

THE CIVIL ENGINEERS' CLUB



**of The Institution of
Civil Engineers
Social & Sporting Events**

2007 NEWSLETTER

Picture courtesy of British Airports Authority

CEC CHALLENGE 2007

I challenge you to attend at least one Club event this year - or maybe organise an event during the year.

Remember that it is the 250th anniversary of Thomas Telford's birth - is there something you could organise to celebrate this?

John D Brownlie
Secretary

WEB SITE

The first version of the web site for the Club is up and running at www.ceclub.org.uk

The programme is updated on a monthly basis so keep your eyes on that page if you want to be kept up to date

If you have any comments, or want additions to the web site, then please contact me at secretary@ceclub.org.uk

John D Brownlie

ADMINISTRATION

It would appear that I have incorrectly informed you, regarding updating records

In the administration paragraph you ask members to e-mail admin@ceclub.org.uk with their up to date e-mail address and mobile telephone numbers. This is not the correct procedure, you should preferably point them in the direction of MyICE <http://wam.ice.org.uk/wam/default.htm> or failing that contact the Subscriptions department at OGGs (subs@ice.org.uk / 0207 665 2227) so it can be updated on the main ICE database (MEMSYS). This will prevent incorrect / old information from being used and prevent ICE being in breach of data protection laws.

Also we have the facility at OGGs to record members specific interests in relation to the CE Club (Sailing, Walking etc) so this should also be updated using the above methods.

INTRODUCTION

I am very pleased to have this opportunity to provide an introduction to the Club Newsletter, as we enter into a new era and I continue as your Chairman for the year 2007.

We have had 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 would just like to mention the visit that was made to Heathrow Terminal 5 which showed us just how successful a project this has been and soon to be opened.

Our aim is to have a Club representative in every Region area, and to publicise our events even more so that they will be enjoyed by a greater number of people.

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 and so willingly given their time to arrange our programme of events. I look forward to being of service to the Club during this coming year.

Douglas Oakervee - March 2007

SECRETARY'S REPORT

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The Club has had another successful year under the Chairmanship of Doug Oakervee. The success of the Club is very much due to the voluntary efforts of him and all the section leaders and to the support from members. It is expected that this will continue in the future.

The committee welcomed during 2006 a new committee member in Russell Calderwood, The Committee is grateful for his enthusiasm which he has brought.

This year has seen the re-emergence of the Club website (<http://www.ceclub.org.uk>) and we have been successful in getting the Regional websites to include a link to the Club website

The Thomas Telford Trophy "came of age" at the challenging Moor Allerton Golf Club in September 2006. Fifteen teams representing the I.C.E Regions entered, and London (Martyn Taylor, Chris Pyatt, Robin Whalley and Peter Stevenson) came out on top with an overall score of 188 points from the morning foursomes and afternoon singles. The North East Region were second (184) and East Midlands third (183).

The Brunel Trophy for Contract Bridge was held in the Council Room at Great George Street on 13 October 2006 and a record nine teams entered. The winners were a team called Mushrooms, which comprised mainly bridge-playing chess players (Roland Gronau, Maxine Etkin, Bill Linton and Tim Pelling).

Motoring had an enjoyable visit to Brooklands Museum looking at the Wellington bomber rescued from its crash into Loch Ness and Concorde Production 001 and Mercedes Benz World in the week before it opened where we saw the history in the Mercedes-Benz Heritage Museum, took a look into the future with the interactive visitor attractions, and enjoyed the surroundings in the park. In fact, it had something to offer everyone.

Visits had a trip to TRL on the 6th December 2006. A number of interested parties were treated to a tour of the facilities and a series of technical briefings.

One such presentation was by UK Government Security Specialists (who test systems at TRL) on Countering Vehicle Borne Threats to Infrastructure. They showed sobering images of before and after shots at various bomb sites and included a CCTV recording of the IRA bombing of Manchester in 1996.

Sailing's Elvera Cup was won by won by Robin Whittle for the log of his cruise with his wife Gillie to the Isles of Scilly in his Cornish Shrimper Bumble Chugger [BC]. He also won the Smeaton Trophy together with the Modern Gaffer's Class.

The Telford Goblet was won by Denis Bates sailing Roller Coaster.

John D Brownlie

THE CIVIL ENGINEERS' CLUB COMMITTEE 2007

WALKING



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2006 was another good year for the Walking Section with five walks of varying character and a good turn out for each of them.

The year began with a 7.5 mile riverside walk starting at Kew Gardens Underground Station and progressing via St Anne's Church, Kew Palace, Old Deer Park and Richmond Lock Footbridge. Lunch was taken at the "Town Wharf" before moving on to Syon Park, the Grand Union Canal and Waterman's Park. A group of around twenty enjoyed a brisk day and underlined the value of flattish terrain and a user-friendly surface at that time of year (January).

In April a longer walk of ten miles saw us starting at Eynsford Station in Kent, climbing up the gentle slope of the Darent Valley to Crockenhill and then on to Chelsfield for lunch at the "Five Bells". The afternoon took us back to Eynsford via Lullingstone Park Golf Club with fine views again over the Darent Valley.

The June outing began at Milford Station and took us to Hambledon ("The Merry Harriers") for lunch – this pub boasts of its "warm beer and lousy food" – a strange form of advertising but it leaves an impression. A shorter afternoon of 3 miles contributed to the overall eight.

September saw a new approach of a "figure-of-eight" which started at Godden Green near Sevenoaks, returned to the start ("The Bucks Head Inn") for lunch and then a further four miles in the afternoon before finishing again at Godden Green. This catered for several variations in approach and also gave the nervous ones a chance to check their cars at lunchtime!

The year ended as usual with a London Walk, this time of approx. 5 miles, and billed as a Thames side "voyage of discovery" including Southwark Cathedral, The Globe Theatre, The Tate Modern, the Millennium Bridge before lunch "offshore" on the "Queen Mary" – no, the other one. The afternoon took us back to London Bridge via the "Battle of Britain" monument, Westminster Bridge and the South Bank.

At the time of writing the first walk of 2007 has taken place, the route this time being again from London Bridge following the Thames Path via Deptford and Greenwich to that fine piece of engineering, the Thames Barrier.

All our walks (we are now in our tenth year) aim to cater for the "average" walker if there is such a person. We believe in 5 to 10 miles, a pub lunch, flattish terrain, London in the winter and open countryside for the rest of the year.

If any of the above seems to fulfil your needs, please make contact – you will be assured of a warm welcome. (Attendances in 2006 varied from 15 to 25 peaking at 30 in September)

If you live too far away to join our walks, how about starting a similar group in your own area?

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MISSION STATEMENT

The objectives of the Club are:-

- 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 to enhance the image of the Civil Engineer through the organisation of major events
- iii. to enhance the image of the Civil Engineer through the organisation of major events

WHAT ARE YOUR PREDICTIONS FOR 2007?

As 2006 has drawn to a close, the time has come to join our celebrity respondents, stare into the figurative crystal ball and speculate on what the coming year could hold in store.

Some readers have already disagreed over whether Tony Blair will resign, while others predicted Gordon Brown would manage a brief stint as Prime Minister before calling a general election. What do you think the New Year will bring for British politics?

On an international level, readers are split as to whether the United States will withdraw from Iraq or beef up its presence. Other predictions include "further catastrophic terrorist acts" and Israel making a nuclear strike on Iran. What do you see as the likely major developments on the world stage?

How confident are you about the state of the British economy? Will we be hit by a slowdown? Could 2007 be the year that the UK housing boom ends? Do you expect the FTSE 100 to rise for a fifth straight year?

The past year has, in general, not been a kind one for England's sporting hopes, from football to rugby to cricket. Do you think England - or Wales, Scotland and Ireland - will fare any better in 2007?

"Plus ca change, plus c'est la meme chose."

The more things change the more they remain the same.
Posted by Malcolm on December 25, 2006 11:38 AM

FLASH! FLASH!

Message just received over the wire from the Prime Minister's Office:

"Christmas ! Bah! Humbug! More of the same in 2007 as in 1997 - 2006 Happy New Year ... you lucky people ! "
Posted by norman tomlinson on December 25, 2006 9:07 AM

I see Blair and Bush out - thanks to their short sighted criminal actions in Iraq. I see a decline in the British economy, a rise in taxes and government mis-spending. Also a further erosion of our freedom. More racial tension thanks to the government caving in to Civil liberties groups. I see a massive movement in opposition to this labour government as people finally say 'enough is enough - we want our old country back'.

I hope for a new government that will come down hard on crime - no matter what your creed or colour. Also NO RIGHTS for criminals. If you do the crime, you do the time.
Posted by kit Bawden on December 25, 2006 5:48 AM

The World will look after itself and therefore my New Years resolutions are to ...
... be very much kinder to all my many (girl)friends and love them even more
... have a laugh and a smile on my face every day
gosh for the days of Arthur Askey, when things were 'fun'
Dave, from Canada
Posted by Dave Platt on December 25, 2006 4:32 AM

Extracted from an article in The Daily Telegraph

* Despite a number of Tony's more recent decisions turning sour and resulting in unfortunate consequences, he generally seems to act on the best of intentions and is a first class ideas man.

Development needs:

* Tony would be a perfect candidate for such a role, and would require no significant development to improve his chances at interview.

Susan Ryder

Would put Tony forward for the role of England Football Manager.

Relevant skills and experience:

* Tony Blair has not acquired the nickname of "Teflon Tony" for nothing! He is great with awkward questions and well versed in managing potentially career-threatening media relations situations.

* Like England managers past and present, he has had mixed success when trying out new team formations, but is not afraid to appoint old favourites (which could be great news for Mr Beckham!)

* Tony has vast experience of handling publicity-seeking, high profile wives who voice their views forcefully to all who will listen.

* He is more than capable of shouldering the disappointment of the nation and, with the deep frown lines and receding hairline already firmly established, his physical attributes make him the perfect candidate to handle the stress of the job.

Development needs:

* Tony has some leadership issues that would need addressing to ensure his team pulls together in the same direction.

* He may have some issues with obeying international rules and would need to learn to distinguish English from American football.

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SAILING

ELVERA CUP

Elvera Cup awarded annually for the most interesting log of a cruise in the past year. The Cup for 2006 has been won by Robin Whittle for the log of his cruise with his wife Gillie to the Isles of Scilly in his Cornish Shrimper Bumble Chugger [BC].

Bumble Chugger left Falmouth at 9.00AM on the 25th June for Newlyn motoring out past Black Rock through glassy water and after a foggy passage reached Newlyn at about 3PM having avoided the attention of over 30 Basking Sharks; at least they hoped they were Basking Sharks. Due to the construction of a new marina in Newlyn Harbour they were forced to raft up onto the local fishing fleet and shore access was difficult particularly when carrying full petrol cans. The passage to the Scillies next day starting at 8.00Am again motoring and accompanied by Basking sharks. Once clear of the land the skies lowered and it drizzled; drizzle turned to rain and more rain" solid sheets of it" Robin writes "really miserable sailing". Gradually however the weather improved and at 3.00PM Bumble Chugger was motoring round Peninnis Point into the calm anchorage of Porth Cressa on St Mary's.. Robin had been recommended to go to the Galley Restaurant for dinner and reports that the food was "expensive but quite excellent". The next morning after an abortive attempt to find fresh baked bread they sailed to St Agnes and Guch having lunch at the Turks Head before sailing to Tresco Harbour. Next day having visited the Gardens and Valhalla Museum Robin and Gillie had drinks at The New Inn before returning on board for lunch. Sandwiches were £10 each. After lunch BC had a gentle meander to an anchorage off Tean where Robin had been recommended to dine at The Seven Stones Inn The recommendation was found to be "spot on".

On Thursday 29th after bailing and sponging the bilges BC had a pleasant sail back to St Mary's and moored up to a pontoon in St Mary's Pool . After a restful afternoon and as soon as they heard the shipping forecast Robin and Gillie returned to shore to pick up fish and chips from the shop below the Galley Restaurant which they shared with over 100 sparrows [who counted them] and two seagulls. All agreed it was the best fish and chips they'd ever had.

After a not all that peaceful night [the black plastic pontoon to which they were tied squeaked against the boat] and having heard the shipping forecast at 5.20AM Bumble Chugger set sail at 5.40AM for Falmouth. It was grey and cloudy and very clear: the miles to their destination counted down as they watched the big tankers leave the shipping lane and the seemingly aimless high speed course of a naval frigate. Having reached the mainland coast BC slowly crept eastward as Robin and Gillie counted off the landmarks,- Runnel Stone, St Michael's Mount, The Lizard [here against a 4 knot current], the Manacles and then Falmouth where they tied up in Mylor at about 6.30 AM.

IN THE ROUND THE ISLAND RACE

Telford Goblet. Awarded to the highest placed Institution of Civil Engineers' yacht in the IRC class. Winner.Denis Bates sailing Roller Coaster.

Smeaton Trophy. Awarded to ICE yacht having the lowest quotient determined by dividing the yachts finishing position in its class by the the number of starters in that class.

Winner with a quotient of 0.091, Bumble Chugger sailed by Robin Whittle winner of the Modern Gaffer's Class. Second Malys sailed by David Tarrant in the Multihull Bridgedeck Cruiser Class.

Robin also won the Whale Trophy and Discovery Trophy in the race.

WHAT TONY DID NEXT....

With Tony Blair set to leave 10 Downing Street in 2007, speculation over his next career move is rife. Will he opt for a lucrative role as an after-dinner speaker or surprise us all with something a little less predictable? Tom Manger, Mike Penny and Susan Ryder, Directors at Warren Partners, take a light-hearted look at possible future roles for the soon-to-be ex-Prime Minister.

Tom Manger

Would put Tony for the role of Head of PR for a nuclear company

Relevant skills and experience:

Having already displayed something of a passion for the nuclear industry, believing it to be the future of power in the UK, Tony would be the ideal candidate for such a position.

He is completely unafraid of controversy, even going so far as to court it when he sees fit. This level of confidence would be an invaluable attribute in such a contentious industry.

By marshalling those people and resources at his disposal, Tony manages to avoid negative issues staining his reputation.

When it comes to influencing and convincing people, there is nobody better. If the company was planning to open a new power station close to a residential area, for example, Tony's innate believability would ease the process considerably.

Development needs:

Tony would need to work on his foresight and decision-making abilities. His track record of relying on, and relaying, inaccurate information would worry most potential employers.

Mike Penny

Would put Tony forward for the role of Professor of Inter-territory conflict at an Ivy League university

Relevant skills and experience:

* While Tony has burnt his bridges somewhat in the UK, his star is still shining brightly in the US and his chances of finding a meaningful role would be vastly improved by making a move there.

* For all his faults, Tony is a master orator and extremely quick on his feet. He is also highly intuitive and would find it easy to adapt his tone to this new audience.

* The international audience found at an Ivy League university would view his knowledge and experiences in the field on inter-territory conflict as both interesting and informative. His wealth of anecdotes and stories on the topic would serve him well in interviews.

SPRING RALLY

The year started in Portsmouth Harbour on 6th May, at the Royal Clarence Marina which by late afternoon had turned out a rather wet and windless day. Of the five boats which planned to come, one had not been launched in time by the boatyard, and another had engine trouble so we were three on the day, Bumble Chugger, Moon Shadow and Cohort. A rather larger number arrived by road. In total we were 15.

The plan had been to take a water taxi across the harbour to Portsmouth, but when it did not arrive, we made alternative plans and with help from the Marina staff, arrived at the Spinnaker Tower. The rain cleared sufficiently and the views from the top across the Solent and over the environs of Portsmouth Harbour were stunning and well worth the visit.

By a mixture of ferry and foot we then re-assembled for an enjoyable supper at Hasler Marina.

On Sunday, the weather had improved, the sun was out and the three boats sailed over to Osborne bay for a raft-up and lunch.

SUMMER RALLY

The Summer Rally was a cruise from 15th – 23 July in Normandy. The plan was to start at Honfleur in the east and work our way west to St Vaast. In the event, as only Cohort with Roger and Sam Hyde set sail, and the winds were solidly from the east, the decision was easily taken to have a fine reach down to St Vaast rather than a hard beat across to Honfleur. And an excellent Channel crossing it was, the first in a new boat, it gave the opportunity to try out the spinnaker and enjoy some really sparkling sailing. The downside was we just missed the lock and had to spend the most uncomfortable night I have ever had at anchor, as the tide held us broadside to the easterly swell. But once inside in the first light of morning it was all very different. As anyone who knows St Vaast will confirm, it is a very beguiling and comfortable place to spend a few days, there are good swimming beaches, places to visit and good restaurants, so we had no difficulty in convincing ourselves that staying was much more sensible than beating into those strong easterlies. So we stayed for a few days. But for Sam, with teenage restlessness, post exam fever, the need for internet access, and the lure of the big city and for me the thought of some more downwind sailing set us off to Cherbourg. The town put on an excellent firework display when we arrived (it was also Bastille Day), we met Don & Ann Wade in Shaker Too returning from Brittany, we stocked the boat with lots of goodies from the supermarket, and sailed for Portsmouth, but by this time the easterlies had eased and we had to motor part of the way. It had been a lovely short cruise, a gentle shakedown sail for me, Sam and Cohort.

AUTUMN RALLY

Alec Leggatt with John Symonds set us a West Solent treasure hunt on the weekend of 15/16th September. "Us", in this instance was, Moon Shadow (Mike Broughton & David Topley, Shaker Too (Don & Anne Wade), Cohort (Roger Hyde & Matthew Woolacott), Malkin (David Whittle & Robin & Gillie Whittle), and John Rose & Alec Leggatt in Marie Noelle. They had set us a long "hunt" which took us all up all the amazing west Solent rivers and beyond. So, up Cowes River to the Folly, (in Cohort's case we were entering Cowes just as the Little Britain Cup Fleet was coming out, and most of them seemed pretty bleary eyed from the night before, so we had to be pretty sharp); up Beaulieu River to Buckers Hard, it is extraordinary that this river has remained so unchanged; then up Lyminster River past the yachting fleshpots to the Town Quay; into Newtown Creek which is another survival miracle; and out to Alum Bay via Hurst Castle and finally back to Yarmouth where we had arranged to spend the night. It was too much for one day, (and while the Whittles were to set off early on Sunday to complete the course, the rest of

The trip was concluded with a tour of TRL's facilities such as their Pavement Testing laboratory and vehicle simulators.



The day was a roaring success, so much so that another may be organised in the future. Watch this space....



us were less focused, and it was to show in the scores at the end). Before supper we had drinks on Johns' amazing Sadler Barracuda – how is it that the two organisers were also the oldest participants and were sailing the largest and by far the fastest and hairiest boat? – and then we had an excellent meal at Salty's Restaurant Upstairs. We all reconvened at Sunday lunchtime at Osborne Bay, where the raft up of boats had to be dismantled almost as soon as it had been established because of the wash from passing container ships, but nevertheless we found time to check answers and compare scores; it was discovered the Whittles had won; and Alec and John went for a swim, and due to a ce. A truly excellent weekend.

VOYAGE VACHE

Our final Rally was as ever our Voyage Vache to Cowes on the first week-end in December. The weather forecast was not good, but for those who set out by sail, Saturday was a perfect day and the strong winds and rain did not materialise until Saturday night.

and Caledonia (Chris Bosker, Mike Gill & Paul Hamblin), Bumble Chugger (Robin Whittle & Colin Wilson), Shaker Too (Don & Anne Wade), Cohort (Roger Hyde, Matthew Woolacott, Simon Ovenston) all arrived safely by boat, and John & Tricia Witchell, Frank & Susan Harrison, Alec Leggatt, & Sepha Wood came by ferry.

The Island Sailing Club provided a comfortable and welcoming venue for our dinner, and because we were just 16 in number we had the private room overlooking the Solent which was perfect for a friendly relaxed dinner to finish off the year.

But while we were eating and drinking the weather was blowing up and by the time we were back at our boats the wind was howling overhead with F9 & F10 predicted. Although we were well protected in the Marina, it was impossible to ignore the intensity of the wind and rain and we all had a rather unsettled night.

By morning, the rain had cleared, but return journeys to Lymington (Bumble Chugger), and Portsmouth (the rest) were to be in westerly winds of F7 gusting F9; the commercial ferries had ceased operating and CE Club members, provided about 50% of the total number of boats out on the Solent that Sunday. After some fairly exciting sailing, all arrived safely home. That's class!

Roger Hyde
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CHALLENGE

I will also challenge the sailors to sail into The Royal Selangor Yacht Club (RSYC)

John Ferguson +603 3168 6964 +603 3168 8650 (fax) info@rsyc.com.my (email)

The Royal Selangor Yacht Club (RSYC)

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CRASH TEST

Spectacular, amazing, breathtaking, all words that summed up the days experience at TRL on the 6th December 2006. Organised by the Civil Engineers Club, a number of interested parties were treated to a tour of the facilities and a series of technical briefings.

One such presentation was by UK Government Security Specialists (who test systems at TRL) on Countering Vehicle Borne Threats to Infrastructure. They showed sobering images of before and after shots at various bomb sites and included a CCTV recording of the IRA bombing of Manchester in 1996.

What left an impression on the group was how blast effects dramatically decreased with every metre travelled and how simple design changes can make buildings more resilient. We were then shown how vulnerable sites could be effectively protected by appropriately engineered traffic calming and crashproof vehicle blockers – the latest measures crafted in to the public realm using architecturally designed streetscape items.



The insightful presentation was followed by a crash test in which we witnessed a 7.5 tonne lorry being propelled at 50mph into a new surface mounted barrier system. The results were awesome and I now understand why witnesses to high speed accidents have difficulties recalling what they saw!.

HEATHROW TERMINAL 5

12th September 2006

Residents who live under the flight path are well aware that Heathrow is one of the busiest airports in the world, and may have mixed feelings about an extension, Terminal 5, which is being built to increase its capacity by 50%. This extension will add 30 million passengers a year to the 67 million already handled by the present Terminals 1 to 4.

In the 1930's Heathrow was owned by Fairey Aviation who had apparently bought the land from the vicar of Harmondsworth. Requisitioned during the war it reverted to civilian use in 1946 and the present four terminal buildings and two parallel main runways running east-west were built between 1955 and 1986. The present T5 extension was granted planning permission only after the longest public enquiry in British history and is now 4 years into a 5.5 year building programme. It is due to open in March 2008, is expected to be fully operational by 2015 and will be occupied by British Airways. The overall cost is estimated to be £4.2 billion, and the present rate of spending is £3 million a day.

Heathrow has been owned and operated by BAA which is now owned by the Spanish Ferrovial Group, and apparently has the dubious distinction of being voted the world's worst airport by TripAdvisor.

The extension includes the main terminal building T5 and ancillary buildings, a multi-story carpark with a passenger link to the terminal building, a hotel, an energy centre, road and railway tunnels, and a spur from the M25

To see some of the extension work under way a party from the Civil Engineers Club visited the site on 12 September 2006 by kind permission of Laing O'Rourke and their Production Engineer Dave Peacop. Our tour guide was Mike and another Dave was the driver of our mini-bus. The party saw some of the 16 projects which make up the extension programme.

The site was formerly occupied by a sewage works and the initial works included the diversion of two rivers which crossed the site, a major civil engineering job in itself.

The main feature is the T5 terminal building which has four storeys and a roof span of 90m. We were told the floor space was equivalent to 50 football pitches (so perhaps we don't need a new stadium for the Olympic Games after all) and the building is clad with 5000 panes of glass each 3m by 2m.

Other new work we saw included the new Control Tower, the new Fuel Farm which will have 2.5 days supply to replace the present storage of 1days supply , and the road works for the new roundabout approach from the M25.

Contractors are very conscious of safety issues and it is commendable that they have completed 280,158 man-hours without a reportable accident. Environmentalists will be pleased to learn that 80% of materials are recycled and that the steel reinforcement and aggregates come into the Logistics Centre by rail.

We are grateful to Laing O'Rourke for permission to visit the site and we look forward to members continuing support for similar visits in the future.

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This is Brownlie's second job in Indonesia. The first involved building 33-storey tower blocks in Jakarta. His work with BRR has included setting up offices in the towns of Meulaboh, Tapaktuan and the city of Sinabang on Simuelue.

"Part of my job is to train people to do things more efficiently – not to be the bullish ex-pat, but to urge them to work to a quicker programme," says Brownlie.

"There was a feeling [among the Indonesian people] that the rate of spending was slow and number of projects actually being delivered too few, so we're here to find ways of speeding up the process." He adds that his role includes making sure that the projects are taken on by bona fide contractors.

The most common form of corruption arises from different companies offering identical tender returns which could mean that some are bogus.

Brownlie flatly rejects these bids but this can leave him with just one valid tender, which is uncompetitive. This means he must put more work into some of the other tender offers which were initially non-compliant to bring them up to scratch.

For all this internal wrangling, he is pleased that reconstruction will be carried out by local contractors and suppliers to build up the country's engineering capacity.

"It might overload them in the short term, but in the long run they'll be in a better situation to maintain the schemes."

He adds enthusiastically that asphalt plant has been introduced to Simeulue and quarries are being constructed to provide aggregate for concrete, pointing to a longer term maintenance and renewal strategy for the country's infrastructure.

Ruby Kitching
New Civil Engineer 5/12 January 2006

John D Brownlie

GOLF

THOMAS TELFORD TROPHY 2006 Moor Allerton Golf Club

The Thomas Telford Trophy "came of age" at the challenging Moor Allerton Golf Club last September. Fifteen teams representing the I.C.E Regions entered, and London (Martyn Taylor, Chris Pyatt, Robin Whalley and Peter Stevenson) came out on top with an overall score of 188 points from the morning foursomes and afternoon singles. The North East Region were second (184) and East Midlands third (183).

The Yorkshire and Humberside Region hosted the competition. The selection of the famous Robert Trent Jones designed Moor Allerton course by John Tirrill and his organising committee was entirely appropriate for this, the twenty-first T.T.T. The first was played on the West Course at Wentworth in 1986. The Yorkshire and Humberside pair of Richard Fuller and Colin Jenkins won the individual prize for the best morning Foursomes and Barry Foster (Chilterns) won the Scott Quaich for the best scratch score in the afternoon singles.

The main sponsors of the event were Carillion and prizes were provided by Thomas Telford Ltd. They were presented at the tournament dinner by Hugh Ferguson, Deputy Director General of the I.C.E. The Civil Engineers Club presented all the participants with engraved glasses to commemorate the occasion.

The principal results are tabulated below. Full details of the scores, photographs etc can be found at :
www.thomastelfordtrophy2006.co.uk.

The Northern Ireland Region will be hosting its second T.T.T at Royal Portrush on 6th September 2007. Full details and application forms are available from Edward Bill (thomasbill@btinternet.com).

ACEH, INDONESIA

I spent the end of 2005 and a good part of 2006 in Aceh, where the tsunami hit on Boxing Day, 2004. Initially I was based in Banda Aceh and then was responsible for four offices along the West Coast ranging from Lamno in the north to Singkil in the south, including the island of Simeulue

The project was titled "Technical Assistance on Project Procurement, Quality Assurance and Monitoring for the 2005 Budget of BRR NAD-ACEH" for UNDP/Badan Rekonstruksi dan Rehabilitasi NAD and NIAS (Aceh and Nias Rehabilitation and Reconstruction Agency, BRR)

This article appeared in New Civil Engineer of 5/12th January 2006

Working Lives
John Brownlie

Helping Indonesia back on its feet

Just over a year since the tsunami devastated parts of South Asia, rehabilitation is finally taking shape, says consultant John Brownlie from Banda Aceh, Indonesia.

When Jogh Brownlie arrived in Banda Aceh last October, he admits that he was filled with a deep sense of remorse over how little had been done to rebuild tsunami affected areas.

Brownlie had watched television footage of devastation the tsunami had caused and expected to see more progress 10 months on. But his first impression was of looking out to see the sand and debris dumped several hundreds of metres inland and whole kilometers of missing coastline.

"I was appalled at how little work had been done when I first got here – people are still living in tents even after a year. You wonder why there isn't a better way of doing things."

Brownlie is working on a six month contract with Australian project management company CardNo ACIL. After a short Christmas break back home in Shropshire, he has just returned for the second leg of his stay. This time, he says there is optimism in the air.

"Things are definitely improving now. Every day I'm happier to see how much is happening."

CardNo ACIL is working for the Indonesian government's rehabilitation and reconstruction agency BRR, and Brownlie is now on the inside track understanding how the country is getting itself back on its feet again.

He is lead quality assurance advisor to BRR, ensuring that 945 projects are delivered to the highest possible standard through efficient procurement and planning. Projects are varied and include building new airports, providing electricity and water infrastructure and sourcing medical supplies and motorbikes.

Brownlie is an ex-Atkins engineer but for the last 14 years has worked abroad on projects such as the construction of army camps in Kosovo and an exhibition centre in Hong Kong. He is also an active ICE Midlands member and secretary of the Civil Engineers' Club.

THOMAS TELFORD TROPHY 2006 – MOOR ALLERTON GOLF CLUB

		Foursomes	Singles	Total
WINNERS				
London	Martyn Taylor (10)	27	36	188
	Chris Pyatt (13)		30	
	Robin Whalley (14)	36	29	
	Peter Stevenson (11)		30	
RUNNERS UP				
Northern Counties	Andy Jackson (4)	35	29	184
	Paul Musgrave (8)		34	
	Ian Horseman (5)	33	26	
	Les Johnson (8)		27	
THIRD				
East Midlands	Simon Carter (4)	36	31	183
	Andy Ward (4)		29	
	Ian Lilley (14)	27	33	
	Nigel Harvey (11)		27	
THE BEST INDIVIDUAL SCORES				
The Scott Quaich (Scratch)	Barry Foster (8)	Chilterns		
Singles (Handicap)	Barry Foster (8)	Chilterns		36 points
	Martyn Taylor (10)	London		36 points
Foursomes	Richard Fuller (11)	Yorkshire and Humberside		39 points
	Colin Jenkins (5)			

A1 GP SENTUL

Back in January 2006, I was working out in Aceh and needed every now and again to spend a few days in either Singapore or Kuala Lumpur to renew my Indonesian visa.

I tagged on to the end of one of these periods a trip to Jakarta, to spend 5 days from the initial set up day through free practice to the Sunday when the Sprint and Feature race were run

10 years ago I had spent many happy weekends at Circuit Sentul, marshalling for the events. This time I returned to my usual task of back of grid marshal so there is some Sky TV footage of me waiting for the grid to form and then running across the track waving the green flag - to start the race. I then had a slightly worrying time when I tried to vault the concrete pit wall, wighed down with flags and communications gear. The pit lane marshalls eventually opened the sliding gate for me to get through

A1 GP MANCHESTER

A1 GP came to Manchester one damp Sunday back in . But the weather was kind to us, the crowds came out and we were treated to A1 cars parading around the streets of Manchester including the piece of road between the City Town Hall. All the drivers added to the enjoyment by doing many starting starts, laying a lot of rubber on the roads

BAVARIAN CITY RACING, ROTTERDAM

At the end of August, Rotterdam closes its roads and allows racing cars to parade through its streets. My wife and I flew out early on Saturday to Amsterdam and spent a sunny day touring around the City and then took the train to Rotterdam, finding the hotel. We walked around the City before reaching the pits as guests of Midland F1. Rain started and continued through the afternoon and this somewhat reduced the spectacle

A1 GP BRANDS HATCH

We have been permitted to have a visit and talk at Brands Hatch on Wednesday 25th April. This will be the first day that the teams will have access to their cars so will be putting them together and generally setting them up.

We should get in a pit walk, drive a lap of the circuit, tour of Race Control and finish off with a presentation by John Wickham of A1GP and John Surtees of A1 Team GB

NURBURGRING

Having helped to build my son's Mac#1 motorsport type ZR, we are now looking at a trip to Nurburgring. The challenge of just getting around a 14 mile track is great but investigations are not promising. When you find out that if you block the track, the cost is around £3000 per minute. If you have a crash, then recovery may cost you £32000

But when you watch some of the video footage on YouTube, you just want to get in the car and set out for the track

If anybody is interested in joining us, then please make contact

THE THOMAS TELFORD TROPHY 2007

The Northern Ireland Region will be hosting this years Thomas Telford Trophy on the British Open Championship Course at Royal Portrush on Thursday 6th September 2007. Royal Portrush was the venue for the Thomas Telford Trophy in 1991.

Edward Bill is Chairman of the Northern Ireland Organising Committee and can be contacted via thomasbill@btinternet.com.

The London Region (champions at Moor Allerton) will be defending their title at Royal Portrush and have agreed to host the Thomas Telford Trophy 2008, possibly on the championship course at Walton Heath.

The Thomas Telford Trophy has been running since 1986, and traditionally the sixteen Local Associations of the Institution of Civil Engineers have been invited to enter teams. The Institution has introduced a new structure in which the UK is divided into thirteen regions, eleven of which are the same as, or very similar to, the previous Local Association areas. However, several Local Associations were include in the South East England Region (Oxfordshire through to Kent), resulting in it having nearly 11,000 Institution members, and the London Region has nearly 7000 members. The average membership is under 4000.

The implications of the new regional structure on the Thomas Telford Trophy has been discussed by the Civil Engineers Club committee and by participants in last years competition at Moor Allerton, and it is proposed that, in addition to the eleven "similar" ICE Regions, teams should be invited to represent sub-regions of the South East England and the London Regions on the following basis:

- | | |
|----------------------------|--|
| South East England Region: | - Eastern (Kent and East Sussex) |
| | - Southern (West Sussex, Hampshire and Surrey) |
| | - Chilterns (Berkshire, Buckinghamshire and Oxfordshire) |
| London Region: | - North (of Thames) |
| | - South (of Thames) |

On such a basis the structure of the Thomas Telford Trophy will remain largely unchanged.

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SPYKER F1



Back in 2005, we were very privileged to be allowed a visit to the Midlands F1 factory on the Tuesday before the British Grand Prix. Also on the day we had a visit to the Silverstone Innovation Centre and a talk and tour of Silverstone Circuit.

At that time Jordan had been bought by Alex Schnaider of Midland, but he decided to sell to the Dutch car company Spyker towards the end of 2006.

So on Tuesday 3rd July 2007, we will be allowed to return but this time it will be to the Spyker F1 factory at Silverstone. They have Ferrari engines this year and sponsorship from numerous new Dutch companies. At the time of writing, the results of the first race in Australia on 18th March 2007 are unknown.

If you want to book a place, do so now and I am inclined to give priority to new requests putting those who attended in 2005 onto a reserve list

REPORT OF ANNUAL BRUNEL TROPHY CONTRACT BRIDGE COMPETITION 2006

The Civil Engineers' Bridge Club runs the annual competition for the Brunel Trophy, which was presented to the club by Travers Morgan in 1990. The trophy itself is a cut glass crystal bowl. The event is an all-day multiple teams-of-four event held in the opulent surroundings of Great George Street. 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 2006 competition was held in the Council Room at Great George Street on 13 October 2006 and a record nine teams entered. 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 with were a team called Mushrooms, which comprised mainly bridge-playing chess players. They were Roland Gronau, Maxine Etkin, Bill Linton and Tim Pelling. Congratulations to the winners and well played all the other players. The Club Chairman Doug Oakervee presented the winners with the Brunel Trophy and also individual glass tumblers engraved with the Club's emblem.

After the bridge the usual evening dinner was taken in the nearby Sorriso restaurant. The meal is now so popular that there was a record number of 26 in attendance. Unfortunately this will be our last time at the Sorriso as the building is now closed because as it has been compulsorily acquired by the Metropolitan Police, on security grounds. (It is very close to New Scotland Yard). I am sure that we will be able to find another suitable restaurant for next year's event.

If you are interested in playing please contact me and don't have a team or even a partner don't worry- if you let me know early enough I can always find others who are in the same boat to make up a team.

Peter Richardson
Contract Bridge Secretary
Civil Engineers' Club

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BTCC and Porsche Carrera Cup GB

Motorbase Performance has grown in two short years into a respected race preparation team that in 2006 included entries in the Porsche Carrera Cup GB, using the stunning new 997-type GT3 Cup Car, the prestigious British Touring Car Championship with the 2005 winning Honda Integra. Plus the British GT Championship, including selected rounds of international sportscar racing, centring on the Le Mans Endurance Series.

With the success achieved by Motorbase Performance, it obviously draws attention from talented drivers and in 2006 the driver line up included, Tim Harvey, Michael Caine, Phil Quaife, Dave Pinkney, Andy Britnell, Gary Britnell, Rod Barrett, Jan Persson and Gary Eastwood.

Three drivers tackled the Porsche Carrera Cup GB. Tim Harvey, Michael Caine and Phil Quaife brought a mix of experience and youth but also an undeniable determination to win.

Returning to the British Touring Car Championship Dave Pinkney drove one of the championship winning Honda Integra Type-R cars from 2005 carrying his familiar pink livery.

Porsches feature in Motorbase Performance plans for their British GT Championship entries. One car will be prepared for Hawthorns Motorsport drivers Rod Barrett and Jan Persson. Motorbase Performance regulars Andy Britnell and Gary Eastwood will drive a second car with Gary Britnell joining them at selected races.

One of our members is in the support crew and Motorbase Performance may be able to offer two tickets for one of the BTCC rounds in 2007.



NORTHERN IRELAND

Seniors' Visit Dublin
08 February 2006

Once again members of the Group have been active and participated in a number of very interesting events varying between visits to local construction sites. Space limits a detail description of all these visits, suffice it to say that by courtesy of Harbour & General Works an evening visit was paid to the new Millennium Bridge over the Tyne followed by an inspection of the new 'innards' to the old Baltic Flour Mill necessary to convert to an Art Gallery the work being carried out by HBG Construction. Because of the numbers wishing to attend a lecture and pedestrian tour of the Grainger Project in the centre of Newcastle, two lunch time visits were arranged. These demonstrated the extent of work being carried out to greatly improve the appearance of the area after c150 years of gradual deterioration since original construction. The ye

The year's principal event consisted of a tour of Southern Ireland where the Group was fortunate in being guided by Dr. Ron Cox a senior lecturer in civil engineering at Trinity College Dublin (now retired). He is moreover a Director of the National Engineer Heritage Project, an activity of the Institution of Engineers of Ireland Heritage Society. He arranged an extremely well structured programme of visits evenly balanced between engineering, culture and Irish scenery. For the technical interests there was a visit to Dublin Harbour where the recently retired Chief Engineer described in great detail the history of its development, followed by visits to the main supply and treatment works of Dublin's water supply, a steam museum with pumps etc running under steam specially for the Group, a five sail windmill and finally a transport museum. The cultural interest were covered by a 10th c. monastery and a large Georgian mansion for its art collection and gardens, to say nothing about a detail description of all the interesting features we passed, be they bridges, Ireland's only pumped storage scheme, buildings or in fact anything of interest.

Early in July, 19 members joined the Scottish PHEW for their annual summer tour of interesting works, this year being the reconstruction of the Forth Clyde Canals which was featured in the May issue of Civil Engineering which no doubt will have been read by many engineers. This is a truly fascinating millennium project involving most types of construction including bridges, a tunnel, a multitude of extensive public utility diversions, a boat lift usually designated as the Falkirk Wheel, to say nothing about straight forward canal construction, all in a linear project stretching across Scotland and will certainly be worthy of another visit in 2001 when completed.

Alastair Storrar

MOTOR RACING MONOPOLY



If any of you were interested in joining me in a game of Fridge Racer during the coming year, then please let me know and we will communicate by email

Civil Engineer's Christmas outing 19 December 2006

ICE 's Engineer's Club held their annual Christmas outing on the 15 December 2006. This year the group is under the leadership of Past Chairman, Alan Strong.

Alan organised an enjoyable lunch held at Mossley Mill, Newtownabbey, followed by a guided tour of the building. Mossley Mill, a 19th Century flax mill complex, has been converted to create a new Civic Centre and Town Hall for Newtownabbey Borough Council, to replace council offices throughout the Borough. The mill building has been refurbished to retain the existing vaulted brick ceilings and cast iron structure whilst providing new open plan offices and civic suite rooms.



The Lunch

Mayor of Newtonabbey, Lynn Fraser, attended the lunch and the event was enjoyed by all 50 attendees



We were split into two groups with one group being given the tour of a semi complete building. The other group was again split into two groups and paired off to take to the handling circuits or the off road course.

Handling Circuits – there were two versatile tracks where we judged the ride, handling and technology of each of the cars

Off Road - we drove the Mercedes-Benz M-Class on this specially designed circuit, being pitched up and down steep slopes and canted over at some wild angle

We were unable to use the Wet Circle and Wet Straight as they were being finally commissioned but we had the opportunity to use the Dry Straight where a slalom course had been set up to allow us to do an Elk Test and some very very late braking manoeuvres

After a comfort break, we were given a talk by Clive Stephens, General Manager and Grayam Hall, Facilities Manager who explained how the centre came about together with details of construction



John Brownlie summed up the day "It was a terrific trip and we were treated to a wonderful insight into all aspects of both Brooklands and Mercedes Benz World,".

MOTORING

Visit to Brooklands and Mercedes Benz World

MY OTHER CAR IS A MCLAREN

It was a racing cert that a group of 26 Civil Engineers would revel in a combined visit to the Brooklands Museum and Mercedes Benz World in Weybridge.



Even the overcast and muggy weather could not dampen their spirits during their visit in the week leading up to the formal opening of Mercedes Benz World on Sunday 29th October 2006.

BROOKLANDS MUSEUM

We started at the Museum and most took the planned route around the Museum, stunned by the range of the exhibits. Much of the first UK racing track, built here in 1902, still remains as a reminder of the conditions that existed in earlier days.



MERCEDES BENZ WORLD

After lunch we went to MB World, which was being finished off before the formal opening a week later.



Set in 155 acres of landscaped parkland, this impressive new centre is more than just a showroom. With space for 90 cars we were able to see every model and every colour. We saw the history in the Mercedes-Benz Heritage Museum, took a look into the future with the interactive visitor attractions, and enjoyed the surroundings in the park. In fact, it had something to offer everyone.

We had a briefing in the Theatre, being shown some fascinating footage of Mercedes being driven at Brooklands in the 1920s



This included a range of cars and aircraft explaining the great part played by Brooklands in their development. Over two thousand of the Wellington bombers used in the Second World War were built here and the one on show had been rescued from its crash into Loch Ness and renovated over eight years. Many of the parts of the Concorde were manufactured at Brooklands and the Production 001 had been transported in parts by road from Filton to the museum and rebuilt there by voluntary effort. There is even a nose cone from the ill fated TSR2 strike fighter of the 1960s

