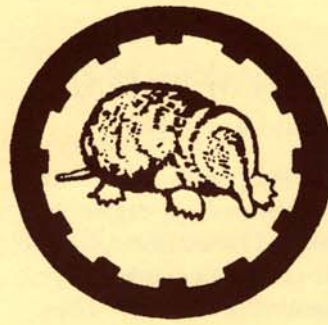


NEWS BULLETIN

AN ASSOCIATION OF INDIVIDUALS

HOLING



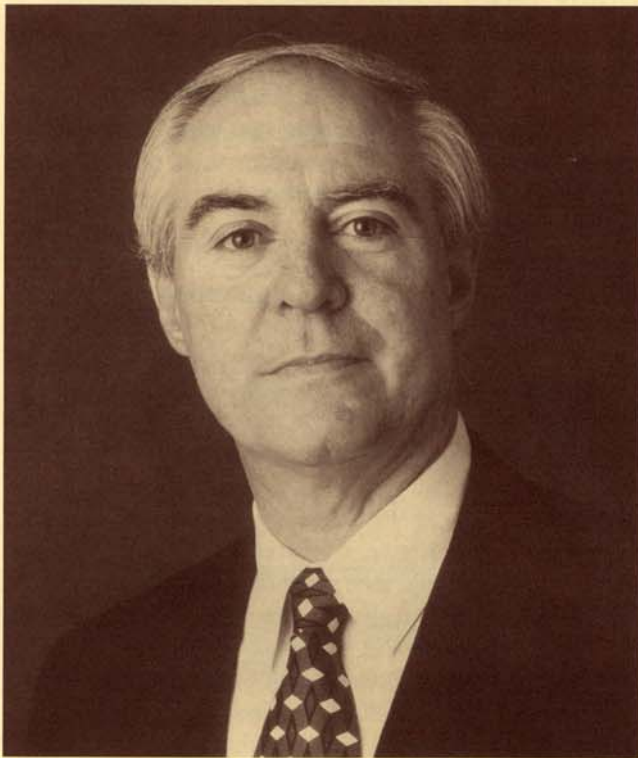
OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

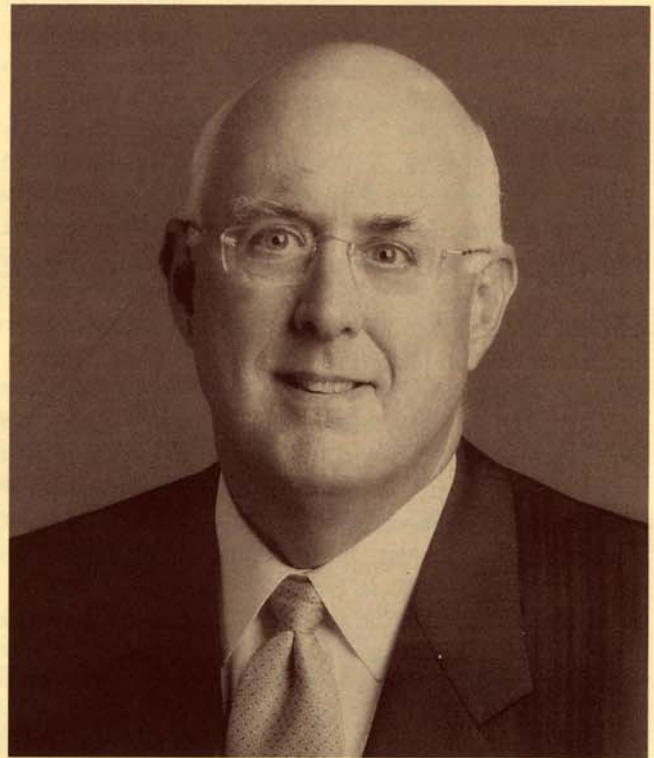
THROUGH

NOVEMBER, 2004

WALSH and STINSON Selected for 2005 Outstanding Achievement Awards



MATTHEW M. WALSH



KENNETH E. STINSON

M

ATTHEW M. WALSH, Chairman and CEO of the Walsh Group, Chicago, Illinois and KENNETH E. STINSON, Chairman and CEO of Peter Kiewit Sons, Inc., Omaha, Nebraska, will receive The Moles Outstanding Achievements in Construction Awards at the Annual Award Dinner to be held on Wednesday evening, January 26, 2005 at The New York Hilton Hotel.

MATTHEW M. WALSH was born in Chicago, Illinois on January 7, 1946. Matt, and his brother Daniel, got their start in construction while listening to their father discuss construction projects being performed by the family-owned company. During summers, throughout high school and college, he was given the opportunity to dig bells in deep caissons, deliver concrete in Georgia buggies and form and finish concrete. After a few weeks of handling a 90-pound jackhammer, Matt quickly decided his education

KENNETH E. STINSON was born in San Francisco, California on September 22, 1942. He earned a Bachelor of Civil Engineering Degree from the University of Notre Dame in 1964. From 1966 to 1969, he served as an officer in the U.S. Navy Civil Engineering Corps, including two and one half tours of service in Vietnam as a Company Commander in the MCB5 Seabee Battalion. He then attended Stanford University where he received an M. S. Degree in Civil Engineering.

(Continued on next page)

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Award Chairman



SALVATORE MANCINI

This year's Award Committee Chairman is SALVATORE MANCINI, President and Chief Executive Officer of Skanska USA Civil, Inc.

Sal began his career with Slattery in 1968 as a Superintendent with the subsidiary company, Underpinning & Foundation Constructors, Inc. From 1975 to 1982, he worked as Project Superintendent on major projects for Slattery in Syracuse, New York and Philadelphia, Pennsylvania. Promoted to Project Manager in the mid 1980's, Mr. Mancini was responsible for the construction of roadway, mass transit, bridge and environmental projects in New York City. He advanced to the position of Vice President in 1988 and was made Senior Vice President of Field Operations in 1990. He earned his Civil Engineering Degree from City College at night while working full-time for Slattery.

Skanska USA Civil, Inc., is comprised of ten companies that offer public and private clients turnkey construction services in the civil, mechanical, marine, foundation and environmental market sectors. The company employs 5500 persons and among its recent noteworthy projects are: The Air Train at JFK Airport; the Cooper River Bridge in Charleston, South Carolina; Power Plants and the retrofitting of East River Bridges in New York City; and various projects in Northern and Southern California.

MATTHEW M. WALSH

(Continued from Page 1)

would be his first priority. He went on to earn his undergraduate degree from the University of Notre Dame in 1968 and then a law degree from Loyola University in 1972.

The Walsh Construction Company that operated in the early 1970's was a local Chicago building contractor, far different from the Walsh Construction Company of today. Over the past thirty years, Matt and his brother have expanded the company into a major national contractor, ranked by ENR as the 20th largest U.S. contractor, the 4th largest bridge builder, and the largest builder of water and waste water treatment plants.

The company has participated in major underground projects, having built sections of the Deep Tunnel system in Chicago, the Milwaukee tunnel system and the massive tunnel and runway bridge currently underway at Hartsfield Turner Airport in Atlanta, Georgia. Walsh Construction Company has constructed or rebuilt sections of every major interstate highway in the Chicago metropolitan area as well as major highway projects in Indiana, Pennsylvania and South Carolina.

The Walsh Group, of which Matthew is the CEO, is owned by the Walsh family and is the parent company of Walsh Construction Company, Archer Western Contractors and assorted equipment and real estate entities. The company's headquarters is in Chicago and there are 12 regional offices.

Matthew Walsh has served as a board member of St. Ignatius College Prep, as an advisory council member of the School of Architecture at the University of Notre Dame, as a board member of the Construction Industry Round Table and he has served on a number of industry advisory boards as well as charity groups.

He and his wife, Joyce, live in Burr Ridge, Illinois and are the parents of three children: Matt IV, Sean and Erin.

KENNETH E. STINSON

(Continued from Page 1)

After working for Kiewit as an engineer on the BART system in San Francisco while attending Stanford, he joined Kiewit on a full-time basis in 1970, and was assigned as superintendent on the 63rd Street Tube and Tunnel project in New York City. Upon the completion of that project, he moved to the Kiewit home office in Omaha and worked as an engineer/estimator.

In 1975, he was assigned to the Northwest District, with responsibility for the precast yard operation for the Pasco-Kennewick Bridge and then as Project Superintendent on a bridge over the Columbia River. From 1980 to 1982, he served as Manager of Engineering and Planning for the Ft. McHenry Tunnel, a sunken tube project, under Baltimore harbor.

From 1982 to 1993, he assumed a number of executive assignments: first as Vice President of Marketing, then as President of Kiewit Eastern Co., and then as President of Kiewit Mining Group, which included responsibility for all underground construction operations.

In 1992, he was named President of Kiewit Construction Group, Inc., and and then in 1993, Chairman and CEO of that group. In 1998, he assumed his current position of Chairman and CEO of Peter Kiewit Sons', Inc., a company with 2003 revenues of \$3.6 billion.

He has been the recipient of many awards, including the Notre Dame College of Engineering Honor Award, The Golden Beaver Management Award and the ASCE OPAL Award. He has found time during his busy career to take on a number of civic responsibilities, including serving as a Director of Creighton University; serving as Chairman of the Omaha Chamber of Commerce; and serving on the Notre Dame Engineering Advisory Council.

He and his wife, Ann, live in Omaha. He has three sons and one daughter and Ann has a son and a daughter, as well as four grandchildren.

**WAYNE CLOUGH to
be Speaker at Award
Dinner**

Dr. G. Wayne Clough, President of Georgia Institute of Technology, will be the Principal Speaker at the 2005 Award Dinner. Dr. Clough is the first alumnus of the school to hold the position of President. In addition to being an educator, he is a practicing civil and geotechnical engineer, currently serving as a special consultant to the San Francisco Bay Area Rapid Transit System for major seismic retrofit operations.

**Costanzo and Scott
To Present Awards**

PATRICK M. COSTANZO, Senior Vice President and Manager of the Heavy Construction Division of Granite Construction Company, will present the Non-Member Award to Matthew M. Walsh and **WALTER SCOTT, JR.**, former CEO and current Board Member of Peter Kiewit Sons', Inc., will present the Member Award to Kenneth E. Stinson.

**OTHER EVENTS AT THE
TIME OF THE AWARD
DINNER**

The American Underground Construction Association (AUCA) will hold its George A. Fox New York Construction Conference on Tuesday, January 25, 2005 at the Graduate Center, City University of New York (34th St. and 5th Avenue). Call 612-825-8933; e-mail, ccm@mcg.net.

The Construction Institute (CI) of the American Society of Civil Engineers will hold its conference "Mega Projects of the East Coast" on the morning of the Award Dinner in the New York Hilton Hotel. Call 703-295-6390 or e-mail, ci@asce.org.

MAKE PLANS FOR THE AWARD DINNER NOW

It may seem far away, but the 2005 Award Dinner on January 26th at the New York Hilton Hotel will be upon us quickly. Act now.

HOTEL RESERVATIONS - Call the New York Hilton Hotel, 212-586-7000, or mail in the reservation card included with your ticket package. **Last day to make reservations is January 5, 2005 for the very special rate of \$215.00.** Every year, members are calling up looking for reservations after the cut-off date and rooms are just not available.

AFTERNOON RECEPTION - There will be an open reception in the East Suite (4th Floor) of The New York Hilton Hotel from 2:00 P.M. to 4:00 P.M. on the day of the Award Dinner. A cash bar will be available.

SPOUSES' DINNER AND SHOW - This makes for a great evening for the spouses and friends. Dinner will be at the Halcyon Restaurant, just across the street from the Hilton Hotel. A bus will take everyone to the show. This year's show is the popular Broadway musical, "Wonderful Town". Then, back to the hotel just in time to join the men at the conclusion of the Award Dinner.

SEATING LIST - Payment for tickets and names of attendees must be in **The Moles office no later than Friday, January 7, 2005 in order to be included in the Seating List.** The cooperation of all members will be appreciated.

FLORIDA WINTER MEETING: The Moles will be returning to the La Playa Beach Resort in Naples, Florida for its Annual Winter Meeting on March 3 to March 6, 2005. The agenda will include an open Executive Committee meeting and some interesting and informative lectures. There will be ample time for relaxation and members are invited to bring guests. One can come early or stay later or do both. Naples is a wonderful location for golfing, water sports and shopping. Come and enjoy and relax.

THE MOLES

Holing Through is published by The Moles three times a year: April, July and November. The Moles is an organization of people engaged in heavy construction. Its purpose is to promote better acquaintance among individuals engaged in heavy construction to the end:

- That past and future friendships and a spirit of fraternization among the members be fostered.
- That meetings and other gatherings be held to exchange construction information and promote good fellowship among members.
- That advancement of the Construction art be achieved and outstanding performance be recognized through awards and otherwise.
- That the youth of our country be encouraged to participate in heavy construction by a multi purpose program of education in cooperation with engineering colleges and other associations.
- That, in the public interest, standards of construction shall be raised both as to engineering and business ethics.

The Moles' office is located at 577 Chestnut Ridge Road, Woodcliff Lake, New Jersey 07677. Telephone: 201-930-1923 Fax: 201-930-8501 E-mail carty.moles@verizon.net Executive Director and Holing Through Editor: Gerard J. Carty, P.E.

25-YEAR MEMBERS

After a long career with Slattery, MORRIS BLITSTEIN retired from his position as Chief Estimator in 1991. He recently moved from New York to West Palm Beach, Florida.

JOSEPH J. DIEHL will be retiring from Peter Kiewit Sons, Inc., this December. After graduating from NJIT with his degree in civil engineering, followed by service in Vietnam as an officer in the U.S. Navy and employment with Spencer, White & Prentice, Joe joined Mergentime Corporation in 1976 and for 10 years served as Executive Vice President and COO. In 1991, he joined Peter Kiewit Sons', Inc., where he served as Area Manager and Project Manager on various underground projects. In 1997, he moved to corporate headquarters in Omaha and has served as Corporate Quality manager. He reports that in retirement, he looks forward to pursuing his outside interests of golfing, cycling and model railroading as well as travel with his wife, Karen.

HENRY K. DIETRICH spent 36 years, from 1956 to 1992, with the George W. Rogers Company, a then major New York City marine contractor. He spent the remainder of his career with Fairfield Dock Company, retiring in 2003. He has been an avid power boater for 33 years and been married to his wife, Grace, for almost 49 years. Tragedy struck his family on September 11, 2001 when his youngest daughter was killed at the World Trade Center.

NEAL R. FRIETS writes from New Hampshire that he retired in 1982, after a long career with Peter Kiewit Sons', Inc., where he served as Eastern Marine District Manager. He currently keeps busy with his four grandchildren; travel to Russia, the Far East, Patagonia and climbing Mt. Kilimajaro; an early Civil War era house; and investments (some good, some not so good).

After graduating from Manhattan College, and after stints with Kiewit and Water Tunnel Contractors, ROBERT J. HILL joined Parsons Brinckerhoff in 1972 as project manager in the design of submerged sunken tube tunnels and mass transit projects. He was promoted to Vice President and was co-founder of their construction management company. He was involved in the Taipei Mass Transit and the Greater Cairo projects. More recently, he has had his own consulting business.

THOMAS A. HOLMES retired in 1988 from the Ingersoll Rand Corporation. After attending the University of Missouri School of Mines and earning a Mechanical Engineering Degree in 1950, he joined Ingersoll Rand and spent his entire career with the company, becoming Chairman and CEO in 1980. He continues to live in New Hope, Pennsylvania.

LESLIE A. HYNES graduated from Seton Hall University in 1949 and received his Law degree from Fordham University in 1952. After starting in construction contract law with the then premier firm of Nevius, Jarvis and Pilz, he became a partner in the firm of Hynes, Diamond & Reidy and along with his law practice, he became an owner of Buffalo Crushed Stone and Steelco, a structural steel fabricator and erector. Les served as Chairman of the Board of Regents of Seton Hall University and has been a generous benefactor to the school.

After earning his Civil Engineering Degree from Virginia Tech, JAMES A. LEONARD embarked on a 40 year career with Walsh Construction Company, retiring in 1989 as Senior Vice President. He and his wife, Ruth, moved to Carefree, Arizona, where they lived until moving to Scottsdale three years ago so as to be closer to their daughter. Jay writes, "My years in The Moles were most enjoyable and I feel honored to be a member."

NORMAN W. LLEWELLYN retired in 1991 as CEO and Chairman of The Lane Construction Corporation, after 40 years of service with the company. He and his wife, Judy, have a very happy retirement, spending winters at Kiawah Island, South Carolina and the rest of the year in Avon, Connecticut. He reports he plays a lot of golf year-round, but that the drives become shorter and the handicap higher. He has worked for Habitat for Humanity and is active in church and civic activities and has traveled to New Zealand, South America and many European countries.

After three years in the Navy during World War II and after earning his civil engineering degree from Manhattan College, FRANCIS F. MC GAHAN joined J. Rich Steers, Inc., and remained with that firm for 28 years, becoming Vice President and Southern Regional Manager. Among the projects he oversaw were the Throg's Neck Bridge foundations, the runway extensions at La Guardia Airport, the Newburgh-Beacon Bridge foundations, the Atlanta Subway System, and U. S. Navy Pier One on Staten Island. Frank and his wife, Mary, have five children and eight grandchildren and he continues to live in Larchmont, New York.

After earning his degree from St. Mary's College in California, DANIEL P. MC GEEHAN went on to spend most of his career in the cement industry. When he became a member of The Moles in 1979, he was Vice President of Atlantic Cement Company. The Moles has not heard anything from Dan for a long time. If a member knows his whereabouts, please advise The Moles office.

GEORGE H. PRETAT earned his Civil Engineering Degree from Columbia University in 1950. He spent his career in heavy and marine construction, principally with Spearin, Preston & Burrows, retiring in 1994. He currently lives in North Yarmouth, Maine.

25-YEAR MEMBERS

(Continued)

GEORGE A. RHOADS joined Great Lakes Dredge & Dock Company in 1952, after earning his Civil Engineering Degree from the University of Illinois. After a long career with Great Lakes, he joined Reidel International, Portland Oregon. He presently lives in Auburn, California.

When the name RICHARD J. ROBBINS is mentioned, one immediately associates it with tunneling machines. After earning a Mechanical Engineering Degree from Michigan Technological University in 1956, he joined the Robbins Company and has been active with the firm ever since. He was the 1987 Recipient of the Golden Beaver Award for Service&Supply.

CHARLES F. VACHRIS graduated from Yale University in 1961 and after a year with Praeger-Kavanaugh-Waterbury, he spent two years on active duty with the U.S. Army Corps of Engineers. He then joined the family-owned Vacar Construction Company, a firm specializing in heavy, underground and marine construction in the Greater New York Metropolitan Area. In 1979, he went to work for Edward B. Fitzpatrick, Jr. Construction Corporation and, in 1982, he started the firm of Vachris Engineers, providing engineering services in the fields of heavy, foundation and marine construction. Charlie served as President of The Moles in 1996. He and his wife, Gay, have five grown sons and eight grandchildren.

MAY THEY REST IN PEACE

KIRK FORDICE, Honorary Member of The Moles, died on September 7, 2004, at the age of 70. He was the Principal Speaker at the 1992 Award Dinner, shortly after he was inaugurated as Governor of Mississippi. He was a Civil Engineering graduate of Purdue University, a contractor and former President of the Associated General Contractors of America.

CHARLES H. HARRINGTON died on October 28, 2004 the age of 80. Charlie was a Civil Engineering graduate of Villanova University. During World War II he served as an Ensign in the Navy. He spent his entire career working for construction companies, initially with Walsh-Connolly and Porier McLane before joining Yonkers Contracting Company, from which he retired as Senior Vice president in charge of all construction projects. His father, Joseph, was also a member of The Moles.

A MOMENT OF SILENCE

Les Marino, Founder of Modern Continental, Dies at Age 69



LES MARINO

Lelio (Les) Marino died suddenly on November 12, 2004 at the age of 69. He joined this nation of immigrants from Italy in 1958 as a 22 year-old engineering graduate armed only with big ambitions and a

willingness to work at realizing them. With little or no money and less English, he took a job that required neither - construction laborer. Total immersion, and an ever-present dictionary taught him the language and, in due course, he worked his way up to field engineer and superintendent. An entrepreneur at heart, he founded Modern Continental in 1967 with his friend and partner, Ken Anderson, starting with a \$4,000.00 sidewalk job. The firm completed over \$2.5 Billion of work on the Boston Central Artery project, including the monumental Fort Point Channel I-90 Immersed Tube Crossing and Casting Basin project. The company developed a national presence with important jobs in California, New York and the Southeast.

HENRY J. JACOBY died on September 15, 2004 at the age of 87. He was a graduate of Ohio State University, where he earned both Bachelor and Master degrees in Chemical Engineering. He spent his career with Grow Tunneling Corporation, where along with George Fox, he developed Grow into a premier tunneling contractor in the New York City area, as well as on projects in other locations around the country.

GEORGE J. ZIEGLER died on October 17, 2004 at the age of 74. George had a 34-year career with the New York City Transit Authority before retiring in 1985 as Chief Engineer and Vice President. He then went on to work for Morrison Knudsen Engineers as Vice President in their New York City office. He was a 1952 Civil Engineering graduate of City College. He was the recipient of several awards, including the ASCE "Government Civil Engineer of the Year" in 1982.

Harvey Parker Honored



HARVEY PARKER

HARVEY PARKER, a Seattle based civil consulting engineer, was elected at a meeting in Singapore to a three-year term as president of the International Tunneling Association (ITA), an organization composed of 53 Member nations based in Lusanne, Switzerland. The only other American to hold this position was Jack Lemley, who served as president from 1983 to 1986.

Parker received his BSCE from Auburn University, his Master's from Harvard University and his Ph.D. from the University of Illinois. Prior to commencing his consulting practice, he was Senior Vice President at Shannon & Wilson in Seattle. He has consulted on many projects, including the Boston Central Artery, New York City's Water Tunnel and internationally on projects in Hong Kong, Morocco and Sudan.

**MAKE PLANS NOW
FOR THE
AWARD DINNER
WEDNESDAY
JANUARY 26, 2005
NY HILTON HOTEL**

Dick Weeks Leads the Way on Phase II of The Moles Scholarship Fund

The Moles Scholarship Fund Raising Committee has set a goal of raising \$2 Mil. for Phase II of the fund raising program. The drive is off to a good start with several Moles members (and others) making substantial contributions.

Leading the way on the Phase II drive, with his contribution of \$100,000.00, is RICHARD N. WEEKS, founder of Weeks Marine and Recipient of The Moles 2001 Member Award. Like many of our members, Dick is a graduate of one of the colleges participating in the Moles Education Committee programs, Rutgers University.

Other Moles members who have pledged substantial amounts to the Phase II drive are:

NORMAN NADEL, who has pledged \$50,000.00 in addition to the \$50,000.00 contributed in Phase I.

MUESER RUTLEDGE CONSULTING ENGINEERS, who also is contributing \$50,000.00 in addition to the \$50,000.00 contributed in Phase I.

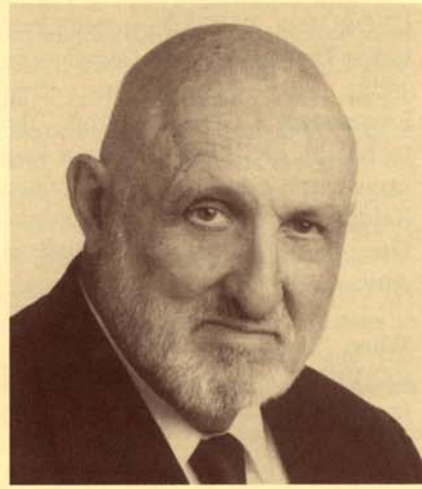
DAVID GOODMAN, who will be contributing \$50,000.00.

RAY ONEGLIA, who has contributed \$25,000.00, which is in addition to the \$25,000.00 contributed by O&G in Phase I.

Caterpillar Tractor Company, Inc., which has pledged \$50,000.00.

THE MOLES has contributed \$100,000.00 and will be contributing another \$100,000.00 from surpluses in its operating account.

All of the above takes the drive to over \$500,000.00 and the Fund Raising Committee hasn't really rolled up its



RICHARD N. WEEKS

sleeves and gotten down to work. The Committee will be concentrating its efforts initially on potentially large contributors and after that effort is complete, the Committee will look to the membership-at-large to support this effort.

The schools listed below participate in grants from the Scholarship Fund and by contributing to the Fund, many of our members will be helping their alma maters:

Bucknell University
City College of New York
Columbia University
Cornell University
Hofstra University
Lafayette College
Lehigh University
Manhattan College
New Jersey Institute of Technology
Polytechnic University
Princeton University
Rensselaer Polytechnic Institute
Stevens Institute of Technology
SUNY - Delhi
SUNY - Farmingdale
Union College
University of Connecticut

The future of our industry is currently in college and needs our help.

CONTINUATION OF THE TRAVELS OF JAMES E. GIBBONS

The July issue of *Holing Through* recounted Jim Gibbons' stay in Peking, China on September 14, 1936, his second day in that city.

Third Day, Monday, Sept. 14th - Left hotel at 6:20 A.M. for all day auto trip to Great Wall of China and the Ming Tombs (55 miles). Road fairly good for about 30 miles - thereafter the worst I've ever seen. Arrived at 9 A. M. at Nankou - R.R. junction - Branch line to great Wall - 1 hour journey - American locomotive - Great Wall branch of R.R. constructed by Chinese engineer educated in America - train arrives at Blue Dragon Bridge Station - Met by sedan chair carriers and donkeys - Chose sedan chair - Wicker chair mounted on two long poles - Carried on shoulders of 4 coolies - Arrived O.K. at nearest point of the Wall - Walked up on top of wall - Follows contour of land - Some sections have grades in excess of 30 % - Paved with large bricks - Wall faced with granite masonry - Watch towers at intervals of 360 feet - Doorways on inside face and interior stairways leading to top of wall give access to defenders - Saw long train of camels (probably 100) winding (single file) thru the valley - returning from summer grazing in Mongolia - Returned to train - Ate lunch put up by hotel - Enough for six people - Returning to Nankou Station train made frequent stops - Small groups of Japs everywhere - Photographing everything in sight - making notes and sketches - Lording it over the Chinese in great fashion - Arrive back in Nankou - Drive to Ding Tomb - Over roads even worse than those traversed this morning - First sight seen is famous triumphal arch - Called a Pai Lou - Considered finest in China - Next passed through an avenue of marble figures (18 on each side - Guardians of the spirits of the Mong Emperors - Then thru a great red gateway and on into the plain containing the tombs - A natural amphitheater of beautiful mountains enclosing a beautiful plain of vast proportions - Open facing the South - Passed many buildings leading to Temple at entrance to tomb of first Ming Emperor - Yung Lo built this palace himself - His tomb is sealed and covered with earthen mound 1/2 mile in circumference - Succeeding Ming Emperors buried in separate tombs arrayed in semi-circle against mountain side - Whole thing on such a vast scale I cannot properly describe it - Yung Lo certainly a builder - Same fellow who built Peking on its present scale - Returned to Peking - long hard ride - Returned to hotel about 6:30 P.M. - Dined and retired early.

4th Day Tuesday - Drove 15 miles out of town to see bridge Marco Polo described in account of his travels - About 1000 years old - retired to Peking - Passed a chain gang starting out for pleasant day - saw crowd gathered around a field in Peking enclosed with walls on 3 sides - Learned a group execution about to take place - Crowd out to see the fun - Executing dope

peddlers seems regular order of business - Spent afternoon in rickasha visit to Forbidden City - Nothing like this area anywhere in the world - Magnificent, stupendous, colossal and all other superlatives - Vast buildings used for single purposes - Some only once a year - Grandiloquent names of buildings - Palace of perfect Peace - Gate of heavenly Purity - Hall of Virtuous Fertility - Palace of Earthly Tranquility etc etc etc - All covered with gorgeous tile roofs - Attended Chinese Shadow Play in evening - Returned to hotel, dined and packed - Leaving Peking at 8 AM tomorrow - On the whole it has been a very enjoyable visit - Peking like no other city - Will always recall the vivid colorings of the buildings - The golden tiled roofs of the Imperial City - Leisurely camel trains - Tawdry wedding and funeral processions - Clamor of gongs - The City of Walls - A secret city of mystery and charm, romantic and picturesque.

Sept. 16, 1936 -m Enroute Peking to Japan - Arrived shipside Tangku, a desolate looking place except for docks - All sorts of crafts - Chinese and Japanese - Place policed by Jap soldiers - S>S Chojo Maru - O.S.K. Line slips into stream at 2 P.M. - bound for Kobe, Japan - trip of 4 nights and 3 1/2 days.

Aboard Motor Ship Chojo Maru _ Sept. 16 to 20, 1936 - this is small ship (2600 tons) - cabins are small - But somehow or other sufficient - Dining room is nice and food O.K. - Carries 30 first class and 87 third class - 20 first class passengers this trip - 8 Japs - 2 British - 1 French - 1 Roumanian - 1 Norwegian - 1 Swede - 5 Americans - 1 Chinese.

2nd day - Passing islands off the coast of China - placed at table with English couple - On vacation - He a Lt. Colonel British Army - Stationed at Hong Kong - Has had 16 years service in India - Very agreeable couple.

3rd Day - In sight of coast of Korea (Chosen). Notice on bulletin board that Port of Moji quarantine officers will come on board 5:30 tomorrow morning - All must be on deck - Much complaining - Japs waste no time with complainers.

4th Day - 5:30 A.M. Went ashore at Moji - very busy harbor.

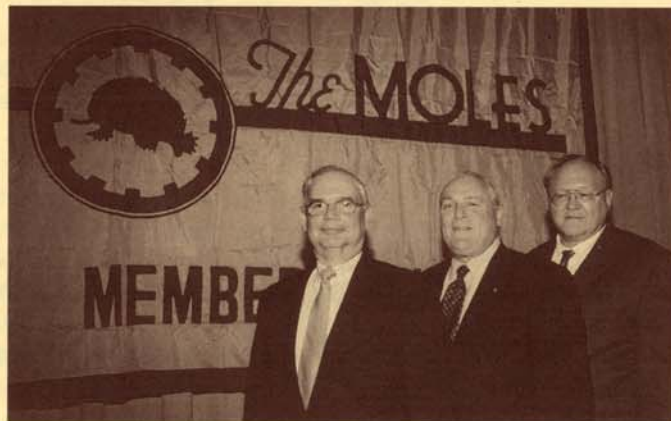
5th day - Sunday, Sept. 20th - Got off steamer at Kobe, Japan.

Future installments will chronicle Jim Gibbons' one-week stay in Japan.

25-YEAR MEMBERS AND STUDENTS AT NOVEMBER 3, 2004 MEMBERS DINNER



Scholarship Recipients at Education Committee Reception



Three 25-Year Members present to receive their certificates:
Joe Diehl, Charlie Vachris and Bob Hill



Faculty Members at Education Committee Reception



Michael Traylor presenting lecture prior to Reception and
Dinner



US Military Academy Cadet Gregory Ambrosia with John
Kolaya and Joseph Malandro



Good food and fellowship