

# THE CIVIL ENGINEERS' CLUB

21st ANNIVERSARY CELEBRATION  
THAMES RIVER TRIP  
SATURDAY MAY 13th 2000



See inside for details.

## THE CIVIL ENGINEERS' CLUB of the Institution of Civil Engineers



### Social & Sporting Events



SPRING 2000 NEWSLETTER

## FOREWORD TO NEWSLETTER

I am very pleased to have this opportunity to provide a foreword to the Club newsletter, as we enter into a new era and I continue as your Chairman for the year 2000.

There have been some major events in the life of the Club over the last year. There is no doubt that the saddest item to report is the passing of our founder member, Archie Shaw, who died in July 1999. Right up to the time of his death, Archie took an active interest in the affairs of the Club and was keen to see it go from strength to strength.

We all have our own special memories of Archie, and I am grateful to his wife, Pauline, for allowing us to include an extract from the eulogy which was given by his eldest son at the funeral when Club members were well represented.



*Presentation to Mary McBride by the Chairman  
John Bircumshaw*

We have held a number of major events over the last year, and I am grateful to Committee members for their support. You can read in more detail about all these activities in the newsletter, but I should just like to mention the first 'Family Fun Day' which was held at the home of Janet Knight in Sussex last June and was a great success. Our aim is to have a Club representative in every Local Association area, and to publicise our events even more so that they will be enjoyed by a greater number of people.

This year has seen the dawn of the new Millennium and the twenty first anniversary of the founding of the Club. Thus, there is a dual reason for celebration, and we hope to mark the occasion with a boat trip on the Thames.

Over the past year there has been a greater awareness of the Club amongst members of the Institution, and I will do my best to ensure this continues. We have an interesting programme of activities and a willing team of volunteers to arrange events. If you are reading this newsletter as a non member, then why not come to join us? I can assure you that you will receive a warm welcome to any of our meetings, and that it will add a further dimension to your Institution membership.

My thanks are due to all those who have worked so hard to make the Club so successful, particularly our Secretary Keith Williams and the volunteers who have willingly given their time to arrange our programme of events. I look forward to being of service to the Club in its special year.

*John Bircumshaw*

## THE CIVIL ENGINEERS' CLUB SECRETARY'S REPORT

The Civil Engineers' Club is now 21 years old and this achievement is to be celebrated during the forthcoming year through an event on the Thames in May. It is sad to note, however, that Archie Shaw, a founder member and perhaps the Club's major driving force died in August. His funeral, was attended by many of his friends, relations and business colleagues and the Club was strongly represented by the Chairman and many other Club members. His presence in the Club will be sorely missed.

The Committee welcomed John Bircumshaw as its new Chairman in January 1999 and under his chairmanship the club has had another successful year. He has been ably assisted by the voluntary efforts of the various section leaders and the support of the members.

The committee welcomed Robert Freer, Roger Hyde, Tony Barber and Roger Browne as new committee members during the last year. Their experience and enthusiasm will be most appreciated. Also welcomed as the new Treasurer is Brett Irwin.

In particular, the annual Brunel Trophy for Contract Bridge was held at Great George Street in September, with a strong representation.

The annual golf match for the Thomas Telford Trophy was held at Bowood Country Club, Chippenham; Glasgow and South West Scotland were the winners and so the event will be held in Scotland the year after next. The event will be held in Cambridge in 2000.

Sailing, as usual, was one of the major activities with a number of well attended events. The most unusual and more notable event was the viewing of the eclipse from mid channel in August.

Howard Barrett's walking section, which started last year has progressed with a number of interesting and well attended events

The Visits Section now run by David Comber has made a number of interesting visits and a full programme is being prepared for the forthcoming year.

The Institution's Web Site ([www.ice.org.uk](http://www.ice.org.uk)) has continued to provide a useful medium to publicise the Club's activities.

*KD Williams  
Secretary  
2000*

## THE ARCHIE SHAW EPOCH

Archie was born in July 1913. His father was a timber merchant importing Baltic timber-mainly pit props for the coalmines. His mother was Norwegian and came, co-incidentally, from a family that was also engaged in the timber trade importing Norwegian timber

From the local prep school in Sydenham he sat the entrance exam for Dulwich College which he entered in 1925. While at Dulwich he built a clock which is still operational today. At Dulwich he discovered he wanted to be an engineer. From Dulwich it was on to the University of London for a B.Sc. in Civil Engineering. He completed the course in 2 years and graduated in 1932.

On Jan 1st 1933, still only 19, he joined Tarmac as the sole engineer in charge of the Rickmansworth By Pass. Apart from an 18 month spell 1945 - 47, Archie was with Tarmac for the better part of 25 years until he set up his own business in 1960.

With the growth of the motor car came the need for better roads and father rapidly became an expert road engineer. One of his final projects with Tarmac was building the final link of the M1 Motorway into London. This was the concrete stretch and he designed and had built a special machine known as the Shavian Finisher that ensured a smooth finish suitable for high speed motor traffic.

Archie's innovative and practical approach meant jobs were completed on time and on budget. Problems were solved before they became an issue. Within 5 years he was Chief Engineer for Tarmac Contracts working under the Chief Agent.

1939 saw Archie Chief Engineer for the Northwich By Pass in Cheshire. He moved to Davenham and took lodgings with a farming family who had 2 daughters. This was a major turning point in Archie's life. He became very ill with pneumonia and spent a long period in bed nursed by the youngest daughter. When he was fit enough Tarmac sent him down to Falmouth to recover full health. When war was declared he came straight back to Northwich. He completed the By-pass, proposed to the youngest daughter and married her on March 30th 1940.

In 1940 they moved to Tettenhall near Wolverhampton where they stayed for the rest of the war. He was initially appointed personal assistant to the Chief Engineer of Tarmac. He was rejected for military service on account of the 1939 illness and instead spent the great part of the war years building airfields across the country. In this time he became Chief Engineer of Tarmac.

His sailing club closed in 1940 for the rest of the war. Archie was able to keep his



*Archie Shaw*

sailing interests alive by teaching the local Sea Cadets prior to their call up.

At the end of the war in 1945 Archie moved the family to Wansford near Peterborough where he took up the position of Chief Engineer with Mitchell Construction. Sailing started again with Shannon racing on the River Nene.

1948 – 1953 were probably some of Archie's happiest sailing years. With Swallow he had competed in the 1948 Olympic Single Handed Trials and established a reputation as a keen and very competitive dinghy sailor. With different crews of dinghy sailors he had passage sailed Vera Jane from Harwich to Angelsey where she was moored in the Menai Straits. Vera Jane made many trips across the Irish Sea. On one occasion she entered harbour with a Gorgonzola cheese at the masthead. The smell of the cheese in the cabin had made some of the crew sick and the cheese had been mast headed.

Father stayed a further 5 years with Tarmac commuting weekly from Lamorna. In 1960 he set up as a consulting engineer with Archibald Shaw & Partners in Chichester. In the next 21 years to his retirement from the firm in 1981 he was very active with the Downland Housing associations, a branch office in the West Indies, breweries, the floating breakwater project and a host of local projects in the area both government and commercial.

In 1978 he was a Founding Member of the Civil Engineers' Club and the defacto Sailing Commodore for nearly 10 years. He organised and motivated social contact amongst civil engineers across the country not only for sailing but for other sporting interests. Many of the sailing functions centred around Lamorna. In 1992 he presented to the Civil Engineers Club the Elvera Cup for the best log submitted by a member for the previous year.

As the Archie Shaw Epoch ends we remember him with his final words.

***"Look to the Future".***

***Ian Shaw.***

## **SAILING 1999**

The 1999 season really started at the Skippers meeting before the Voyage Vaches at Cowes in December 1998, when it was decided to do something new. There were many ideas and offers to plan and organise new events, which were quickly accepted and turned out to be the highspots of our Season.

### ***March Hares Rally***

The first event was a March Hares rally, the brainchild of Chris Bosker. The Rally took place on March the 21st at the Folly Inn up the R. Medina. Chris arranged berths alongside the jetty and three boats made the trip, Caledonia (Chris Bosker), Sympatica (John & Simon Crofts) and Petronella of Wight (Martin & Tina Hirst). It was reported that they dined well and were in fine heart to meet the westerly gale, which awaited them on the Sunday.

## ***Spring Rally.***

The Spring Rally was the idea of Martin & Tina Hirst. They took us to the Spitsand Port off Portsmouth for the afternoon tea. The Owner showed us round the fort and it was an eye opener to me. The walls of the fort were 15' thick reinforced by 1 inch steel plates. The armament consisted of 14 inch muzzle loading rifled canon firing a 600lb shell, which must have had an affect on the guns crews, if not on the enemy as they were fired from enclosed chambers within the fort. Firing instructions required the guns' crews to yell at the top of their voices when the gun was fired The outer forts were bigger and armed with 18 inch canon firing 800lb shells a distance of 5000 yds. Berths had been arranged in Hornet (Gosport) for the night and the evening's activities started with a party on Petronella, that was followed by dinner in the sailing club.



## ***Bank Holiday Cruise***

The Spring Rally was followed by a rally in Poole Harbour over the Bank Holiday weekend at the end of May. This was the idea of Robin and Gill Whittle who made all the arrangements and ensured that we were kept amused and very busy. Berths had been arranged for us at the Parkstone Y.C., where after drinks on Bumble Chugger week we had dinner in their Clubhouse. Forthcoming events were casting their shadow when after dinner we were handed our sealed orders not to be opened until 09.00hrs on the Sunday. Came the hour and with a tearing of envelopes we set sail into the harbour on a quest to discover the secrets of various locations ranging from the identification of the topmark of a certain flagpole, which was only clear from one direction, to the deciphering of runes on a stone which latter required the most precise navigation. Poole Harbour is shallow and we were mindful during our quest that Bumble Chugger had a centreboard and could float in the proverbial puddle. We all



*Members at Spitsand Fort*



made it eventually to an anchorage off Pottery Quay on Brownsea Island where we had a picnic lunch. After lunch shore parties were landed for a post-prandial stroll among the peacocks.

This was not all. Our orders required us not only to solve a Poole crossword set by Gill, which is included by her kind permission, but also a challenging Quiz. Back in our berths, battered but not bowed, we adjourned in the evening to the clubhouse for the prize giving. On Amity we were very pleased to have with us Charles and June Paice from Cape Town. Charles displays our banner on his boat Merlin in Table Bay.

### *Elvera Cup.*

Three logs were submitted covering very different cruises and it was even more difficult than usual to decide between them. Robin Whittle's log of his summer cruise round the Island of Mull in his Cornish Shrimper, Bumble Chugger, in the rain and wind, listening to the distress calls from other yachts, made me at least glad I wasn't with him, beautiful though those waters are. His log of his cruise down the River Thames to see in the Millennium was also an epic. He moored to the southern embankment just downstream of Vauxhall Bridge and his main problems were dodging the bottles and cigarette ends that were dropped by the crowds above. The third log was submitted by Roger Hyde and covered his summer cruise from Chichester to Poole with his 8 year old son, William. This log was beautifully produced and although the voyage was not a saga of endurance, it was perfectly conceived and executed. The featured early morning sortie to obtain peacock feathers on Brownsea Island and William's struggles with the denizens of the deep were entrancing, such that one felt one was sharing the experience with them. As was said earlier the decision was difficult but the eventual decision was to award the 1999 Elvera Cup to Roger Hyde.

Congratulations are however due to both Roger and Robin for both their cruises and resulting logs.

### *Autumn Rally*

Our Autumn Rally this year had a chequered career. Arrangements under the sponsorship of John Crofts were made to hold it at the Royal Lymington Y.C but about 3 weeks before the event we learnt that due to a boat fair there were no berths available in Lymington, Alternative arrangements were made at Northney Marina in Chichester Harbour. In the event we needn't have worried as the arrival of a southerly gale made it inadvisable to enter the harbour by boat, although Martin Hadley in Mary Lou, George Lyons in Mad Gem and Roger Hyde in Outrageous, all berthed in Chichester Harbour kept our banner flying. A disappointment was that the REYC who usually join us at this time of year could not attend as the date clashed with their Ilex Trophy. Nevertheless 33 sat down to dinner at the Posthouse Forte Hotel including Hubert Jenkins and Jean who had travelled from South Wales and Roy and June Peel from Birmingham. The opportunity was taken of presenting the Smeaton Trophy to Graham Owens.

A disappointment this year was that for the first time we failed to muster sufficient support for our annual cruise of the Channel Islands.

### *Voyage Vaches*

Our final event was our joint rally with the Société des Ingénieurs et Scientifique de France held on the 4th December at Cowes. Dinner was at the Island Sailing Club. Some came by ferry and others by sea. We thought of Archie as the event was set up one night 21 years ago between Archie and Ken Scott, since when it has gone from strength to Round the Island Race

The next event was the competition for the Smeaton Trophy and Telford Goblet based on the performance of members and staff of the Institution of I.C.E in the annual Island S.C. Round the Island Race. The weather was fine and the wind fickle so the judgement of the navigators and the hard work and perseverance of the crews was all important. The results were:-

<b>Telford Goblet</b>		<b>Smeaton Trophy</b>	
1st Clairella –	Graham Owens	1st Clairella –	Graham Owens
2nd Diomedes –	Bob Barlow	2nd Diomedes –	Bob Barlow
3rd Reaction –	David Holifield	3rd Reaction –	David Holifield
4th Matchmaker II –	Mike Fox	4th Extra Djinn –	Jon Holdsworth
5th Extra Djinn –	Jon Holdsworth	5th Matchmaker –	Mike Fox
6th Expedite –	Paul Archer	6th Valsolda –	Peter Hunter
7th Chronology –	Mick Humphries	7th Expedite –	Paul Archer
Naughty Mouse –	Tim Griffith	8th Sunsail 23 –	Ken Hutchings
		9th Chronology –	Mick Humphries
		Bumble Chugger –	Robin Whittle

### *Osborne House.*

In July Amity, Naughty Mouse (Tim Griffith) and Sea Bird (Kieren Coyne) met up in East Cowes Marina prior to attending the garden concert given by the Bournemouth Symphony Orchestra in the grounds of Osborne House. The concert was attended by about 7500 people We took our supper and wine and consumed them in the most perfect weather listening to the concert of light classical music. The evening ended with the 1812 overture to the accompaniment of canon and fireworks. It was, however, something of a disappointment that so few took up the offer of a discounted entrance and a reserved berth in the marina .

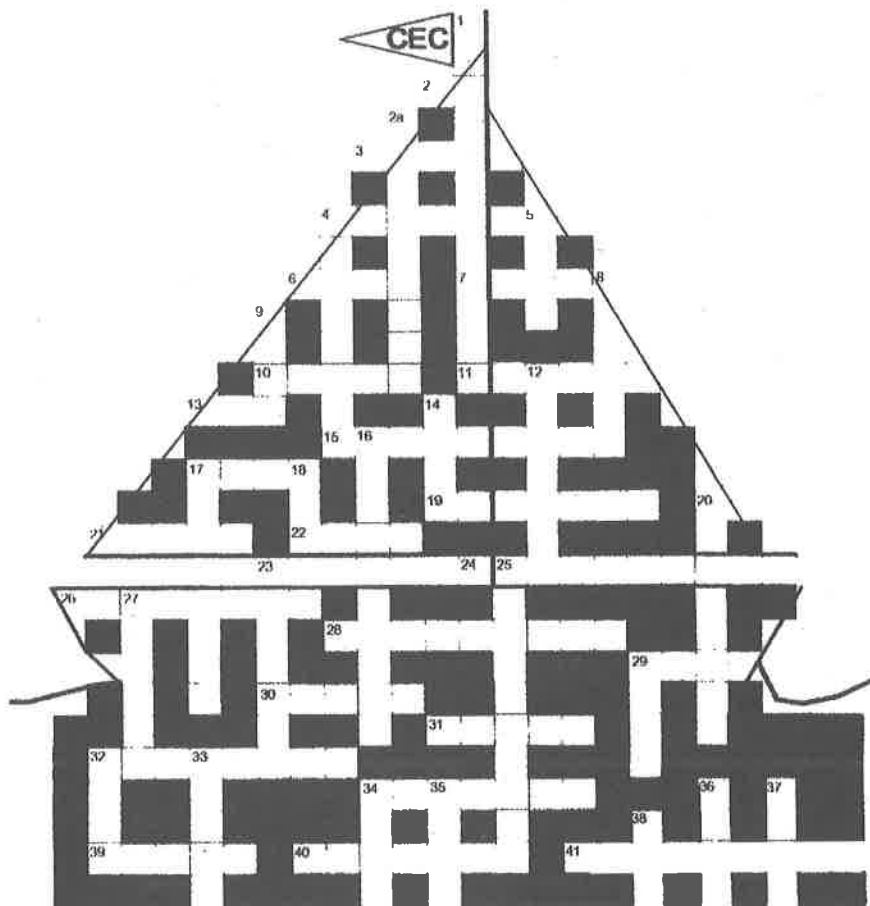
### *Eclipse.*

In August it was proposed that we should meet in mid-Channel to view the eclipse and Roger Hyde in Outrageous undertook to see that we all went to the right place. In

the event as you know the fine summer weather had left us and on telephoning the Met. office it was learnt that the eclipse could only be viewed through two layers of cloud. Not withstanding this forecast Peter Hunter in Valsolda decided to have a go and although they did not see the eclipse they were rewarded by the eerie sight of a cylinder of total blackness moving over the sea while to the north they could see the Isle of Wight in the dim light.

## NAUTICAL CROSSWORD

By Gillie Whittle



### Across.

2. A decoration at the front end. (3)
3. The waiter lost one at sea. (5)
4. They came past, I hear, for the right direction. (7)
6. Sal and I should go out a yacht. (4)
7. Don't burn them! (5)
10. Captains serious attitude aft. (5)
11. Business end of the tiller. (6)
13. Rear of the boat loses its credit. (3)
15. Bash rim persistently for these wonderful fishing boats. (9)
17. It was left after dinner. (4)
19. Water bird. (7)
21. How the beatles crossed the Mersey? (5)
22. After tin to change direction. (7)
24. Not South on this waterway in the harbour. (5,7)
26. For the sailor who wants to catch something bigger than fish! (4,4)
28. A protective hat for a blow. (9)
29. A noisy spar. (4)
30. A Poole Harbour island for the golf course. (5)
31. Let's pray for some fine drops. (5)
32. Tan water island. (8)
34. Does the clay for this come from 32? (7)
39. Sailing vessel. (5)
40. Round the fire on the boat. (7)
41. Right on course. (9)

### Down.

1. Where we were. (5,7)
- 2a. A Sailing guide for a Prime Minister. (9)
4. Beds of running water. (8)
5. Strikes back for the boats mast or boom. (4)
8. Ropes that would be comfortable on the bed. (9)
9. This pole leaves the Master without hesitation. (4)
12. A hundred Germans may provide the crew for this vessel. (7)
14. Refuses to proceed with the sails. (4)
16. Mother hen is this to her chicks when they come out of their eggs. (5,5)
17. Look through the gap on the left. (8)
18. It's small either way. (3)
20. The peninsular for the musical ruminant? (8)
23. Sea journeys. (7)
25. Where the edible bivalve molluscs sleep? (10)
27. Chain the boat to the bottom of the sea. (6)
29. Skedaddle to bed. (5)
32. Sounds as if the boy is indicating the way. (4)
33. A sticky marker. (5)
34. Think about this with no hesitation for a little piece of water. (4)
35. --nail, pin for fastening ship's timbers together. (4)
36. Alter course with jeer? (4)
37. Ensign obtained from a half lager (4)
38. Chart. (3)

## SENIOR SECTION N.I.

Since September 1998 we have visited the Belfast Hilton Hotel in April 1999 with an attendance of 51. This was a most interesting insight into the workings and facilities of one of this International Group, followed by a delightful lunch in the Restaurant.

In June we celebrated the tenth anniversary of our inaugural meeting by re-visiting the Silent Valley and Ben Crum Reservoirs, courtesy of the Eastern Division of the Water Service. We lunched afterwards in the Burrendale Hotel in nearby Newcastle, in the shadow of the Mountains of Mourne, as immortalised by Percy French in his ballad of the same name. Incidentally, Percy was also a Civil Engineer. The Attendance on this occasion was 65.

After the Summer break, our first outing of the 1999/2000 Session was in October when we visited two recently restored historic Belfast buildings. One was the Custom House, the administrative centre for HM Customs and Excise in N.I. This dates from 1847 and has been completely refurbished to modern office standards inside whilst maintaining the external façade.

The building was designed by Charles Lanyon, one of the most important of Irish Victorian Architects. The other, where we lunched afterwards, was the McCausland Hotel. This was originally known as the McCausland Building, a Seed Merchant's offices and storehouse, dating from 1868. It was saved from demolition by the Historic Buildings Branch of the D.O.E. and is now restored as an Hotel, again maintaining the external façade. The attendance this time was 38.

We are presently applying our minds to some special event in Y2K to celebrate the club's 21st anniversary and the millennium but have not, as yet, decided on anything.

*Ronnie Bryson.*

## Sailing Section

The 12th Annual Irish Sea Rally took place in Bangor, N. Ireland on the 18/19th June 1999. The visiting boats were "Ocean Phoenix" – Skipper David Wilding – from Caernarvon with three crew, from which, regrettably, our Honorary Chaplain Rev Russell Owen, was absent and greatly missed; "Occy Octopus" – Skipper Peter Rowland from Liverpool with one crew and "Options" – Skipper Harry Osborne from Gourock with four crew. Julie Southcott, wife of one Harry's crew, came over by Ferry and returned to the Clyde on "Options"

The resident boats were "Raja" – Skipper Mike Shaw and "Sisuma" – Skipper Frank Robinson.

Unfortunately, there was no representation this year from the Isle of Man or the Republic of Ireland.

The dinner on the Saturday evening was, as usual, a black tie affair held, as usual, in the Royal Ulster Yacht Club, preceded as usual, with pre-dinner drinks aboard "Ocean Phoenix". The weather for the latter was inclement and it took place under a Jury rig awning with restricted access, particularly for the ladies. There were also

## The Civil Engineers' Club

some complaints about ruined hair do's and not only female ones.

Twelve visitors and thirteen locals attended the dinner, two of the former being our honoured guests, Phil Donald, Local Association Chairman, and his wife, Mary. Phil is reported to have commented at a subsequent L.A. Committee meeting that whilst he had attended numerous dinners during his year in Office, this one was "different".

Our visitors departed for their home ports on the Sunday after, we hope, an enjoyable two days marred by only one incident. Six of them had pre-ordered Duck for their main course and, through some break down in communication, for which the writer accepts full responsibility, no Ducks were available. However, fillet steaks were produced as if by magic and healthy appetites were satisfied.

Next year's Rally will, subject to confirmation, be held in the I.O.M.

*Ronnie Bryson.*

## GOLF SECTION

### Thomas Telford Trophy

#### Bowood Golf & Country Club - Thursday 9 September 1999

A watery autumn sun was rising over the ancient trees shielding the 16th century barn.

Shimmering shadows were cast over the Capability Brown designed parkland, but there was still a faint chill in the air. "That's not a bad thing" thought Sarah as she gazed through her Nikon F4 at the four wonderful examples of the male form arranged in front of her. She considered changing her 35/70 lens to something more precise, but no. "In this light, it brings out those flesh tones nicely" she mused.

Despite the early morning start, which she always loathed, this was turning into a most enjoyable photo session. It was Colin who broke into her reverie "Have you finished Northern Ireland Sarah? I've got the London team waiting".

Meanwhile John "Wyatt" Earp was riding shotgun out on the range. Quietly he stalked his prey. He was particularly looking out for strays. Individuals lost in the undergrowth can seriously delay the drive, although it was probably a drive that put them there in the first place. He had to keep the herd on the move if they were to finish on time. Morning and afternoon he patrolled the grasslands. His quiet and gentlemanly exterior hid a steely inner intent to ensure dinner was not delayed by late finishers. He would use his Colt 45's if needed. Fortunately they were not required.

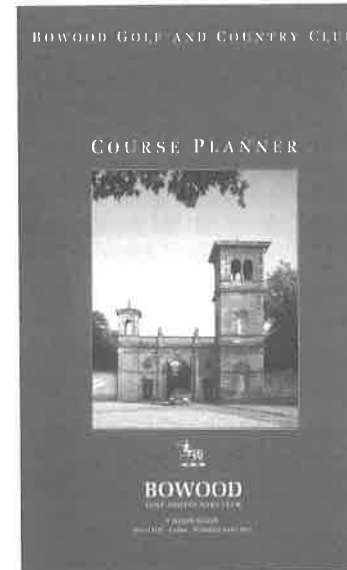
Almost incidental to these personal challenges, a golf tournament was being fought out between teams from each of the sixteen associations. Bowood Park is the ancestral home of



Earl of Shelburne. The course was designed and built by Dave Thomas (architect of The Belfry) some ten years ago and is a serious challenge to golfers of all levels. A Challenge Tour event had been held there just two weeks before. The main results of the TTT challenge were as follows:

<b>Trophy winners:</b>	<i>Glasgow &amp; West of Scotland</i>	<i>Iain Murray John Fleck Roger Minto Charles Scott</i>	<i>204pts</i>
<b>2 place</b>	<i>South Wales</i>	<i>Tony Parker Simon Howell Richard Allen Chris Gray</i>	<i>191pts</i>
<b>3 place</b>	<i>South Western</i>	<i>Peter Rogers Bob Giles Brian Daniel Brian Bilton</i>	<i>191pts</i>
<b>4 place</b>	<i>Northern Ireland</i>		<i>also 191pts</i>
<b>Foursome winners</b>	<i>Edinburgh &amp; East of Scotland</i>	<i>Ian Scott Allan Gray</i>	<i>42pts</i>
<b>2 place</b>	<i>London</i>	<i>Martin Taylor Richard Thomas</i>	<i>39pts</i>
<b>3 place</b>	<i>South Western</i>	<i>Brian Daniel Brian Bilton</i>	<i>36pts</i>
<b>Singles winner</b>	<i>Glasgow &amp; West of Scotland</i>	<i>Iain Murray</i>	<i>40pts</i>
<b>2 place</b>	<i>South Wales</i>	<i>Simon Howell</i>	<i>40pts</i>
<b>3 place</b>	<i>Northern Counties</i>	<i>Paul Musgrave</i>	<i>37pts</i>
<b>Longest Drive</b>	<i>South Western</i>	<i>Peter Rogers</i>	<i>Whoosh!</i>
<b>Nearest the pin</b>	<i>South Western</i>	<i>Peter Rogers</i>	<i>Show off!</i>

## The Civil Engineers' Club



Most of the golfers stayed in student accommodation at Lackham College just 10 minutes drive from Bowood. The Wednesday evening reception was held in the lovely William and Mary mansion around which the college is based. Some 100 people sat down to a meal with a distinct West Country flavour. Entertainment was provided by "Tinkers Bag", a local folk group who presented a pot-pourri of regional songs, verse and dance based on their recordings for the BBC of "The Labourer's Year".

The presentation dinner was held in the magnificent new facilities of the extended Bowood clubhouse. Following an excellent dinner, the prizes were presented by the Guest of Honour - our President Roger Sainsbury who also made a well received "short speech", as did John Bircumshaw of the CE Club. The guest speaker was Phil Parker, past president of the Devon County Golf Union - oh no, not more golf reminiscences! Indeed not, Phil entertained

us all with a splendidly humorous speech, no, not speech - performance. However, Phil admitted to feeling slightly upstaged by the impromptu acceptance speech of Charles Scott for Glasgow and West of Scotland. It always sounds impromptu after a bottle of the house red, six scotches and two pints of Wadworth's 6X. Everyone was left feeling sorry for Iain, his son, from the Edinburgh and East of Scotland team, who provided the butt for most of the humour.

The proceedings were brought to a close when Bob Giles handed over the Trophy flag to John Byfield of East Anglia Association, who will host the event next year at the Gog Magog course in Cambridgeshire.

Special thanks must be given to all the many sponsors who made the event possible, but special thanks are also due to the main event sponsors:

Thomas Telford Services Ltd

EMAP Construct - New Civil Engineer

The Civil Engineers' Club

Amec Civil Engineering Ltd

Carillion Construction Ltd

Exor

Ford Brothers Ltd (Cheddar)

John Mowlem Plc, Southern CE

Peter Finlayson Associates

**Bob Giles**



## Thomas Telford Trophy 2000

Arrangements are well underway for this year's event, which will take place at the Gog Magog Golf Club, Cambridge on Thursday 7th September 2000.

The Gogs is the premier course in Cambridgeshire; there are two courses and we shall be playing both. One is a relatively new course but it is very good and could well take over as the main course in the near future. We have had the added advantage in making the arrangements for the course that Bill Sim, who has played in the East Anglian Thomas Telford Trophy Team for several years, is the Captain of the Gogs for the millennium.

We have reserved accommodation in Christ's College, which is in the centre of Cambridge, and it is intended that the main meal will be held in Christ's magnificent Dining Hall.

Notices will be sent out to the various regions early in February next year and East Anglia looks forward to welcoming old and new friends to Cambridge in September.

## TENNIS SECTION

During 1999, the tennis section was active in events held in the spring and autumn at the indoor tennis complex at Alverstoke in Hampshire and at our mid-summer Gala Day at Hillmans Farm in West Sussex. The highlight of the 1999 year was the tournament held in conjunction with the Gala Day on 20th June. Competitors gathered from many areas to take part in a continuous round of quick-fire matches from which the winners eventually emerged. Prizes were awarded to those with the best overall record in various categories from Wimbledon Platter contenders to wooden spoons.

The event was arranged to allow players of all abilities to enjoy the competition and will act as a forerunner of the more substantial event planned for this year. It is intended that another Grand Gala Day will be held at the same location on Sunday 20th August, and this provides the opportunity for the Club's tennis players to gather from all Local Association areas to enjoy a friendly, competitive day out.

The competitive element would be greatly enhanced if Local Associations could put forward representative players to carry the flag for their areas in mens, ladies and mixed doubles events. If sufficient support is forthcoming, trophies would be provided by the Club for ongoing annual national competitions. This notice acts as an advance warning of the event to enable Local Association officers to publicise the event and to arrange for their stalwarts to prepare themselves. I will be contacting each Association in May to find out who is likely to be playing for them.

In the meantime, I would like anyone who is interested in playing some tennis with other Club members to get in touch with me at 14 Rectory Close, Gosport, Hants, PO12 2HT, or by telephone/fax on 023 9258 5943.

*Bernard Curtis*

ASSOCIATION	PLAYER(S)	FRONT HANDBACK	FOURMERS SCORE	FOURMERS TOTAL	SHAKES SCORE	SHAKES TOTAL	GRAND TOTAL	LASTEST POSITION	PLACE
SOUTH EAST	BARRY STAVES	10	10	10	10	10	10	10	10
	MARK HILL	10	10	10	10	10	10	10	10
	ERIC SAMBOUR	10	10	10	10	10	10	10	10
	PETER PLATTIGINS	10	10	10	10	10	10	10	10
SOUTH WEST	JOHN WALKER	10	10	10	10	10	10	10	10
	JOHN HODSON	10	10	10	10	10	10	10	10
	PAUL GREY	10	10	10	10	10	10	10	10
	MORRIS WAGGOTT	10	10	10	10	10	10	10	10
SOUTH	JOHN THORNTON	10	10	10	10	10	10	10	10
	PAUL PEAR	10	10	10	10	10	10	10	10
	JAMES DALSON	10	10	10	10	10	10	10	10
	DAVID FORBES	10	10	10	10	10	10	10	10
SOUTH EAST	ROGER HARMAL	10	10	10	10	10	10	10	10
	BOB BARBAROSE	10	10	10	10	10	10	10	10
	MARTIN STANLEY	10	10	10	10	10	10	10	10
	JOHN WARD	10	10	10	10	10	10	10	10

ASSOCIATION	PLAYER(S)	FRONT HANDBACK	FOURMERS SCORE	FOURMERS TOTAL	SHAKES SCORE	SHAKES TOTAL	GRAND TOTAL	LASTEST POSITION	PLACE
SOUTH EAST	RUSSELL CALDERWOOD	10	10	10	10	10	10	10	10
	DAVID BARKER	10	10	10	10	10	10	10	10
	DAVID BARKER	10	10	10	10	10	10	10	10
	COURTNEY BURCH	10	10	10	10	10	10	10	10
SOUTH WEST	MICHAEL WATSON	10	10	10	10	10	10	10	10
	BOB BIRD	10	10	10	10	10	10	10	10
	MARTIN DALSON	10	10	10	10	10	10	10	10
	MICHAEL THORNTON	10	10	10	10	10	10	10	10
SOUTH	JOHN BIRFIELD	10	10	10	10	10	10	10	10
	DAVID DAVISON	10	10	10	10	10	10	10	10
	MIKE JACKSON	10	10	10	10	10	10	10	10
	BILL DAMP	10	10	10	10	10	10	10	10
SOUTH EAST	GERALD SMITH	10	10	10	10	10	10	10	10
	ANTHONY BERRY	10	10	10	10	10	10	10	10
	JONATHAN JONES	10	10	10	10	10	10	10	10
	RICHARD PETTIT	10	10	10	10	10	10	10	10
SOUTH WEST	JOHN FLORES	10	10	10	10	10	10	10	10
	RICHARD BROWN	10	10	10	10	10	10	10	10
	DAVID BROWNE	10	10	10	10	10	10	10	10
	TONY HARRIS	10	10	10	10	10	10	10	10
SOUTH	MICHAEL BIRBY	10	10	10	10	10	10	10	10
	MIKE PURDY	10	10	10	10	10	10	10	10
	BRYAN ELLSON	10	10	10	10	10	10	10	10
	IAN LILEY	10	10	10	10	10	10	10	10

ASSOCIATION	PLAYER(S)	FRONT HANDBACK	FOURMERS SCORE	FOURMERS TOTAL	SHAKES SCORE	SHAKES TOTAL	GRAND TOTAL	LASTEST POSITION	PLACE
SOUTH EAST	MICHAEL SMITH	10	10	10	10	10	10	10	10
	JOHN THORNTON	10	10	10	10	10	10	10	10
	ROGER WHITE	10	10	10	10	10	10	10	10
	DAVID BARKER	10	10	10	10	10	10	10	10
SOUTH WEST	TONY PARKER	10	10	10	10	10	10	10	10
	JIMMY HIBBELL	10	10	10	10	10	10	10	10
	RICHARD ALLEN	10	10	10	10	10	10	10	10
	CHRIS GREY	10	10	10	10	10	10	10	10
SOUTH	PETER HODSON	10	10	10	10	10	10	10	10
	BOB CHURCH	10	10	10	10	10	10	10	10
	BRYAN DANIEL	10	10	10	10	10	10	10	10
	BRYAN ILLSON	10	10	10	10	10	10	10	10
SOUTH EAST	DESP ALSTON	10	10	10	10	10	10	10	10
	JACK MCFARLANE	10	10	10	10	10	10	10	10
	SON BELL	10	10	10	10	10	10	10	10
	BRYAN GREEN	10	10	10	10	10	10	10	10
SOUTH WEST	IAN BIRBY	10	10	10	10	10	10	10	10
	ALAN GRAY	10	10	10	10	10	10	10	10
	ALAN SHAW	10	10	10	10	10	10	10	10
	DEAN WAREHOUSE	10	10	10	10	10	10	10	10
SOUTH	ALAN BIRBY	10	10	10	10	10	10	10	10
	PHIL JOHNSON	10	10	10	10	10	10	10	10
	PAUL MCKIBBEN	10	10	10	10	10	10	10	10
	BARRY PAGE	10	10	10	10	10	10	10	10

## CIVIL ENGINEERS' CLUB CONTRACT BRIDGE CLUB AND ANNUAL BRUNEL TROPHY COMPETITION

The Civil Engineers' Bridge Club runs the annual competition for the Brunel Trophy, which was presented to the club by Travers Morgan in 1990. It is an all-day multiple teams-of-four event held in the opulent surroundings of Great George Street, usually the Brunel Room. The bridge is played in a friendly atmosphere and all classes of players are catered for. In the evening there is a dinner at which all the good hands can be replayed and all the bad ones forgotten! The most recent competition was held in the Brunel Room at Great George



Street on 1 October 1999. Five teams entered, so there is scope for more. Many players had played before and so it was good to meet with old friends but there were also a number of new players whom we hope to see again next year. The winners were a scratch team called the Lemmings, returning to their former winning ways. They have won the trophy on a number of previous occasions and are a team to be feared. They were presented with the trophy by the Club's Chairman John Bircumshaw. The team is shown in the picture above

and from left to right are *John Walker (Consultant)*, *Robert Balchin*, *John Walker (retired, formerly LB Harrow)* and *Trevor Wilkinson (Highways Agency)*.

Congratulations to the winners and well played all the other players. After the bridge there was an evening dinner in the nearby L'Amico restaurant for players and friends which was also well attended. That is the best time of the day for the organiser!

If you are interested in

## SITE VISITS

The organising of Site Visits takes time and effort but the end result normally makes it all worthwhile. I say normally! Take the last two visits, one to the Abbey Mills Pumping Station and the other to the new Water Bus Station at Tower Bridge.

Abbey Mills is the latest and most advanced Pumping Station of its kind – state of the art to use modern jargon. This project by Thames Water Utilities was a finalist in the London Association Merit Awards for 1998. Apart from using advanced techniques and engineering on the inside it also won an award for its architectural design. An impressive building all round. Only 12 members booked places on this visit which is fine because arrangements can be made according to numbers. However, on the day only myself and one other person were at the agreed meeting place at the appointed time. We waited patiently, time passed but nobody else arrived. This in itself was embarrassing but when the host failed to arrive due to a double-booking in his diary humiliation was complete! Fortunately a member of staff on the site took us on a tour of the Station so all was not lost.

### *The Water Bus Station at Tower Bridge was the next venue.*

All the people who requested places turned up plus two others, so a full complement of members assembled at the appointed time. This visit was by kind permission of Mouchel Ltd. and the Port of London Authority. Again, this Water Bus Station used all the latest materials and designs in its construction. The two pontoons were specially built in Holland and were floated across the English Channel on barges, subject to weather conditions. This Station not only provides a point in which to embark/disembark from river buses and cruisers but also for larger vessels such as the cruise liners which are now moored on the River Thames by HMS Belfast. This is not only a bus station but a working office. Members of the Port of London Authority will occupy office accommodation below deck. Walking through these offices was like being in a submarine complete with port holes (non opening). The biggest problem was not in the construction but from the Tower of London. They insisted on highly sensitive monitors on noise levels, any form of pollution or disruption. Also their biggest worry was the view from either of the river banks or from the bridges. Nothing was to mar the view of the Tower of London. The end result is a perfect match and blending in to the surrounding area. All you need to do is to ask engineers and they will provide a solution..

The footnote to this tale is that we will keep trying to organise visits that we hope will be of interest to our members but if you say you want a place do please turn up.

*David Comber*

## WALKING

You will see elsewhere in this Newsletter an article by Tony Barber on our highly successful outing round Bawl Water in Kent.

We have followed on with our first walk in 2000 which started from Hays Galleria alongside HMS Belfast in the Pool of London. This winter walk took us over Tower Bridge, past the Tower of London, Monument, into Docklands to visit Limehouse and

Shadwell, St Katherine's Dock (lunch at the "Dickens") and then, in the afternoon, to Blackfriars (including a view of the construction of the Millennium footbridge) returning on the South Bank via the new Bankside/Tate Gallery, the Globe Theatre, the Golden Hind, the Clink Prison Museum, Borough Market, Southwark Cathedral and London Bridge. All in all a very interesting and educational experience which gave plenty of food for thought and left many memories to reflect on.

Future walks are planned on the following dates (provisional at this stage):-

Saturday 1st April 2000

Saturday 3rd June 2000

Saturday 16th Sept 2000

(All walks start at 10.00 am and finish at around 3.30 - 4.00 pm with a lunchtime pub stop)

Likely areas of future interest include Oxted/Tatsfield (Surrey) and Gatwick Airport (the older part)

If you are interested, please contact me nearer the relevant date so that I can give you a grid reference or directions for the start point.

For those of you who are too far away to reach our proposed walks, how about starting a similar group in your own area?

**Howard Barrett**  
Tel No 01737 242066

## ***Walk at Bewl Water 18th September 1999***

Bewl Water lies south east of Lamberhurst near the border between Kent and Sussex, right in the heart of the SEA territory. Our group met at Ketley Bridge on the eastern side of Bewl Water at 10am. The weather was dry and the sun was bright and warm. Most of the pathway was firm and reasonably flat. We started our walk in the clockwise direction and were soon looking down on the lake, where we could see the Dragon Boats practising for their forthcoming event. Our route took us through pasture fields, which abut the waters edge; and woodland, which was already showing the first signs of autumn. We stopped after an hour's walking for a brief refreshment break near an entrance to the Nature Reserve.

Our path continued through some more woodland before passing alongside a delightful farmstead, where several small ponies trotted across the meadow to greet us.

Upon leaving the farmstead we followed a short section of lane up a hill before descending down to the path across the fields towards the western extremity of the lake. We took a detour at this point to the village of Cousley Wood, where we sat at tables outside the Vine inn and indulged in their excellent fare.

After relaxing for an hour or so we were much refreshed and retraced our steps back to the lakeside path, where we continued northwards towards the marina and visitors' centre. This section of the walk offers spectacular views of the lake and to our surprise we could see something, which looked like a submarine with a conning tower. This gave rise to some conjecture concerning its origins, but on closer examination, as we drew nearer, it transpired that the object was a pontoon.

We made a short break at the visitors' centre, where we had an excellent view of the activities on the lake and at the lakeside. There were people flying numerous kites of all descriptions at the lakeside; wind surfers near the water's edge and colourful sailing dinghies on the lake.

We resumed our walk along the path across the dam and through the woodland alongside the water's edge and back to Ketley Bridge. We all had an enjoyable time in convivial company and a sense of achievement in completing the circular walk. We are looking forward to the next walk, which will be along part of the Thameside Path on Saturday 15th January. Further walks are being planned for April, June and September and we hope that many of you will join us.

**Tony Barber**

## **MODEL ENGINEERING**

Geoff Nixon has written to me with an interesting tale of his De Winton Coffee Pot. After years of silence, I am trying to re-activate this section of the Club. If any other live steamers are out there, please let me know. Those of you who have track facilities, who would welcome a visiting locomotive for tests or running, should also let me know and we will organise a get together this summer.

There is to be another cavalcade of Steam next August Bank Holiday. This time at Shilston Works, Co. Durham. Group bookings attract discount prices, both for the stand seats and the travel by train. Would those who would be interested in joining a party, please contact me within a month of this Newsletter arriving, and I will make the appropriate reservations.

## ***Tale of a De Winton coffee pot***

I am a member of the East Herts Miniature Railway which is 7.25" gauge and runs in a large garden centre near Hoddesdon in Hertfordshire. We carry some 35,000 passengers a year and help support a local school for handicapped children.

Many years ago, a colleague suggested that I made a De Winton "Coffee Pot" and it is now nearing completion. Had I known how long it would have taken me, I think I would have gone for a published design but certainly I have learned a lot in the process. It has run on air so I am looking forward to steaming.

The photographs show the progress a couple of months ago but I have now completed

### **ARMCHAIR RACING**

The draft instructions are being refined by my family at the time of writing and I should be able to circulate them during the year.

### **BEAUJOLAIS RUN**

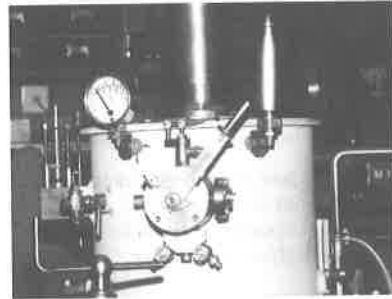
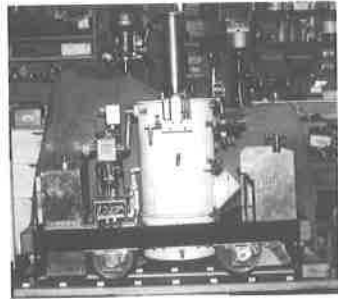
Work has been steadily progressing on putting a car on the Beaujolais run. The idea could now take a severe push forward as I could drive home from Denmark through France. So if I can find enough interest and sponsorship then it will happen this year. Book your place at Great George Street in the middle of November 2000 for your tasting of freshly arrived Beaujolais and I will deliver it personally.

Or if a Local Association wants to steal a march on others then I can always make a navigational error (no batteries in the GPS again) and continue round the M35 to your local haunt!!

### **VINTAGE CARS**

I was contacted some time ago about the restoration of a vehicle. Much effort has been put into this and now I am able to publish the write up.

I am currently working in Denmark and with it being so flat, find that I do little or no travelling by car. I cycle everywhere and have a fit when confronted with a hill. I acquired my daughter's bike which has 18 gears, but soon locked the front ratios and now only have access to six gears. But when I tell Danes that I have six gears, they are very impressed as a normal bike is fitted with only three gears - that is all you need, one to start, one for minor hills and a top gear to speed along!!



all the small diameter tubing and am about to start on the 0.5" dia main steam feed. The major item yet to make is the ash pan.

If there are any other members with similar projects, then please make contact and I'll arrange a get together.

Civil Engineers' Club member • Geoff Nixon

I very much look forward to hearing from you and meeting you at an event this year.

*Hubert Carr*

## **MOTORING SECTION**

There has been considerable success over the year, particularly in the karting field. There are other possibilities for motoring activities:

*Karting      Day at a Racing Circuit      Armchair Racing*  
*Beaujolais Run      Vintage Cars*



The South East Local association held a highly successful evening event on Thursday 3rd June 1999 when there were so many teams that I do not think another kart could have been squeezed on to the track. They are intending to hold another event on Thursday 15th June 2000, so if you want to enter a team or particularly if you wish to make up a ladies team, then do not hesitate to contact me. Even though I am working in Denmark, I will be back for the evening, to compete.

It would be good to increase the number of Local Associations competing, so if you are in a Local Association not planning an event, then contact me and I will help the LA Secretary by supplying a list of local tracks who can be approached to stage the first event.

### **DAY AT A RACING CIRCUIT**

Plans are afoot for the day at a racing school for the Spring of 2000. There is a steady flow of interest being registered. So if you are keen, then let me know and I will organise something.

## CIVIL ENGINEERS' CLUB 21ST BIRTHDAY CELEBRATION

As many of you will be aware, the CEC is currently celebrating its 21st birthday and the focus is a boat trip on the Thames on Saturday, 13th May, 2000 Commencing at 12.15pm. **prompt.** The embarkation point is Embankment Pier, adjacent to Embankment Underground Station and a short walk from Charing Cross Main Line Station.

The **SUERITA** is a large double-decked catamaran with excellent stability. The lower deck has an observation deck at the bow. We hope to be in the vicinity of the London Eye, the Greenwich Dome, the Thames barrier and several elements of the "String of Pearls" initiative during our trip, returning around 4.15pm. A traditional jazz band, a cash bar and a cold buffet are included.

The cost is £15 per head with a maximum attendance of 100 on a first come, first served basis. The President of the Institution and the Chairman of the Civil Engineers' Club, with their wives, hope to be in attendance as do representatives of "New Civil Engineer". The dress code is "smart casual".

Please complete the slip below and return it to:-



Howard Barrett, Vice-Chairman, CEC  
26, Doods Place, Doods Rd., Reigate,  
Surrey RH2 0NS (Tel No 01737 242066)

Please assume, unless you hear to the contrary, that your application **has** been successful.

Please reserve \_\_\_\_\_ places for the CEC 21st Birthday Celebration River Boat Trip on Saturday, 13th May 2000 at 12.15pm. I/we

enclose a cheque for £ \_\_\_\_\_

(made payable to) The Civil Engineers' Club)

From:-

My contact address and telephone No are:-

The names of my party are (for checking at embarkation):-

- |    |    |    |
|----|----|----|
| 1. | 2. | 3. |
| 4. | 5. | 6. |