



The

# Lodger

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NEWSLETTER FOR RESIDENTS AND FRIENDS OF THE LODGE AT OLD TRAIL

## Glimpses Into a Predicted Future

Was there ever another time when technological development was as rapid as it has been in our lifetimes? Many of us grew up without television and cell phones. Landing humans on the moon was thought impossible. Floppy discs and VCR tapes have come and gone, giving way to CDs, cloud computing, streaming, emailing, texting, and tweeting.

We are at the threshold of cars without drivers! The company Waymo announced a driverless ride-hailing service in October for riders in the Phoenix, Arizona metro area, enabling anyone in the region to download the Waymo app and hail a ride without a driver in the front seat. The driverless service follows a multi-year public trial of the ride-hailing service for commuting, shopping, and other routine tasks. The company expects demand to exceed supply.

Last summer, Albemarle County partnered with Peronne Robotics to successfully conclude a three-month trial project of free driverless rides in Crozet.

Changes are happening so breathtakingly fast that even futurists are finding it hard to keep up with technology.

Curious to know what futurists are forecasting, we ran across the prognostications of Thomas Frey. He is an American futurist with both government and Fortune 500 company clients. Before launching into futurism, Frey spent 15 years at IBM as an engineer and designer, winning more awards than any other company engineer.

The DaVinci Institute that he runs started as a futurist think tank in 1997 -- a laboratory, he says, for determining how people are going to change and how lifestyles evolve in the future. He assembled mastermind groups that he says dive into timely

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## RESIDENT FOCUS

A native of the Bluegrass State, seven-year-old Marjorie Hanawalt departed in a Pullman coach from the sleepy industrial town where she was born to spend the rest of her early years in New York City. Her father had been elevated to a more senior position requiring the move to the big city by his employer, the makers of Old Grand Dad bourbon. It was there that Marjorie completed her education as an RN, with a BS degree in nursing and basic postgraduate teaching courses. The second oldest of a six-child family, she surpassed her parents by mothering a family of eleven. Wintering in warm Florida and summering in cool Maine after retirement, Marjorie traded her 16 years of state hopping in 2016 for life at The Lodge, two years after her late husband's passing.

The site of the only museum dedicated to the history and preservation of bluegrass music, Marjorie's birthplace of Owensboro, Kentucky is the same city where her parents were born. Their move to New York City placed them in Forest Hills, Queens that was synonymous with tennis. Marjorie remembers hearing the applause that erupted at the U.S. Tennis Open championship held each year at the stadium just six blocks away.

Marjorie's father climbed the ranks at the National Distillers Products Company to become secretary of the firm. Her homemaker mother "was very intelligent and could have been anything she wanted to be," says Marjorie.

Born into a Catholic family whose roots can be traced back to the first Catholics landing in America, Marjorie attended an elementary Catholic school within walking distance, The Bishop McDonnell Memorial High School in Brooklyn, and the College of Mount St. Vincent in the Bronx on the banks of the Hudson River.

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Courtesy Beth Barber

## Resident Focus (cont'd)

From college, Marjorie went to St. Vincent Hospital Manhattan to work as a nurse in the newly opened intensive care unit. It was grueling work with two nurses for every three patients, says Marjorie. "I had never seen a little child with leukemia so sick before. That was enough to know that kind of work was not what I wanted to do."

She opted to jump at a job in a new elementary school in Merrick, Long Island, as a school teacher nurse after taking basic teaching courses at night at New York University.

While at college, Marjorie met Harry Flinn, who told his family that she was the girl he would marry. Sure enough, Marjorie and Harry wed in Forest Hills in 1952. Harry was an electrical engineer with the Sperry Gyroscope Company, working on gyroscope-based aviation instruments like autopilots and bombsights.

The Flinns parented six children, but Harry suffered an untimely death at the age of 39. While Harry was ill, his colleagues at Sperry kindly and generously donated the funds necessary for Marjorie to convert the basement in their home into a virtual hospital. She employed her professional nursing skills in caring for her husband in the sterilized space in her basement that included a dialysis machine and stainless steel fixtures.

After joining a widow and widowers club, Marjorie met and dated John Hanawalt, "an elementary school teacher and a fascinating gentleman who had the same goals as I did," says Marjorie, "and he had five children who needed a mother and I had six who needed a father." The children, lovingly accepted by both families, led to Marjorie's second marriage. "We met in February 1973 and were married in June" until his death in 2014.

John was a rock hound, traveling from quarry to mine in search of semi-precious gemstones, with Marjorie in tow. He made Marjorie an amateur geologist who speaks of tourmaline and quartz like we speak of air and water. John donated the valuable collection of his gemstones to a university in Michigan.

John and Marjorie retired to a condominium in Melbourne Beach, Florida in 2000, where they lived as snow birds in winter and for over 15 years spent summers in the log cabin they built in Maine. Their extensive vacations took them to Newfoundland with Elderhostel and on tours to Europe and other places including Alaska and Canada.

Her biological and acquired children include Pamela in Florida; Francis Xavier "FX" in Vermont; Dianne in Michigan; Betty in Crozet; Heidi in North Carolina; Joe in Rochester, New York; Moira in Nevada; Carol in Roanoke, Virginia; Robert on Long Island, New York; Anne in Charlottesville; and Midge in West Virginia.

Although Marjorie, at age 92, no longer visits her log cabin in Maine, the entire Hanawalt "bunch" continues "to love it!"

Between her biological children and those she acquired by marrying John, Marjorie has 17 grandchildren and seven great grandchildren.

Determined to stay in close touch with her family and Florida friends, Marjorie happily uses every modern communication device there is including the telephone, emails, and texting. Her Zoom conversations have included over 30 individuals at one time! We are sure that her friends and relatives are equally as happy to have her as a correspondent.



*Clockwise from upper left: Marjorie and John at their Maine retreat in the early 2000s, Marjorie and Harry in 1952, bride Marjorie in 1952, and Marjorie's eleven children in 1998.*



## Futurism (cont'd)

topics -- topics like questioning how problems will get solved once computers gain a million times more power, and the prospect of mobile businesses going to customers rather than customers going to businesses.

He has predicted the end of traditional colleges and printed books. He sees a number of other major life-style changes occurring by the year 2030:

- Over 80% of all doctor visits replaced by automated exams.
- Over 90% of all restaurants using some form of a 3D food printer in their meal preparations.
- Over 20% of all new construction with "printed" buildings.

- Over 2 billion jobs disappearing, freeing up talent for many new fledgling industries.
- Basic computer programming considered a core skill required in over 20% of all jobs.
- The first city to harvest 100% of its water supply from the atmosphere.
- A resurgence of World religions, with communities of faith growing by almost 50%.
- The first hurricane stopped by human intervention.
- Cable television will no longer exist.

If you have difficulty in digesting his ideas or the notion of futurism, hopefully the predictions will serve as stimulating conversation pieces.

### The Lodger

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# Largest Offshore Wind Farm to be 27 Miles Off VA Coast

Virginia-based electric utility Dominion Energy is pulling out all the stops to become America's leading producer of renewable energy. Two giant windmills in the Atlantic Ocean 27 miles off the coast of Virginia Beach just began generating enough electricity in a pilot project to power 3,000 homes. The experience gained by the company in the \$300 million pilot will be used to establish an adjacent \$8 billion wind farm of 180 or more wind-powered turbines planned for completion in several stages by 2026, the largest U.S. offshore wind farm currently on the drawing boards.

Dominion Energy has set 2035 for reducing its carbon emissions by 55 percent with an ultimate goal of net zero emissions through investments in solar and wind energy and other resources that can support the intermittent nature of solar and wind.

Installation of ocean-mounted wind turbines is a gigantic undertaking. It requires the use of a specialty vessel with long legs that can be extended 80 feet to reach the ocean bottom for stability. In a first phase, the vessel was used to drive monopile foundations for the windmills 120 feet into the sea bottom. In a second phase, the windmill towers were placed on top of the foundations after which the three rotor blades were attached. The foundations and windmills were fabricated in Europe, assembled in Nova Scotia, and transported by a special ship that carried the towers vertically to the installation site off Virginia Beach.

The wind turbines rise higher than the Washington Monument and have blades that reach out more than the length of a football field. Dominion representative Jeremy Slayton says the second generation turbines will be larger.

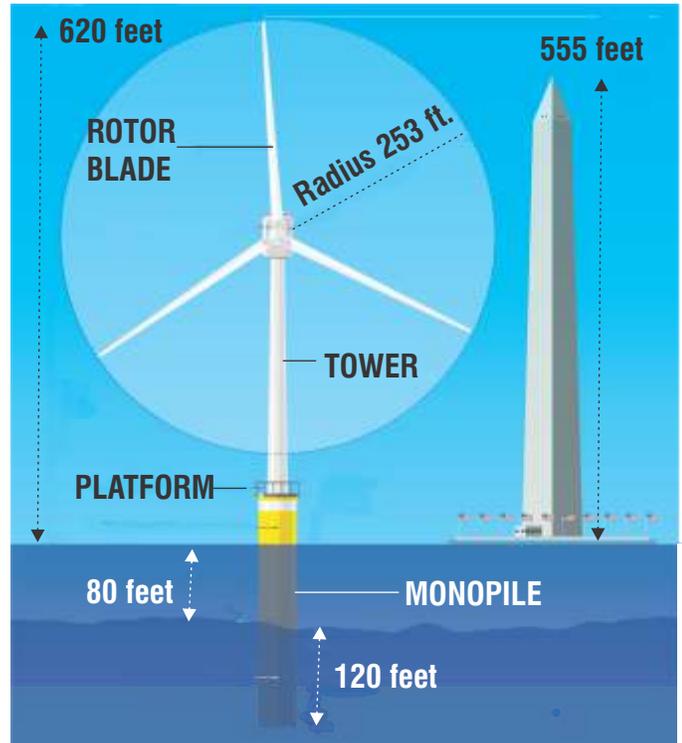
The electric company says they will be far enough offshore to be hidden from view from the shore. Because of the distance off shore, Dominion says few birds will be impacted because they tend to stay closer to the shore. The U. S. Department of Interior claims bird collisions with the turbine blades are expected to range from negligible to minor.

Smaller vessels dug the six-foot deep trench and buried the cable that delivers electricity from the turbines to the mainland. In a parallel effort, the channel leading to the Port of Virginia at Hampton Roads is authorized to become the deepest port on the east coast, in preparation for making Virginia the hub of the offshore wind energy industry.

The pilot turbines are located in federally controlled waters leased by the state. Another patch of ocean larger than the size of Washington, D.C. is under lease from the federal government in anticipation of the larger wind farm. The only

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*The Pilot Project twin turbines installed off the coast of Virginia Beach, assembly of one of the two turbines by the jack-up crane vessel, and key dimensions of the wind turbines. Courtesy Dominion Energy*



## Offshore Wind Farm (cont'd)

Other existing offshore wind farm is located in state-controlled waters off the coast of Rhode Island. Dominion's turbines are the first to be located in federal waters.

The exact design of the large-scale wind farm is dependent on the pilot project results and ongoing geophysical studies in the lease area. The electric company is projected to serve 650,000 customers from the larger wind farm and is hoping eventually to add enough turbines to serve 1.3 million homes.

Some critics are worried that the company's rate payers will see rising electric bills. Guaranteed a profit as a regulated monopoly, Dominion is relatively insulated from demands to cut costs. "We will continue to be vigilant in oversight of the project going forward so that unnecessary costs will not be passed on to the consumers," said Del. Jerrold C. "Jay" Jones (D-Norfolk), a leading skeptic of Dominion's power and reach.

A century-old law, however, stands in the way of Dominion's plan to make Hampton Roads the staging area for assembling towers and other components for itself and other renewable energy businesses. The Jones Act requires cargo from a U.S. port to any point in U.S. waters to be carried by a U.S. flagged vessel. Because there are no such vessels designed to carry and install the towers, Dominion shipped the turbines from Canada aboard a vessel registered in land bound Luxembourg. That is why Dominion is now under contract to build and deliver a compliant jack-up vessel. The vessel, with a crane capable of lifting 2,200 tons,

will be fabricated by Huisman, a world leader in the manufacture of products for the offshore wind market. It would likely be based in Hampton Roads.

Experts say the industry's future is in the nation's federally controlled waters, which typically begin three miles from shore. Such areas are further out of sight of tourists and out of the way of fishing operations and ports.

"We have 16 leases from Cape Cod to Cape Hatteras," said Jim Bennett, program manager for the federal Bureau of Ocean Energy Management's renewable energy program. "We're looking at a dozen projects on the East Coast over the next 10 years."

Virginia offers extra benefits – an established maritime industry and a utility aiming at pollution-free electricity generation.

*Enacted by Congress 100 years ago, the Merchant Marine Act of 1920 contains what is commonly referred to as **The Jones Act**. The act was introduced by Senator Wesley Jones of Washington state whose constituents included a large shipping industry looking for exclusive rights to ship to Alaska. The act requires goods shipped between U.S. ports to be transported on ships that are built, owned, and operated by United States citizens or permanent residents. Critics and proponents have argued over whether the act should be repealed. Attempts to scrap the legislation have consistently failed, although several waivers have been granted to allow emergency petroleum shipments between U.S. ports by foreign vessels during shortages due to storms or other factors. The act may have increased shipping costs between U.S. ports due to the elimination of foreign competition, but it has also sustained a healthy domestic maritime industry.*

## From the Archives

*In reaching back five years to find one of our favorite stories, we ran across the Lodge pictures that we made from 1,000 feet above. Like us, The Lodge has changed in appearance, too. We are reprinting both the story and pictures.*



**STUDY THE PICTURE, THEN READ THE STORY.** This actually happened to a totally drunk Englishman in France.

A French policeman stops the Englishman's car and asks if he has been drinking.

With great difficulty, the Englishman admits that he has been drinking all day; that his daughter got married that morning; and he drank champagne and a few bottles of wine at the reception and many single malt scotches thereafter.

Quite upset, the policeman proceeds to breath test the Englishman and verifies that he is indeed totally sloshed. He asks the Englishman if he knows why, under French law, he is going to be arrested.

The Englishman answers with a bit of humor, "No sir, I do not! But while we're asking questions, do you realize that this is a British car and that my wife is driving. . . on the other side?"

