

INTO THE 1990's

I am sure you will agree from the reports and programme of events for this year that your Club is going from strength to strength. We now have over 380 members - our target is to reach over 400 by the end of the year.

CIVIL ENGINEER'S CLUB NEWSLETTER

Thank you very much for your support and interest in the Club. I am delighted Archie has agreed to remain on the Committee and produce the Newsletter. We all welcome Barry Staynes as our new Vice Chairman.

Your Committee has been active in promoting new interests. The Caravaners have held their first rally and plan to link up with the Salliers at Beaulieu in September. Guidelines have been established for Seniors Sections to promote social occasions for retired members. Initiatives are in hand to establish the first four Senior Sections in Local Association areas. An inter Local Association bridge tournament is proposed.

I hope that peace has once again broken out with the Golfers, each competition for the Thomas Telford Trophy can only be organized by those who participate. The Club facilitated the first competition and acts as the catalyst for its continuity. There is no requirement for participants to be members of the Club but I hope they will choose to be so; the Club will certainly continue to support them and I look forward to this year's competition at Walsall.

Finally after 10 years in existence the Club has a set of formal rules which have been approved by Council. You will find them reproduced in this Newsletter. I hope you will agree they are simple and sufficient for our purpose.

Robin Wilson
Chairman

SUMMER 1990

The Civil Engineers' Club



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I am sure you will agree from the reports and programme of events for this year that your Club is going from strength to strength. We now have over 380 members - our target is to reach over 400 by the end of the year.

Much of the success of the present state of the Club is due to Archie Shaw our Vice Chairman for the past 5 years. Archie stepped down at the AGM when the thanks of the Members for his efforts were expressed and he was presented with a decanter and glasses engraved with the Club flag. I am delighted Archie has agreed to remain on the Committee and produce the Newsletter. We all welcome Barry Staynes as our new Vice Chairman.

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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 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 the 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.

CIVIL ENGINEERS' CLUB

The Civil Engineers' Club was established in 1979 to provide social and sporting activities amongst Civil Engineers and their families. The Club also seeks to enhance the image of the Civil Engineer through the organization of major events. Senior sections are being established to give retired members of the Institution the opportunity for maintaining friendships established during their professional life, where such facilities are not already provided by the Local Association.

Membership is open to all grades of member and staff of the Institution of Civil Engineers. The annual subscription is £6.00 and includes the family; the subscription is normally paid with the subscription to the Institution. The first year's subscription includes a free tie.

There is an active sailing section which organizes cruises and rallies. The Elvera Cup is awarded for the log of the best cruise in the year. The caravan section organizes rallies for caravanners. In 1987 the Club initiated the inter Local Association golf competition for the Thomas Telford Trophy which is now organized each year by the previous year's winners. The names and addresses of the organizers of each section are listed overleaf.

The affairs of the Club are managed by a Committee on which all sections are represented. The Committee is elected annually at the AGM which is held at the Institution in January. The present Chairman is Robin Wilson, Vice President of the Institution.

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.

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Initiatives are in hand to establish Seniors Sections in Glasgow and West of Scotland, Northern Ireland, South East and South Western area. Anyone interested in establishing Sections in other areas is invited to write to the Chairman. In the Southern Association area, the Club co-ordinates its activities with the Southern Retired Chartered Engineers group.

N.I. LOCAL ASSOCIATION ENGINEERS' CLUB "SENIORS SECTION"

The N.I. Local Association Committee has resolved to encourage the formation of a "Seniors" Section of the Engineers' Club in Ulster and has asked two retired members - Peter Stalker and Ronnie Bryson - to take the first steps aimed at getting the project underway.

The N.I. Local Association publishes a "News Sheet" which circulates every two months to members in the Province and the March 1990 issue will carry a half page article detailing the aims and objects of the Engineers' Club, particularly in relation to "Senior" members. This will invite interested older members to attend an inaugural meeting to discuss the possibilities.

In addition the Institution H.Q. is providing a list of fall over-60's who are either retired or nearing retirement and each one will be contacted by letter to make sure that they are aware of what is being proposed.

The success (or otherwise) of this "Seniors" initiative - which is in addition to Northern Ireland's involvement in the Club's golfing and sailing activities - will be reported in later editions of this Newsletter.

WINE TASTING

Once again we are so pleased to have Peter Morice running the Wine Tasting Section. He and his dear wife Rita are so enthusiastic, an enthusiasm that is infectious.

One of the reasons that whatever they arrange is both so successful and enjoyable is because they really enjoy putting on the show.

It has been suggested that we have an Annual Dinner for the Club, most probably in London and that we combine it with a wine tasting.

Any member with any ideas or suggestions please contact:

Peter Morice
12 Abbots Way
Highfield
SOUTHAMPTON
SO2 1QT

BRIDGE TOURNAMENT

1. It is proposed to hold an inter Local Association Bridge Tournament. The Tournament will be a pairs competition who will play duplicate bridge, i.e. each pair plays the same cards. Each Local Association will be invited to nominate two pairs (i.e. four players) for the tournament. The first competition will be held at Great George Street in November.
2. Play will take place over two sessions (one in the morning and one in the afternoon). There will be a dinner in the evening at which the winning Local Association will be presented with the BRUNEL TROPHY.
3. The competition is intended to be a friendly social occasion to be enjoyed by the average family bridge player as well as the expert. If you are interested in participating or helping to organize the event please complete the proforma insert and send it to the Chairman.

MOTORING SECTION OF THE CIVIL ENGINEERS' CLUB ACTIVITIES FOR 1990

Having had an extremely successful year in 1989 with most events heavily oversubscribed, your committee is planning a full year of motoring related activities. These will include Treasure Hunts, Driving Tests and Visits. I am investigating the idea of a chair-bound Treasure Hunt and of an Inter-Association Treasure Hunt.

Provisional dates so far:

Treasure Hunt, Bedford	April	22nd
Visit to British Heritage Museum, Syon Park	May	26th
Driving Test	June	17th
Visit to High Wycombe Motor Museum	September	30th
Treasure Hunt, Kent	October	28th

If you have any other ideas for events, then please contact me and I will be very pleased to discuss these with you.

John D. Brownlie
0737 240363 / 0836 696696

INAUGURAL CARAVAN RALLY

To take the Civil Engineers' Club into the next decade a Caravan Rally took place from 22nd to 26th June near Woodbridge in Suffolk. Eight outfits negotiated the roads, or is it tracks, of Suffolk off the A12 to find that not only had the sun been laid on for us but also a number of very informal 'get togethers' and a brain teasing puzzle to show the organizer's sadistic nature. After a long tow, the welcoming coffee was a pleasant way to meet old and new friends. We were all delighted (or at least the wives were!) to find the rally coincided with a trip around the gardens in the village of Shottisham where we were pitched! On the Saturday we enjoyed a very interesting tour of the Woodbridge Tide Mill, where the Warden not only explained the technical details but also got the Mill working for us.

Being the tenth anniversary of the Club the company required no further excuse to celebrate in style with an excellent dinner party on the Saturday evening at the nearest Country Club.

Once sober the following morning it was time to sit and enjoy the hot Suffolk sun and plot the next year's activities whilst enjoying a tenth birthday cake made (?) by Edna Campbell especially for the occasion. The more energetic members amongst the group played boules.



Everyone departed duly refreshed, and a little sunburnt, after a very enjoyable weekend, wishing time away until the next rally which it is hoped will be to Holland in late June/early July this year, to be followed by a rally in the New Forest area in September. If anyone would like to come please contact Richard Randerson (whose address is included in the list of Committee Members) and he will be pleased to give you more details.

The Enthusiastic Snail

CARAVANNING SECTION RALLY PROGRAMME

Following the very successful re-birth of the Caravanning Section in 1989, it is proposing to hold two rallies in 1990 - a 100% increase!

Subject to sufficient support, a five night caravan/tent/motorcaravan Rally to Holland will be arranged in late June/early July. The location will probably be Leiden, which is midway between Rotterdam and Amsterdam. The anticipated cost for two persons, car and caravan is £200 including ferry crossing, site fees and insurance (excursions, rally dinner etc. extra). Anyone interested should contact Richard Randerson, the Caravanning Section Co-ordinator (address below) as soon as possible.

For the less adventurous a Rally is also being organized for 31st August to 9th September on a site near Brockenhurst in the New Forest. As this Newsletter goes to Press final arrangements are being made and full details of the site and its location will be sent individually to those persons booking into the Rally. The Rally will be a 'free and easy' week in a very beautiful part of the country. However, it is hoped to organize some group outings to local attractions and have a Rally Dinner in a suitable hostelry in the Brockenhurst/Beaulieu area. Whilst the Rally will run from mid-day on 31st August until mid-day on 9th September, members are welcome to stay for all or part of that period. The final nightly site fee will depend on the number of caravans/tents/motorcaravans attending but is unlikely to exceed £4.50 per night (excluding the cost of the Rally Dinner and admission to any of the local attractions visited as a group). A booking form is enclosed with this Newsletter and all members interested in joining the Rally are asked to

complete the form and return it to Richard Randerson (from whom further details are also available) at:

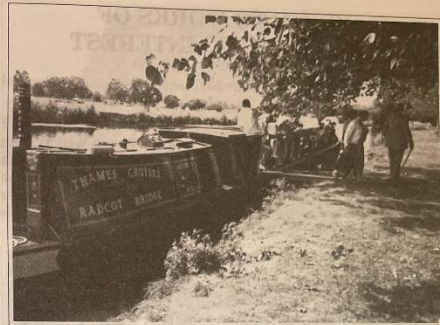
RIVER AND CANAL CRUISING

A highly successful and almost spontaneous cruise took place on Thursday 24th August 1989, on the upper reaches of the Thames.

About 20 members and guests joined the canal boat "BATTERSEA" at Radcot and cruised to Lechlade where a splendid lunch was eaten at the New Inn.



The party having disembarked at Lechlade



The good ship "Battersea"

The lunch, the wine and the company was so good that the party got into trouble by being late in returning to the boat.

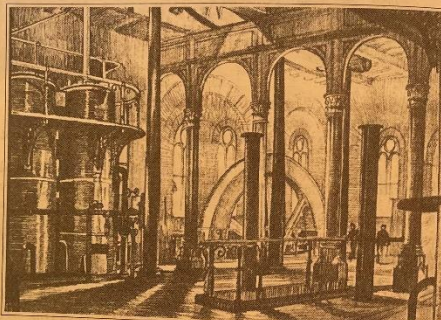
However, all turned out well in the end and there was a general feeling that we should explore more of the Thames, and indeed the canals.

Any member who would like to suggest a particular area for another expedition, please contact:

VISITS TO WORKS OF ENGINEERING INTEREST

Visits have been suggested to a number of engineering works of general interest.

1. Crossness Beam pumping engines at the Crossness Sewage Treatment Works, near Woolwich. These are the original James Watt engines installed 130 years ago to lift sewage from the low lying areas of south east London and although out of use for over 30 years are still in existence. The massive beams weigh over 100 tonnes of sewage per minute from the low level sewers into the treatment works. A remarkable piece of Victorian engineering.

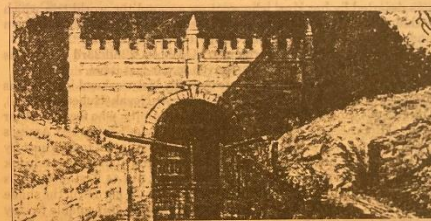


An artist's impression of the great Beam Engines (now Disused) at Southern Outfall Works

2. The Dinorwic Pumped Storage scheme in North Wales possibly combined to a visit to Telford's aqueduct at Pontcysyllte near Llangollen. This would be a contrast between a remarkable modern project and the masterpiece of the first President of the Institution.



Pontcysyllte Aqueduct



Portal of Sapperton tunnel on the Thames and Severn Canal

3. The Claverton pumping engines on the Kennet and Avon canal combined with a visit to the Sapperton tunnel on the Thames Severn canal.

Before embarking on the organization of these visits it would be very useful to have some indication of the interest members might have. A reply slip is included with this Newsletter on which members may indicate their interest in all or some of the suggested visits.

See inserts.

SAILING

Channel Section 1989

At last we have had an excellent summer and it is therefore surprising that I cannot report a larger turnout for our rallies; that is to say our summer rallies. It seems we need the promise of a bagfull of wind and a bite in the air to bring us out in force. The single boat going on the "Out of Island Visit" of the Channel Island Group of Professional Engineers to Cherbourg and the Contentan Peninsula at the end of June is in marked contrast to 18 boats who registered for the rally with the French Civils on the first weekend of December, although not all made it on the day. The success of Cowes December rally is hard to explain but long may it continue to grow.

Notable absentees from our rallies this year have been Archie Shaw and Elvera, both out of commission but now fully recovered and taking part in the Cowes rally, and Roy and June Peel in Idle Jack. Idle Jack was deserted by her crew who went on a round the world trip which included some blue water sailing off the east coast of Queensland down under. We look forward to welcoming them all next year.

The Spring Rally to Yarmouth I.O.W. on 22nd/23rd April was attended by 7 boats; details were given in our last issue.

The rally to St-Vaast-La-Houge over the last weekend in May was attended by Nadezhda (Martin and Tina Hirst), Novak (Hubert Jenkins), Outrageous (Roger Hyde and Ken Cole) and Amity, who feeling rather week at the knees stayed holed up in a very crowded Cherbourg. Amity's crew however not wishing to miss the party continued to St Vaast by hired car. At St Vaast much good French food was eaten and wine drunk culminating with dinner on the Sunday night at Les Restaurant Des Fuchsias; the dinner started with Kirs served in the garden in the shade of the trees. Roger Hyde and his crew were regrettably unable to stay for the dinner but it is reported that they had an equally enjoyable lunch.

This year the Channel Island's engineers invited us, the "Boat People" as we were called, to join their out of island visit to Cherbourg. It was a pity that only Amity (John and Tricia Witchell) crewed by Ken and Betty Scott was able to accept the kind invitation. Highlights of a very enjoyable trip were visits to the Chateau Nankeville, Cross Joubert, one of three search and rescue stations, and to the Cherbourg breakwater. Also visited were a V1 site as left by the R.A.F. and the Forte du Roule behind Cherbourg. The trip ended with a lunch of truly gigantic proportions at the Restaurant Des Fuchsias.



New Passenger Terminal Lunch

The Channel Islands cruise was attended by Novak, Samiotissa (Ken and Betty Scott) and Simonetta II (John and Mary Crofts) and we received the same warm welcome as always. By way of Alderney, we visited St Peter Port, Guernsey, where first over coffee at the Guernsey Yacht Club and later on the site, possible plans for the development of St Sampson's were explained. At present oil and gas tankers take the ground between tides and it does not take much imagination to appreciate what could happen! Lunch followed at Castle Cornet (wines by courtesy of the Guernsey Tourist Board) and afterwards we were free to look around the castle and the associated museums. The full day ended with a party on Samiotissa to entertain our Guernsey friends. The next day, the Wednesday, the flotilla sailed on to St Helier in Jersey where we stayed for a couple of days. We inspected the completed new Passenger Terminal, where we also had lunch, before moving on to Castle Elizabeth. The dinner at the Grand Hotel was as usual a most enjoyable evening; good company, food and wines and further enlivened by Ken Scott singing in Greek a love song to his beloved Samiotissa and by Terry Rooney of Novak giving a heartfelt rendering of the lovely sea song "John B". An enjoyable feature of the cruise were the harmonica lullabies coming from Terry in the still of the night. We are particularly grateful to Michael Hilson and Walter Prow in Guernsey and Geoffrey Le-Feuve and Jim Gray in Jersey for the trouble they took in ensuring we had a good time. Over the weekend following Samiotissa and Novak took themselves to Sark, very crowded on shore, while Simonetta II made a quick raid on St Malo.



In St. Peter Port

Our Autumn rally at the end of September was to Port Solent near Portsmouth in Portsmouth Harbour. Port Solent is a new marina village with chandlers and shops of all kinds including boutiques for the ladies, sailors beware. Access is by lock and once in we were directed to the farthest part of the marina you could get from the control building where we had to pay our dues and collect pieces of plastic needed to open the gates to this and to that. Whoever said sailing was not good exercise has never been to Port Solent. There was the compensation though that we were nearest to the Bar.

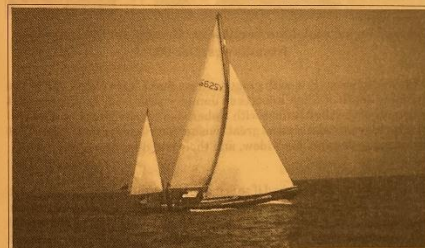
Tea and early evening drinks were taken on board before we moved, plastic in hand, to the Mermaid Restaurant where we were served an excellent dinner. Afterwards the writer returned to a glass of port on board and judging from the sounds of surrounding merriment he was not alone. We were pleased to welcome back Trevor Crocker in his lovely Palu, Keiren and Linda Coyne in Sea Weasel and Roy and June Peel crewing in Amity. Others attending were Fred Hughes in Blanco, Gerald Davies in Dulcia, Martin and Stella Hadley in Landor, Martin and Tina Hirst in Nadezhda, Stephen Evans and Richard Ireland in Niobi, Hubert Jenkins, Roger Hyde and Ken Cole, John and Mary Crofts and Simon Crofts in Sympatica. Archie Shaw and Tina and Ken and Betty Scott came by car as they are having work done on their boats.

On the Sunday morning David Holfield Project Engineer for the civil engineering works gave us a very interesting and enjoyable

presentation on the building of the marina and its environs. We were indebted also to his wife for coffee and biscuits.

The final event of the year was the Rally to Cowes with the French Civils over the first weekend in December. 13 boats made it to Cowes and 64 crew sat down to dinner. Archie Shaw had used his prayer mat to good affect and once again arranged for fine weather although to quibble perhaps he did not get the temperature quite right. Our boats were in one corner of Ancaster Marina and if, as some of us think, they have feelings, they must have been pleased to be huddled together for warmth. We were pleased to welcome John Dixon, President of the French Civils, sailing with David and Sepha Woods in their beautiful Tehari II and for the second year Maribou sailed by John Seatchard; thank you for bringing her John. We were glad also to welcome Buenavella, Ken and Millie Odell; Elvera, Archie Shaw, Landor, Martin Hadley; Manumit, Chris Bosker; Niobi: Novak: Samiotissa: Sea Stag, John Rowe; and Sominetta. We were pleased to have with us also Nigel LeFroy in Masquerade and Michael in October.

We gathered in the deepening gloom for tea and something stronger before setting out on the obstacle course that was Cowes High Street to dinner at the hotel, which we had to go to as the ISC, our usual venue, did not have any caterers at that time. Enough said about the dinner but, nevertheless, it was, I think, enjoyed by everyone. After the Loyal toast and one to the President of the Relpublique, toasts were drunk to



"Maribou" sailing home from Cowes Dec 89

the French Civils, proposed by Hubert in great form, and to the Club proposed by John Dixon to which Archie Shaw responded. We were saddened to learn from him that he may be selling Elvera but we all hope to dissuade him from such a rash act. The evening ended with a recitation by me of "Gunner Joe" and two songs by Terry Rooney; the last being a bowdlerised version of John B reflecting on his captain Hubert. We are trying to persuade Hubert to bring Terry again. The Sunday morning dawned clear and cool and we watched in diminishing numbers as the boats departed wondering if indeed we were seeing the last of Elvera.



Peter Morice and John Bartlett in "Elvera" on the way back from Cowes, Dec 89.

Eifon Roberts. It is with great sadness that I have to tell you of the untimely death of Eifon Roberts on January 25th last. Eifon took part in several of the Club Rallies with Hubert Jenkins in Novak and we will all miss his comradeship and great sense of fun. Our sympathy and best wishes go to Jeanne, his widow, and their two daughters.

"This Year - 1990"

Are we getting into a rut and if so is it a rut we want to get out of? Please let me have any ideas you have to broaden or make our events more interesting. The 1990 sailing programme is set out below and I particularly draw attention to the joint rally which is being arranged with the Royal Engineers' Yacht Club at the end of May also to the combined rally with the Club Caravaners near the beginning of

September at Beaulieu. Another Crew's weekend is planned and if you want crew or would like to crew let me know. (Tel: 0730 63908).

It would be nice if we could extend our activities to include dingy and sailboard sailors. A volunteer is needed to investigate and organize such an event either on inland or coastal waters. Such an event is outside my competence these days so if you think it a good, names to me please.

Finally to those NOT HAVING A BOAT, you are welcome to come to our rally dinners. So, if you are interested and can make it call me. The Autumn Rally is always to a mainland port so people can come by car.

John Witchell

Sailing Programme 1990

April 28th-29th	Spring Rally	Bembridge
May 26th-28th	Joint Rally with REYC	Ouistreham/Caen
June 9th-10th	Crew's Weekend	To be agreed by those participating.
June 16th-17th	Clyde, Northern Ireland and North-West Summer Rally.	Bangor, Northern Ireland
July 14th-21st	Channel Islands Cruise	Alderney, Guernsey and Jersey.
Sept. 8th-9th	Joint Rally with C.E.C. Caravaners	Beaulieu
Sept. 29th-30th	Autumn Rally	Ocean Village, Southampton
Dec. 1st-2nd	Rally with French Civils	Cowes.

SAILING CLUB RENDEVOUS Bangor Co. Down, 15/16 June 1990

Ulster will be this year's venue for the Irish Sea rendezvous of cruising boats owned by members of the North-West, Scottish and North Ireland Local Associations.

David Wilding of North-West organized the first of these in 1988 when eight boats from the three associations made their way in brilliant weather to join up in the Isle of Man at Port St. Mary. Aside from the sailing the highlight of the weekend was a very grand dinner party in the I.O.M. Yacht Club for which boating gear was swapped for well pressed dinner jackets.

Harry Osborne organized the 1989 event at Royal Grouck Yacht Club on the Clyde when the weather was again kind and the dinner party maintained the previous year's standard of excellence. Several of the boats made the rally the focus of extended trips enjoying the beauty of the West of Scotland's seemingly endless cruising waters.

The new marina at Bangor will be this year's meeting point and the Council of the Royal Ulster Yacht Club has already agreed to provide a private room for the new customary black tie dinner. The Royal Ulster clubhouse is a striking building and it was, of course, from there that Sir Thomas Lipton issued his challenges for the America's Cup some sixty or so years ago.

Details of the arrangements will be sent in good time to all previous participants but if any member who has not been involved before and who would like to join the trip would contact the undernoted he will get all the necessary information:-

Peter Stalker
"Corranny"
Quarry Road
Belmont
BELFAST BT4 2NQ
Northern Ireland
Tel: 0232 768700

Note From David Wilding, North Wales

The one and only event for the North Wales branch is in fact the meeting in Bangor, Northern Ireland on 16/17th June 1990, the venue being the Royal Ulster Yacht Club. As you are aware this is the third year that this function has been held, the first being in the Isle of Man, the second at Gurock in the Clyde. Hopefully, the North Wales branch will be holding a similar event next year in Caernarfon at the Royal Welsh Yacht Club.

1989 generally proved a good season for me although we were probably short of wind but the change of yacht from "Away" to "Ocean Phoenix" made up for that. Subject to weather, I am hoping to make a trip to the Scilly Isles and the Channel Islands this Summer and look forward to perhaps meeting some of you.

IRISH SEA SECTION

Clyde Muster 1989

The 1989 muster was held on the Clyde during the weekend of 17/18th June.

David Wilding and his crew made the passage from North Wales in a Moody 42 "Ocean Phoenix". They arrived in good time to make a short cruise up Loch Long to Finnart Jetty before the dinner. Their enormous spinnaker was set for the first time in a "soldiers wind" which carried us up the Loch.

Three boats made the trip from Northern Ireland, Gordon Millington's "Triplice", Terence Whittaker's, "Sailind" and J.R. Cummings' "Cyrano" and all were berthed at the Inverskip Marina.

The usual formal dinner was held on the evening of 17th June, at the Royal Grouck Yacht Club. Thirty members and their guests attended the dinner which was followed by the usual lighthearted speeches. Alistair Gilchrist, West of Scotland Branch Chairman, on behalf of the Scottish members welcomed our visitors, and was followed by replies from Ronnie Bryson on behalf of the Northern Ireland members and Laurie Balmer for the North Wales members. Harry Osborn was Chairman for the evening.

An excellent event was enjoyed by all the company and it was unanimously agreed that we should all meet again in Northern Ireland in midsummer 1990.

Harry Osborn.

COS II Caribbea, 1989.



MIRU THE ELVERA CUP

This year we only received one entry, but what a splendid and distinguished one.

Ken and Betty Scott, John and Tricia Witchell, together with John Bartlett chartered COS II, a First 405, starting in English Harbour Antigua and ending at Rodney Bay, St. Lucia. A spectacular and adventurous cruise of 472 miles.

They had many problems to sort out, weather, gear failures, navigation, squalls and surges, all of which they took in their stride.

It is all written down in a delightful chatty narrative. A very well worthwhile submission for the ELVERA CUP, which the judges awarded to Ken Scott as the Master. Congratulations to Ken and his crew.

Next year please may we have more entries for the cup. Short cruises in home waters are just as likely to win as the long cruise. Each submission will be judged on its merit. Here is a copy of the "Deed of Gift". Note the comment from the Sailing Secretary (John Witchell) which is relevant.

Opposite

COS II Caribbean, 1989.

CIVIL ENGINEERS' CLUB

ELVERA CUP, DEED OF GIFT

The cup to be competed for annually and awarded to the member who submits the most attractive or outstanding account of a cruise completed during the year. A cruise may last for more than one year and take place in any part of the world.

The member must be in command of the vessel, not necessarily the owner. The name of the winner and the name of the boat in which he sailed to be engraved on the plinth supporting the cup.

The submissions to be judged by an independent panel of three. If no cruise in any year is considered of sufficient merit, then no award will be made in that year.

Normally the Cup will be presented at the AGM at HQ in January. Submissions to be made to the Secretary before the end of the year.

The winner to hold the Cup for one year.

Note from the Sailing Secretary

Do not be put off by the conditions of the "Deed of Gift". The short cruise at a weekend in home waters will compete on equal terms with the long cruise made perhaps in exotic climes. The Judges will be looking for originality, wit and humour coupled with good seamanship and presentation. So send in an account of what you consider to be your best cruise this year and to win the Elvera Cup.

MIDLANDS COME OUT ON TOP

The famous links at Royal Troon provided the setting for another highly successful Thomas Telford Trophy, the national gold competition between teams from the Institutions' Local Associations. Sixteen teams took part and, as at Royal Lytham and St. Annes the previous year, a Ryder Cup format was used - foursomes on the Portland Course and Singles on "The Old Course" with each team's aggregate score to count.

The Midlands Association were clear winners with a total of 202 points, an excellent score at any time on this tiger of a course, but quite brilliant under the wet and blustery conditions that prevailed on 7th September 1989. East Anglia and East Midlands were joint second with 199 points and Northern Ireland (195) fourth. The average score for all the teams was 183 which clearly indicates the quality of golf produced by the winning team of Steve Brookbank, Tony Jowie, Derek Dudley and Tim Horbut. It is perhaps interesting to note that the Midlands Captain Colin Clinton (a low single figures player) could not get into the team.

The President of the Institution, Alastair Paterson presented the Silver Cup to the winning team and some excellent crystal-ware to the other winners. In addition to the various team prizes, special awards were made to Geoff Formstone (Northern Counties) for being nearest the pin (6' 2") at the (in)famous Postage Stamp and Innes Flett (South Eastern) for the longest drive - a prodigious 266 yards - at the 6th "Turnberry" the longest hold in Open Championship golf and possibly the narrowest.

However, everyone was a winner as the Civil Engineers' Club awarded crystal whisky tumblers to all participants at the dinner in the evening.

An event of this complexity does not organize itself. John Logie and his team of helpers from the Glasgow and West of Scotland Local Association the hosts, are to be congratulated on an organization as smooth as a Balasteros put. The Royal Troon Golf Club made us feel very welcome, and everyone agreed that the dinner was first class. In addition to Thomas Telford Ltd. who sponsored the prizes, the Club would like to express its appreciation to the firms who sponsored many of the Local Association teams. Without their involvement the Thomas Telford Trophy would not be the established success that it undoubtedly is.

They are: Archibald Shaw & Pns.
ARC South Eastern
Bullen & Pns.
Costain Civil Engineering
Elead
Faircloughs
John Graham (Dromore) Ltd.
Harbour and General
John Laing Construction
Lancashire Tar Distillers
Maddock Lusher & Matthews
Mott Hay & Anderson

Mott McDonald International
Mowlem Northern Ltd
Porford Davivier
Redland Aggregates Ltd
RMC North West Aggregates Ltd
Rush & Tompkins
Sir Alexander Gibb & Pns.
South Eastern News
Taylor Woodrow Const.
(Northern) Ltd.
Travers Morgan
Warwick Contracts Ltd.
Zabraflex Sealants

As winners, the Midlands Association are the hosts for the Thomas Telford Trophy 1990. Colin has booked his home course The Walsall Golf Club, for Friday 7th September. From all accounts it promises to be another great occasion.

Thomas Telford Trophy

Royal Troon Golf Club Thursday 7 September 1989

The Thomas Telford Trophy once again followed the Open Championship venue by being played at Royal Troon. Although the television cameras and the crowds were not present there was nevertheless a highly charged competitive atmosphere and the thrill of playing the famous championship course. It has to be said that the weather conditions were not as benign as at the time of the Open but we were pleased to only have to contend with what the locals call a mild breeze!

Fourteen Association teams and a team from Thomas Telford competed. The last team in were the winners from the Midlands Association represented by Steve Brookbanks, Tony Jowle, Derek Dudley and Tim Harbut. The famous Postage Stamp hole was the target for 'nearest to the pin'. Nobody managed to achieve Sam Snead's famous home in one, but Geoff Formstone was commendably only 6 feet away. One round was played on the Championship course and a second round on the adjacent Troon Portland Course. We had the magnificent setting of the Old Troon Golf Club for the presentation dinner. In a memorable speech by Lord Howie of Troon, speaking on his home ground, he had many anecdotes of golfing characters of the past and of some of the terrors that used to lie in wait for the unwitting golfers of days gone by. Our visit to Royal Troon was made possible through Robin Morton, a member of the Club, and we received the greatest possible help from Captain Donald Forsyth (of Henry Boot Contractors) and the Secretary, Mr James Montgomerie.

John Logie



A wet start at Royal Troon



Alastair Paterson presenting the Thomas Telford Trophy to the Midlands Association Team of, Steve Brookbank, Tony Jowle, Derek Dudley and Tim Harbut



Trouble at the Postage Stamp



Brian Taylor joined the golfers for dinner in Royal Troons famous Club House

Thomas Telford Trophy - Royal Troon Thursday 7th September 1989 Prize Winners

Prize	Association	Individual
The Winning Team Thomas Telford Trophy	Midlands	Steve Brookbanks Tony Jowle Derek Dudley Tim Harbut
The Second Team 199 points (Better Championship Score)	East Anglia	Dick Jenkinson Mark Fox John Byfield Ted Helaby
The Third Team 199 points	East Midlands	Richard Bloor Bruce Bexon Kevin Salter Mike Purser
Best Nett Score Singles - Royal Troon 40 points - b.h.	Midlands	Derek Dudley
Second Best Nett Score Singles - Royal Troon 40 points	London	Andy Cornwell
Best Nett Score Foursomes - Troon Portland 40 points	Midlands	Steve Brookbanks Tony Jowle
Second Best Nett Score Foursomes - Troon Portland 39 points	Northern Counties	Geoff Formstone Aidon Harrison
Longest Drive - 6th Hole Royal Troon Length 266 yds.	South Eastern	Innes Flett
Nearest the pin at 8th hole Royal Troon (Postage Stamp) Distance 6ft 2 1/2 ins.	Northern Counties	Geoff Formstone

The Thomas Telford Golf Trophy 1990

Walsall Golf Club will this year host the 5th Annual Thomas Telford Golf Tournament on Friday 7th September 1990.

The well established West Midlands Course, situated within 10 minutes drive of junctions 7 and 9 of the M6 Motorway and the interchange with the M5 Motorway will offer a quite different challenge to that presented by the seaside championship links of previous years.

Set in acres of mature parkland the 6800 yd. course has in recent years provided the venue for the Staffordshire and Midlands Open's and other National Amateur Events.

Single room accommodation has been reserved for both the 6th and 7th September 1990 at the nearby West Midlands Training College, the halls of residence barely a drive and a nine iron away from the course entrance.

This year's President, Prof. Peter Scott and Past President Sir Bill Francis, who donated the Thomas Telford Trophy, have kindly accepted an invitation to join competitors and guests at the Presentation Dinner in the Club House following the day's play.

Further details of the day including cost, starting time, entry and reservation forms will be circulated to Local Association Golfing Representatives and Honorary Secretaries in due course.

The Organizing Committee will be happy to deal with any comments that may arise, and these should be directed to

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