

B.C. 69



INSTITUTION OF  
CIVIL ENGINEERS  
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REGISTER

No. 011.....

# The Civil Engineers' Club

## NEWS LETTER

### SUMMER 1992

**CIVIL ENGINEER'S CLUB  
NEWSLETTER**

**SUMMER 1992**



## LETTER FROM OUR CHAIRMAN

The Club Committee is an enthusiastic group of people that it is a pleasure to meet with but you really see what the Club is all about when you attend the functions. Take the golf for example - the 1991 competition was held at Royal Portsmouth Golf Club under the organising hands of Ingram Bell and his Northern Ireland colleagues. You couldn't have wished for a better course, closer competition or better fellowship. Then there was the Bridge competition - a smaller group taking part but just as much enthusiasm and Peter Richardson is aiming to hold it in the ICE next year. There is something to be said for being Chairman when you can attend lively events like these so it is sad that Sigrid and I were not able to attend the annual sailing meet in Cowes due to our imminent departure to Thailand and our son's wedding. John Witchell does a great job organising the sailing programme each year, and the Club has some new things in store with Peter Morice (can he be really retired?) organising a wine tasting at the ICE early in 1992 and the first steps being taken towards inter-association competitions in football and cricket. Incidentally if you can produce a team let us know. Finally we really want to extend the membership and see many more young people getting involved so please do all you can to help.

So good wishes for 1992. Let's all make the Club go with a swing!

**Stuart N. Mustow**  
*Chairman*

## 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 3 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.

## THE CIVIL ENGINEERS' CLUB

### OF THE INSTITUTION

### OF CIVIL ENGINEERS

#### ANNUAL GENERAL MEETING

There was a good turnout for the A.G.M. which was held on Monday 27th January 1992 at H.Q.

Stuart Mustow was unanimously re-elected Chairman with Barry Staynes again as Vice Chairman.

Later in the Newsletter you will find a full list of the Committee and the various sections in which they operate. Their names, addresses and telephone numbers are included so please do not hesitate to contact any committee member if you wish to partake or contribute in any way to the activities of the club.

The various reports and proposals made at the A.G.M. are included in the Newsletter.

Peter Morice had organised a splendid wine tasting and supper which followed the A.G.M.

Archie Shaw

## SENIORS SECTION GUIDELINES

1. Seniors Section of the Club provide for the Club members who are retired or approaching retirement who wish to make greater use of their ability to attend day-time meetings and occasions and members' spouses are welcome on an equal basis.
2. A Seniors programme of events is arranged annually within each Local Association area. The activities of each Seniors Section are co-ordinated by a local Committee comprising a Chairman and a number of District Representatives. The Chairman is ex officio, a member of the Club Committee and is responsible for all local arrangements and liaison with the Local Association.
3. Members pay an annual subscription to the Club (currently £6.00 per annum) and their share of the cost of each function they attend: there is no 'local' subscription. The Club will make an annual grant to each Seniors Section to cover its general running costs not recovered in the charge it makes to members for each function.
4. The Seniors programme of events is published in the Club Newsletter sent to all members in March and October together with reports of events which have taken place.
5. There is no age limit to be on the mailing list for Seniors Section activities: any member of the Club may attend a function. Indeed any member of the Institution will be welcome in the anticipation that he or she might become a Club Member.

• • •

## THE CIVIL ENGINEERS' CLUB NORTHERN COUNTIES SENIORS

### C.M. Bolt writes:-

"Probably the two most memorable events during the last six months were the visit to H.M.S. TRINCOMALIE, a wooden frigate of Waterloo vintage (ex "Foudroyant"), built of teak in Bombay, 1813-15, now under reinstatement at Hartlepool; and our guided tour of that fantastic Norman structure, Durham Cathedral, amazing."

### He then adds:-

"Does the Club have any exclusive facilities at Great George Street? Like a small lounge, which could be a rendezvous for those who would prefer to chat over a cup of self-service tea, or to meet wives, or just have a cat nap after an early train journey?" (*Enquiries are being made. Editor.*)

### And reports:-

The Seniors, who are mostly retired members, meet at least six times a year generally in mid-week in the daytime. During the last six months, they have joined with other Association members particularly for the river trip on the Tyne, and at the Panel on Historic Engineering Works lecture on improvements to the Tyne, as well as making their own visits to Hartlepool's Historic Ships Dock, to a period comedy at the Newcastle Theatre Royal, and to Durham's Cathedral and carpet factory.

Members who are retired, or about to retire, and who feel that they might enjoy the Group's relaxed activities (many of which are eminently suitable for ladies as guests), should lose no time before getting in touch with a contact person, so that they can be kept informed about future events and join in if they wish.

### Contact persons:

## FORTHCOMING SENIORS GROUP EVENTS 1992

**Thursday, 20 February** (NCA Event) - Carlisle - The Work of Water Aid. Buffet with charge.

**Thursday, 26 March** Tri-County event - Brampton - "Construction Engineering", a repeat of Dick Coard's address to the NECIES in the series of Special Lectures on "North Eastern Engineering - Prospects for the 21st Century".

**Friday, 10 April** (NCA Event) - Newcastle - Association Annual Dinner. Seniors tables might be arranged, with some subsidised places for Students. \*\*\*

**Wednesday - Friday, 6 - 8 May** (Cumbrian event) - Cumbria - Visit to the Lake District, with talks on the physical features of the massif, graded walks, and a guided tour of Thirlmere Reservoir.

**Friday - Saturday, 29 - 30 May** (PHEW Event) - Firth of Forth - Visit to Inchkeith Lighthouse, with members of the Scottish Local Associations and families, by water. Restricted. \*\*\*

**Friday - Monday, 3 - 6 July** (PHEW Event) Aberdeen and vicinity - Visit to Deeside works with Scottish Local Association members and families, by local coach. Numbers limited. \*\*\*

\*\*\* Those interested, contact Dick Coard or other CP immediately.

### *Note from Editor:*

The NC Seniors have done remarkably well. In their first year they recruited over fifty members on the mailing list. They arranged a large number of events of wide ranging interests.

"They have been to Cragside Energy Centre, Blaydon Bridge, Newcastle's Western Bypass and New Law-Courts, Roman Corstopitum, Riding Mill Pumping Station, the Forth Bridge (to mid-span, also 100 years old), three matinee lunches at the Theatre Royal, Bailey Bridge dismantling, Tyne and Wear Metro Rail, Komatsu UK, Newcastle University, BNF Sellafield and THORP, marinas at Maryport and Amble, Butterwell's huge opencast coal site, historic bridges and works on the Border and in Dumfries and Galloway, York Minster's new foundations and Cleveland Bridge & Engineering (alias CSEL). We have also interested ourselves with illustrated talks, not always on civil engineering topics."

Well done!

Editor

## THE CIVIL ENGINEERS CLUB NORTHERN IRELAND SENIORS

Here are extracts from Peter Stalker's and Ronnie Bigson's reports to the Committee.

The affairs of the club in Ulster still continue to prosper in a loosely connected and quite undemocratic but nevertheless most pleasant manner.

Various people seem to have been (willingly) coerced into organising the several activities and then left to carry on running these in the subsequent years without any mention of proper elections or conforming with the Club rules. Everything seems to run very well but we will have to start abiding by the rules in case we set a bad example in the rest of the Kingdom.

The activities of the NI section of the Club continue to be lively and covers a widening range of activities. Up to four years ago the only participation by Ulster ICE members in National functions was by our golfers who always entered a team in the Telford Trophy event. Now and over the past four years there has been participation in the Irish Sea Cruising Rally, while - for the first time - there has been a "four" entered in the National Bridge Competition which was held last month in London. In addition the visits and social gatherings of the Seniors have become well established and it looks as if these will continue and even gain in popularity.

The activities of the Engineers Club in the Province are carefully arranged to compliment rather than cut across the already extensive social programme which has always been a feature of this Local Association.

The Club's highlight in the Province this year has, of course, been the visit of the Telford Trophy golfers to Royal Portrush Golf Club. This event was in the hands of our retiring Council Member - Ingram Bill - and were impeccable as anticipated. The event was honoured by our Club Chairman and is reported on separately by Ingram.

The Irish Sea Cruising rally was reported at the July meeting but it is encouraging that enquiries are already being made about next years event which is to be held on the Clyde.

For the first time, as already mentioned, a NI team ventured across to London to take on the opposition at Bridge. Our Captain Noel Prescott - who is also a former Chairman of this LA - said that his men played extremely well and managed to come in last out of six! He says that his team can't wait to get back again next year to extract some revenge.

The Seniors already have the arrangements for their next outing well in hand. This is to be a visit - with spouses - to the Coca-Cola factory near Belfast and finishing with a lunch at Lisburn Golf Club. After the alcohol free visit to Coca-Cola the Seniors will no doubt start with their arrangements to emulate the golfers and arrange a visit to Old Bushmills distillery!

Well done Northern Ireland! Bill Ingram's report on the golf follows later.

Editor.

## SOME NOTES AND A PLEA FROM YOUR EDITOR

First the plea. This is your Newsletter so your Editor needs information from you. Reports on activities and notes on future events that are planned. Please send these in as soon as convenient at the time for possible inclusion in the next Newsletter. Photographs are more than welcome.

The Club is going from strength to strength, the number of paid up members has passed the 500 mark. With more members we will be even stronger to deal with the costs of administration and promotion and sponsorship. Whilst most of our activities are self financing there are these other expenses to be met.

With this Newsletter there is an application form for membership. I appeal to every member to try and recruit just one new member. The rules of the Club are published in the Newsletter; you will see that membership is open to all grades of members of the I.C.E. and such other persons of like professional interest.

The subscription is only £6 per annum and on joining every new member is presented with a Club tie value £6. So there is nothing to lose by joining and even if you only attend one event each year the cost is modest.

The following notes are listed under the various sections with the name of the Committee man concerned to whom enquiries should be made, addresses and telephone numbers as listed.

### **Ipsa Facto**

I make no apologies for repeating this plea as it is so important. This Newsletter would have gone out sooner but was held up for lack of copy.

Our members are increasing but we do need more **members** and have plenty of ties to distribute!

**Editor**

## MOTORING

John Brownlie tells me he has moved to Shrewsbury. This move has prevented him from implementing his programme of motoring events.

However, once he has settled down he is determined to reactivate them in that area.

Best of luck John.

**Editor.**

## MODEL ENGINEERING

Hubert Carr reported at the A.G.M.:-

"That he was planning visits to Ian Allen's Railway at Virginia Water, Pendon Model Railway, and Archie Shaw's model railway at Bosham."

Keep it up Hubert.

**Editor.**

## VISITS TO WORKS

### REPORT

Thames Severn Canal, Sapperton Tunnel and the Kennet and Avon Canal were visited by a rather small but select party on the 30th June 1991. The complicated and intricate itinerary was skillfully organized by Ray Horner who produced bottles of wine and G.W.R. glasses both at the tunnel and also after our visit to the Beam Engines in the Crofton Pumping Station, Kennet and Avon Canal.

Lunch was partaken at the Canal Museum at Devizes.

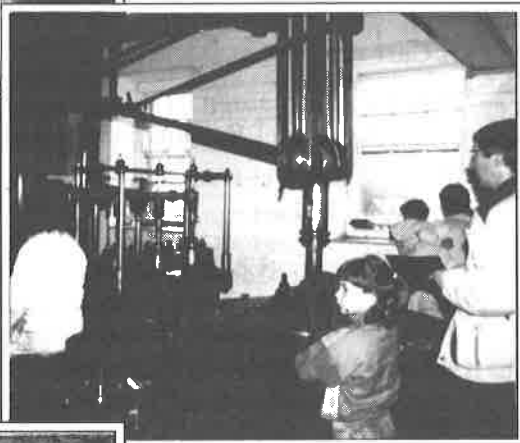
Nobody got lost, sorry one couple missed the beam engines. All in all a splendid, interesting and happy day.

Thank you Ray.

**Editor.**



*Fabulous Flight of Locks  
on the Kennet and Avon Canal*



*Beam Engines  
at Crofton Pumping Station*



*Some of the party at  
Sapperton Tunnel Portal*

### **Proposed Visit:**

Following the successful visit to the Thames Severn Tunnel at Sapperton and the Canal Museum at Devizes last summer, a visit is proposed to the Beam Engines at the Crossness works near Woolwich, followed by lunch at Greenwich and a visit to the Canary Wharf Tower.

Saturday, 9 May 1992 is the suggested date, with Friday, 8 May as an alternative if a visit on a Saturday cannot be arranged.

Will those members who have not already expressed an interest in a visit to the beam engines please contact:

Ray Horner, Heortnese, Hollybush Hill, Stoke Poges, Slough SL2 4PX. Tel: 0753 663245

### **Visits in the Pipeline:**

1. Ironbridge Gorge Museum, Telford.
2. Dinorwic Pumped storage scheme and Pontcysyllte Aquaduct, North Wales.

Any suggestions?

Those interested please contact: Ray Horner or **Archie Shaw**

## **SQUASH**

Michael McGraw has been doing stirring work in whipping up interest. He has circulated at least fourteen firms civil engineering consultants and contractors and has had a good response. He is putting some rules together for a competition, hopefully starting in October.

How about a sponsor for a suitable trophy! Keep up the good work Michael.

**Editor**

## **OVERSEAS MEMBERS**

We were pleased to have Barend Rook from the Netherlands who attended the A.G.M.

Charles Paice from South Africa comes nearly every year and hopefully we will see him joining in with the sailors.

I would be pleased to have news from any of our overseas members!

**Archie Shaw**



## CARAVANNING

Richard Randerson has retired from this activity so the section is dormant. However, there is a potential here if any member would like to take it on. Any members owning caravans may like to take part but not necessarily organise events. It only needs one or two owners to make a start.

Anyone interested please contact me.

**Archie Shaw**

## BRUNEL TROPHY BRIDGE COMPETITION 1991

Newsletter readers might well remember that the Civil Engineers' Club Brunel Trophy was due to be held on 11 September last. Well it certainly was and a good time was had by all. The bridge was played at the Young Chelsea Bridge Club and in the evening a dinner was held at the ICE.

Of the six teams entered, five came from the Greater London and Home Counties area, and the sixth came from Northern Ireland. The Civil Engineers' Club Chairman, Stuart Mustow, presented the Brunel Trophy to the winning team, Ove Arup (London), who scored 62.5%. Their team comprised Brian Parkinson (captain), Clinton Tang, Stan Januszewski and Peter Lunoe. The runners up with 55.0% were an invitation team from London comprising Edmund Louis (DTp), Anil Bhandari (LB of Newham), Robert Balchin (guest) and Oldmann Bloomfield (guest).

The Brunel Trophy will next be contested on Thursday 17 September 1992 in London. All the day's events will be at the ICE. If anyone would like to play please contact Peter Richardson on 071-278-7373 (work) or 081-531-8860 (home).



*Brunel Trophy.  
Winning Team: Ove Arup (London)*



*Brunel Trophy.  
Runners Up*

## SAILING

Report by John Witchell

### OUR 1991 SEASON.

Ken Scott ensured that the 1991 season and the Spring Rally got off with a **SPLASH!** Poor Ken, hauling with might and main to pull a Sadler 26 (definitely not a Club member) off the mud, found himself with nothing to haul against when the line on which he was pulling was suddenly released; his backward dive off the pontoon would have won him a medal at the Olympics. Ken even managed to utter in mid-air the words "I can't do anything about it"; surely fit to be added to other famous last words. As it was April no-one wanted to join him in the dip although several, including yours truly, were only too glad to join him in a wee dram afterwards. Apart from this mishap, the visit to the Folly Inn up the River Medina above Cowes was a great success. Nine of the 10 boats expected made it all the way up the river and even the tenth got to Cowes. Those who made it were Chris Bosker in his new boat **Caledonia**, Trevor Crocker in **Palu**, John Crofts in **Simonetta II**, Steve Evans and Richard Ireland in **Niobi**, Gerald Davies in **Dulcia**, Martin Hadley in **Landor**, George Lyons in **Mad Gem**, Ken Scott in **Samiotissa** and John Witchell in **Amity**. The evening was calm and fine although cold and, taking the water taxi, the crews went ashore to the Folly Inn for dinner only reached after a fight through the bar, which appeared to contain most of the Island's population. The dinner was excellent as was the folk group playing in the bar. According to inclination we wandered slowly back to our boats having been assured that the taxi boat had never left anyone behind.

**Amity** was back at the Folly two weeks later the sole participant in the crew weekend. These weekends are great fun as well as giving owners the chance to meet prospective crew. Unfortunately the second such weekend planned for June had to be cancelled due to lack of support.

For our end of May Bank Holiday weekend cruise we returned to St. Vaast in Normandy. We had invited the Royal Engineers Yacht Club to join us and were pleased to renew our acquaintance with their Sadler 34 **Right Royal** on this occasion skippered by Meryon Bridges hot foot from Kuwait where he had been restoring the electricity supply for which service he was given a richly deserved O.B.E. Unfortunately

contact was not made with **Right Royal** until the Sunday evening in the delightful but cool garden of the Restaurant des Fuchsias where we imbibed our "Kirs" before having our dinner in the restaurant. Those attending for the Club were Hubert Jenkins in **Novak**, Ken Scott and John Bartlett in **Samiotissa** and John Witchell in **Amity**. On the Sunday, after watching the recovery of a car from the harbour and a visit to the comprehensive street market, lunchtime refreshment was taken at the Cafe du Port; in the afternoon the young and fit hired bicycles and explored the local towns and countryside whilst the rest of us after a brief siesta walked at low tide through the oyster beds to inspect the fortifications on the island of Tatihou. Ken gave a wonderful and ultimately rather noisy party on **Samiotissa** in the evening before dinner. **Right Royal** departed after the dinner the rest of us locking-out on the Monday; the wise ones made for England but **Amity** intending to get a better slant decided to put in to Cherbourg for the Monday night and found herself with many others storm bound until the end of the week. Cherbourg was a depressing place with the various yacht crews shrivelled in oilskins sitting in their cabins until one by one they surrendered and took the ferry back to England.

This year for the first time the Club gave a trophy to the member of the I.C.E. whose boat had performed best in the "Observer" Round the Island Race. Details are given elsewhere in this Newsletter.

Weatherwise June was a disappointing month and it was a case of oilskins and assumed heartyness, not to mention a touch of the old "hammer" complex. Those who ventured out however had some good sailing.

In July the Club paid its annual visit to the Channel Island Group of Professional Engineers. This is not strictly true as only **Amity** of the three boats expected made it across the channel. The weather forecast was for strong South West winds with rain over the weekend 13th/14th July but with the chance of the wind veering to the West on the Sunday. Having been holed up in Yarmouth all Saturday, **Amity** cleared the Needles at 04.55 hrs on the Sunday morning and was lucky to find the sea in a benign mood and the wind westerly; after a very enjoyable sail **Amity** entered St. Peter's Port, Guernsey, at 22.00 hours; the late arrival was due to a missed tide down the Little Russell as a result of the time lost changing headsails



*14 of the 17 on Amity in St. Peter's Port, Guernsey*

necessitated by the malfunction of the genoa rolling reefing gear. Novak was 12 hours behind Amity but had to return to port to get the crew to the dentist; having done this the weather door was closed and after further attempts she had to give up. Walter Prow and Terry Denziloe of the CIGPE had arranged a most enjoyable programme of events in Guernsey starting on the Tuesday morning with a site visit to the new offices for the Credit Suisse Bank. Construction was at a very interesting stage as at one end of the site excavation and associated under-pinning works were in hand while at the other, steelwork and superstructure works were proceeding. Following this visit we adjourned to Guernsey Yacht Club as guests of the CIGPE where over a friendly jar we were able to ask them questions concerning the works being undertaken in Guernsey. Drinks were served on board Amity in the evening and we were able to accommodate 17 without too great discomfort. The final event was an excellent dinner at the Duke of Norfolk Hotel, which was very well attended by our Guernsey friends. Fortunately they forgave us our lack of numbers and said they would be pleased to see us again in 1992.

On the Wednesday we sailed to St. Helier in Jersey pausing for lunch and a swim in Fermain Bay before leaving Guernsey waters. After a brief spell in La Collette, the holding basin for the St. Helier marina, we entered the marina where we were met by John Sharp and Geoffrey Le Feuvre, who ensured we were properly moored. On the Thursday Les Winton (CIGPE) had arranged for us to visit the Site of

their new Queen's Valley Reservoir Project, which is nearing completion. Impounding has just started and when finished the reservoir will have a capacity of 1108 Ml. The height of the main rockfill dam is 30 metres and there is a second intermediate dam also built of rockfill halfway up the reservoir, which for environmental reasons will permit retention at top water level in a large part of the reservoir during most summers. Following this visit we visited the Eric Young Orchid Foundation where we had the chance to revel in the beauty of the floral displays. It somehow balanced the stark engineering content of the first visit and was much appreciated especially by the ladies in the party. To conclude the morning we were entertained to lunch at the Harvest Barn Restaurant where we had eaten the previous year.

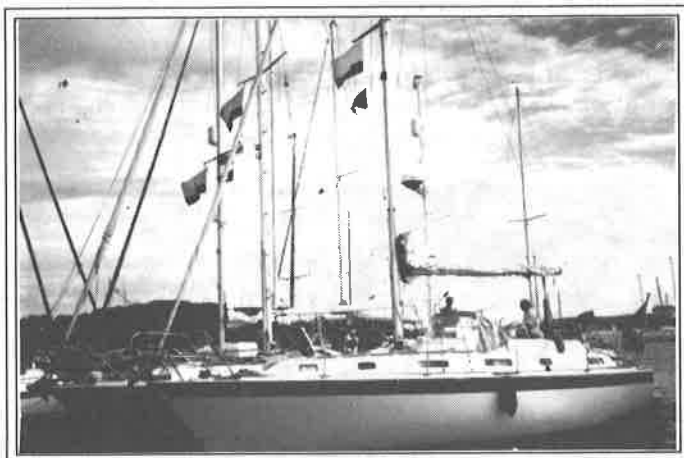


*Lunch in Jersey*

The meal as before was excellent but due to the heavy rain, which had started as we left the dam site, we had it indoors. Drinks were provided on Amity in the evening. On the Friday we were entertained privately and in the evening gathered at the Grand Hotel for dinner; we have learned on previous occasions the quantity and high quality of the food and this year we were again not disappointed. Even with this foreknowledge we again ate not too wisely but too well and had to suffer the effects of our over indulgence; it was however worth it! Fortunately we were again excused our few numbers and invited to return next year.

Amity left the marina on Saturday at about 11.00 hrs to return to England arriving in Dartmouth at 10.00 hrs on the Sunday after an uneventful voyage.

This year for the first time we decided to explore the West Country and Chris Bosker and Wendy in **Caledonia**, Roy and June Peel in **Idle Jack**, Ian and Cherry Sincock in **Sirius of Arne**, a Falmouth boat, and John and Tricia Witchell with John and Jane Corney in **Amity**, rendezvoused in the Visitor's Marina off the town quay in Falmouth on Wednesday the 31st July. Ian had arranged for us to be shown round the Falmouth Shipyard, which we all enjoyed, particularly for the



*Rendezvous Falmouth 31st July*

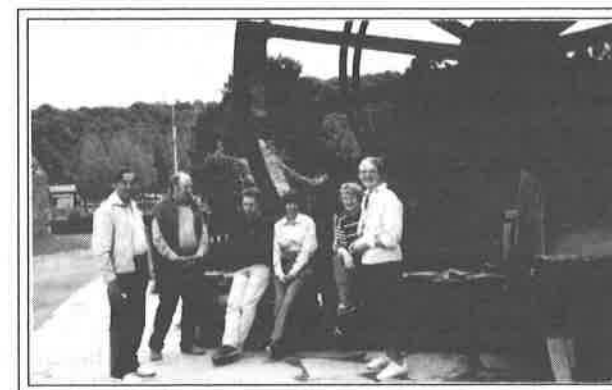
detailed commentary by Mike Deeks, which made the visit a very interesting one; during the visit we saw De Savory's new yacht **Taramber** in dry dock, not the least remarkable feature of the yacht was a large Jacuzzi set into the deck in front of the mainmast. On the Thursday evening Ian had arranged for us a most pleasant dinner in the Royal Cornwall Yacht Club; it was particularly interesting to those who had pre-war memories, namely myself, to see the racing flags of the old "J" Class boats hanging on the walls.

Our next rallying point was the Queen Anne's Battery Marina in Plymouth on the following Tuesday and until then the boats cruised in Falmouth Harbour, to Helford River and to Fowey. Unfortunately we had two days of heavy rain but this did not dampen our spirits only our bodies so there was ample excuse for the cup of glass that cheers.

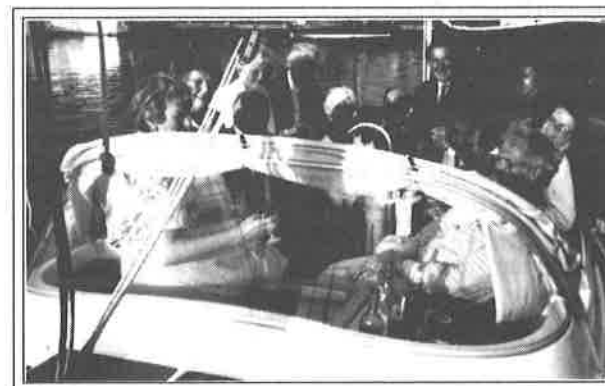
On the Wednesday we took a coach trip to the old port of Morwellham up the R. Tamar which in the 1860's was the greatest copper port in the Empire. It was interesting to note that although the technology has changed since then the planning concepts have not. Visitors to the site



*Idle Jack leaves Helford River*



*The Big Wheel at Morwellham*



*A gathering on Caledonia, Plymouth*

were encouraged to dress up in 1860 style clothes and it was striking to see how little different those who did so looked from the old sepia contemporary photographs on display. It was also interesting to see the demonstrations of the old trades which were part of the show. Dinner in the evening was eaten at the Ship Hotel in the Barbican also arranged for us by Ian. So ended the cruise and on the Thursday morning having said goodbye to Ian and Cherry returning to Falmouth to race their Sunbeam in the local regattas, we went our own ways.

Our Autumn Rally was held at the master Builder's Hotel at Buckler's Hard near Beaulieu over the weekend 27th/28th September. Sadly for the second year running we fell foul of an equinoctial gale and, except for Steve Evans and Richard Ireland who made it from Southampton in **Niobi**, had to resort to our cars. Our spirits were however high and made even higher by Ken Scott and Betty who threw a very good party on **Samiotissa** following which we walked to the hotel and enjoyed a good dinner in the Chichester Room. Those present were John and Gill Bartlett, Chris and Wendy Bosker, John and Mary Crofts, Trevor and Sylvia Crocker, Steve Evans, Richard Ireland, Hubert and Jean Jenkins, Ken and Betty Scott and John and Tricia Witchell and friends.

There remains only our joint rally with the French Civils at Cowes over the weekend 7th/8th December, which as I write looks likely to be as popular as ever.

As usual we had our joint rally to Cowes with the Societe des Ingeniejs et Scientifiques de France at the beginning of December and as usual it attracted the biggest turnout of Club and Societe boats of the year. We were particularly pleased to welcome John Pryke President of the Societe and David and Sepha Wood just returned from their cruise in **Tehari II** to the U.S.A.; also most welcome were Paul Medley and his crew, first timers, in **Magic Touch** and John Inman in **Smydra** a new member. As usual an excellent meal was provided by the Island Sailing Club's caterers and such was the quality of the speeches and story telling that we were in great danger of outstaying our welcome and of our respective coaches turning into pumpkins.

14 boats attended and we sat down 50 to dinner. Again we were blessed with fine and clear weather although the wind was rather light and the temperature low.

**John Witchell**

## SAILING PROGRAMME FOR 1992

DATE	EVENT	VENUE
25th/26th April	Spring Rally	Bembridge
23rd to 25th May	Bank Holiday Rally	Saint Vaast
14th/15th June or 15th/16th August	Rally and Dinner	Shoreham
20th June	Clyde Rally	Gourock
27th June	Smeaton Trophy (Entries close 6th June)	Round the Island Race
11th July	Channel Islands,	Alderney
13th/15th July	Cruise.	Guernsey
15th/18th July		Jersey
25th/26th July	West Country Rally	Plymouth
26th/27th September	Autumn Rally	Beaulieu
28th/29th November	Rally with French Civils	Cowes

If you are interested in taking part in any of the above events, please contact:

John Witchell, Morningside, The Avenue, Petersfield, Hampshire, GU31 4JG. Tel: No: 0703 63908

I particularly draw your attention to:

### 1. The Channel Island Cruise.

Our numbers have been very disappointing over the past few years. The CIGPE take a lot of trouble to give us a good time and, if our numbers are sufficient, the Guernsey Tourist Board may give us a welcome; last time, when they did so, they arranged for us to visit the Lowry Exhibition and gave us a "vin d'honneur". Jersey also makes a good springboard from which to start a cruise to North Brittany. This year there is the possibility of a works visit to the Alderney breakwater maintenance works on Saturday 11th. Do try very hard to come.

## 2. Smeaton Trophy.

This year the Island Sailing Club have agreed to include the Smeaton Trophy in the list of Round the Island Race prizes and for its presentation with the other race trophies. I must receive entries, giving name of boat and Class entered, by 6th June, so that I can give the information to the I.S.C. for incorporation in their computer programme.

## 3. Something new.

A rally to Shoreham, where hopefully we shall be able to inspect the new sea defences and other works. Possible alternative dates, one in June and the other in August, are proposed.

If anyone has any other ideas for 1992 or 1993, please let me know.

Good sailing in 1992.

John Witchell

# SMEATON TROPHY

This year the Club decided to award a trophy to be competed for annually to the boat entered by a member of the Institution of Civil Engineers performing best in the Observer "Round the Island Race", which is organised by the Island Sailing Club. We are very grateful to Robin Wilson, past Chairman of the CEC, who presented and named the trophy, which is a beautifully mounted grey stone model of Smeaton's lighthouse.

Competing in the Round the Island race are about 50 different Classes and the performance criteria adopted was the comparison of the performances of the boats in their respective classes determined by dividing the boats finishing position by the number of boats starting in the class. The boat having the lowest quotient being the winner.

Nine boats entered, which considering this was the inaugural year of the trophy, was very satisfactory and encouraging for the future. Entries were as follows:

	<i>Yacht</i>	<i>Class entered</i>
C.J. Evans	Tradewind	Non-Rated Class B.
C. Griffiths	Katema	C.H.S. Class 1
H. Jenkins	Novak	Non-Rated Class D
D. Mansell	Double Jeopardy	J 24
P. Marshall	Freyja	C.H.S. Class 12
D. Miller	Chesterton	C.H.S. Class 10
J. Muscroft	Sigmax	I.O.R. Rated Yachts
C. Parrott	Tarka	Non-Rated Class P
P.J. Taylor	Solitude Too	I.O.R. Rated Yachts

The result was very much a victory for the Welsh Dragon as both the winner and runner up come from South Wales.

## Result

First - C.J. Evans, 9th out of 43 starters. Quotient 0.2093  
 Second - H. Jenkins, 8th out of 37 starters. Quotient 0.2162  
 Third - P.J. Taylor, 30th out of 98 starters. Quotient 0.3061

The Trophy was presented to Clifford Evans by Tricia Witchell at the Club's Annual General Meeting in January. Clifford stated that he has every intention of defending the Trophy this coming June.

The Island Sailing Club have stated that this year they will list the Smeaton Trophy in their list of Round the Island trophies and make the presentation at the prize giving after the race.

Entries for the 1992 Smeaton Trophy must be submitted to me by the 2nd June giving the name of the boat and the Class entered.

# ELVERA CUP - 1991

Our congratulations and the Elvera Cup for 1991 go to David and Sepha Wood and their Salar 40, Tehari II, for their epic cruise from Swanwick on the River Hamble in Hampshire to Yankee Point in Virginia via Portugal, Madeira, the Canary and Cape Verde Islands, Barbados, Venezuela, the Caribbean Islands, Bahamas, Florida, the eastern seaboard of the United States, New York and Cape Cod. Their cruise lasted nearly 14 months, starting on the 21st July, 1990, and ending on

the 12th September, 1991. During this period they were at sea for nearly 102 days covering over 10,500 nautical miles and visiting 78



*Tehari II Christmas Day 1990  
at Prickly Bay, Grenada*



*Tehari II — Mid-Atlantic Celebration*

islands and 250 anchorages. The Atlantic crossing on which they were accompanied by their daughter Annabel and Sepha's cousin Bob Neill was made from Sao Vicente, Cape Verdes, to Bridgetown, Barbados, a distance of 2,020 miles taking just over 17 days.

During the cruise approaching Madiera they experienced for over two days Force 8 winds from ahead gusting to 60 knots in waves estimated by a Russian weather ship to be 9 metres high. Near the end of their cruise in Pocasset Harbour they had to leave Tehari, having stripped her of everything moveable, and take up shelter ashore while hurricane "Bob" passed over with winds of 100 knots. Fortunately their anchors held and when calm conditions returned they were relieved to find Tehari still there and the damage comparatively minor.

David and Sepha intend to return to the States in May and bring Tehari back via Bermuda and the Azores hopefully in time for some of the Club events. We wish them an enjoyable and speedy passage home.

Their log has been awarded the Romala Challenge Cup of the Royal Cruising Club and will appear in the next edition of "Roving Commissions".

Well done David and Sepha, a well deserved win.

**John Witchell**

## WINE TASTING

Peter and Rita Morice arranged an excellent wine tasting and dinner after the A.G.M. in January.

It is hoped to arrange visits to vineyards. Bexhill, Dorking and the Isle of Wight are being investigated.

Any interest or suggestions to Peter Morice.

## RIVER AND CANAL TRIPS

All of these events have been successful and enjoyable.

In September 1991 a small party spent a day on the Thames starting from Chertsey, Sunbury, Hampton Court, Teddington and return. An excellent lunch at a riverside pub - made friends with owners of two small steam launches.

Interest and suggestions to Archie Shaw.



## IRISH SEA SAILORS



*From left to right - Brian Davenport, Bill Hicks, Ian King, George White. Ailsa Craig in background on our way to Isle of Man*

Cruise of "HOT N TOT" Moody 33 to the Civil Engineers Club, Muster at Port St. Mary, Isle of Man, in June 1991.

According to the ship's log, we set sail from Inverkip Marina on the Clyde at 11.34 hours on 18th June 1991, bound for Troon Marina as the first port of call on our way to the Isle of Man. The crew included:

Brian Davenport - Ex. Chairman, Glasgow & West of Scotland Association - Supplier of Mars Bars.

Ian King - Ex. Director of J & B Rare Whisky. Supplier of alcoholic beverages.

George White - Ex. Lecturer of mathematics at James Watt College, Greenock. Navigator.

Bill Hicks - Engineer Commander R.N. (Rtd.) Ships Engineer.

Harry Osborn - Civil Engineer - Cook and observer of "sun over the yard arm".

It is also recorded that we spent a lovely evening at Troon, Will Howie's home port, and the following day we sailed for Portpatrick, arriving there in the evening.

We left Portpatrick at 06.00 hours on the 21st June to make the

passage to Port St. Mary, Isle of Man. With the wind on the nose, very disturbed sea conditions and poor visibility and then some of the crew showing signs of *mal de mer* it was decided to return to Portpatrick until conditions improved. In fact it got worse during the day.

We cleared Portpatrick at 06.22 hours on the 22nd June again with the wind on the nose now down to 12 knots, we pressed on under engine in order to make the dinner at Port St. Mary by the evening. The trip was very pleasant and we sighted the Isle of Man in the afternoon. It was noted that we would have the tide with us to take us through Calf Sound, the sound between the Calf of Man and the main island. As we approached the sound the wind increased from due south to over 20 knots, with the result that we had quite a bouncing time when we went through the nasty overfalls that had built up. As we were just clearing the Sound the engine gave a cough or two but we carried on through a very lumpy sea.

Suddenly the engine stopped and refused to start again.

Here we were, on a lee shore, with towering cliffs on our port, with waves crashing on the rocks below the cliffs. The main and jib were immediately hoisted and once drawing we slowly clawed off the land. Once clear we were on a course to Langstone Ness point which was in the wrong direction for Port St. Mary and it was difficult to see how we could make the harbour under sail.

Bill Hicks at this stage had the engine hatch open and had squeezed into the confined space and proceeded to bleed the fuel system. We were still sailing in a very disturbed sea, and after many curses and clanking of spanners, Bill completed the job and announced we could try the engine. To our great relief the engine fired first time, so we were able to about turn and head for Port St. Mary, and in a short time we entered the harbour and berthed alongside the other club boats at 17.10 hours.

We were still in good time to meet many of our old friends of the Irish Sea section over pleasant drinks aboard David Wilding's boat "Ocean Phoenix" after which we adjourned ashore to the formal dinner at the Port St. Mary Yacht Club. A very enjoyable evening was had by all and the dinner was rounded off with speeches from representatives from North Wales, Northern Ireland, and the West of Scotland. The dinner was originally to be in North Wales but changed to Port St. Mary the North Wales section still being the hosts presented those who had been to the first muster with memento miniature shields.

The following morning we inspected the fuel system on the engine and discovered a loose coupling in the fuel line, and we assume that it



must have been vibrated when we crashed through the overfalls the previous day, allowing air to be drawn into the diesel, thus stopping the engine.

Later on the Sunday we visited the new diesel power station at Douglas and then an excellent barbeque at Will Tickle's house in the centre of the Isle of Man.

We left Port St. Mary on the Monday morning via Calf Sound again, where we saw a number of basking sharks having their plankton breakfast, our destination being Portpatrick.

Later in the morning we heard a Mayday call from a sinking fishing vessel in our vicinity and we listened out on the VHF for 2½ hours as the rescue operation was in progress. This involved the Port St. Mary lifeboat, the Peel inshore lifeboat, and an R.A.F. helicopter from Anglesey that landed a pump on board the fishing vessel. Eventually the rescue was successful and the fishing vessel was taken in tow to Portavogie by another fishing vessel. It was interesting to listen to the control of the operation by the Liverpool Coastguard and the responses of the rescue services.

We continued our passage to Portpatrick via the South Rock Light Vessel off Strangford Lough. From Portpatrick we returned to the Clyde with an overnight anchorage in Brodick Bay on the Isle of Arran. The total distance sailed was 272 miles.

Note of interest - Bill Hicks was once an engineer on the Royal Yacht Britannia.

**Harry Osborn**

**Report by David Wilding on**

### **THE FOURTH ANNUAL IRISH SEA DINNER**

Held once again on the weekend nearest the summer solstice this year's venue was Port St. Mary on the Isle of Man, thus returning to the site of the first event. It had been planned to host the weekend at the Royal Welsh Yacht Club, Caernarfon, but difficulties over arrangements for the use of the facilities forced a late change of plan.

In the event this proved a blessing in disguise as unseasonal weather set in over the weekend preventing many of the Northern Irish contingent from leaving Strangford Loch and the greater sailing distance to North Wales may have led to virtual cancellation under the circumstances.

In the end seven boats attended. Gordon Millington from Strangford in his new boat 'Fable', David Wilding in 'Ocean Phoenix' from Caernarfon, Harry Osborn in 'Hot-N-Tot' from the Clyde and Eric Brookley in 'Epic B', Peter Rowlands in 'Holy Smoke', Adrian Jones in 'Uisce VI' all from the Menai Straits, also Peter Bennett in 'Manatease'.

There is little doubt that both Harry and Gordon had the wettest rides arriving as they did during the worst of the winds, rumour has it that Harry - in true Parra Handy style - was spurred on by the offer of a free drink!

For many of us one of the most abiding memories of the weekend will be meeting Peter Stalker for the first time. Peter has been associated with the event from its inception but, due to differing circumstances each year, had been unable to attend until now. Peter's great wit and friendly approach are guaranteed to enhance any proceedings with which he is associated.

By now the local populace are a little more used to seeing 30 or 40 dinner-jacketed souls gathered on 'Ocean Phoenix' for pre-prandials, although it is said that the presence amongst us of a Reverend, complete with Dog Collar, caused at least one resident to assume that a burial at sea was about to take place.

Once again the Ladies, Officers and Members of the Isle of Man Yacht Club did us extremely proud both in terms of fayre, service and hospitality and their attentions during the evening were a guarantee of success.

As has become the custom, the starting pistol, in the form of Grace, was fired by our 'Fleet Chaplain' Russel Owen and events then moved on apace. Lawrie Balmer's inimitable wit was brought to bear on the Loyal toast, Will Tickle represented the guests (most of whom were his) and Peter Stalker brought the house down with his contribution on behalf of the Irish contingent - ably supported by Harry Osborn on behalf of the Clans.

Adrian Jones presented small plaques to L. Balmer, D. G. Wilding, R. Bryson, G. S. Millington, W. Duddy, J. COMmings, W. Tickle, B. Davenport, H. Osborn and himself, these tokens being in recognition of the efforts made by all concerned in attending all four of the 'Irish Sea Dinners'.

Subsequently Archie Shaw was also presented with one of the plaques although he had only attended the first dinner. The hospitality of the Yacht Club continued over the weekend in the shape of a barbeque, a theme that was continued by the Tickles with their

generous invitation to all to attend at 'Sunny Hills' - their ancestral home for nigh on twelve years - for more food and wine.

All in all the weekend, like the three before it, turned out to be a great success and my thanks are due to all those who attended. I would like to say a special thank you to Will Tickle who combed the Island for friends and acquaintances to make up for those who couldn't make it. A special mention is also in order for the skipper and crew of 'Manatease' who were towed into Port St. Mary after suffering engine failure in the Irish Sea by 'Uisce VI' and found themselves honorary (but paying) guests of the Club, their presence took us slightly over our target figure of 40 diners.

Next year, with luck and a following wind, we return to the Clyde where I hope we will be joined for the first time by colleagues from the Eire Institution of Civil Engineers, thus completing our mini United Nations of the countries that border the Irish Sea.

P.S. Thanks to Adrian Jones who stood in for David Wilding in organising the event.

**David Wilding**

### **IRISH SEA SAILORS CIVIL ENGINEERS' CLUB PROGRAMME FOR 1992**

Scotland, Wales and North West, and Northern Ireland Sections.

The annual mid-summer muster of boats of the three sections has been arranged to be held at the Royal Gourock Yacht Club and Inverkip Marina on the 19th to 21st June 1992.

The usual formal dinner, entertained by nautical speakers, will be held in the Royal Gourock Clubhouse on the evening of 20th June.

Any member of our Association who has a boat is welcome to join the muster and it is possible a mooring can be arranged off the Royal Gourock Yacht Club where a launch service is also available.

Members of the Association are also welcome to attend the dinner which will be four course at a cost of £8 to £10 per person.

Any members wishing more details please contact:

Harry Osborn, 15 Cowal View,  
Gourock PA19 1EX Tel: 0475 32945

## **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.

### **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.

## THOMAS TELFORD TOURNAMENT ROYAL PORTRUSH GOLF CLUB THURSDAY, 5TH SEPTEMBER 1991



*Royal Portrush Golf Club, Northern Ireland*

### REPORT

On the 4th September, 1991 most of the Members of the teams competing in the above golf competition gathered at Royal Portrush Golf Club for a practice round. In the evening a lecture was presented by Dr. Dennis Higgins of Old Bushmills Distillery Co. Ltd. on the distillation of whiskey, followed by a "Nosing and Tasting" session. This was followed by Irish Stew, Apple Pie and Coffee.

On Thursday, 5th September, 65 golfers took part in the Thomas Telford competition. The South Western Local Association was represented by Bob Giles, all other Associations having full teams. A team representing the Civil Engineering Section of the I.E.I. was present as guests of the Northern Ireland Association.

Also present were Stuart Mustow, Vice President of the Institution of Civil Engineers and Chairman of the Civil Engineers' Club, Tom Patterson, Chairman of the Northern Ireland Association, Lisa Russell from New Civil Engineer, together with voluntary helpers from the Northern Ireland Association - David Leeman, Noel Prescott, Ronnie Ross, Simon Doran, David Parker and John Wilson.

In the evening 100 people sat down to dinner, these included the golfers and the wives who accompanied some of the teams, officials of the Northern Ireland Association and their wives, Northern Ireland sponsors and their wives and members of the organising committee and their wives.

A copy of the score board is enclosed together with the list of prize winners. As this shows, the Thomas Telford Trophy was won by the South Wales team, who were heartily congratulated for having pipped the home team by one point, in his winner's speech Idris Thomas continued the tradition and on behalf of the South Wales Association extended an invitation to all present to send teams to represent their Association in the Thomas Telford Trophy to be held in South Wales in 1992 - hopefully at Royal Porthcawl.

Thanks have been extended to all who have in any way contributed to the success of the event. A list of all those who have helped and sponsored the event is included. I should like in this report to emphasise how much the whisky glasses presented by the Club were appreciated by the competitors.

As an organiser of this event I would like to say to the Club that it is difficult for anyone who has not been present to gauge the wonderful spirit of friendship and camaraderie which prevails at these "get togethers" - I am convinced that they do nothing but good for the membership of our institution. I would exhort the Club to build on what has been achieved and at the same time grasp every conceivable opportunity for fellowship and friendship outside of our professional meetings. My efforts have been amply rewarded if I have in some measure contributed.

**Ingram Bill**

**Thomas Telford Trophy -Royal Portrush  
Thursday 5th September 1991  
Prize Winners**

Prize	Association	Team
The Winning Team 190 points Thomas Telford Trophy	South Wales	S. Howell A. Kalogeras M.J.A. Parker I. Thomas
Second 189 points	Northern Ireland	I. Bill T. Bill P.T. Donald E. McClure
Third 182 points	Home Counties	J. Barlow P. Giffin R. Harman J. Walker
<b>Individual Prizes</b>		
Foursomes Winner 36 points	South Wales	S. Howell I. Thomas
Foursomes 2nd Place 34 points	Southern	P.Platt-Higgins J.Turner
Individual Winner 39 points	N. Ireland	P. Donald
Individual 2nd Place 37 points	Glasgow & West Scotland	I. Murray
Longest Drive 282 yards	South Wales	S. Howell
Nearest the Pin 4ft.	South Eastern	P. Hill

## ACKNOWLEDGEMENTS

The Tournament Committee wish to thank all those who have helped or taken part in the *1991 Thomas Telford Golf Tournament*, our guests and the many Companies and Organisations which have sponsored the event. We also extend our thanks to:

Thomas Telford Limited  
The Civil Engineers' Club,  
The Captain and Council of Royal Portrush Golf Club  
ICE Northern Ireland Association  
Old Bushmills Distillery Limited  
Golf World

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## **STOP PRESS**

### **SEVEN-A SIDE RUGBY FOOTBALL**

There is an interest to promote an Inter-Association rugger competition. Southern Association have already offered to produce a team.

Now is the time for graduates and students and the Local Associations to express their interest. Please contact Barry Staynes our Vice Chairman.

### **MEMBERS ROOM AT GREAT GEORGE STREET**

C. M. Bolt of Northern Counties writes:-

"Does the Club have any exclusive facilities at Great George Street? Like a small lounge, which could be a rendezvous for those who would prefer to chat over a cup of self-service tea or coffee, or to meet wives, or just have a cat nap after an early train journey?"

The answer is "Yes, we do!" It is known as the 'Members' Room'. Please feel free to use it when in London.