



The Civil Engineers' Club  
of the Institution of  
Civil Engineers

**SOCIAL AND SPORTING  
EVENTS**

**SPRING 1995  
NEWS LETTER**

INSTITUTE OF  
CIVIL ENGINEERS  
ARCHIVES  
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No. 1224.....

# **CIVIL ENGINEER'S CLUB NEWSLETTER**

**SPRING 1995**

## LETTER FROM OUR CHAIRMAN

Although the Civil Engineers' Club has done much to promote sporting and social events at a National level I believe that more could and should be done for the benefit of the general membership of the Institution.

You will recall that the objectives of the Civil Engineers' Club are:

1. To promote social and sporting activities amongst Civil Engineers and their families.
2. Give retired members of the Institution the opportunity for maintaining friendships established during their professional life.
3. Enhance the image of the Civil Engineer through the organisation of major events.

I have been keen during my time as Chairman to find better ways of achieving those original and very laudable aims and various options are now being explored, some joint discussions having been held with representatives from the Local Associations of the ICE.

They centre around ideas for achieving a substantial increase in membership through possibly modest voluntary or subscription contributions with the funds so generated being largely distributed via Local Associations to facilitate specific sporting/social events in their areas, support for LA teams in National or Regional competitions and possibly the organisation of major annual charity events helping to provide closer links between the ICE membership and the community.

The LA's are currently restricted by the "learned society" role of the ICE but on the plus side have a well organised local organisation with established links with all members of the ICE and an effective structure with representation on the ICE Council. What they don't have - which the Civil Engineers' Club does have - is sufficient freedom under the charitable status provisions to pursue fully the promotion of sporting and social activities and much experience of initiating and running National/International events. What is needed is a solution which brings all those valuable assets together - harmoniously and enthusiastically!

The best and preferred way forward is not yet clear but various options are being drawn up for consideration by the Club Committee and in due course by the LA's. Whilst they may impact on the Club the aim will be to ensure that its objectives are not only retained but given greater opportunity for achievement to the benefit of not only existing Club members but the wider membership of the ICE as a whole. There might well also be several further benefits accruing.

I commend to you the efforts being made and very much hope that you will be supportive to them.

In former years in the News Letter there has been a photograph of your Chairman to go with his letter. This happened to me last year. Rather than repeat this I have said in future choose a worthy member of the Committee and publish his or her photograph with a brief appreciation.

**David Green**  
*Chairman*



## AN APPRECIATION

Our Chairman has suggested that we should include a portrait and brief C.V. of one of the serving members of the Committee in each issue of the News Letter. A first and obvious choice for this doubtful honour is Archie Shaw, one of the founder members of the Club, who has been very active in promoting the various sections of the Club in particular the sailing, river trips and model railway engineering. He served as Vice Chairman for five years and is now our News Letter Editor.

Archie has had a long and distinguished career in civil engineering, he obtained a first class honours degree at the Northampton Engineering College, now the City University, at the tender age of nineteen. He took a job with Tarmac Ltd. who at that time had just started a Public Works Contracting Department. This expanded rapidly and was soon involved with the construction of major roads, bridges, drainage and sewerage.

During the war years he was actively engaged on the construction of airfields, underground petrol installations, military roads and bridges culminating in the massive build up on the South Coast for the D Day Invasion.

In 1960 he decided to achieve an ambition, he left Tarmac and established his own firm of consulting engineers, Archibald Shaw & Partners with offices in Chichester and Newbury.

Archie may be regarded as a "workaholic" but nevertheless found time for sailing first with a National 12ft dinghy. He became enthusiastic in yacht racing, but eventually gave it up for cruising in his beloved "Elvera".

He also found time for our Benevolent Fund. He served on the Management Committee for many years and was acting Chairman for several years. He was a member of Council I.C.E. serving for two three-year periods.

He has served on the Committee of the Southern Association of the Institution for many years. This photograph shows him wearing the Chairman's badge of office.

Ian Wilson  
Secretary, The Civil Engineers' Club

## THE CIVIL ENGINEERS' CLUB RULES

1. The name of the Club shall be 'THE CIVIL ENGINEERS' CLUB'.

### OBJECTS

2. The objects of the Club shall be:-

- (i) to promote social and sporting activities amongst civil engineers and their families.
- (ii) to give retired Members of the Institution the opportunity for maintaining friendships established during their professional life
- (iii) to enhance the image of the Civil Engineer through the organization of major events.

### ADMISSION AND ELECTION OF MEMBERS

3. All grades of Members of the Institution of Civil Engineers and staff shall be eligible as Members of the Club and such other persons of like professional interests whom the Committee may deem suitable. The Committee may invite other suitable persons to be Honorary members without payment of a Subscription.

4. All candidates for election shall complete an appropriate application form which shall be submitted to the Secretary. The election of members shall be at the discretion of the Committee.

### SUBSCRIPTIONS

5. The annual subscription shall be fixed by the Committee and shall be payable on 1 January each year. The annual subscription of Members who are members of the Institution may be paid with their subscription to the Institution.

6. Any Member whose annual subscription is 2 years in arrears

shall cease to be a Member of the Club.

### OFFICE BEARERS

7. The Office Bearers of the Club shall be:-  
Chairman, Vice Chairman, Secretary, Treasurer.

8. The Officers of the Club shall be elected annually at the Annual General Meeting of the Club. The Chairman shall not hold office for more than 3 years.

### THE COMMITTEE

9. The Committee which shall be elected at the Annual General Meeting of the Club shall consist of the Officers of the Club and a representative of each section established by the Committee to promote an interest of Members or to organize social events and visits in a particular area. In addition there may be up to 6 Ordinary Members, (two of whom shall retire annually and shall not be eligible for re-election until the lapse of 12 months).

10. The Director Institution Affairs of the Institution and the Institution Editor of the NCE shall be 2 Members of the Committee ex officio.

11. The Committee shall have the management of all matters connected with the Club and shall have the power to co-opt and appoint sub Committees. The Chairman shall be entitled to a casting of vote.

12. The Committee may fill any casual vacancy amongst the elected members by co-option: the person appointed shall hold office for a period not exceeding the period of office of the Committee Member he replaces.

13. Five members of the Committee shall form a quorum at any meeting.

### MEETINGS

14. There shall be an Annual General Meeting of the Club in January of each year, notice of which shall be published in the New Civil Engineer. The Chairman shall when present take the Chair at the Annual General Meeting at which the Committee shall submit a report, together with duly audited accounts. No proxies shall be allowed.

15. Special Meetings may be called by Circular to all Members by the Committee or on a requisition signed by 10 or more members on notice of 30 days. Such notice shall specify the Business to be brought before the meeting and no business except that which is notified shall be transacted at such meeting. No proxies shall be allowed at any special meeting of the Club.

### ALTERATION OF RULES

16. No addition or alteration to the Rules of the Club shall be made except at an Annual General Meeting or a Special Meeting and not unless Notice of Motion shall have been published in the New Civil Engineer.

### TRUSTEES

17. The Institution of Civil Engineers, acting through its Council, shall be Trustees of the Club in whom shall be vested all the property of the Club.

18. The Trustees shall out of the property of the Club, be indemnified against all liabilities but subject to this right of indemnity, the property of the Club shall be controlled by the Committee who shall decide all investment of funds and the sale and transfer of securities.

## ANNUAL GENERAL MEETING

The well attended A.G.M. on Tuesday, 14th February, passed off smoothly like any well conducted A.G.M. should do. The only change in the Officers and the Committee being that Howard Barrett took over from Barry Staynes as Vice Chairman; Barry standing down due to pressure of his consultancy work.

Ronnie Bryson took over from Peter Stalker as our Northern Ireland representative. Ian Wilson gave us a succinct yet comprehensive report, which was adopted. As it will be of interest to members I have included a copy. David Green spoke briefly on the various options the Committee will be considering as to the "way forward".

The highlight of the meeting was the award of the Elvera Cup to Vice President Gordon Millington for the log of his cruise from Strangford Lough N.I. to Vannes in the Morbihan, South Brittany. In accepting the award he spoke briefly with some interesting comments on the cruise. He pointed to the famous painting on the wall of the Britannia Tubular Bridge under which they had sailed.

In accordance with tradition, some of us attended the Dugald Clerk Lecture presented by Professor J. Lewin on Water Control Structures.

After the lecture nine of us attended the Council Dining Society Dinner which was a very pleasant occasion, chaired by Gordon Millington.

All in all a well worthwhile occasion.

*Archie Shaw*

## THE CIVIL ENGINEERS' CLUB

### Secretary's Report to A.G.M.

During 1994 there has been strong support from members in a number of sections which have taken effect after the voluntary efforts of the section leaders.

The Sailing Section again had a full programme organised by John Witchell and the North Ireland were entertained in Wales.

The Golf Section, Bridge Section, Works Visits Section and Wine Tasting Section were active.

Members' thanks go out to the section leaders for all the effort they have contributed.

It is intended to have a full programme for 1995 and the Club would welcome members coming forward, both to organise new activities and to help run those already existing. They are invited to get in touch with the leader of the section they can assist, or with me if they have ideas for a new section.

The Committee will continue to do all it can to provide an extensive programme.

*Ian Wilson*

*Ian Wilson*  
Secretary

## COMMENT

You will have read the stimulating and progressive thoughts in David Green's letter.

There are many members of the I.C.E. Council who wish to see the objectives of the Club achieved. An obvious route is by greater cooperation with the local associations. As a first step we have asked the LA's to distribute a "Broadsheet" in the mailings to their members. Here is a copy of a typical sheet; in this way we reach every member of the institution.

Your Committee will be considering the various options for the "way forward" and will welcome any comments or observations from members.

It has been suggested that there could be branches of the Club in areas where there is opportunity to promote the objectives of the Club. All that is needed is a nucleus of enthusiasts in those areas.

Funding could be from the Club, but first we need the enthusiasts. Any ideas you may have will be welcome.

*The Editor*

## INSTITUTION OF CIVIL ENGINEERS

### Civil Engineers' Club Broad Sheet

The Council of the Institution wishes to encourage Social and Sporting activities for its members. As these fall outside the Learned Society Role and Charitable Status of the Institution the Club was established to operate independently yet for the benefit of its members and the Profession.

Membership of the Club offers many advantages. Here is a list of some of its activities.

Contract Bridge	River Trips
Wine Tasting	Motoring Rallies
Model Engineering	Works Visits
Squash	Theatre Tickets
Golf,	Sailing

The latest activity which is meeting success is indoor "Go Karting". 5 A Side football is popular in the North. Major charity events are proposed, including a Beaujolais run.

Sailing operates from centres on the Clyde, Northern Ireland, Isle of Man, North Wales, South Coast and Channel Islands. There have been joint visits overseas with the Royal Engineers, Mulberry Harbour, Antwerp, also with the French Civils as we know them, to Cowes, Isle of Wight.

The Thomas Telford Golf Trophy Tournament is a National Event in which every Local Association has participated.

A modest subscription provides family membership which includes spouses and children. On joining a Club tie is presented free of charge. Students and Graduates are welcome at a small fee for membership. Subscription rates are currently under review.

The Club works closely with the Local Associations, especially for National Events as for example the Thomas Telford Trophy. If there are a sufficient number of members in any particular area, they can form a "Unit" or "Branch" with its own budget for promotion and administration costs with funding direct from the Club. All members of the Institution are welcome to take part in Club activities and events.

*Applications for membership and further details to:*

Mrs Maria Jones, Membership Registry Manager,  
Institution of Civil Engineers, Great George Street,  
Westminster, London. SW1P 3AA.

## CIVIL ENGINEERS' CLUB LIST OF TROPHIES

### SAILING

The **Elvera Cup**, presented to the Club by Archie Shaw and awarded annually to the member who as Master completes the most successful and meritorious cruise of the year.

The **Smeaton Trophy**, presented by Robin Wilson to be awarded to the first civil engineer at the helm of a boat in the Round the Island Race.

The **Telford Goblet**, presented to the Club by Ken Scott, to be awarded each year to a member of the Institution of Civil Engineers' sailing a boat in the Channel Handicap Class in the Round the Island Race, who comes first of the I.C.E. members taking part in that class.

### CONTRACT BRIDGE

The **Brunel Trophy**, presented by Robin Wilson to be awarded each year to the winning team in annual inter local association Bridge competitions.

### GOLF

The **Thomas Telford Trophy**, donated by Sir William Francis to "The Civil Engineers' Club" for presentation each year to the winners of an annual golf tournament between the local associations of The Institution of Civil Engineers. The winning local association team to have the pre-emptive right to act as host for the tournament the following year should they so wish.



## SAILING IN 1994

### Report by John Witchell

#### Channel Squadron

1994 was a better year than most and it is very pleasant as I write this to look back and remember the balmy days of last summer. On the down side of the season was the absence from our rallies of Novak (Hubert Jenkins), Landor (Martin Hadley) and Samiotissa (Ken Scott), all having been sold. Hubert, however, has indicated he is looking for a new boat and Martin has bought Mary Lou a Norfolk Gipsy which was an exhibition boat at Southampton in the 1994 boat show. Ken has no plans at the present to replace "Sammy" but we hope, nevertheless, to tempt him to come to those of our dinners which are within reach. Ken was one of the original members of the ailing section and came on the first cruise to the Channel Islands way back in the seventies before the Civil Engineers' Club was founded since when he has been a keen supporter of our activities. We shall miss Samiotissa, Ken and his wonderful wife Betty as well as the wonderful parties they gave on "Sammy". Also absent were Idle Jack (Roy and June Peel) in the south of France and Tehari II (David and Sepha Wood) in the Baltic. Both boats plan to return home in 1995 and we hope that Idle Jack will rejoin the fleet in the Channel Islands and that Tehari will attend the Autumn Rally.

#### Spring Rallies

The season started on the 7th May with our Spring Rally to the Folly Inn up the River Medina. It was attended by Amity (self), Landor (Martin and Stella Hadley), Nadezhda (Martin and Tina Hirst), Tehari II, and Toxotes (Alan and Ricky Payton). We moored to the pontoon in mid river and this time we all managed to get ashore dry to dinner at the inn. As always we found the Folly Reach peaceful and enjoyable.

The planned late spring rally to Cherbourg at the end of May did not attract much support only Landor expressing interest in the event. Accordingly she was despatched with our good wishes and instructions to uphold the honour of the Club. Her navigation however was a little at fault in that she considered Le Havre would be a much better place to go. Martin reported that they had a most enjoyable cruise, their last in Landor.



*John Witchell getting ready for Cowes*

We were also invited to join the REYC at Chatham to attend the joint professional meeting on the Mulberry Harbour on May 16th: it had been hoped that a team race between the REYC and CEC could be arranged for the 15th. Support was again lacking, which as it happened was just as well as the wind over the previous week was E to NE force 4 to 5. We would have had a hard and wet sail to get there. In Amity we decided instead to visit St Vaast and go on to the invasion beaches from there. We achieved this if not in the way attended as time was short and our berth very comfortable so we hired a car from Cherbourg delivered to St Vaast and did a grand tour on 4 wheels. We were joined on the "cruise" by Charles and June Paice from Cape Town.





*Tina Hirst – "Queen of the Fenders"*

### **The Cruise to the Channel Islands**

This was one of the most enjoyable ones we have had although only two boats, Amity and Caledonia (Chris and Wendy Bosker), took part. On Amity I had John Bartlett with me and Chris had hi-jacked Sea Stag's crew. On Guernsey we were shown over some of the wartime coast defences constructed by the Germans as part of the MIRAS project and had them explained to us by Colin Partridge who had flown over from Alderney for the purpose. Unfortunately Colin was so interesting and we asked so many questions that there was insufficient time to go on to the MIRAS site itself before we had to adjourn to seek refreshment; perhaps they will show us the main Site this year. The defence works are being reconstructed "as was" using actual German equipment where possible, down to the name plates and notices in German. After the visit champagne was provided for us by C.I.G.P.E. at the Guernsey Yacht Club in their new extension. We were pleased to express our appreciation of their hospitality over the years by the presentation of a Club burgee to their Commodore. In the evening we entertained our Guernsey friends on board before walking up the hill to the Duke of Richmond Hotel for an excellent dinner. The stroll back down the hill was much easier. On Guernsey happily, we were joined by Hubert and Jean Jenkins, who had

arranged a boat inspection trip to St Peter Port so they could be with us.

Leaving Hubert in Guernsey, Amity and Caledonia made their way to St Helier where we reached our usual warm welcome. Good berths at finger piers had been arranged for us in the marina and these were much appreciated. We were taken on a works visit to the reclamation works which will ultimately provide an additional area for development. Included in the reclamation area will be a new marina for local craft hopefully making more space available in the existing marina for visitors. A special feature of the work was the care which had been taken to make the armour protection visually acceptable. After the visit we were taken to lunch at a pub at Portlet. The cruise ended as usual with a dinner at the Grand Hotel. Then on the Saturday morning Caledonia continued southwards to North Brittany and Amity returned to St Peter Port where we were joined at 5 minutes notice of sailing by Mickey Fox for the sail back to Weymouth to observe the parade of sail by the Tall Ships prior to the start of their race to Spain.

We were grateful and appreciative of the hard work done by Don Babbe in Guernsey and Nick Bate in Jersey and by our other friends of the Channel Islands Group of Professional Engineers, which made every thing go so smoothly and enjoyably.



*Archie Shaw and Trish Witchell in "Amity"*

Amity after repairs to her dinghy left St Peter Port bound for Alderney after lunch on the Sunday, after her Skipper, who was quite happy to snooze the day away, had been kidnapped. The wind was force 5 from the NE dead ahead. After a long tack to near the Casquets Light it was realised we were making a direct course towards Weymouth so we decided to carry on. No sooner said than the wind started to drop until having crossed the up channel shipping lane we were becalmed at about 20.30 hours. No sooner had the skipper retired below for 40 winks when he was aroused by a shout that a yacht to starboard about 2.0 miles away was firing red flares. The course was altered and contact established with Portland Coastguard; we motored to the yacht to find she had run into a large plastic sheet which had wrapped itself round her propeller and rudder. She thought she had lost her propeller and was drifting in the traffic lane. Reporting this to the coastguard they decided to request that the Alderney lifeboat be despatched to tow the yacht back to Alderney. Amity acted as contact vessel as the yacht was unable to transmit on VHF and remained in attendance until the lifeboat arrived. Following this the trip home to Weymouth was very pleasant, a nice little breeze getting up at dawn. We anchored off the beach until the time came to enter harbour. The Weymouth and Portland Borough Council through the Southern Association had offered to provide berths for civil engineer boats wishing to view the Tall Ships. We very much appreciated this as Amity appeared to be the only visiting yacht to be so favoured. Weymouth was a wonderful sight, full with nearly 60 sail training vessels, many being square rigged, and all dressed overall. The sun shone brightly and the whole of Weymouth had a carnival atmosphere. The parade next day was a little disappointing as there was no wind and although the boats had set their sails they all had to motor. Perhaps also my outlook was a little jaundiced as I had had to clear a blockage in the "heads" and missed the start of the parade.

#### **Summer Rally - July 31st, 1994**

This was combined with a visit from the Model Engineering Section and took place at Archie Shaw's house, Lamorna, Bosham Hoe, Chichester Harbour. Ken and Gwen Cole were present in a dual capacity. Ken was an intrepid sailor in "Outrageous" of which he was a part owner. He is also a great railway enthusiast and came to drive "Paddington".

We also had Hubert Carr and Bridget. Hubert is also a great railway enthusiast and took a turn at driving "Paddington".

The sailors came in strength, everyone voted the picnic a success. Apart from a few hiccups everyone got home safely.

#### **Autumn Rally with the Royal Engineer Yacht Club**

This took place at Beaulieu over the weekend of 24th/25th September in glorious weather and was attended by Amity, Caledonia, Mad Gem (George and Wendy Lyons), Simonetta II (John and Mary Crofts) and Toxotes. We were 29 for dinner in the Francis Chichester Room at the Master Builders Hotel including 11 from the R.E.Y.C. The dinner was chaired by Colonel John Bennett who made an excellent speech. The evening was very enjoyable and it has been agreed that our next joint rally will be over the weekend 23rd/24th September, 1995.

#### **Cowes Rally (Voyage Vaches) with the French Civils**

This event was attended by Caledonia, Niobi (Steven Evans, Frank Sangwin, John Inman), Recreation (David Holifield), Sympatica (Simon Crofts) plus the crews of Amity, Black Jack (Peter Hunter), Hyades (Brian Taylor), Simonetta, Tehari II and Toxotes who came by Ferry; rather a retrograde step but excusable in the case of Tehari II in the Aarland Islands and Hyades who tried and prudentially returned to her mooring after experiencing the Chichester Bar in a south westerly force 6/7. Welcome at the dinner were Archie Shaw and Pauline after a short absence, John Ireland after a longer absence and first timers David Holifield, Peter Hunter and Gill and John Parry.

The dinner, following parties on Caledonia and Sympatica, was at the Island Sailing Club and as usual was excellent. After the dinner Archie Shaw presented the Smeaton Trophy to Tim Griffith for his performance in the Round the Island race last June. The weather on the Sunday morning hadn't improved and Chris reported that Caledonia made the return trip to Gosport with the air/sea rescue helicopter hovering close astern.



### Smeaton and Telford Trophies for performance in The Observer Round the Island Race - 1994 Results

The Smeaton Trophy is awarded to the boat sailed by a member of the I.C.E. having the lowest quotient when dividing its finishing position in its class by the number of starters in that class.

Name of Yacht	Sailed/Entered By	Class	Place in Class No. of Starters	Position
Black Jack	Peter Hunter	Non-R M	0.370	3rd
Chesterton	David Miller	CH 10	0.629	
Contessa				
Catherine	Tim Griffith	Cont:32	0.102	1st
Corncockle	Malcolm Wooley	CH 10	0.714	
Harlequin	P. Halliwell	CH 7	0.310	2nd
Matchmaker II	M.L. Fox	CH 8	0.672	
One Dream	W.F. Brown	CH 11	Retired	
Prophet	J. Holdsworth	CH 4	0.581	
Sunsail Hotel	P.A. Noble	Non-R B	Retired	

The Telford Goblet is awarded to the highest placed boat sailed by a member of the I.C.E. in the Channel Handicap Classes.

			Position out of 497 starters	
Chesterton	David Miller	CH 10	300th	
Corncockle	Malcolm Wooley	CH 10	318th	
Harlequin	P. Halliwell	CH 7	96th	Winner
Matchmaker II	M.L. Fox	CH 8	223rd	
One Dream	W.F. Brown	CH 11	Retired	
Prophet	J. Holdsworth	CH 4	250th	

### Elvera Trophy for most interesting Log

There were three extremely interesting logs submitted for the 1994 season by:

Gordon Millington for a cruise in his Legend 34 from Killyleagh, Strangford Lough, N.I. to Vannes in the Morbihan via Caernarvon (N Wales), Milford Haven, The Scilly Isles and the Channel du Four.

Roy Peel for his cruise down the R. Rhone in France, to Antibes in the Mediterranean and back up the Rhone to the R. Saone in Central France.



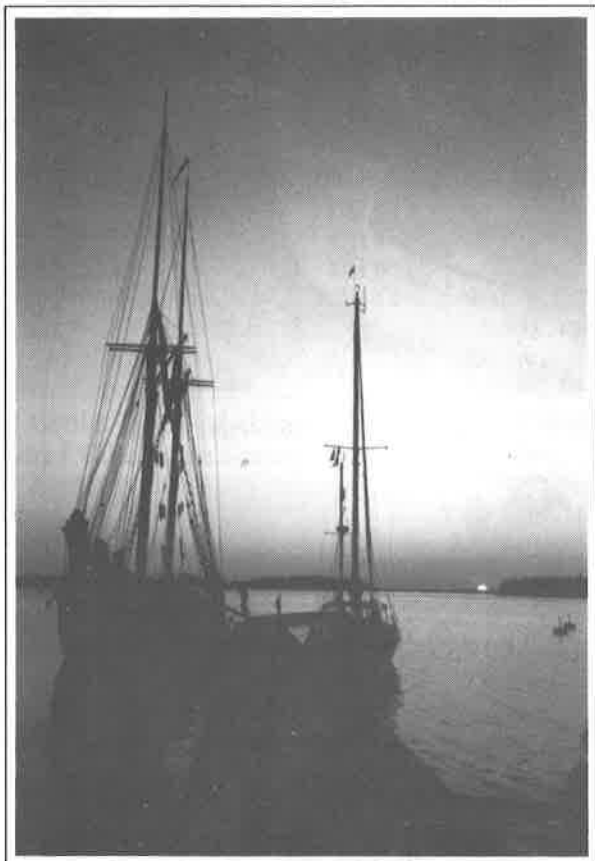
*"Fable" in Port Dinorwic Basin*



*"Idle Jack" in river/canal cruising mode*

David Wood for his cruise from the R. Hamble to St. Petersburg via the Gota Canal and Stockholm.

The adjudicators had great difficulty in reaching a decision but decided that the cup should be awarded to Gordon Millington. Congratulations are however due to all those who submitted their logs.



*"Tehari II" in the Baltic*

### Channel Squadron Programme for 1995

Event	Date	Proposed Venue
Spring Rally	20th May	Folly Inn, R. Medina
Late Spring Rally	27th/29th May	Cherbourg/St Vaast
Round Island Race	10th June	
Channel Islands Cruise	10th/12th July	St Peter Port
	12th/15th July	St Helier
Summer BBQ	13th August (Sun)	Lamorna
Autumn Rally	23rd/24th September	Hythe Marina
Cowes Rally/Voyage Vaches	2nd/3rd December	Cowes

I would be very pleased to receive proposals for additional or substituting events, perhaps as an event to be included in someone's holiday cruise. I would also be very pleased to hear from anyone out of the Solent area who would like to organise a rally and dinner in their area at some time. Surely there are enough engineer sailors in Devon and Cornwall and around the Thames Estuary to make this worthwhile.

#### Footnote by Archie Shaw

I would like to add a few words to John Witchell's report. Mainly on information provided by John himself.

The total number of our active sailors is 58 plus crews. The number of boats in commission is 43.

As life proceeds the pattern of sailing changes from the dinghy to the ocean-going cruising yacht. Most of our sailors have reached the cruiser class. Inevitably a time comes when one has to say goodbye to a beloved vessel. We remember with affection and nostalgia those boats, their owners and their crews, who did so much to establish and maintain our fleet. A fleet which continues with a momentum so ably maintained by John Witchell.

I would like to add to the list of boats that John mentions. Here are the names of the boats which may well stir memories:

Samiotissa -	Ken Scott
Novak -	Hubert Jenkins
Landor -	Martin Hadley
Elvera -	Archie Shaw
Icemaide -	Garth Watson

Whilst we would like to see more young sailors, there are so many local clubs for dinghy and small keel boat sailors that we cannot do more than invite our younger members in the Institution to come crewing with us in larger boats, if they have the urge for deep water sailing.

Nostalgia has been mentioned, here is a touch! An epic poem by John Crofts the "Bard of Lymington" entitled

### **The Ballad of Elvera**

It's a long time ago to remember a blow  
But July in eighty two  
Brought a nasty surprise and salt in our eyes  
And our boots got wet through too

As the Club left Alderney on the cruise  
Elvera led the way  
St Peter Port was the port we sought  
Through rolling waves and spray

Vanda Simpatica Icemaid too  
Toxotes Saga and Juhu  
Shaker Outrageous and Kirkee, fall  
Behind Elvera the pride of them all

The rain clouds rise and clear the skies  
And Guernsey's clearly seen  
But the North East is going to show  
It's really hard and mean

A swinging trot is all we've got  
And the inner harbour's full  
And the North East swell is raising hell  
Round the outer harbour wall

On the end of the trot we take our lot  
Already there are fifteen  
And the yachts at last come thick and fast  
And fifty now are seen

As we swing to and fro in the wind and the swell  
The motion's incredibly bad  
Elvera's in front in the outermost trot  
Where the motion is crazily mad

There isn't much joy as we swing from the buoy  
And the trots are remarkably close  
And a wretched steel yacht from the outermost trot  
Is three feet from Simpatica's nose

But on Elvera's deck come Archie to check  
That she's snug and lines are all fast  
Then the danger he sees and he's down on his knees  
As the motor he starts with a blast

Elvera pulls the trot safely away  
That wretched steel boat she pulls too  
We'll motor all night 'til we're sure they're alright  
Says Archibald Shaw to his crew

With Elvera there we had nothing to fear  
We all slept the sleep of the blest  
Elvera was there and kept motoring us clear  
From that grey welded horror from Brest

So here's to you Archie and your gallant crew  
And lovely Elvera too  
And the watching all night that kept us aright  
In that blow of eighty two.

*John Crofts.*

## SCOTLAND, NORTH WALES AND NORTHERN IRELAND FLEET

Report by David Wilding

**Irish Sea Rendezvous - Saturday, 18th June, 1994**

The function this year was hosted by the North Wales contingent at the Royal Welsh Yacht Clubs 13th century home in the castle walls of Caernarfon. Harry Osborn and the crew on board 'Hot n Tot' sailed from Gourrock on the Clyde, Gordon Millington and Ronnie Bryson in 'Fable' from Strangford, Northern Ireland and Will Tickle and Harry Owens in 'The Dawn' from Peel, Isle of Man. All made it into the old slate lock at nearby Port Dinorwie. We were pleased to meet Patrick Cassidy and crew on board his yacht 'Liberty' who sailed over from Dublin, the first occasion that our Southern Irish colleagues had attended the function.

The dinner itself was a great success, the newly elected President of the RWYC His Honour Judge Michael O'Donoghue acting as 'witty host'. Laurie Balmer as MC and the Reverend Russell Owen as Chaplain have now performed so often that their roles are second nature. This was the seventh consecutive function since 1988 and it is quite remarkable that in all that time the weather has never once prevented the yachtsmen from attending despite the fact that some round trips are in the order of 250 miles.

42 people attended including a good turn out of loyal RWYC members and their wives who have attended previous functions in their yachts. The previous tradition of each skipper saying a few words after the dinner was extended this year to include each crews humorous party piece which further enlightened the evening.

The following day Dewi Parry gave us an interesting talk on the Victoria Dock scheme in Caernarfon which was in the process of being dredged, lowered, the walls grouted and a cill fitted. In the afternoon the crews prepared to return home. Not to be outdone David Wilding and crew on Ocean Phoenix decided that they should take some sea air on a 3-day trip to the Isle of Man and Holyhead.

It has since been confirmed that Patrick Cassidy and his colleagues in Dublin will be hosting the 1995 event on Saturday 24th June. We all look forward to this new venue, new hosts and friends.

*David Wilding*

## THE CIVIL ENGINEERS CLUB NORTHERN IRELAND SECTION

We have a very interesting report from Peter Stalker. Well done Northern Ireland!

The year just past has seen the 'Seniors' group go from strength to strength with not only an increase in membership but even bigger attendances at our outings as well.

The trip to Londonderry last February - travelling in a warm train on a cold day - was a great success with sixty-seven of us sitting down to lunch. Our Local Associations then Chairman, Jack McFarland, masterminded the whole programme and after entertaining our party to coffee in the Guildhall, Mayor Anna Courtney broke into her busy schedule to join us at our meal at the "Schooner".

In May we went all the way to Carrickfergus where we again started with coffee with the Mayor and then an explanation of and even a trip on the Knight Ride. After the usual good lunch we went to St Nicholas' Church and Carrickfergus Castle. While everybody had been to the Castle before at some time it emerged that no one in the party had ever visited the Church, even though this is one of the Province's historic



*Linen Heritage Meeting - Luncheon shot*

jewels. This was a good example of one of the "Seniors" objectives which is to visit interesting places which there never was time to get to during our working lives.

In the autumn the Group took to the "Linen Heritage" trail and met u with Mr Eugene McConville. This "character" gave us a hair-raising demonstration of flax scutching at his mill and at the end of this nobody could believe that he still had ten fingers. At lu had the privilege of entertaining our new Local Association Chairman and his wife Rosalind on their first "Official" function. After this we were taken round a very hi-tec linen mill to see the whole process of transforming the raw yarn into fine damask. At the end of the visit the ladies descended on the factory shop and perhaps the least said about their spending power the better.

Next year's programme is taking shape and if you would like to have details of this please ring Ronnie Bryson at Bangor 461032 or me at Belfast 768700. There are no entry qualifications other than that you have £10.00 and that you are retired or thinking about it.

*Peter Stalker*

## BRUNEL TROPHY BRIDGE COMPETITION 1994

### Brunel Trophy, 23rd September, 1994

The fifth Brunel Trophy for contract bridge, as organised by the Civil Engineers' Club, was held on 23rd September, 1994 at Great George Street. A total of six teams entered the teams of four contest and the winners, who retained their trophy from the previous year, were the Lemmings. They were a combined team of Sam Addison (Pell Frischman) who is holding the Brunel Trophy in the photograph, Brian Parkinson (retired, ex One Arup) far left, John Walker (retired, ex London Borough of Harrow) second from left, John Walker (John Walker Civil Engineering Services) far right, and David Green, Civil Engineers' Club Chairman, second from right. David Green presented the trophy to the winners.

After the bridge a dinner was held in the evening to complete a most enjoyable day. Next year's event will be on Friday, 22 September, 1995 at Great George Street. If anyone is interested in playing then, please contact Peter Richardson. Thanks to all those who took part in this year's event.

*Peter Richardson.*





## REPORT ON THE THOMAS TELFORD TROPHY GOLF TOURNAMENT

The Edinburgh and East of Scotland Association hosted the ninth Thomas Telford Golf Tournament at Dalmahoy Golf & Country Club, Edinburgh on 8th September, 1994.

Once again each of the 16 associations were represented along with teams from the Institution of Irish Engineers and from Thomas Telford Ltd. Special mention should be made of our first ever female competitor, Anne-Clare Landolt of the Thames Valley Association, whose example we hope will be followed in future years.

The eve of the tournament saw a 'gathering' of 100 competitors and accomplices at the nearby Heriot Watt University partaking of 'the haggis' and other traditional fair. Some were even tempted onto the floor and whirled around to the accompaniment of local member George Wilson's country dance band. The proceedings were of course ignited by the inimitable welcome from Past Chairman Harry O'Hanlon.

Suitably refreshed and rested the competitors amassed at Dalmahoy early the following morning and as the mist rose the battle commenced. Both courses were in use with the individual rounds being played on the championship East course and the greensomes round on the shorter West course. Scoring off the Medal tees was commendable and by lunchtime it was obvious that last year's winning total of 197 was under threat.

Undaunted by thunder and lightening and the erratic meanderings of an 'official' buggy on the course (did I mention that the Mustow's had joined us at lunchtime!!!) the London Association forged on to a magnificent total of 221 points leaving all in their wake.

The closing dinner was attended by 94 people with the principle guests being President Stuart Mustow, Mrs Mustow, David Green (Chairman of the Civil Engineers' Club), local Chairman John Carmichael and Mrs Carmichael.

After a welcome by John Carmichael and addresses by Messrs. Green and Mustow, Mrs Mustow kindly presented the prizes. The evening was concluded by an invitation from Barry Staynes and the Southern Association to join them for next year's event at East Sussex National on a date still to be confirmed. The main prizes of Edinburgh Crystal were once again generously funded by Thomas Telford Ltd and

the Civil Engineers' Club kindly presented each competitor with an engraved commemorative whisky tumbler.

Special thanks are due to Howard Barratt of the London Association and the following local association members who acted as stewards and scorers throughout a long day - John Jones, David Hyslop, Terry Foster and Ben Ireland.

And last but by no means least our particular gratitude is due to the 18 firms who sponsored each of the tees on the championship course, to Survey and Development Services Ltd, who measured the longest drive and to all the individual team sponsors.

### Thomas Telford Golf Trophy 1994 Final Scores

1. London	221 pts	10. Northern Ireland	196 pts
2. Northern Counties	210 pts	11. Thames Valley	192 pts
3. Yorkshire	208 pts	12= North Western	189 pts
4. Edinburgh & East	205 pts	12= Glasgow & West	189 pts
5. South East	203 pts	12= Midlands	189 pts
6= East Midlands	201 pts	15= I.E.I. (Eire)	185 pts
6= Southern	201 pts	15= Chilterns	185 pts
6= East Anglia	201 pts	17. South Wales	183 pts
9. Thomas Telford	197 pts	18. South West	181 pts
Greensomes	1st Mike Weaver & Ken Duguid, London	45 pts	
	2nd Grant Murray & David Jones, Southern	44 pts	
Individual	1st Richard Thomas, London	40 pts	
	2nd Mike Purser, East Midlands	37 pts	
Longest Drive	Russell Calderwood, South East	235 yds	
Nearest the Hole	Ian Hardwick, Midlands	1.10 m	

## TEAMS

### Chilterns

J. Walker M. Waggott J. Barlow P. Giffin

### East Anglia

B. Simms B. Jackson J. Byfield D. Dawson

### East Midlands

M. Purser N. Dixon P. Fleming D. Jenkinson

### Edinburgh & East of Scotland

A. Napier A.S. Gray H. O'Hanlon A.G. Shaw

### Glasgow & West of Scotland

A. Coull C. Scott G. Leslie I. Murray

### Institution of Engineers Ireland

J. Anderson T. Maloney A. Tolan R. Grainger

### London

B. Bird R. Thomas M. Weaver K. Duguid

### Midlands

M. Crossman I. Hardwick J. Stott M. Dady

### Northern Counties

B. Tate D. Lynas P. Musgrave K. Baisden

### Northern Ireland

P. Donald C.S. McClure J.I. Bill T. Bill

### North Western

J.H. Hughes S. Molyneux D. Anderson D. Wilde

### South East

R. Calderwood J. Walker M. Sewell N. McNeill

### Southern

B. Staynes J. Turner G. Murray D. Jones

### South Wales

T. Parker T. Larcombe G. Butt C. Easterbrook

### South West

B. Daniel J. Earp B. Bilton B. Giles

### Thames Valley

R. Harman M. Stanley A-C. Landolt I. Sime

### Thomas Telford

A. Levett D. Stott K. Marchant P. Hyslop

### Yorkshire

J. Tirrill D. Pheby J. Goundry G. Kent

## SPONSORS

### Tournament Tee Sponsors

- |                                  |   |
|----------------------------------|---|
| 1. Miller Civil Engineering Ltd. | 10. Biwater Europe                            |
| 2. Edmund Nuttall Ltd.           | 11. Trafalgar House plc                       |
| 3. Lilley Construction           | 12. Balfour Beatty Construction Northern Ltd. |
| 4. Peter Fraenkel & Ptns.        | 13. Barr Ltd.                                 |
| 5. River & Sea Gabions Ltd.      | 14. Henry Boot Scotland Ltd.                  |
| 6. Hepworth Building Products    | 15. George Leslie Ltd.                        |
| 7. Stanton plc                   | 16. R. J. McLeod Ltd.                         |
| 8. Morrison Construction Ltd.    | 17. Alfred McAlpine Construction Ltd.         |
| 9. Hall & Tawse Scotland Ltd.    | 18. Carl Bro Group                            |

### Team Sponsors

#### Chilterns

J. & B. Construction Co. Ltd.  
F. Cleary & Co.

#### East Anglia

W.A. Dawson Ltd.  
Mott MacDonald Group

#### East Midlands

Bower & Kirkland Ltd.  
Belzona Ltd.  
Metalife International  
Wiltshier Const. Midland Ltd.  
East Midlands ICE Association

#### Edinburgh & East of Scotland

Alfred McAlpine Construction Ltd.

#### Glasgow & West of Scotland

Crouch Hogg Waterman  
Babtie Group  
George Leslie Ltd.

#### London

TBV Stanger  
ACER Consultants Ltd.  
Rust Consulting Ltd.  
Zakhem Construction (UK) Ltd.  
Mott MacDonald Group  
Scott-White & Hookins

#### Northern Counties

Bullen Consultants  
North & East Water  
Ferro Monk Systems Ltd.

#### Northern Ireland

John Graham (Dromore) Ltd.  
Farrans Ltd.

#### Institution of Engineers Ireland

Concrete Protection & Repair  
Systems Ltd.

#### North Western

Wilde & Ptns.  
ITT Flygt.

#### Southern

Mott MacDonald Group  
ARC Southern  
Posford Duvivier  
South East Water

#### Yorkshire

Pell Frischmann Consultants Ltd.  
Frank Graham Group  
Alfred McAlpine Construction Ltd.  
Hutter, Jennings & Titmarsh

Longest drive measured by Survey & Development Services Ltd., Bones, West Lothian.

## WINE TASTING

Peter & Rita Morice continue to look after our Wine Tasting activities. Several events are in the pipeline. More news to follow.

After a period with no wine tastings - due to a variety of reasons - a meeting took place at the home of Archie & Pauline Shaw at Bosham Hoe on Sunday, September 11th. Some two dozen people were involved - members and spouses - some of whom arrived by boat at Archie's jetty.

Peter and Rita Morice introduced a range of French wines, and a novel note was struck by accompanying the wine with French cheeses which the 'locals' believe go particularly well with each of the wines. After an introduction with a glass of sparkling Saumur to get the party in the right mood, the serious business was directed to wines from Bordeaux and the South West, there being eight in all. The cheeses ranged from the pungent Munster to the rather delicate brebis, a sheep's cheese, from the Pyrenees.



One's appreciation of wine is a very personal taste and the great experts fail to agree about the best, although they nearly always agree about the worst! However, on this occasion there was strong general support for a Cahors, Chateau Caix 1989, which apart from its undoubted quality

had (as they learned later) the added cachet of being produced on the estate of the Queen of Denmark. Indeed, in paying for it the cheque had to be made out to Prinz Henrik!

Altogether this was voted a very convivial evening, much enhanced by the kind hospitality and splendid surroundings of the Shaws' waterside residence. We hope the experience will be repeated.

*A. Partaker*

Everyone agreed that the choice of wine and compatible cheeses was excellent. So I feel it is appropriate to include it with this report.

*The Editor*

### Civil Engineers' Club, Wine & Cheese Tasting, Lamorna, 11.9.94

A selection of French wines and compatible cheeses

Samur Brut, Lancay	(apéritif)
Côtes de Gascogne Blanc, Ch de Tariquet 1993 (Ugni blanc)	Munster
Bourgogne Blanc, Cave de Lugny 1991 (Chardonnay, Sauvignon)	Reblochon
Corbières (Rouge), Cuvée Jean Lacombe 1993 (Carignan, Cinsault, Grenache)	Chèvre
Côtes du Rhône Villages, Visan 1991 (Syrah, Grenache)	Camembert
Gaillac, Marquis d'Oriac 1990 (Syrah, Duras, Fer Servadou)	Cantal
Madiran, Domaine No.1, Alain Brumont 1992 (Tannat, Cabernets Sauvignon & Franc)	Pyrénées pur brebis
Graves, Ch Guillon, 1992 (Cabernets Sauvignon & Franc, Merlot)	Coulommiers
Cahors, Ch de Caix, Prinz Henrik 1989 (Auxerrois, Merlot)	Emmenthal
Côtes de Bergerac (Moelleux) Comtes de la Barde 1992 (Semillon, Sauvignon, Muscadelle)	Roquefort & Bleu d'Auvergne

## VISITS TO WORKS

For 1995 a number of visits have been suggested.

Following the successful visit to the Energy from Waste Plant at Deptford, a visit to the Edmonton Refuse Incinerator which has now been producing electricity fed into the National Grid for some 20 years is a possibility. A review of the operational experience gained at this plant could be of considerable interest.

Channel Tunnel Visitors Centre

Didcot Railway Centre

Basingstoke Canal Restoration Project

### Welsh Highland Railway

Work is proceeding to restore the whole length of the Welsh Highland Railway from Caernarfon, Snowdon Ranger, Beddgelert to Portmadoc, where it will link up with the existing Ffestiniog Railway.

A fantastic scenic railway, some 40 miles long through the passes amongst the mountains, numerous bridges and tunnels. On completion it will be the finest narrow gauge (2' 0") railway in the world.

Here is a photograph of one of the bridges over the Afon Glaslyn near Beddgelert.



## MOTORING

Great strides have been made since the last newsletter on the four activities that were contemplated:-

Indoor Karting

Day at a Racing Circuit

Armchair racing

Beaujolais Run

### Indoor Karting

There are now four Local Associations who have either organised or are about to organise an event at a local track. This is exceedingly good news and I am now targeting that the first National event will be either late 1995 or early 1996.

It would be good to increase the number of Local Associations competing, so if you are in a Local Association not planning an event, then telephone me and I will help with contacting your LA Secretary and more importantly by telling you of local tracks who can be approached to stage the first event.

### Day at a Racing Circuit

Plans are afoot for a day at a racing circuit for the Spring of 1995. There is a steady flow of interest being registered. So if you are keen, then let me know and I will organise something.

### Armchair Racing

The draft instructions are being tested out on my family at the time of writing and it may be possible to circulate them during next year.

### Beaujolais Run

Work has been steadily progressing on putting a car on the Beaujolais run. The idea was cancelled this year because I was out in Hong Kong, but if I can find enough interest and sponsorship then it will happen in 1995. So book your place at Great George Street in the middle of November 1995 for your tasting of freshly arrived Beaujolais and I will deliver it personally.

Or if a Local Association wants to steal a march on others then I can always make a navigational error and continue round the M25 to your local haunt!

*John Brownlie*

## MODEL ENGINEERING

Hubert Carr has various events in hand. More news to follow. A little bird tells me that there will be a C.E.C. visit to Archie Shaw's garden railway on Sunday August 13th - picnic and barbecue. Families welcome, contact Hubert Carr.

*Ipso Facto*

Together with the Motoring Section, a Go Karting meeting has been arranged and will take place at the Battersea Kart Racing Circuit on Sunday, March 26th at 2.00 p.m.

Those interested in future Karting events contact me or John Brownlie.

*Hubert Carr*

## LETTERS AND ARTICLES

Your Editor welcomes contributions from members, so please do not hesitate but write to Archie Shaw on any subject or opinions you would care to ventilate. Photographs are also welcome.

### **An Engineer and the Environment**

(via the M25 and Shap)

I must confess that, when I started the drive from Reigate in Surrey to Heriot-Watt University near Edinburgh for the Thomas Telford Golf Trophy, the thought of comparison of "man-made" construction and the natural beauty of the last part of the journey had not occurred to me.

Subsequent events, such as the publication of the Code of Professional Practice and Guidelines on Environmental Issues, together with allied presentations, made me think again.

The journey started from my home which, being just over a mile from junction 8 of the M25, gave me an early morning introduction to the substantial Civil Engineering achievement so often the butt of cheap media comedy. Motorways evolved to produce a fast method of transporting goods round the country with private motorists being given the privilege of use as an add-on factor. The detractors argued about the "rape of the countryside" without apparently considering the economic value of the concept or the advantages accrued by the individual in gaining rapid access to places of natural beauty previously denied.

Peripheral structures involved such as "that" cable-stayed railway bridge near Egham, the curvilinear concept of closing off the skyline along the M40, certain communication- and water-towers adjacent to the M40, Spaghetti Junction, the RAC building on the M6, Thelwall Viaduct and the almost impossibly difficult construction conditions for the length of the M6 over Shap in Cumbria all add up to what Engineers can contribute for the benefit of Society.

Coffee stops at Warwick and Preston added, in retrospect, to the image via the car-parks and fuel arrangements - I shall classify the architecture as "20th century forgettable". Lunch outside Carlisle was another welcome break.

This brought the motorway phase (about 300 miles of it) to an end and I looked forward to a less rigorous A-road drive for the remainder of the journey. The A74 north of Gretna was, however, being up-graded to motorway standard in order to meet its counterpart beyond Moffat and the inevitable stop-start of construction began to take its toll (no pun intended).

I needed a total contrast and quick reference to the road-map showed the B723/B709 heading off North-East from Lockerbie in the general direction of Edinburgh. I took it and the next forty miles showed me some of the most naturally beautiful Border countryside. The areas round Eskdalemuir and Ettrick present vivid mental pictures - the unspoilt nature of the area, with farm buildings being so far apart that you could swear you were the only person left on the planet, still remains with me. Sir David Steel, M.P. for the region, has produced a book, part travelogue, part reminiscence, which readily conveys the atmosphere. I recommend it to you.

The route fleetingly rejoins what we call "civilisation" when it crosses the A72 at Innerleithen but then gives an added bonus of another ten miles or so adjacent to the Moorfoot Hills before succumbing to the A7 at Heriot on the Galashiels road.

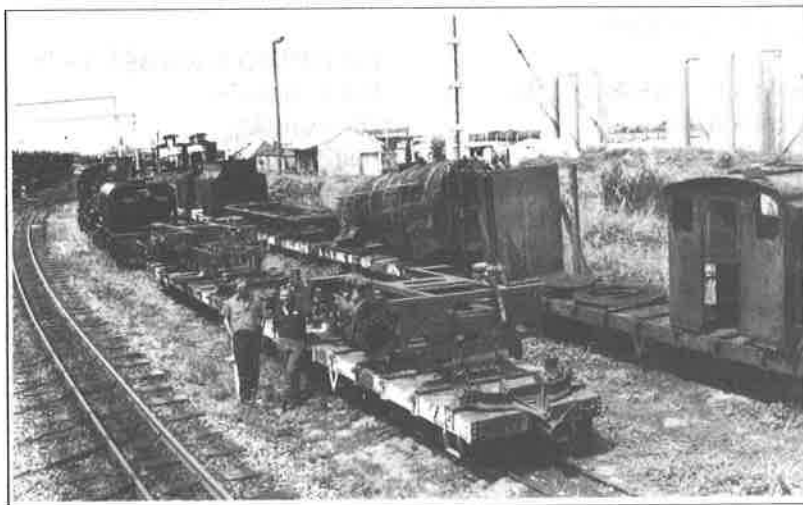
Three of the successful London Association team (did I mention that we won the Trophy?) flew from London - one even suggested that he saw me but from 25,000 feet I doubt it - in a time of around 1 1/4 hours. Another fine engineering achievement made this possible at minor expense to the environment but I wrestle with the problem of comparing the extent of our input in relation to the conservation of areas such as the Border country. Maybe we need to both advance *and* conserve, maybe we have the balance about right now but Society does not stand still. For Engineers to progress and develop horizons they must continue to be mindful of conservation and our attitude towards it.

Any reader who has an opinion to offer on this comparison is welcome to get in touch - I forward to hearing from you.

*Howard Barrett*



*Craig Wen viewed from the WHR track bed at Cae'r Gors  
January 1995*



*Destined for the WHR – cleaned frames of Beyer-Garratt NGG16 No. 143  
outside Port Shepstone loco shed (at rear), Alfred County Railway.  
On track behind, boiler and other parts prior to attention. Loco in attendance  
is ACR NGG16 156. Three of these Garratts are coming from South Africa.*