

NEWS BULLETIN

AN ASSOCIATION OF INDIVIDUALS

HOLING



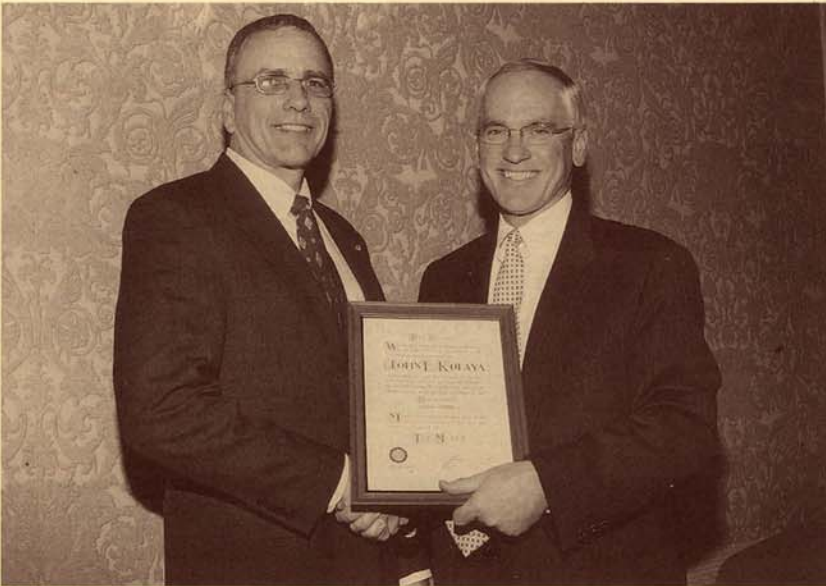
OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

THROUGH

JULY, 2005

ANNUAL BUSINESS MEETING



Outgoing President, John Kolaya, receiving Past President certificate from Tom O'Neill, incoming President



New Life Member, Gail Knight, addressing attendees with President John Kolaya looking on

In addition to the Annual Awards Dinner in January and the Clambake in August, which are open to both members and guests, The Moles offers two functions each year which are *members only* functions: the Annual Business Meeting and Dinner in May and the Annual Fall Meeting and Dinner in November. Both of these events are held on the first Wednesday of the respective month.

Members find these functions exceptionally enjoyable. Because of the limited number of persons present, they are able to more easily circulate and meet old acquaintances and to make new friendships. New members are introduced and welcomed at the May Dinner and 40-Year members are honored. At the November Dinner, 25-Year members are honored and Student Award and Scholarship Recipients are present, along with the faculty members of the educational institutions which participate in the Education Committee programs.

In more recent years, the Program Committee has added an additional dimension to these meetings by providing a Lecture prior to the cocktail hour. Many interesting subjects have been presented and this year's May Dinner was no exception. Anthony Del Vescovo, of Schiavone Construction Company, presented a talk on the construction of a major segment of New York City's Water Tunnel No. 3. Moles Award Committee Chairman Al Brand made arrangements for this lecture to qualify for one PDH credit towards the continuing educational requirements for the New York State P.E. license. Approximately 50 members present took advantage of the opportunity of gaining this credit.

After the lecture and cocktail reception, members enjoyed a fine dinner followed by the Business Meeting and the introduction of the new officers and committee chairmen. An enjoyable evening was had by all in attendance.

COMMITTEE MEMBERS FOR 2005

The following Committee assignments have been made for the current year.

AWARD COMMITTEE: Alfred H. Brand, Chairman; Robert E. Alger, Vice Chairman; Members at Large: Zohrab B. Marashlian and Janice L. Tuchman

MEMBERSHIP COMMITTEE: Arthur B. Corwin, Chairman; Richard D MacDonald, Vice Chairman; Members: Gary A. Almeraris, David M. Cacoilo, John E. Eckart, Robert J. Jenny, Anthony J. Mazzo, David M. Oneglia, Kenneth R. Ouelette, Thomas F. Peyton and Stephen G. Price

PROGRAM COMMITTEE: James H. Hughes III, Chairman; John R. Roma, Vice Chairman; Members: Wesley Bermel, Hugh P. Caspe, John Civetta, Jr., Martin T. Corcoran, Peter W. Deming, Richard H. Di Louie, Jr., Matthew M. Neumann, Paul C. Schmall and Denise Cruz Serpico

FINANCE COMMITTEE: James E. Kelly, Jr., Chairman; Members: Lawrence H. Lehman, Val S. McWhorter, Patrick D. Mullen, George P. Neumann and John A. Rupich

EDUCATION COMMITTEE: Joseph F. Malandro, Chairman; Michael M. McHugh, Vice Chairman; Members: Ali M. Catik, Michael J. Chow, Cesare De Rose, Sr., Edward P. Forte, Burton P. Kassap, Charles J. Montalbano and Arturo L. Ressi di Cervia

PUBLICITY COMMITTEE: Joel Moskowitz, Chairman; Thomas A. Gelormino, Vice Chairman; Members: Gerard P. Brady, Andrew F. Catapano, Cosema E. Crawford, Eugene F. Kelley, Raymond E. Sandiford, Glen E. Vogel and Andrew D. Walker.

FLORIDA MEETING DATES

The 2006 Moles Winter Meeting will be held March 2 to March 5, 2006 at the La Playa Beach Hotel, Naples, Florida.

A MOMENT OF SILENCE

Thirty-Year member, HUGH CRONIN, dead at age 64.

Jack Burke was a long time friend of Hugh Cronin and he wrote the following obituary.

Hugh Cronin was born on August 19, 1940 and passed away on March 30, 2005. My first recollection of Hugh was around 1950 when I visited the family in New Jersey. I went to pick up Hugh, Sr. (a Moles member) to accompany me to a Moles Clambake. Our paths crossed many times in the ensuing years.

When Hugh finished school, he joined Morrison Knudsen around 1962 and was sent on a job in South America. When he returned, we next met in San Francisco on the BART Market Street job with Paul DeMarco. Paul left MK after that project and joined Grow Tunnel as a partner with George Fox and Henry Jacoby. Hugh was transferred to Boise, where in the early 1970's he rose to Vice President of the Underground Division and continued in that position until 1975, when he resigned.

Hugh returned to California and organized UCCI, an engineering firm specializing in tunnel construction. It was about this time Hugh and I started playing golf prior to The Beaver Dilly. The pre-Dilly golf continued right up to 2004. It was at the AUA meeting in 2004 that I first noticed Hugh's condition and after some talk, Hugh agreed to see a doctor and the diagnosis was cancer of the esophagus. He never complained and just went about his business, making certain that someone would be taking care of his commitments when he no longer was able.

His always present smile is indelibly engraved in my mind and he was and always will be one of the finest people I have known, and one of my best friends.

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 the 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
Executive Director and Editor of Holing Through: Gerard J. Carty, P.E.

NEWS OF MEMBERS

The American Underground Association (AUA) honored two Moles members at the Rapid Excavation & Tunneling Conference in Seattle on June 28, 2005. **BUCK ATHERTON** was named as the 2005 Outstanding Individual in the U.S. Underground Construction Industry. Buck is Vice President and Area Manager, Eastern Region Heavy Construction Operations for J. F. Shea Construction, Inc. and he was recognized for his accomplishment during his 43-year career in the underground construction business. **JACK BURKE** was honored with a Lifetime Achievement Award in recognition of his 60-year career in the underground construction and mining industry. Jack commenced his career as a miner in 1946 on the New York Aqueduct with the Walsh Perini Joint Venture. Jack moved on to Gardner Denver as Construction Manager and to President, Sullair Mining Equipment Corp. He continues to be active in the industry as a technical contributing editor for Tunneling and Trenchless Construction magazine.

RAY HENN of Lyman, Henn, Inc., Denver, Colorado, recently earned his PhD in Mining Engineering from the Colorado School of Mines. His research focused on the development of two systems to mitigate problems caused by flowing water in the annulus between the excavated rock and the outside face of tunnel precast segments.

In late breaking news, **GENE KELLEY** has been put in charge of Granite Halmar Construction Company. Gene started his career with J. Rich Steers and then moved on to Weeks Marine and to President of Misener Marine.

The Spring 2005 issue of Meadowlands USA had an extensive article about **KEVIN MCMAHON** and Edwards and Kelcey and included a very complimentary reference to The Moles.

PAT MULLEN has joined Bechtel Infrastructure Corp., Frederick, Maryland, as Estimating Manager.

LOU SILANO was honored in May by the American Society of Civil Engineers with the 2005 Outstanding Lifetime Achievement Award for Design.

CHARLES WILLIAMS was featured on the cover of the May 23, 2005 issue of Engineering News Record for his accomplishments in opening 15 embassies and consulates in four years, starting construction on 39 more and having 13 ready to bid in his position as Director and Chief Operating Officer Overseas Building Operations for the U.S. State Department.

CONGRATULATIONS ON THESE ACCOMPLISHMENTS

Rich Weeks Climbs Mt. Kilimanjaro



From left to right: Jonas Rutta (Tanzanian Mountain Guide), Matt Weeks, Alexandra Weeks and Rich Weeks.

Three years ago, Rich Weeks, with his then ten year-old son, Matt, saw the IMAX film on climbing MT Kilimanjaro, the highest mountain in Africa. Since the group included a 62-year-old woman, his son generously concluded that even his dad could do the climb. Rich's fate was sealed. His daughter, Alexandra, researched the options and the three of them committed last year to join six other climbers in summiting via the Western breach.

They started the climb on June 13th and reached the summit on June 20th. They all felt a sense of wonder and accomplishment, but concluded the IMAX film failed to capture the toughness of altitude, cold and eight nights in a sleeping bag. Rich writes: *I have skied a lot at high altitudes but these were altitudes where we started our climb down in the rainforest at 9,000 feet. Things get tougher further up. Until about 16,000 feet, when we camped alongside the first of several glaciers, we were all pretty cocky, already planning a trip to our next big mountain. As we approached the summit at 19,340 feet, however, anything other than the careful, slowly spaced placement of one foot in front of another required special effort and would make us lose our breaths for five or ten minutes. As long as we were disciplined and "kept the truck in low gear", we progressed steadily, always astonished to look back and see how far we had come.*

This is a trip I would recommend to many Moles. Conditioning is not the key. Attitude, motivation and the ability to persevere are the well justified price for success - just like the price of building a good construction project.

NEW MEMBERS



**Left to Right: Front Row - Alan Paskoff, Dudley Ware, Frank Barbella, Christopher Traylor, David Casey and Tom Hardell
Back Row - Christopher Reseigh, Robert Palermo, Arnold Kirsch, Philip Rice, Donald Dobbs and Robert Thavenius**

DONALD E. ACKERMAN is Manager of W.L. Hailey's (Nashville, Tennessee) Heavy Civil and Tunnel Division. He earned his Bachelor's Degree in Mining Engineering from the University of Southern Indiana.

ANDRE AMEER received his Civil Engineering Degree from New Jersey Institute of Technology. He is Executive Vice President and Co-Founder of EIC Associates, Springfield, New Jersey.

FRANK D. BARBELLA is President of Clean Earth, Inc., Somerville, New Jersey. He earned his Civil Engineering Degree from Rutgers University.

ROBERT P. CANNON is U. S. Construction Accounts Manager for Boart Longyear, Ontario Canada. He is the step son of tunnel great Jack Burke.

DAVID CASEY is Managing Partner of Casy, Townsend & Killian, LLP, a public accounting firm located in Warren, New Jersey. He is a graduate of Fairleigh Dickinson University.

PATRICK C. COCHRANE, known as Paddy, is of Irish birth and has learned the underground business from the bottom up, to the point where he is now considered by many to be one of the foremost grouting experts in the world. He is currently employed by Nicholson Construction Company.

WILLIAM F. DALY received his Civil Engineering Degree from Manhattan College and a Masters Degree in Civil Engineering from Purdue University. He is Senior Engineering Manager with Parsons Brinckerhoff, Newark, New Jersey.

MICHAEL A. D'ANNUNZIO is a Civil Engineering graduate of New Jersey Institute of Technology and is President of D'Annunzio & Sons, Clark, New Jersey. His father, Joe, has been a long time member of The Moles.

Shortly after receiving his Civil Engineering Degree from Clarkson College, **DONALD P. DOBBS** joined The Lane Construction Corporation, Meriden, Connecticut, where he is Vice President, Administration and Purchasing and Corporate Secretary.

ROBERT M. FITZGERALD is a Partner in the law firm of Watt, Tieder, Hoffar and Fitzgerald, McLean, Virginia. He received his Law Degree from the College of William and Mary.

TOM HARDELL joined George Harms Construction Company (Farmingdale, New Jersey) at the age of 18 and progressed through the ranks to the position he now holds, President and Chief Operating Officer.

ARNOLD KIRSCH is President of Gottlieb Skanska, Valley Stream, New York. He received his Civil Engineering Degree from the City College of New York.

THOMAS P. KWIATKOWSKI is Executive Vice President of Jenny Engineering Corporation, Springfield, New Jersey. He received his Bachelor's Degree in Civil Engineering from Pennsylvania State University and has his Masters Degree in Civil Engineering from New Jersey Institute of Technology.

JAMES P. MORIARITY is the third generation of his family to lead T. Moriarity & Son, Brooklyn, New York. He is a Civil Engineering graduate of Manhattan College.

HIROKAZU ONOZAKI is a Civil Engineering graduate of Tokyo University and earned a Masters Degree in Construction Management from MIT. He has spent his career with the Obayashi Corporation, where he is General Manager of North American Heavy and Civil Operations.

ALAN J. PASKOFF is Manhattan Area Construction Manager for Bechtel Infrastructure Corporation on New York City's East Side Access project. He is a Civil Engineering graduate of Lehigh University.

ROBERT J. PALERMO holds Civil Engineering Degrees from Northeastern University and MIT. He is employed by GZA GeoEnvironmental of New York and most recently has served as Chief Geotechnical Engineer on New York City's Second Avenue project.

ROBERT K. RADSKE is an Associate with Mueser Rutledge Consulting Engineers, New York City. He earned both Bachelor and Masters Degrees in Civil Engineering from Polytechnic Institute of Brooklyn.

CHRISTOPHER E. RESEIGH is President of Parsons Brinckerhoff Construction Services, Herndon, Virginia. He received a Civil Engineering Degree from the University of Melbourne and a Masters Degree in Engineering Science from the University of New South Wales.

HUGH L. RICE III is Chairman of FMI Corporation, Denver, Colorado, a firm specializing in financial and mergers and acquisition advice within the construction industry. He received a Degree in Electrical Engineering from Georgia Tech and an MBA Degree from the University of North Carolina.

PHILIP M. RICE holds Bachelor and Masters Degrees from UCLA and is currently Vice President and Operations Manager for Parsons Brinckerhoff in New York City.

JOSEPH N. SIANO earned a Civil Engineering Degree from The City College of New York and an Executive MBA Degree from Baruch University. He is Senior Vice President of the Metropolitan Transit Authority, New York City.

ROBERT F. THAVENIUS is President of Rotha Contracting Company, Avon, Connecticut. He is a Civil Engineering graduate of Manhattan College.



**Left to Right: Front Row - Robert Radske, Robert Cannon, Hirokazu Onozaki and Patrick Cochrane
Back Row - Thomas Kwiatkowski, Michael D'Annunzio, James Moriarity, Andre Ameer and Donald Ackerman**

CHRISTOPHER TRAYLOR, along with his brother, Michael, is the third generation of Traylor Brothers, Evansville, Indiana to be a member of the Moles. He received his Civil Engineering Degree from Stanford University and a Masters Degree in Civil Engineering from the University of California at Berkeley. He serves as Vice President and Chief Operating Officer of the company.

FRANK VARISCO is Senior Estimator for Slattery Skanska, Whitestone, New York. He received his Civil Engineering Degree from Polytechnic University.

G. DUDLEY WARE, JR. is President of Norfolk Dredging Company, Chesapeake, Virginia. He received Bachelor and Masters Degrees in Commerce and Business Administration from the University of Virginia.

UPCOMING EVENTS

**THE CLAMBAKE
AUGUST 2, 2005
Travers Island
(see page 8)**

**ANNUAL FALL
DINNER
WEDNESDAY
NOVEMBER 2, 2005
New York Hilton**

**AWARD DINNER
WEDNESDAY
JANUARY 25, 2006
New York Hilton**

**WINTER MEETING
MARCH 2, 2006 TO
MARCH 5, 2006
LaPlaya Beach Resort
Naples, Florida**

CONTINUATION OF THE TRAVELS OF JAMES E. GIBBONS A TRIP TO THE ORIENT - 1936

In the April 2004 issue of *Holing Through*, we commenced the travel log (in a series of letters written to his father) of a three month trip to the Far East, made in 1936 by Moles member James E. Gibbons. The narrative continued in the July and November 2004 issues and in the April 2005 issue. We ended the last account with his arrival in Tokyo, Japan on September 24, 1936.

September 24, 1936 - Arrived Tokyo at 3 P.M. O.K. except that a lawyer threw himself under the train as it pulled in - Body taken out alongside my baggage - Suicides very numerous in Japan - Spending the night here while enroute to Nikko - Drove around the town for 3 hours - Some sections are very modern - Public buildings done in Western style - New steel frame buildings being erected - About 12 stories seems height limit - Starting on subway extension - Concrete gang pushed mixer out into center of street and blocked traffic both ways - Thought I was back on 8th Avenue - Thoroughly enjoyed their total disregard for autoists - Hand labor plentiful here but not used exclusively as in Shanghai - Common labor 45 cents (in our money) per day - Mostly Korean laborers - Old section of city very interesting - Quite clean despite congestion - 6 million people here - Tokyo second only to New York - Bicycles everywhere - And the loads they carry on bicycle trailers - Bricklayer with whole outfit, mortar, boxes and all - Champion wrestler alongside my car during traffic halt - Was very noticeable because of size.

Put up at Imperial Palace Hotel - Built by American architect - Frank Lloyd Wright - Novel design - Blend of Eastern and Western architecture - Very much discussed here - Most discussers very much disgusted - Exterior very nice - 3 stories high.

September 25, 1936 - 8 AM train to Nikko - Arrived in Nikko at 11 A.M. - Arrived at Knaya Hotel - Quite a nice place in mountainside location - Small pool on side of hill - Skating in winter - Named after Lake Placid, NY - Near the great shrine center - Japanese government has made a national park of this area - Largest group of finest shrines etc. located here - very elaborate architecture and decorations - Saying here is don't say Nekko (means magnificence) until you have seen "Nikko" - Its the mecca of Shintoism - The famous three wise monkeys are located here - Crowds of pilgrims all day long - Every day - Drove out 10 miles to Kegon Falls - 2000 ft. above adjacent country - Reached by funicular railroad supplemented with aerial ropeway used to cross very deep valley - Top terminus a favorite spot for suicides - Government had to take special measures to discourage suicides here - Too bad - Back to the hotel - Passed the famous Sacred Red Lacquer Bridge.

September 26, 1936 - After breakfast back at Shrines and temples - Veritable riot of color and wood carvings - Raining after lunch - Left abruptly for Tokyo - Hoping it would be dry there. Arrived at Tokyo in deluge - Kept up all afternoon and night - Nothing to do but hang around hotel.

September 27, 1936 - Made auto tour of Tokyo - Visited large native Japanese Tea House on the outskirts of Tokyo - Seldom visited by tourists - This tea house is now being advertised as one of three most beautiful things in Japan - The other two being Nikko and Mt. Fuji - Took 1:30 train to Yokohama - Arrive 2 PM - Ship sails at 3 PM - First time early anywhere - Hurried aboard ship - Departure deferred four hours - At 6 PM new announcement - Departure postponed until 10 AM tomorrow - Learned later typhoon was raging outside the harbor - Typhoons much dreaded here and in China - Learned it's typhoon in the Pacific - Monsoon in Indian Ocean - Hurricane in West Indies - But in Chicago it's just another windy day - A description of a typhoon that struck Yokohama some years ago was the worst devastation I have ever read of.

September 28, 1936 to October 6, 1936 - Ship sailed at 10 AM - Everybody getting settled down to ship routine - About 40 passengers in first class - Finding out who is who etc. - Was asked if I was Rev. A.M. Ball - Said no - He seemed to doubt it - Thanked him for the compliment and assured I was neither reverend nor reverential.

This ship, TAIYO MARU, NYK LINE, was originally German ship - Japan got it as war prize - Nicest dining room I have seen on any ship - Have been on 18 ships to-date - Has air of quiet elegance - Food good - Service fine - Special Sukiyaki dinner Saturday night - Served on deck - No chairs - Low Japanese tables, mats, cushions and all - No knives or forks - Just chop sticks - Everything would be OK if you could only suck your soup through a macaroni - After squatting two hours couldn't tell whether mat was too hard or my sitter too soft - Upon arising did not know where I left my legs - Seemed to be missing - Dinner voted a huge success.

The high spot of ship entertainment so far was a Japanese movie - Reel broke 8 times - Operators kept changing reels to get something on the screen - Jumped sequence of story back and forth each time - Sound system so bad could not understand a word - remarks of audience however were real show in themselves - A genuine Irish wit behind us - When the lights went on found he was a Jewish boy from San Diego - Said he was born in Dublin, Ireland, however, and was ready to fight to prove it - Sounds Irish, doesn't it - Had many conversations with a German journalist traveling to Honolulu - Speaks English very well - Is an ardent Hitlerite - Everybody on the ship feels he is a spy - Who knows.

A TRIP TO THE ORIENT (Continued)

Coming into Honolulu harbor in lovely weather - Excitement among passengers as islands come into view - Islands always look lovely to me whether you are coming in or going out.

Will close now in order to get this on Air Clipper in Honolulu.

October 6, 1936 - Departing tomorrow at noon instead of at 6 PM today - Got Honolulu newspaper - saw that yanks won World Series - Two letters from home - Brought on spell of nostalgia - Went ashore - Hurried to post office to send letters home via air mail - Clipper left for San Francisco yesterday - our ship will reach Frisco before next clipper - Much ado locally about Clipper due from Frisco October 8th - With 6 newspaper officials as guest passengers - The first Trans Pacific passengers - First regular passenger trip leaves California on October 21st - Whole of Honolulu getting ready for reception - Spent evening at Wakiki - Attended Hula dance at Hawaiian Village - Quite intriguing - Sitting in open - Coconut palms waving overhead - Moon shining thru - Stage lighted with torches - Dancers vary in age from 8 to (?) - Chassis vary from very light to heavy duty sizes - Nothing to leave home about - except one - Young woman - Chief instructress of place - Real artistic dancer.

October 7, 1936 - Left pier by auto 6:15 - drove over the famous Pali Mountain Drive - Heading for Cooper's ranch for breakfast - Had a good breakfast - Pineapple of course - To decline pineapple here would be grave state offense or something similar - Drove on to Mormon Temple - said to be second temple to be built outside Continental United States - Beautiful setting of palm trees - Evergreens - Several ascending pools - Cascading down into one another - Grounds in perfect condition - Sugar cane on slopes - Mountains in background - Very vivid in purple morning haze.

Drove on to Coral Gardens - Glass bottom boats - Returning to town via Pali Road - Ascending 40 mile switchback highway full of flashes of beautiful vistas - Back to Ship - Sails noon - many passengers got off at Honolulu - So few passengers now seems like private yacht - Couldn't get more service and attention if it was.

Boat drill by crew in morning - Crew had all three boats stripped, rigged, swung outboard to lower in 3 minutes. Great excitement aboard our ship when about midway between Honolulu and San Francisco two ships were sighted off our port side going in opposite directions - Excitement reached peak when the two ships passed each other - Many veteran travellers aboard our ship - None had ever seen two ships passing at sea - All had frequently passed one ship but never two.

Second night before reaching Frisco (Sunday) were

given a Sayonara (farewell) dinner - Dining room was most colorful thing you ever saw - An ingenious and inexpensive arrangement of bunting, colored parasols, streamers, table lanterns, hanging paper lanterns, balloons, etc. - Favors were very novel and plentiful - Usual packing etc. - Each steward brings and collects bills for his department - You get half a dozen separate bills - Great fun watching passengers sparring around with one another trying to determine who should be tipped and how much - Passengers now getting so chummy they will find themselves telling their right ages if they don't watch out - All in all it has been a perfect voyage - Sort of hate to leave the ship tomorrow - Due at quarantine early tomorrow morning (October 13th) - Landing in America the day after Columbus landed (October 12th).

October 13, 1936 - Up before sunrise - Ship anchored at Quarantine just inside the new Golden Gate Bridge - Under construction at present - Sun appears at 6:45 as huge red ball pushing through heavy blue haze - Sun now shining bright on prominent spots - Most prominent of all was the present year round home of Al Capone - Alcatraz Island - Famous Federal prison - Steamer pulling into pier - Band lustily playing "California Here I Come" - California turned out en masse - Six of them relatives of one lady returning from Shanghai after 6 years absence - One lady passenger had been telling us confidentially that a certain mysterious looking 2nd class passenger had jumped overboard during the night - However there he was on the dock - With a lady said to be his wife - Did not see him with her before - Some one said he travelled 2nd class but kept her in 3rd - That's one way to keep down the overhead costs - Drove to the Maurice Hotel - Walked around a bit because you not only could see you were back in America but you could feel it - And it certainly felt good - Hired a car and started to immediately make a long all day trip in half a day - First stop was the famous Fisherman's Wharf - Numerous small eating places called fish grottos line the wharf - Everything Italian - Joe Di Maggio hails from here - Great number of small blue trimmed fishing boats tied up at docks - Drove to Muir Woods - A National park of Redwoods - Trees nothing in comparison with Yosemite or Sequoia Parks - Drove to Berkley - Thru University of California grounds - Found band rehearsing in (open air) Greek theater - (Gift of W.R. Hearst) - Drove thru Oakland - Around beautiful Lake Merritt - On to the Oakland ferry - Sailing under the new Frisco-Oakland Bay Bridge as huge red sun was setting under the bridge - Mr. Ridgway was a consultant on the design and location of this bridge (appears to be a reference to someone both he and his father knew) - Finished the night at a movie - Fred Astaire - First good movie since leaving America.

To be continued in November Holing Through

MOLES CLAMBAKE



Travers Island Clubhouse

First Clambake at Travers Island in 1947

Here it is 58 years since the first Moles Clambake at Travers Island. Not much has changed. The grounds remain the same in size - spacious, with a marina, numerous tennis courts, an Olympic size pool and a magnificent location on Long Island Sound. The same clubhouse is there, although it did undergo a major renovation 2002, which brought the interior up to modern day standards. The engineers continue to play the contractors each year in the softball game. There is a new event of recent origin: the tugoot ride. An expanded golfing program has been flourishing. The weather is always good???? The same delicious luncheon buffet continues to be served and the perennial surf and turf dinner concludes the day. Don't miss it.

Coast Guard Academy Joins The Moles Education Committee Program

For many years now, twenty colleges and universities have participated in The Moles Education program. Now, with Union College (Schenectady, New York) discontinuing its civil engineering program, The Moles has invited the U.S. Coast Guard Academy (New London, Connecticut) to become a full participating member of its education program. Unbeknownst to many, The Coast Guard Academy (like the Military Academy) has a civil engineering program. The Coast Guard Academy has been attending The Moles Student's Day for a number of years, so we are pleased now to have them as a full participating member of our Education Committee programs. This will enable them to join the Student's Award program and the Student Award Recipient and faculty member will now be invited to attend the November dinner. Since the Academy, along with West Point and Cooper Union, are scholarship schools, they will not participate in the Moles Scholarship program.

Welcome aboard, mates!

TUESDAY
August 2, 2005

GOLF AT LEEWOOD GOLF CLUB and PELHAM COUNTRY CLUB IN A.M.

CLAMBAKE
AT
TRAVERS ISLAND

REGISTRATION
11:30 A.M. TO 5:30 P.M.

LUNCH
11:30 A.M. TO 2:00 P.M.

OUTDOOR GAMES
2 P.M. to 5 P.M.

TENNIS TOURNAMENT

SWIMMING

SOFTBALL GAME

TUG BOAT RIDES
Noon to 5 P.M.

SURF & TURF DINNER
SERVED AT 5:30 P.M.

COME OUT AND HAVE A GREAT DAY