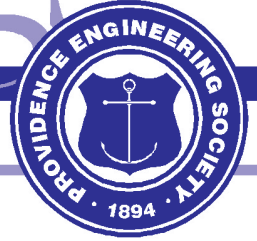


# Engineerings

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February 2002 Volume 77 Number 4

## Joseph Pratt To Receive John R. Freeman Award

The Providence Engineering Society will award the John Ripley Freeman Award to Joseph Pratt at the 2002 PES Banquet. Mr. Joseph is a native of Bolton Landing, New York. His education includes a Bachelors of Science in Chemical Engineering from Clarkson University, a Bachelors of Science in Civil Engineering from the University of Missouri-Rolla and went on to acquire a Masters of Science in Systems Engineering from Michigan State University. He is also a graduate of the Armed Forces Staff College and the Industrial College of the Armed Forces.

Mr. Pratt started his career in the Army in July of 1960, where he served 31 years in the U.S. Army as a Corps of Engineers officer where he earned the rank of Brigadier General. He served as the Commander and Division Engineer for the North Central Division from 1985 to 1987. In this capacity he directed an organization of 3,000 professionals who planned, designed, constructed, operated, and maintained water resource projects throughout 12 states. He directed an annual program in excess of \$300 million in support of local, national and international projects and served as President of the U. S. Engineering Technical Boards of the International Joint Commission for Lake Superior, Niagara Falls and the St. Laurence River. His last assignment, from 1987 to 1991, was as Deputy Director of the Defense Mapping Agency, a 7,000-person organization with an annual budget of over \$900 million dollars.



Joseph Pratt,  
2002 Freeman Award  
Recipient

Previous assignments include service as an engineer troop commander and staff officer with the 1<sup>st</sup> Cavalry Division in Korea; the 70<sup>th</sup> Engineer Battalion at Fort Campbell, Kentucky; the 169<sup>th</sup> Engineer Battalion, Fort Stewart, Georgia; and the 239<sup>th</sup> Engineer Battalion in Germany.

Mr. Pratt served in the Republic of Vietnam as an operations officer of the 168<sup>th</sup> Engineer Battalion and the 79<sup>th</sup> Engineer Group, and on his second tour as operations plan

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## Calendar of Events

*For up-to-date event information, go to the PES Online Calendar, accessible through the PES Website at [www.provengsociety.com](http://www.provengsociety.com).*

**AFFILIATES, PLEASE NOTE:** Be sure to forward your event information to the PES Office at [proveng@netzero.net](mailto:proveng@netzero.net) for posting.

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*Affiliate members each receive a monthly copy of "Engineering" and are urged to submit events and/or articles for publication prior to the 10th of each month.*

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(401) 434-2332.

## Howard B. Sherman, P.E. named NSPE Fellow

Howard B. Sherman, P.E., an engineer with the Maguire Group, was named the first NSPE Fellow. This honorary designation was created by NSPE, last year. States are allowed to nominate one fellow per year, for every five hundred NSPE members they have. Rhode Island is limited to one nomination. Howard was nominated by RISPE in recognition of his many years of service to the engineering profession. NSPE accepted the nomination and made Howard a fellow. One of the NSPE criteria is a presence in the national arena. Howard as a past chairman of NSPE-PEPP certainly met that criteria.

Those interested in having RISPE consider nominating them should check out the criteria for a fellow on the NSPE website: [www.NSPE.org](http://www.NSPE.org). Their website is also linked to the PES website.

## Board Of Registration For Professional Engineers Holds Elections.

At the regularly scheduled January meeting of the Board of Registration for Professional Engineers, the Board had its annual election. Nicholas Capezza, P.E. is the new chair. L. Robert Smith, P.E. was elected vice-chair and Richard Bernardo, P.E. was elected secretary. Brian Moore, P.E. stepped down as chair after the traditional two consecutive one-year terms in that office.

## Larry's Corner

by L. Robert Smith F.ASCE  
Past President, Providence Engineering Society

### "Common Sense"



Sometimes I wonder why people call it "common sense". It sure isn't common. It is a big part of engineering and surveying. It is a big part of life. It can't be taught. I am positive that it can't be learned. We were to survey a property that had been surveyed a number of years before, by a surveyor we considered to be reputable. There were supposed to have been granite bounds set all along two general sides. Most of the two sides were in a wooded area. The crew looked for the bound that was supposed to be, at the property corner, out at the road. They couldn't find it. To search in the woods would be, according to a member of the survey crew, "Like looking for a needle in a haystack" I told them that we had surveyed a property one lot away. I told them to re-establish the corners of that survey, survey over the frontage of the next lot and try putting that in as a front corner. I told them to dig around at that point, to look for a bound. At the end of the day, when the crew returned, we inquired as to how it had gone. Well they were running a random traverse through the property. The office person in charge of the surveyors asked, "Why?" Good question. If in doubt run in a random traverse. It would do absolutely nothing for you, but you will have looked busy. I asked if they had done what I had recommended. Not really. They could only find one corner of the survey I had told them we had done. They needed two corners to use it. So they decided to traverse. They had picked up that one corner, though. The office person in charge of the surveyors was even older than I, so I volunteered to go out to the field with the survey crew the next morning. I was still young enough to do those things and this was costing me money. The next morning I got to play in the field. We set on that one corner and pulled down the 200 feet of frontage, parallel to the edge of pavement, that the lot was supposed to have, and set a temporary pin. We then gave the next lot its 100 feet and went to put in another temporary pin. Couldn't. We had hit a bound that was buried by about six inches. Okay. I told them to set there and backsight the original property corner from which we had started. While the crew was setting up the gun, I looked over to the woods from the point where we had found the buried bound. I noticed one area of the woods where the growth was noticeably lower than the immediate surrounding trees. I was born and raised in Brooklyn, NY so I am not really a back woodsman. I have worked on enough survey crews so that I could recognize the remnants of a "cut-line", when I saw one. A cut line is a line cut through the trees and brush to allow you to see through with a survey instrument. I walked directly to the lower growth area and entered the woods. It was like following "The Yellow Brick Road". I went in, along a defined path area, about 150 feet and found a bound, sticking up out of the ground by some 18 inches. I painted it orange and hung some hot pink flagging. I looked around and continue to follow the trail of the cut-line and found another bound. Paint and flagging again. This was absolutely psychedelic. I did this trick six more times and emerged into an open field. I shouted and waived and got the surveyors attention. I had recovered nine bound locations in about half an hour. I walked back to where they had set up the instrument and had turned the angle shown in the survey plan by the previous surveyor. They were pointing right at the entrance to the cut-line I had followed. I told them of my finds. We now all went for a walk, with the plan, and retraced my route. There were supposed to be two more bounds set, in the open field area. The crew went back to get the gun and a machete. They were going to set on the last bound I had located, hack a little brush back to the previous bound, backsight it and turn the required angle to look for the next bound. Armed with the survey plan, I aligned myself, paced across the field and looked around in the general area for the next bound. Found it, too. Called the crew over and told them to occupy that point and sight the bound that was in the open. No sense cutting line at this time. We found the next bound. All known bounds were recovered. The other two sides of

Turn to "COMMON SENSE" on Page 4

**"COMMON SENSE" continued from page 3**

this strange shaped piece were along a stonewall at the edge of wooded field and then back along the street line. Piece of cake. I told them to go back and clear the cut-line so they could accurately locate the bounds that were found, to check them. They could then continue out the survey to see if they actually landed on the wall and then run that out to the street. They could then close on the first bound we had found. I now mentioned to the surveyor with the penchant for traversing, that if he had listened to my suggestions they could have done this all on their own and I would have been so proud of them. He should have let it go at that. He didn't. He said that if the bounds hadn't been there, what I had done would not have worked. I asked him what traversing around ten acres of fields and woods was going to do for us, if the bounds were not there. Well, if they had found two corners they could have computed the whole thing and cut into the woods with offset points and they could have set the other corners. As Don Meredith used to say on Monday Night Football, "If ifs and buts were candy and nuts, we'd all have a very merry Christmas". Or, as I am fond of saying, "If my grandmother hadn't died, she'd still be alive". I walked away. Jobs were hard for surveyors to find, in those days. I didn't want to fire him. We did move him onto the topo-only crew. You get to run random traverses all the time, doing topo.

I had ordered a piece of furniture from a West Coast catalogue company. It was to be delivered with "white glove service". Unfortunately, it meant I had to be there when they delivered it. About five weeks later, I got a call from a local delivery company, saying they wanted to schedule a delivery for the catalogue company. We settled on the following Wednesday afternoon. I arrived home during lunch time and settled in to work at home. About 4:00pm I was getting antsy. Stupidly, I had never inquired as to the shipping company's name. At 6:00pm I called the customer service department at the catalogue company. Unfortunately, they did not know the name of the local delivery company, either. They contracted with a national firm which sub-ed out the local delivery. They would get on it in the morning. The next day the delivery company called to ask directions and schedule a new time. I was not happy. I wanted to know why they hadn't called for directions, the day I was home. The driver didn't have a phone, so they didn't find out about it until he returned to their shop. Then it was too late. I arranged to have a friend await the next delivery. Again, a no show. The day after that, I called the local delivery firm. The driver couldn't find the directions they had written out. This was bringing a new meaning to "white glove service". I told them to just drop it at my house and put it in the enclosed entryway, between the garage and the house. I would take it in from there. I wasn't going to take anymore time out of work, nor was I going to impose on anyone else, again. I took their fax number and faxed them exquisitely detailed directions. They said they would deliver it the next day. I went home the next day and found nothing. I again called the delivery company the next morning. They claimed they had delivered it. I claimed they hadn't. They checked with the driver. He couldn't read the street name, on the slip, which was Twins Lane, North Providence. He looked in his street directory and found Turner Street in Providence. Close. It is near Smith Street and that is my last name. When they got to the same number house on Turner Street, they noted that their was no garage and side entryway. Now if a person couldn't read an address and they guessed what it was, I would expect common sense to dictate not to leave a delivery, if the place did not match the description. This being "white glove service" they left it on the porch. The delivery company now had the nerve to tell me that it was my responsibility. I had authorized them to drop it without a signature. I explained that I had authorized them to drop it at my house, not at some three decker in a different city. I called the catalogue company and they apologized. They would replace it, at no charge and they would go after the local delivery company to make good on their costs. Six weeks later, I got a call from the same local delivery company. They wanted to schedule delivery. I couldn't believe the catalogue company would use the same inept group. This time I used common sense. I told them I would be right over with a pickup truck and they could put it right on that. They told me that it was supposed to be delivered with "white glove service". I told them that they had screwed it up three times, the last time. I wasn't about to go through that again. I went right to their yard to collect it. They couldn't find it. It would show up, they were sure, and they would deliver it. They would call when it was located and schedule the delivery. I told them to call. The next day they called and said they wanted to schedule the delivery. I asked if they had found it. They had. I told them I would be right over. At least I had common sense.

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***Editor's Note:***

*Letters, story ideas, and material are welcomed and encouraged. If you have an opinion, press release, or story that you feel is worth sharing, forward it to me via fax at (401) 823-4850 or mail to: Techwrite Services, 3 Congdon St., Coventry, RI 02816, or by Email via royb94@aol.com.*

## The 10,000-Mile Hamburger and Other Civil Engineering Tales

**Kansas City, MO** - A McDonald's meal consumed in Washington, DC requires at least 10,000 miles of truck travel from the corporation's distribution points. Civil engineers safely build the roads and bridges that make this travel possible, as well as supplying the clean water to grow and enjoy the food you consume.

In 1832, the 330,000 inhabitants of New York City got their water from wells, barrels on rooftops, or had it delivered by cart. It was often polluted with waste. That very same year cholera killed an estimated 3,500 New Yorkers. Civil engineers create the infrastructure that makes every flush of the toilet possible.

These are just two narratives chronicled on the American Society of Civil Engineers' (ASCE) 150th anniversary outreach exhibit, *Ask the Infrastructure*, opening at the Linda Hall Library of Science, Engineering, and Technology on Friday, February 1, 2002, along with the Library's special civil engineering exhibit commemorating the Society's anniversary.

*Ask the Infrastructure* is one component of ASCE's 150th anniversary celebration, and will be on display in the Library's Main Reading Room through March 1, 2002. The exhibit explains to the public the important impact civil engineers have on everyday life by telling brief tales of infrastructure on six freestanding column structures. These vignettes explore questions about the infrastructure such as "Is it safe? How big is it? How much does it cost?" and then examines the role of civil engineering on daily life. The exhibit encourages viewers to learn about the civil engineering profession and some of the challenges civil engineers have faced in the past and will face in the future. For more information, visit [www.asce.org/150](http://www.asce.org/150).

The Library's exhibit, *Centuries of Civil Engineering: An Exhibition Celebrating the Heritage of Civil Engineering*, also opens February 1, 2002. The exhibit features rare books from the Linda Hall Library's collections that celebrate the historical accomplishments of civil engineers both in the United States and abroad. It highlights several areas of engineering work including canals, water supply, monuments, bridges, lighthouses, viaducts and aqueducts. The exhibition will be on display through July 31, 2002.

ASCE and the Linda Hall Library are committed to providing information to researchers, engineers, scholars and students throughout the world. All current ASCE publications are deposited at the Library, where archival copies of all past ASCE publications are also located. Library users may check the Library's holdings, request copies of articles, or find more information about the Library and its services in person, by phone or through the Web at [www.lindahall.org](http://www.lindahall.org). The library is free and open to the public, and is located at 5109 Cherry Street, Kansas City, MO. Library hours are Monday, 9:00 a.m. - 8:30 p.m.; Tuesday through Friday, 9:00 a.m. - 5:00 p.m.; and Saturday, 10:00 a.m. - 4:00 p.m.

Founded in 1852, the American Society of Civil Engineers (ASCE) represents 125,000 members of the civil engineering profession worldwide, and is America's oldest national engineering society. The Society is now celebrating its 150th anniversary.

### "PRATT" *continued from page 1*

officer. He commanded the 39<sup>th</sup> Engineer Battalion, Fort Devens, Massachusetts; the 1<sup>st</sup> training Support Brigade, and the 4<sup>th</sup> Engineer Training Brigade, Fort Leonard Wood, Missouri. He also served as deputy senior advisor to the Ohio National Guard.

Mr. Pratt's military decorations include: Defense Superior Service Medal, Legion of Merit with three oak leaf clusters, Bronze Star with one oak leaf cluster, Meritorious Service Medal, with one oak leaf cluster; and the Army Commendation medal with one oak leaf cluster.

Upon retirement from the Army; Mr. Pratt joined the consulting firm, The Louis Berger Group, where he is Vice-President and in-charge of the operations of the Providence, Rhode Island office. For the past ten years, Mr. Pratt served as the Louis Berger Program Manager for the Narragansett Bay Commission Combined Sewer Overflow (CSO) Control Facilities Project. The CSO Project is a multi-phased comprehensive regional approach to abating pollution of the Narragansett Bay and its tributaries from combined sewage overflow in the NBC Area. Berger is the Program Manager (PM) and is responsible for all technical aspects and management of staff and sub-consultants providing engineering design, geotechnical services, construction oversight and environmental support for the three phased program.

Mr. Pratt is currently the Vice-President/Treasurer of the Rhode Island Consulting Engineers (RICE), is a life member and a fellow of the Society of American Military Engineers, and is a member of the Tau Beta Pi honor society. Mr. Pratt lives in Warwick, Rhode Island with his wife Joan. They have three children and three grandchildren.

## Request of Public Review of Specification by AISC

Chicago, IL – January 14, 2002 – The American Institute of Steel Construction, Inc. (AISC) is currently requesting public review and comment of Supplement No. 1 to the “Specification for Structural Steel Buildings – Allowable Stress Design and Plastic Design (June 1, 1989).

Supplement No. 1 is a limited supplement (to be dated December 17, 2001) of updated provisions in several areas, including: referenced codes and specifications, design basis and loading requirements, filler metal and shape material toughness, and structural analysis. The limited scope is in anticipation of the complete integration of Allowable Stress Design criteria and Load and Resistance Factor Design criteria within a single AISC Specification in the near future.

“This document is balloted and approved by the AISC Committee on Specifications (COS), which is a committee accredited by the American National Standards Institute (ANSI). The COS procedures require a public review period, allowing the users of the specification to submit ballot comments before final approval is attained,” explains Cindi Lanz, AISC Director of Specifications.

Draft copies are available for free download at AISC’s website at [www.aisc.org](http://www.aisc.org) or can be purchased for \$12 by calling 312-670-5410. Please submit your comments by February 12, 2002.

AISC, headquartered in Chicago, is a not-for-profit technical institute and trade association established in 1921 to serve the structural steel design community and construction industry in the United States. AISC’s mission is to make structural steel the material of choice by being the leader in structural-steel-related technical and market-building activities, including: specification and code development, research, education, technical assistance, quality certification, standardization, and market development. AISC has a long tradition of more than 80 years of service to the steel construction industry providing timely and reliable information.

### Great Bits Of Wisdom For Our Time

(1) “Instead of getting married again, I’m going to find a woman I don’t like and just give her a house.” \* Steven Seagal (2) “The problem with the designated driver program, it’s not a desirable job. But if you ever get sucked into doing it, have fun with it. At the end of the night, drop them off at the wrong house.” \* Jeff Foxworthy (3) “See, the problem is that God gives men a brain and a penis, and only enough blood to run one at a time.” \* Robin Williams (4) “If a woman has to choose between catching a fly ball and saving infant’s life, she will choose to save the infant’s life without even considering if there is a man on base.” Dave Barry (5) “What do people mean when they say the computer went down on them?” \* Marilyn Pittman (6) “Relationships are hard. It’s like a full time job, and we should treat it like one. If your boyfriend or girlfriend wants to leave you, they should give you two weeks’ notice. There should be severance pay, and before they leave you, they should have to find you a temp.” \* Bob Ettinger (7) “My Mom said she learned how to swim when someone took her out in the lake and threw her off the boat. I said, ‘Mom, they weren’t trying to teach you how to swim.’” \* Paula Poundstone (8) “A study in the Washington Post says that women have better verbal skills than men. I just want to say to the authors of that study: Uh, duh!” \* Conan O’Brien (9) “Why does Sea World have a seafood restaurant? I’m halfway through my fish burger and I realize, Oh my Goodness. . I could be eating a slow learner.” \* Lynda Montgomery (10) “The day I worry about cleaning my house is the day Sears comes out with a riding vacuum cleaner.” \* Roseanne (11) “I think that’s how Chicago got started. A bunch of people in New York said, ‘Gee, I’m enjoying the crime and the poverty, but it just isn’t cold enough. Let’s go west.’” \* Richard Jeni.

### Michael J. Carroll, Engineering Specialist, Dies At 33

Michael J. Carroll, 33, of Pound Road, Westerly, died Tuesday, May 8, 2001, at his home.



Michael J. Carroll

Born in Providence, a son of Bernard P. and Carol A. (L’Heureux) Carroll, he had lived in Westerly for 12 years, previously living in Cumberland.

Mr. Carroll had been an engineering specialist in the propulsion department of the Electric Boat Division of General Dynamics Corp. in Groton for 12 years.












A 1985 graduate of Cumberland High School, and a 1989 graduate of Worcester Polytechnic Institute, he was a member of the National Society of Professional Engineers.

He was a two-time winner of the Bobby Curran Good Sportsmanship Award at the Abbott Run Valley Club, Cumberland, in 1983 and 1984. He was a volunteer for Habitat for Humanity in the Westerly area for many years, and a communicant of and usher at the Church of the Immaculate Conception.

Besides his parents, he leaves a brother, Brian P. Carroll of Cumberland; a sister, Jennifer A. Carroll of North Providence; his paternal grandmother, Nora (Burke) Carroll of Cumberland; and a nephew and a niece.

He was the paternal grandson of the late Bernard J. Carroll, and the maternal grandson-of the late Albert, R. and Jane (Costello) L’Heureux.

# Professional Directory

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