

# The Civil Engineers' Club

of The Institution of Civil Engineers

## Social and Sporting Events



2014 Newsletter

# The Civil Engineers' Club Objectives

The objectives of the Club are:-

- i. to be “at the heart of society, delivering sustainable development through knowledge, skills and professional expertise” by
- ii. enhancing the image of the Civil Engineer through the organization of major events,
- iii. promoting social and sporting activities amongst civil engineers and their families, and
- iv. giving retired members of the Institution the opportunity for maintaining friendships established during their professional life.

Cover Photographs

The London walk at Kensington Gardens    Close hauled in the Solent.    Driving at Loton.

Royal Cinque Ports Golf Club  
(Photo by Kevin Murray)

Play during the Brunel Trophy

## **CHAIRMAN'S REPORT – 2014**

It has been my pleasure to continue to chair The Civil Engineers' Club during the last year. During this year John Brownlie stood down as Secretary to the Club, a post he held for many years. The Committee is very grateful to John for all the work that he has done for The Civil Engineers' Club over this time. John remains on the Committee as secretary of the Motoring Section. We were pleased to welcome our new Club Secretary, Peter Richardson.

It was with great sadness that we learned of the death of Immediate Past Chairman of the Club, Mike Cottell. Mike was Chairman from 2009 to 2012. We understand that a Memorial Service will be held later in the year, to which all Club Members will be welcome. An obituary/reflection of Mike's life is included later in this Newsletter.

The aim of Club is to promote social and sporting activities amongst civil engineers and their families, whether working or retired, and to provide an opportunity to meet other civil engineers outside their working environment.

One again, I am pleased to report that the Club continues to thrive in providing sports and leisure activities on behalf of our members. I offer my thanks on behalf of all members to our dedicated Section Organisers who continue to do an excellent job in arranging events, competitions and activities. It is their hard work and your participation that makes the Club the active organisation that it is.

We are always on the look out for ways in which to expand the activities of the Club and to widen its attraction to members of the Institution. If you have any ideas in this regard the members of our Committee would be pleased to hear from you.

We are also looking to encourage more members of the Institution of all grades – from Student to Fellow, undergraduate to retired member – to join the Club. Anyone interested in joining should contact Peter Richardson at [peter.c.richardson@btinternet.com](mailto:peter.c.richardson@btinternet.com)

As Chairman, I am very grateful to our Committee Members who generously give their time to work on your behalf. The Civil Engineers Club would not function without them. Thank you to them all.

And finally, thank you all for your ongoing support.

Peter Hansford FREng

28 March 2014

## **SECRETARY'S REPORT**

In the past year I have taken over the Secretary's job from my predecessor John Brownlie. I would like to thank him for all the work which he has done for the Club over many years and for his devotion to the Club in all that time. His knowledge and information about the Club and ICE have been a great benefit to us. We are very fortunate that he is still active on the Committee as he remains the Motoring Secretary.

I also wish to thank our Chairman Peter Hansford for his continuing help and assistance throughout the past year. He has been a good source of advice, particularly to me as a new Secretary.

All sections continue to do well, with Motoring, Sailing and Walking events being well attended. The Contract Bridge section with the Brunel Trophy and the Golf Section with its Thomas Telford Trophy also continue to flourish. We were particularly encouraged to see the Walking Week-end in Derbyshire in June, to be followed this year by an equivalent event in Wiltshire.

We are always looking for new groups or regional activity to promote- if you have any ideas or requests please let us know and we will see what we can do. If you wish to join the Committee to help us then we would be most pleased to see you.

Our 2014 programme contains many interesting events. These were listed in our Flyer which we sent out earlier in the year and also on our website. We are developing a new Website which we hope to have ready to launch around the time of the AGM, so look out for that! A regular look at the Club website: [www.ceclub.org.uk](http://www.ceclub.org.uk) is a wise idea, particularly at the programme/calendar section and latest events.

Please remember to include your email address when you renew your ICE subscription.

Thank you all for your continued support and interest in the Club.

Peter Richardson

## Mike Cottell

Michael Norman Tizard Cottell, known of course to us all as Mike, was born in Chandler's Ford, Hampshire and educated at Peter Symonds School Winchester and University College Southampton. He took part 1 and 2 of ICE in 1949-51 and was elected Member in 1958 and transferred to Fellow in 1976. He was appointed OBE in 1988 and was President of the Institution in 1992-93.

Mike did his National Service with the Royal Engineers in Malaya where he developed a deep respect for the Ghurkas with whom he served, and he was recalled for the Suez crisis in 1956.

His early training was with Hampshire County Council before gaining further engineering experience on highway, bridges and transportation in Gloucestershire, Northamptonshire and Berkshire. He designed and supervised many schemes including Oxford Western Bypass and the section of the M4 from Hanbrook to Tormarton. His sons recall visits to the M4 as 4 and 6 year olds when Mike explained the intricacies of bridge design, pouring concrete and earth moving, but to no avail as they did not grow up to be civil engineers!

After spells as Assistant and Deputy County Surveyor in East Suffolk and East Sussex, he was appointed County Surveyor of Northamptonshire in 1979 and then Kent in 1984, where he continued to live with his wife Joan after his retirement.

His involvements with the Institution were many and varied, through service on committees in the South Midlands, East Anglia and the South East, presenting papers on Highway Management, Direct Labour Organisations, computer applications and the 1975 Reservoirs Act, and later five years on Council, before his spells as Vice-President (1989-92) and President 1992-93. After retirement, as well as the Institution, he continued involvement with the likes of the Ryhs Jeffreys Road fund and the Worshipful Company of Paviers.

Those of us who had the privilege of serving under him during his period as Chairman of The Civil Engineers' Club, are grateful for his quiet wisdom and thoughtful guidance.

Mike was a charming man who provided encouragement to all with whom he came into contact.



Mike Cottell 1931- 2014

## Contract Bridge

### Report of the Brunel Trophy Contract Bridge competition 2013

The most recent competition was held during the day on 11 October 2013 in the Palmer Room at the ICE. A new record number of twelve teams entered and the Bridge was, as always, both friendly and competitive.

The result was a close win for the Wooden Tops team over Grey Diamond, by 141 to 140 Victory points. The winners were Paul Lamford, Stefanie Rohan, Andrew Clery and Nigel Freake. The runners-up were Rex Goad, Catherine Rice-Evans, Paul Thornton and Gerry Weston.

At the end of the afternoon session the club Chairman Peter Hansford presented the trophy together with glass tumblers to the winners. Congratulations are due to them and also to all the other players who contributed to the day. Thanks are also due to Nicole Cook the Tournament Director who was in charge of proceedings. She performed her task with her customary efficiency and good humour and kept the event going smoothly and to time. The final results are summarised below.

In the evening a dinner was taken in the nearby Bistro1 restaurant in Covent Garden. There were over 25 diners which included friends as well. We dined there the previous year and again everyone enjoyed the meal.

Photos of the winners with Peter Hansford and other photos taken during the day are shown below.

Next year's event will be the 25<sup>th</sup> year of the competition. It will be held on Friday 10 October 2014 at the Institution of Civil Engineers, 1 Great George St, SW1P 3AA. If you are interested in playing please contact me and if you don't have a team or even a partner don't worry - if you let me know early enough I can usually find others to make up a team.

Peter Richardson

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Civil Engineers' Club

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## Brunel Trophy Final Results, 11 Oct 2013

Place	Team	Players	VP
1	Wooden Tops:	Paul Lamford & Stefanie Rohan	141
		Andrew Clery & Nigel Freake	
2	Grey Diamond:	Rex Goad & Catherine Rice-Evans	140
		Paul Thornton & Gerry Weston	
3	Isambard:	John Beamish & Peter Richardson	131
		Martin Baker & John Stimson	
4	The Internationals:	Szczepan Smoczynski & Mary Gordon-Smith	127
		Terry Hewett & Gitte Hecht-Johansen	
5	Queen of the South:	Naomi Cohen & Jennie George	121
		Roland Gronau & Diane Richmond	
6	Shambu:	Sampat Sethia & Manju Sethia	116
		Inder Sethia & Abhdy Agarrwal	
7	The Bridge Builders:	Ned Paul & Claire Robinson	112
		Stephen Foster & Barrie Gilbert	
8	Joanna:	Anil Bhandari & Joanna Bugeja	97
		Gopal Srinivas & Asim Chughtai	
9	The Wanderers:	Philip Watson & Rita Desmarais	96
		Chris Elliott & Sylvia Finnimore	
10	Mushrooms:	Bill Linton & Tim Pelling	95
		Robert Balchin & Ron Harris	
11	Lemmings:	John Walker & Trevor Wilkinson	77
		John Walker & Alex Gibb	
12	Sheila's Team:	Sheila Fitzlonen & Russell Calderwood	67
		Juanita Escudezo & David Rumens	



**The winning Wooden Tops team from left to right: Paul Lamford, Nigel Freake, Andrew Clery, Stefanie Rohan and Civil Engineers' Club Chairman Peter Hansford**



**Manju Sethia and Abhoy Agarwal from the Shambu team**





**Gitte Hecht-Johansen, Szczepan Smoczynski and Terry Hewett from the Internationals team**



**General view of players in the Palmer Room**

## Golf

### The Thomas Telford Trophy

The Thomas Telford Trophy is the highlight of the Golf Section year - it is an annual competition between teams of four players from each of the Regions/Branches of the Institution. The first Thomas Telford Trophy was held at Wentworth Golf Club in 1986, when Sir William Francis, then chairman of the Civil Engineers' Club and of Thomas Telford Ltd, presented the cup to the winning Yorkshire team.

#### West Midlands prevail at Royal Cinque Ports

The event this year took place on Monday 2nd September at one of Kent's foremost links courses, Royal Cinque Ports Golf Club in Deal. This superb course has hosted many famous and prestigious events including two Open Championships and most recently The Amateur Championship in June. Unlike that event, we were blessed with good weather which is just as well, as the course was far from easy and some very good golfers had scores that reflected the difficulty.

This event has been held at some of the best courses in the UK and this year's was no exception. The organisers were delighted that Royal Cinque Ports GC allowed the event to be staged on their course, and the club was very helpful with all the arrangements.

The main event for the Thomas Telford Trophy was keenly fought by 15 teams of 4, representing the Regions and Branches of the Institution. Although they trailed North East by two points after the morning greensomes, solid rounds in the afternoon, particularly by Chris Uren, allowed West Midlands to emerge winners with a total of 192. Glasgow and West of Scotland came second with 190 and North East were third on 188.

The veteran's event was this year won by John Goundry from Yorkshire. The winner of the Scott Quaich for the best individual performance was Clive Oliphant from the North East.

Once again we were able to stage the event with significant sponsorship, this year from BAM Nuttall, Clancy Docwra, Balfour Beatty and Mott MacDonald to whom CEC is very grateful. Without their support this event could not be held at such high quality venues. Equally, of course, the event could not have happened without the very significant work done by Graham Setterfield and his committee, from South East branch, and we are very grateful for their input to such a successful and enjoyable tournament.

Rob James, Chairman of the Kent Section of ICE South East, welcomed the players and guests to the excellent Tournament dinner, when the prizes were presented by representatives of the sponsors.

The evening ended with the announcement that the 2014 event will be played at Gullane Golf Club, East Lothian on Monday 1<sup>st</sup> September.

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## Results

### Thomas Telford Trophy

Winners	West Midlands	
	Graham Brackstone, Chris Uren, Peter Watson, Steve Brookbanks	192 points
2 <sup>nd</sup>	Glasgow & West of Scotland	
	Roger Minto, Colin Ritchie, Stuart Haddow, John Weir	190
3 <sup>rd</sup>	North East	
	Paul Musgrave, Clive Oliphant, Andy Jackson, Jonathan Portlock	188

### Foursomes

Winners	Paul Musgrave and Clive Oliphant	41 points
2 <sup>nd</sup>	Dino Nicola and Richard Thomas	40 (on count-back)
3 <sup>rd</sup>	Nicola Morris and John Seed	40

### Singles

Winner	Colin Ritchie	36 (on count-back)
	Chris Uren	36
	Bob Bellm	34

### Scott Quaich

Winner	Clive Oliphant	27 points Gross
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### Veterans

Winner	John Goudray
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### Best Guest

Winner	Paul McCracken
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The delighted West Midlands team with the Thomas Telford Trophy  
Graham Brackstone, Chris Uren, Peter Watson, Steve Brookbanks



Singles winner Colin Ritchie (left)



Scott Quach winner Clive Oliphant receiving the trophy from Charlie Scott



Foursomes winners Clive Oliphant and Paul Musgrave



Veterans winner John Goudray (left) receiving the Chilterns Salver



Pitching to the 1<sup>st</sup>



Driving at the 2<sup>nd</sup>



Royal Cinque Ports Golf Club

Photo by Kevin Murray

## Motoring

### 10 July 2013 HDLCC Loton Park Drivers School

Well that was NOT the way to carry on at the Drivers School! I spun on my third run on the fastest portion of the hillclimb but when my son (whose car I was driving) heard about it, responded that if you don't spin, you don't know where the limits are!!

Anyway the story started at 0715 when I prepared and checked the car and drove to Loton Park, arriving at 0800hrs. In the classroom at 0900hrs, we were welcomed by Dave Parr, given a talk on Safety by Annie Goodyear and an initial Briefing from Instructors - we were allocated Joy Hoyle and Dave Wilson, who walked up the Hill, pointing out the track

We then had two Runs driven by the Instructor – the first slow and then the second fast and when these were over we started the Individual Runs

On my third run, I spun on Cedar Straight – the fastest part of the course. An emergency was called and I was stopped from proceeding up the course. The Ambulance came and I was checked over in the back of it. Having been given the OK, I drove Annie Goodyear to the top of the hill, When we came down, lunch was called but before I went there, I checked the car over

After lunch there was an Analysis of Performance including the showing of video that had been taken

In the afternoon we had further Individual Runs, including some without the cones showing the clipping points and apexes

At the end of the day, tea and cake was eaten in the Classroom before a De-brief & Presentation





Drivers Briefing



Drivers School Attendees – John Brownlie far left

## 07 Aug HDLCC Loton Park Drivers School

An excellent and varied entry was received for the final Loton Drivers School of 2013. Will Gough brought along his very attractive Moonstone-hued Sierra Cosworth along with a party of 9 of his colleagues.

When we arrived we saw a sinister-looking matt black Batmobile-style sports car in the paddock. Thinking it was going to be embarrassingly slow, but how I was wrong. The car is self-designed and constructed by Pete McEwan, a Kiwi who now lives in Shrewsbury, and the car is a credit to his technical know-how. It is powered by a 2.5 litre Duratec engine producing around 300bhp, driving through a Quaife box to a Cossie differential, and it goes like the proverbial xxx off a shovel. With any luck, he will be competing in it next season, and plans to build more very soon.

Whilst the Schools are not competitions as such, pupils are marked on their lines from various locations on the course. The outright winner was Philip Higgs in his modified BMW M3, followed by Robin Johnson in his neatly driven Fiat Abarth 500 and Jeff Ames in his rapid TVR Vixen, all totally different handling cars.

There is also an award the best improved driver, which was Simon Radnor in his Sylva Stryker, which just happens to be the car in which Joy & Alex Hoyle made their competition debut. Will Gough was a very close second in the Cossie.

21 participants enjoyed the day, enhanced by the superb lunch buffet supplied by Mike Wright, and Vicky Blundell's delicious home-made cakes which were enjoyed with a cuppa whilst watching the video of the afternoon runs.



Pete McEwan's McEwan PM1 prototype



Jeff Ames in his rapid TVR Vixen



## 10-11 August 2013 HDLCC Loton Park

### Saturday 10 August 2013

The Saturday event kicked off as usual with the roadgoing classes, Vic Lord taking the win in his Elise from the similar car of Hugh Trotman.

With the non-appearance of class record holder Roy Standley, Paul Edwards took the over 2-litre class in his Vauxhall VX220 with two consistent runs separated by just 1/100th and only half a second away from the 10 year old record

Simon Jenks took the Specialist roadgoing class with his newly acquired Caterham Hyabusa with Michael Bellerby making the journey from Harrogate worthwhile, taking second place in his Sylva Stryker from Rob Pallet in third with ex-Edwards 5-litre Ginetta G33

Lucy McFarlane took the 1400cc Mod Prod win with her Peugeot 106, and Stuart Stelling won the 2-litre division in his RS2000 (more about him later!) from Steve Bailey in his Peugeot 205.

Mick Harriman benefitted from a new RS4 gearbox in his Audi Quattro Sport, taking the unlimited Mod Prod class from Tim Edwards in the Top Banana Sierra Cosworth.

The Modified Specialist class was enlivened by the re-appearance of Robert Kendrick after a few years break, but he couldn't live with the pace of Andy & Debbie Dunbar who took first and second place in their shared Westfield.

The single seater classes were dominated by Simon Andrews in his 1-litre OMS from co-driver Bernard Kevill.

John Standley was consistent, taking the 1600cc class with two 52-second runs separated by just 1/100th, and the 2-litre class was mopped up by Simon Keen in his Dallara from Ian Fidoe's OMS

Peter Joy brought out his superb Lotus Elite to win the Classic class from Graham Jones in his well-known C-Type replica.

The huge class of 19 MGs was headed by Terry Drinkwater in his rapid 2-litre MGA ahead of Mike Cole's MGB in second place.

The TVRs were split into two classes. Geoff Stallard taking the pre-1982 division with the only class record of the day lowering his own previous mark by half a second to 60.84.

The final class of the day for later TVR models was a win for the Tamora of Trevor McMaster from Steve Mogg's Griffith

### Sunday 11 August 2013

Vic Lord was favourite in the 2-litre roadgoing class to repeat his Saturday win, but gremlins intervened in the shape of an alternator failure, handing the win to rival Hugh Trotman's similar Lotus Elise with a good time of 60.83. A depleted over 2-litre class was won by Simon Hutchinson in his deceptively quick BMW M1. Simon Jenks took back-to-back wins with his rapid Caterham, and likewise Lucy McFarland did the double with her Peugeot 106.

Stuart Stelling wrung the neck of his Escort RS2000, finally managing to crack the elusive 60 second barrier with his fine 59.96 to win the class ahead of Steve Bailey's 60.63.

With Mick Harriman's transmission worries returning, Tim Edwards won the unlimited Mod Prod class with his Cossie. Jane Salisbury slotting into second place with her Subaru.

Robert Kendrick improved on his Saturday performance with a 53.30 but it was Andy Dunbar who stole the class again, getting ever closer to Scot Les Mutch's class record.

Steve Morgan took back-to-back wins with his MK Indy, as did Simon Andrews who again did just enough to capture the class win ahead of co-driver Bernard Kevill in their shared OMS and take a second consecutive FTD.

John Stockley also achieved a back-to-back class win as did Simon Keen, who on this occasion just edged out Tim Elmer's OMS for 2nd FTD.

A superb turn-out of Classic cars attracted a great deal of interest in the paddock, including Grant Cratchley's Riley 1.5, which he is preparing to do the Rally of the Tests. Anthony Wards' superbly-prepared BMW 2002Tii, Reg Barker & Andy Clark's Alfa GTVs and Peter Joy's rapid Lotus Elite-Climax.

Peter won the class with an excellent 61.66 from Nick Stephens, not in his familiar Ginetta G12 but his G4

Alan Goodwin beat all the single-seaters to win the class in his Aldon ahead of Andy Tippett's Russell Alexis

A huge class of 20 Austin Healeys turned out to do battle, and it was the expected giant-killing act of Adie Ball and Robin Johnson in their exceptionally quick shared Frogeye who beat all the rorty 3000s.

Keith Egar took the MG class in his Midget, demoting Saturday winner Terry Drinkwater to second place.

Geoff Stallard was on scintillating form again, lowering his Saturday class record by a further 7/10th to 60.11, and Steve Mogg won the final class of the day for modern TVRs in his Griffith.



John Brownlie (front right) at the Loton Park Paddock

## Northern Ireland

In December 2013, the Northern Ireland section of the Civil Engineers' Club enjoyed a visit to The MAC, Belfast's newest arts venue, which hosts exhibitions of art, music, dance and theatre. Upon opening in April 2012, The MAC welcomed over 170,000 visitors in its first 6 months.

Overseen and organised by Jo Aston, Immediate Past Chairman of ICE NI, the group met in one of the small function rooms which boasts floor to ceiling windows with a superb view over the cosmopolitan Cathedral Quarter in Belfast city centre.

Alastair Hall from Hackett Hall McKnight, the Architects involved in the project delivered an insightful presentation to the group, from its initial concept, to pieces of artwork which are incorporated in the build and design of this iconic structure. Alastair also gave a brief overview on their recently completed public realm project in Copenhagen. After the presentation, the group were invited to attend a guided tour of the Arts Centre and the facilities it has to offer.

The 2014 spring visit has not been arranged yet, but the organisers hope to take the group to the new Bangor Aurora Aquatic & Leisure Complex.

Jude Milway



## Visits

### 21 May 2013 Restoration at RAF Cosford

#### CONSERVATION ENGINEERING – A UNIQUE TEAM

##### Handley Page Hampden Restoration

The Hampden in the Michael Beetham Conservation Centre, P1344, was built at the Handley Page factory at Cricklewood and was released to service in December 1939.

P1344's first posting was onto 14 Operational Training Unit and consequently the aircraft didn't fly on any operations. When the aircraft type was withdrawn from front-line duties, some of the Hampden fleet went through a major conversion program to allow the aircraft to carry a torpedo; these aircraft were designated as TB1.

Following its TB1 conversion, P1344 was posted to 144 Sqn which was stationed at RAF Leuchars and came under Coastal Command. The aircrew practiced for their new role by carrying drain pipes filled with sand to simulate their new payloads. Whilst on 144 Sqn, P1344 flew its only 'op' to Christiansand but the target was not spotted, so did not release its torpedo.

P1344 was tasked along with 31 other Hampdens (15 from 144 Sqn and 16 from 455 RAAF Sqn) with transiting to the Kola Peninsula in Northern Russia to carry out Fleet protection duties for the Arctic Convoys. On the night of the 4/5th September 1942, the 32 Hampdens left Sumburgh in the Shetland Isles for the 8 hour ferry flight. The crew onboard PL-K (K for Kitty) were Pilot Officer Perry (pilot), Flight Sergeant G E Miller RCAF (navigator), Sergeant James Robertson (wireless operator and air gunner) and Sergeant Daniel Garrity (air gunner). The aircraft also carried a technician on the flight – engine fitter Corporal George Shepherd.

During the transit flight the outside air temperature plummeted and the aircraft started to experience icing problems and was struggling to maintain height. This caused a problem; they found that the aircraft didn't have sufficient altitude to fly over the mountains in Sweden. The pilot changed course to fly over lower ground but unfortunately they ended up too close to a German airfield at Petsamo in occupied Finland. Whilst encountering ground fire they also witnessed two Messerschmitt Bf109s take-off and then engage them. The navigator, Flight Sergeant Miller, who was positioned in the nose of the aircraft, was conversing with the pilot, giving instructions on how to best avoid the incoming hostile aircraft. The Hampden was not a match for the German fighters and it did not take long before the pilot declared he was losing control and would be trying to land. During the air battle Sergeant James Robertson and Sergeant Daniel Garrity lost their lives.

The aircraft eventually ended up crash-landing in a wooded area in the Kola Peninsula. Due to the narrowness of the Hampden design the navigator found it impossible to move out of his position in the nose; Flight Sergeant Miller RCAF died during the crash-landing.

Pilot Officer Perry and Corporal Shepherd both survived the air battle and crash and were eventually captured, with both spending the remainder of the war as PoW's.

After nearly 50 years sat inside the Arctic Circle, the aircraft was eventually found and was recovered to the UK via Rotterdam. The Royal Air Force Museum took ownership of Handley Page Hampden P1344 in 1992.

The project was first started at the RAF Museums Restoration Centre at Cardington and the aircraft has been in the MBCC for the last seven years. The rear fuselage section is the first

component to undergo major restoration. Structural integrity of this section is nearing completion and the majority of the port internal skin has had corrosion treatment carried out, followed by an application of the final surface finish. Current projects include restoring the sidewalls of the bomb bay, structural and skin repairs on the starboard rear fuselage section and in-depth logging and photographing of the starboard internal framework, fixtures and fittings.

Following on from an email sent to the RAFM, some Hampden spares in Canada have become available for use on the project. Currently, the RAFM is in the process of taking ownership of these items.

Since the aircraft is only one of three known projects, planning is in the early stage for looking into carrying out a more in-depth restoration and conservation programme on the aircraft. Things being looked into include a Management Plan which will establish an end date for the project and identification of major components that the project is deficient of.



## Walking

The year has been very successful with six walks and 40 walkers on two of them. It also saw the first week-end walks, in Derbyshire, with plans for a similar venture this year in Wiltshire. Sadly, however, the year was marred by the deaths of two long standing loyal walkers, Alan Coveney and Patrick Moloy.

### Walk in London

12 January

The walk started from the Marlborough Gate on the north side of Kensington Gardens with 40 walkers on a cold morning. We took a footpath through the gardens to Kensington Palace and on to the Albert Memorial before continuing to the Serpentine, where the highlight for ornithologists was the sight of visiting bearded tits in the rushes at the waterside. After a brief stop at the Princess of Wales Memorial Fountain we continued alongside the Serpentine to Hyde Park Corner, passing the Wellington Monument and on into Green Park, stopping at the Memorial to Bomber Command. On entering the Mall we saw the end of the changing of the guard ceremony. After walking through St James Park we crossed Horse Guards parade and Whitehall and via the Embankment Gardens to Blackfriars Bridge, which we crossed for lunch at Doggett's Coat & Badge. After lunch we crossed Southwark Bridge and followed the north bank before returning to Blackfriars Station via London Bridge and the Millennium Bridge.

Thanks to Stephen and Rosemary Au-Yeung for arranging the walk.



The Bomber Command Memorial



The party at The Albert Memorial



Kensington Gardens



Hyde Park Corner



## Walk from East Malling Railway Station

20 April

The walk started from East Malling Railway Station car park on the north side of the railway with 28 walkers on a bright sunny morning. We followed the road for a short distance before taking a footpath through coppiced woodland and fields, which were originally used for hop

ny Barber growing. After following several paths we reached the banks of the River Medway where we took a brief stop at the Teston Bridge Country Park. The path then led along the river bank to Wateringbury where we stopped for lunch. The return journey went through the church grounds at Nettlestead and by a disused water mill at Mill Lane, Wateringbury before returning to East Malling.

Thanks to Graham and Valerie Bessant for arranging the walk.

## Walk from Wimbledon Railway Station

1 June

The walk started from Wimbledon Railway Station with 40 walkers and took the road up the hill to Wimbledon Village and across the common to the Robin Hood Gate of Richmond Park. Inside Richmond Park, we went through the Isabella Plantation, where the rhododendrons and azaleas were a blaze of colour. Leaving the park via Ham Gate, we took a path to the Thameside path, which we followed to Kingston. We stopped at The White Hart, Hampton Wick for lunch. Afterwards some took a pleasure boat to Hampton Court whilst the rest walked there via the towpath.

It was decided to give this walk, and future walks at this time of year, the title of The Alan Coveney Memorial Walk, in tribute to Alan who had been a longstanding member of the Walking Group, had led many of our walks but, sadly, died recently.

Thanks to Mike Packer and Richard Lucas for arranging the walk.

## Walking Week-end in the Peak District

15-16 June

### Saturday 15 June

We met at the square in the centre of Hartington where we were welcomed by ex-President Stuart Mustow. There were 16 walkers and dog who had travelled from places as far afield as Lincoln, Huddersfield, Preston, London, Kent and Surrey. We took the footpath to Beresford Dale and followed the river to Milldale where we had a brief break before continuing down River Dove which we crossed by footbridge at Ilam Rock. The pathway climbed to Hall Dale and up to Stanshope where we met Larkstone Lane leading down to the dry River Manifold near Weag's Bridge which we crossed to Manifold Way. After a stop for lunch we continued north along the Manifold and took a brief visit to Thor's Cave before continuing along the Manifold passing Wetton and Ecton Hills to Hulme End. The path then led through fields to Hayesgate, Townend and via Newfield back to Hartington

Thanks to Stuart Mustow for providing the route details and Patrick Waterhouse for leading it and all who made the effort to join us for such an enjoyable and successful weekend. We hope to arrange another event in the future.

## Sunday 16 June

The walk started from the Jug and Glass on the main Ashbourne to Buxton Road (A515) with 11 walkers including John Brownlie and family who joined us. We headed north and turned onto a track leading to the disused railway track which is now the High Peak Trail. We followed the trail north passing through a tunnel to cross beneath the A515 and continued past the point where we met the Tissington Trail and on to the Visitors Centre at Parsley Hay where we had a break. We then headed south along the Tissington Trail with its excellent views to Hartington Signal Box for another break. We returned to the start via Hartington Meadows Nature Reserve and disused silica sand pits on the right and a wide stony farm track.



## Walk from Abbey Wood Railway Station

7 September

The walk started from Abbey Wood Railway Station with 18 walkers and took the road to the site of Lesnes Abbey built in 1170s where we saw the ruins. We continued through the Abbey grounds to join the Green Chain Walk through the woods, across Bostall Heath into Bostall Woods, Woodlands Farm and Oxleas Wood to Falconwood where we had lunch at the Harvester.

After lunch we went across Oxleas Common on Shooters Hill where there were excellent views across London. The walk continued through to woods to Eltham Common, Woolwich Common, down through Maryon Wilson Park, where we saw deer, and on to the Thames Barrier for a cup of tea at the cafe.

Thanks to John Harris for arranging the walk.

## Walk from Limehouse to Olymic Park

11th November

The walk started from Limehouse DLR railway station with 12 walkers and took the path to the start of Regent's Canal. The route took us across Victoria Park and along the Hartford Canal up to Lee Navigation and on to the Olympic Park.

After lunch we followed the Lee as far as the Northern Outfall Sewer before visiting the Hub to view the Olympic Site. We returned to Limehouse via the Limehouse Cut.

Thanks to John Baron for arranging the walk.



Olympic Park



At Victoria Park

## Committee

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# THE CIVIL ENGINEERS CLUB



The Civil Engineers' Club – [www.ceclub.org.uk](http://www.ceclub.org.uk)

## TCEC is for you, your friends and your family

As a breed, civil engineers work hard, so the chances are you like to play hard as well. But what do you really like to do in your precious spare time? Are you interested in tennis, golf, walking with all the family, sailing, wine-tasting or visiting unusual places? Would you like to meet other members with similar interests?

If so, The Civil Engineers' Club is for you. It is run by an enthusiastic group of volunteers and all members of The Institution of Civil Engineers are eligible to join (subscription £10). This year we are pleased to announce that subscription is free to Student members!

## The TCEC promotes and supports sporting and social activities for civil engineers throughout the UK.

The Club's activities are likely to be of interest to families, and provide opportunities for members to maintain contact with colleagues in an informal context. Sporting and social events are organised throughout the UK, including sailing regattas, golf and tennis tournaments, wine tastings, as well as trips to major sites of national interest such as the Eden Project in Cornwall. A regular Newsletter keeps members informed of events.

Please fill in the short application form below, identifying your particular interests and return it in the same envelope as your ICE subscription, together with your cheque for £10 (free for Student members), and you will be enrolled in the TCEC for the current year. Renewal of your subscription will automatically be included on your subscription notice in future years. We look forward to seeing you at some of our future events.

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### Application for Membership of The Civil Engineers Club

(Please fill in block capitals)

Membership Number		
Title	First name	Surname
Address (for correspondence)		Postcode
Email Address		Membership Grade
Daytime telephone number		
Employer/University		
Interests		

Please return to Subscriptions PO Box 4479, Institution of Civil Engineers, One Great George Street, Westminster SW1P 3AA