



The Quill

*A periodic Newsletter for Distribution to the
Members of the Three Rooms Club*

Spring 2017

www.3roomsclub.london

Need to Contact the Club?

Our mailing address is: The Three Rooms Club, Room 805, Lloyd's, 1 Lime Street, London EC3M 7HA

Phone Number: 020 7623 9916

Email: Vernon Ashford

secretary@3roomsclub.london

From the Editor

In this edition of the Quill.....

Membership Matters

The Officers and Committee of our Club

Charitable Trust Donations

Long Service Awards

An evening with a very special guest.....

On June 29th June we are having an evening with Vice Admiral Sir Tim McClement at Le Paris Grill in Crutched Friars. Sir Tim will tell us about his experiences during the sinking of the Belgrano during the Falklands War. You will not be disappointed if you join us on the evening. A limited number of tickets are available for this event, members are encouraged to bring a prospective member along to this event. See page 6 for details.

HMS Victory

Sterling Moss at Lloyd's

Approval after the loss

The 1958 Building Site

Dates for your diary

Keeping in contact

Our website aims to keep members up to date with club news. However, we have very few member email addresses, if you have an email address please do advise Vernon Ashford of your details. Email to secretary@3roomsclub.london

Articles and Pictures for Future Editions

We are in need of stories and pictures from the past please do send any content for the Quill to:

martinbrob@gmail.com

A Thank you to Anthony Barrable

The Committee has very reluctantly accepted the resignation of our Treasurer, Anthony Barrable a very valuable member of our committee, and a Trustee, we would like to thank Anthony for his major contribution to the Three Rooms Club and the Three Rooms Charitable Trust.

Membership Matters

The new Members List has been prepared during February 2017, and is based upon Club Records at that time. If for any reason you find that your own entry is incorrect, please email the Membership Secretary, Paul Coombes membership@3roomsclub.london

Welcome to the following New Members:

2000 - Nicholas Cox

2001 - Barry Rodgers

2002 - Geoffrey Thrower

2003 - Roy Bearman

2004 - Bernard Rice, 50

2005 - Richard Johnston

2006 - David Burchett

2007 - Annette Carmody

We regret we have been advised of the following deaths:

Alan Bacon – Member No. 1083

John Hewett-Hicks – Member No. 1230

Leonard Hunneyball – Member No. 00402

Conrad Owen – Member No. 00503

Peter Owen – Member No. 00872

John Leach – Member No. 1424

Graham Young - Member No. 00567

James Payne – Member No. 1246

Alan Winchester – Member No. 00176

Derek Townsend - Member No. 00793

Hugh Kirkland – Member No. 00665

Tony Rampe - Member No. 00052

Derek Davis – Member No. 00995

The following Members have resigned:

W.C.Newberry – Member No. 00941

Michael Gayler – Member No. 00416

Harry Ward – Member No. 00767

Officers and Committee

John Nelson	President
Don.H.Coombe	Hon. Life President
Brian Wilkin	Chairman
Deputy Chairman	John Bristow
Vernon Ashford	Secretary
Paul Coombes	Membership Secretary & Web Master
Bob Hunt	
Martin Robinson	
David Weekes	
Danny Wild	
Tim Willens	
Peter Wright	
Editor of the "Quill"	Martin Robinson

Charitable Trust Donations

In November 2016 The Trustees agreed payments totaling £1,500 to the following three charities:-

"Morecare", a charity that provides a range of services at a health centre
The May Centre, a day care centre for adults with a range of disabilities.

The Little Princess Trust, specifically a donation set up to provide wigs made of human hair for children suffering from chemo, that have lost their hair.

All the donations that we make are always made to registered charities.

These donations are in addition to those that we made to the 3 "students" during our financial year, which totaled £1,000.00

Long Service Awards

At the 2016 AGM long service awards we presented to:

Colin Grant,
Stephen King
Martin Rowling,
John Fowler
David King.

The Three Rooms Club

welcomes a very special guest.....

Vice Admiral Sir Tim P McClement KCB, OBE

Join us for an evening with Sir Tim and endeavour to bring a
prospective 3 Rooms Club member with you

Date: Thursday 29th June 2017 at 18:00

Location: Le Paris grill, 37 Crutched Friars, London EC3N 2AE, England

Ticket Price: £27.50 inclusive of buffet. There will be a pay bar

Applications: If you would like to join us at this event please contact:

Martin Robinson: martinbrob@gmail.com

Mobile: 07717487953

Places are Strictly Limited



Sir Tim joined the Royal Navy in 1971, and during his 35 years' active service had five commands: two submarines, two frigates and a Naval Task Group. In 1996 he was an inaugural member of the Permanent Joint HQ, where he was responsible for delivering the UK's global military contingency plans. One of his submarine commands was a nuclear "attack" submarine during the Cold War, playing "cat and mouse" with Soviet forces under the Arctic ice and other ships and submarines, and spying on Soviet nuclear-armed submarine movements. He was promoted to the rank of Admiral in 2001, and served as the Deputy Chief of the Naval Staff, including being a member of the Admiralty Board. He also has the unique experience of having organized a cricket match for his crew at the North Pole, having scrapped a pitch in the polar ice!

Sailing with Special Forces, the crew of HMS Conqueror mindset was changed during its 90 Day Falklands War Patrol (4 April to 3 July 1982) from Cold War to fighting a conventional war. Hear first-hand how Conqueror survived damage by ice-flows, the sinking of the Argentinian cruiser General Belgrano, being depth- charged, attacked by torpedo carrying aircraft.

From the Archives ~ Two articles from the September 1978 Edition of Lloyd's Log (Would Pridmore and Findlay have fitted into a sports car?)

HMS Victory comes home

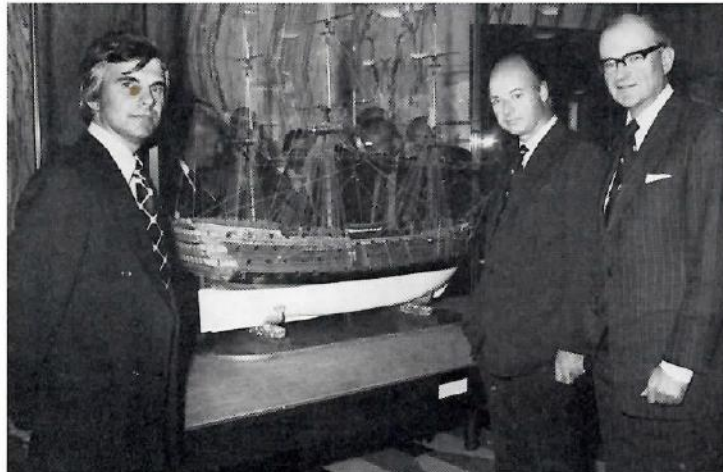
T. A. F. Atkins

Two years ago, Mr John Wallrock, chairman of insurance brokers J. H. Minet & Co Ltd, suggested that the Committee of Lloyd's might consider receiving a scale model of HMS *Victory*, possibly for display in the Nelson Room, as a gift from brokerage firms at Lloyd's. The timing of such a generous offer could not have been more propitious; the model would take some two years to build and its completion would coincide very happily with the opening of Lloyd's new administrative offices at Gun Wharf, Chatham.

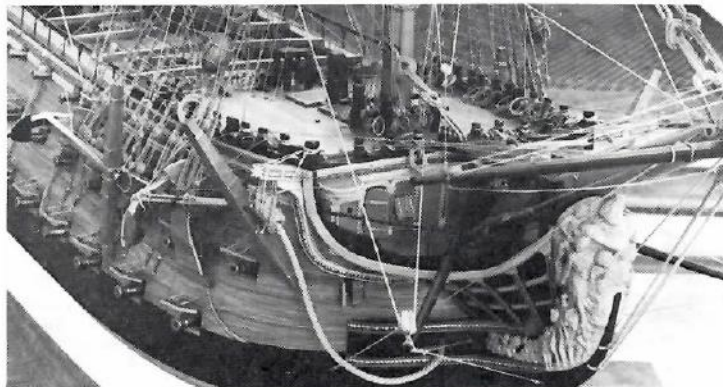
Lloyd's Insurance Brokers' Association (as it then was) wholeheartedly concurred with the suggestion that this would be a highly appropriate way for them to mark the occasion, especially when it was realised how strong were the famous old wooden-wall's links with Chatham—to say nothing of her epic association with Nelson.

HMS *Victory* was built only a few hundred yards from Gun Wharf. She was laid down at the Old Single Dock in July 1759—the so-called 'wonderful year' of victories on land and sea. But the Seven Year War was over by the time she came to be launched in 1765, and for the next thirteen years she was laid up in the Medway. It was here that young Horatio Nelson must have seen her for the first time when he joined his uncle's ship in 1771 as a frail boy of twelve. Some thirty years later, Lord Nelson, hero of Copenhagen and the Nile, hoisted his vice-admiral's flag in her for what would be his last command. And it was to Chatham that the *Victory* returned after Trafalgar bearing the Little Admiral's shattered body for burial in St Paul's Cathedral. The battered three-decker underwent a two-year refit, and to this day the shot-ridden foretopsail she carried into battle remains in the Chatham Dockyard sail-loft as a memento of Trafalgar.

Through the good offices of Mr Wallrock and the Parker Gallery, London, a 1:48 scale model was commissioned from Philip Wride, a West Country professional model-maker who undertook to build the vessel as she would have looked in 1778 when she first went to sea. In this respect she differs considerably



Above: Photographed after the presentation of the model are, from left to right, Philip Wride, builder of the model, Henry White-Smith, chairman of Lloyd's Insurance Brokers' Committee, and Ian Findlay, Chairman of Lloyd's. Below: A view of the bow section of the model, showing the fine detail.



from the ship that fought at Trafalgar which can be seen today at Portsmouth, minus her ornamental stern galleries and original intricately carved figurehead.

An unusual—perhaps unique—feature of the Lloyd's model was to be the use of 1759 timber from the *Victory's* lower gun-deck which was made available to Mr Wride by special permission of the Commander-in-Chief Portsmouth and Lt Cdr Peter Whitlock, *Victory's* commanding officer. This ancient oak (which may be 400 years old) is notoriously difficult to work with on such a small scale—especially when the construction follows the same

frame-and-plank method as the original ship.

Even working more or less full time on it, Philip Wride did not have a day to spare if the model was to be ready within two years. However, work went well to schedule and, this superb piece of craftsmanship was officially presented to Lloyd's by Mr Henry White-Smith, chairman of Lloyd's Insurance Brokers' Committee of the BIBA.

The *Victory* model will remain on show at Lloyd's (by the War Memorial) for several months before taking its rightful place as the centrepiece of the main entrance hall of the building at Gun Wharf.

Vintage Aston Martin insured for prestige rally

Corinthian Motor Policies at Lloyd's comprehensively insured a 1933 1½ litre 'Le Mans' Aston Martin which took part in an international rally last month. The car, one of three British entries in the Rallye International des Voitures Anciennes from Paris to Turin, was driven by former racing champion Stirling Moss with owner Ian R. MacGregor of Bovingdon, Herts, as co-driver.

Ian MacGregor purchased the car in a derelict state in 1970, since when he has spent more than 3000 hours faithfully restoring it to original condition. It is now regarded as a prime example of vintage car restoration and has won a variety of awards.

The vehicles participating in the rally, organised by a group of Swiss, French and Italian motoring organisations left Paris on August 17 and spent the weekend in Montreux where a display of modern rally cars was held. Departure from Montreux was on August 21 with arrival in Turin the same evening.

One of the more unusual vehicles taking part was a 1948 London bus, which brought up the rear of the procession.

Producing brokers for the risk were Insurance (Gravesend) Ltd, whose Lloyd's facilities are provided by Edgar Hamilton & Wellard Ltd, a subsidiary of Lloyd's brokers Edgar Hamilton & Carter Ltd.

Below: The Aston Martin with Stirling Moss at the wheel at Lloyd's prior to departing for the rally.



Below: Pictured with the Chairman of Lloyd's, Mr Ian Findlay, are, from left to right, Reginald Pridmore, director, Insurance (Gravesend) Ltd, Ian McGregor and Stirling Moss.



Approval after the loss.....

Thanks to Derek Ketteridge for the following:

I left school in July 1955 and joined Samson Menzies Ltd on 22 August 1955 (which was my 15th Birthday!), having had a previous job interview with Colonel Samson (Chairman) and his Secretary.

My first job was working in the Non-Marine Policy Dept., and very often calling on the Department at Lloyds to collect policy wordings and clauses, and to visit to the then dreaded Policy Signing Office (then called The Bureau), to sort out queries raised by the Bureau, and expedite the signing of policies.

Apart from the above, I acted as a Post Boy, assisting with what we called the Sergeant, collecting mail from the various departments of Samson Menzies, and on occasions personally delivering letters to various Insurance Companies in the City.

In 1956 I was provided with a Messenger's Ticket, which allowed me to drop claims envelopes to various Lloyds Underwriters in the boxes provided by the underwriters.

Samson Menzies Broker No. was 817, and I collected the claims from the basement in the Royal Mail building usually the next day.

In 1957 I was promoted to a Junior Non-Broker, and provided with a Substitutes Ticket (which I still have).

In 1958 I left Samson Menzies and joined Charles Horncastle Ltd as a Broker, where I placed and renewed various Slips with Lloyd's Underwriters, which included Non-Marine, Motor, Marine, Engineering and Re-Insurance.

Two of the Directors of Charles Horncastle subsequently left and set up Cooper Gay Ltd, and as a consequence I also left and joined F E Kempster Ltd in 1964, again placing all forms of insurance with Lloyds Underwriters.

In 1968 I left F E Kempster Ltd and joined H Clarkson Ltd's UK Non-Marine Department. I subsequently transferred to their Aviation Dept., where I stayed until I left to set up my own Broking Business in Brighton.

With regard to my working life at Lloyd's, I have very fond memories, one of which still stands out, when I worked for Samson Menzies when I took a call at about 4.20pm at their Brokers Box, when one of their prestigious clients substantially increased the sum insured in respect of their stock. I hurriedly completed a Honeycomb endorsement and took this to the Leading Underwriter's Box, only to be told "Sorry Sir, I must go, as I have an urgent appointment". I then saw the Second Underwriter on the Slip, who signed the Honeycomb Endorsement.

The following morning, whilst listening to the news at my parents' home, to my dismay, there was a news item regarding a fire at the client's premises. When arriving at the office, I confronted my Boss, who was far from pleased with the information I had told him.

I then hurriedly walked to Lloyd's to confront the first Underwriter who did not sign the endorsement, and advised him of the position, who stated, and I quote:- "This was not your fault young man", and subsequently signed the endorsement and backdated it to the previous day.

With regard to being a member of the Three Rooms Club, it is great to meet again both former underwriters and brokers, who I got to know very well whilst working in The Room.

Thank you to Brian Peacock for the following picture of the site pre development of the Lloyd's 1958 Building



TEN YEARS AGO (JUNE '51)

Ten years ago the site of Lloyd's new building was an ugly bomb-scar which had been partly cleared to make a car park. The offices overlooking Lime St. had a wider if dingier view in those days. Our photograph shows the car park as it was on the afternoon of Friday July 20, 1951. The following week the contractors boarded up the site and made a start on the foundations. Sixteen months later the Foundation Stone was laid by H.M. The Queen.

DON'T FORGET

DATES FOR YOUR 2017 DIARY

20th April 2017 Get Together

29th June 2107 an evening with Vice Admiral
Sir Tim McClement KCB, OBE

16th November 2017 Get Together & AGM

**If you have any pictures or articles for future
editions of the Quill please send them to:**

The Three Rooms Club, Room 805, Lloyd's, 1 Lime Street,
London EC3M 7HA

Or send by email to Martin Robinson:

martinbrob@gmail.com