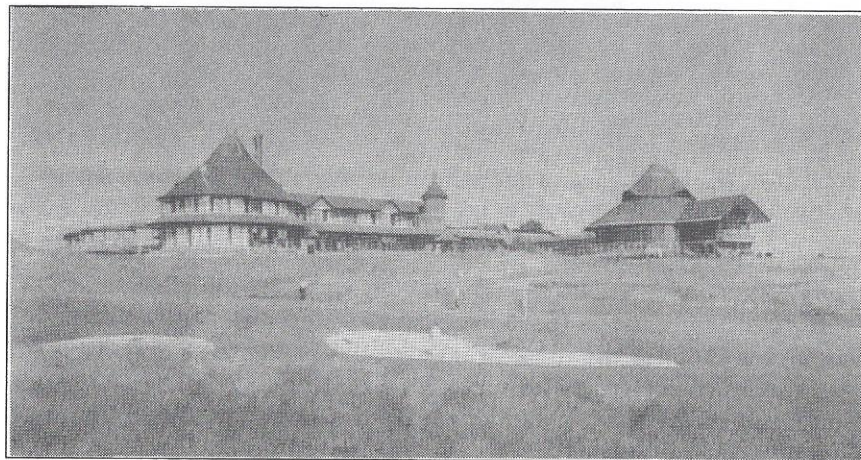


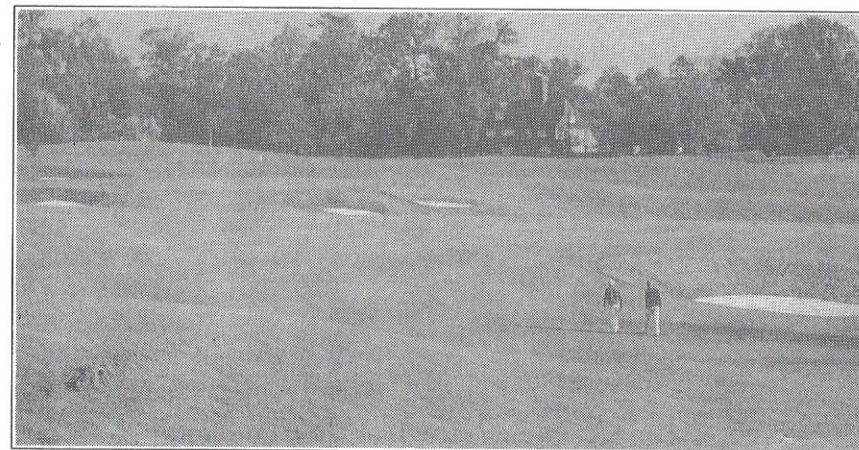


John Hughes and his team of Alan Booth, Mark Smith and David Wilde receiving the trophy and congratulations from Gordon Millington - Chairman of the Civil Engineers Club.

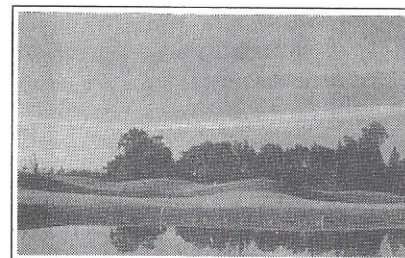
The American style ESN course offered a stern challenge particularly under the wet and windy conditions. Details of some of the prospects facing the players are illustrated by the photographs. However, a particular feature of this top venue is the Clubhouse. A most interesting piece of architecture with sumptuous facilities. This is well illustrated in the photograph below.



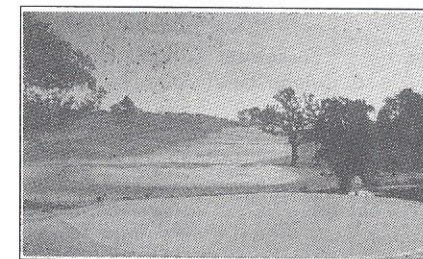
Eighteen teams from the various Local Associations and Headquarters entered the competition hosted by the Southern Association as previous winners. There were many fine individual performances and a remarkable achievement - a "triple sandypar". John Barlow (Chilterns) drove into a bunker on the long 14th, played a shot of some 150 yards into the fairway bunker to the right of the players in the photograph, and yet again into the bunker at the back of the green. He then splashed out and sunk the putt for his par 5. Barry Staynes, his playing partner and host for the championship was dumbfounded. "I think that I must have witnessed a unique event - this is certainly worthy of the Guinness Book of Records". A special prize was awarded to John to commemorate his achievement.



Approaching the 14th - scene of John Barlow's outstanding achievement



*Watery prospect
at the par three 16th*



*Homeward bound -
the clubhouse is on the horizon*

The main prizes of Royal Brierley crystal decanters, tankards and brandy glasses were sponsored by New Civil Engineer, and special feature prizes were provided by Balfour Beatty and Tarmac Construction.

Full details of the results are as follows:

Thomas Telford Golf Tournament 1995

Thomas Telford Trophy (aggregate for the day)

		AM	PM	Agg.
1st North Western Association	John Hughes (11)	32		
	Alan Booth (17)	29	33	
	Mark Smith (16)	23		179
	David Wilde (17)	28	34	
2nd Glasgow & West of Scotland	Ian Murray (6)	29		
	Charles Scott (16)	21	33	
	Calum Samuel (5)	24		171
	Sandy Jamieson (4)	26	38	
3rd Northern Counties	Barry Tate (11)	24		
	Paul Musgrave (7)	29	36	
	David Marquis (8)	30		167
	Stewart Dunmore (12)	23	25	

Other Prizes

Morning Singles

21st	Southern Association (Barry Staynes, David Jones, John Turner, Roger Walsgrove)	105
2nd	South Eastern (Russell Calderwood, John Evans, Mark Sewell, John Walker)	103

Afternoon Greensome

1st	Yorkshire (John Tirril, John Clarke, John Goundry, Alan McDonald)	66
2nd	Thames Valley (Roger Harman, John Kent, Mike Walsh, John Ward)	64

Greensome

1st	Mark Dady and Brian Evans (Midlands)	32 (singles)
2nd	Chris Byatt and Ken Dugold (London)	32

Singles

1st	Richard Thomas (London)	28 (greensome)
2nd	Andy Salmon (Southern 11)	28

Tarmac - Best aggregate gross score on Stroke Index (15th) - East Anglia
(John Byfield, Dan Dawson, John Dawson, Brian Jackson)

Balfour Beatty - Best aggregate points score on Par 5 Tenth hole - South Western
(Brian Daniels, Brian Bilton, John Earp, Robert Giles)

Birdie - at Par 3 Thirteenth -

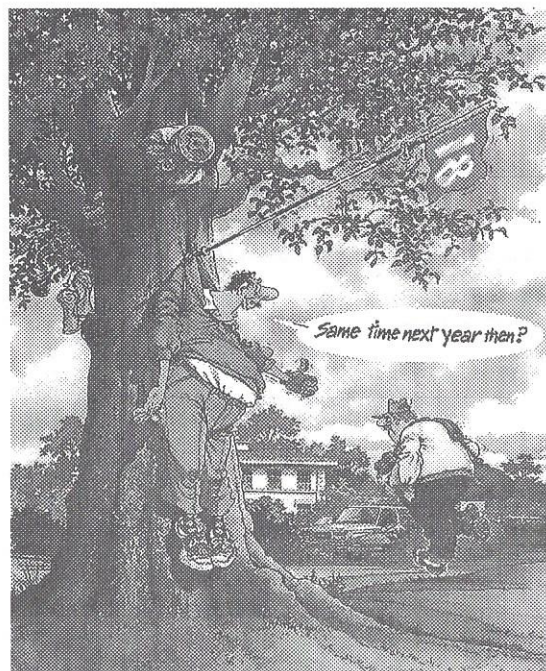
Allan Gray & Alex Millar (Edinburgh & East of Scotland)

Generous sponsorship has become a feature of the event. The following organisations contributed to the funding of the TTT-1995.

Sponsors

ACER Consultants Ltd.	Sir William Halcrow
ACER Wallace Evans	Hutter Jennings & Titchmarsh
AMEC Civil Engineering	Institution of Civil Engineers
ARC Southern	ITT Flygt Ltd.
Ove Arup Partnership	J.B Construction Ltd.
BAA	Kenton Utilities and Developments Ltd.
Babtie Group	Kust Consulting
Alfred Bagnall	Alfred McAlpine Construction Ltd.
Balfour Beatty	Mott MacDonald
Binnie Black & Veatch	Mouchel & Partners
Barton Howe Warren Blackledge	New Civil Engineer
Booth King Partnership	Pell Frischmann Consultants Ltd.
Bowmer & Kirkland Ltd.	Posford Duvivier
Breadsall Developments Ltd.	Charles Scott & Partners
Carl Bro Group	Archibald Shaw & Partners
Bryant Construction	Southern ICE Local Association
Colin Buchanan and Partners	Tarmac Construction
Bullen Consultants	Tarmac Topmix Ltd.
Civil Engineers Club	Taylor Woodrow Construction
Cleary Excavations Ltd.	Northern Ltd.
Clugston Construction Ltd.	Thortex Division of E. Wood Ltd.
Dean and Dyball	Wilde and Partners
East Midland ICE Local Association	Wiltshier Construction
East Yorkshire Farm Services	(Midland) Ltd.
Sir William Francis	ZAKEM Construction Ltd.
Griffiths and Armour	

We are all looking forward to Brancepeth Castle 29th August 1996



CIVIL ENGINEERS CLUB Thomas Telford Trophy Golf Tournament 1996

Brancepeth Castle Golf Club - Thursday 29 August, 1996

1. Venue

Brancepeth Castle Golf Club - Established 1924 - 18 holes - 6375 yards (N.B. Although generally fairly flat, the course is not recommended for long-handicap golfers who are unsure of driving 50-100m over the ravines in front of several tees or the elderly/inform who may struggle to climb into and out of said ravines!)

2. Accommodation

Generally, at Durham Castle (5.5 miles, 16 minutes drive from the course) where the Wednesday evening gathering and the Presentation Dinner will be held. The Castle presents an opportunity for a unique experience - to stay in a 900 year old castle, within arrow shot of the equally old cathedral, with views over Castle Green, the River Wear and the ancient City of Durham. Not everything in the Castle is quite so old; the kitchens, for instance, were not added until the 16th century! In short, this is not an opportunity to be missed and some may wish to bring their families to share the experience - a limited amount of suitable accommodation is available at very reasonable prices.

Regional Golf Days

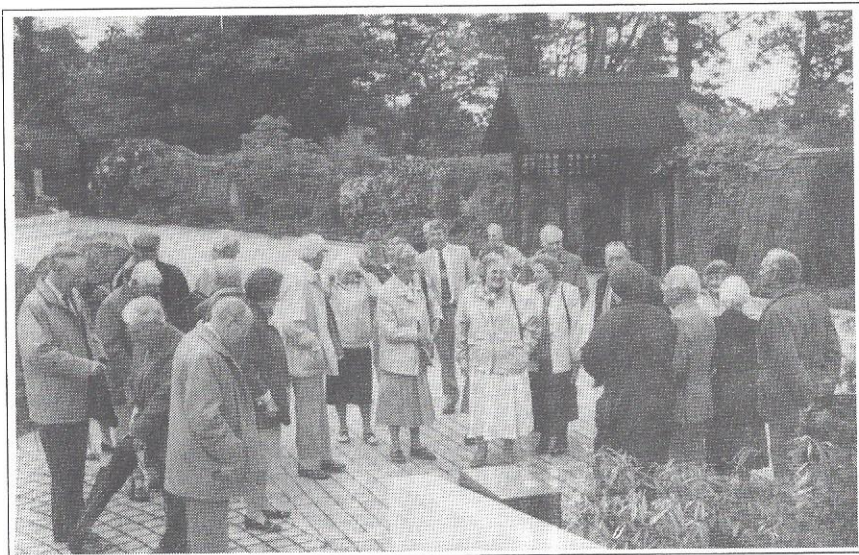
<i>Date</i>	<i>Local Assn.</i>	<i>Golf Course</i>	<i>Contact</i>	
26.4.96	North Western	West Lancashire	John Hughes	0151 334 5376
9.5.96	Southern	Goodwood	Barry Staynes	01444 483283
9.5.96	Glasgow & W. of S.	Erskine	John Dunbar	0141 5522000
13.6.96	London	Addington Palace	Howard Barrett	01737 645892
14.6.96	South Wales	Woodlake Park	David Thomas	01437 890297
21.6.96	Yorkshire	Abbeydale	Alan McDonald	01423 526646
12.7.96	Northern Counties	Brancepeth Castle	Barry Tate	01642 645892

Civil Engineers Club - N.I. Association

Seniors Section -1995-1995 Session

The Seniors Section continues to prosper with a high level of attendance being maintained at the various outings. March 1995 took us to Belfast City Centre where our four locations were within short walking distances of each other. We met in the Castle Court Shopping Centre for morning coffee and from thence to the nearby St Mary's Roman Catholic Church where the Rev. Oliver Scallon delivered a most entertaining and interesting talk on the history of his Church, which dates back to 1783, and the surrounding area of old Belfast. The Belfast Telegraph Office was our next venue for a video and talk on the news gathering for, and production of, an evening newspaper. Lunch in the nearby Reform Club completed an enjoyable outing.

In June 1995 we travelled to Larne where we were received in the Council Offices by the Town Clerk and entertained to morning coffee followed by a tour of the building. Then followed a short drive out along the scenic Antrim Coast Road to Carnfunnock Country Park, described in the tourist literature as "a unique and breathtaking compendium of delights and entertainments". Be that as it may, the visit was much



The gathering in Carnfunnock Country Park

enjoyed in spite of the inclement weather. Lunch was at the nearby Ballygally Castle Hotel overlooking Ballygally bay. Larne being a major port of entry for tourists arriving by ferry from G.B., the modern Tourist Information Centre was our final visit of the day.

After the summer break, in October 1995 a party of "freeloaders" set off for Dublin's fair city. "Freeloaders" because, thanks to the reciprocal arrangement between the Dept. of Social Welfare (R of I) and the Dept. of the Environment (N.I.), those of us of mature years, ie Pensioners, can travel by rail anywhere between the two administrations for FREE. In Dublin we visited Kilmainham Gaol which no longer caters for the clientele for which it was originally intended but is pleased to accept tourists. The Gaol has a long history dating from 1700 but is perhaps better known for its part in the aftermath of the 1916 Rebellion. Lunch was taken in the Killiney Court Hotel set in delightful surroundings overlooking Killiney bay. Back to Dublin in the afternoon for a conducted tour of Leinster House, which houses both houses of the Irish Parliament and finally, on to Connolly Station and the return journey to Belfast, thus ending a memorable day out.

Civil Engineers Club - Irish Sea Fleet Rally Saturday 24 June, 1995

This year's Rally was hosted by our Southern Irish colleagues and the rendezvous was the Coal Harbour in Dun Laoghaire - not as black as the name suggests. Some boats arrived on the Friday and spent the night elsewhere. Some in Howth, others off Lambay Island, but all arrived in the Coal Harbour on the Saturday. From the Clyde came Harry Osborne, late of "Hot-n-Tot", now of "Options". From the Isle of Man, Harry Owen in "The Dawn", and David Sanson in "Pegasus". From Northern Ireland, John Hamilton in "Ocean Champion", David Thompson in "Eclectic", Gordon Millington in "Fable" and Ronnie Bryson and Peter Stalker with their ladies in a Jaguar MK6 - by road! From North Wales came David Wilding in "Ocean Phoenix", Peter Rowlands in "Holy Smoke of Hoyle" and Adrian Jones in "Uiske 6", the latter by the grace of God and shepherding or towing by Ocean Phoenix, due to a recalcitrant engine. In the absence of any news to the contrary it is assumed that "Uiske 6" returned to North Wales, courtesy of the same generous spirits. Our hosts were Patrick Cassidy, Commodore of the Rally in "Liberty", John Killeen in "Mweeloon" and Mike Spencer in "First Time".

The evening's festivities took place in the Engineers Club in Clyde Road, Dublin and a bus was provided to transport visiting skippers and crews thence from Dun Laoghaire. Our Hon. Chaplain, the Rev. Russell Owen, in his inimitable manner, said grace before dinner, which was followed by a welcoming speech and a toast to the visiting crews by John Killeen, skipper of "Mweeloon" and President of the I.E.I. Thereafter came a plethora of speeches by skippers too numerous to mention except one. In his speech Gordon Millington referred to the cruise of "Fable", after the 1994 Caernarvon Rally, to Brittany via Milford Haven and the Scilly Isles. The log of this trip was entered for the Elvera Cup, awarded annually for the most successful and meritorious cruise of the year, which won.

After the speeches all present retired to the bar where a musical trio, provided by our hosts, entertained us expertly, assisted from time to time by enthusiastic amateurs from the assembled company. Not least of these was a couple of renditions delivered in a light tenor - or was it baritone - by Finbar Callinan, the Director General of the I.E.I. The party eventually broke up and the bus returned the visitors to Dun Laoghaire where some turned in for a few hours sleep before heading off at some unearthly early hour, others turned in to sleep with no intention of heading off anywhere ever again and yet other hardy souls continued to party. At some time during the evening it was decided that the 1996 Rally would be in the Isle of Man and the dates have since been confirmed as Friday 21 to Sunday 23 June. We look forward to returning again to the I.O.M. where the very first Irish Sea Rally was held in 1988.

Ronnie Bryson

To Dinner in the Emerald Isle

The good ship "Options" a Moody 33 left for Ireland on Wednesday 21 June, 1995 bound for the annual dinner of the Civil Engineers Club, Irish Sea Sailing Section in Dublin to be held at the Institution of Engineers in Ireland headquarters on Saturday 24 June.

The crew consisted of:

Brian Davenport,
Tom Jessop,
Charles Morrison,
Alan Roche,
Harry Osborn
Julia Southcott - who joined us in Dublin.

We had excellent summer weather for the sail down the Clyde from Inverkip marina, and overnight to arrive in Port St Mary in the Isle of Man the following day. We had a steady beam wind most of the way giving us a comfortable sail that allowed us to place our G&T glass on the cockpit seat without spilling a drop.

On this passage we had a radio call from a Royal Navy minesweeper, calling up as Warship, that was stationary off the Galloway shore south of Corsewell Point. It transpired that they were about to carry out a controlled explosion of an object that we seemed to be sailing over. The wind was light at the time, we were doing about 1.5 knots, so we naturally obliged in haste to start the engine and get out of the way at the rate of the best knots we could manage. There now seems to be lots of wartime explosive items appearing from the Beaufort Dyke dumping ground and this could have been one of them.

We arrived on the Friday at Port St Mary, I.O.M. and spent the day sampling the delights of this lovely island. We had an excellent bar lunch at a pub next to the harbour, after which I found a stack of comfortable fisherman's nets to lie on, and in glorious weather slept off the lunch and made up for reduced sleep of the night watches. The evening was spent in the excellent hospitality of the Port St Mary Yacht Club.

We again set sail early on Friday morning for Dun Laoghaire arriving there in the early evening to berth in the Coal Harbour (not a lump of coal in sight). On entering the breakwaters a fast catamaran ferry was coming out and for a short while we were under the impression

that we were going to sail between the two hulls. The Coal Harbour adjoins the Dun Loaghaire Motor Yacht Club where we enjoyed their hospitality.

The dinner on the Saturday evening at the Institution of Engineers in Ireland in Clyde road was superbly organised by Patrick Cassidy who had been pressganged at the dinner in 1994 at Caernarvon. We were of course joined by friends from North Wales and Northern Ireland, some of whom travelled by road from the North.

After the dinner each yacht representative gave a wee speech, finally adjourning to the bar where Patrick had organised a young folk group from one of the Irish boats to entertain us. Well not quite - it resulted in all the crews either solo or as a group doing their party pieces which all made for a memorable evening of entertainment.

The bus arrived at one o'clock in the morning to take us all back to the Coal Harbour, along with the folk group where the entertainment continued until the early hours of the morning. I have difficulty in remembering what time I retired to my bunk. An excellent time was had by all.

Julia joined us for the sail back to the Clyde so there were six of us when we left on the Sunday afternoon for the night sail to Port Patrick. We spent the Monday there taking it in turn to use the one shower available at the harbour, and to play pitch and putt at the course adjoining the harbour, where high stakes were won and lost.

The night sail returning to Inverkip experienced a fresh northerly wind which created a nasty sea in the vicinity of Ailsa Craig. In these circumstances Alan Roche (ex submariner Captain R.N. Rtd) prepared a very acceptable breakfast appreciated by all the crew and proved that the three most useless things on a yacht are not exactly true, a concrete mixer and an umbrella maybe.

This annual event is always a great success and again a great pleasure to meet our old friends from Northern Ireland and North Wales, and from the Institution of Engineers in Ireland.

Harry Osborn

IRISH SEA FLEET RALLY 1996

Friday 21 June to Sunday 23 June, 1996

Venue: Peel Sailing and Cruising Club, Peel, Isle of Man

A splendid programme has been arranged.

Naturally everything is in the hands of the almighty and subject to his assistance and good wishes as to wind, weather, etc. it is intended to have:

- (a) Barbecue on the beach Friday night (next door to Yacht Club) in this way we can see the boats arriving and have hot food available.
- (b) Marquee on the beach for the dinner on Saturday night in which visiting dignitaries can receive their allegiances etc. (or whatever you like). Dress formal for drink in Club House at approximately 19.00 hours.
- (c) It is hoped to arrange a trip to the top of Snaefell (mountain) and see the 5 Kingdoms (England, Scotland, Ireland, Wales & !)
- (d) For the keen Civils (is that possible?) a visit to the new Peel electric power station.
- (e) A visit to Peel Castle to see how building should be done!! (it has stood the perishes of wind, rain, sea and time). *See photograph on back cover.*

If you can make it really early like the previous weekend then Peel (the only city in the Isle of Man) has the Traditional Boat Weekend from Friday 14 June to Sunday 16 June, 1996. All boats and their crews will be more than welcome to visit and use the facilities at the Yacht Club.

Apply to Will T. Tickle for booking and final details, his address is:

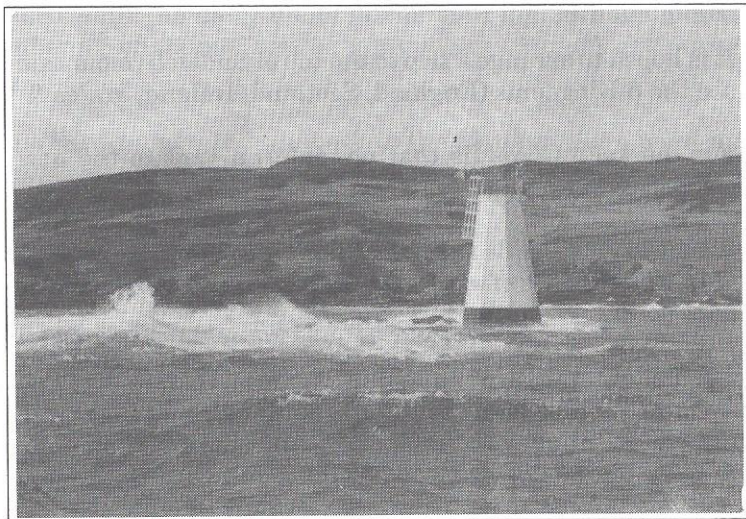
More Irish Sea Activity

A Short Article from our Chairman – Fable 1996

Our annual cruise was to the SW of Ireland and is memorable for unceasing sunshine and some long spinnaker runs one of 5 hours in force 5 to 6 winds.

In September, however, we went for a weekend cruise from Strangford Lough to the Isle of Man. The weather was poor and our calculation of the tides was not much better. We had a reasonably fast crossing to the southern end of the Island, then through Calf Sound to Port St Mary; about 37 miles in all. We decided to move to Castletown for the evening but since the tide was low lay in the bay overnight. On the rising tide in the morning we entered the harbour and spent the late morning in their excellent Maritime museum - always worth a visit.

The navigator for the day worked out we would have to leave by 3 pm so there was time for lunch. This was enjoyed to the full and the crew

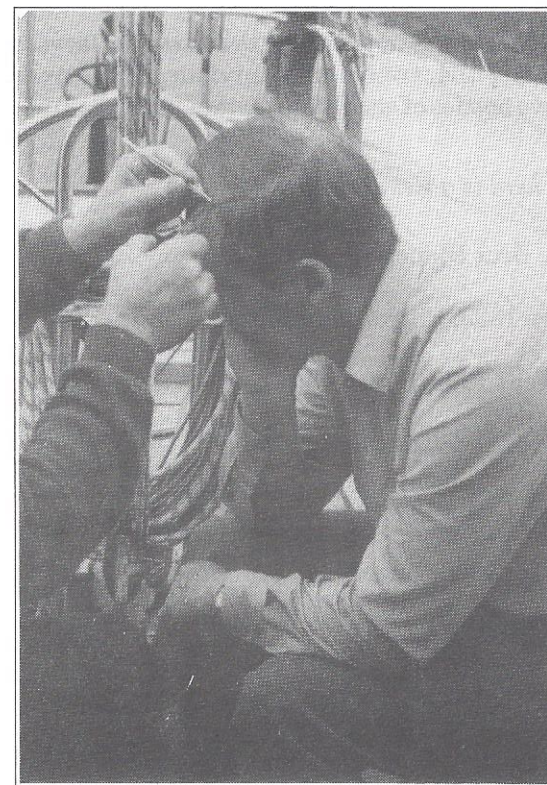


Passage through Calf Sound

were in good form as we walked back to the harbour. We were surprised that *Fable* had a slight list as we approached - who was aboard? But no we were on the bottom, we quickly rigged the spinnaker pole and the boom to act as legs which kept *Fable* upright until the tide rose later in

the evening. The time was spent checking the tide height calculations - the calculations were correct; so the supplied data must be wrong. All this played havoc with our timings so we had to return through Calf Sound against tide and wind and had a tough beat for most of the day back to Strangford Bar where we fortunately arrived early for the tide.

Gordon Millington



Medical attention aboard "Fable"

I could not resist including the photograph showing the medical facilities aboard "Fable". This shows Gordon having 12 stitches removed following a collision between his head and a winch a couple of weeks earlier. The crew includes a GP.

Editor

French Wines and Cheeses

at Lamorna, Bosham Hoe 17.03.96

Once again a superb wine tasting with compatible cheeses.

Peter and Rita Morice are both professional and expert which, compared with their delightful personalities, made for a most interesting and entertaining event.

The secret of success is not to make the party too large, so we aim for a select number of either twelve or twentyfour. These numbers require either one or two bottles of each wine tasted! This year the number was twelve.

For the record here is a list of the wines:

Vin Mousseux, Brut Blanc;

Ch Saint-Pierre 1993, Entre-Deux-Mers;

Etriviere d'Argent 1993, Sancerre;

Richard ler 1990, Cotes du Marmandais;

Cotes du Rhone, Cuvee Jonannes;

Domaine du Pech 1986, Buzet;

Ch La Tuilerie 1992, Graves;

Ch Saint Corbian 1981, Saint-Estephe;

Ch Chaigneau 1981, Lalande de Pomerol;

Ch Tour Bellevue 1981,

Haut-Medoc, Cru Bourgeois.

The choice of cheese was not linked to any particular wine. Everyone just helped themselves to any cheese they fancied.

List of cheeses:

Bleu de Bresse;

Boursault;

Fondant de Brebis;

Gaperon;

Munster;

Neufchatel;

Pyrenees;

Roquefort;

Tomme de Savoie.

After such a convivial evening everyone agreed that they hoped the experience will be repeated.

A hearty note of thanks was recorded for both the Morices and the Shaws.

A. Partaker

LETTERS AND ARTICLES

Your Editor had hoped that some of you would write in with your ideas, comments or even complaints. Letters that would be published in this Newsletter. However the response has been disappointing.

This year I have one splendid letter from John Brownlie who is in Jakarta, Indonesia. His letter is full of interesting observations on life in Jakarta and his work. But it is much too long to publish in full, so I will just mention parts of it.

He has a good job as "Construction Manager" for two 32 storey office blocks. He boasts two secretaries and a staff of 30.

He lives in a good residence, his domestic staff includes a driver (company car), gardener, security guards, one night, one day, cook, servant - he is known as "Meester John".

His comments about the roads and driving are terrifying - tyres without treads - roads without surfacing. Driving is just like dodgems at the fair. Drivers drive like maniacs - freak out at corners - all roads are supposed to be straight. The Police, he says, are wonderful, one day they closed a main road on a Sunday because a senior official was having a party!

Nevertheless there is the prospect of much construction and civil engineering work in the area. There are more than one hundred I.C.E. civil engineers stationed in Indonesia. John is getting involved. Our President, Tony Ridley, has been visiting Jakarta over the past two years advising on a Mass Transit Scheme for Jakarta. Plans have appeared on the front page of the local paper.

John is full of surprises, he sent me a copy of an "ICE News" flash with the headline "Queen to join CEC celebrations". A visit to I.C.E. headquarters on 18 March, 1996. It was of course for the Commonwealth Engineers Council Meeting, not the Club!

Editor

GO KARTING

This activity is still very much on the cards - since John has been away it is left in Hubert Carr's hands, so you can expect to hear more about it. It is an exciting, if perhaps an expensive, sport.

If you want to know more contact Hubert, whose address and telephone number you will find in the list of Committee Members.

Here is the latest from John and Hubert.

Archie Shaw

Indoor Karting

Report by John Brownlie

The idea of holding took a severe set back when I decided to accept a job in Indonesia for one year. The first thing that happened was that Midlands Association cancelled their first karting event.

Before leaving the country, I participated in two events, one in London and the other in Exeter.

The one in London was organised by The London Association and was held at Battersea Playscape on 26 March, 1995.

A total of 16 people turned up and participated. I found it a very tricky course with a massive hairpin that had to be treated with care. But the only incident that I remember was being pushed off by Hubert Carr in a desperate lunge to get past me at all costs - only it didn't succeed and I went on to win that heat. See Hubert's comments below.

The other event that I participated in was in Exeter, when having met a team at the 5-a-side football competition in Birmingham on 15 July, 1995, I convinced them that they should try their hands at karting.

This was one on 20 September, 1995, when five people from Hannon Young and myself entered an open competition. We fared reasonably

well but of course nowhere near the very competent front runners. The evening was enjoyed by all.

If there are any members who live in the South West, who would like to organise the first Local Association indoor karting event, then please do not hesitate to contact me or:-

Gerald Trankie (01626) 770099 (01626) 777257 (fax)
Hannon Young Ltd., Broadmeadow, Teignmouth, TQ14 9AE.

You'll have the time of a lifetime.

John Brownlie

Comments by Hubert Carr

My version is rather different - John almost stopped in front of me, and had to be pushed over the finishing line!

Overall the first three winners were all under 18 - us oldies must do better!

I am planning an evening session during April, so please telephone me for dates and details on 0181 544 0339.

Hubert Carr

CIVIL ENGINEERS' CLUB IRISH SEA FLEET RALLY

Friday 21st June to Sunday 23rd June 1996



Dramatic setting of Peel Castle, Isle of Man

Details from:

Will T. Tickle, Sunnyhill, Main Road, St John's, Isle of Man
A splendid programme has been arranged – See inside.