

JDIP ENDS 30 YEAR WAIT

Marley Road Rehabilitated



Member of Parliament for Western St. Mary, Hon. Robert Montague (2nd left), along with State Minister in the Ministry of Transport and Works, Hon. Othneil Lawrence (3rd right) cutting the ribbon to mark the official reopening of Marley Road. The road is the first to be completely rehabilitated in St. Mary under the multi-billion dollar Jamaica Development Infrastructure Programme (JDIP). Also in the picture are Chief Executive Officer of the National Works Agency, Patrick Wong (2nd right), Councillor at the St. Mary Parish Council Michael Belnavis (right), Mayor of Port Maria, Richard Creary (left), Councillor Jason James (partially hidden), along with some students from the primary school in the community.

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NWA gives Thanks for 10 years of existence

The NWA kicked off it's celebratory activities at the Andrews Seventh Day Adventist Church in St. Andrew. The Service was attended by team member from all over the Country. They were treated to a Spirit filled service at the Church which is led by Pastor Lorenzo King.



NWA Prepared for any Eventuality during the 2011 Atlantic Hurricane Season

A hurricane is a severe tropical storm that formed in the southern Atlantic Ocean, Caribbean Sea or Gulf of Mexico. Jamaicans who live in communities that are prone to the effects of hurricanes and tropical storms need to educate themselves about their vulnerabilities, and what actions should be taken to reduce the effects of these devastating storms.

Tropical storms, hurricanes and flooding are a part of Jamaican life. During the months between June and November each year Jamaicans brace themselves for the passage of a hurricane or tropical storm. Many engage in conversations about the most recent hurricanes which linger in their memory. Others still recall vividly the devastation of Hurricane Gilbert in 1988 and hurricane Ivan in 2004.

Preparing for hurricane seasons has led to a reduction in the cost and limited the damage to infrastructure in Jamaica. By determining the vulnerable areas across the country we can predetermine what actions are to be taken thus reducing the effects of a hurricane or tropical storm. This is why the most important thing that the National Works Agency can do in preparing for facing the threat of a hurricane is to prepare to take action before, during and after the hurricane.

The 2011 Atlantic Hurricane Season which began on June 1 is according to the, AccuWeather.com Hurricane Center Meteorologist and Hurricane Forecaster Paul Pastelok, going to be an active season. The Team from AccuWeather.com is forecasting a total of "15 named tropical storms, eight of which will attain hurricane status and four of which will attain major hurricane status, category 3 or higher." During a normal season, "there are 10 tropical storms, six of which become hurricanes and two become major hurricanes or attain winds that exceed 110 miles per hour.

The National Works Agency (NWA) isn't taking any chances with the season. It is for this reason that the Flood Damage Mitigation Programme was undertaken, during which critical drains, culverts and catch basins were cleaned. Minor patching and road rehabilitation is also being done. This exercise being carried out by the Agency is especially meaningful for the north-eastern parishes of Portland, St. Thomas, St. Mary and St. Ann, a region that is characterized by heavy rain fall and the first to experience the impact of a tropical storm or hurricane.

The preparations also included meetings to discuss establishment of the Agency's Emergency Operating Centre, the pre-positioning of equipment to be dispatched to flood prone areas and discussions with stakeholders regarding their roles and responsibilities in the event of the passage of a tropical storm or hurricane.

The organization is prepared and you should be as well. When we think about hurricanes strong winds come to mind. But there are other accompanying effects of hurricanes because of their potential to off load heavy and sustained rainfall. This can result in storm surges, the overwhelming of drainage systems resulting in flooding. These effects are all equally destructive and dangerous. So be prepared. Don't be caught off guard.



Workmen constructing a concrete 'U' drain along a section of the Granville to Retirement roadway in St. James. This roadway is being rehabilitated under the Jamaica Development Infrastructure Programme (JDIP).

The Washington Boulevard Improvement Project...

six lanes of improved roadway coming soon!



A substantially completed section of Washington Boulevard

Residents, motorists, pedestrians and business interests along Washington Boulevard, Dunrobin Avenue and neighbouring localities, will soon breathe a sigh of relief, as the much anticipated six-lane improved Washington Boulevard/Dunrobin Avenue corridor is soon to be realized.

The Washington Boulevard (Fifth Road) Improvement Project (WBIP) which was implemented in June 2007 and covers 2.75 kilometres of roadway from the Constant Spring Road/Dunrobin Avenue Intersection to the Washington Boulevard/Molynes Road Intersection, in St. Andrew, is, as at June 30, 2011, just about two months to completion.

Project Manager of the WBIP, Mr. Alfonso Marshall is confident that contractors Surrey Paving and Aggregates Limited will meet the projected, end of August 2011 completion date, thus facilitating the opening of a new 6-lane corridor, by the beginning of the new school term in September 2011.

"Come September morning, says, Mr. Marshall, I anticipate the beauty of beholding the smooth flow of six lanes of traffic, extending from the Constant Spring Road/Dunrobin Avenue Intersection to the intersection of Washington Boulevard and Molynes Road, blending easily into the existing six lanes beyond that intersection."

The new roadway will be safety enhanced, complete with eight (8) new traffic signals and pedestrian facilities at critical intersections; improved sidewalks on both sides of the roadway; just under seventy (70) additional street lights and the installation of over one hundred (100) manholes geared at significantly reducing flooding.

Background

The Washington Boulevard Improvement Project (WBIP) was estimated at a total project cost of twenty-three million, three hundred and ninety thousand United States Dollars (US\$23.390-million), of which the Caribbean Development Bank (CDB) approved a loan of fourteen million, seven hundred and seventy-seven thousand United States Dollars (US\$14.777-million), with the remainder of US\$ 8.613-million being financed by the Government of Jamaica.

Having been informed by the CDB in mid-January 2009, that all preconditions of the loan as stipulated by the lending institution, have been met, the Ministry of Transport and Works (MTW), through the National Works Agency (NWA), engaged the services of Surrey Paving and Aggregates Limited who, on January 4, 2010, officially commenced the Civil Works contract on the project.

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Other Major Deliverables of the WBIP

Some of the other major deliverables of the WBIP includes:-

- The construction of Boundary Walls along the new road alignment;
- The construction of kerbs, box culverts, retaining walls;
- The construction/improvement of a total of nine (9) structures, including the construction of three (3) new bridge compositions, along the corridor, namely:-
 - 1.The Northern section of the Red Hills Overpass;
 - 2.A Box Culvert over the Rochester Gully;
 - 3.A Box Culvert over the Merrivale Gully

As well as:-

- the extension of the existing southern ramps of the Red Hills Overpass, from its existing single-lane to two (2) lanes.
- the extension of existing Box Culverts at both the Merrivale and Rochester Gullies;
- the construction of utility bridges and pipe culverts for water main.
- The installation of NWC sewer gravity and force-main; as well as 150-millimetre diameter distribution water lines.

PROJECT STATUS

June 30, 2011, marked the 76th week of the start of the Civil Works Phase of the WBIP and an overall completion status of approximately eighty-eight (88%). This means that to this, date, the contractor has made the following progress:-

PROGRESS OF THE WBIP AS AT JUNE 30, 2011

Boundary Walls	Structures	Storm Water, Sewer, Utility Underground systems	Road Works	Traffic Light Installation 30% completion of Traffic Light Installation:-	Street Light Installation
<u>100% completion</u>	<u>90% overall completion</u>	<u>100% completion of Sewer Pipe Installation:-</u>	<u>75% overall completion of Road works:-</u>	<u>Foundation laid and poles erected at three (3) intersections as follows:-</u>	<u>50% completion of Traffic Light Installation:-</u>
of all boundary walls along the new road alignment.	of the nine (9) structures targeted for construction/improvement.	– 150mm-diameter sewer pipes - 1,600m installed. – 250mm-diameter sewer pipes - 908m installed. <u>100% completion of Storm Water Drainage installation:-</u> – 610mm storm drainage pipes - 2,607m installed. – 910mm storm drainage pipe. – Double-pipe 1,200m culvert (by Dukaran). – U-Drain (to collect water from properties along the North side of Washington Boulevard). <u>Manholes: 90% complete:-</u> – 100% installation of Sewer Manholes (12 placed). – 72% of Storm-water Manholes (86 of 119 completed). – 100% of JPSCo Manholes (12 placed).	– 97% of required Excavation works completed (29,175m ³ of a targeted 30,000m ³ done to date). – 87% of required Sub-Base placed. (19,748m ³ of a targeted 22,653m ³ done to date) – 92% of Base placed (11,086m ³ of a targeted 12,000m ³ done to date). – 55% completion of Asphaltic Concrete (Wearing Course).	– Cowper Drive/ Washington Boulevard; – Lindsay Crescent/ Dunrobin Avenue; and – Dukharan/ Dunrobin Avenues.	– 35 of 69 Street lights erected along the corridor.

Continued on next page

Minister of State Opens Marley Road in Western St. Mary

After a wait of some 30 years, the residents of Marley Road in Western St. Mary can now boast about their ROAD and no longer "an obstacle course fit for only donkeys." The two point six kilometre stretch of parochial road has been rehabilitated, a testament of the Jamaica Development Infrastructure Programme (JDIP), which focuses on roads of all description.

"I have lived in this community (Marley) for all my life and it is the first time in over 30 years that the road is getting this type of attention," said 70 year old resident who identified himself as Maas Coolie.

Work on the project began in February 2011 and was completed on June 15, 2011, two months ahead of schedule. The activities that were undertaken on the roadway included site clearance, bushing and cutting of overhang, earthworks, construction of drains, catch basins and culverts. The roadway was paved with Double Surface Dress.

This project was undertaken at a cost of just under sixty million dollars. Minister of State in the Ministry of Transport and Works, Hon. Othniel Lawrence officially opened the rehabilitated road said he was happy to see the project coming to fruition and ahead of time. He said that the road fitted comfortable in the government's drive to use such projects as development drivers. Community's economic base is farming and Minister Lawrence said transportation of produce to the markets will be made much easy through the completed roadway.

Member of Parliament for Western St. Mary, Hon. Robert Montaque also lauded the effort of the Ministry of Transport and

Works, in particular the National Works Agency. He said that the project was well managed and delivering the road to the residents ahead of schedule was a major accomplishment.



Maas Coolie

The MP who is also the Minister of Agriculture also thanked members of the community in assisting to make the project a reality and echoed the views of Minister Lawrence regarding the benefits to many farmers in the community.

... Washington Boulevard

COMMUNITY INVOLVEMENT

We believe that communication is a vital component of all project design and implementation phases. In light of this, the NWA met with various community groups: Parents'-Teachers' Associations, Neighbourhood Watch groups, Citizens' Associations, Community Based Organizations (CBO's), in an effort to sensitize these various communities located along the project corridor and its environs, about the scope of the project and the attendant changes expected to impact their daily routine; and as well to ascertain any concerns they might have had about the project.

Meetings Prior to the Start of Civil Works

A total of twelve (12) community meetings were held with citizens, schools and business interests, prior to the actual start of civil works along the corridor. These meetings were held over the period April 2009 to February 10, 2010, at which time a general Community Meeting, including councillors and members of Parliament for the relevant communities, was held.

The NWA's effort to address the social concerns associated with the WBIP is an ongoing one, expected to continue, as the need for intervention arises, until the completion of the project.

Meetings During the Civil Works Phase

A total of four (4) official meetings have been held since the commencement of the civil works phase, with residents and business interests of communities being impacted by the WBIP. These are as follows:-

Date

1. June 21, 2010
2. September 20, 2010
3. March 1, 2011
4. June 8, 2011

Community

- Calabar Mews
- Dunrobin Acres – Phase 1 (Dukharan Entrance)
- Dunrobin Acres – Phase 1
- Business Operations along Dunrobin Avenue

Expected Economic Benefits of the WBIP

The Washington Boulevard Improvement Project (WBIP) is expected to improve traffic safety along Washington Boulevard and Dunrobin Avenue. The project is also expected to improve traffic volume capacity along the corridor, an improvement which is anticipated to reduce traffic congestion along the entire stretch of roadway from the Dunrobin Avenue/Constant Spring Road Intersection to the intersection of Washington Boulevard and Molynes Road and continuing to end of Washington Boulevard, where it meets Six Miles. As a result, the National Works Agency anticipates that motorists will benefit from reduced travel times and overall transportation/vehicle operating costs.

"42% Complete - *Development Road taking shape"*

Traffic in the centre of the town of Christiana, Manchester even during midweek is bumper to bumper and often chaotic. The construction of the one kilometer development road which falls under the Jamaica Development Infrastructure Programme (JDIP) is far more than just a bypass for the congested town. Planners say Christiana currently has a population of about 63,000 which is expected to grow to over 86,000 in 10 years. This new road will not be sealed off from the fast growing town but will have linkages at strategic points to allow for commercial development.



Excavation works along the Development Road

The project officially started on Monday March 14, 2011 and will be completed in 12 months. The improvements will entail the construction of a two lane urban carriageway with hard shoulders on both sides. The requisite drainage infrastructure will also be provided, as well as traffic signals to facilitate the safe and efficient traffic movement within the town centre. The contract price is over \$US8.9 million and the road will have wearing surface of Asphaltic Concrete and will also include underpasses and culverts.



One of the many drainage features along the Christiana Bypass

The China Harbor Engineering Company Limited (CHEC) is the main contractor and as of early July 2011, the overall progress is approximately 42%. This includes top soil clearance, sub grade excavation, drainage, under pass construction, retaining structures and the relocation of the Abattoir animal holding area. The work progress has been hampered by land acquisition challenges with the National Land Agency conducting negotiations with the property owners for the purchase of the required lands. The contractor has access to approximately 90% of the site. The relocation and the replacement of the JPSCO poles are completed while the relocation of LIMEs facilities has begun and will be completed soon.



Structural support work for one of the two bridges being built as part of the project

The project is located in Northeast Manchester. Member of Parliament, Audley Shaw says the town of Christiana serves major section of four parishes where people do their business transactions making the new development road a very necessary project. "It is the main commercial centre for North Manchester, most of Trelawny, sections of St. Ann and Clarendon", he stated recently while on a media tour of the project. The Member of Parliament who is also the Minister of Finance said that business in Christiana can be stifled if the development road is not constructed to make the movement of traffic and people more efficient.

Relief close for users of *Salt River Road, Clarendon*

For many years some residents of Southern Clarendon have bemoaned the poor condition of the Salt River main road. The corridor is a major link between the growing town of Old Harbour and villages such as Lionel Town, Michell Town, Hayes and Dawkins Pen. Demonstrations for poor road condition have over the years been a major feature of the advocacy effort of the residents. This advocacy that seemed not to be getting aware, until the implementation of the Jamaica Development Infrastructure Programme (JDIP) in 2010, when the corridor was identified as one of several to be rehabilitated.

JDIP represents a major undertaking by the government to significantly improve on the island road network in order to enhance the quality of life of the citizens of Jamaica and to stimulate economic growth. The National Works Agency (NWA) is responsible for approximately 495 kilometers of roadway in the parish of Clarendon.



Base material being compacted



Transport and works Minister, Mike Henry test the thickness of Asphalt being laid along the roadway.

Rehabilitation was started on 12 kilometers of the Salt River Road (Salt River to Dawkins Pen) on December 13, 2010 by the sub contractor Build Rite Construction. The scope of work for this road section includes reconstruction of the sub base, placement of base material and a combination of Double Surface Dressing (DSD) and Asphaltic Concrete as wearing course. Major drainage improvement to include the construction of V, Earth and Cross drains also feature heavily in the rehabilitation effort.



Transport Minister, Mike Henry (right) inspects the quality of work being undertaken on the road. Also in the picture are (from left) Director of Regional Implementation and Special Projects, George Knight, Member of Parliament for South East Clarendon, Hon. Rudyard Spencer and Chief Executive Officer of the NWA, Patrick Wong. At back: Errol Hunter, Regional Manager - NWA, Central Region

This project is being done at a cost of \$335 Million and will create easier access for the citizens of Lionel Town, Rocky Point, Mitchell Town, Longville Park, Old Harbor, Free Town, Sandy Bay and Hayes. The project is slated to be completed by December 2011 and it was 81% completed at the end of June 2011

Northeastern Round-up

ROADWORK AND INFRASTRUCTURAL RESTORATION IN THE PARISHES OF ST. THOMAS, PORTLAND, ST. MARY AND ST. ANN

In the past three months, the National Works Agency (NWA) has maintained a bevy of activities in the northeastern parishes of St. Thomas, Portland, St. Mary and St. Ann. Not only did these parishes experience a flurry of flood damage restoration activity as a result of persistent and intermittent rainfall, but there are also quite a number of other infrastructural maintenance and rehabilitation projects that were initiated, some of which are still underway. These are in addition to projects being undertaken under the Jamaica Development Infrastructure Programme (JDIP).

Flood Damage and Mitigation Programmes

Even before the start of the 2011 Atlantic Hurricane season on June 1, 2011, heavy rains intermittently pelted parishes in north-eastern Jamaica, with St. Thomas bearing the brunt of the assault,



Port Morant, St. Thomas - Drain Cleaning completed

in most instances. This periodic, heavy rainfall continued, during the months of June and July, leaving fallen trees and rocks, scoured road surfaces, landslips and flooding in its wake. This kept regional National Works Agency (NWA) staff, and other emergency respondents, busy trying to restore vehicular access and normalcy to many areas that were left impassable during the onslaughts. These events coincided with the 2011 Flood Damage Mitigation Programme which got underway in June 2011 and saw the cleaning and repair of over two hundred (200) storm water drains in the four (4) parishes. Approximately eighty (80) drains were cleaned and restored in St. Thomas alone. The mitigation programme is being completed at an approximate cost of J\$24 million.

Routine Maintenance Patching Programme

Asphaltic Concrete patching also got underway in the northeast in June 2011. Approximately 9,450 square metres of patching was done in all four parishes. The projects, some of which are still being completed, were funded by the Road Maintenance Fund (RMF) at a cost of over J\$22 million.

Corridors that benefitted from this programme included Church Corner to Morant River Bridge in St. Thomas, as well as the Tom's River to Aqualta Vale (Junction) and Frankfurt to Gayle main roads in St. Mary. In Portland, West and Harbour Streets, along with Folly Road were patched, while in St. Ann, the Brown's Town to Alexandria, Mount Diablo to Moneague to Green Park and the Claremont to Harmony Vale corridors were among roads that ben-



Road Rehabilitation along the Wilmington to friendship main road in St. Thomas under JDIP

efitted under the programme.

Jamaica Development Infrastructure Programme (JDIP)

Since the inception of JDIP in 2010, forty-three (43) projects have been completed or initiated in northeastern parishes under the Jamaica Development Infrastructure Programme (JDIP), at an approximate cost of J\$4 billion. In addition, there are also three major projects in the northeast that are being undertaken under JDIP, namely the construction of two box culverts at Eleven Miles in St. Thomas, at a cost of over J\$135 million; the Rio Grande Bridge in Portland, which costs US\$28.8 million; and Phases 2 and 3 of the Fern Gully Restoration and Rehabilitation project in St. Ann, at a cost of over J\$500 million.

Eleven Miles Box Culverts, St. Thomas

There existed two Fords at Eleven Miles, Bull Bay in the parish of St. Thomas. These were badly deteriorated mainly as a result of their being used by mostly over-laden aggregate trucks, and other heavy vehicles, over the years. As such, the approach roads to the Fords were badly affected resulting in delays in the traffic using the roadway. Also, during periods of heavy rainfall, the Fords are rendered impassable due to flooding, interrupting a vital link from Kingston to St Thomas.

In April 2011, the construction, of two reinforced concrete box culverts, was initiated and is scheduled to last for twelve (12) months.

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JIDP's Bridges...

a relief for the Queensborough and Cassia Park communities

After much delay, including an aborted Contract Signing Ceremony, work to replace both the Cassia Park and Queensborough Fords in St. Andrew has started. Motorists will in the next year be utilizing the services bridges that are being built in both locations. The structures are being built as part of the bridge component of the multi-billion dollar Jamaica Development Infrastructure Programme (JDIP).

Minister of Transport and Works, Mike Henry said he was delighted at finally having the structures erected, after being in limbo for many years. "Through the construction of these bridges we are not only making the roads safer, but also driving development and growth in our country," he said.

An attempt was made to have these bridges built, over both the Queensborough and Cassia Park Fords, some six (6) years ago when the National Works Agency (NWA) went to Tender on three occasions. Having not received a satisfactory Tender, permission was sought and received from the National Contracts Commission (NCC) for a contract to be negotiated. Approval for the construction of these two (2) bridges, in the amounts of J\$57,593,479.00 and J\$63,031,514.00, respectively, the then approved contracting firm withdrew its offer to undertake these works by failing to appear at the contract signing, on the grounds that, as stated by the contractor, the contracting firm was unable to implement works at the then agreed contract prices.

A lack of budgetary support then resulted in the structures being in abeyance, until the advent of the JDIP in 2010, at which time the Queensborough and Cassia Park Bridge Projects were re-proposed for implementation.

Under the JDIP, China Harbour Engineering Company (CHEC) was requested to offer pricing to construct both of the bridges. The NWA subsequently entered into a contract with CHEC for the construction of the bridges. The Queensborough and Cassia Park bridges are being built, at contract prices of J\$154-million and J\$183-million, respectively.

Questions have been raised regarding the costs of both structures. Director of Technical Services at the NWA, Roger Smith explains that the roughly 140% increase over the 2005/2006 prices was due to a number of factors. These include increases in the cost of reinforcing steel and concrete. See table below.

COST COMPARISONS 2005 VS. 2011

(The rates for three (3) major work items and current prices are listed below. For comparison, Provisional Cost and Contingencies have been included in the table).

Item	2005	2011	% Increase
Reinforcing Steel (/ton)	\$37,300.00	\$80,000.00 (approx)	114%
Concrete (/cy) *	\$5,900.00	\$13,785.00*	133%
50 ton Crane (/hr)	\$5,400.00	\$15,000.00	177%
Provisional Cost and Contingencies	\$4,150,000.00**	\$13M (Queen) and \$25.68M (Cassia)	

*includes for pumping and placing.

** Cassia Park



Queensborough Bridge in progress

Mr. Smith further explains that over the period 2005 to 2011, the index price for diesel fuel, one of the major components in equipment (rates) utilized in this construction, increased also by 118%. Due to the urban environment in which Queensborough and Cassia Park Bridges are to be constructed, provision has been made (at current prices) for relocation of utilities such as National Water Commission Mains, and Jamaica Public Service Company (JPSCO.) power lines. In both contracts, these provisions are estimated at \$13.8M and \$25.7M respectively; which in turn accounts for additional costs in nominal terms over the tenders of 2005/2006.

The NWA recently completed a programme of works, through which some 18 bridges were constructed. This under the R.A. Murray Bridge Programme. Through the programme, bridges were completed across several parishes, including in St. Andrew, where the Waterloo Ford was replaced and in St. Catherine, where the defective Bog Walk Bridge was reconstructed.

Mr. Smith explains that the costs of the bridges at Cassia Park and Queensborough compared favourable with those structures built under the R. A. Murray Programme.

Queensborough Bridge, St. Andrew vs. Bog Walk Bridge, St. Catherine

- The Bog Walk Bridge and the Queensborough Bridge compare due to their relative closeness in span (31.5 meters vs. 30 meters), hydraulic opening and piled foundations.
- The contract for the Bog Walk Bridge also had cost provision for relocation of a major NWC force main supply pipeline.
- The Bog Walk Bridge was constructed for USD\$1.79-million, which at current exchange rate is J\$152-million. By comparison, the estimate of cost for the Queensborough Bridge is J\$154-million.

Cassia Park Bridge, St. Andrew vs. Bog Walk Bridge, St. Catherine

- The Cassia Park Bridge, by comparison is a longer span bridge than the Bog Walk Bridge (and as well longer than the Queensborough Bridge), and compares similarly in relative cost, the cost of the Cassia Park Bridge being JAD\$183-million.

Lincoln Simpson

A major force in the public building sector

Lincoln Simpson, affectionately called "Simmo" by friends and colleagues is a man of extraordinary insight and dedication. He has poured his efforts and energies into improving the public building sector in Jamaica. In this regard, Mr. Simpson has worked tirelessly over the last thirty years, believing that the best contribution that he could make to his country is quality hard work. He is driven by the imperative of integrity, quality and honesty.

At a time when some feel that people like Simpson should 'pack their bags and go' he continues to work quietly infusing a new meaning into the term dedication. It is common practice for Simmo to arrive for work by or before six each morning. He sits quietly for a few minutes listening to the morning radio news. Following this, he can be found at his desk, where attention is given to his schedule of activities for the day.

Lincoln Simpson graduated from St. Andrew Technical High School (STATHS) in 1971 where he did general courses in building construction. Prior to graduation he had sent applications to the then Ministry of Education and Ministry of Communication and Works. "I did interviews for both ministries. Had I accepted the offer at the Ministry of Education, I know that I would be going to the Drawing Office". However, two weeks after graduation, I accepted a position at the Ministry of Communication and Works. Hon. Cleve Lewis was the Minister then".

"I was assigned to the Building Department and started my career as Works Overseer II (WO2). At that time we were doing sea control intervention. This project involved packing boulders against the shoreline in areas where erosion was occurring, between Ten Miles out in Bull Bay and sections of the peninsula in Port Royal, St. Andrew. We carried out this activity every year to protect these areas. We also did shoreline protection along the Roselle shoreline and at Gun Boat beach," St. Thomas.

The Building Section was responsible for construction of new government buildings, Police Stations, Court Houses, Hospitals, Health Centres, Post Offices, Government Ministries, Collectorates and Tax Offices. Mr. Simpson says that he was assigned to the construction of the Central Sorting Office (CSO) but was then transferred to Manchester, as part of the team involved in construction of the Mandeville Bypass. By this time he was promoted to Senior Works Overseer IV. He worked on this project with among others, Desrick Litchmore, Gervais Lawrence, Alton Fisher and Raphael Raymond, the latter having left and went onto Alcan Bauxite Company. "Litchie and Gervais are still with the Agency and Fisher retired about three years ago".

They each were in charge of their own section of road. "We worked under the direction of Joseph Shako, the Project Manager, who eventually became Permanent Secretary in the Ministry of Housing and Works". Simmo was responsible for the road construction section which was located between New Green roundabout and the mid section of the Alcan Property. He worked on this project between 1977 and 1979.



Lincoln Simpon at work

"At the time this was one of the largest road construction projects undertaken by government. We had to cut through "mountains" of rock. At my section we had to cut from the top of a hill down to ninety five (95) feet and move the material to fill the depression of two hundred and twenty (220) feet. This is still a record in terms of cut and fill".

In 1979 he was transferred to May Pen, where he was assigned to work with the Lionel Town to Mineral Heights road construction project. "My section was between Vere Technical High School and Dawkins Pen. I spent two years on this project, with Victor Brooks as Project Manager, and then returned to Buildings in 1981. So overall, I spent four years in road construction. At that time there were Building, Road, and Bridge Units. So when they were short of man power, we were transferred to other units to render assistance."

"I have remained in Buildings ever since". By this time he was promoted to Assistant Superintendent. In 1981 he was dispatched to Lucea in Hanover to take over the construction of the Lucea Court House. "The services of the contractor were terminated and we completed the project by Force Account. We employed tradesmen, labourers and purchased the material needed for the project. This project was completed in 18 months. I was assigned other projects as well. These included the Courtesy Corps Building in Montego Bay". He was then sent to St. Mary to take charge of constructing Health Centres at Gayle and Heywood Hall.

In 1988 following the passage of Hurricane Gilbert, he was assigned to Health Centre restoration in the county of Cornwall. "We had seventy one (71) projects to which we were to carry out restoration activities. These included health centres, cottages, residents and the Falmouth Court House. We worked along with the American Army Reserve, who were here assisting us. They were assigned some twenty of these projects. I had to coordinate the

Lincoln Simpson ... Continued from page 11

logistics, order material and have this delivered to the base camp at Montpelier from where it was moved to the various projects. We also had to employ private contractors to assist with the restoration effort”.

After accomplishing all this Mr. Simpson returned to ‘Head Office’ in 1991 where he has been stationed since. “I became a Superintendent and was now in charge of projects to renovate collectorates, court houses and police stations island-wide. Funds were provided by the client ministries, deposited here at Head Office and we executed the works. We were given responsibility for Jamaica House, Vale Royal and Gordon House as well. We also had the exclusive responsibility for basic renovation to all custom facilities island-wide and we were also renovating Tax Offices island-wide at this time”.

He also had the responsibility for creating the Half Way Tree one-way rotary system. This included the widening of Balmoral Avenue from two to three lanes. The construction of the north bound lane between the Three Miles roundabout and Waltham Park Road was another milestone as well as the civil works for traffic signal installation in areas such as Portmore and the Flat Bridge in St. Catherine

Lincoln Simpson also mentored and supervised the new Assistant Superintendents who were assigned to the Building Section. These individuals included Dwight Clayton, who is now the Parish Manager for St. Mary, Sadiq Mahabeer, who is now in charge of St. Catherine, Horace Walker Clerk of Works assigned to Kingston Metropolitan Regional Office, Thalia Small who is no longer employed to the Agency, worked in Regional Implementation and Leighton Anderson former Parish Manager for St. Thomas. They were sent out island-wide to carry out inspection of buildings and were fully engaged in the day to day activities of the section.

Mr. Simpson continued in this capacity until 2001 when the National Works Agency came into being. “I applied to join the Agency and was successful. The Building section had responsibility for Jamaica House, Vale Royal, Gordon House and all National Works Agency properties. We also undertook renovation to National Land Agency residences to accommodate Ministers, Ministers of State and Permanent Secretaries.

A colleague, Christopher Campbell, says he met Simmo in 2000 when he gained employment at the newly established National Works Agency. By then Mr. Simpson was at the Public Works Department, forerunner to the National Works Agency for almost thirty years. My first impression was that he was a stern, intense and no nonsense individual. I pondered how I was going to work with him. As it turned out his bark was far worse than his bite. It was and is his passion for the job and the intensity with which he approached each project. It was my perception that if he believed in something he was passionate about it

While not officially acknowledged by him, Lincoln Simpson is an advocate of flexi hours. A typical day for him would start at 6 a.m. During that time his output would be equivalent to a day and a half of work. This may include the completion of three estimates for buildings, site visits and site meetings which are usually complet-

ed by 7 a.m.

Lincoln Simpson’s substantive title is Building Officer. He does Project Management duties for Ministries, Departments and Agencies (MDA). This involves but is not limited to roof repairs, office modifications, external paintings, and construction of fences, parking area and other aspects of the physical plant, meaning buildings.

According to Christopher Campbell, “From the beginning, one of the things that I was always impressed about, whether it was the Office of the Prime Minister, Ministry of Finance and all the other ministries, people knew him. Senior officers, or technocrats know him intimately, that is on a first name basis. They regard him with respect and they have an almost blind faith in him.” “If Simmo say a suh it go, a suh it go, and they would be more than inclined to accept his recommendation.”

Campbell testifies of him: “he is married now for thirty odd years. His family is his world. Don’t mess with them;” he does not take kindly to that. He is well connected, but despite this he believes in the admonition “go hard or go home”. He knows nothing else. Simpson is the personification of passion. Campbell points out that one of the unfortunate drawbacks as it relates to imparting the invaluable knowledge he has acquired over the years, is that there is no one to understudy him in order to carry on the building principles that he has developed over these years.

Another colleague, Gervais Lawrence, who met Simmo on the Williamsfield to Greensvale Highway arterial road project, otherwise known as the Mandeville Bypass, said “I worked very well with him”. But it was the only project that we worked on together. This lasted for about three years, sometime between 1977 and 1979. We were responsible for different sections of the road that was being constructed. We worked long hours, way into the night, and on weekends, Saturday and Sunday. He was just learning to drive then. We had to contend with gunmen and the project was even closed down for two months and reopened with soldiers and police stationed at the site.

Simmo was a team player. If you troubled one, you troubled all of us. He was friendly, hard working and really enjoyed relaxing after a hard day’s work. In those days the projects was labour intensive, so we had a lot of people to contend with and he did this very well. What stands out in my mind is that he was a hard working and dedicated employee. If you started to lay a culvert, you would not stop until it was finished, even if it took you into the night. It was a different culture in those days and Simmo was a part of that culture. He was not afraid to speak his mind but he had a passion for completing any duty assigned.

Desrick Litchmore met Mr. Simpson in 1977. “When I graduated from the College of Arts Science and Technology (CAST) I joined the Williamsfield to Greendale Bypass road construction project. Mr. Simpson was a member of the construction team when I arrived”. According to Mr. Litchmore, “We developed a very good relationship. I was young and inexperienced. He was very protective. He saw me as his junior and shared his experiences.

Continues on page 14

Queens Drive rehabilitated, another success of JDIP

Project Completed Two Months ahead of September 2011 Deadline

The Queens Drive in Montego Bay, St. James has received a well needed facelift through the government's Jamaica Development Infrastructure Programme (JDIP).

This corridor is one of the major thoroughfares in the Resort City. It links the bustling down town business district to the Elegant Corridor (the stretch of roadway between the Sangster's International Airport and the Iberostar Hotel). It is one of the main routes for road users travelling from down town Montego Bay towards the Sangster's International Airport and its environs.

This project was implemented by the National Works Agency (NWA), and was executed by China Harbour Engineering Company, at a cost of approximately \$141 million. The project which got underway in September 2010 was completed in July 2011 - two months ahead of the September 2011 deadline.

Major Projects Manager at the NWA's Montego Bay Regional Office, Horace Cotterell said the project involved the milling and overlay of the roadway which is approximately 2.5 km in length. There was also construction and repair of sidewalks, kerb and channels and retaining walls. Significant emphasis was placed on improving the drainage systems along the corridor.

Mr. Cotterell said that several side roads along the Queens Drive were also rehabilitated under this contract. These include the Federal Avenue, Delisser Drive, Leaders Avenue and Sewell Avenue.

"This project is of great importance to the development of the Resort City. It has greatly improved the driving surface along the corridor, providing for a much more comfortable commute. The construction and repair of sidewalks on both sides of the roadway ensures that pedestrians are able to traverse the roadway between the Sangster's International Airport and Howard Cooke Boulevard with relative ease." Mr. Cotterell opined.

The recently rehabilitated roadway is one of several roadways in



A section of the newly completed Queens Drive

the Western Region currently being rehabilitated under the JDIP. The Irwindale River training project has been completed under this programme, while work continues on other roadways such as the Martha Brae to Kinloss in Trelawny and the stretch of roadway between Kings Street and Cornwall Courts in St. James.

... Northeastern Round Up

The project will see two two-laned culverts, complete with sidewalks, for pedestrians, on the existing alignment which will be somewhat geometrically improved. There will also be the construction of approach roads of approximately 10.3 metres in width, which includes two shoulders, of a total of three (3) metres in width. The completed box culverts will be paved with asphaltic concrete upon a new base and embankment fill.

Works are now underway on one lane of the most eastern culvert, which is the ford closest to Grants Pen, in St. Thomas and are approximately 10% complete.

Rio Grande Bridge, Portland

The Rio Grande Bridge which became non-operational during Hurricane Dennis in 2005 is being replaced by a two-laned reinforced concrete structure, which will be 210 metres in length. The

structure will be completed with sidewalks for pedestrians, and will be diagonally realigned with the recently completed North Coast Highway, Segment 3. It has a design life span of 75 years. The project, which commenced in January 2011, will last for eighteen months

Fern Gully Restoration and Rehabilitation Project, Phases 2 and 3, St. Ann

The Fern Gully, a major tourist attraction and the main link between Colegate and Ocho Rios in St. Ann, is currently being repaired to mitigate flooding in the resort town of Ocho Rios and its environs. The project will see 1.6 km of roadway being repaired with the use of rigid concrete pavement. There will also be the construction of 1.4 km of concrete u-drains and three (3) box culverts within the gully. Some sections of the roadway will also be widened.

Big Up! TEAM NWA



University of the West Indies
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MONA
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May 30, 2011

Mr. Patrick Wong
Chief Executive Officer
National Works Agency
140 Maxfield Avenue
Kingston 10

Dear Mr. Wong,

I would like to take the opportunity to formally congratulate the Agency on achieving its 10th Anniversary milestone, but more importantly, congratulate the Agency on its continued upward momentum and trajectory. That was a wonderful supplement in both major newspapers. Though they failed to capture the full breadth of NWA's achievements, I doubt there would be enough space in the papers for that!

I particularly appreciated the comments of the Vox Pop section, which really hit the mark in terms of what we want to achieve together. While I would have liked to have seen a page full of similar comments, I think we would begin to see more of the same anyway. That, as well as the great turnout of sponsors from among your other stakeholders - the contractors - shows the importance and regard to which the Agency is held.

Continue the good work, and congratulations again to the Agency, its CEO, and hard-working staff.

Yours sincerely,

Dr. Parris Lyew-Ayee
Director

copy all DIRECTORS
P.S. H.H. 10/6/11



Earl Jarrett, C.D. - Chairman; Prof. the Hon. Gordon Shirley, O.J. - Principal; Dr. Parris Lyew-Ayee Jr. - Director



Labour Day Secretariat, Ministry of Youth, Sports & Culture, 4-6 Trafalgar Road, Kingston 5
Tel: 978-7881/7654 Ext. 5133/5141/5134 or 618-5133/5141/5134; Email: labourday@mysc.gov.jm

May 24, 2011

Mr. Patrick Wong
Chief Executive Officer
National Works Agency
140 Maxfield Avenue
Kingston 10

Dear Mr. Wong,

Re: National Labour Day Project - 2011

On behalf of the Sponsorship Committee of the National Labour Day Planning Committee 2011, please accept our sincere thanks and appreciation for your contribution to the National Labour Day Projects 2011.

Your assistance in providing *transportation and pick up services* contributed greatly to the success of the National Labour Day Projects across the island.

We thank you for your continued participation and commitment in assisting "the village to raise a child".

We wish you and your organisation success in all your future endeavours.

Yours faithfully,
SPONSORSHIP COMMITTEE

A 'Sandy' Chung
Chairman

copy TEAM NWA
10/6/11



16 May, 2011

Mr. Patrick Wong
Chief Executive Officer
National Works Agency
140 Maxfield Avenue
Kingston 10

Dear Mr. Wong

I am writing to thank you for the decisive action taken by your department in response to my query of 19 February 2010 and for the desilting and realigning of the Monticott River which had eroded its bank and extensively damaged my property.

It is rewarding to know that at a time when many Jamaicans are feeling disenfranchised, that the NWA can be highlighted as one department which can be relied upon.

With the hurricane season pending, we will no doubt get an opportunity to test the work; though it is my belief that grinding of that Logwood section would have been a more effective way of managing this unpredictable river and avoid future spending on the same stretch.

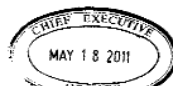
Would you please let me know if there are any plans afoot to grind the river and complete the sterling work, started.

I look forward to hearing from you.

Yours gratefully

Marcia Williams

Copy: Mr G. Knight, Director of Regional Implementation & Special Projects, NWA
Mr E. Llewellyn, Manager Flood Control, NWA
Mr A. Hughes, Parish Manager - St Thomas, NWA



copy A.H. ddu



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2011 June 14

Mr. Patrick Wong
C.E.O.
The National Works Agency
140 Maxfield Avenue
Kingston 10

Dear Sir

RE: BUILDING OF ROAD TO ST. THOMAS ESPECIALLY THE FORDINGS AT ELEVEN MILES POST

Words are inadequate to express our satisfaction and pleasure in hearing you in the media voicing your plans, to build that long overdue road.

You will be pleased to know, that your timely plan synchronized with our plan to build THE NEW CITY IN THE EAST, between the 11-14 miles post, going to Yallahs. That area with thousands of residential, commercial and development lots, has been earmarked from the "70's" Now ready to take off like a rocket.

We are more encouraged by your good work and positive stance. We are very conscious of your great burden. (Remember though, "uneasy lies the head that wears a crown").

May God in His Infinite Mercies and Wisdom, continue to bless, guide and protect you, so that you will continue in healthy enthusiasm, to the Development of Jamaica.

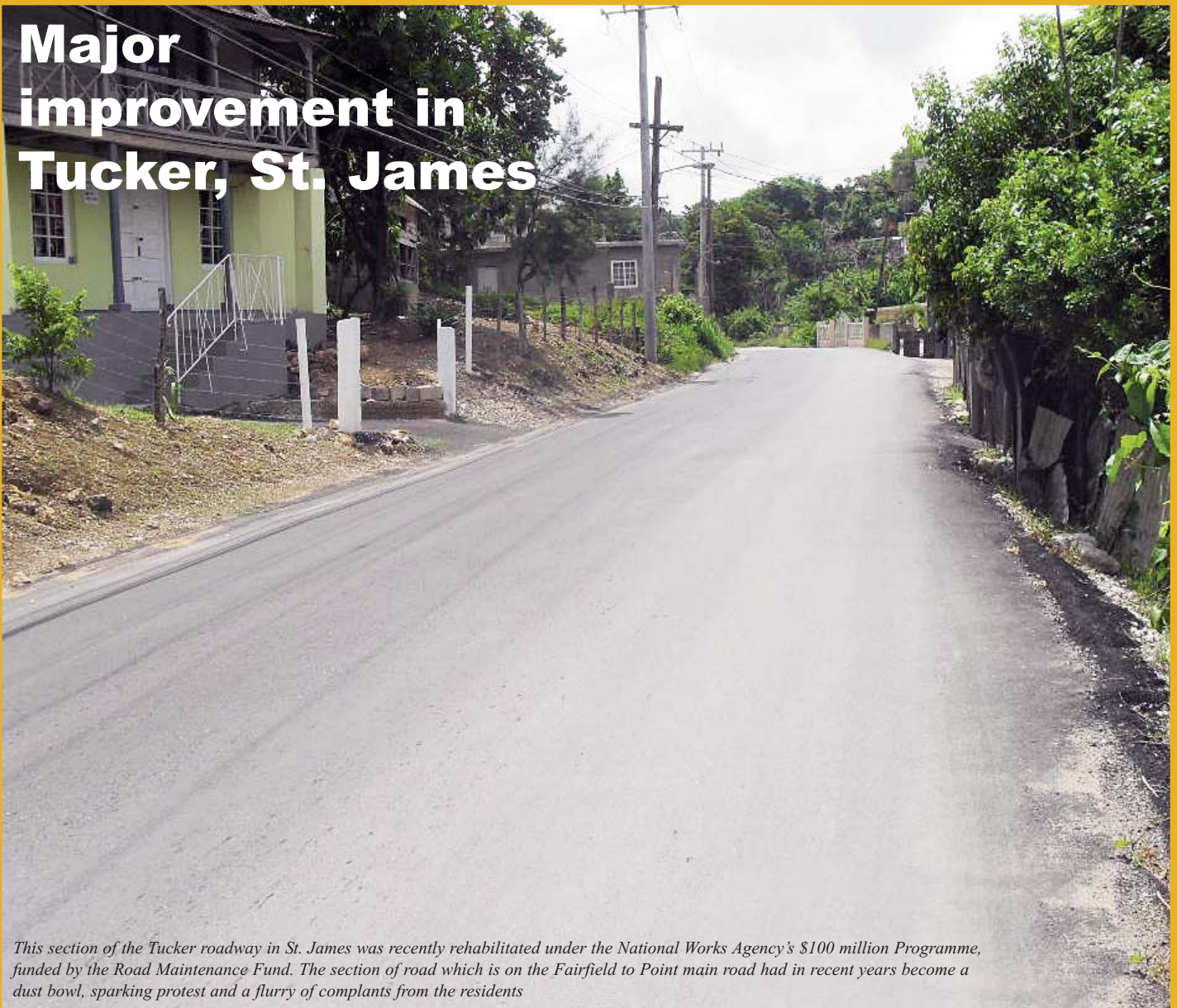
Land We Love.

Yours sincerely
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LASCELLES J. POYSER
MANAGING DIRECTOR

Real Estate, Development, Sales & Management (Farms, Industrial, Commercial & Residential)

Major improvement in Tucker, St. James



This section of the Tucker roadway in St. James was recently rehabilitated under the National Works Agency's \$100 million Programme, funded by the Road Maintenance Fund. The section of road which is on the Fairfield to Point main road had in recent years become a dust bowl, sparking protest and a flurry of complaints from the residents

... Lincoln Simpson

Desrick Litchmore is really grateful to him for this orientation into the PWD system. "He had a way of dealing with people which you could only learn on the job and he was exceptionally good at this. The workers really respected him. I was young and just out of school and I learnt a great deal. While I did not adopt all of his styles and approaches, I learnt to appreciate his management style, because ultimately the task was to get the job done and he did".

In the 1970's Mr. Litchmore recalls, the challenge was to deal with labourers, the Public Works operators, contractors and not so much the technical aspect of the project but Simmo had a head start on us in this regard. He was what one would call a "roots man" and I think this assisted him greatly in dealing with these people.

Litchmore asserts that his most endearing quality is his warm personality and his work attitude. He would give 150%. The clock meant nothing, we were not paid overtime and he encouraged this attitude which has remained with him to this day. Most importantly, he always sets targets and achieving these was not an option. So in summary I think he is a very balanced person, balancing work with family life, genuine, a man who really likes people.

It is said that to be respected by your peers is all that matters. Clearly, Lincoln Simpson is respected by his peers. The attitude that he has displayed over the years is rare these days. Mr. Simpson's journey is inspiration for all of us and an example of what can be achieved through passion, devotion and hard work. An extraordinary man, a builder who made good use of his bag of tools and as such he will leave an enduring legacy.

NWA 10th Anniversary Quiz Competition!

Winners!



1st Place Winner Marjorie Bailey was so elated when she heard that she won that she fell right in to a dance to the recently popular tune "Cross-it". When asked how she felt when she heard her name she recalled "it was a wonderful feeling that came at an appropriate time." Marjorie, who is an Administrative Assistant in the Directorate of Regional Implementation and Special Projects at the NWA, won for herself - \$15,000.00 after answering correctly all the questions in the Quiz. Here she collects her cheque from Chief Executive officer of the NWA - Patrick Wong. Manager, Communication and Customer Services - Stephen Shaw (left) – looks on.



2nd Place Winner is Farah Smith - Records Officer in the Records Services Unit. Farah's prize of \$5,000.00 was the first drawn entry. Again Patrick Wong did the honors

Workplace Etiquette: Be Your Best at Work

Treating your colleagues with respect can gain you a winning edge and create a win-win situation for everyone at the office. Here are some basic rules of etiquette in the office and at office parties.

- Have respect for those around you, and show a keen interest in your position.
- Familiarize yourself with the protocols of your office.
- Personal problems should be kept out of the office. It's unprofessional to discuss such matters at work.
- Romantic liaisons at the workplace can become very sticky. Need I say more?
- Salaries should not be discussed with colleagues. If you are congratulated on a raise or promotion, your response requires only two words: Thank you!
- Be aware of your body language in social interactions. For example, turning a shoulder and speaking with your body at an angle may suggest Get away from me. Instead, face the other person and make eye contact, which says I'd like to get to know you.
- Greet visitors to your office while standing at the door or in front of your desk, never while seated behind it.
- For meetings or interviews, place two chairs in front of your desk: one for you and your guest. This method presents you both as equals.
- Remember the theory of mutual respect. If your visitor stands, you stand, etc.
- Be respectful and courteous at all times.
- Always ask before you borrow anything.

My Surveying Experience

I am a summer worker here at the National Works Agency for a period of one month which commenced on the 4th of July 2011. I was selected to be a member of a four member team assigned to work in the Communications and Customer Service Department. We were selected by the Senior Communications Officer to conduct a customer service survey pertaining to the main road network in Jamaica.

In conducting the survey we visited seven parishes, some of which I have not been to for years so I got the opportunity to "tour while I worked" so it was an interesting opportunity and adventure altogether. I received both positive and negative feedbacks from the public; I was also made aware of the concerns of road users and from the public's responses I deduced some areas I believe should be addressed publicly.

When persons were approached their responses varied from "don't you see the bad conditions of the road.....you can do the questionnaire yourself "to "sure go ahead". Being a worker in the field, whenever you receive the negative responses you just have to take it with a smile and wish them a nice day.

There is a general trend in the responses of persons living in the same area; for instance, areas that have recently undergone road-work I received positive responses from the individuals interviewed as they are pleased and satisfied with the condition of the roads they travel on, on a daily basis. Persons in some areas where little no road work has recently been undertaken, after a disaster, were irate and disgruntled when talking with me and answering the questions about the conditions of the road. Some persons went as far as to question where their "hard earned" taxes are going, as well as they quarreled about the quality of the work done on the roads and the quality of the materials being used "dem using

cheap material after dem collect so much money for taxes", one participant said.

Most persons in Kingston and St. Andrew displayed concern about the congestion caused by ongoing road repair in various areas which they believe should be completed in a much shorter time period, which they view as a waste of tax payers money. They also believe that once the roads are properly fixed they will feel much safer travelling on the main roads. One participant pointed out to

me that when the roads are taken over by "pot- holes" they are more prone to falling victim to robberies, murders and even rape which is why they strongly believe that the government should pay more attention to road repair, for the safety of road users. Proper drainage systems was also a concern of persons, as they believe it is a major contributor to destroying the roads during times of heavy rainfall.

Based on some responses I got from interacting with members of the public I suggest that Jamaicans be properly informed about the responsibilities of the National Works Agency

which may change the attitude of persons toward the company. They need the assurance that the quality of the materials used to make and repair roads are of world-class standard and the quality of the work is of international standard.

I must say that majority of the persons interviewed were completely satisfied with the information provided by the NWA after a disaster regarding the accessibility of main roads in Jamaica. I hope the responses from the survey that the NWA has received from the public will assist in addressing the issues facing road users as soon as possible.

The NWA's Communication and Customer Services Department does an annual Customer Satisfaction Survey island-wide. The Survey's results are featured in the planning mechanism of the Agency.



Shanika Erskine patiently explains to a member of the public how to fill out a survey form

NWA *Plays host to* Summer Interns

Every year the National Works Agency plays host to a number of young people. Young persons who are seeking to learn valuable lessons for their overall development. This year, it is no different with a number of students drawn from various schools at the Agency on assignment. A number of the students are athletes, who have not only excelled for their schools. One has even gone on to represent Jamaica at the Youth Olympics level.

Fabian McCausland is a present student at the well known Kingston College. "400 meter hurdles is the type of race that makes an all round athlete. The background training works on adrenaline, speed, endurance and strength. This race is not for the swift but for those who can endure". This youth hopes to compete in his final year at champs because of a minor injury he suffered last year. He is working in an effort to attain a scholarship to a prominent local university or go oversea to further his studies with an aim to become a Lawyer. "This job experience so far has been exciting and I have learned a lot. In my last year at Kingston College, I will continue striving on the road of excellence"



"If I could do it next year, I would do it all over again" were words from **Christopher Harley**. His love for accounts got him in the department Finance and Accounting as a summer intern. "I do track and field because it is fun" He hopes to achieve his goal of becoming an Accountant. "Right now my aim is to get into Wolmers' Boy's sixth form and my aspirations continue from there."



Shanice Hall is the most outstanding high jumper where the "sun bleeds maroon and gold," - Wolmers' Girl's. At the age of 17, she represented her country at the Carifta Games and Youth Olympics. "The fact that you are arching over the



bar is a good feeling. The idea of elevating in the air makes me feel like a winner every time. All my failures are learning experiences for me to work on" When Shanice got accepted at the NWA, she was overwhelmed. Being that this is her first summer job, she gets the hands on experience and adapt to the qualities she will need to become a Lawyer.

Fitzroy Dunkley is known for his long legs and having a height of six feet three inches (6'3"). The Jamaica College high jumper said that "2.00 metres is my personal best, but I would like to put on 10 metres to my personal record." Regarding the NWA, Dunkley said "I love it here," while re-energising himself in the canteen at lunchtime. The food is great, my supervisor is awesome and every day I learn something new." Working in the Asset and Management Department amuses Fitzroy as his future path to become an Actuary.



Written by **Ackiesha Burnett**. She is assigned to the Communication and Customer Services Department. Ackiesha is also a hurdler from Wolmers. She told the Roadster that her aim for the coming season is to run a sub fourteen seconds, further her studies on route to becoming an Auditor and have general fun. "The experience I am getting here at the NWA is more than great for me. As much as this is not my field of work, I am having a blast and learning new traits every day." Summer 2011, National Works Agency is filled with athletes from prominent high schools on summer holiday. These athletes thought that their summer experience would be hard work compared to their training sessions but instead their having a good time.

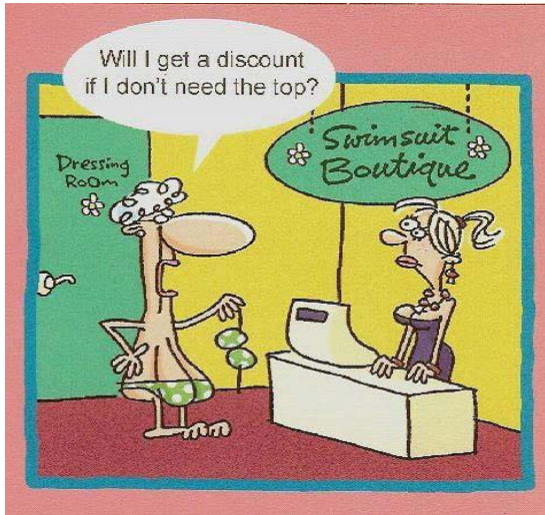




JOKES Ha HA Ha!



JUST KIDDING



*Team NWA
let your voice be heard!*

We welcome your
articles, poems,

inspirations, quotes, etc

send to: susanwebb@nwa.gov.im

Summer Quenchers

Ginger Beer, Unfermented

Lump sugar, 1 pound; first-class unbleached Jamaica ginger (bruised), 1 ounce; cream of tartar, 3/4 ounce or tartaric acid, 1/2 ounce; 2 or 3 lemons (sliced); boiling water of sufficient quantity. Allow to cool.

Summer Egnog

Beat the yolk of one egg and a spoonful of white sugar in a bowl to a cream; add a tumbler full of crushed ice -- first put the ice in a clean cloth and pound it with a mallet as fine as hail, stir this into the egg; add one spoonful of wine or good brandy and grate a little nutmeg over it; stir this all well; this is refreshing and nutritious as a drink.

Note: Use pasteurized egg products to avoid the risk of egg-related Salmonellosis.

Apple Water

Slice three large pippin apples, and pour over them a pint of boiling water, set in a cool place, when perfectly cold, sweeten it to the taste.

Rose Drink

Red rose petals, 1-1/2 cups; water, 1/2 pint; sugar, 1 cup; whole cloves [to taste]. Put ingredients into a pan and bring to a boil. Cover and simmer for 50 minutes. Cool and strain into clean bottles, and keep cool. Add 2 ounces to a glass of soda water or use in iced tea.

Note: Make sure the rose petals are 100% organically grown without the use of pesticides or chemical fertilizers.

Mint Water

We have a patch of wild mint growing in a wet area near our house, and we use the leaves to make this refreshing drink. It tastes so good.

Mint leaves, chopped, 1/2 cup; tartaric acid, 1 teaspoonful; white sugar, 1/2 cup, or to taste; water, 2 cups. Mix ingredients thoroughly, strain mixture through a cloth and squeeze out any excess juice from pulp, and add water to make 6 cups. Chill.

