

**CIVIL ENGINEER'S CLUB
NEWSLETTER**

AUTUMN/WINTER 1993

LETTER FROM OUR CHAIRMAN



I have long felt a need for the Institution of Civil Engineers to promote more social and sporting activities and so I was pleased to be asked to take over the Chairmanship of this Club from Stuart Mustow as he assumed the duties of President of the ICE.

I have quickly come to appreciate the very real commitment of the Club Committee and also the need to respond to the interest and enthusiasm that many members of the Institution have to participate in competitive sporting events.

However, several of the Local Associations are already involved in such activities and there are also various ad hoc groups around the country and I feel that we need to move forward together to avoid duplication, to make the maximum use of people's experience and expertise and achieve the greatest participation and best possible arrangements. There is a good tradition of working with the Local Associations in golf and there appear to be some exciting opportunities to develop a National Squash Competition again in conjunction with the LA's and the Graduate and Student Association.

How the roles of and relationships between this Club and the Local Associations may best develop in this front must for the moment be a matter of conjecture. I am, though, keen for constructive talks to take place with the LA's and to move our joint interests on apace and I look forward to finding ready and creative minds to respond to new ideas.

One of the other valued aspects of this Club is the social events that take place in many areas and which provide further opportunities for retired members of the Institution, in particular, to maintain contact with colleagues and share continuing interests. There are some first class programmes around and I am keen to see them paralleled throughout the country.

In order to achieve the objectives I have referred to we will need the support of and to draw on new blood and enthusiasm but we must also have a preparedness to change in response to the needs and wishes of the wider membership. I therefore look forward to a challenging year and to success on many of these fronts and I would welcome your constructive comments and support.

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David Green, Chairman

THE CIVIL ENGINEERS' CLUB RULES

1. The name of the Club shall be 'THE CIVIL ENGINEERS' CLUB'. shall cease to be a Member of the Club,

OBJECTS

2. The objects of 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

12. 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.

13. 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

14. 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

15. 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.

16. 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.

OUR CHAIRMAN, DAVID GREEN

A tradition has been established in so much that it is always a succeeding Vice President ICE that is invited to be Chairman of the Club. We have been fortunate in this respect and have had future Presidents of the Institution to inspire, guide and stimulate us.

The following have served on the Committee as Chairmen.

Urquhart Broadbent	79/80
John Bartlett John	81/82
Derrington Gwlym	83/84
Roberts Bill Francis	85/86
Robin Wilson Stuart	87/88
Mustow David Green	89/90

91/92 now President 93
- now Chairman

It is interesting to note that when our previous Chairman, Stuart Mustow gave his stimulating Presidential Address to the Institution the Vote of thanks was proposed by our present Chairman, David Green.

David is already taking a great interest in the affairs of the Club, he may be something of a "dark horse" as we have only just discovered that he was "AME/Surveyor Municipal Engineer of the Year 1993". He is the Director of Operational Services for the Sheffield City Council and past Chairman of AME. He has lectured on "Compulsory Competitive Tendering".

We welcome him as our Chairman and look forward to his time with us which will no doubt be most rewarding, he has our best wishes and our devoted and loyal cooperation.

Archie Shaw

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

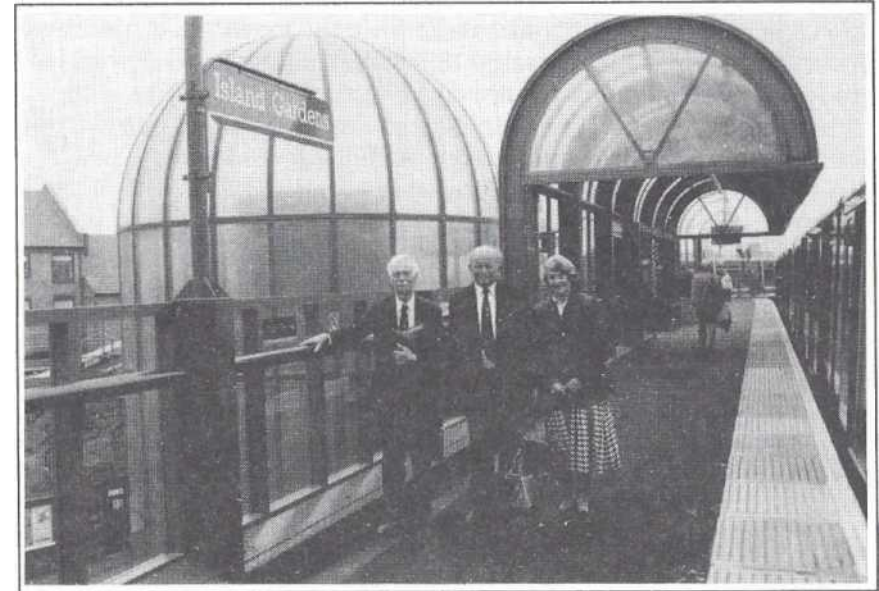
The Brunei Trophy, presented by Robin Wilson to be awarded each year to the winning team in annual inter local association Bridge competitions.

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.

WORKS VISITS

1. The visit to Canary Wharf was well supported, 9 Club Members attending plus a contingent of retired Port of London Authority Engineers, led by Geoff Spear.



*Ray Horner and the Witchells en route from Canary Wharf to lunch at the *Yacht" at Greenwich.*

The visitors were welcomed with a cup of coffee in the reception centre, Graham Moon, the Fire and Safety officer then gave an outline of the project. The visit to the building itself followed, concluding with a trip to the 50th floor. At this level an impressive panorama of the dock area of London opened up, the Docklands Light Railway looking like a '00' gauge model.

2. The Ironbridge Gorge Museum visit was attended by a small but very select group, and proved extremely interesting, from an entertaining trip on the River Severn in pleasant summer weather affording an impressive view of the Ironbridge itself, to the atmosphere of the Blists

Hill Open Air Museum (50 acres!). On this site there are Victorian shops, a pub (where lunch was taken) a pit shaft with steam driven hoisting gear and an ironworks. A visit to the Coalport China museum provided an excellent finale.

3. The visit to the Dinorwig Pumped Storage Scheme on 27 August 1993 proved very interesting, although attendance was minimal.

The plant, very largely concealed within the mountain of Marchlyn Mawr, is capable of feeding some 1300MW (2 million horsepower) into the National Grid within ten seconds of response being requested.

During the underground tour by coach, one 3Q0MW set was running but two more were brought onto line within a few seconds.

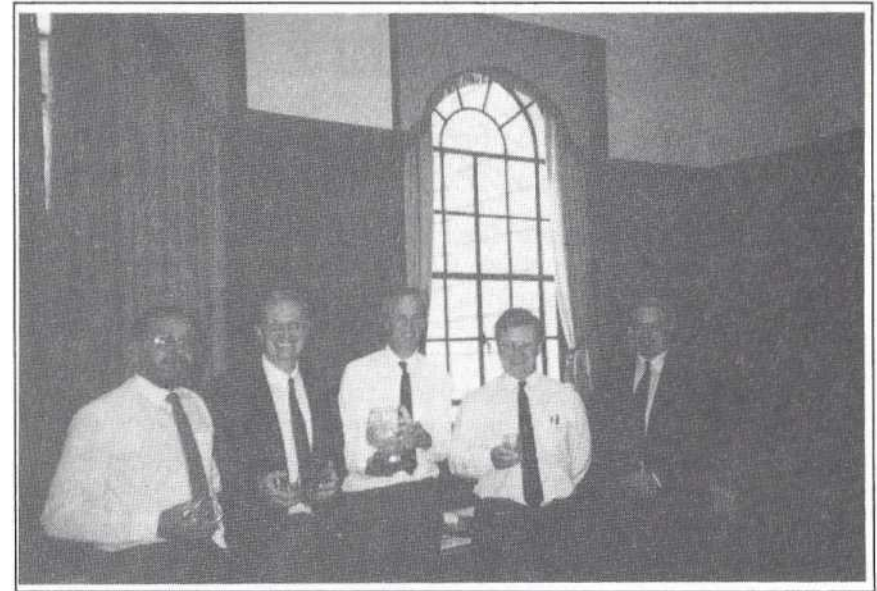
In all, a truly impressive project embracing the skills of civil, mechanical and electrical engineers.

4. Proposed visit to Energy from Waste Plant, Deptford, 1994. This could be a most interesting visit. See enclosed slip for details.

Well done Ray - your energy and enthusiasm is much appreciated. I know from personal experience how enjoyable your visits are. I shall never forget the excellent wine and goblets that appeared as if by magic out of the boot of your car when we visited the Severn Thames Canal.

Archie

REPORT ON BRUNEL TROPHY, 17 SEPTEMBER 1993



Brunei Trophy - celebrating after the event.

The annual Brunei Trophy Contract Bridge Competition was held all day on 17 September at Great George Street. There were five teams in all and the winners were the Lemmings. They were a combined team of: Brian Parkinson (retired, ex Ove Amp), John Walker (retired, ex London Borough of Harrow), John Walker (John Walker Civil Engineering Services) and Sam Addison (Pell Frischman). They are shown in the enclosed photograph, from left to right.

The Brunei Trophy was presented to the winners by David Green, Chairman of the Civil Engineers' Club, which organised the event. A dinner was held in the evening to round off the day.

The competition is run on a multiple teams-of-four basis, and this is the 4th year the event has been held. If anyone is interested in playing in next year's event, please contact Peter Richardson.

All best wishes,

Peter Richardson

THE CIVIL ENGINEERS' CLUB REPORT ON NORTHERN IRELAND SECTION AND IRISH SEA RALLY

The 'Seniors' group of the Northern Ireland Section of the Club started its 1993 programme on 11 February last with a visit to Bangor, Co. Down.

Some forty members and their guests joined the party which was entertained to coffee in the Town Hall by the mayor of the Borough. The prime object of the visit was to visit the redevelopment and refurbishment of the whole run-down harbour area of this typical Victorian seaside resort.

The development of the Mediterranean sunshine holiday and, in the past 20 years, Ulster's own particular troubles has driven away the native as well as the North of England and Scottish holiday-maker.

In an attempt to bring back life and activity to Seafront Bangor the Council has created the largest Marina in Ireland together with extensive landscaping and construction of a 'water world'.

The whole project has been hugely successful with boats visiting from literally every part of the world. A great boost to the whole project was the decision by H M Coastguards to locate their headquarters for all Ireland at Bangor. This new building is reputed to be the most up-to-date and 'hi-tech' in Western Europe and our party was treated to a conducted tour by the Chief Officer.

Bregenz House accommodates the harbour and marina management as well as the Coastguards and the Harbour Master told our party something of the success of the Marina in attracting visitors to the Province. He also referred to the way the harbour works seemed to have encouraged wild life rather than to drive it away. One of Ireland's biggest colonies of the guillemots has now established itself among the pontoons and nesting boxes provided and is now a major attraction. The party was also entertained by a group of seals swimming among the moored boats.

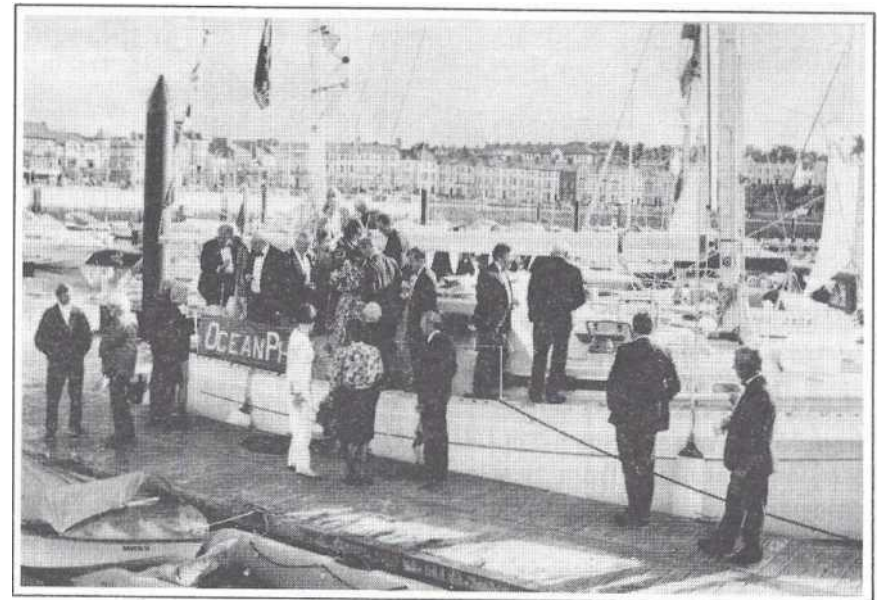
After drinks and a splendid lunch at which we were joined by the Mayor and the Town Clerk as well as the Chairman of the ICE Local Association we then visited Bangor's Heritage Centre. This is a much acclaimed display of the history of the area which goes back to the monastic settlements of the early Christian era. It was from here that St Comgall set out in the fifth century with his fellow monks to bring Christianity to Central Europe as well

as to - dare we say it - the pagan English!

The Irish sea rendezvous of boats from the Club sailing section took place in Bangor this year from June 18 to 20.

The event is fully reported as follows:

IRISH SEA RALLY 18TH-20TH JUNE 1993



Forty-six dinner-jacketed men and elegant ladies boarded Ocean Phoenix for drinks

The new marina at Bangor, Co. Down was the venue for this year's highly successful Irish Sea Rally of cruising boats skippered by members of the North Wales (including I.O.M.), Scottish and Northern Ireland Local Associations.

This year the weather was kind and all the boats made it safely to Bangor in good time. In no case did any of the crews have to repeat last years £75 taxi rides to get to the dinner.



Meeting on Ocean Phoenix prior to the traditional midsummer dinner

Ocean Phoenix (David Wilding) and Whiske V (Adrian Jones) came from North Wales. Hot-n-Tot (Harry Osborne) and Kata Noi (Duncan McClean) crossed from Scotland while Pegasus and The Dawn respectively brought David Sansom and Harry Owen from the Isle of Man. Three Northern Ireland boats - Fable (Gordon Millington), Sealion (Trevor Whittaker) and Obvious Child (John Hamilton) completed the water-borne fleet, but a first this year was the arrival of one crew by private aeroplane. This was not fitted with floats so it landed at nearby Newtownards aerodrome bringing David Wilding's partner Phillip Napper and their respective charming wives.

Prior to the traditional midsummer dinner, adjacent boat crews in the marina watched with incredulity as some forty-six dinner-jacketed men and elegantly clad ladies boarded Ocean Phoenix to partake of David Wilding's liquid hospitality before the meal. The only solid food dispensed during this interlude was some biscuits consumed with relish by a racing pigeon which diverted and landed on the deck to check on exactly what was going on. This is by far the record cocktail party numbers on Ocean Phoenix to date.

Once again the Royal Ulster Yacht Club was kind enough to give us the facilities of its Gloucester Room (without charge) and the services of their caterers to provide an excellent dinner. Just before sitting down David Wilding read out a specially commissioned grace written by the fleet's personal Padre - Reverend Russel Owen - who was sadly absent for the first time. Ronnie Bryson - the Commodore for the Rally - presided at dinner and then in his inimitable way welcomed everyone to the joys and pleasures of Northern Ireland. David Stewart, the Chairman of the Northern Ireland Local Association of ICE was a welcome guest and entertained all present by describing his involvement as a road and bridge engineer with his duties as Admiral of the Strangbord ferry fleet. It is customary each year for the host country to make a presentation to the fleet's skippers. Peter Stalker was charged with giving a Shillelagh to each. He pointed out that they were classic souvenirs of Ireland although no one (including the Irish) quite knew what they were for. Chris Powell, in one of the best after-dinner speeches ever heard at our dinners, expressed gratitude for the thoughtful gift to his skipper and kept the company entertained with his wit for about a further twenty delightful minutes. There could be no one better to convey greetings from Scotland than Harry Osborne - the doyen of the fleet. He did this with the usual gleam in his eye and to the great relief of the company was able to give the assurance that he had not arranged for any haggises (or haggae) to be lurking under the table. It was a marvellous weekend with good sailing and good fellowship and we look forward to North Wales in 1994.

We do not have a copy of the Reverend Russel Owen's grace that was read out at the meeting. However you may be interested to read the proclamation sent to the Reverend gentleman.

Peter Stalker

SAILING

Report by John Witchell

Channel Fleet

Our 1993 season started as always with the Spring Rally, which this year was held at Yarmouth in the Isle of Wight over the weekend of 8th/ 9th May when we were very happily joined by the Royal Engineers Yacht Club. The early spring rally is always one of the most exciting. It starts with the study of the tide tables and seeing the figures for many months of sailing stretching ahead; this is markedly different from the present study of the tables with November looming ever closer. This enthusiasm was reflected by the number of C.E.C. boats sailing to Yarmouth, which were as follows:

Tricia and John Witchell - CEC

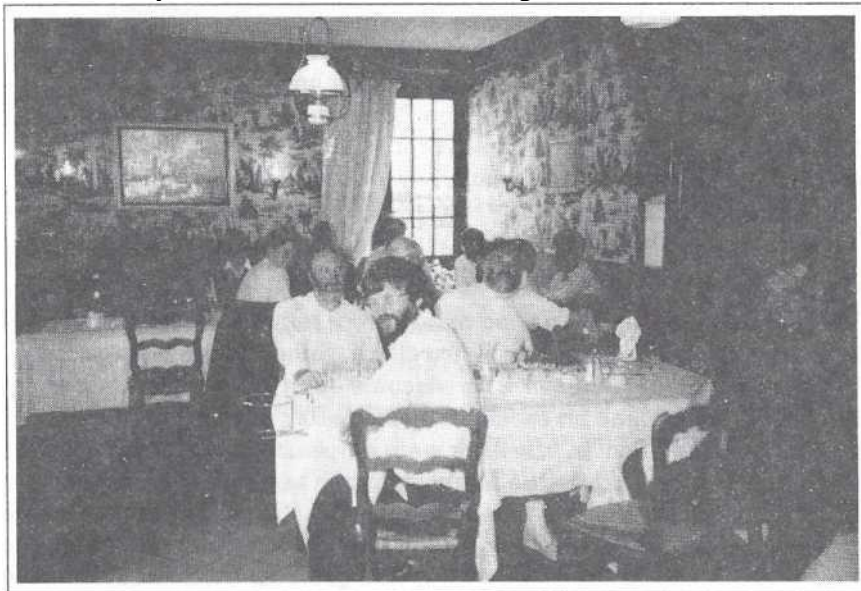
Amity,	Chris and Wendy Bosker - CEC
Caledonia,	General John Woolett with Brig John Lucan
Cymbeline,	REYC and CEC
	Roy and June Peel - CEC
Idle Jack,	Col Meryon Bridges, Lt Col Ross Wilson,
Ilex,	John Mustow and Trevor Stevenson - REYC
	John and Wendy Lyons - CEC Brig Mike and Annette
	Hill and Col John and Alison Bennett
Mad Gem,	
Mouette,	Martin and Tina Hirst - CEC Hubert and Jean Jenkins
	and John Partridge - CEC
Nadezhda,	Ken and Betty Scott - REYC and CEC
Novak,	David and Sepha Wood - CEC
Samiotissa,	<i>Major General Roome also attended the rally</i>
Tehari,	The weather was kind to us and drinks were taken on

board the several boats before going ashore for an excellent dinner at the George Hotel. We were particularly pleased to welcome John Lucan, Commodore of the REYC, who made an excellent speech after dinner.

Roy and June Peel in Idle Jack were en-passage from Dartmouth to Paris and points south to the Mediterranean and made the crossing to Cherbourg on the Monday following the rally. They had a trouble free crossing in light airs and very poor visibility, fortunately meeting no ships. Roy stressed the comfort they had got from their radar in those conditions even though they found on arrival in Cherbourg that the

scanner had stuck and had not been rotating! Idle Jack arrived at Le Havre on May 14th, where her masts were lowered, to await suitable tidal conditions for the passage to Rouen. The French prohibit pleasure boating on the Seine between Le Havre and Rouen at night and strongly advise against mooring or anchoring on that stretch due to the extreme hazard from the wash of passing ships. This means one must traverse the 125 km in one go and in daylight; high water at Rouen is however some 12 to 13 hours after low water at Le Havre and Roy and June managed to make the trip in 10 hours. They were last heard from in June when, having sampled the delights of Paris, they were near Fontainebleau about 50 miles to the south.

As usual we utilised the extra day provided by the late Spring Bank Holiday by crossing the Channel to St Vaast. The weather was a little uncertain and rather cool but a good time was had by everyone. In Amity we crossed on the Friday so that we could visit the excellent market on Saturday morning and also Monsieur Gossellin's emporium to buy Normandy butter and cheese, which we ate for lunch with a very nice Petit Chablis. A Sunday lunch was held at the Restaurant des Fuchsias starting as usual with a Kir Royale in their delightful garden. We missed Novak and Hubert as they had had to abort their crossing due



Lunch at St Vaast

to a rig failure. Those crossing back to England on the Monday had an exciting and invigorating sail in a south-west wind force 5 to 6. We

managed to make the crossing in under 11 hours averaging over 6 knots. Four boats Amity, Landor - Martin Hadley, Outrageous - Ron Marsh, and Niobi made it all the way to St Vaast and Mad Gem got as far as Cherbourg.

In June, 13 boats sailed by members of the Institution of Civil Engineers competed in the Round The Island Race for the Smeaton Trophy and Telford Goblet, which are sponsored by the Civil Engineers' Club. The Telford Goblet is a new trophy this year presented by Ken Scott to be awarded to the highest placed I.C.E. boat in the Channel Handicap Class. The entrants and results for both the Smeaton Trophy and Telford Goblet are given hereinafter.



Novak, Amity and Tehari II in St Peter Port

The Channel Islands Cruise this year started on July 3rd and we got the benefit of the last week of the wonderful Wimbledon weather. The Channel Islands Squadron was again disappointingly small but as usual we got a very warm welcome from our friends there. Those attending were Hubert Jenkins, his son Michael and John Partridge in Novak, David Wood and Sepha in Tehari II and John and Tricia

Witchell and John Bartlett in Amity. We arrived in St Peter Port, Guernsey, on Monday the 5th July after a brief stay in Alderney and on the Tuesday were shown round the new sports hall and gymnasium which had just been opened for the Elisabeth College. The floor of the hall was marked out with the overlapping lines for eight sports so that line judgment must have been very difficult. Following this we had pre-lunch drinks at the Guernsey yacht Club and after lunch some of us went to the new maritime museum in Castle Cornet and tried to navigate a vessel into St Peter Port using their computer simulation. Unfortunately, the instructions were not clear and we had to leave the vessel adrift in the middle of the Little Russell. In the evening a party was held on Amity prior to dinner at the Duke of Richmond Hotel; afterwards John Partridge presented his sketch of the three CEC boats in St Peter Port to Wally Prow to mark his 80th birthday.

Walter and Joan Prow at the "Duke of Richmond"



From St Peter Port, after a stop for a swim and lunch in Fermain Bay, we sailed in company to St Helier, Jersey, where we found that our Jersey friends had made arrangements for us to be moored at adjacent 'finger' piers thus reducing the distance between drinks. On Thursday we revisited the completed Queen's Valley reservoir and were shown over the dam and pumphouse before taking a stroll round the reservoir Friday to ourselves and on Amity we were very kindly driven by Sir Angus Paton around Jersey ending up at the Living Legend an audio-visual presentation showing the history of Jersey from pre-historical times to the present day. In the evening we enjoyed the usual magnificent meal at the

Grand Hotel. In the course of our visit we were able to see the benefits of itself; although it was only two years since our previous visit when, the dam was still under construction, the completed scheme looked as though it had always been there. The lake has been stocked with fish and local flora and fauna seemed to be taking full advantage of the facilities provided. Afterwards we had an enjoyable alfresco lunch at a hostelry called Le Moulin de Lecq converted from an old watermill at Greve de Lecq on the north coast of the island. In the evening we visited the St Helier Yacht Club at the invitation of their Commodore, who presented the Club with a burgee of their Club; in return we presented a CEC engraved glass. Returning to the boats we entertained the Jersey branch of the CIGPE to drinks on board Tehari II and Amity. We had

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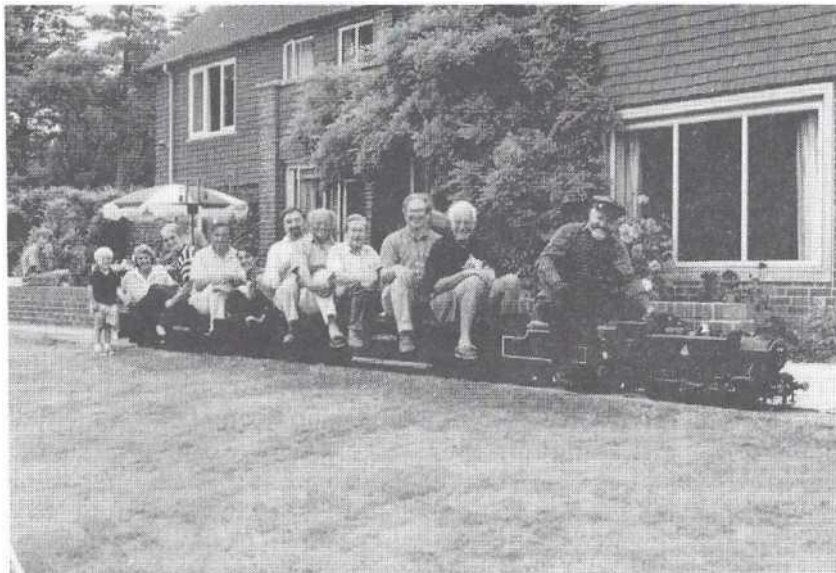


John Witchell presented with St Helier Yacht Club Burgee

the new road and underpass we had visited the previous year. We are very grateful to everyone who made our visit such an enjoyable one and in particular to Nick Bates. The squadron dispersed on the Saturday, Novak and Tehari II sailing direct to Alderney and

England while Amity returned to St Peter Port and, following a visit to Sark and Herm, crossed to Dartmouth before returning up channel to Gosport. My thanks and admiration go to my wife Tricia and Mickey Fox (from Guernsey) who took the first watch in driving rain and darkness and piloted us safely up the Little Russell on our way across the Channel.

This year we instituted a summer rally and bar-b-que intended for all children up to the age of 100. This was held in the garden of Archie and Pauline Shaw's delightful house at Bosham Hoe in Chichester Harbour. We are very grateful to Archie and Pauline for a truly memorable party; we thank Pauline for the magnificent food, and admire her superb organisation and remarkable energy, particularly, as she had already done a morning's work photographing a wedding; Archie had got steam up on his tank engine 'Paddington' and we all had rides around his garden. I had hoped to inaugurate a 'Boule' tournament between boats but no one had the time. We were also very pleased to be able to celebrate a little belatedly Archie's 80th birthday. If we had known beforehand we would have baked a cake but instead he had to put up with our vocal effort at 'Happy Birthday'. It was also very



*'Paddington' with a full load including
4 Committee Members ready to start*

pleasant meeting other non-sailing CEC members as well as some of Archie's friends. Thank you once more Archie and Pauline and will you please invite us again next year. Boats attending were Amity: Capriol - Alec Leggatt: Hyades - Brian Taylor: Mad Gem: Outrageous - Roger Hyde, Alison, Sam and William: Tehari II Toxotes - Alan and Ricky Payton. Others attending included Ian Wilson, the Club Secretary and Hubert Carr, Committee Member and steam buff.



A good time was had by all

Our summer season ended with a rally on the 15th September to Gins Farm, the Royal Southampton Yacht Club's clubhouse on the Beaulieu River. The Club had arranged for our boats to be accommodated on their own moorings and piles. It was a lovely day and seemingly the last day of summer so we were very fortunate. It was also the start of the Whitbread and several of the boats joined the throng of boats cheering them on our way. I did not see the start as it was a question of eyes down and hoping for the best, particularly when the large motor cruisers powered their way through the fleet after the racers. We were 10 boats: Amity: Caledonia: Capriol - Alec Leggatt: Mad Gem: Niobi - Frank Sangwin and John Inman: Novak: Outrageous - Ron Marsh: Sea Bird: Sympatica - John and Simon Crofts: Toxotes: plus the crew of two others, Tehari II and Samiotissa. After drinks on Sympatica and Amity,

Robert, the Southampton Club factotum gave us a warm welcome and a memorable meal of prawns and avocado followed by boeuf bourguigonne and a strawberry and meringue sweet. Whether or not it was the time of year, the food, the weather or the stories told by Ken Scott and Hubert Jenkins, the party went with an even bigger bang than usual and we hope to repeat the rally, if not next year the year after.

It is pleasant to be able to report on the activities of our overseas members namely the trip made by Charles Paice from Cape Town to St Helena, a distance of 1700 miles, in a 34 ft sloop. There were only two of them and the passage took 15 days with gales on 11 of them.

SMEATON TROPHY

The entrants and results of these trophies are as follows:

Smeaton Trophy. Awarded to boat sailed by a member of the I.C.E. having lowest quotient when dividing boats finishing position by number of starters in class.

Name	Sailed/Entered by	Class	Place in Class No of Starters	Position
Chesterton	David Miller			
Cognac	Mick Humphries			
Contiguity	Tim Griffith	CH Cl 10	0.6458	
Corncockle	Malcolm Woolley	CH Cl 6	0.6471	
Distraction	Mansell/Hardwick	Cont: 32	0.2439	3rd
Ivory Moon	Yarrow/Bastow	CH Cl 9		
Leonis of Emsworth	Peter Noble	J 24	0.3077	
Matchmaker II	M.L.Fox	CH Cl 7	0.2319	2nd
Novak II	Hubert Jenkins	Non-R Cl B	0.4792	
Owens Jay	Martin Dover	CH Cl 7	0.6232	
Paper Moon	John Gibbon	Non-R Cl D		
Shiver	Stephen O'Donnell	J 24	0.3846	
Synergist	Bob Gregory	Non-R Cl C	0.3617	
		CH Cl 1		
		Non-R Cl C	0.1915	1st

TELFORD GOBLET

Awarded to highest placed boat sailed by a member of the I.C.E. in the Channel Handicap Classes.

Name	Sailed/Entered by	Class	The Civil Engineers' Club Position out of 497
Cognac	Mick Humphries	CH Cl 6	289th
Corncockle	Malcolm Woolley	CH Cl 9	
Chesterton	David Miller	CH Cl 10	298th
Ivory Moon	Yarrow/Bastow	CH Cl 7	55th (Winner)
Matchmaker II	M.L.Fox	CH Cl 7	208th
Shiver	Stephen O'Donnell	CH Cl 2	

Programme for 1994

I shall be very pleased to receive all suggestions for events and venues for the coming year. In particular I shall be glad to have your views as to the timing of the Channel Islands cruise; we have hitherto always programmed it to be before the summer holidays so that we avoid the crowds and can be assured of space in the marinas. If you would come if it was later, please let me know.

There is a possibility of a joint rally with the REYC at Chatham in May next year. If you sail on the east coast and would be interested please let me know.

ELVERA CUP

Entries for this years Elvera Cup should be submitted to me by the end of December. The Cup will be presented at the A.G.M. in January.

John Witchell

OVERSEAS MEMBERS

Our overseas members are more than welcome. We would like to hear from you, now that we have started a "Letters" section please write in to tell us about yourselves, your work, your interests, your hobbies and if you would like to be introduced to a "Pen-Pal" in the U.K. or wherever.

You may be interested to know that we have 49 overseas members scattered worldwide. Here is the list:

Eire	3	Saudi Arabia	1
B.F.P.O.	1	Singapore	1
Bahamas	1	South Africa	4
Botswana	1	Uganda	1
Cyprus	4	United Arab Emirates	1
Dohar & Qatar	1	U.S.A.	2
Grenada	1	Zambia	1
Hong Kong	3	Zimbabwe	1
Indonesia	1	France	1
Malaysia	4	Greece	1
Nigeria	10	Holland	1
Pakistan	1	Portugal	1
Oman	1	Guernsey C.I.	1

In Northern Ireland there are 49 members, but whilst they are overseas they are in fact part of the U.K. In Scotland, not overseas of course, we have 31 members. In Wales, certainly not overseas, there are 27 members. Majority of our members are resident in England. Hopefully this information will encourage some of you to write in with any anecdotes that may be of interest or amusing.

Send your letter to H.Q. marked for the attention of the Civil Engineers 'Club News Letter Editor, The Institution of Civil Engineers, Great George Street, London. SW1P 3AA U.K

THOMAS TELFORD GOLF TROPHY 1993

The 1993 competition for this prestigious trophy was held in early September at the beautiful setting of Betchworth Park Golf Club, Dorking, Surrey with London Association acting as hosts.

The competition, initiated by Sir William Francis during his period as Chairman of both Thomas Telford Limited and The Civil Engineers' Club, is now in its eighth year and has become very well established. It has now also become a matter of honour among the local associations to be represented and 1993 was no exception with teams (of four) from sixteen regions being added to by the Institution of Irish Engineers and Thomas Telford Limited.

In previous years the competition has travelled to Wentworth, Moortown (Leeds), Royal Lytham, Royal Troon, Walsall, Royal Portrush, Royal Porthcawl and although Betchworth Park (the home club of London Association Chairman Howard Barrett) does not have the prestige of some of its predecessors, it lacks nothing in terms of quality and the combination of magnificent scenery and very favourable weather made for an excellent day's golf.

The participants and guests gathered the evening before for a reception, again at the Golf Club, and were entertained by a fork supper, a wine tasting and a traditional jazz band, the last incorporating a short display of synchronised dancing.

The morning of competition dawned fine (prayers do get answered sometimes) and the organisation swung into action with considerable help from the golfers who seem to be case-hardened to this sort of thing and appear on the appropriate tee at the correct time as though by magic.

As in previous years, the morning round consisted of foursomes (alternate shots) followed by a ploughman-style lunch and then individual competition in the afternoon. At the end of the day participants had been playing golf for some nine hours so that there were many tired tales being told at the evening dinner. A list of the principal prize-winners is attached, the main team prize going to Southern Association who will host the event in two year's time.

The closing dinner was attended by some eighty-five people with the principal guests being Roger Dobson, Director-General and Secretary I.C.E., Barry Staynes, Vice-Chairman Civil Engineers' Club, John

Bickers, Captain-Elect Betchworth Park Golf Club and Michael Leeming, Chairman-Elect I.C.E. London Association.

The prizes, as in previous years, were crystal class and all participants in the competition took home an engraved whisky tumbler commemorating the day. Some short and (hopefully) appropriate speeches preceded the prize-giving.

It would not be proper to omit mention of the many sponsors of the event - their contribution is acknowledged and was highlighted on the day on the official sponsors' board and in the souvenir menu given to all present and including team photographs. A list of sponsors is appended.

Next year the Thomas Telford Trophy will be hosted by Edinburgh and East of Scotland Local Association (understood to be at Dalmahoy) and London Association wishes them all success in their efforts to maintain the momentum of this obviously popular and established event.

**Thomas Telford Golf Trophy, 1993
Final (& Intermediate) Positions**

1.	Southern	197 pts	68 pts	(9th)
2.	North Western	190 pts	68 pts	(8th)
3.	East Midlands	187 pts	66 pts	(13th)
4.	South Wales	187 pts	70 pts	(5th=)
5.	Thomas Telford	185 pts	76 pts	(1st)
6.	Northern Ireland	185 pts	69 pts	(7th)
7.	Midlands	185 pts	72 pts	(3rd)
8.	Edinburgh/East of Scotland	184 pts	66 pts	(10th)
9.	Glasgow/West of Scotland	183 pts	70 pts	(4th)
10.	Chilterns	182 pts	74 pts	(2nd)
11.	London	179 pts	63 pts	(15th)
12.	Northern Counties	175 pts	70 pts	(5th=)
13.	Thames Valley	173 pts	66 pts	(12th)
14.	East Anglia	169 pts	63 pts	(14th)
15.	South Eastern	166 pts	66 pts	(11th)
16.	South Western	165 pts	61 pts	(16th)
17.	I.E.I. (Eire)	161 pts	60 pts	(17th)
18.	Yorkshire	156 pts	59 pts	(18th)

A.M. Foursomes	1st	Wilde/Saunders (N.Western)	43 pts
	2nd	Levett/Hyslop (Thomas Telford)	40 pts
P.M. Individual	1st	P. Hills (East Midlands)	40 pts
	2nd	B. Staynes (Southern)	37 pts
Longest Drive		J. McFarland (N.Ireland)	248.7 m
Nearest The Pin		N. McNeill (South Eastern)	3.3 m

TEAMS

CHILTERNNS

P. Campbell P.L. Giffiin M. Waggott J. Walker

EAST ANGLIA

J. Byfield G. Hannah S. Hobbs W. Simm

EAST MIDLANDS

R. Bloor N. Dixon P. Hills G. Thomley

EDINBURGH & EAST SCOTLAND

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

GLASGOW & WEST SCOTLAND

W.G. Dunbar G. Leslie R. McGowan I. Murray

I.E.I.

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

LONDON

R. Bird K Duguid C. Pyatt R. Thomas

MIDLANDS

C. Clinton S. Foxall J. Jones B. Peplow

NORTHERN COUNTIES

P. Musgrave F. Osborne A. Robinson B. Tate

NORTHERN IRELAND

G. Allister T. Bill

J. MacFarland I. Sanderson

NORTH WESTERN

A. Barker J. Hughes

N. Morton D. Wilde

SOUTH EASTERN

R. Calderwood J. Mapplebeck

N. McNeill M. Sewell

SOUTHERN

H. Richings B. Staynes

J. Turner R. Walsgrove

SOUTH WALES

S. Howell B. James

P. Jones R. McKee

SOUTH WESTERN

G. Corlett J. Earp

R. Giles W. Lee

THAMES VALLEY

R. Harman N. Schunter

J. Ward A. Wingrove

THOMAS TELFORD

P. Hyslop D. Jessop

A. Levett K Marchant

YORKSHIRE

S. Barker G. Kent

A. McDonald K Philip

Frank Graham Consulting Engineers Ltd

George Leslie & Company Ltd

Golf World

Graham of Dromore

J & B Construction

Jim Ennis Construction

John Mowlem Construction Ltd

Kennedy & Donkin Transportation Ltd

Kennedy Construction

Mott MacDonald

Mott MacDonald (Southern)

Mowlem Northerm

North East Water Ltd

Northumbrian Water pic

Posford Duvivier

Scott Wilson Kirkpatrick & Partners

Shorco Trench Systems Ltd

Sir Alfred McAlpine Ltd

Stanger Consultants Ltd

Taywood Engineering Ltd

Thomas Telford Ltd

Warwick Contracts Ltd

Wilde & Partners Consulting Engineers

Wiltshier Construction (London) Ltd

Zakhem Construction

SPONSORS

Archibald Shaw & Partners

Babtie Shaw & Morton

Bowmer & Kirkland

Buchanan Consulting Engineers

Carl Bro Haiste

Colin Buchanan & Partners

Crouch Hogg Waterman & Partners

D J Ryan & Sons

East Midlands Association

MOTORING

Here are a number of ideas and thoughts for events for the coming year.

In the past, visits to Motor Museums, factories, driving tests and treasure hunts have been organised and have been very well supported. I will continue to make similar arrangements this year. If there is anywhere that you would recommend or would like to visit, please contact me with those suggestions.

Having noticed the increase in the number of indoor karting tracks during this last year, I have participated in a few events. They have been very enjoyable. I am proposing an annual National event which would mean an event in each Local Association with teams from e.g. contractors, consultants. This would result in a winning team for the Local Association. The winning teams would enter a final with a trophy, probably the Macadam Trophy being presented to the winning team. The following year, the final would be held at the previous year's winning team's track.

I have had some interest in spending a day at a racing circuit like Brands Hatch completing one of their introduction to motor racing days. This includes instruction in a saloon car before being let out on your own in a single seat formula racing car.

The last suggestion is a National Armchair event in which from the comfort of your own drawing room, you could participate in a motoring event.

I hope that this give you an idea of things to come. I would welcome anyone telephoning to discuss ideas and suggestions.

Looking forward to hearing from you.

John D. Brownlie

WINE TASTING

We have had some splendid "tastings" and visits to vineyards in which Peter and Rita Morice have played such a significant and successful part. Just now they are off in far away places 'OMAN' and we miss their enthusiasm and energy.

However, we do look forward to more of these occasions and hopefully someone will come forward to fill the gap whilst Peter and Rita are away.

Editor

Civil Engineers' Club Autumn/Winter Newsletter

The Club is steadily progressing and whilst the number of members has increased we still need more members to expand the range of activities of the Club and ensure its continuing success.

The income obtained from subscriptions is used to defray administrative expenses in promoting activities. All events are self financing, the actual cost of entry fees, hire of rooms, food and drink etc., are met by the members taking part. Costs are calculated per head and recovered from the members.

When the Club was founded in 1980 the subscription was set at £5. Now in 1993 it has been increased to £10. If we assume that it will remain at £10 until 1995, then from 1980 that is 15 years, it represents an average rate of inflation of less than 5%. Most probably not far wrong from the actual figures as in the early years of the Club inflation was high. There is a strong move to increase the range of national sporting events to be sponsored or organised by the Club. Ben Bolt of the Northern Counties Local Association is very keen to help in setting this up under the aegis of the Civil Engineers Club. There is also a strong move to recruit younger members. See the letter from Howard Barrett. Membership Application Form herewith. Each new member is given a Club tie free of charge on joining.

Take part in the Competition - someone is going to win £100 - why not you! Details on insert.

I would like to take this opportunity to express my appreciation and convey my thanks to all who have contributed not only to this newsletter but also to those in former years. I am always complaining that the copy is so slow in coming in, but then it comes and there is a dash to our printers, who fortunately have some very good readers who are able to decipher the many and several styles of writing perhaps peculiar to engineers. I do know that a lot of work goes in to preparing reports on our various events and activities. I will just conclude with a simple thank you. Your Editor

Archie Shaw

P.S. Entry Form for Competition enclosed. Entries to be submitted before Monday 10th January 1994. Name of Winner will be announced at the AGM on 25th January 1994 at H.Q.

LETTERS

Your Editor welcomes letters from members. So please do not hesitate but write into Archie Shaw on any subject or opinion you would like to ventilate, with photographs if appropriate.

Lamorna, Bosham Hoe, Chichester, P018 8ET.
affairs and I would also underline the need for young participants to come

THE VIEWS OF A 'NEW' BOY

As a relative newcomer to the Civil Engineers' Club Committee, I have found it enthralling to observe the degree of effort being put into trying to ensure that the social aspect of the Institution's existence is catered for. While appreciating the 'learned society' front so correctly portrayed, there is also a strong need for groups of engineers to gather together under whatever pretext so that camaraderie is extended and similar interests are explored and furthered.

Volunteer workers under the guidance of the Chairman, assisted by the Secretary and Treasurer, debate the issues and, subject to agreement, resolve matters so that the way forward is clear. As with most organisations of its type, there is a relatively small nucleus of 'front members' who are vociferous, but the Civil Engineers' Club (should this be Sports Club?) appears to have several workers standing in the shadows who are more than willing to come forward to extol the virtues of their particular interest.

Initial impressions indicate the strength of the golf and sailing sections with bridge and model engineering coming up strongly on the rails - it may be that others, while active, have not been as well represented.

Efforts are being made to expand the overall (i.e. national) specification for arranging and promoting sports events and this would appear to be greeted with enthusiasm, although the logistics of implementation are currently mind-bending.

Input from younger members, including graduates and students, is needed as the grass-roots are the active sports participants and this is where the future of any activity lies, and indeed the Club.

My personal view, and I would stress that it is personal, leans towards encouragement of this worthwhile aspect of the Institution's

forward and offer their services to the Committee, so that the future is assured. I know many people find it difficult to spare time but, in the context of our chosen profession, surely less relevant activities can be relegated to minor places in the order of priorities.

I hope my views do not fall on deaf ears!

Howard Barrett, Member of Committee.

THE WAY FORWARD

Anyone who opens the magazine of the Civil Engineer's Club cannot fail to be struck by the amount of effort and dedication put in by those who organise the several events and activities and those who are responsible for the actual production of the magazine.

Doubtless they enjoy it and derive justifiable satisfaction from the success of their efforts, but the fact is that it must be something of a burden and anxiety and, in the fullness of time, they will no doubt wish to hand on their tasks to their successors.

Encouraging these successors must, therefore, be one of the objectives of the Club and I have pondered how one might stimulate participation with a view to these younger participants eventually taking over the running of affairs.

The group to which our attention should probably be directed is that comprising those who have recently qualified, say 25 plus, and it could well be that they might find that participative sports stimulated their interests and enthusiasm. Younger engineers might like to take part in cricket, rugby and football, organised by the Club possibly on an interfirm or inter-local association basis and thus be led into the Club and into taking part in other of its activities.

It would, of course, need people willing to organise matters (alas, my own limit now is a hard fought game of Scrabble) but perhaps if the idea is discussed volunteers will be forthcoming to the benefit of members and the long-term future of the Club.

D.F. Evans,

ANECDOTES

1. Members may be interested to know that two of our members became Masters of the Worshipful Company of Engineers. Trevor Crocker was Master in 1991/2 and John Bartlett was Master in 1992/3. Trevor Crocker organised our musical events including concerts and visits to Glyndeboume. John Bartlett was our Chairman in 1981/2 and apart from his dedicated service as Chairman distinguished himself sailing and is still an active member of our Sailing Section.

The Company celebrated the 10th Anniversary of the Grant of Livery with a magnificent banquet at The Guildhall on Friday 1st October 1993. HRH Duke of Kent was the principal guest.

2. Worldwide Location of Members

Location	Number of Members
London	51
Belfast	16
Chichester	11
Glasgow, Cardiff, Nigeria	10 each
Bromley, Southampton, Bangor (NI)	7 each
Haywards Heath, Reading	6 each
High Wycombe, Northampton, Oxford	5 each
Petersfield, Sutton (Surrey), Warrington	
Winchester, Bedford	
Cyprus, Bristol, Cambridge	4 each
Eastleigh, Falmouth, Huntingdon	
Maidstone, Orpington, Sheffield	
Tunbridge Wells, Watford	
Total number of members: 625	

This is just a quick run-through. It would be useful to analyse the location of members by county or by local association. It is possible to extract this information from the computer records. Perhaps the Committee will take this on or an enthusiastic member! Any volunteers?