of the three boys became Masters of the Company - Seymour Arding was Master 1914 to 1916 and Gerald Frank was Master 1918 to 1920. It would appear that the Slee family through this marriage were also attracted into the ranks of the Company as Norman Slee was Master between 1916 and 1918 and Arthur Slee was Master 1922 to 1924.

Gerald Frank Arding also had two sons who subsequently became Masters; Oliver Gerald, our present Master's father, who became Master 1952 to 1954, and Bertram William Bennett (Bertie), the father of our present Liveryman Gerald Arding, who was Master 1956 to 1958.

The family association with the Bowyers Company is set to continue with James Oliver Arding, our present Master's son recently admitted to the Freedom of the Company.



The Master Mr Clive Arding (centre) after his Installation and Thanksgiving Service at St Botolphs Church, Bishopsgate last July accompanied by the Upper Warden Mr Peter Seaton (left) and the Renter Warden Mr Richard Model (right).

Ladies Banquet

The Bowyers' Ladies Banquet was held on St Georges Day April 23rd in magnificent surroundings at The Merchant Taylors' Hall when our principle guest was the Lord Mayor Alderman Gavin Arthur who had only that day flown back to the UK from one of his many trips abroad promoting the City of London.

Pictured before dinner from left to right are; Mr Alderman and Sheriff David Brewer CMG, The Rev. John Hayton, Mrs Carol Seaton, Mr Peter Seaton, Mrs Mary Arding, The Rt.Hon. The Lord Mayor Mr Alderman Gavin Arthur, The Master Mr Clive Arding, The Lady Mayoress Miss Carol Blackshaw, Mr Richard Model, Mrs Ann Willis DMCO, The Clerk Mr Richard Wilkinson, Mrs Clarke and Mr Sheriff Martin Clarke.



Sir Roger Cork



*‘Wherever the meeting,
whatever the occasion,
the one thing you could be
certain of was that when
Roger was there you
would always laugh at
some point together.’*

You will have seen the obituaries in the National Newspapers and those of you who have connections with the Tower Ward Club or indeed the many Livery Companies Roger was involved in will have read the reports of his life, his work in the City, his Mayoralty, his devotion to his family, his humour and his delight to have fun.

You may also have been present at the Thanksgiving service for his life in St. Paul’s, which captured the spirit of how we all in the Bowyers knew him. It was a privilege to be part of the team who organised the event and make a small contribution to the memory of a man I have known for 38 years.

Wherever the meeting, whatever the occasion, the one thing you could be certain of was that when Roger was there you would always laugh at some point together.

It was not a laughter born of the latest joke, although he did tell them studiously with great concentration so as not to mess up the punch line.

It was a laughter of happiness, one of those moments which warned you that the occasion should not be too serious.

And yet there was the highly committed professional approach to events or matters which demanded that Roger stood up and was counted in his beliefs or his duty, even to his detriment when he might have appeared to have been a lone voice.

His faith, unswerving and steadfast as a Christian was always impressive and perhaps it was this happiness he found that translated into the laughter we always had together.

To try and read the appointments in his diary was impossible, even he had trouble reading his own writing, but the quantity of appointments mostly of a charitable or City connection was unbelievable. It never ceased to amaze how he crammed them all in, but as he said it did save him shopping for food in the week as usually the meetings involved eating of some kind.

Yet he was always there for his family and friends, and family engagements and weddings were a spendiferous affair organised by Roger in the meticulous way in which he went about his daily dozen.

You will have your own fond memories of Roger, his kindness, his honesty, his generosity and above all the memory of the fun it was to be around him.

Guard them well.



A Flying Ambition Achieved

Flying is one of those ambitions, like being a train driver, which you imagine would be most daring and exciting, but like most childhood dreams remains (usually) just that.... a dream. I had always hankered after being a pilot since I first read the exploits of Captain Biggles, but never thought I would have the time nor the money, let alone be clever enough. But as my retirement rapidly approached, I decided to give it a try.

One trial lesson at Wycombe Air Centre was enough. I was totally hooked, but thought I would be too old. However my young flying instructor said that, provided I could get through the medical, it was worth progressing to see if I had any aptitude.

The medical was quite an experience, very strict and rightly so, but the doctor discovered apertures I didn't even know I had. I think he was more concerned about my mental condition, in seeking to start a new activity, as he put it, 'a trifle late old chap'. Personally I found it very encouraging that my previous way of life had not had too bad an effect, but I was okay. The next thing to do was book some lessons.

One thing I will never try to be is a flying instructor. Talk about bravery in the face of stupidity and maintain the ability to smile, albeit on the odd occasion through clenched teeth. Slowly it began to come together, until the day that, as we landed, the instructor turned round and asked 'How do you feel like going solo?'. The honest answer was excited and petrified. I suddenly found myself all alone, high up in the air' wondering what the hell I was doing there. However they don't let you go up until they are confident. It is also nice to know that one of you is. But WOW! It is an unbelievable experience, one never to be forgotten.

Then came the night school. My brain had been quietly resting most of my life and I found it very hard to take in all these new subjects such as Aviation Law, Meteorology, Navigation, Aero-Engines, Radio Telephony, Human body factors etc. I had to work very hard and long. Fortunately the lecturers were excellent and still retained a great deal of enthusiasm for these topics. Somehow I scraped through.

Eventually, after many hours of both dual and solo work, the time came for a series of flying exams. There is a solo cross country, where you have to land at two other airfields, obeying all the correct procedures. God the relief when you look out and find you have arrived at the right place! Another test, with the examiner present, is when you have to stall the aircraft and show you know how to correct the situation. On another part of the test, when the nose of your aircraft is pointing down to the ground and going round and round in a spiral dive, you'd be surprised how different the countryside looks!

When the moment came and I was informed that I had passed, it was incredible and even now I find it unbelievable that I have a qualification that allows me to get into an aircraft and, with certain rules and limitations, fly anywhere I want, achieving greater freedom than ever in my life before. My only possible regret that having done this at the age of sixty seven, I wish I had made the effort to do it a great deal earlier, because it is the most marvellous experience and the greatest fun you could imagine. Mind you, you soon find out which of your friends and relations have any confidence in your abilities.....

To be, albeit in a very amateurish way, a member of an elite band called 'aviators' is quite something, and I am finding that the camaraderie is super. It seems regardless of whether like me, you are flying a little Cessna at a club or you are doing long-haul flights on a 747 as an experienced pilot, I have found a great deal of warmth and friendship. I think it is all based on a love of flying.

The Longbow at War

A lecture given by Mr Chris Gravett from the Royal Armouries, at the Tower of London was held at the end of February in the delightful surroundings of the Honourable Artillery Company.

The lecture took us through the history of the longbow from its development and use in the 12th Century to its eventual demise as a weapon of war in the 16th century.

The longbow in its day gave the English such an advantage in battle that the French considered it to be an unchivalrous weapon. They considered it to be a mediaeval weapon of mass destruction and as such wanted an agreement to ban it from the battlefield.

Longbow facts

Such was the power of the Longbow that contemporary accounts claim that at short range, an arrow shot from it could penetrate 4 inches of seasoned oak.

The average English Military Archer could fire 12 to 15 arrows per minute and hit a man-sized target at a minimum of 200 yards. The maximum range was about 400 yards.

The longbow is drawn to the ear, rather than to the chest as with shorter bows.

A longbow is nearly six foot long (normally the full height of the archer) and is typically made of yew.

Whilst plate armour was solid enough to withstand an arrow shot from a longbow, it would easily slice through leather or padded armour or clothing, and was also effective against chainmail.

It was mandatory for many English citizens to practice shooting their longbows on Sundays.

The traditional “two-finger salute” dates back to the taunts of English archers against the French during the Hundred Years’ War. The act of drawing the longbow was known as “plucking the yew” (or “pluck yew”). Much to the bewilderment of the French, the English having won a major upset at Agincourt, began mocking the French by waving their middle fingers at the defeated French, saying, “See, we can still pluck yew! “PLUCK YEW!”

Over the years some ‘folk etymologies’ have grown up around this symbolic gesture. Since ‘pluck yew’ is rather difficult to say (like “pleasant mother pheasant plucker”, which is who you had to go to for the feathers used on the arrows for the longbow), the difficult consonant cluster at the beginning has gradually changed to a labiodental fricative ‘F’, and thus the words often used in conjunction with the one-finger-salute are mistakenly thought to have something to do with an intimate encounter. It is also because of the pheasant feathers on the arrows that the symbolic gesture is known as “giving the bird”.

Key Dates

- 1252 Longbow was accepted as a formal military weapon.
- C.1280 Longbow adopted by Edward I during the Welsh campaigns after seeing how effectively the Welsh used the bow.
- 1298 Edward I fought the Scots. Having defeated the Scottish cavalry, the English cavalry found themselves unable to attack the Scottish spear blocks, however the archers weakened their ranks with a barrage of arrows. They were weakened so that the cavalry could sweep in and mop up the remaining spearmen.
- 1332 in the reign of Edward III, in another battle against the Scots the English archers were able to rain arrows down on the attacking army killing most of them before they could reach their defensive position.
- 1337-1453 The hundred Years’ War with France: During this time, the English and Welsh longbowmen were the most prominent part of the English army, sometimes outnumbering the Men-at-Arms by as much as 10:1. The average was a ratio of about 3:1.
- 1346 The Battle of Crecy. Crecy was one of history’s most decisive battles. Edward III decided to halt near Crecy in Normandy and to prepare for battle the next day. However, the French who outnumbered the English 5:1, made contact and started to attack without the benefit of a plan. The French made as many as 15 attacks and the English checked each one in turn mainly because of the English longbowmen. At the end, the French were decimated and the English had a decisive victory.
- 1356 The Battle of Poitiers: Edward III, The Black Prince of Wales, with 6,000-8,000 men defeated a French army 3 times as large
- 1415 The Battle of Agincourt was perhaps the greatest victory of the Hundred Years War and the most spectacular for the longbow. Ten thousand of the French army were killed, whereas the much smaller English force survived with very minimal casualties possibly less than a couple of hundred
- 1461 During the civil war in England the longbow was used on both sides at Towton Heath, inflicting massive casualties, an estimated 25 000 killed or wounded. The archers shot all of their arrows, then fired the enemy’s arrows back until finally the remains of the two armies crashed together.
- 1513 Flodden: The last battle at which the longbow made a significant difference was once again the English against the Scots.
- 1588 Longbow replaced by firearms during the Spanish Armada War.
- 1595 Longbow finally retired from military service.

Affiliation with HMS Northumberland

During the last 12 months the Company has entered into an affiliation with HMS Northumberland (F238) one of 16 Type 23 Duke Class frigates which form the main stay of our modern surface fleet.

HMS Northumberland was built at Swan Hunters at Wallsend on the Tyne, being launched in April 1992 by the ship's sponsor Lady Kerr. Originally designed for the principal task of anti submarine warfare, the Type 23 frigates have now evolved into powerful and versatile multi purpose ships with the capability to operate anywhere in the world. The effectiveness of these ships is enhanced by their stealth design, which reduces their radar signature significantly.

In addition to her war-fighting role, the ship is also trained to conduct a wide range of other tasks. These include embargo operations using boarding teams inserted from the ship's boats or helicopter, disaster relief work or surveillance operations. The ship is 133 metres in length and just over 16 metres wide and carries a complement of 185.

Her armament includes:

- 2 x Quad Harpoon missile launchers
- Vertical launch Sea Wolf anti missile systems
- 1 x 4.5 inch Mark 8 gun
- 2 x 20mm close range guns
- 2 x magazine launch anti submarine torpedo tubes
- Nato Seagnat and DFL decoy launchers

The ship carries an array of navigation, surveillance and tracking radar systems and active and passive sonar as well as a Lynx helicopter armed with sea skua anti-ship missiles, stingray anti submarine torpedo, depth charges and machineguns. Further information concerning our ship can be obtained from the excellent Royal Navy website (www.royal-navy.mod.uk).



As a result of our affiliation the Master has become an honorary member of the Wardroom of HMS Northumberland and is invited to dine there at least once a year and the Captain of HMS Northumberland is invited to attend a Livery function, at least once a year, together with the Liaison Officer as guests of the Company.

On the 21st and 22nd July 2002 the Master and Deputy Master were invited to visit the ship and sail with her for a short cruise from Falmouth to Plymouth. It was a whirlwind tour, with the Master and Deputy Master arriving at approximately 17.45 hours on the Sunday evening at Falmouth dockyard station to be met by Lieutenant Commander Pat Bradley and a trainee officer. Within seconds they were whisked away by car to the ship, given a few minutes to settle into their cabins with orders to report to the Wardroom by 18.15 hours prompt for a briefing! John Burnett became immediately aware of his change of status to Deputy Master as his cabin was about half the size of that offered to the Master, and his bunk was almost 6ft in the air with no steps!

After a briefing in the Wardroom as to the itinerary and programme for the following day, the Master and Deputy Master experienced a brisk stem to stern tour of the ship - which took at least half an hour - returned to their cabins to change for Dinner and told they were expected on the bridge for drinks with the Captain at 19.00 hours. Commander Alex Burton formally greeted his guests and waxed lyrical about his ship and the role of the Royal Navy. Lieutenant Commanders Oliver, Bradley and Rowlands joined the Captain on the bridge and large gin and tonics were consumed as the sun gradually began to set over Falmouth Harbour. Dinner was taken in the Captain's cabin with the main course comprising fresh bream and salmon poached in white wine followed by summer fruit pudding and cheese. The wine was excellent and plentiful and followed by port - lots of it.

Following dinner the Captain insisted that his guests returned to the bridge to view the ship's illuminations which had to be done with a glass of whiskey in hand. He was not entirely content by what he saw from the bridge and when he spied the Navigator returning from shore-leave early and sober, he was ordered to drive the party round to the other side of the harbour so the illuminated ship could be seen from a better perspective. It so happened that this viewing was alongside one of the best pubs in town and therefore more alcohol had yet to be consumed before eventually everyone turned in at approximately 23.30 hours with instructions that breakfast would be served in the Wardroom from 06.15 to 07.30 hours.

Pictured left: HMS Northumberland at its mooring in Falmouth Harbour



The Master and Deputy clad in their survival suits and helmets looking very much the part!

The itinerary for the following day was equally action packed. After breakfast the Master and Deputy Master were literally lowered over the side of the ship in one of the ship's RIBs (rigid inflatable) in which they sped around Falmouth Harbour at up to 35 knots followed by an idyllic trip up the River Fal as far as Malpas. On returning to the ship a visit to the Weapons Department culminated in time spent in the Operations Room - the nerve centre of the ship when she is at war - where our Master and Deputy Master saw how the ship would react in the event of a mock attack by enemy aircraft.

After coffee with senior and junior ratings, there was an extensive tour of the bowels of the ship to see the work undertaken by the Marine Engineering Department. This Department is responsible for the operation and maintenance of the bulk of the ship including hull, structure, main engines, power generations, heating lighting, ventilation, water and fuel systems. Their other role of equal importance is to take the lead on fire fighting and damage control.

There was only time for a very quick lunch following which the guests were called up to the bridge to see the ship being towed out of her dock into the outer harbour from where she proceeded under her own power. During the afternoon, as the ship made her way to Plymouth at between 15 and 20 knots, it was originally intended that there would be a tour of the Supply Department which is responsible for ensuring that the ship can remain "on task" for as long as may be required keeping the business of the ship running as smoothly as possible. However the Captain had better ideas for his guests who were told to report to the flight deck. They were then sent up in the Lynx helicopter as it practiced a series of approaches and landings in different simulated conditions as the ship continued to steam close to 20 knots. The Master and Deputy clad in their survival suits and helmets looked very much the part!

In no time at all HMS Northumberland was entering Plymouth Harbour and, with little or no assistance from the tugs but under the watchful eye of the pilot, the Navigator carefully brought the ship up to her mooring buoys off Devonport. It had been an excellent trip!

Clerk's Corner

Richard Wilkinson the new Clerk has been in the driving seat since October 2002 and is slowly beginning to understand the workings of the Company and is beginning to set up some new administrative initiatives. Standing orders are being prepared and he is acting as secretary to the new communications committee. It is hoped to produce the Company Directory annually in July. To ensure that it is current all are asked to keep the clerk informed of their change of address, telephone numbers and e mail address. The preferred method of communicating to the Court and the Livery is by e-mail. This will bring significant reductions in postal costs. However snail mail is not to be ignored and there will be four formal mailings a year in February, May, August and November.

Future Events

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| 3rd June | Company Common Hall and wine tasting at 107 Cheapside. |
| 24th June | Election of Sheriffs and Lunch at Tallow Chandlers' Hall. |
| 26th June | Bowyers Golf Day at the Addington Golf Club, Croydon (contact Michael Wren 020 8981 4430 for details) |
| 2nd July | Joint Shoot with Fletchers. Tower of London. |
| 5th July | Bowyers Prize Day at the Royal Toxophilite Society, Burnham. |
| 19th July | Presentation of Bowyers Company Certificates, Forest Hall Ground Meriden, preceded by Lunch at the Bull. |
| 24th July | Court Meeting and Dinner - Dyers' Hall |
| 27th July | Longbow Day at the Royal Toxophilite Society, Burnham. |
| 10th September | Visit to Old Bailey followed by Supper. |
| 29th September | Election of Lord Mayor followed by Lunch at the Tallow Chandlers' Hall. |
| 23rd October | Court Meeting and Agincourt Dinner - Ironmongers Hall. |

Items for Sale

Single Motif Company Ties in blue silk at £17.50.

Postcards depicting the Bowyers window in the church of St. Botolph without Bishopsgate in beautiful colour. 35p each, 3 for a £1.00 or 16 for £5.00

History of the Company 'Such Goodly Company' a book written by Barbara Megson at £25.50.

Please contact Richard with any queries, booking functions, buying from the Clerk's Superstore, application forms for the Freedom and Livery and any other information that you may require.

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