



US Army Corps
of Engineers
New Orleans District

Riverside

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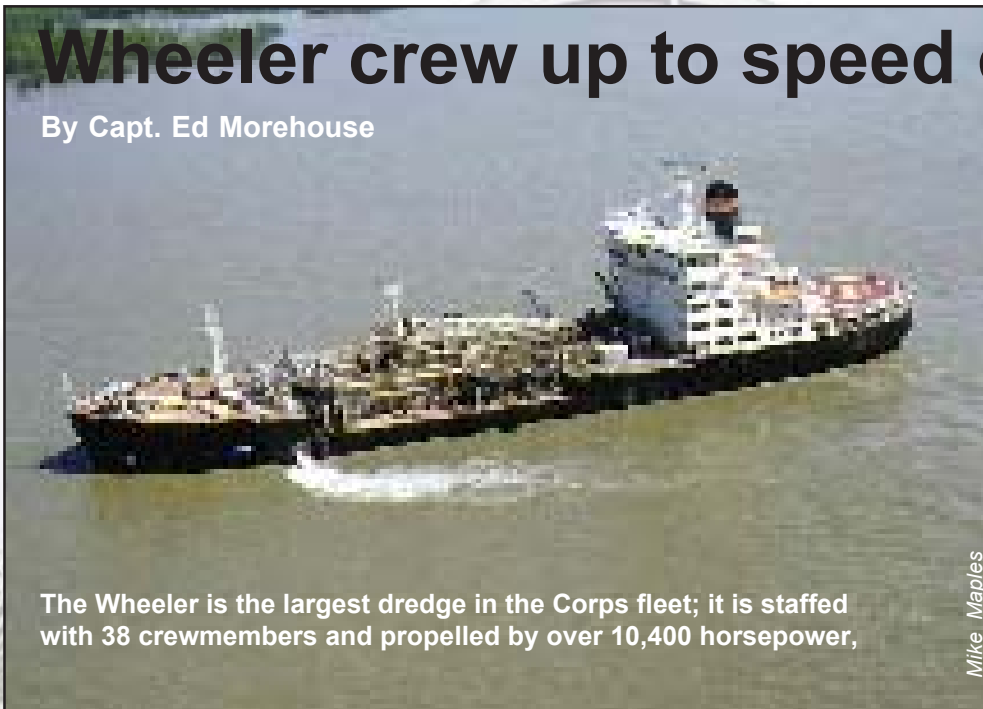
February 2002

Proposed Fiscal Year '03 Budget

**Marsha Demma appointed
chief of Programs Management**

Wheeler crew up to speed on safety

By Capt. Ed Morehouse



The Wheeler is the largest dredge in the Corps fleet; it is staffed with 38 crewmembers and propelled by over 10,400 horsepower,

Mike Maples

After February 2002, any vessel or seaman traversing international waters without documentation will be subject to fines and license revocation for failure to honor international treaty requirements. Certification must be renewed every five years.

The Corps maintains four seagoing dredges capable of and certified for immediate worldwide deployment: Wheeler, Essayons, Yaquina and McFarland.

At NOD, the officers and crew of the Dredge Wheeler have undergone intensive STCW training and certification the past three years to bring the vessel under full treaty compliance. This is a monumental accomplishment, achieved despite emergency dredging responses, shipyard overhauls, crew scheduling, and manpower shortages.

Training has included:

- Global Maritime Distress & Safety Systems equipment, which replaced the old Morse Code SOS distress system with modern satellite and long-range automated distress

See **WHEELER**, page 4

In the maritime world, the latest buzzword is “STCW,” and the Dredge Wheeler is buzzing with it.

It stands for Standards for Training, Certification, and Watchkeeping, and it is part of a vast nationwide effort to ensure that all U.S. oceangoing vessels comply with International Maritime Organization (IMO) treaty standards for Safety of Life at Sea (SOLAS).

Originally begun in 1978 as an offshoot of SOLAS, after studies, conventions, discussions and modifications, officials finally hammered out a treaty signed in 1995 by 133 nations (including the U.S.), repre-

senting 98 percent of the world’s seagoing vessel tonnage. The intent is to bring all ships up to high safety standards—not only to protect these ships and their crews and cargoes, but also to ensure member ports that 90 percent of the ships that enter their ports hold to the same safety standards.

A great part of this treaty adherence involves the STCW Certification of all seafarers by February 2002. This has been a tremendous undertaking for nearly a decade, and is now drawing to a close—hence a rush for training and certification.

Riverside

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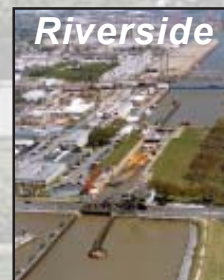
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Mike Maples

The Industrial Canal Lock replacement project could be impacted by FY 2003 budget cuts.

Survey shows upswing in equal opportunity climate

By Terry Chopin

A survey distributed by the Equal Employment Opportunity Office (EEO) in August 2001 showed an overall improvement in employee feelings about the equal opportunity climate at NOD during the past year. The survey's purpose was to provide a better understanding of employee perceptions and experiences related to fair treatment and equal opportunity. It asked questions in four major areas:

- General EEO Perceptions
- EEO Issues in Your Work Group
- Individual Work Group EEO Climate
- General Work Issues

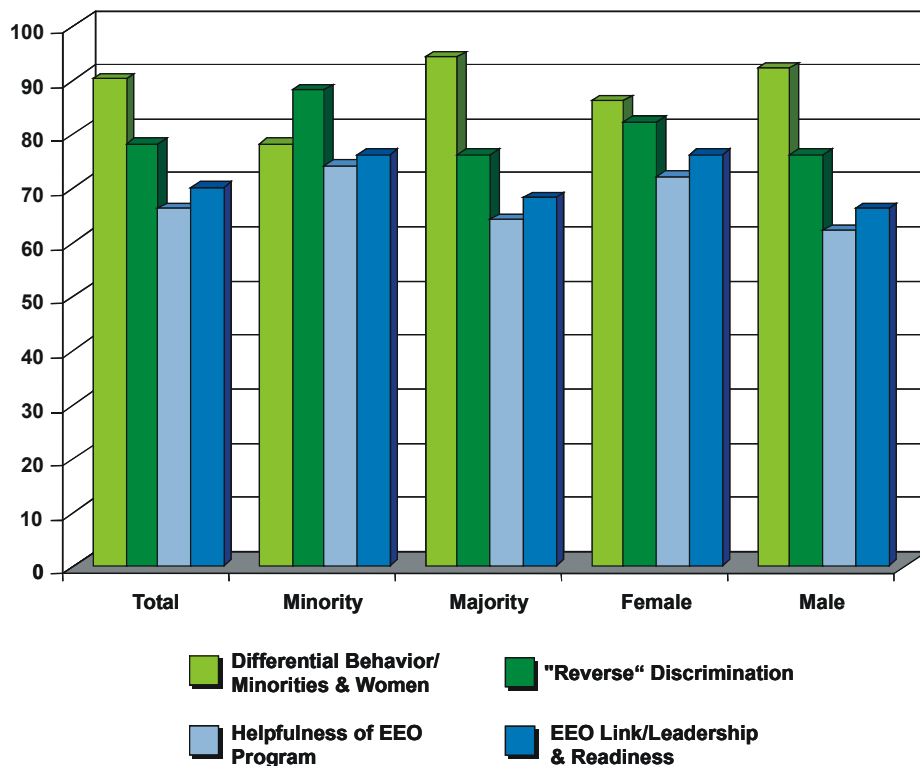
The response rate was 48 percent (211 employees) of the randomly selected 440 employees who were sent the survey. (This survey

sample number gives a response that has 99 percent accuracy in judging the district as a whole.)

What can NOD do with these results? The Defense Equal Opportunity Management Institute, a training and research agency specializing in addressing equal opportunity concerns in the military, has these suggestions:

- Share the results with your organization. (We're doing that via this article.)
- Validate the results through other sources. (EEO/CPAC employee interaction, plus the previous survey.)
- Establish an "action team" that will utilize the results. (The action team recommends holding a town hall meeting where employees

See SURVEY, page 8



The chart below is based on a scale of 0 to 100, with 50 being a vote of average confidence. Survey questions are asked a number of ways to elicit attitudes on broad subject areas. On this survey, the responses differed the greatest in the four areas below:

- Differential Command Behavior Toward Minorities & Women** (i.e., supervisory treatment of Minorities and Women) — Sample survey question: "Are the chances high or low that a supervisor referred to women subordinates by their first names in public while using titles for the male subordinates?"
- "Reverse" Discrimination** (i.e., preferential treatment of Minorities and Women) — Sample survey question: "Are the chances high or low that a minority man was selected for a prestigious assignment over a majority man who was equally, if not slightly better, qualified?"
- Helpfulness of EEO Programs** (i.e., EEO's ability to assist employees with questions or complaints) — Sample survey question: "Do you agree or disagree to the following statement: EEO training in my unit is generally helpful in improving intergroup relations?"
- EEO's Link to Leadership and Readiness** (i.e., EEO's commitment to working swiftly to address problems, and with the assistance of management) — Sample survey question: "Do you agree or disagree to the following statement: EEO plays a critical part in readiness?"

WHEELER, from page 2

and communications systems.

❑ Automatic Radar Plotting Aids training, which replaced old plot-on-screen radar systems with computerized collision avoidance radar.

❑ Bridge Resource Management training, which teaches officers to work together on the bridge as a team with modern equipment, reducing tragic errors.

❑ Advanced Firefighting Techniques to teach officers and crewmembers firefighting theory and teamwork to better combat shipboard fires.

❑ Medical/First Responder and Person-in-Charge training to train select officers and crewmembers in modern lifesaving/medical emergency techniques, including EMT-level emergency procedures and use of defibrillators.

❑ Basic Safety Training, the most widespread training for everyone. It involves a week of intensive training in firefighting, personal survival, CPR/first aid, social responsibility and personal safety.

The Wheeler officers and crewmembers attended three facilities to accomplish this certification — Maritime Institute of Technology and Graduate Studies in Baltimore, Marine Engineers “Calhoun” school in Owens, Md., a specially-scheduled STCW school at the University of New Orleans’ and the Delgado Fire Suppression School.

Wheeler crewmembers spent five days in classrooms, firefighting fields, and UNO’s Olympic swimming pool becoming proficient in all the exercises.

See WHEELER, page 9

Uncontrolled diversion into

Sediment-rich diversion project to create nearly 10,000 acres

By Eric Lincoln

A first-of-its-kind diversion project on the Mississippi River above Head of Passes will create almost 10,000 acres of marsh in West Bay over the next 20 years.

The West Bay Sediment Diversion Project, unlike other freshwater diversion projects such as Caernarvon and Davis Pond, will have no control gates and is designed to capture not only fresh water but also sediments from the river.

“This is the first large-scale, uncontrolled diversion project constructed by the Corps,” said Bill Hicks, project manager. “We’re basically cutting a big hole in the dike and letting the water and sediment in; it’s not lined with rocks or anything.”

Since a project like this has never been done—“at least not on purpose,” said Sean Mickal, environmental coordinator—construction will occur in two phases. First, there will be a phase one diversion where the progress of a 20,000 cubic feet per second (cfs) release will be monitored. If all goes as planned, phase two will more than double the water flow to 50,000 cfs.

The ultimate goal is to create 9,831 acres of marsh in West Bay over the project life.

“There’s an extremely remote chance that things could get out of control,” Mickal said, “but this diversion just simulates the natural recycling of the Mississippi River’s subdeltas, and after some time—75 to 200 years from now—it will create the marsh and the gap will slowly fill in by itself.”

“If it starts to unravel,” Hicks added, “we’ll just fill it in with sediment dredged from the Mississippi River.”

The West Bay project would be closed if it starts to capture the Mississippi River, or if sedimentation in the channel impacts navigation. Sedimentation could occur when the water velocity slows down in the river when the project is diverting water, causing sediment to drop out of the



West Bay will create marsh



Before and after images show the effects of decades of erosion on the Mississippi Delta. Above, Head of Passes in 1947; at left, the same area 42 years later. Current estimates show Louisiana losing up to 35 square miles of wetlands per year. Below, the West Bay Diversion Project, to be built at mile 4.7 above Head of Passes.



water column and settle to the river bottom.

The cost for the West Bay project was originally authorized for \$8.5 million, but maintenance to control sedimentation, and a \$2.1-million relocation of a gas pipeline increased the cost to over \$22 million.

At almost \$14 million, maintenance dredging of the Pilot Town anchorage area—where ships anchor during bad weather—is the largest component of the project cost. Even though the area is not currently maintained, the Louisiana Steamship Association was “pretty adamant,” Hicks said, about keeping it clear of

any sedimentation.

Final approval for environmental compliance will occur in early February, with construction slated to begin late this year.

At the end of 20 years the Corps will evaluate the West Bay project to see if the diversion should stay open.

For more information, go to the Web site: www.lacoast.gov/cwppra/projects/mississippi/WestBay/index.htm



Bush requests \$287 million

MR&T program gets boost but Construction program takes cut

By Eric Lincoln

President Bush requested \$4.29 billion on Feb. 4 for the Corps of Engineers in FY 2003, with \$287 million of that going to NOD, down \$31 million from this year.

For NOD, the biggest cut is in the Construction General program, down \$43 million, while the largest increase goes to the Mississippi River and Tributaries (MR&T) program, at \$7.6 million.

As shown in the chart below, the budget request includes funds for studies and projects in General Investigations, Construction General, Operations and Maintenance, and the Regulatory Program, and the MR&T programs.

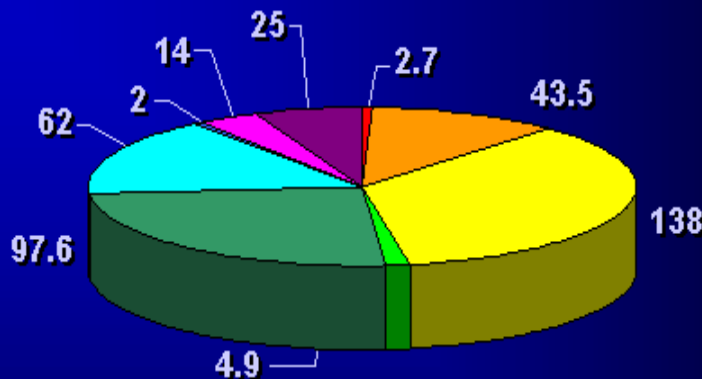
Additionally, the studies (General Investigations) program is down \$1 million from last year—a 29 percent decrease, but the Operations and Maintenance program increased \$5.5 million.

The \$287 million does not include funds the district anticipates receiving for work



Brown Pelicans on recently restored Queen Bess Island

FY 2003 Program (\$ Millions)



■ General Investigations	\$ 2.7	
■ Construction General	43.5	
■ O&M including Dredge Wheeler	138.0	
■ Regulatory Program	4.9	
■ FC, MR&T	\$ 97.6	\$286.7M
■ CWPRRA (Breau Act)	62.0	
■ SFO including Superfund	2.0	
■ Other Programs (CAP, PAS, FCCE)	14.0	
■ Local Contributed Funds	25.0	
TOTAL	\$389.7M	

for NOD in fiscal year 2003



Doug Spinks

in the Breaux Act, Continuing Authorities Program for small construction projects, Planning Assistance to States activities or Support for Others work.

Congressional Boost

In FY 2002, Congress appropriated \$48 million more than President Bush requested for NOD, as follows:

- ❑ \$3.8 million in General Investigations, including four new studies
- ❑ \$26.5 million in Construction General, including one new construction project and

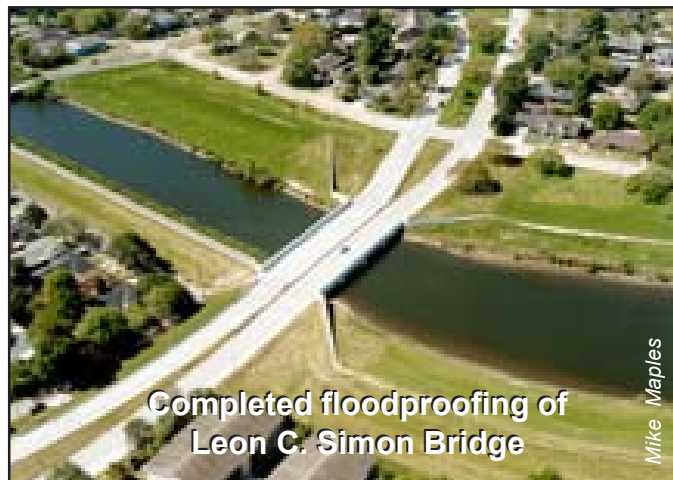
three environmental infrastructure projects

- ❑ \$10.8 million in Operations & Maintenance
- ❑ \$7.3 million in MR&T projects.

Additional Needs

NOD is currently determining its additional funding needs for FY 2003 to maintain schedule on the studies and projects. Some funding requirements are:

- ❑ \$30 million for the **Inner Harbor Navigation**



Completed floodproofing of Leon C. Simon Bridge

Mike Maples

Canal Lock replacement project

- ❑ \$100 Million for the **Southeast Louisiana Urban Flood Control** construction project
- ❑ \$35 million for the **Louisiana Coastal Area Feasibility Study**: a 10-year study to evaluate nine coastal basins and develop a plan to restore coastal Louisiana. We are beginning an 18-month Comprehensive Coastwide Ecosystem Restoration Feasibility Study (Coast 2050), to provide a roadmap for planning and implementation. Funding required for a comprehensive study and several interim studies is \$5 million.

Final Budget

Division commanders, the chief of engineers and others will testify before Congress on the president's budget. Appropriation committees for both houses of Congress will meet during May and June to submit their recommendations for all 13 federal appropriations bills for FY 2003. At the same time, our project sponsors and many stakeholders in Corps projects submit their requests for funding to the Louisiana congressional delegation. In the past, the funding from congressional adds has varied from year to year, from \$20 million to \$100 million.



Early construction on Davis Pond Freshwater Diversion Project

Mike Maples

Marcia Demma will guide the budget as chief of Programs Management

By Terri Jackson

Marcia Demma's word of the year is "enthusiasm." Enthusiasm is what she felt being promoted to chief of Programs Management Branch, Project Management Division.

A New Orleans native who takes pleasure in living in the Warehouse District, Demma earned a bachelor's of science degree from the University of New Orleans in 1988 and has been a Corps employee for 12 years.

She began her career with the Corps in 1990 as a civil engineer in the Regulatory Functions Branch of Operations Division.

Still working as a civil engineer, in 1993 Demma switched branches and relocated to Emergency Management Branch. She was awarded the Achievement Medal for Civilian Service for her disaster relief efforts after tropical storm Alberto.

In 1994, Demma became chief of Management Support Branch. "As chief and supervisory civil engineer, I managed the Operations Division's maintenance programs and the division's administrative activities," said Demma.

In 1997, Demma changed divisions and began working

in the Programs Management Branch, Project Management Division. In 2001, she held the position of acting branch chief, until being promoted.

"I am eagerly awaiting new responsibilities," said Demma. These include managing the budget formulation, project justification and execution of large hurricane protection, flood damage reduction, navigation and environmental restoration projects.

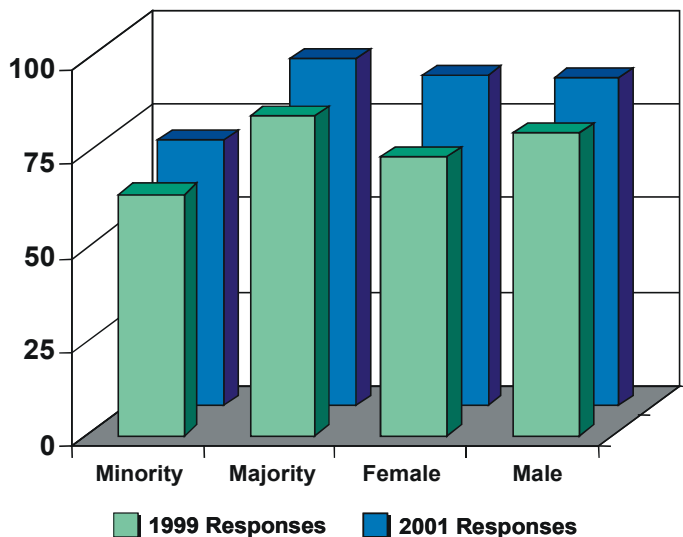
"I also provide recommendations to the chief of PMD and the district managers regarding efficient use of funds," said Demma. On top of that, she provides information to congressional staffers, Mississippi Valley Division, sponsors and stakeholders. Demma commented, "With a staff of 13 dedicated and knowledgeable employees, I am confident that Programs will continue to serve the district in obtaining project authorizations and appropriations."

Demma strongly encourages others to take advantage of educational opportunities. She herself went back to school as an adult and vows that it is never too late to go back to school.



Scott Riecke

SURVEY, from page 3



identify problems with their workplace and suggest ways to improve upon it.)

- Conduct a follow-up survey in 6-12 months.

The chart at left shows the improvement in positive responses since 1999.

Take a look at the EEO Intranet page for more information. If you have ideas for the "action team," contact the EEO Office at x2468.

Information for this article was gathered with additional information from the Armed Forces Equal Opportunity Survey and Defense Equal Opportunity Management Institute Web sites.

WHEELER, from page 4

The team environment of sending numerous crewmembers at one time not only maximized the training, but also gave crewmembers confidence that all their shipmates could be counted on in an emergency. This automatically enhances crew morale and provides for a smoothly operating, safe ship on the high seas. This is the aim of STCW and the international treaty.

Capt. Ed Morehouse is the master of the Dredge Wheeler.



Wheeler crewmembers practice lifesaving flotation techniques in UNO's swimming pool.

We owe the celebration of Black History Month, and more importantly, the study of black history, to Dr. Carter G. Woodson. Born to parents of former slaves, he spent his childhood working in the Kentucky coal mines and enrolled in high school at age 20. He graduated within two years and later went on to earn a Ph.D. from Harvard.

The scholar was disturbed to find in his studies that history books largely ignored the black American population—and when blacks did figure into the picture, it was generally in ways that reflected the inferior social position they were assigned at the time.

Woodson, always one to act on his ambitions, decided to take on the challenge of writing black Americans into the nation's history. He established the Association for the Study of Negro Life and History (now called the Association for the Study of Afro-American Life and History) in 1915, and a year later

founded the widely respected Journal of Negro History. In 1926, he launched Negro History Week to bring national attention to the

BLACK HISTORY MONTH

contributions of black people throughout American history.

Woodson chose the second week of February for Negro History Week because it marks the birthdays of two men who greatly impacted the American black population: Frederick Douglass and Abraham Lincoln. However, February has much more than Douglass and Lincoln to show for its significance in black American history. Some examples:

❑ February 23, 1868:

W. E. B. DuBois, important civil rights leader and co-founder of the NAACP, was born.

❑ February 3, 1870:

The 15th Amendment was passed,

granting blacks the right to vote.

❑ February 25, 1870:

The first black U.S. senator, Hiram R. Revels (1822-1901), took his oath of office.

❑ February 12, 1909:

The National Association for the Advance-

ment of Colored People (NAACP) was founded by concerned black and white citizens in New York City.

❑ February 1, 1960:

In what would become a civil rights movement milestone, a group of black Greensboro, N.C., college students began a sit-in at a segregated Woolworth's lunch counter.

❑ February 21, 1965:

Malcolm X, the militant leader who promoted Black Nationalism, was shot to death by three Black Muslims.

Courtesy "Learningnetwork.com"

Project Management

DICHARRY NOMINATED—

Gerald Dicharry (PM) was nominated by the World Trade Center for the 2002 C. Alvin Bertel Award, which is presented annually for outstanding contributions to the advancement of the Greater New Orleans port area; the award is named after C. Alvin Bertel Sr., a former Dock Board commissioner who helped establish the system of selecting Dock Board members.

BROWN MAKES HEADLINES FOR MAYAN RESEARCH—

Botanist Christopher Brown made news in Mexico for a presentation in November at the University of Campeche, explaining his research on impacts of human habitation on vegetation.



"There is no such thing as a virgin forest," Brown said. "There's this myth that noble savages lived in harmony with nature; but they did, in fact, change the ecology. Every forest has been influenced by human activity." Brown spent two years of research on his Ph.D. dissertation, which included a grant from the National Science Foundation that sent him for two months last year to the forests of Campeche to study vegetation in the ancient city of Calakmul, once a metropo-

lis of nearly 60,000 people. "We need to understand the process of vegetation growth after human habitation; it has a lot of implications for ecology and landscape preservation," Brown said.

ASHWORTH RECONSTRUCTING CIVIL WAR BATTLE —

Archaeologist Ken Ashworth is helping unearth clues at the Port Hudson State Historic Civil War site, where the Army first used black troops at regimental strength in a major assault. "We're trying to find out what happened during 15 minutes on May 27, 1863," Ashworth said. On that day, Louisiana Native Guard regiments fought against one of the strongest areas of Confederate artillery batteries blocking the Mississippi River above Baton Rouge, with disastrous results: artillery fire cut through the ranks of advancing soldiers, who were eventually forced back with heavy casualties. Many historians say the heroism of the Native Guard units in the face of overwhelming odds demonstrated the black soldier's willingness to fight for the

Union and the abolition of slavery. "This was probably one of the most important sites for African-American history, but it's little known," said Ashworth. "The main point of this is to reconstruct the battle — to be more specific about it."

Engineering

CD ASSISTS SECRET SERVICE—

The CD-ROM version of the Mississippi River Navigation Chart was used by the U.S. Secret Service at its command center in New Orleans during the Super Bowl. Produced by Engineering Systems and Programming Sec-

tion, the CD contains the complete map of the Mississippi from Hannibal, Mo., to the Gulf of Mexico. PAO furnished it to a U.S. Customs special agent, who said it was exactly what the command center needed for security.

Operations

ALGIERS PIPELINE HIT—

While dredging at the Algiers Lock Forebay on Jan. 31, the Dredge George D. Williams struck a water pipeline going to English Turn shortly after a S&WB representative had given clearance for dredging. The dredge hit something hard and a piece of concrete was recovered from the submerged pump. Algiers Lock personnel then alerted the dredge that water pressure had dropped; the S&WB representative investigated, but said the problem was not in the area the dredge was operating and for the dredge to continue working. It's possible that the waterline was not buried and "floated" to a higher elevation, or was not installed in accordance with the permit drawings. Investigations continue.

ROCKS FOR FLOOD PROTECTION—

Big rocks on the deck barges at headquarters are a precaution for high-water time on the Mississippi River. And we're in that time of year. The rocks will roll on out of here for other projects if no emergency arises during high-water season.

Around the District

Super Bowl Project

A Corps volunteer group worked at Rebuilding Together's Super Bowl project in February. When the Super Bowl is in a city with a chapter of Rebuilding Together, NFL Charities helps renovate a house or two. NFL coaches and players participate when they are in town for the game. Rebuilding Together asked the Corps to redeck the front porch, rebuild a set of front steps and build new porch rails. The work was done on Martin Luther King Jr. Day.

Volunteers, back row (left to right): Jim Walters (OD), Harley Winer (ED), homeowner Mr. Johnson, Frank Vojkovich (ED) and David Wurtzel (OD). Front row (left to right): Marco Rosamano (RE) and Marti Lucore (PM).



Lane Lefort

Employees learn pediatric First Aid in January in the DARM. The course, sponsored by attorney Randy Florent, involved a full day of training in techniques such as CPR, and how to protect victims of burns, neck-and-back-injuries, and seizures.



Lane Lefort

Congratulations

to **George Damare** (OD) on the birth of his fourth grandchild, Cassidy Adele, born to Damare's youngest daughter Wendy, Aug. 8.

to **Angel Mislán** (ED) who was promoted to chief of the Hydra Modeling Section of Hydraulics Branch, Engineering Division.

to **Tonya Heskett** (OD) and her husband Ken on the adoption of their first child, 19-month-old Dakota Michael, on Jan. 18. The Heskett's are foster parents to Dakota's younger brother, who they hope to also adopt later this year.

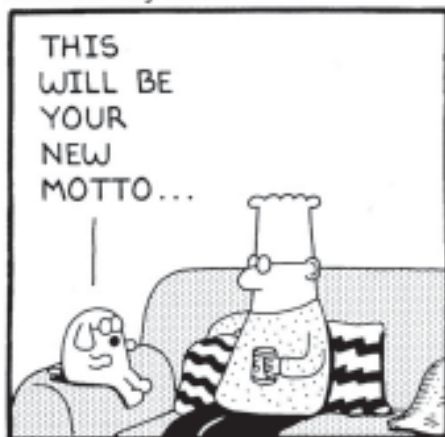
to **Steve Hinkamp** (CD) who was awarded the MVD Construction Manager of the Year Award from Brig. Gen. Arnold at the AGC/Corps meeting held in Perdido Beach, Ala.

Condolences

to **Felton Prosper** (PM), who's father, Felton Prosper Jr., passed away Jan. 18.

to the **Haydel** family on the death of Delma (Del) Haydel, Corps employee of 44 years (retired 1990), Feb. 3.

DILBERT® by Scott Adams



Talk Back

Last month we solicited your comments on "Interagency Relations." We were unable to publish any responses. Instead, we're publishing these unusual facts about the air-conditioning system at NOD.

Building utilizes its ecosystem to regulate temperature

An S-all message in January about weekend air-conditioning service to the NOD building reminded us that a technician once said that the building has no heating system. Actually, we do have one, but it's so energy efficient that it's almost like not using one at all. Shelton Kennedy, (LM), gave us this explanation of how it really works:

"Our building was designed as an energy efficient building that takes into account the heat generated from lights, computers, body heat, etc. We also have heater strips within the 179 VAV boxes in the building that help regulate the temperature.

During the summer months, if the thermostat in your offices is set at 73 degrees and the temperature falls to 70, the heater strips come on to heat the air coming out of the VAV box back up to 73 degrees. This works very well.

However, in the cold winters months (January - February) it's not so simple.

We have to balance the cold air coming into the building from the air intake vents

on the roof with existing air within the building that has been heated by lights, body heat, computers, etc.

During our coldest days of the year (mostly January), anytime the temperature goes below 32 degrees we leave all the lights in the building on all night. This helps maintain the temperature because heat from the lights rises above the ceilings; and when we activate the centrifugal chillers and start circulating air throughout the building, the heater strips within the 179 VAV boxes are able to bring the temperature up to the desired range.

We operate the chillers even in winter to circulate air.

So, we have some heating, but not enough during real cold weather without using other forms of heat generation (including heat coming through the windows).

Bottom line? We have an economic system that works for us in New Orleans."

TO HAVE YOUR IDEAS PRINTED IN THE NEXT ISSUE

AND

WIN A RESERVED PARKING SPOT FOR AN ENTIRE MONTH

RESPOND BY MARCH 12

LET US KNOW WHAT YOU THINK ABOUT THIS MONTH'S TALK BACK TOPIC:

COMFORT LEVELS

>WHAT'S YOUR COMFORT LEVEL AT WORK, AND WHAT HELPS YOU ATTAIN IT?

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