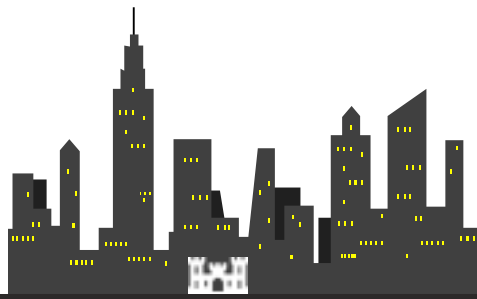


The New York District Times



Winter 2006 Vol. 31, No.2

'Cradle of the Corps'

U.S. Army Corps of Engineers, New York District

Corps teams with Navy to free USS Intrepid

By JoAnne Castagna, Ed.D,
PPMD

Felix Novelli was 19 years old when he was assigned to the *USS Intrepid* during World War II. He clearly remembers the enormous horror and splendor he experienced while onboard the aircraft carrier, including his first attack.

"I was standing on the flight deck when a twin-engine Japanese dive bomber attacked from the fantail. He came along the starboard side when one of our guns hit him, blowing his wing off and sending it into the ship, causing a very bad fire," said Novelli, who witnessed many of his "brothers" being killed and wounded.

Today Novelli is 81, lives in Southampton, N.Y., and continues to support his fellow sailors.

On Dec. 6, he was present at the moving of the *Intrepid* from a New York City pier to receive refurbishment and repairs in New Jersey – a move that wouldn't have been possible without the tireless work of the U.S. Army Corps of Engineers, New York District; the U.S. Naval Sea Systems Command and its salvage contractor, Donjon Marine Co. Inc; many state and city agencies, and McAllister Towing Company.

Today, the retired warship proudly serves as the *Intrepid* Sea, Air & Space Museum. It is the world's largest naval museum and has been berthed



Photo: Tom Creamer

USACE leading the way. The Army Corps vessels Gelberman and Hayward lead the USS Intrepid 'flotilla' while being towed slowly down the New York Harbor stern first enroute to its temporary dock in Bayonne, N.J.

at Pier 86 on Manhattan Island in the Hudson River since 1982.

The aircraft carrier was saved from being scrapped by the *Intrepid* Foundation, a charitable organization started by the New York City-based Fisher construction and real estate family. The Foundation, through its Fallen Heroes Fund, the Center for the *Intrepid* and Fisher Houses, responds to the hardships of military service and meets a humanitarian need beyond that normally provided by the Department of Defense. The Fisher Houses at military hospitals worldwide provide assistance to the families of critically injured servicemen and women.

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New York District

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9-11-01

Lest we forget

Colonel's Corner

Happy New Year to all of you! Looking back, we had a fantastic 2006. As a District, we continue to focus on project delivery and executing all missions superbly well. We completed \$454 million in construction and executed the majority of our projects better (quality), faster (on schedule), cheaper (within budget), safer (no serious accidents), and greener (inculcate environmental operating principles).



Col. Aniello L. Tortora
Commander

In the four months since I took command, I have focused on meeting all of you and understanding your missions. I cannot tell you how impressed I am with the District Team: professional, experienced, innovative, adaptive team players that are making a positive difference for the District, the North Atlantic Division, USACE and our Nation. I want to especially thank those who have volunteered to deploy in support of the GWOT – this is a critical mission and our overseas districts need your help. And a special thank you to those who deployed to help with disaster relief in CONUS, from Florida to New Orleans to Temporary Housing Missions in our own region – your work has helped thousands of people.

As I said in the December Town Hall, I have been in the Army 21 years and cannot remember a year when there was not ongoing change and uncertainty. There are always new systems to implement, continuing resolutions, and changes in the way we do business. 2007 will be no different. In 2007 we will continue to focus on taking care of people and executing our mission: **deliver quality civil works, military and environmental projects and services on time, within budget, and safely in order to delight our customers, partners, and stakeholders, while always prepared to respond to civil emergencies, disasters and support the Global War on Terrorism.**

To start off 2007, I want to reemphasize something that will not change: commitment to Army Values. These enduring values are the foundation for our enduring purpose – serving the Armed Forces and the Nation. I ask that all members of the District know and live the Army Values and take pride in public service.

Loyalty. Bear true faith and allegiance to the U.S. Constitution, the Army, your unit, and other Soldiers and Civilians.

Duty. Fulfill your obligations.

Respect. Treat people as they should be treated.

Selfless Service. Put the welfare of the Nation, the Army, and your subordinates before your own.

Honor. Live up to all the Army Values.

Integrity. Do what's right, legally and morally.

Personal Courage. Face fear, danger, or adversity (physical or moral).

I am excited about 2007 – there will be many challenges and many opportunities. Working together as a team of teams, there is nothing we cannot accomplish!

The U.S. Army Civilian Corps Creed

I am an Army Civilian – a member of the Army Team

I am dedicated to the Army, its Soldiers and Civilians

I will always support the mission

I provide stability and continuity during war and peace

I support and defend the Constitution of the United States and consider it an honor to serve the Nation and its Army

I live the Army values of Loyalty, Duty, Respect, Selfless Service, Honor, Integrity, and Personal Courage

I am an Army Civilian



Honoring New York District veterans

New York District salutes District veterans who have served in the five branches of the Armed Forces.

MAJ Rodney Abrams, U.S. Army Reserve, Iraq, 2003

SGT Rich Bulvid, U.S. Army, 1st Air Cavalry (Air Mobile), Vietnam 1966-1967

SGT Mark Burlas, 27th Engineer Battalion (Combat)(Airborne), Fort Bragg, NC, 1979-1983

SSGT Frank Cambria, USMC, Vietnam, 1966–1971

AE3 Richard Campbell, U.S. Navy, 1966-1970

SP4 John Connell, U.S. Army, FDR-DDR Border Patrol 1983–1985

MAJ Kally Eastman, U.S. Army, Corps of Engineers, 1978–2002, Gulf War 1, Bosnia–Herzegovina

YN1(AW) Vince Elias, U.S. Navy, Naval Air Wing, Destroyer staff, Seabees, Amphibious Forces, 1970s-1980s.

SGT Robert A. Hass, U.S. Army, Vietnam, 1967–1969, and New York Army National Guard (1984–2004).

SSG Terron Johnson, U.S. Army, Operation Desert Shield, Desert Storm and Operation Provide Comfort (1990–1991)

SP5 John Kenney, U.S. Army, Vietnam, 1968–1970

CW3 William Kozak, U.S. Army, 1973-1993

FN Robert Kurtz, U.S. Navy, 1965-1967, Vietnam, 1966-67

HM3 Lorraine Kush, U.S. Navy, 1963-1966

BM3 Tim LaFontaine, U.S. Coast Guard, 1975-1979

CWO3 William Lyness, U.S. Coast Guard, Desert Storm, Liberty Shield, WTC Response, Iraqi Freedom, Active Duty 1983 – 1997, Reserves 1997 to present

SGT Bart De Martino U.S. Army, 1967-1970

MAJ Floyd McGurk, U.S. Army, 1961-1976, Corps of Engineers. Vietnam 1966-1967 and 1969-1970. Thailand 1964-1965 & 1970-1971

SSGT Tyra McManus, U.S. Army, 1976-1987

LTJG Brian Orzel, U.S. Navy, Desert Shield/Desert Storm, 1988-1991

SP5 George Paprocki, U.S. Army, Vietnam, 1968-1970
LTC James Palmer, U.S. Army 1966-1995, Vietnam 1968-1969

SGT Robert Philbrick, U.S. Army, Vietnam, 1968-1969

LCPL Dan Petrie, U.S. Marine Corps, 1983 - Camp Smedley D. Bulter, Okinawa, Japan

SP5 John Pye, U.S. Army, 1099th Medium Boat Company, Vietnam, 1966–1969

PO3 David Salton, U.S. Navy, Vietnam Era 1965-1969 and Cold War

LTC Andrew Smith, U.S. Army, 1985-Present. Still continues to serve in U.S. Army Reserve. Operation Desert Storm 1991 and Operation Iraqi Freedom 2004

LTC Eugene Urbanik, U.S. Army Reserve, Corps of Engineers, 1978–2003

SP4 Alvin Washington, U.S. Army, Vietnam, 1968–1969

PO3 Robert Will, U.S. Navy, Anti-submarine destroyer escort North Atlantic, 1970-1972

SN Thomas Wyche, U.S. Coast Guard, 1976-1980, Antarctic Mission, Deep Freeze 1980

"Veterans are men and women from all around the country, from different backgrounds and communities who served or are serving our Nation. All of these individuals have something in common – an understanding that freedom is not free, and that our Nation's security and prosperity depend on those who are willing to defend it," wrote Lt. Gen. Carl A. Strock, Chief of Engineers in his Veterans Day message.

USS Intrepid (cont'd from page 1)

Novelli supports these programs as well. "Every time a Fisher House is opened we raise flags from the Intrepid flight deck then bring them down and present them to the Fisher House at a ceremony."

Novelli witnessed numerous attacks during the Second World War, "The sky blackened with Kamikaze. They wanted to sink a carrier and they kept on coming left and right, 200-300 each day. She was hit five times by Kamikaze and a suicide bomb," said Novelli.

In addition to its World War II service, the 925-foot-long ship saw action in the Korean and Vietnam conflicts. "The Ghost Ship," as she was known by the enemy, also tracked Soviet submarines during the Cold War, and served as NASA's prime recovery vessel for Mercury and Gemini capsules in the 1960's.

After 24 years, officials of the Intrepid Foundation recognized that the ship needed repairs and refurbishment as well as a rebuilt public pier to serve the 700,000 visitors each year.

In August of 2006, the museum received a federal permit from the U.S. Army Corps of Engineers to dredge an access channel from the berthing area out to the main federal channel of the Hudson River, a "driveway," to facilitate the moving of the vessel to



The USS Intrepid docked at Pier 86 on the Hudson River on Manhattan's west side.

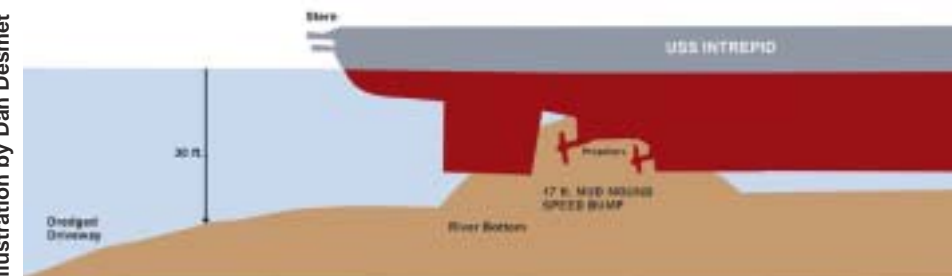
Bayonne, N.J., where it would undergo inspection and necessary repairs. Intrepid's contractor, Jay Cashman Dredging Inc, completed the work in October. During the 24 years, river mud accumulated around the ship like a bun around a hot dog. The dredging operation removed approximately 16,000 cubic yards of river sediment that was mixed with Portland cement and beneficially reused as interim cover in the closure of the former Fresh Kills landfill in Staten Island.

On Nov. 6 an "Intrepid on Leave" celebration was conducted by Intrepid Foundation officials to give the ship an elaborate send-off to its temporary home. Several public service agencies' vessels were invited to escort the ship down river, including four Corps workboats to lead the flotilla.

(continued on page 5)

During the initial attempt to tow the USS Intrepid from its berth, a mound of mud plowed up around the ship's propellers and shafts. The ship moved only 10 to 15 feet.

The challenge: Dredge 300 feet from the stern forward to the bow along the port side and to remove the 'speed bump.'



During the initial attempt to tow the USS Intrepid from its berth, a mound of mud plowed up around the ship's propellers and shafts. The ship moved only 10 to 15 feet. The challenge was to dredge 300 feet from the stern forward to the bow along the port side and to remove the 'speed bump.'

USS Intrepid (cont'd from page 4)

During this initial attempt to remove the engineless ship, seven tugboats began to pull and the Intrepid literally got stuck in the mud.

The 27,100-ton ship moved stern first, backward, about 15 feet before its four giant propellers, each measuring 16 feet in diameter, dug into the river sediment and prevented any more movement. Try as the straining tugs did, it would not budge. The effect of this first attempt was a compacted "speed bump" of river mud under the ship's fantail.

Museum officials immediately called numerous government agencies for help, including Pentagon officials. The U.S. Army Corps of Engineers, New York District was tapped to respond because it is the closest federal agency with expertise. Within two hours, the District commander and technical experts were on the adjacent pier assessing the situation.

"When we got to Pier 86, we saw Intrepid's contracted divers standing in the Hudson next to her in only four feet of water. He was standing on the compacted speed bump of mud that had plowed up," said Peter Shugert, Chief of Public Affairs for the District.

"Things looked bad," said Tom Creamer, Chief of Operations for the District. "The stern of the ship was two feet higher than the bow. At low tide, the aircraft carrier was only resting on the bow and the stern's speed bump. This was adding serious stresses to the hull, placing the ship in a precarious situation."

"We quickly realized that this was not a simple matter of more dredging, but a grounded ship that needed to be carefully freed," Creamer added.

The Corps recommended Intrepid officials reach out to the U.S. Navy's salvage experts to join the team, since the Navy has the unique knowledge and experience freeing large ships. The Navy could also bring to the team the knowledge and ex-

perience on how the Intrepid would react to being in such a precarious situation. The U.S. Naval Sea Systems Command was assigned the salvage operation.

The next day, Naval Sea Systems Command expert salvage contractor, Donjon Marine Co. Inc., Hillside, N.J., had an assessment team at the Intrepid. Donjon salvage divers surveyed below the waterline to inspect the vessel for any damage and determine the extent of the speed bump. The divers' first-hand examination confirmed the initial assumptions and documented the extent of the problem.

Soon the Navy was working with the Corps, Intrepid Foundation and state and city agencies to quickly execute a unique and highly visible dredging operation to remove compacted sediment from around the propellers and shafts.

The U.S. Navy brought technical and contractor expertise to the Army-Navy partnership. The Corps provided project oversight and integration. "Because this is our home turf, the District team members had the local knowledge and existing relationships with stakeholders, government agencies and officials, and the media," said Col. Aniello L. Tortora, the District Commander.

(continued on page 6)



Photo: Dan Desmet

Initial dredging operations removed approximately 16,000 cubic yards of river sediment.

USS Intrepid (cont'd from page 5)

"We executed this mission as a joint military operation with daily progress meetings and situation reports. Key members of the Naval Sea Systems Command and the Corps of Engineers worked 24/7 until the job was done," he added.

The team devised a three-phase execution plan. First, dig the existing driveway deeper and wider, and add an access trench on the south side of the vessel from the Intrepid's stern to beyond its trapped propellers and shafts. Second, utilize a drag bar to drag from under the stern and rake the sediment out, and third, airlift or vacuum the remaining mud from under the ship's fantail.

"We had to work 'round the clock because there was a lot of mud to be moved and we only had 29 days to the next high tide. That would be the next day for highest tide which would provide an extra 5 feet of water to get her out. That was going to be our best shot, and we didn't want to miss the opportunity," said Creamer.

"We also had to move swiftly because of environmental reasons," said Shugert. "We were concerned because the Intrepid was in a precarious state and her hull plates could separate and leak petroleum-contaminated bilge water into the river. All of this bilge water was to be removed and environmentally disposed during its shipyard visit in Bayonne. We also were very concerned about the return to the river estuary of the anadromous fish species for the winter spawning season. We needed to continuously work so the fish would stay away from our work area and settle into other parts of the estuary." Anadromous fish are born in fresh water, migrate to the ocean to grow into adults, and then return to fresh water to spawn.

Since the weather and river winter temperatures were remaining unusually warm at that time, the return of the fish was delayed. Because of this and the urgent need to dredge, the Intrepid Museum received extended works permits from the Corps and

the New York State Department of Environmental Conservation to allow Donjon to start the dredging Nov. 13, a week after the grounding.

Equipment included an environmental dredging bucket to minimize any adverse water quality and fisheries impacts. This is a clamshell bucket fitted with gaskets at all of the openings so that dredged material stays inside the bucket, while the water escapes back into the river.

First, Donjon deepened and widened the existing dredged "driveway" to the main channel. Then to start to get access under the ship, Donjon dredged a 150-foot-long by 30-foot-wide, 35-foot-deep access



Photo: Peter Shugert

The Army Corps vessel Gelberman displays a huge American flag from its stern as it steams alongside the USS Intrepid in New York Harbor.

trench down the starboard (outboard) stern side of the ship — from the Intrepid's stern to beyond the propellers and shafts that were encased in mud.

Unfortunately the access trench could not be dug directly next to the Intrepid's hull because the flight deck's overhang prevented the crane dredge from coming right up next to the ship.

To overcome this problem, Donjon brought in a drag-bar barge. The barge was moved under the flight deck alongside the hull, where the drag-bar blade was lowered to the shallow bottom.

(Continued on page 7)

USS Intrepid (cont'd from page 6)

Then pulling the barge and blade away from the ship, the bar raked the river mud into the trench. It worked like an underwater bulldozer. The plowed mud was then dredged out of the trench and the process repeated again and again until the 35-foot trench was expanded all the way in to the ship's hull.

As the 35-foot-deep trench approached the hull, river mud from under the fantail and from around the propellers and shafts began to fall into the trench. This mud was raked by the drag bar and removed by the environmental bucket dredge.

The ship needed 28 feet of water to be extracted from its berth. As Donjon divers and hydrographic survey crews measured progress next to and under the ship, they saw that the propellers and shafts on the starboard (outboard) side of the ship were nearly exposed as the mud was sloughing down into the trench. These in-progress investigations together with the experience of the Donjon salvage masters prompted officials to extend the access trench an additional 150 feet toward the bow.

The extended trench would allow the ship to be pulled both sideways from the pier and backward toward the main channel then extricated from the remaining mud on the port side.

After almost three weeks of work and the removal of approximately 39,000 cubic yards of river mud, salvage divers were able to touch the exposed propellers and shafts, showing that the dragging and dredging operations were working and the ship would soon be ready for tow. Luckily, the slow and inefficient air-lifting method did not have to be employed.

One of the biggest challenges was the availability of dredged material processing barges. "We worked to assure there was always an empty barge next to every dredge. This involved jointly locating and tracking barges 24-7 with the New York City Department Economic Development Corporation and the New York City Department of Sanitation so that the dredging cycle could continue," said Creamer.

Another challenge of this operation was to beneficially use the dredged material as much as possible. The 39,000 cubic yards of river mud was transported and processed in 53 New York City Department of Sanitation barges. The sediment was tested for pollutants and found to be acceptable for beneficial reuse.

Portland cement was added to each barge load

and thoroughly mixed by Donjon at its existing dredged material processing facility. The addition of the Portland cement chemically and structurally stabilizes the dredged material. Any pollutants were captured in the processed dredged material. All of the dredged material from the Intrepid rescue operation was used as interim cover in the closure of New York City's former Fresh Kills landfill.

On a crisp, clear morning Dec. 6, the 29th day of the emergency operation, officials from the Intrepid Foundation, the Corps, the Navy, Intrepid vets, including Novelli, and the media stood on Intrepid's flight deck. Surrounded by McAllister tugboats, Corps harbor workboats, U.S. Coast Guard cutters, New York City police boats and fireboats, and a flock of helicopters over the Hudson, it was time to try again.

But it wasn't over yet. There were still several challenges. The morning was the coldest of the year with constant winds of 10-20 knots coming across the Hudson out of the west pushing against the ship.

(continued on page 8)



Photo: Peter Shugert

Lt. Gen. Carl A. Strock, Chief of Engineers and Joseph V. Doria Jr., Mayor of Bayonne, N.J. hold a wreath on the flight deck of the USS Intrepid to pay respects to military veterans on Veterans Day.

USS Intrepid (cont'd from page 7)

The Hudson River's high tide and slack water were not at the same time. When the tide was the highest, the river's strong current had not stopped yet and was still running upriver at over five knots.

McAllister's tugs had to extract The Ghost Ship with great force and finesse pulling the ship at a five degree angle away from the remaining mud in the berth while maintaining tight control so it did not swing out and crash back into Pier 86 as it entered the swift river currents.

The world and public opinion had rallied behind The Ghost Ship and the good work of the Foundation. Intrepid officials had received thousands of messages of encouragement, including an e-mail from the Vatican. Novelli told people, "We are going to move. If the Empire of Japan couldn't stop us, what makes you think a ton of mud will?"

Novelli yelled, "Give! Give!"

The operation started at 8:30 am and after 29 minutes of relentless pulling by five powerful McAllister tugboats and the combined force of 21,000 horsepower, the Intrepid gave in and said goodbye to New York City at 8:59 a.m.

The ship moved gracefully out of the berth, through the newly dredged driveway, and out to the main Hudson River federal channel in a slow but majestic voyage five miles down the Hudson River.

On the way down river, the Intrepid slowed slightly on passing the World Trade Center site. Twenty former crewmembers unfurled a 100-foot U.S.

flag from the superstructure to honor those who died there Sept. 11, 2001.

The Intrepid paused again briefly on passing the Statue of Liberty enroute to the ship's temporary home, the Bayonne Dry Dock Company at the former U.S. Army Military Ocean Terminal, Bayonne, N.J., where the 63-year-old ship will begin a long-overdue refurbishment. Novelli said that part of this work would involve renovating the lower decks where he and his crewmembers lived. The ship will then be moved to Staten Island, N.Y., for interior renovations before returning to a rebuilt Pier 86 in late 2008.

Seeing her move again was inspiring for Novelli, who stood on the flight deck like he did as a teenager. "It was like I was a kid waking up on Christmas morning and finding a nice set of electric trains under the tree. You're filled with joy. I was back at sea and 19 years old again. A million thoughts came back. My main thought being the kids that we left on the floor of the ocean."

Novelli believes the preservation of the Intrepid museum, is very important for the future. He recently was interviewed by a 10-year-old boy whose great-grandfather served in World War II and whose father currently serves in the Army. The boy was working on a project about the Intrepid. "This is the important thing right here. These kids need to know what happened. Ninety-nine percent don't know what went on," said Novelli.

"It will be interesting to see the ship in two years when all of the repairs are completed. I'm going to say a special prayer and tell the good Lord to give me a couple of years more."



CFC goal exceeded

This year's Combined Federal Campaign was an overwhelming success! Collectively the CFC Key workers received over \$35,900 in pledges. This exceeded the campaign goal of \$35,000 by almost \$1,000. According to NYC CFC officials this is the first time the New York District has done this in the last five years.

"In appreciation for this achievement, the New York District will be receiving two awards from the NYC CFC organization; the Goal Buster Award and Most Improved. To win the most improved category the District competed against a number of other organizations." said Randy Hintz, CFC Coordinator.

A very big congratulations to all of the District employees who contributed to this year's success and a special thank you to the CFC. Key workers who were instrumental as well.



Employees take advantage of a CFC bake sale in November which raised an additional \$400.

Construction Division conference heightens awareness and fosters camaraderie

By Tom Harnedy, CENAN-CO

Resident engineers, team leaders and key field office personnel from New York District's Construction Division assembled in Watertown, N.Y., in October for the annual three-day Area/Resident Engineer Conference.

The conference was held near Fort Drum, NY., an Army installation bustling with numerous Army Corps construction projects associated with the Army's multi-billion dollar troop re-stationing initiatives.

Projects at Fort Drum include constructing troop barracks, aviation hangars, vehicle maintenance facilities, and a number of administrative and operations support buildings.

The underlying theme of the conference focused on fast-track design-build delivery, the military construction transformation program, the use of model requests for proposals for design and construction of standard facilities, and the expected future shifting of roles and relationships between various Corps Districts, some of which will be designated as centers of standardization with respect to design and contract administration of military construction.

At the conference, Rick Alvarez, chief, Construction Division emphasized the need for personnel to be globally aware and to remain relevant by staying current with industry construction and contract practices.

Alvarez' primary goal is to promote learning and professional development among Construction Division personnel responsible for administering construction contracts in New York District's civil works and environmental clean-up main military construction programs.

"This is especially important as the Corps of Engineers is beginning to adapt more of a variety of procurement and contract management strategies in the execution of its military construction programs," said Alvarez. Ideally, this cross training of staff helps them individually as well as to become more effective in pro-



At the conference, Rick Alvarez, chief, Construction Division emphasized the need for personnel to be globally aware and to remain relevant by staying current with industry construction and contract practices.

viding better on-the-ground service to their respective customers.

There were several informative and thought-provoking presentations by project management personnel and construction personnel, including a laydown of massive out year program by Ed Sim, Fort Drum program manager.

Another presentation highlight was given by James Corriveau, chief, Public Works Department, Fort Drum, who provided an overview of the customer's perspective and challenges toward upgrading and expanding the installation's infrastructure in order to accommodate all active and future construction projects by the Corps and to meet near-term increased influx of troops returning from overseas duty.

The conference concluded Oct. 20 following a number of project site tours at Fort Drum demonstrating construction execution at its best.

Participants felt the overall goals of the conference were met in fostering camaraderie, and in heightening their awareness of matters both internal to the District, and regionally as well, and in particular those changes in traditional roles, responsibilities, and processes likely to be experienced in the not-too-distant future under the military construction transformation program.

Corps reaches out to next generation of engineers

By Vince Elias

In November, New York District expanded its community outreach program and embraced an opportunity to foster and motivate high school students in their academic and future engineering and science careers. Volunteers from the District participated in a co-sponsored technology workshop held at Martin Luther King High School of Arts and Sciences in Manhattan.

The workshop was part of the Hispanic Engineer National Achievement Awards Corporation Inc., program in concert with Viva Technology. Viva Technology and HENAAC Inc. are both based in Los Angeles, Calif. HENAAC's mission is to enlighten the nation about the achievements of Hispanics in engineering, science, technology, and math; motivate and educate students to pursue careers in these fields; and increase the role the Hispanic community plays in maintaining America's status as the world's technology leader.

Col. Aniello L. Tortora, commander, U.S. Army Corps of Engineers, New York District endorsed the outreach workshop. "Supporting these events ensures my vision, goals and objectives as we expand our outreach program," said Tortora.

The success of the event can be attributed to Rick Alvarez, the chief of Construction Division who spearheaded the program along with the support of New York District's EEO. Alvarez got the wheels in motion after meeting with Antonio Arocho, assistant principal, and Monica Villafana, program director of Viva Technology.

The first Viva Technology event was held in Los Angeles District, as a pilot program supported by HQ USACE. There are plans for a Viva Technology event in Florida sponsored by Jacksonville District.

The objective was to make the students aware of the academic and career opportunities in engineering, environmental science and for Corps members to serve as positive role models and mentors.

At the Manhattan event, District volunteers were from a variety of disciplines and diverse backgrounds and were eager to interact with the young aspiring students. Over 100 students and faculty



Photo: Dan Desmet

Maj. Trinidad Gonzalez, Corps keynote speaker, interacts with the students at the Viva Technology event.

members assembled in the school auditorium for the program, which began with a student survey.

District participants were Rick Alvarez, Melissa Alvarez, Gene Brickman, Estelle Capowski, Maj. Trinidad Gonzalez Jr., Bonnie Hulkower, Daniel Kriesant, Jean Lau, Julio Ochoa, Luis Perez, Juan Pineiro, Maj. Charlotte Rhee, Christina Rasmussen and Jodi McDonald. They represented the fields of science, engineering, biology, hydrology, coastal, civil, electrical, mechanical, and environmental. Julio Arocho, assistant director for Military Programs, HQ USACE, also attended, along with Jacksonville District observers Alberto Gonzalez and Edwin Cuebas.

Maj. Gonzalez was the Corps' keynote speaker followed by individual introductions by Corps participants. Each person spoke about his or her education background, specific duties, and key project involvement.

The students were captivated by Maj. Gonzalez' command briefing. Gonzalez explained how large a footprint the Corps has in geographical boundaries as well the Corps' capabilities.

Continued on next page

Corps reaches out to next generation of engineers (cont'd from page 10)

Gonzalez also explained the District's missions and outreach program to help them understand the opportunities available to them as they transition from high school, to college, to a satisfying and fulfilling career in engineering or the sciences. He also explained the duties of the military operating forces and the Corps' civilian mission, ending with a question and answer session.

The workshop featured competitive exercises for the students to reinforce the problem solving process, collaboration and leadership skills. Each volunteer helped mentor groups of students throughout the day in their Corps-related projects, such as building a USACE vehicle prototype for speed and off-road vehicle capabilities.

"I don't think I have seen so many hands go up to ask questions as we saw today," said Maj. Rhee. "The students exuded a level of academic savvy,

passion and dedication uncharacteristic of 15- to 18-year-olds," said Maj. Rhee.

"The volunteer program gives back to the community, establishes and maintains a long term mentoring relationship with high school students through a learning objective of a program with career opportunities and information about the Corps," added Alvarez.

"The fact that they (students) are being educated about the service that the Army Corps of Engineers does, not only in New York, but world wide, I think it's very important, because it demystifies the connotation that Army spells military," said Anne Geiger, principal. "What Viva Technology and what the Army Corps is doing, is giving them (students) a taste of what experiences might look like, and giving them and offering them a wonderful experience today."

District participates in career conference

New York District personnel participated in the 2006 annual American Indian Science and Engineering Society conference held in Nov. in Detroit. A career booth was set up by the Corps of Engineers.

The AISES mission is to increase substantially the representation of American Indian and Alaskan Natives in engineering, science and other related technology disciplines. AISES builds partnerships with tribes, schools, other non-profit organizations, corporations, foundations and government agencies to realize its goals.



USACE personnel at the career booth (l-r) Lt. Col. Leonard Law, Deputy Commander, New York District, Karen Krepps, LRE; Marty Goff, EEO Special Emphasis Program Manager for Native American employment; and Randy Hintz of New York District.

New union board members announced

International Federation of Professional and Technical Engineers Local 98

Frank Tangorra – President
Stanley Nuremburg – Vice President
Kenneth L. Kovacs – Vice President (NAD)
Treasurer – Denise Butts
Financial Secretary – Maxine R. Sistrunk
Secretary – Vanessa Davis

First Trustee – Franco DiCroce
Trustee – Maureen Shepherd-Danner
Trustee – Leo Strogach
Trustee – Elaine T. Eubanks
Trustee – Juliette P. Baker

Awards

David Rackmales was awarded the Commanders Award for Civilian Service in November.

Rackmales received the award for his performance during 1994 to 2006. He was cited for his dedication and loyalty and for direct involvement in various projects including the design and analysis of bulkheads and piers in the Middle East; support of the Global War on Terrorism; Kosovo deployment and structural engineering support to U.S. and NATO forces in the region; initial responder to Hurricane Katrina disaster; and FEST A team member.



Brig. Gen. Todd T. Semonite, North Atlantic Division commander, presents the Commander's Award for Civilian Service to David Rackmales of Engineering Division as Col. Aniello L. Tortora, New York District commander, looks on.



Milton Ricks received a Certificate of Achievement from North Atlantic Division.

Ricks was nominated for the Blacks in Government 2006 Meritorious Service Award. Ricks was cited as being an inspiration to people of all backgrounds, and is an exemplary

role model for young African Americans in Government service. Ricks volunteered for multiple deployments to Afghanistan in support of the Global War on Terrorism, and domestic deployments in the wake of natural disasters.

Doug Leite, of New York District presented the Commander's Award for Public Service to John Garafalo (right) of the New Jersey Department of Environmental Protection, Bureau of Coastal Engineering at his retirement ceremony in December. Garafalo was recognized for his 32 years with the NJDEP working on the NJ coastline.



Years of Government Service awards

30 Years	15 Years	10 Years	5 Years
Richard Lavoie Douglas Wilson	Jan Bovier Kevin Bruce Johnny Chan Amy Gitchell Alma Glover Marty Goff Brian Jackson Stephen Knowles Patrick Nejand Howard Ruben Arlene Tirado	Loren Bleau Andre Chauncey Carolyn Crisic Michael Ganley Kerry Donohue Eric Gundersen Michael Harris Scott Helmer Jennifer Irish Roger Knight Catherine Scott Jenny Tsolisos	Melissa Alvarez John Beldin-Quinones Freddy Bilbao Andrew Dangler Marzena Ellis Eugene Fountain David Gentile Khie Go Naron Johnson Christina King Daniel Kriesant Alexander Litvak Jodi McDonald James Moore Quangthanh Nguyen Genaro Perez Ronald Pinzon Ronald Rhea Christopher Ricciardi Stephan Ryshewitch Carissa Scarpa Bhavesh Shah Russell Smith Michael Vissichelli Wei-Chong Yang

Deputy Commander frocked to lieutenant colonel

Lt. Col. Leonard J. Law, deputy commander and chief of staff, U.S. Army Corps of Engineers, New York District was frocked to his present rank Nov. 21.



Law's parents, Warren and Linda Law were on hand for the ceremony. Brig. Gen. Todd T. Semonite, commander, U.S. Army Corps of Engineers, North Atlantic Division, conducted the ceremony with Law's wife, Elizabeth Nevins Law. Also attending was Mrs. Law's sister, Carrie Nevins.

Law enlisted in the U.S. Army Reserve in Spokane, Wash., in 1982. Following active duty with the 25th Infantry Division at Schofield Barracks, Hawaii, he enrolled at the University of Idaho, Moscow. He was graduated with a bachelor's degree in 1990 and commissioned an engineer officer through the university's ROTC program. He has served on active duty since 1991.

Law has served in a variety of tactical, operational and staff assignments. Prior to reporting for duty at New York District, he was assigned to the 1st Cavalry Division at Fort Hood, Texas, where he served as a division plans officer for Task Force Baghdad and as a battalion operations officer.

He earned the Bronze Star Medal for his service in Iraq. He also has earned four awards of the Meritorious Service Medal, three Army Commendation Medals, and the Good Conduct Medal, in addition to various unit and campaign decorations.

The Idaho native holds a Master of Business Administration from the University of Colorado at Colorado Springs and a Master of Military Arts & Sciences from the School of Advanced Military Studies at the Command and General Staff College, Fort Leavenworth, Kan.



Photo: Dan Desmet

Law's father Warren hands the silver oak leaves to Law's mother Linda Law and wife, Elizabeth Nevins Law who pinned on the new rank.

Lovell receives Meritorious Service Medal



Photos: Vince Elias

Brig. Gen. Todd T. Semonite, commander, North Atlantic Division pins the Meritorious Service Medal on Maj. Lovell at a ceremony held at New York District.

Maj. Kevin Lovell of the Fort Drum Office received the Meritorious Service Medal Jan. 16. Brig. Gen. Todd T. Semonite, Commander, North Atlantic Division pinned the medal on Maj. Lovell at a ceremony held at New York District. Lovell received the decoration for his work with the Corps' Fort Drum Office.



Stu Piken, Deputy District Engineer for Programs and Project Management, New York District congratulates Maj. Lovell on his achievement.



Water tower safely removed

Fort Drum is a major military facility in upstate New York that is presently undergoing a major transformation with several ongoing construction projects and building renovations by New York District.

With construction projects simultaneously ongoing, there is a necessity to emphasize safety awareness, and a reminder of mandatory safety procedures to be followed.

Many of the projects have significantly enhanced the quality of life of the soldiers, such as the WSAAF Barracks complex. Part of the project involved dismantling a 161-ft.-high, WW II-era steel water storage tank tower.

With no room for error, the project was accomplished in less than two days without a safety accident. A 100 percent tie-off system and a detailed respiratory protection program to safely complete the project were used.

The project involved workers carefully climbing the tower, then flame cutting the tank and supporting structure into sections, each weighing 3,000 pounds., and then rigging each section to the ground with a hydraulic crane. Two hundred tons of metal sections were salvaged and recycled. As part of the expansion at Fort Drum, the tank was replaced with a new 1-million-gallon water tank.

"This was a very risky activity that was done by a specialty contractor in a safe way," said John Steinbeck, project engineer. "Our team did an excellent job. The tank was 120 feet tall, with lead paint on it and the workers were above 120 feet during the work."

Safety training and following procedures are two important ways a construction site stays safe. Safety standards are clear to all personnel on each project site. And safety is a major priority in the District commander's philosophy, which emphasizes the importance of personnel safety and a command-wide emphasis on safety.

Col. Aniello L. Tortora, commander, New York District applauded Steinbeck, Marty Tokos, and the workers on the project's success, and completing the project without incident.

"A zero accident rate is attributed to safety procedures being adhered to, and engineers ensuring safety procedures are followed, and that safety remains a top priority," said Paula Higgins, safety officer, New York District.



CENAN Photo

Workers safely operate a crane during the dismantling of the one-half million gallon, 161 foot high water tower at Fort Drum, N.Y.

Tidbits

By Mary Stavina



Did you know?

In 1802, Thomas Jefferson formally established a Corps of Engineers by declaring, "that the said Corps, when so organized, shall be stationed at West Point, and shall constitute a military academy." In fact, up until 1866, the West Point Academy Superintendent was also the Chief of Engineers. All members of the Corps in those early years were West Point graduates.

The Corps did all the construction at the U.S. Military Academy until 1861, and then from 1941 until present. (Source: USACE Office of History)



Around the District

Transactions



Gregory Cuyjet
Chief, Small Business

New Employees
George Vancook, CO
Stacey Jensen, OP
Jason DeGruttola, OP

Retirees
Tom Pfeifer, PL
Mike Soroka, IM
King Yee, IM

Farewell
Heather Durr, CO
Daniel Kriesant, EN
Carolyn Vadino, PP

District honors Martin Luther King Jr.

In honor of the Rev. Dr. Martin Luther King Jr. Holiday, New York District EEO sponsored a movie in January. Employees at District Headquarters were invited to view a 90-minute film on Dr. King's life and legacy.



Top three designs for District coin selected

The judges evaluated each coin using four criteria: history of the District, creative design, mission; and District pride. The top three designs and corresponding prizes were as follows:

1. Gus Sierra-Gonzalez
(\$125 in USACE apparel)
2. Ralph DeBari
(\$75 in USACE apparel)
3. Hal Hawkins
(\$50 in USACE apparel)

The District thanks the following personnel for submitting designs:

Ellen Simon, Joseph Salvatore, Michael Murphy, David Salton, Steve Knowles, Douglas Leite, James Demetriou, Ronald Pinzon, Adam Perelson, Sandra Montagne, Lorraine Lee, Sharoyah Fernandez.



CENAN Snap shots



Fort Drum, N.Y.

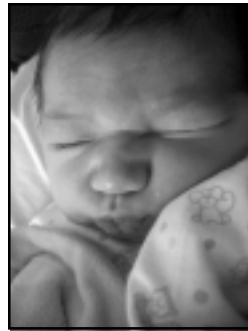


Maj. Gen. Del Eulberg, U.S. Air Force, Air Force Civil Engineer, Col. Aniello L. Tortora, New York District commander, Tom Creamer, chief of Operations and district group experts during a harbor inspection in November.

Stork Club

It's a boy!

Mr. and Mrs. John O'Connor are the proud parents of their new family member, son Jack Owen born Nov. 9. Vital Stats: 7 lbs., 13 oz.



It's a Girl!

Mr. and Mrs. Kevin Smyth of Planning Division are the proud parents of Marguerite Katherine Smyth (Maggie Kate) born Nov. 21

Vital stats: 9 lbs., 3 oz.

A reminder for all employees

Personnel accountability procedures in the event of an emergency:

In the event of an emergency, New York District personnel should first make every effort to contact their supervisor in accordance with locally established plans.

For some reason, if personnel are unable to follow local personnel accountability procedures, employees should then use the USACE toll-free phone number or alternatively use the e-mail address within 72 hours of an emergency or an evacuation.

Toll free phone number: 1-877-HI-USACE (1-877-448-7223)

E-mail address: 877.hi.usace@usace.army.mil



**US Army Corps
of Engineers®**
New York District

Attn: PAO, Rm 2113
26 Federal Plaza
New York, NY 10278-0090

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Address Correction Requested