# The Atlantic Observer

**Naval Facilities Engineering Command, Atlantic Division**

**Naples, Italy  Norfolk, Va.  Philadelphia, Pa.  Washington, D.C.**

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**USS HAYLER was the first ship serviced at Naval Weapon Station Yorktown's new south pier in July. Construction on the $23 million project began in March 2000 and included demolition of an existing concrete pier and construction of a new concrete pier to replace it. Also included were a new boathouse, fendering, drainage, plumbing, sewage and electrical systems. Rick Kahler was the design Engineer in Charge, Willie Wells was the AROICC and Gary Hoffman was the ConRep. (Photo by JO1 Tonia Varner)**

# Calhoun relieves Boudra at EFA Ches

**Washington Navy Yard—**Captain Thomas G. Calhoun relieved Capt. William F. Boudra as EFA Chesapeake Commanding Officer at a change of command ceremony held July 12 at the Washington Navy Yard.

The EFA Chesapeake family wished Capt. Boudra the best in new assignment and welcomed Captain Calhoun aboard as he takes the reins of command.

During the ceremony Capt. Boudra was presented with the Legion of Merit. He thanked his family, EFA Chesapeake, contractor partners and team NAVFAC for their support.

Capt. Calhoun reports EFA Chesapeake from an assignment at Naval Facilities Engineering Command Headquarters as assistant director of Field Operations. He earned a bachelor's degree in Mechanical Engineering from Vanderbilt University and a master's degree in Construction Management from Stanford University. He also attended the Executive Program at the Kellogg School of Management, Northwestern University. He is a registered Professional Engineer in the Commonwealth of Virginia. He previously served in EFA Ches ROICC offices at Bolling AFB and Quantico.

Capt. Boudra reports to Navy Operations Command at the Pentagon.

**Capt. Calhoun reads his orders as Capt. Boudra, center, stands ready to be relieved. Rear Adm. Chris Weaver, Commandant Navy District Washington, is at left.**

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**SUPERIOR CIVILIAN SERVICE AWARD-- Jim Duffy, center, Component Business Officer, was surprised with presentation of this high award by Capt. Joe Zorica during the EFA Northeast Change of Command ceremony in June.**

# Seabees form 1st Naval Construction Division

By Daryl Smith

**NAB LITTLE CREEK—**"Seabees from the east and from the west will answer the call with a loud 'can-do'," stated Admiral Vern Clark, Chief of Naval Operations during the Aug. 9 commissioning ceremony of the First Naval Construction Division at Naval Amphibious Base, Little Creek. The new command will oversee about 18,000 Navy Seabees and unify the Atlantic and Pacific Naval Construction Forces, providing a single command interface for global Seabee operations.

Rear Adm. Charles R. Kubic, formerly Commander of the Naval Facilities Engineering Command, Pacific Division and the Third Naval Construction Brigade, assumed command of the First Naval Construction Division. Rear Adm. Kubic commented, "For over 60 years the Seabees have been united in spirit. Today, we have become united in command structure."

Admiral Clark explained the reasons for the realignment. "This event is about combat capability. The Seabees have combat capabilities that are constantly in demand by our joint commanders around the world. This event is about making a great capability even better…Throughout the Navy, we've been realigning, for the last two years, our structure to realize greater efficiency and effectiveness in our combat capabilities in our fighting force. The First Division will be a single structure for requirements and training around the world. One commander, one voice for unity of effort and unity of purpose… I have great confidence in the new alignment and of the new leadership that's getting ready to take command of the First Division. "

Leaders of all the Seabee regiments, battalions and units stood in formation with blue flags fluttering in the afternoon breeze as the east and west coast Brigades were decommissioned and the new command was formed. The significance of the occasion was apparent in the words of Rear Adm. Michael R. Johnson, Commander Naval Facilities Engineering Command. "You may not realize it now, but you are a witness to history being made. When future generations talk about the establishment of the First Naval Construction Division, you will be able to say, with a great deal of pride, I hope, that 'I was there at Sulinski Field on 9 August 2002,'" he said.

**Admiral Vern Clark, Chief of Naval Operations.**

For the last 10 years, Atlantic Fleet Seabees have come under the control of the Second Naval Construction Brigade in Norfolk and Pacific Fleet Seabees have been commanded by the Third Naval Construction Brigade in Pearl Harbor. Under the new alignment, both brigade staffs were decommissioned and replaced with a new global command element. Prior to the decommissioning of their respective brigades, Rear Adm. Robert L. Phillips, Commander of the Second Brigade, and Rear Adm. Kubic, recounted the many accomplishments of the Seabees during the last decade.

The realignment of the Seabee brigades under one division resulted from a Naval Construction Force Alignment Study commissioned by the CNO and completed last year. Rear Adm. Johnson explained, "By consolidating our efforts under one command, the First Naval Construction Division, we will greatly enhance our warfighting capabilities by bringing continuity and effectiveness in organization, training, operating and maintaining our Naval Construction Force as a single, more responsive entity, better able than ever to answer that 911 call."

# Rear Adm. Michael K. Loose becomes fourteenth LANTDIV commander

**LANDIV HQ—**Rear Admiral Michael K. Loose relieved Rear Adm. Robert L. Phillips as commander of the Atlantic Division on Friday, Aug. 9. The Change of Command ceremony took place at Flag Plaza on Naval Station Norfolk.

Rear Adm. Phillips, who has led LANTDIV and the Second Naval Construction Brigade since October 2000, will relieve Rear Adm. Loose as Vice Commander of the Naval Facilities Engineering Command (NAVFAC) and Deputy Chief of Civil Engineers in Washington, D.C. He relinquished command of the Second Naval Construction Brigade in a ceremony later that day at NAB Little Creek.

"This ceremony publicly recognizes the Atlantic Division's outstanding contributions and service to our Navy / Marine Corps Combat Team under Admiral Phillips' leadership," said guest speaker, Rear Adm. Michael R. Johnson, NAVFAC Commander and Chief of Civil Engineers. "You men and women, military and civilian, are directly responsible for the outstanding reputation of the Atlantic Division, and for the outstanding results you produce each and every day. I want to say 'Thank you.' You all performed marvelously, sometimes under great pressure. You've never forgotten what's really important—the people that make all the ships, planes and MAGTAFs work. The work you do today, the things you accomplish tomorrow, will benefit the fleet, the region, our Navy, our Marine Corps and our nation for decades to come. Keep on charging ahead. Believe me, you are making a difference."

Rear Adm. Johnson presented Rear Adm. Phillips with his fourth award of the Legion of Merit.

"For Team LANTDIV, I want to tell you your new commander is a proven professional and an inspirational human being," Rear Adm. Johnson continued. "You're in good hands. Together I expect you to reach new heights. I applaud the many vital contributions the Atlantic Division has made in support of the Navy, Marine Corps, NAVFAC, and our many clients around the globe. I know, without a single doubt, that you proud professionals will continue your high standards of success and excellence under the leadership of Admiral Loose."

**(Left to right) Admirals Loose, Johnson and Phillips leave Bldg. N-21 for the Change of Command Ceremony. (Photo by Brenda Norton)**

Rear Adm. Phillips was born in Gainesville, Fla. and raised in Charleston, S.C. He received a Bachelor of Science degree from the United States Naval Academy in 1975 and a Master of Science degree in Civil Engineering from the University of California, Berkeley in 1978. He is a 1993 graduate of the Industrial College of the Armed Forces and a 1996 graduate of the Carnegie Mellon Program for Executives. He is a qualified Seabee Combat Warfare Officer, a Registered Professional Engineer in the State of Indiana, a Registered Professional Contracts Manager, a member of the Acquisition Professional Community, and a member of Chi Epsilon Civil Engineering Honor Society.

"Chief, thank you for those kind words and the award, but I didn't do any of that stuff," Rear Adm. Phillips said. "The world-class folks at the Atlantic Division and the Second Naval Construction Brigade deserve all the credit. Thank you for allowing me the honor to wear this medal on their behalf."

"It's been a privilege for me to be a part of some 2,000 active and reserve military and civilian employees who make up the Atlantic Division," he continued. "I wish I could talk about each and every one of them with you and tell you the positive difference they make. But there's just not enough time. So let me just say that these terrific folks exceeded my toughest expectations and responded brilliantly on every occasion and every challenge that I put before them. You can see their magnificent accomplishments if the form of piers, runways, hangars, housing and medical facilities throughout the world. To the Atlantic

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Division team, you always made the right things happen. Thank you. I am humbled to have been part of your team."

Rear Adm. Loose, a native of Albuquerque, New Mexico, graduated from the University of Kansas with a Bachelor of Science degree in Civil Engineering and was commissioned an ensign in the Navy Civil Engineer Corps in 1975. He earned his master's degree in Civil Engineering and completed the Integrative Program in Administration at the University of Washington in 1980. He is a Seabee Combat Warfare Officer, a registered Professional Civil Engineer in the state of California and a member of the Acquisition Professional Community. Rear Adm. Loose has served as NAVFAC Vice Commander and Deputy Chief of Civil Engineers since July 2000. He was promoted to Rear Admiral (lower half) on July 1, 2000.

"Over my career, and especially my last two years as the NAVFAC Vice Commander, I've watched the men and women of the Atlantic Division with the deepest respect and admiration," Rear Adm. Loose said.

"I'm extremely proud and humbled to have been given this special opportunity to lead and to serve your great team. Our mission together has two clear and distinct objectives. To ensure stakeholders are ready and that they reach and maintain the highest state of readiness and mission accomplishment and to maximize the personal growth and development of every man and woman on the LANTDIV team. Your exceptional quality, dedication and relentless drive will be the key to our success as we aggressively create and exploit opportunities to improve support to our clients," he continued

**Adm. Johnson congratulates Adm. Phillips after presenting him with the Legion of Merit.**

His previous duty assignments include: Commanding Officer, Navy Public Works Center, Pearl Harbor and the Commander Navy Region Hawaii Program Manager for Regional Facilities, Environmental, Safety and Passenger Transportation; Commander-in-Chief, U.S. Pacific Fleet, Facilities Officer; Commanding Officer, U.S. Naval Mobile Construction Battalion 40; Head, Base Operations Support Policy, Program, and Budget Branch for the Chief of Naval Operations; Public Works Officer, Officer in Charge of NAVFAC Contracts and Resident Officer in Charge of the Base Operating Support and Range Maintenance Contracts at NAS Fallon, Nevada; Head, Acquisition Support Division, Northern Division, Naval Facilities Engineering Command; Operations Officer, 31st. Naval Construction Regiment; Operations Officer and Plans, Training, and Intelligence Officer, U.S. Naval Mobile Construction Battalion 40; Assistant Resident Officer in Charge of Construction, OICC TRIDENT and Assistant Officer in Charge of Construction for Management at Bremerton, Washington; and Activity Civil Engineer at the Navy Public Works Center, Pearl Harbor, Hawaii.

**Former commanders Adm. Dave Bottorf, left, and Adm. Jim Doebler, right, attended the ceremony.**

**Change of Command photos by Jessica Moskowitz, Brenda Norton and Daryl Smith.**

**All dressed up-Lt. Mike Wischnewski, ROICC Quantico, and his daughter Sophia.**

## *Will serve detainee population*

# Permanent structure for Fleet Hospital being built at Guantanamo Bay

**By Jessica L. Moskowitz**

**ROICC GUANTANAMO BAY—** When Fleet Hospital Number 20 was erected at Naval Station Guantanamo Bay, Cuba, last December, no one knew how long it would be needed. Located within detention facilities at Camp Delta, the mobile, and supposedly temporary facility, has been providing medical treatment for detainees. It is one of six active and four reserve transportable fleet hospitals within the Navy.

Seven months later, the tents of the fleet hospital still stand, suffering from tremendous wear and tear. Rips and tears in the tent walls and floors have been duct taped many times over. In the event of a rain shower, buckets and towels clutter the plastic floors. With hurricane season rapidly approaching, a decision had to be made to improve this situation. The final decision was to build a fixed fleet hospital facility - a first for the Navy.

Currently, the worn fleet hospital, with staff deployed from the Naval Hospital at Marine Corps Base, Camp Lejeune, is operating with the assistance of Seabees from Construction Battalion Unit (CBU) 411 from Naval Station Norfolk. The facility came from the Fleet Hospital Support Office in Yorktown, Va., and was assembled by CBU 423 at Naval Amphibious Base Little Creek. In essence, the hospital consists of tent walls and floors connecting four main expandable conex boxes providing an operating room, laboratory, radiology room and central supply storage area. The Seabees provide support to maintain the facility and ensure all utilities are running properly.

"If it wasn't for the Seabees, we wouldn't be able to function," Officer in charge of Fleet Hospital 20, Cmdr. Jaime Carroll said. "They make sure we have electricity, air conditioning and that everything runs smoothly."

Cmdr. Carroll continued to comment on how essential the assistance of the Seabees is in supplying power to the hospital. "Without the Seabees, this wouldn't be possible," she said.

**The transportable Fleet Hospital is a combination of tents and conex boxes. It was not designed to be a permanent facility.**

Another feature, demonstrating the true meaning of the Seabee "Can Do Spirit," is the negative pressure isolation tent. Designed and constructed by the Seabees, the tent's vacuum-like technique allows detainees infected with tuberculosis and other contagious diseases to be safely cared for in the fleet hospital. Without this feature, such detainees would need to be transported to the base hospital for treatment which would require extra security. The permanent facility, upon completion, will contain two negative pressure isolation rooms.

Next door to the current "temporary" and soon to be former fleet hospital, the construction of the permanent facility is underway. The $2 million project was designed by CBU 423 Seabees, BUC William Clark and Lt. Jon Scott. The Atlantic Division, through ROICC GTMO, was responsible for establishing all requirements for the facility prior to

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**The permanent facility is being built next to the existing temporary facility.**

construction in addition to managing funding and construction.

The project's contractor, Brown & Root, and sub contractor Prime Projects International, Ltd., will adorn the new hospital with wall and roof paneling, electricity and running water for showers, bathrooms and other features the temporary fleet hospital could not provide. Plumbing will be an immense change when compared to the "water-buffalo" which supplied water to the former fleet hospital. The existing iso containers, expandable to 20 X 22 feet will be transported to the new site with the addition of two negative pressure isolation containers. There will be a total of 20 patient beds.

When asked the key motivation behind building a permanent medical facility to treat Guantanamo Bay detainees, Fleet Hospital 20 Logistics Officer Lieutenant Chris Meyer commented, "Tents aren't designed to last this long." When the building is completed and ready for use, Lt. Meyer claims the fixed structure will make the health care environment better for both detainees and staff by means of "solid walls, not tents, and more space. It'll just be easier to function," he said.

In addition to added comfort, the permanent hospital will provide a more convenient environment. With features including plumbing and electricity, the hospital will operate with minimal Seabee maintenance.

"We've been decreasing our need for the Seabees the more we've become dependent on the base," Lt. Meyer said. After its completion, the base Public Works will assume any future maintenance of the facility, requiring less assistance from the Seabees. Fewer Seabees will need to be deployed, thus improving quality of life.

**The negative-pressure isolation ward.**

Brown & Root Quality Control Manager Grady Griffin claims the new facility will be able to withstand 90-100mph sustained winds in the event of a hurricane - elements the former fleet hospital would be unable to endure. Manually started generators will also be installed as emergency backup if a power failure occurred.

When the permanent fleet hospital is completed, the Seabees will assist staff in relocating the four conex containers and other equipment to the site. Once the facility is ready for use, the former fleet hospital will be taken down and prepared for storage. Brown & Root indicated the project is expected to be completed in September.

# EFA Ches working three projects with the Architect of the Capitol

**Engineering Field Activity Chesapeake** plans to award a $2.5 million design-build contract to build new space for the U.S. Capitol Police Vehicle Maintenance and Repair Service facility.

The project involves renovation to an existing National Tire and Battery building. The work includes a new vehicle maintenance area, auto parts storage section, mechanical room, with added storage. The renovated site will also include new offices for the shop foreman, supervisor, senior officers, and sergeant as well as a break room, redesigned bathrooms and locker rooms.

The rehabilitated facility is a quality of life issue for the U.S. Capitol Police and its officers. The redesign of this structure will help improve the morale of the men and women who guard the Nation's Capitol and protect our elected officials.

EFA Ches is very proud to be working on this project. "It's our goal to continue to provide the best possible facility for our client." said Allen Parker, Program Manager.

This is the third project EFA Ches is working for the AOC. The others are a concept study for new Capitol Police headquarters and an FY-03 $20 million Remote Receiving Facility. The Remote Receiving Facility includes finding a suitable location within eight blocks of the Capitol, which the AOC will purchase, then design and construction of the facility.

# Low Impact Development brings high impact results to Navy Yard

**By Jessica L. Moskowitz**

**EFA CHESAPEAKE—**Every time it rains, pollutants are being washed from urban areas directly into local receiving bodies of water via storm water runoff. To manage this urban runoff, the Naval District Washington (NDW) recently completed a series of urban-retrofit pilot projects called Low Impact Development (LID).

This demonstration project, under the direction of the Atlantic Division, was initiated to maintain and restore the water quality of the Anacostia and Potomac Rivers as well as the Chesapeake Bay as the result of a lawsuit filed by the former Sierra Club Legal Defense Fund. LID techniques were applied to parking lots, roadways and open spaces throughout the NDW facilities aiming to prevent future pollution and encourage environmentally conscious site design in order to comply with various conservation standards.

In 1996, the Sierra Club Legal Defense Fund, currently known as Earthjustice, filed a lawsuit against the Navy for violating the Clean Water Act and the Resource Conservation and Recovery Act at the Washington Navy Yard. The Navy settled the case in 1998. During mediation, the Navy agreed to incorporate innovative methods to control urban storm water runoff into future projects at the Washington Navy Yard. LID is an example of such an effort.

LID is the use of storm water management controls to filter pollutants and control the flow of runoff waters into nearby bodies of water and wetlands. Now, more than ten different types of LID techniques are in use at NDW in the parking areas of Willard Park and the Dental Clinic. These parking lots have been retrofitted, or modified, with the main component of LID - bioretention. Simply defined, bioretention is a landscaping technique that uses specialized soils and plants to filter pollutants, reduce runoff volume and

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**Street tree filter**

**Bio-cell, above, Bioretention island, page 9.**

**Street tree box**

# *Low Impact Development*

*continued*

control the timing of runoff. For example, bioretention can be seen in the form of long landscaped strips between parking isles, planter islands near buildings, rain barrels connected to building downspouts, small paving inlets and street tree boxes. Street tree boxes filter pollutants, in addition to retaining storm water runoff, to help trees survive during times of drought.

Another LID technology used at the NDW sites is the permeable pavers - individual pavement blocks with gravel filled gaps that allow storm water to diffuse into a stone filled water storage area below the pavement. Permeable pavers are effective in slowing the rate of storm water flow and minimize flooding. The practice of soil amendment produces similar results as the permeable pavers. The addition of organic material, such as mulch, topsoil and compost enhance the water retaining capacity of the soil. This, in turn, reduces the rate of storm water runoff, filters pollutants and conserves excess water for landscaping.

"LID will capture and treat the first flush of storm water runoff of a rain event where most of the contaminates occur," environmental engineer Lance Laughmiller said. "The use of LID as a different storm water management process is the only practical way to reach new surface water quality restrictions for both contaminate loading and run off volume."

Lance, involved in the project through LANTDIV, works with the Installation Restoration Division. LANTDIV was also responsible for the direction of the construction contractor at NDW implementing this project for NDW Environmental. The work was done through EFA Chesapeake's ROICC NDW with Lance as the Remedial Project Manager.

Overall, the LID retrofitting cost was in excess of $180,000. Since the project was a demonstration, the cost of a normal retrofitting development project would be less. The finished

product also verified there will be no loss of parking spaces. Now that the project is completed, there will be very little maintenance needed aside from normal grounds maintenance at the facility.

"We have worked with this regional command and the NAVFAC Criteria office to bring in LID training and to try to spread the knowledge throughout the command and integrate it into our process from planning on," Lance said.

Current and future management plans for development in NDW are beginning to implement LID practices. Project managers are encouraged to create a master plan for their site, which will then be tailored to incorporate LID techniques. Presently, plans have already been designed for LID projects at the US Naval Observatory, Anacostia Annex and the Potomac Annex. According to Lance, the pilot project was successful and will serve as an educational example for future storm water runoff control.

**ROICC SEWELLS POINT--Officials broke ground for a Marine Corps indoor firing range at Camp Allen on July 31. Funded with Non-Appropriated Funds, the range will provide recreational, operational and community support. It is the first major construction at Camp Allen in many years, and "will be good for both military and civilian communities," said Col. James McNeal, Chief of Staff for Marine Corps Forces Atlantic. The $1.7 million design-build facility will have 14 firing lanes, office and classroom space, retail space in approximately 13,000 sq. ft. Clark Nexsen is the designer and Centennial Contractors Enterprises, the contractor, Zane Perry is the AROICC and Michael Benson the ConRep. Completion is scheduled for Feb. 03. In the photo, left to right, are Kenneth Stepka, Clark Nexsen; Al Lowe, Centennial Contracting; Col. McNeal, Capt. Larry Smith, LANTDIV CE; and Harold Sanderson, Marine Corps Community Serices Director.**

# Navy and Air Force take on Radon

**By Jim Weslowski**
**16th AF/PMO Public Affairs**

**ROICC Aviano –** When thousands of square meters of concrete are poured over compacted earthen surfaces to form a foundation. When walls are reinforced with rebar and reach upward joining steel beams overhead. When construction is finished and the facility is released to the local civil engineer for occupancy. This is not when someone should have thought about radon reduction efforts and the effects it has on the human body.

"Radon is a radioactive gas produced by naturally-occurring uranium in the soil, rock and water in many regions around the world," said Staff Sgt. Rick Chang, 31st Aerospace Medicine Squadron bioenvironmental engineering flight NCOIC. "Most radon is released harmlessly into the air; however, it can enter homes, buildings, etc. through various cracks in the foundation and accumulate inside. When you breathe air containing high concentrations of radon, you may increase the potential of getting lung cancer.

"Lung cancer risk is based on many factors including level of exposure, years of exposure, lifestyle and exposure to other chemical or physical hazards. To protect people, the U.S. Environmental Protection Agency has established safe radon exposure standards. These EPA standards are based on daily radon exposures during a lifetime. The idea is that an individual may be exposed to daily radon concentrations less than the EPA standards and not expect to suffer any potential health concerns. As engineers, our goal is to eliminate or greatly reduce the potential for radon gas to accumulate within new and existing governmental facilitates," added Chang.

"The Navy team in Italy knows mitigation efforts applied during the design and construction process is the best answer to reducing the amount of radon gases entering new buildings," said Lt. Marc Doran, Resident Officer in Charge of Construction project engineer. "The goal is simple; keep the air flowing freely under the concrete slab there by removing the amount of radon building up in the area. We use two systems to reduce radon levels in buildings here, igloos and free flow air under concrete slabs."

**Igloos reduce radon exposure. Lt. Marc Doran, ROICC project engineer inspects the Aviano Air Base's new fitness center "igloo system" installation to reduce the amount of radon gases entering the building. U.S. Air Force Photos by Senior Airman Edward Braly**

"Using the "igloo system" applied under the concrete foundation is one of several similar methods outlined by U.S. Code in new construction to reduce the levels of radon entering a newly constructed military facility," said Bobby Canady, ROICC supervisory construction representative at Aviano. "It is an easy system to install and has been well received by our contractors. Another method used at Aviano is a free flow air system installed under a concrete slab."

Igloos are a plastic molded prefabricated form that snaps together and is placed directly on the sub-base. Concrete is then placed on top of it. This leaves pockets of air beneath the slab. The air is moved out through vents in the foundation with natural air pressure.

The free flow air system under the concrete slab has plastic pipes incorporated into the slab, venting to the outside of the foundation.

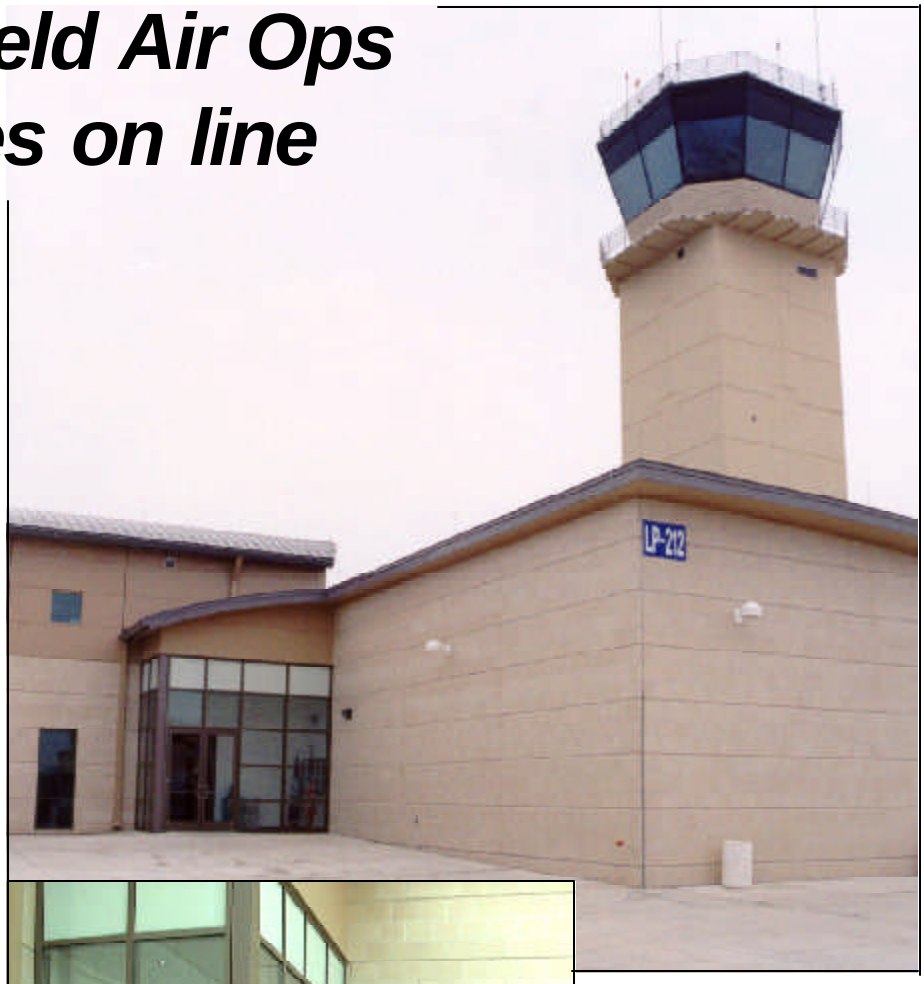
"The ROICC at Aviano works in a seismic zone, we're making sure the best and safest buildings are constructed for the military," said Mike Bellamy, ROICC supervisory general engineer. "The Navy is here to design and construct NATO and Military Construction projects for the 16th Air Force Program Management Office and the 31st Civil Engineer Squadron."

The Department of Defense decided it would be easier to have one service in charge of major construction in each country overseas; the U.S. Navy is responsible for Italy. So how are we building stronger, more modern and environmentally safer buildings at Aviano? It all starts in the design process, according to the ROICC staff.

"During the design phase, the U.S. Navy makes sure the final design packages incorporate measures to reduce radon levels," said Canady. "The goal of the designers is to have a radon reduction system incorporated into the building plans that ensures

*Continued on page 11.*

# Chambers Field Air Ops Facility comes on line




**ROICC SEWELLS POINT—**Navy and local officials cut the ribbon officially opening a $5.4 million Air Operations Facility serving Chambers Field at Naval Station Norfolk on July 15. The new facility includes a two-story administrative building, a one-story radar air traffic control building, and a seven-story tower. The project also demolishes the existing Air Operations building (LP-1).

"This facility represents a leap in technology and infrastructure," said Capt. Joseph Bouchard, Naval Station CO. "It is the first in the Navy to have the STARS radar system and also has the latest lighting and communications equipment."

"This is the latest of many high technology improvements at Chambers Field and Naval Station Norfolk," added Capt. George Slaven, Deputy Commander, Navy Region Mid-Atlantic.

Congressman Ed Schrock called it "A great addition to the base. New facilities, such as this, improve the quality of life and quality of work for our Sailors."

Allen & Hoshall, of Memphis, Tenn. was the designer and W.B. Meredith II, Inc., of Norfolk, the contractor. Chris Menia was the AROICC for the construction of the first half of the facility (foundation, structural framework, rough-in) and Sheldon Johnson was the AROICC at the completion. Scott Davis is the Supervisory AROICC and Bill Russell was the ConRep.

**Cutting the ribbon are, left to right, Capt. Cary Silver, CO NAS Oceana; Capt. George Slaven, Deputy CNRMA; Congressman Ed Schrock, W.B. Meredith, contractor; Congressman Owen Pickett, Capt. Mike Conaway, LANTDIV Vice Commander; and Capt. Joseph Bouchard, CO Naval Station Norfolk.**

## Radon
*continued*

movement of fresh air under the slab. We are here to make sure it is installed correctly."

"Different designers will use different systems based on preference and type of construction used. We allow two choices. The collocated club designers used the igloos and the golf clubhouse designers selected a free flow air system under the concrete slab," said Doran. "Both methods will allow air movement underneath their building, meet current U.S. Codes and will reduce the amount of radon entering the buildings. These simple techniques are being applied to all new military construction projects at Aviano."

"By incorporating known design barriers into the new construction, radon levels in new buildings can be reduced," said Bellamy. "We continue to provide expert construction management and innovative contracting services to support the Aviano 2000 projects, resulting in high quality and safer facilities delivered at a reasonable cost."

# New double deck pier gets a workout

**By CW03 Darren Davis**
**PWC Norfolk**

On June 28, the Amphibious Assault Ship *USS Nassau* (LHA 4) moored at Pier 6 North at Naval Station Norfolk. This temporary berthing arrangement allowed Atlantic Division design engineer Howard Kelly and others to assess the capability and limitations of the new double deck pier for combat stores load out.

It afforded the engineers the opportunity to take photographs, make sketches and solicit comments while observing this enormous warship pierside. This will enable them to more accurately determine future pier configurations to support our Amphibious Fleet.

The USS Nassau was berthed at Naval Station Norfolk Pier 6 with four other ships. This heavy pier loading was intentional to evaluate the ability of PWC Norfolk to provide uninterrupted hotel services to the Fleet under heavy port loading.

**A busy day at Pier 6 challenged PWC Norfolk waterfront personnel and enabled LANTDIV design engineers to more accurately determine future pier configurations. (Photo by John Land)**

The double deck pier design reduced pier congestion on the top deck during the mooring evolution and facilitated the inter-operability of the PWC commodities during the connection of hotel services and services to the other ships at the pier.

# Housing Privatization earns Acquisition award

**WASHINGTON, DC—**The Naval Facilities Engineering Command is one of four winners of the 2002 Business Solutions in the Public Interest Award for Public Private Ventures--Privatization of Navy Housing.

The award recognizes acquisition teams and agency leaders who have used acquisition effectively and creatively to achieve agency missions. The award also identifies examples demonstrating the greatest impact and trend-setting accomplishments in the practice of this new business performance culture.

The Military-Housing Privatization Initiative (MHPI) was part of the 1996 National Defense Authorization Act. These authorities allow the Navy to rehabilitate existing housing as well as build new units on military bases and off-base sites at locations that have housing deficits. The goal is to engage private capital, and secure the expertise of private builders and developers to correct, in 10 years, a housing problem that would take 30 years to solve at current funding levels with traditional military construction.

The first Department of Defense (DoD) Public Private Venture (PPV) projects were Navy initiated limited partnerships with private developers at Naval Air Station Corpus Christi, Texas; and Kingsville, Texas; for 404 homes. In 1997, the Navy awarded 185 homes in Everett, Wash. These projects totaled nearly $50 million, of which he Navy invested just over $15 million. The Navy has since entered into additional business agreements, totaling more than 6,500 homes, leveraging a $130 million Navy investment into $612 million in capital investment. These homes are built to military construction standards or better, often with increases in square footage. Amenities have included community centers, swimming pools, garages, tot lots, picnic areas, athletic courts and internet connectibility.

The quality of housing available to members of the military services is considered one of the most important quality of life components. Approximately one-third of military families live in government-owned housing. The Navy has some 37,200 inadequate family housing units, with an average age of 35 years old. To fix them up would require $4.5 billion in military construction funds over 20 years.

Privatization offers a means of providing constant funding to support private sector investment. These private-sector loans, coupled with conveyance of existing government assets and other government investment – fund the construction, replacement or renovation, as required, as well as the long term operations and maintenance of the family housing. PPV offers the Navy the ability to maximize operations and maintenance cost avoidance and minimize the need for repairs and renovation funding with an appropriate level of risk.

# DoD chooses International Building Code for military construction

The U.S. Department of Defense (DoD) has selected the International Building Code (IBC) as a primary reference in its Unified Facilities Criteria (UFC). Following a multi-year review, the new guidance document—UFC 1-200-01, *Design: General Building Requirements*—incorporates private sector standards, including the IBC, into a single general building requirements document for design and construction of all military projects.

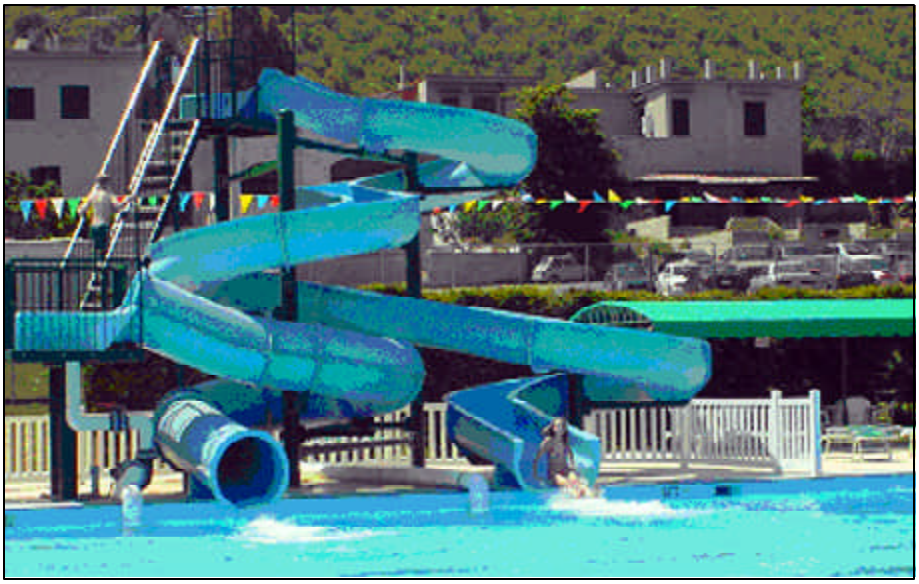
DoD's policy is to select the best model code provisions and industry standards available for military use by all DoD components. The UFC-1-200-01 continues that policy and incorporates the 2000 IBC, with modifications and limitations. The 2000 IBC is part of a comprehensive, coordinated set of codes produced by the International Code Council (ICC) and widely adopted by states and municipalities across the country. The IBC represents minimum standards that must be met by the private sector construction industry to safeguard public health and safety.

In 2000, DoD began to consolidate and unify its design and construction technical criteria. DoD established the Tri-Service Engineering Senior Executive Panel and Unified Design Guidance Coordinating Panel (UDGCP) to help achieve its goal. Staff from the office of the Secretary of Defense, the U.S. Army Corps of Engineers, Naval Facilities Engineering Command (NAVFAC) and the Air Force Civil Engineer Support Agency served on the committee. "DoD has been referencing some provisions of the model codes for years but lack of a common, national code inhibited full use of these codes. Now, with a single model code available we can use the best lessons learned from the private sector and ensure consistent design DoD-wide," David Curfman, Director NAVFAC Engineering Innovation and Criteria Office, and chair of the UDGCP.

The Tri-Service Committee incorporated existing facility-related reference materials and utilized non-government standards to the greatest extent possible. Public Law 104-113, the National Technology Transfer and Advancement Act of 1995 requires federal use of private sector consensus standards when practical. The law has many objectives including creating safer structures. The law also strives to reduce reliance on federal standards and use industry standards when there is potential to simplify contracting, improve timeliness and cost effectiveness.

Utilizing industry standards for DoD projects promotes communication in the marketplace, improves competition, and results in cost savings. However, the military often requires higher standards to achieve more stringent life-cycle performance, and constructs some facilities that do not exist in the private sector. Therefore, modifications to the model code provisions are based on unique military requirements.

## Water park features added at Naples



**ROICC SOUTHERN ITALY — ROICC and NSA Naples PWD delivered on a challenge this summer by completing renovations worth $363,000 to convert the Carney Park Pool into a Mini Water Park two weeks ahead of schedule. The project was originally conceived last April by MWR and quickly became one of the highest priority Quality of Life projects for the NSA Naples commanding officer. ROICC Southern Italy designed the project through an A/E contract and awarded the project to the PW Multi Trade Contractor in July 2001. In April, MWR required the project team to accelerate project completion by two weeks for a June 1 opening date. The project team achieved success by partnering with three sets of contractors and working very closely with Public Works Engineering to finish the pool by the desired opening day. Cmdr. Tom Nicholas, OICC Southern Italy, recognized the contractors with Letters of Appreciation during an award ceremony. The all-star project team of ROICC Southern Italy's Bruce Hall, Bruno Pulumbo and Andy Harris along with NSA Public Works Engineering's Marino Delli Colli, Cinzia Folliero, Luca Guadagnuollo and Pasquale Fabozzi, worked to make this quality of life improvement possible for the entire Naples community.**

# Observer Profile: *Yvette Jefferson*

**Position Title & Grade**: Voucher Examiner GS-6.

I work in the travel office. I love the challenge of my job. I process travel requests and make flight, lodging and rental car reservations. It is more involved in this process than making a call to the SATO office. I process travel claims. I try my best to make the traveler, my customer, satisfied!

**What I like best about my job**: My coworkers!!! - Debbie Cain, Barbara Rustin, Velma Robinson and Eric Osei. They are a good group to be part of!!!

**Current Residence**: Virginia Beach

**Hometown**: Apalachicola, Fla.

**Time at LANTDIV**: Since 1992

**Length of Federal Service**: 12 years

**Other Positions at LANTDIV**: Office Automation Clerk and Secretary in Project Management.

**Other Jobs in Federal Service**: I worked for two years with the Army in Stuggart, Germany as an Office Automation Clerk.

**Favorite Music**: R&B (Rhythm and Blues), The Hot Cakes and Jazz

**Favorite Authors**: E. Lynn Harris, Toni Morrison and Alice Walker

**Favorite Movies**: Color Purple, Ghost and Beloved

**Favorite TV Shows**: Road Rules and Real World on MTV

**Hobbies and Interests**: I love reading a good book and hanging out with my friends.

**Pet Peeve**: I really don't have any pet peeves because I don't let anything bother me.

**Person I admire and has influenced me most**: My mother, Marian Long. She told me to be myself and don't change for anyone or any situation, because when you do, you lose the creation God created.

**People don't know that I…** am a twin. I have a twin sister who lives in Panama City. I'm the good twin.

**If I could change one thing about myself it would be…** my goodness!!! First of all, my weight and body. I would love to have J. Lo's body.

**Additional Comments**: I enjoy being a part of the LANTDIV team. I have been blessed to know some wonderful people in this command. If I start naming them, the whole Observer would be all about those wonderful people.

# *Project updates*

**CURACAO--Blasting, clearing, hauling to crusher for reprocessing are the order of the day at the site of new hangar.**

**ROICC OCEANA--Navy and Virginia Beach officials cut the ribbon Aug. 16 to open a new F/A-18 Maintenance Hangar.**

# DoD wants contractors to run utilities

**By Gerry J. Gilmore**
**American Forces Press Service**

**WASHINGTON, DC --** The Defense Department wants private contractors or utility companies to assume ownership of 1,500 aged water, gas and electric systems at hundreds of military installations across the country.

"We've determined that utilities privatization is the best way and is the preferred way to achieve the infrastructure modernization to meet DoD needs," said Get W. Moy, Director for Utilities and Energy Use in the Office of the Deputy Undersecretary of Defense for Installations and Environment.

Contractors, he noted, can provide "innovations, their best practices, economies of scale and access to private funding" to rejuvenate dilapidated "pipes and wires" that carry the electricity, natural gas, water and waste water on military posts.

Moy noted that installation commanders in recent years have had to choose between spending scarce budget dollars on mission-related priorities or maintaining their post's utilities infrastructure. More often than not, mission got the money, he noted.

"The first priority is to go to the weapons platform, to the service members, to the troops who fight," Moy said. "After so many years of that type of competition, we've found that the utility systems have just traditionally been under funded."

"This has created a situation in which installations now have dilapidated utility systems." Moy pointed out.

Moy said private-sector ownership and management of base utilities would provide efficient, effective and reliable utility systems, while assisting DoD in achieving energy savings and avoiding costs related to waste.

"This is to make our systems as energy-efficient as possible … so as we have to buy natural gas or electricity, we don't have leakages (and other faults) in the system," he explained.

The privatization of post utilities, Moy noted, also offers the injection of new technology to generate energy.

"We want to have alternative energy sources, alternative fuels. That's why we put a lot of emphasis in going after solar, geo-thermal … (and) wind energy, so we're not so dependent on the traditional forms of energy sources like oil and coal," he said.

The utilities privatization program has been around since 1998, Moy said. He noted that current unofficial estimates call for privatization of a total of 1500 utilities systems at Department of Defense installations within three years.

He related one instance where contractors privatizing a base's natural gas operation found the infrastructure in such poor shape that they scrapped refurbishment in favor of total replacement.

"That gives you an idea of the shape the utility systems are in at many installations," Moy pointed out, adding that DoD can't afford to replace or repair its installations' utilities systems.

Private utility companies also can bring installation utilities infrastructures up to current codes and standards, he said. "And it may not cost us any more than we're paying now," he said.

Some installations will probably need complete teardowns and reinstallations of utilities infrastructure, Moy acknowledged. Such instances will cost contractors — and DoD — more money up front now because of previous years' under funding, he said.

"That's the price that we're going to need to pay in order to bring these systems up to speed," he said. Moy noted installation utilities privatizations aren't cinches.

Current rules require privatization to be more economical than for the government to re-capitalize the systems and continue to operate and maintain them, he explained. Evaluations must be run through security and economics checks, he said. Further complicating matters, the states have different utilities privatization processes, rules and regulations, he added.

The Atlantic Division Utilities Engineering Branch and Contracts Office are tasked with privatization efforts for all Navy and Marine Corps bases in the eastern U.S. Several Requests for Proposals covering the AOR have been issued with responses due later this year and next year. The utilities involved are water, electricity, natural gas, and wastewater systems.

"The privatization effort is focused on bases located on United States territory, because most other utilities systems are already owned by the host country," he said.

Moy called utilities privatization his personal No. 1 priority since taking office last November. He said he's used the past several months "to get everything squared away." That included touching base with the military services to see what programs they may have in effect.

Policy guidance for installation utilities privatization is working its way up through channels for signature, Moy said. Such information is important to the service industry because, he explained, "They want to see the rules of engagement."

## Other EFD changes

In other Engineering Field Division leadership changes, Rear Adm.-select Richard Cellon relieved Rear Adm. Chuck Kubic at Pacific Division, Capt. Paul McMahon relieved Capt. Cellon at Southern Division, and Capt. Chris Schanze relieved Capt. Gary Engle at Southwest Division.

# Parting Shots

SUMMER PICNIC--Robin Blackwell and daughter Hunter (left), David Curfman, Ed Gallaher, and Jim Wood (above), and Julian Frye (right), all enjoyed themselves.

CHRISTMAS IN APRIL--Jerry Haste, above, practices 'measure twice, cut once,' while Bobette Stephens, right, fills a dumpster.